

# ISLINGTON *news*

*The Journal of the Islington Society*

## London Forum Chair made M.B.E.

This year's New Year Honours list included an M.B.E. for Peter Eversden, the assiduous and tireless chair of the London Forum of Civic & Amenity Societies. The award is made for services to Community Engagement in Planning for London.

Peter says he is delighted to receive the recognition for his volunteering work over the past 35 years in the civic movement but considers the award is for the achievements of London Forum's team and of its 150 community groups and individual members across London.

Peter is also chairman of the Bedford Park Society, a past trustee of the William Hogarth Trust and a member of the Mayor's Outer London Commission since 2009. He joined London Forum as a trustee in 1996 and became its chairman in 2001. Peter has been involved in the development of the London Plan since the GLA was created and the London Forum's 25th anniversary in 2013 was celebrated for all its members by Boris Johnson at City Hall in appreciation of the work done by community volunteers.

The London Forum is a charity established at the behest of our own Marion Harvey in 1988 by the Civic Trust to network, support, inform and represent its members across the capital, helping communities to build civic engagement and involvement with their local authority in planning, sustainable development, service provision and the improvement of localities.

### Examining the London Plan

Almost single handedly, though with input from member Societies, Peter has prepared detailed responses to successive proposed changes to the London Plan, without which there would have been no Examination in Public of any meaningful nature. The more conscientious inspectors came to rely on

Peter's evidence to facilitate proper scrutiny. Peter has been frustrated that the need for a completely new plan, needed to meet the continued onslaught on the planning process, has been delayed by a combination of government interference and the current Mayor's disdain for detail.

### London Housing crisis

The award has in no way dimmed Peter's attempts to persuade the government to rethink its housing policy in respect of London, which he described as the greatest threat to the capital in his time as chair. The obsession with home ownership, when house prices are so high that people can barely afford to rent, and the loss of places of employment as offices are emptied to qualify for reuse as residential, are bad enough. The inability to distinguish between people and habitable rooms in assessing density make it worse. Continual scapegoating of the planning system ignores the fact that the more you lower the bar, the more developers will hold out for extra storeys or fewer affordable units. It is unclear whether there is simply a lack of understanding or whether this is an extension of the Blairite policy of repeatedly stating the opposite of the truth until some independent body repeats it and it becomes a fact. Peter continues to work in the hope that it is the former.

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## Islington Society News

### ISLINGTON IN BLOOM

The Islington Society is again sponsoring one of the awards for Islington in Bloom 2016. This year we have applied to support the Best Pub in Bloom.

### Celebrating Harley Sherlock

We are delighted to report that, two years after his death, we will be returning to the Harley Sherlock Pavilion in Sanderstead to celebrate the life of Harley Sherlock. The occasion is to be a cricket match between the club for whom he played, and ourselves in the form of an Islington Society Invitation XI. As Sanderstead play some serious cricket, we have invited some players above the standard of the Committee and the wider membership.

Stumps will be pitched at 1.30 p.m. on Saturday, April 30th. The Sanderstead cricket ground is in Limpsfield Road just south of the roundabout beyond All Saints Church. Sanderstead is just about in zone 6 with a half hourly train service from Victoria. Anyone cycling would take the Brighton Road beyond South Croydon, and then the left hand fork into Sanderstead Road.

It goes without saying that the Harley Sherlock Pavilion is not without good ale.

### Annual Dinner

The Little Georgia restaurant in Barnsbury Road was packed to the rafters for our Annual dinner last October, so it did not need much debate in committee to agree that 2016's event should also take place in that month.

Fifty-five people attended the last dinner: the restaurant seats up to 52. We were treated

to excellent speeches from James Dunnett, on cricket, and Jay Curtin on engaging with youth. We were delighted that the Mayor and Consort were able to join us.

### Events manager

We are delighted to report that Andrew Clayton responded to our request last time and has joined the committee as Events Manager.

### *Islington Society: What we do*

- we support conservation planning work to preserve the borough's historic fabric and individual buildings of distinction
- we campaign for a high standard of design in new buildings
- we encourage best practice through awards for good architecture in new or refurbished buildings
- we organise a varied programme of events including talks, walks and site visits
- we campaign for better public transport and for priority for people travelling on foot or by bike
- we produce publications that celebrate Islington's history and its social and cultural diversity
- we publish neighbourhood walking trails to foster exploration awareness and pride of place
- we build links between residents officials and councillors
- we send advisers to Council groups dealing with development, the environment and transport
- we are represented on the London Forum of Civic & Amenity Societies, which takes up cross-borough issues and is a member of Civic Voice
- we publish a regular newsletter

The copy date for our next newsletter is June 6th, 2016. The views expressed in the newsletter are not necessarily those of the chair, the editor, or the Society's adopted policy.

Our web site is [www.islingtonsociety.org.uk](http://www.islingtonsociety.org.uk)

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**Society publications** [available from the Society at 3P, Leroy House, 436 Essex Rd., London, N.1 or local bookshops]  
*Twentieth Century Buildings in Islington*, by Alec Forshaw, £14.99, photographs by Richard Leeney, ISBN 0-9541490-0-9  
*The Story of Day Flats in and around Islington*, by Andrew Bosi, photographs from C.F. Day Limited and Oliver Craxton, £5, ISBN 0-9541490-1-7

*An architect in Islington*, by Harley Sherlock, £14.99, ISBN 9-78-0-9541490-2-4

### **Books from our President and Vice-President**

*Suicide of the West*, by Richard Koch & Chris Smith, £14.99 and available on Amazon, ISBN 0-8264 9023-9.

*A History of Islington*, by Mary Cosh, published by Historical Publications at £18.95, ISBN 0-948667-974

*53 Cross Street - the biography of an historic house* by Mary Cosh & Martin King, photographs by Pauline Lord, published by the Islington Archaeology & History Society

## King's Cross Coal Drops

The Society has been following developments on the area once known as Kings Cross Railway Lands at least since 1990, despite only a small part of them being in Islington, when under Marion Harvey's Chairmanship an outline open space-led scheme of my own was supported. Idealistic it may have been, but it was consistent with Islington's stated UDP objectives, generally ignored. The Argent Masterplan by Allies & Morrison and Dmitri Porphyrios, both conservatives as far as urban design is concerned, gained consent in 2006. It has little real open space, and even that is about to be reduced further following a consent granted by Camden Council just before Christmas for a variation to the Masterplan. The Society approved the Masterplan largely because of the prospect it seemed to hold out of sensitive re-use of the listed Victorian railway heritage. Here too the approved variation will undermine expectations.

The Coal Drops (pictured below) were built in the 1850s as long narrow roofed structures designed to allow coal brought in on railway wagons to be unloaded by gravity into horse-drawn carts waiting beneath. The extended repetition of their brick arches and their straight-as-a-dye slated rooves are impressive examples of the 'Functional Tradition' - but not for much longer. Under the Masterplan these structures were to have been converted into small retail and craft units and restaurants, with the space between the two Coal Drops open to the sky as a 'piazza' to be called Coal Drops Yard, forming

part of the main north-south route through the site.

Argent now describe the Yard as their development's 'main retail offer' and insist that some large 'anchor stores' are now required to make it viable 'following changes to shopping patterns due to on-line competition'. So they hired Heatherwick Studio, designers of such controversial projects as the proposed 'Garden Bridge' over the Thames, to suggest how this might be done. The unexpected solution proposed is to roof over much of the Yard with an extra storey spanning from one Coal Drop to the other, which will be accommodated by twisting upwards and forwards the 'straight-as-a-dye' rooves until they meet in the middle, one storey higher - the so-called 'kissing roofs'. This proposal strikes one as totally alien to both the structural and architectural character of the Coal Drops, and will also result in the darkening of Yard and the blocking of important views along the north-south route. Even if one accepts the necessity for anchor stores, though one would have thought it was the larger rather than the smaller stores that are most vulnerable to on-line competition, the example of the Brunswick Centre seems a far better model: there a ground level Waitrose was inserted across the northern end of the space between the two listed post-war blocks without seriously disturbing their architectural character.

This Society was instrumental in stirring up six other amenity societies to write in to protest at very short notice - including the Victorian Society,



[continued from page 3] SAVE Britain's Heritage, and the Camden Civic Society. All to no avail - Historic England had written to Camden back in July that though the proposal would do harm to the listed buildings it would not be 'substantial harm' and would be outweighed by the public benefits of a near 50% increase in retail floor space. One hardly knows where to begin in expressing one's outrage at this opinion. But a request by the Society to the DCLG (Dept of Communities and Local Government) to 'call in' the application met with the

reply that 'While I note your concerns the application was properly for the Council to decide, and there is no basis of the Secretary of State's involvement in this matter'. To say the least - the opposition case to this proposal has not had a fair hearing.

This is not the first time Historic England has disappointed conservationists or that Camden's planning officers have shut out opponents of development at any price. JD

## Fire budget consultation

*Following the government announcement of the settlement for local authorities including the Greater London Authority, there has been a consultation on two options for the Fire Authority budget. If you missed it you were not alone.*

### Lost fire stations

The budget of two years ago involved the loss of twelve fire stations, two of which served Islington, and the temporary mothballing of a further 13 fire engines. This was part of a budget that reduced the precept paid as part of Council tax by 7 pence a week.

Unfortunately, insurance premia have risen by even more, and the Chancellor's hike in Insurance Tax means we are now paying 3½% more than last year. Council Tax bad, Insurance Tax good: but the Council Tax paid for prevention of catastrophe, the insurance only offers compensation afterwards.

### Mothballed fire engines

The opportunity has arisen to reinstate the fire engines within a balanced budget. It involves cutting back office activities, which always sounds better, and most of the Assembly members favour this Option A.

However the Commanding Officer has recommended making the cut in fire engines permanent. The main argument for this is the uncertainty that they could be retained beyond 2017, rather than the back office functions, so perhaps we can expect those to go next year if not this. The Commander believes that targets for getting one or two fire appliances to the scene within an agreed timescale are still being met, and that the number of fires is reducing even though the

population is rising. This is Option B.

### Call out times

The difficulty in assessing call out times is that they are a Borough average: there will be Wards, particularly those formerly served by the closed fire stations, above the average. Moreover, the times reflect time from the station to the building. If the fire is on the 9th or the 16th floor the time between call and fire-fighting may be 2 or 3 minutes more.

### Islington impact

One of the fire engines mothballed was at Holloway. In practice the impact is wider: if all the appliances from a neighbouring station are on call, others are moved to provide cover.

The consultation involved four meetings across Greater London, so Islington's meeting was in Stratford. Unsurprisingly, few members of the public attended. All of those who did and spoke were in support of Option A. On line consultation closed as we went to press and the result will be known and the budget determined by mid-March.

### Future of the fire service

Yet another pre-election purdah announcement is a proposal to abolish the LEFDA and transfer power to the Mayor. This would bring the Fire Service into line with the Metropolitan Police (except in the City) and with Transport for London. It would obviate the need for consultation of this kind.

## Mayor recovering after fall

Mayor and Society member Richard Greening spent Christmas in hospital after a black out led to a fall in which he sustained head injuries.

If it sometimes appears that Islington's first citizen is waited upon hand and foot, such appearances are misleading. Mayor's still have to do

their own shopping and it was while out in search of a cauliflower that Richard had his accident. He is now home and on "light duties".

We wish him a full and speedy recovery and send best wishes to Patsy, a previous holder of the same office.

## Emily Thornberry rejoins shadow cabinet

Jeremy Corbyn has made further changes to his Shadow Cabinet, in order to ensure a more united approach to opposing the government whilst maintaining a healthy debate among PLP members. He has appointed Emily Thornberry to Shadow the

Defence Secretary, and she becomes a member of the Shadow cabinet. With Hackney North MP Diane Abbott also in a prominent role, some of the press are referring to a north London take-over, but as the next report affirms, this is where the action is.

## Islington Resident runs for London Mayor

Rosalind Readhead has confirmed her intention to run for the London Mayoralty as an Independent candidate championing a Car free London.

With the Chief Medical Officer boosting the popularity of Nigel Farage by suggesting that all alcohol is harmful, it has never been more timely for a Mayoral candidate to highlight the health impact

of cars. Pollutants shorten lives as well as alcohol, without the pleasure, while road traffic accidents are responsible for ten fatalities every day. No doubt the motor industry, like the factories producing weapons or cancer sticks, provide sources of employment, but so do the pubs and restaurants.

The Green Party's Mayoral candidate is also from North London - Sian Berry lives in Camden.

## Archway traffic scheme -work starts

Transport for London has announced that work will start to remove the Archway gyratory this month (February). A consultation is under way on what should happen to the bus routes, for which the closing date is February 22nd.

For those of us who do not live in Archway, the value of these buses is the interchange they provide with each other and with the northern line. Unfortunately, it will be impossible to maintain any

reasonable interchange and people will use Wood Green, Highgate or Finsbury Park instead.

It is not an isolated case. Exactly the same thing is happening at Vauxhall: improved provision for cyclists (cheers!), removal of the gyratory (more cheers!), demolition of the fifteen year old bus station (so resented that the local MP has raised the matter in an adjournment debate).

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### CURRENT OFFICERS

President : Lord Smith of Finsbury

Vice President: Mary Cosh

Chairman: David Gibson,

3P Leroy House, 436, Essex Road, London, N.1

☎ 020 7-226 2207; e✉mail@dgibarch.co.uk

Secretary: David Trillo

45, Ellington Street, London, N.7

☎ 020 7-607 9325; e✉david@trillo.net

Treasurer: Robert Coyle,

Wells House, Upper Street, London, N.1 2UQ

☎ 7-354 3663; e✉ robert.coyle@colmancoyle.com

Membership manager: Peter Kilborn

18, Bewdley Street, London, N.1

☎ 020 7-609 8822; e✉pkilborn@aol.com

Newsletter: Andrew Bosi,

The Croft, Wall Street, London, N.1 000

☎ 020 7-354 8514; e✉ AndrewBosi@aol.com

Events Secretary: Andrew Clayton

andrew.clayton@blueyonder.co.uk

## Mary Tealby

In the second of a series on the people's plaque, Robin Mabey explores the life of the founder of the Battersea Dogs and Cats Home.

Mary Tealby was the standout winner of the 2015 People's Plaque competition. This is not surprising given the British love of animals, but as we shall see this was not always the case. So what do we know about Mary? The short answer is enough to know that she was a remarkable woman.

Mary Bates was born in Huntingdon in 1801, the eldest of three children. Her father had a chemist shop on the Market Square and there were sufficient funds to send her younger brother to Clare College at Cambridge to train for a clerical life. Mary had no such career prospects and at the age of 28 she married Robert Tealby, a timber merchant with interests in Hull, where they settled down to married life in about 1830. The marriage, however, did not last and they separated, but Mary lived in Hull for some 20 years and it is here that she became a keen supporter of the RSPCA.

In the early part of the 19th century animals were treated with casual cruelty. A group of people concerned about this met one day in June 1824 at Old Slaughter's Coffee House in St Martin's Lane to discuss ways of protecting animals from cruelty. The group included William Wilberforce a former MP for Hull. It was decided to influence public opinion by the publication of tracts and to inspect London's markets and streets and bring prosecutions. Thus was born the then SPCA. In particular it tried to 'ameliorate the shocking conduct of the Smithfield meat market, to punish cat skimmers, men who used

dogs as draft animals, and to alleviate the misery of horses'.

Mary came to London in the 1850s to look after her ailing mother and lived in Victoria Street in Holloway (now Chillingworth Street). The story goes that she took a suffering dog into her home and tried to nurse it back to health with teaspoons of hot port wine. The dog died but Mary, with her brother and a friend, decided to set up a place of refuge for suffering street animals of which there were many nearby. The first prospectus set out a rallying cry, 'persons walking through the streets of London can hardly fail to have seen lost dogs in a most emaciated and even dying state from starvation'. So the 'Temporary Home for Lost and Starving Dogs' was established at first in her own home and people brought stray and sickly dogs for her to look after.

Being Islington the neighbours soon complained about the noise which the increasing number of dogs created. The *Islington Gazette* reported her view that having found so many starving dogs in her own neighbourhood that 'the aggregate amount of suffering of these faithful creatures throughout London must be very dreadful indeed.' So Mary looked for better premises and found some unoccupied stables in nearby Hollingsworth Street, which is now where Freightliners Farm is located. Her pledge that no dog or cat should ever be 'refused admittance' is still a key part of the Battersea Home's objectives.



She had to endure attacks in the Times. In 1860 it scorned the Home, 'from the sublime to the ridiculous, from the reasonable inspirations of humanity to the fantastic exhibitions of ridiculous sentimentalism there is but a single step. When we hear of a Home for Dogs, we venture to doubt if the originators and supporters of such an institution have not taken leave of their senses.'

She also had to raise money. She campaigned among the great and the good and she chaired a Committee at the premises of the RSPCA in Pall Mall. Charles Dickens became a supporter. Dogs often feature in his novels and were an important part of his life. In between writing *Great Expectations* and *Our Mutual Friend*, he wrote, in 1862, about the Home calling it an 'extraordinary monument of the remarkable affection with which the English people regard the race of dogs.'

Mary became ill with cancer in 1865 and she

went to live with relatives in Biggleswade where she died. The Home continued to operate in Holloway until larger premises were found in Battersea in 1871. Her grave has no mention of her pioneering work but each year a wreath is placed on her grave on the anniversary of her death.

Although the Home only became truly viable when it started working with the police to 'dispose' of those strays which were not reclaimed, nevertheless, it had established the first principles of animal welfare that have had an enduring influence well beyond Islington. Every shelter and the animals they care for owes Mary Tealby a debt of gratitude. So we should salute the contribution that this woman of a modest background made and celebrate that a Plaque has been erected to her memory in Freightliners Farm (pictured) a location she would surely have approved.

## Barking-Gospel Oak line to close for eight months

Work needed to install overhead electric wiring will necessitate an eight month closure of the Barking-Gospel Oak line from June of this year.

The prolonged closure is needed because it will be necessary to lower the track in order to accommodate the wires. Readers with long memories will recall something similar on the North London line in the Hampstead tunnel twenty years ago.

The closure is certain to cause a major headache to users of the line, who have grown considerably in number since the photograph below was taken. The Heritage train bears the destination

that is about to apply once again on a regular basis: Not in Service. Journey times could be extended by up to an hour, which will make the journey to work no longer viable for those with child care responsibilities, and this assumes that passengers will be able to find space on alternative services at the first time of asking.

Most users recognise that the work is imperative and that, in the words of the form master, the longer you wait the more it hurts.

Electric traction will enable trains of double the length to operate at a higher frequency.



## Angela Inglis

Angela and Rob Inglis were recent recruits to the Society, following their move to a ground floor flat in Islington, but were well known to many of our members through their work on the Camden borders.

Angela taught English at Achland Burleigh School, a popular choice for Islington parents in whose catchment area it lay. Her love of poetry, much in evidence at the celebration of her life in St. Pancras church, made her an inspirational teacher and a popular colleague.

It was however her work around King's Cross that brought her to the notice of more Islingtonians. The King's Cross Conservation Advisory Panel crossed the great divide with Camden and Angela's second passion, photography,

ensured that they had a wonderful record of the unique heritage of King's Cross. It has been made available to a wider public through two publications, *Railway Lands* which is sadly out of print, and *King's Cross - A sense of Place* which can still be purchased.

Along with Lisa Pontecorvo Jeannie Burnett and others, she secured the splendid heritage led redevelopment of the "P & O" site in Islington after English Heritage had seemed willing to throw in the towel. Her boundless enthusiasm and gentle diplomacy combined to bring potential allies on board. Probably the only part of the story missing from *A sense of place* is the credit due to Angela herself.

## Kathleen Frenchman

Kathleen Frenchman was born in North London, where she lived for most of her life apart from a period when she worked for the Manchester Guardian. An only child, she grew up with her cousin Clive who was also an only child. They stayed in contact until Clive sadly died about six years ago. She was at school at Dame Henrietta Barnet in Hampstead Garden Suburb and went on to pursue a long career in journalism, starting on a local paper and then the Manchester Guardian. Kathleen was never a morning person and often worked into the night to meet deadlines for the paper which suited her temperament entirely.

She and her then husband Michael Frenchman had a long lease on a cottage on Brownsea Island in Poole harbour and for a long time spent most weekends there. Later when Michael and Kathleen were divorced her life became centred on Islington.

She regularly attended St Andrew's church at the service which follows the format of the Book of Common Prayer from 1662. Kathleen loved language and grammar, she loved the literature of the Church of England especially the cadencies of

the Book of Common Prayer and the authorised version of the Bible.

She joined the Islington Society and eventually became a member of the executive committee and edited Islington News. Her other great passion was libraries, where she played an active role in the Friends of Islington Libraries. At the same time, Kathleen was very concerned about green issues - in particular the locally run "Save Energy Campaign" in 1993/94, and she also pressed for improvements to local bus services.

Kathleen was a governor at St Andrew's Church of England School in Matilda Street for many years, she was a representative from Barnsbury Parish for the Church of England Deanery Synod for Islington and she was also on the London Diocesan Synod representing Islington. A lasting memorial to Kathleen can be found in the exhibition that she curated covering the history of St Andrew's. This was compiled for the sesquicentenary of the church in 2004 and has been a permanent fixture there. It was remounted last year using the material that Kathleen had sourced.

## Peter Goldfinger

Peter was born in 1933 in Oxford. His mother was the artist Ursula Goldfinger (nee Blackwell) and his father the Architect Ernő Goldfinger. He grew up in

the house Ernő designed in Hampstead surrounded by modern architecture and art and progressive politics and ideas.



In 1940 Peter and his younger sister Liz were evacuated to Canada along with their schoolmates. Most of the children lived together under the care of their teacher Willie Hooper. These were wonderful years of unsupervised adventure during which he made lifelong friends.

On his return boarding school was followed by National Service (not in the officer core because my grandparents were under observation as left wing sympathisers) and then Trinity College Cambridge where he studied Engineering.

During this period he met and married Gabrielle Auerbach. In 1960 my brother Nick was born. The marriage didn't last but Peter remained friends with Gabrielle and she was part of the family even after her second marriage.

In the mid sixties my father went to work in New York as an M&E engineer. There he met my mother Faith Winsor at a party. By 1965 they moved to London renting a flat on Willowbridge Road and so beginning Peter's life in Islington. I was born in 1966 and my sister adopted in 1971.

Islington was very different back in the '70s especially on the 'wrong side' of Essex Road to which Peter had migrated. Still a little post-war shabby, it was a friendly and relaxed place with a real mix of people. Although the neighbourhood changed my parents' parties attracted friends old and new.

My parents had a real community spirit and as well as their great parties they contributed to tree planting along their street, took ALL the kids on the street to see the Tutankamen exhibition in 1972.

My father never lectured me when I was a teenager but rather included me in conversations that were quite grown up. Although left wing he

wasn't dogmatic and was above all kind. He was open minded enough to be informed by his children's experiences and opinions and was only intolerant of prejudice.

Peter had a real passion for great architecture (ancient and modern) and enjoyed his supporting role as an engineer. He discovered a new role when he lost his eyesight in the early '90s: after a tough time of coming to terms with his condition he became involved in Disability Action Islington using his knowledge of the built environment and his eloquence to act as an advocate. It was very like Peter to turn a personal affliction into a way of helping others. The work he did during this period was the most rewarding of his life.

Faith died in 2002. My father was devastated; he didn't enjoy being single. There were the practical problems of being blind and looking after himself but he hated relying on the sympathy of others. With a bit of advice from a female friend he started using the Guardian's Soulmates and after a while struck lucky with Barbara Thomas.

Barbara gave my father a new lease of life. They travelled, socialised, downsized to the flat of his Islington house and enjoyed each other's families (including by now my father's 7 grandchildren).

In the last few years Peter's health deteriorated. He was well cared for by Barbara and despite numerous trips to the hospital remained stoical and uncomplaining. Petty much every doctor, nurse, social worker and carer who dealt with him enjoyed his company. The last year was particularly tough and in the end he decided to stop receiving any treatment. His last words to me were 'I'm finding my way' - it seems that he did. PG

## Campaign to 'Stop the Paddington Pole' successful

The Guardian reports that developers have abandoned, at least for now, attempts to inflict a 72-storey high rise low density building on West London. The Victorian Society and SAVE Britain's Heritage had joined the campaign objecting to plans to demolish the former Royal Mail sorting office at Paddington and build the 'Paddington pole' immediately adjacent to Brunel's Grade I listed station. Campaigners said that together with loss of the baroque-style building, the development plans would impact on the setting of historic assets nearby.

Senior Victorian Society Conservation

Adviser, James Hughes, said: "Demolishing this high quality building would harm the setting of the Grade I listed Paddington Station, other listed buildings and the Bayswater Conservation Area itself. Although unlisted, this building is important in understanding Paddington Station's relationship with the city. Any development of the site should focus on the later buildings of no architectural value. The Paddington Pole's 72 storeys would affect views across west London and pave the way for similar towers elsewhere. Westminster Council must reject this application and explore other options."

## Further expansion of London Overground?

An upbeat announcement in the run up to pre-election purdah suggests that the tentacles of Transport for London are to spread across all Metro services within the capital or straying just beyond its borders. There is widespread support for this idea: Ken Livingstone persuaded Alastair Darling to yield the former Silverlink services, and Boris Johnson has secured routes in north-east London.

The announcement has been widely welcomed, but in doing so much of the detail has been lost on journalists and some politicians. They ought by now to be attuned to the practice of reannouncing previous decisions, repackaging them, or overstating the extent of the policy. Although the feel good factor generates a short term increase in popularity, no-one measures the long term effect as the realization dawns that your own line is not included or that the implementation date is some way beyond your retirement from daily commuting. This is despite the fact that these smoke and mirror announcements have been appearing for twenty years, and are not the preserve of one political party.

The idea is that lines will transfer to a TfL controlled concession as existing franchises expire.

In one case, a break clause part way through the franchise might be utilised. Given the transformation of the North London lines from their Silverlink days, this is a no brainer. But whereas the North London Overground trains have only freight to compete with, some of the lines in south London are shared with longer distance passenger trains. The East London line is not quite as wonderful for this reason. DfT will retain responsibility for longer haul services and who gets priority when there are delays remains to be seen.

Appended to the announcement is a list of benefits passengers can expect to see. But the new rolling stock on the Great Northern line (Moorgate and King's Cross to Finsbury Park and beyond) has already been promised. The existing franchisee has pledged to deliver them.

Not included in the appendices is any mention of the Thameslink services, which will extend to King's Lynn as well as Bedford in the north, and Brighton in the south, but which include plenty of stopping services substantially within Greater London. Are their passengers to miss out?



North Woolwich and its Museum missed out on the Overground revolution. Class 313 trains were replaced in 2009, moving to the south coast, and are to be replaced on the Great Northern line by 2018.

## Transport News Round-up

### Crossrail2 consultation closes

Consultation on the latest CrossRail2 proposals closed on January 8th. In contrast to earlier consultations, notably "regional" versus "Metro", every effort was made to elicit responses and reminders were sent by e-mail a few days before the deadline.

There was good news for Islington in that the scheme no longer envisages the demolition of either the Co-op building or other attractive buildings in the Pentonville Road terrace. The station would now be sited underneath the Royal Bank of Scotland building, whose loss would be warmly welcomed. However, there is now a threat to more meritorious buildings in Islington High Street.

The failure to include a station at Essex Road is a lost opportunity not just for Islington but strategically. Upgrading the station, which would only happen under a mega scheme such as this, would greatly increase usage of the Great Northern service at times when it has capacity, and the interchange would free space on its trains when they are so overcrowded that boarding is impossible.

The station at Euston/ St. Pancras is too far from the Victoria line platforms at King's Cross to achieve congestion relief on the Victoria line, which was key to the scheme in the first place.

### Five car trains on the North London Line

The programme of adding a fifth carriage to all London Overground 378s has been completed. The proposal to go to six car trains, which appears in the Mayor's 2050 Strategy document, has been abandoned. There are already stations where it is impossible to open all doors on five car trains, and the relief from more weekend closures while platforms are further lengthened where possible is to be welcomed. Growth in use will instead be accommodated by more frequent trains.

### Late night and weekend services restored to Drayton Park and Essex Road

Sunday services axed in the 80s, and Saturday services lost in the early 90s, have returned to the Moorgate branch of the Great Northern service, instead of being diverted into King's Cross. The catalyst for restoring evening services was said to be the night time economy around Old Street station. Gradually the services cut since 1979 are

being restored. A few remain worse than then: early Sunday mornings on the North London line, evenings on the Watford branch, Christmas Day. The latter is the most glaring anomaly in this multicultural city.

The new service got off to a dreadful start. In order to cut costs, GN in common with other rail operators employ insufficient drivers and rely on voluntary over-time to staff weekend services. So few volunteered a fortnight before Christmas the service was only hourly with nothing at all on the Hertford loop.

### Another New Bus for London: the HA class

Buses bearing a resemblance to the LT class, but with only a single staircase and two entrances instead of three, have appeared on route 78 and the 106 to Finsbury Park at weekends. These buses, commissioned by TfL, are more likely to find use outside London where generally a single point of access/egress is considered sufficient. The reduction in circulation space facilitates greater provision of seating downstairs, a common complaint about the NBfL and the bendy bus before it.

### Islington declares war at Caledonian Road

Transport for London, having closed Tufnell Park for nine months to renew the lifts, wished to do the same at Caledonian Road. They agreed to postpone the work until Tufnell Park had reopened, but are still intent on doing the work in one go and closing the station for the duration. Islington wanted them to repair one lift at a time, as was the case at Russell Square and indeed more generally until recent times. They pointed out that Cally Road is one of the few accessible stations in the borough and that elderly and disabled people would be disproportionately affected by loss of this station for several months. They were seeking judicial review on the grounds that the response to the consultation did not receive reasonable consideration or was ignored. Transport for London backed down in the face of this challenge, and the lifts will be repaired one at a time.

### Night tube

Talks continue to resolve the dispute over the Night tube, which will include all of the Victoria and Piccadilly lines, but not the section of the Northern line through Angel and Old Street. Presumably clubbers catch early morning trains next day. AB

**Society Events**

Current officers are listed on page 5, and What We Do is on page 2

**Future Society events**

*The Society gives reminders by e-mail of meetings about a week before they are held. Please let the Secretary have your e-mail address if you are not on the existing mailing list.*

Saturday, April 30th 1.30 p.m. at Sanderstead Cricket Club. Sanderstead host an Islington Society invitation XI in celebration of the second anniversary of Harley Sherlock, who devoted so much of his life to both organisations. Buses 403 and 412 pass the ground, Sanderstead is the nearest station with trains from Victoria.

Friday June 17th: the Bill Manley Memorial Pub Crawl continues to explore different pubs of Islington and we are hoping to make a first visit to The Dairy and others in the north-east of the Borough. The future of one of the pubs is uncertain as we go to press.

Wednesday June 29th 7.30 p.m. at Islington Town Hall; Joint meeting with Archaeology and History Society on "Brutalist Islington".

Annual Dinner: First week October: details in the next issue.

**Other Events in or around Islington:**

Archaeology & History Society (7.30 p.m. Islington Town Hall)

Non-IA&HS members welcome, donation invited. Further information in the web site.

Wednesday 17th February . . "The Alexandra Palace Project" - Speaker Louise Johnson, Regeneration & Property Manager.

Wednesday 16th March "Radical Hackney"- Speaker Simon Cole, Hackney Tours founder.

Wednesday 22nd June. AGM followed by Mark Aston, Islington Local History Centre.

Wednesday 29th June: Brutalist Islington, see above.

**King's Head Theatre**

Cosi fan tutte: 20 performances between 1st March & 3rd April.

**London Forum of Civic & Amenity Societies**

020 7993 5754

Mayoral hustings at City Hall (joint meeting with CPRE) Tuesday March 22nd at 6 p.m. Booking (free) via Eventbrite.

Members are also welcome to attend a debate organised by **Campaign for Better Transport London**, Friday April 29th at Alan Baxter Associates, 77 Cowcross Street, London, E.C.1  
Speakers: Nigel Harris and Christian Wolmar.

**Islington Museum & Local History Centre**

245, St. John Street. tel. 7-527 2837

February 5th to March 5th. Exhibition "Twilight People. Stories of Faith and Gender Beyond the Binary".

(Archives unavailable due to ongoing building work until September 2016.)

**Estorick Collection of Modern Italian Art, 39a Canonbury Square**

Opening hours Wed. to Sat. 11 a.m.- 6 p.m., Sunday 12 noon-5 p.m.

15th January - 3rd April 2016 "Giacomo Manzù: Sculptor and Draughtsman."

**Almeida Theatre,**

Almeida Street, N.1 0207 359 4404

Monday-Saturday 7.30 p.m., Saturday matinée 2.30 p.m.

5th February to 26th March. "Uncle Vanya" by Anton Chekhov, Directed by Robert Icke.

**Sadlers Wells Theatre**

Roseberry Avenue, London, E.C.1

Flamenco Festival London, 16th -28th February

Immortal Tango, 1st-19th March

Bertabas & Andrés Martin, 14th-21st March

**Islington University of the Third Age (U3A)**

Meetings at 10.30 am, The Resource Centre, 356 Holloway Road: details and membership [www.IslingtonU3A.org](http://www.IslingtonU3A.org)