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ISLINGTON *news*

The Journal of the Islington Society

Highbury Corner bridge nears completion

After years of work, involving permanent and temporary road closures, narrow cycle lanes, a temporary pedestrian route through the arboretum, diverted buses and disruption to London Overground trains, work to renew the bridge carrying traffic over the aforementioned railway is nearing completion. Some resurfacing work has already been undertaken. This paves the way (sorry for the pun) for a re-opening of the debate about how the gyratory system might be removed. The Highbury Corner gyratory was one of the first to plague London, necessitating a re-routing of the trolleybus wires serving the 609, 611 and 679. It "celebrates" its sixtieth anniversary this coming October.

As David Harrison notes elsewhere, gyratories are now being removed, although there is as yet little sign of tackling the most convoluted of them all, that which extends from the former Holloway Prison to Finsbury Park station.

It seems ironic that bus users were most adversely affected when gyratories were introduced, because in many cases they have lost out again from the way in which the gyratory has been removed. Fortunately, London Travelwatch is now seized of the damage that has been done, and will be responding robustly to any scheme which lessens the scope for interchange or otherwise is likely to reduce patronage of the buses.

Any proposals will almost certainly have to await the local government elections in May. Purdah, from when such things cannot be talked about by those in authority, is set to commence on March 18th.

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Islington Society News

Bill Manley pub crawl, June 15th

This year's visit to public houses in memory of the late Bill Manley will take place on Friday June 15th. It will commence at the Scottish Stores at the foot of Caledonian Road in King's Cross. The Stores have revived the former name of an establishment that for a period became associated with ill-repute, when known as the Flying Scotsman. It will be pub number 86 on our list of establishments visited. As usual the start time is 6 p.m.

Annual Dinner

This year's Annual Dinner for members and guests will be held on Tuesday October 9th. We are hoping to secure a venue close to Newington Green.

Islington Society Visit to North London waste March 2nd.

The visit to Edmonton is fully booked, but there is a waiting list long enough to justify a second visit.

Islington Society Visit to Leyton and Walthamstow, May 25th

As promised last year, a return visit will be made to the Borough of Waltham Forest, to see the mini-Holland measures to improve pedestrian access. As last year, we will meet at Lea Bridge station, but from there we will walk along the River Lea to Leyton, before going on to the Village, mostly by bus. The tour will end at Walthamstow Central for the Victoria line, although members may wish to use the electrified railway at Queens Road instead.

Future events in Islington

The Annual General Meeting of the Society will take place at the Town Hall on Tuesday November 13th.

The next meeting of the Society will take place on March 20th in the Finsbury Library. It is Alec Forshaw's celebration of the 50th anniversary of our first Conservation Area, Clerkenwell.

THE NEW WEB SITE

Much later than we had hoped, and after multiple complications, the new Society web site finally went live at the beginning of January. To those familiar with the old site and its elegant design, it may appear that the changes are purely superficial: in fact, however, the site has been completely rebuilt and this will enable us to keep it updated and relevant in a way which the structure of the old site would not permit. We would be interested in any comments from members, along with suggestions for future improvements.

For all this, we are greatly indebted to our friends at solicitors Colman Coyle, stalwart supporters of the Society, who have undertaken the rebuild of the site and its future maintenance without cost to the Society.

ENLARGING THE MEMBERSHIP

The membership has stayed at a consistent level for the past few years, but there is a view in the committee that it does not reflect the potential degree of interest in the Society and its activities. We have therefore created a new membership leaflet which we hope will be distributed both to local people and also, through our estate agent contacts, to newcomers to the borough. Other possible ways of increasing awareness of the Society and the work it does are also under consideration. Any member who could use some leaflets to circulate among friends and neighbours should contact the Society at info@islingtonsociety.org.uk.

Report from the AGM

The AGM was held in the council Chamber of the Town Hall on November 14th. David Gibson was re-elected to the chair. He announced that he intended to stand down in one year, and intended to oversee a membership drive (see above) before leaving office. He has been chairman since November 2010.

The other members of the committee were re-elected en bloc. In addition to the officers listed on the next page, they include James Dunnett, Sarah Curtis, Stuart Scott and Ian Hunt, though Ian has subsequently had to stand down temporarily due to work commitments.

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
Our web site is **www.islingtonsociety.org.uk**

CURRENT OFFICERS
President : Lord Smith of Finsbury
Vice President: Mary Cosh
Chairman: David Gibson, 020 7-226 2207; e-mail@dgibarch.co.uk
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Society mail: Resource Centre, 356, Holloway Road, London, N.7

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

Latest Green Plaque unveiled

The Mayor of Islington, Una O'Halloran, ' opened proceedings on a rare sunny afternoon on Thursday February 1st outside number 60, Liverpool Road, which is on the corner of Bromfield Street. The occasion was the latest Islington People's plaque in honour of the playwright, director and queer activist Derek Jarman, who lived and had his studio briefly at this address. The Society was represented by our Vice-President, Mary Cosh.

Anna Scher celebrates 50 years

Anna Scher recently marked fifty years in teaching. The Anna Scher theatre had its origins in Ecclesbourne Primary school, now a residential development, in 1968. She established the Anna Scher theatre in the former Bethany Hall, a Brethren meeting-house until 1976. This building, built forty years earlier, is in Barnsbury Road, on the corner of Copenhagen Street, and it was from here that the younger members of the cast of King Street Junior was recruited, as well as various actresses who earned fame and fortune from television drama.

After a troubled period in which the Anna Scher Theatre was renamed and continued without her, Anna re-established her presence in the Borough with a reborn Anna Scher theatre based at the church of St. Silas and All Saints.

Council tax to rise

Islington is likely to raise the level of council tax by the maximum permitted, 5.99%. This is to protect as far as possible budgets that have been under severe pressure from the government's austerity measures. The full effect on Council tax may be different, as the council's decision is independent of that of the Mayor in respect of the GLA precept

Low Traffic Liveable Neighbourhoods

The Islington Society's aims embrace both the preservation of the historic fabric of the borough and the improvement of public transport and priority for people on foot and bike. The Society has had great success in its achieving some of these goals. The destruction of historic buildings largely ended in the 1970s, the bus service in many areas is excellent, but our residential side roads are dominated by motor traffic, and walking or cycling along them is not an enjoyable experience. Crossing the road remains dangerous and, indeed, measures such as the introduction of mini-roundabouts since the 1970s, designed to speed traffic flows has made life worse for vulnerable road users.

However, there is hope that the Hundred Years War on pedestrians and cyclists is coming to an end. Islington's notorious gyratories are being undone, starting at Archway – albeit there is disagreement about how it was done. A new modal filter to prevent motor traffic accessing Northchurch Road has been proposed, mirroring that on the Hackney side of the road. School streets, where roads near schools are closed at the beginning and end of the day, are being discussed.

Much more needs to be done, but we can learn from other London boroughs. The most renowned scheme is the Walthamstow Mini-Holland. Supported by £30m.. of funding from TfL, large areas of residential streets have been closed to through traffic (while enabling every home can be accessed by vehicles), creating a peaceful, unpolluted and safe environment for walking and cycling or just standing or sitting and enjoying the place. The row of shops in Orford Road, which is closed to all traffic except buses between 10 am and 10 pm, has become a favourite destination. Where once it was a typical London street with heavy traffic and parked vehicles on both sides, now its cafés are thriving with tables on the pavements. When I visited last year I saw three parents in a row pushing buggies down the middle of the street. Motor vehicles travelling through Walthamstow have for the most part to use the main distributor roads, but these roads have suffered less than might be expected as a great deal of traffic has simply evaporated. The scheme was controversial, and public engagement could have been carried out better, but many now see the Mini-Holland as a great success.

The choice facing us in Islington is whether our residential side streets are to be peaceful, attractive spaces to be enjoyed by residents, following the Walthamstow example, or continue to be a conduit for drivers to get to their destination as quickly as possible. Since 65-75 per cent of households in the borough do have access to a car or van, since richer households are far more likely to own a car than poorer ones and since most traffic has its origins outside the borough, there can surely be only one decision: side streets should be for residents not commuters.

Inevitably, this approach raises concerns: the displacement of traffic, possible loss of business for shops and the fear that measures will benefit wealthier households on 'nice' streets. But these are not insurmountable obstacles. Displacement can be addressed by closing side streets over a wide area and by ensuring there are improvements for residents and pedestrians on the main roads along which traffic flows. In practice, shopkeepers usually benefit substantially from creating a better

pedestrian environment. In the past, it was the 'middle class' streets which were closed, but this does not have to be the case.

Fortunately, the climate is ripe for change. The Mayor of London's Transport Strategy aims for a massive reduction in road traffic, which Islington Council supports. The Mayor's Healthy Streets Initiative is designed to ensure Highway Engineers create streets which improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. TfL has also established a Liveable Neighbourhoods Fund for long-term schemes that encourage walking, cycling and the use of public transport. It provides grants of between £1m.. and £10m. Islington was not successful in the first round announced in November, but can bid again this year. This can be used to create low traffic neighbourhoods.

We each have our opinion about which area should be chosen for what will hopefully be an ambitious bid, and will want to consider what could be done in our Ward. In mine, an inspiring scheme (see illustrations) has been put before the Mildmay Ward Partnership Community, which envisages significant public realm improvements, but the most important element is the closure of a number of local roads around King Henry's Walk, which would create a largely traffic free row of shops, as at Orford Road. Even without a successful bid to TFL, this key part of the scheme could be achieved cheaply with a few well-placed bollards or planters, while the more expensive work could be undertaken as funds become available. The approach could be implemented across the borough, implementing a bold vision for our streets and public spaces, and finally achieving the Islington Society's aims for pedestrians and cyclists.

The Society has organised a visit to the Walthamstow Mini-Holland on 25th May. DH

A vision for King Henry's Walk Levitt Bernstein

Society publications

[available from the Society at Resource for London, 356 Holloway Rd., London, N.7 or local bookshops]

Next Newsletter

The views expressed in the newsletter are not necessarily those of the chair, the editor, or the Society's adopted policy.

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

From Caledonian Road to Devonia Road

Andrew Clayton continues to preview the survey of Islington's listed buildings

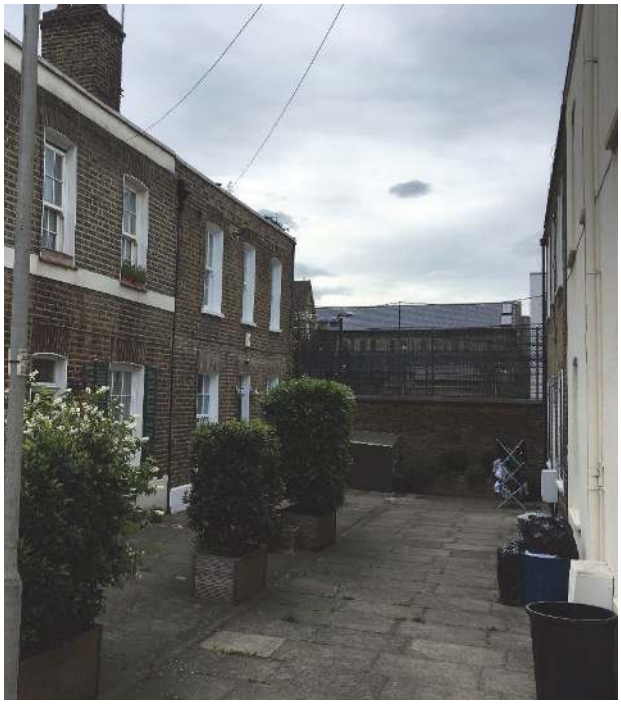
The Governor's House, The Drive, Pentonville Prison

This walk begins at Pentonville Prison, built in 1842, to a new prison design by Captain Joshua Jebb, of the Royal Engineers. It was designed to make surveillance easy and to keep prisoners from speaking to each other. The main body of the building is Grade II listed by Historic England, but not the Governor's House which lies outside the walls. The outer walls and gatehouses were built by Sir Charles Barry, who built the Houses of Parliament and the Reform Club among many other buildings.

The governor's House has a strong moulded cornice below a high parapet wall with a moulded top. The windows are irregular in patter, and have kept their twelve light glazing bars. It's a fine building, clearly not a pattern book job by a local builder. If its link to Sir Charles Barry was clearer perhaps it might have been included in the Heritage England listing.

The area behind the prison towards Barnsbury was called Copenhagen Fields. Its development was blighted by the prison, and was made worse by the building of the North London Railway along the south side of Arundel Square in 1850, then again by the building of the Metropolitan Meat Market to the north in 1855. So beyond to the north of Offord Road the new housing was aimed at less grand inhabitants than the newly arrived Barnsbury gentry and built for the Victorian lower middle classes and artisans.

One of the remaining examples of these houses is in Hides Street, Built a little later than the prison, these houses show how closely packed some of these Victorian communities were between Liverpool Road and Caledonian Road, before they were cleared and rebuilt in the 1970s and 80s.



1-4, Hides Street, London, N.7
These double fronted cottages are surprisingly humble for Islington. There are four of them, some in better condition than others. Those on the east side appear to have been originally constructed as a single dwelling. Although Hides Street appears on the electoral register from 1887, it does not feature in street maps until after the second World War.

We then set off for something much grander. Arundel Square was built bit by bit on an area known as Pocock's Fields. The Pococks were land speculators who bought up pockets of land in north London as it was developed, some as far away as Kilburn. This was the last of the Islington squares to be built and you can see from the north side, with elaborate Italianate detailing and Kensington style porches, that the builders had ambitions. But the North London railway cut through the south side in 1850 and the east and west terraces are smaller and less ambitious, though

with nice detailing. It barely feels like a square when you walk into it.

28 & 29 Arundel Square

Walk out of the square along Arundel Place to Offord Road and turn right to a new housing development called the Barnsbury Complex. This contains one of the finest of the London School Board buildings of the Edwardian era. It was built between 1902 and 1905 by T.J Bailey and his team of architects, to a very individual Queen Anne Baroque style. The building of these schools in the 1890s and 1900s was a great municipal achievement and shows the shift from religious and charitable education to local authority schools. In its original existence, boys and girls had different entrances and the main gateway onto Offord Road is magnificent. The Edwardian blocks are hard to see in full because the new development of which they are now part (2009-10) is gated and locked. It is worth walking round to the rear entrance in Barnsbury Park where you can see between the modern blocks one of the best of the old school buildings, a fine Edwardian reproduction of a Queen Anne country house.

Walk across Liverpool Road and down to Upper Street. Go towards the Angel from the corner with Cross Street and you pass along a parade of shops starting at number 292. These were all built after 1886, when this section of Upper Street was demolished to widen the road and a new parade of shops was built with living space above.

Their occupants over the years show the varied economic and political life of Islington since the 1880s. Number 293 was a laundry from around 1900 until 1970, losing the battle against the domestic washing machine. Number 295 was for 70 years the offices of the Islington South West Labour Party, from 1974 Islington South and Finsbury. (The local Conservative Party headquarters was for many years in a locally listed former chapel in nearby Furlong Road). Number 297 was a dairy from 1900 until the Second World War. Camden Publishing was founded in number 323 in 1904. Others included a perambulator maker, a wholesale cigar merchant and a book edge gilder. Most are now estate agents, restaurants or cafés.

Cross south over Essex Road and down St. Peter's Street (formerly River Lane) and you come to the final stage of this walk. St. Peter's church itself is Grade II listed, built in 1834-5 by Sir Charles Barry in a plain Gothic style, with corner pinnacles. It clearly proved too plain for the parishioners, who quickly took on the architects Roumieux and Gough to tart it up. This they did (1842-4) in a fantastical Gothic manner with a spindly tower, flying buttresses and Early English porch and transepts. But just before this, they built the next-door rectory and school in Devonia Road (1837).

The former Barnsbury (later EGA) Girls school building, viewed from Barnsbury Place.

36, Devonia Road

Devonia Road was known as Devonshire Street until 1838. Its most striking building is the former New Church College chapel, built over the lengthy period 1852-79. Since 1930 it has been owned by the Roman Catholic Archdiocese of Westminster as the home of a Polish Roman Catholic Mission.

The older Devonia Road building (below left) is an extraordinary mixture of Victorian classical tradition design with Tudor windows and depressed arches, all dominated by pilasters rising to chimney stacks in the Vanbrugh Hawksmoor Baroque style. Behind is the former schoolroom, now a law centre. What was the main entrance would do justice to a Hawksmoor church, an extraordinary concoction of Baroque motifs. Roumieux and Gough clearly impressed St. James's parishioners with this building. Within a year or so they were embellishing the Sir Charles Barry Church by its side.

So, we have walked from a perhaps Barry prison governor's house in Caledonian Road, to a not quite Barry vicarage and schoolroom in Devonia Road. But he wouldn't have minded. By 1837 he had started work on the rebuilding of the Houses of Parliament.

Geffrye Museum

Do you enjoy the Museum? Would you like to support it during its rebuilding transformation?

The Friends of the Geffyre Museum Committee are looking for volunteers to help raise the profile of the Museum and prepare for its exciting reopening in 2019. They need help with administration, finances, communications and small event organising. If you are interested in joining their small friendly team, please contact info@FOTGM.org.

Islington Quiz No. 1

Why might a cul-de-sac off Chapel Market and a library in Essex Road lead you in a different direction?

Answer next issue.

Referenda: do we need them?

What place should the referendum have in our democracy?

The number of such plebiscites has increased in recent years and there is provision for local authorities to ballot their residents on above inflation rises in Council Tax. There is little evidence of it being used, and resistance to increased taxes even when the individual stands to benefit from the additional service is probably the reason why.

Superficially a referendum gives people a say. In reality, it is more likely to strike a blow against democracy. The first-past-the post system is inherently unfair and outdated, yet a referendum to change this resulted in a heavy defeat. Referenda on Europe or Scottish Independence have been influenced by their timing, which has been at the whim of first or Prime Ministers. Their choice has been based on a firm commitment to one particular outcome, not always successful, rather than at a logical juncture such as immediately prior to entry into the EEC or at the time of the Single European Act.

Once the principle of a referendum has been conceded, the debate as to how frequently if at all it can be rerun is thrown open. Plebiscites in Wales over whether to keep Sundays dry, or within the MCC over whether to admit women, were rerun until the right decision was reached.

These issues, and the establishment of the Welsh Assembly which was only secured by a narrow majority, appear to be settled and there is no active movement for the status quo ante. The same cannot be said of Scottish Independence or Brexit. However, these issues have proved so divisive it is impossible to see how any further referendum would help, unless it returned the same verdict as before which is not what its advocates wish. What these votes have done is to bring to the fore divisions between north and south, east and west, young and old, which were always in being but previously"managed". Except that if you lived in a Leave part of England or a Leave-the-UK part of Scotland you were getting a pretty poor deal.

In an election, the defeated party normally accepts that it got things wrong and changes either its leader or its policies or both. The EU clearly was the defeated party in the Brexit referendum, yet the first reaction was to redistribute the seats vacated on the European Parliament and the second was an expression of relief that Britain would no longer be around to put the brakes on Ever Closer Union. If the referendum, or the threat of it, had had any value at all, it might have brought a recognition that greater profligacy and a redistribution of power away from the people sat uneasily with the years of austerity being endured closer to home (which is happening not just in Britain). The attitudes of leavers hardened as a result. The tortuous process of leaving embittered those who wished to remain, and their attitudes hardened as well. So the divisions in our society widened. Curiously however, the 2017 General Election did not bring a surge in votes for any of the parties with firm and relatively unified views on Brexit.

It is hard to construct a happy ending to this tale, but in the long term the realisation that referenda have no place in our constitution may be part of it. Devolution and subsidiarity will be needed to take their place. AB

The editor would welcome a contribution of similar length for the next issue in support of referenda as part of local democracy in Islington

Transport News Round-up

Bridge replacement at Highbury completed

Planned work as part of the ongoing repair of the 150 year old bridge which carries Highbury Corner traffic over the North London Line was completed on time. It necessitated the closure of the Highbury Corner stretch of what most people regard as Holloway Road, and the widespread diversion of buses. For part of the time, trains were also suspended and the replacement bus served Finsbury Park but not Canonbury or Caledonian Road, so that a journey from Canonbury to Kentish Town had to be made via zone 1 at the additional cost of over 20 minutes.

Only the 153 and a replacement shuttle bus (593) ventured south of Nag's Head along Holloway Road, and there were complaints about the frequency of the shuttle and the lack of information about its whereabouts on Countdown. There is some further work outstanding, forcing trains off both Overground routes, before the work is complete and consultation on the future traffic management scheme will resume.

Mayor's London Plan

The Mayor published his draft London Plan on December 1st, when a large audience of local authority and voluntary sector consultees. Unlike last time, there was a generous supply of hard copies (there are 500 pages) and of time for people to pose questions. There will be a minority opposed in principle to the Plan, which is based on Good Growth, but short of a UKIP take-over on both sides of the Thames there is no chance of such a view prevailing. The London Forum of Amenity & Civic Societies, who represent us assiduously at every Examination in Public, is broadly supportive but will challenge some of the detail which they feel works against the Mayor's intentions.

This will include objection to greater flexibility in determining density, rather than referring to the level of public transport (PTALs in the jargon). Densification near to tube and railway stations is welcome, but only if the station platforms and trains have the capacity to cope. The need to minimise distances travelled to achieve a desired end, by planning jobs close to homes and targeting infrastructure improvements at the shorter journeys that need them, should be clearly stated.

TfL budget woes

The Mayor is struggling with the TfL budget. His promise to freeze fares despite the removal of all central government funding for buses (making London unique amongst the 28 EU capital cities) was based on continued growth in usage. Use of buses in Central London has been declining for a few years, almost certainly because journey times are now slower than before the congestion charge was introduced. Some of the delays are long-term temporary (Crossrail works), others are permanent (where cycle lanes have been introduced at the expense of road space for bus lanes. More recently, there has been a drop in tube usage, although you would not notice it with so many trains between the peaks having more passengers standing than seated. It may be that the campaign to encourage pay-as-you-go contactless, rather than weekly season tickets, has had an impact on consumer choice. There is as yet no recorded fall in population or in levels of employment in London.

The so-called Elizabeth line and the rapidity with which it attracts passengers will be crucial to squaring the circle. Recent press reports have suggested it will be difficult to achieve the planned opening dates.

HS2 juggernaut rolls on

Having felled numerous trees in St. James' Gardens, HS2 Limited has turned its attack on air quality to the west side of Euston Square gardens. They plan to grab the east side in June. There is still no plan in the public domain for how HS2 would approach Euston. Carillion may be liquidated, hospital building and delivery of school meals may be under threat, but every effort will be made to ensure no delay to HS2.

Barking/Gospel Oak opens again

The Barking/ Gospel Oak line reopened on January 15th with electrification substantially complete. Two car diesel trains resumed the service pending testing of new trains and training drivers to operate them.

However, although electric trains can use the line, and the electricity is live, the bridge clearance is considered inadequate at Crouch Hill. Therefore there is to be a further weekend closure when the bridge is raised in April. The road will be closed for a longer period.

A few shorter closures are also planned before the four car electric trains make their appearance.

Archway shops closure

A recent issue of the Islington Tribune reported on the closure of three long standing shops in Junction Road, blaming the new traffic system at Archway for reduced footfall.

More than 50% of the traffic is not local at all, but the adverse impact on bus services will have reduced the numbers visitng by this mode.

AB

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.

Tuesday February 20th: "Should the need for social housing over-ride all planning considerations?" Islington Town Hall.

Tuesday March 13th: "Celebrating the Silver Jubilee of the first Islington Conservation Area, Clerkenwell" by Alec Forshaw. 7.30 p.m., Finsbury Library, 245 St. John Street, E.C.1.

Friday May 25th: Visit to the pedestrianisation schemes of Waltham Forest, commencing Lea Bridge railway station, 6 p.m.

Friday June 15th, Annual Bill Manley Memorial pub crawl, commencing Scottish Stores, Caledonian Road, London N.1

Tuesday October 9th: Annual Dinner

Annual General Meeting: Islington Town Hall, Tuesday November 13th at 7.30 p.m.

The Committee meets normally on the third Thursday of each month.

Society publications

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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

Next Newsletter

Copy date for our next newsletter is June 3rd, 2018. The views expressed in the newsletter are not necessarily those of the chair, the editor, or the Society's adopted policy.

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.

Meetings are normally held on the third Wednesday of each month, with the exception of August (not at all) and December (subject to proximity to Christmas).

February 21st: The Germans are here!
Ian Castle recalls the Zeppelin raids of 31st May 1915

March 21st: Doctor Who and Me - Andrew Cartmel, former script writer

April 18th: Rubbish or ritual? Medieval treasure in the Thames - John Clark, Museum of London curator

May 16th: the Arvon Road allotments - Kerry Platman

June 21st: Annual General Meeting (7 p.m.)

Society for the Protection of Ancient Buildings

March 1st: Conservation in a far away country - speaker from the Friends of Czech Heritage: £11. Venue: St. Botolph's Church Hall, Bishopsgate. Details and booking form from www.spab.org.uk

March 8th: Heritage under pressure. Focus on Venice and Dubrovnik. Venue and price as above.

Sadler's Wells Theatre, The Peacock and Lilian Baylis Studio

Rosebery Avenue, E.C.1. Website for details: "www. sadlerswells.com/whats-on/list."
Events include the Flamenco Festival London, February 14th-25th , Sasha Waltz & Guests (March 1st-3rd), English National Ballet (April 12th-21st), Northern Ballet (May 15th-19th), Akram Khan Company (May 29th-June 9th).

King's Head Theatre

Opera: "The Mikado", 22nd March - 21st April
Drama: "Ballistic", 27th February - 17th March.

London Forum of Civic & Amenity Societies 020 7993 5754

All meetings at The Gallery, 77 Cowcross Street, at 6 p.m. for 6.30.

Tuesday March 6th: Heritage.
Wednesday April 18th: Trees
Monday May 21st: topic t.b.a.

Islington Museum & Local History Centre

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

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. Some evening events.

Almeida Theatre,

Almeida Street, N.1 0207 359 4404
Monday-Saturday 7.30 p.m., Saturday matinée 2.30 p.m.
Saturday 14th April- 26th May "The Writer" by Ella Hickson, directed by Blanche Macintyre.

4th June - 29th July 2018 "Machinal" by Sophie Tredwell, directed by Natalie Abrahami.

Islington University of the Third Age (U3A) Monthly Meetings at 10.30 am, The Resource Centre, 356 Holloway Road: details and membership www.IslingtonU3A.org.
Islington U3A has about 500 members with many special interest groups, mostly meeting in members' homes.

Rosemary Branch

2, Shepperton Road, N.1 0207 704 6665

February 19th: The Unseen Hour: a live comedy-horror podcast
February 26th: Deadline
March 1st: Mystery Meat: A Comedy Night
(all three repeated in April)

Upstairs at the Gatehouse

North Road/ Hampstead Lane, N.6 0208 340 3488
A Night at the Oscars
After the Ball
Happy Warriors
(all various dates)

Old Red Lion Theatre

418, St. John Street, E.C.1 0207 837 7816
www.oldredliontheatre.couk
February 6th- March 3rd: The Moor by Catherine Lucie
March 12th-24th. Shanter
April 3rd-21st Plastic

Park Theatre

Clifton Terrace, Finsbury Park. 0207 870 6876
February 20th- March 24th A Passage to India, Vincent River, Pressure.
April 17th- June 2nd: Faceless, Building the Wall.