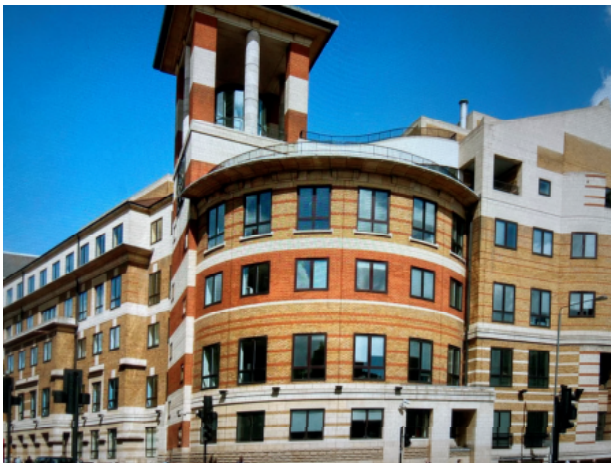


# ISLINGTON *news*

*The Journal of the Islington Society*

## Eyesore approved for Borough focal point

Developer Tishman Speyer has received approval from Islington Council's planning committee for the redevelopment of the 1 Torrens Street site. The current building, on the corner of Islington High Street and City Road, was approved as recently as 1988 but even in that short space of time, according to the developer, has become outdated and wasteful in its use of space. Its proposed replacement, by architects Alford Hall Monaghan Morris, has been widely criticised, not least for its lack of ambition for such an important site. The plans see the existing post-modern building, above the Angel tube station, replaced with glass frontages and two new storeys inside, giving more office space, a "greener" environment inside, and shops and a café on the ground floor. There will also be space for the pub on the corner of 1 Torrens Street and City Road.



The existing building

Objectors included SAVE, the Twentieth Century Society, the Angel Association and the Islington Society. David Gibson, on behalf of the society, called this site "one of the most significant development sites in Islington" and called for Tishman Speyer's proposals to be rejected on two grounds. The Society believes that the application is premature because of the need for a wider planning brief for the area

around the site which overall needs a major overhaul in line with the Council's own Angel and Upper Street Local Plan. Echoing the view of the Design Review Panel the Society believes says the site "requires a building of exceptional merit and character. This isn't it."



The approved replacement

There have been suggestions that an attempt should be made to get the existing 1988 building listed by Historic England. On balance, the Islington Society believes it more important to have a new building worthy of the site than to push for the preservation of the old building.

Widely regarded as the most significant focal point of the Borough, the site was redeveloped less than forty years ago when the Post Office and men's urinals made way for a taller brick building with an attractive and useful clock tower.

Although the current building is superficially attractive from a distance, closer up it is rather off-putting to anyone who might wish to use the right of way into the square that leads to Torrens Street. The air vent facing Islington High Street is noisy, although it provides shelter and warmth to homeless persons in the absence of anything more suitable. There was little appetite for its retention provided that something better could take its place. AC

## Islington Society News

### *Annual General Meeting*

Notice is hereby given of the Annual General Meeting, to be held on Tuesday November 9<sup>th</sup> at 7.30 p.m. in Islington Town Hall.

### *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 views expressed in the Islington Society's Journal are not necessarily those of the Editor or the Society's adopted policy.

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

### **Next Newsletter**

Copy date for our next newsletter is February 5th, 2022. The views expressed in the journal are not necessarily those of the chair, the editor, or the Society's adopted policy.

### CURRENT OFFICERS OF THE SOCIETY

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Vice President: David Gibson

Chairman: Peter Kilborn 18, Bewdley Street, London, N.1 tel: 020 7-609 8822; e-mail [pkilborn@aol.com](mailto:pkilborn@aol.com)

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Newsletter: Andrew Bosi, The Croft, Wall Street, London, N.1 000 020 7-354 8514; e-mail: [AndrewBosi@aol.com](mailto:AndrewBosi@aol.com)

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### *Society publications*

[available from the Society at Resource for London, 356 Holloway Rd., London, N.7 or local bookshops]  
*Twentieth Century Buildings in Islington*, by Alec Forshaw, , 14.99, photographs by Richard Leoney, 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 late Vice-Presidents***

*Suicide of the West*, by Richard Koch & Chris Smith, , 14.99 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

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



## Plans for Moorfields Eye Hospital redevelopment

Original Moorfields Eye Hospital, 1898 (Locally listed)



Developer Derwent Land has begun consultation on proposals for the redevelopment of the Moorfields Eye Hospital site at No.162 City Road. This includes three locally listed buildings: the main 1898 hospital building, the King George V Extension and Kemp House. The developer plans to restore these buildings with some open space behind them and more offices at the back. The plans include a tall building, of an as yet undetermined height, in the south-west



of the site, and a significant public square abutting Peerless Street to the east of the tall building. The architects have not so far made

any concept designs public.

Derwent expects to submit a planning application in early 2023 and expects Moorfields to move to its new home at King's Cross in Spring 2027. The intention is to complete the building in 2031/32. The Islington Society has been part of the early stages of consultation and expects to be involved further when more details of the proposed designs become available.



Kemp House

The move to King's Cross signifies a return to the London Borough of Camden after more than thirty years. By infilling the well between the original building and the George V extension, Moorfields was able to consolidate on one site and close the High Holborn hospital. Subsequently the hospital has opened the Hoxton hub in L.B. Hackney. AC

## Junior Ministerial Appointments announced

Appointments to the new government were halted by the period of mourning that followed the death of the Queen. Subsequent events served to limit the publicity given to these appointments. Those of interest to the Heritage movement are listed below.

### Department for Culture, Media & Sport (DCMS)

It has been announced that **Nigel Huddleston MP** will leave DMCS and become a Government Whip. **Stuart Andrew MP** and **Lord Kamall** have both been appointed Parliamentary Under Secretaries of State at the Department for DCMS. We also know that **Julia Lopez MP** and **Damian Collins MP** have both been reappointed as Minister of State and Parliamentary Under Secretary of State DCMS respectively.

Until details of their portfolios are announced, we will not know who has replaced Nigel as Minister for Heritage. Once the announcements are made, we will be writing to welcome our new Minister and their colleagues.

### Department for Environment, Food & Rural Affairs (DEFRA)

- **Trudy Harrison MP** has been appointed Parliamentary Under Secretary of State
- **Lord Benyon** remains Parliamentary Under Secretary of State (Minister for Rural Affairs, access to nature and Biosecurity)

### Department for Levelling Up, Housing & Communities (DLUHC)

- **Baroness Scott of Bybrook** has been appointed Parliamentary Under Secretary of State (responsibilities include integration, communities and faith, planning casework and COVID-19 inquiry)
- **Dehenna Davison MP** has been appointed Parliamentary Under Secretary of

State (responsible for Local growth funding delivery - UK Shared Prosperity Fund (UKSPF), Levelling Up Fund (LUF), Community Ownership Fund (COF), etc.)

- **Lee Rowley MP** has been appointed Parliamentary Under Secretary of State (Overarching responsibility for housing strategy, including supply and home ownership)

### Department for Business, Energy & Industrial Strategy (BEIS)

- **Dean Russell MP** has been appointed Parliamentary Under Secretary of State
- **Lord Callanan** has been appointed Parliamentary Under Secretary of State (responsibilities include Ordnance Survey, green finance (joint with HMT) and construction)

### Other Departments

- **Baroness Vere of Norbiton** remains Parliamentary Under Secretary of State at the Department for Transport
- **Richard Fuller MP** has been appointed Minister of State (Economic Secretary to the Treasury)
- **Andrew Griffith MP** has been appointed Financial Secretary to the Treasury
- **Felicity Buchan MP** has been appointed Exchequer Secretary to the Treasury
- **Neil O'Brien MP** and **Dr Caroline Johnson MP** have both been appointed Parliamentary Under Secretary of State in the Department of Health and **Jonathan Gullis MP** has been appointed a Parliamentary Under Secretary of State in the Department for Education
- **Andrea Jenkyns MP** remains Parliamentary Under Secretary of State in the Department for Education
- **Baroness Barran** remains Parliamentary Under Secretary of State (Minister for the School System)

## What next for Planning?

There are several parallels between Andrew Strauss and Liz Truss, for whom I imagine he voted in the recent leadership election. He blames County Cricket every time England loses the Ashes, she blames the planning system every time a housing crisis manifests.

Like the County Championship games, planning applications last too long for those with a short attention span. The best way to speed things up is to disregard the spectator. The assumption is always that the extra runway, additional terminal, road tunnel under the Thames, or high speed rail line duplicating an existing line with little connectivity to the rest of the network is a GOOD THING because the government says so and local residents raising objections are just Nimbys.

For what now seems an age, Prime Ministers and Secretaries of State have come and gone but the call for planning reform rumbles on. In the Robert Buckland era there was a push for third party rights to be relegated to consideration of the local plan, an abstract concept for many who only become concerned

when a specific application infringes their rights to daylight or to continue their business or to remain in their home. They may be Nimbys, but they are also constituents and may be more likely to live in constituencies represented by MPs from the governing Party. When Michael Gove led the Department for Levelling Up, in whose hands the planning reform sits, there was a more moderate approach and there is a Bill at Committee stage largely fashioned by him. As with so much legislation currently under consideration, uncertainty surrounds its progress as the “new” government may wish to table more radical amendments than the opposition, which had been working constructively with more balanced Tory backbenchers to produce something more equitable. Buckland is back in the Cabinet, albeit elsewhere, and Gove has departed.

After this issue goes to press, the recently appointed President of the London Forum will address its AGM and we hope offer some answers. The Spring issue will report on what he said. AB

## Inmarsat building at 99 City Road to be redeveloped



Developer Endurance Land has begun early-stage consultations for 99 City Road, currently occupied by Inmarsat. It announced purchase of the site in March this year but says the existing

building has reached the end of its working life.

The developer intends to retain the steel core of the existing building but to completely reface it, with extra open space created at the front facing Old Street roundabout. Arcades on the street frontages are planned to create extra room for pedestrians and the ground floor will be an open public space. It is intended that the “footprint” should be smaller than the existing building but the total floor space will be doubled through a substantial tower. Designs are at an early stage but the initial intention is to face the building in terracotta.

Endurance Land expects to submit its planning application in early 2023. The building will become vacant in 2024. AC



## A King's Cross walk

*This walk takes us from Lloyd Square, through the heart of the Islington King's Cross Conservation Area, to Regent's Wharf on the Regent's Canal. We continue to concentrate on the register of Islington's Locally Listed Buildings, which the Islington Society completed updating in 2021. The full revised list, not yet adopted by Islington Council, is on the society's website.*

We start in **Lloyd Square**, one of Islington's earliest. It was completed in 1832-3, mainly designed by W.J Booth, son of the family estate manager, in a restrained Greek Revival style. The terraces in the square and down the hill along Wharton Street are listed Grade II by Historic England. This writer's grandmother, Diana Poulton, lived during World War II in No.24, which has rosettes on its architrave and original double doors with wreath door knockers.

Go down Wharton Street and you come to the only part of this sequence of Lloyd Square buildings which is locally listed. **Nos. 1,2 & 3 Wharton Cottages** are at the edge of the estate, towards King's Cross. Wharton Cottages, with their carriageway and yard, are set back from the street, behind a gate at No. 36 Wharton Street. They provided places to live for coachmen and others, serving the grander houses around them. As well as the group of cottages, one of them detached, there is a high single storey coach house in plain stock brick, with a hayloft and gable ends. The paving setts and carriageways are also listed. The gate to the cottages is locked, though a resident may be willing to let you in.

Turn right at the bottom into **King's Cross Road**. Beyond the junction with Penton Rise, on the right-hand side, you come to an important sequence of late Victorian and Edwardian Arts and Crafts buildings. The first is **Nos. 150-156**, an ambitious well-proportioned building of 1902-3, probably built for a developer called J. J. Connelly who also leased Nos. 172-176. It was originally planned as shops with rooms above. Nos. 154 and 156 had goods hoists and winches, which no longer survive. It has imposing gables in rubbed brick with stone dressings and four large arched openings linking ground and first floors.

Further along at **Nos. 164-170** you come to what was the Mary Curzon Hostel, built by Lord Curzon in memory of his wife Susan, who died in 1906. He was inspired by the work of social reformer Mary Higgs who brought the conditions faced by female vagrants in the area to his attention. The hostel provided women with low priced comfortable accommodation and was

opened by Queen Alexandra on 22nd November 1913. It was upgraded over the years and became the Susan Lawrence hostel when the LCC acquired the freehold in 1955. It remains a backpackers hostel.

Next door is **Nos. 172-176**, built in 1899-1900, again for the developer J.J. Connolly. Much of the interior of the building has apparently been kept in its original state, with tiled rooms and wooden Arts and Crafts fittings. The exterior has fared less well, with layers of paint obscuring what was good quality brickwork. The window frames on the first floor are not original and the arrangement of modern window openings on the ground floor spoils the balance of the facade. But it retains its fine overall composition and detailing.



*Varnishers Yard*

Cross Pentonville Road and turn right into **Caledonian Road**, then under an arch at **No. 7** into **Varnishers Yard**, built in the mid-1840s. It housed buildings owned by the varnishers Wilkinson, Heywood and Co. who operated from the grade II listed building at No. 7 Caledonian Road. The company produced, paints, varnishes and enamels and specialised in paint for the railways. You get to the courtyard through a narrow brick passageway which opens out into an atmospheric space flanked on all

sides by what were warehouses. A further passageway connects it to a series of other courtyards and alleys with similar Victorian buildings. This courtyard was re-purposed in the early 2000s as part of the Regent Quarter King's Cross regeneration project but retains the look and feel of the original space.

Turn right at the end on Bravington's Walk, past the newish Times House and out onto **Caledonia Street**. To your left and behind you is an imposing three storey Edwardian building with a horse & cart courtyard access archway, built in 1906 and renovated as part of the Regent Quarter in 2006. A surprising amount of architectural care has been taken with the design and materials of a building with such a humble function. It was once the **King's Cross Laundry**, servicing local hotels. It retains the initials 'KCL' on the ground floor.



*Laundry Building*

Return to Caledonian Road, turn left and immediately fork left into **Balfe Street**. The terraces on the left-hand side are Historic England Grade II listed, of the 1840s, including next to **No.17** a stuccoed arched carriage entrance, with the inscription "WORKS & MILLS" and the date 1846.

This leads us into one of the best small scale urban redevelopments in Islington. **Albion Yard**. This group of 1830s buildings is an important survivor of lost Georgian and Victorian industries. It was built in 1832 as Crane's Black Lead and Washing Blue Works. Black lead or graphite was used to blacken cast iron stoves and fenders, washing blue to whiten the weekly wash. Both were hazardous for the workers who processed them and for the housemaids who had to use them. The Regent's Canal was opened close by in 1820 and many businesses such as Crane's flourished, boosted later by the building of the railway station at'



*Albion Yard*

King's Cross in the early 1850s. Albion Yard is now a well restored modern commercial and residential space. A discreet extra storey has been built on top of each unit, but it retains its Victorian industrial atmosphere.

Return to Balfe Street and go left on **Wharfedale Road**. **Nos. 39 - 51** make up an uninterrupted terrace of seven early Victorian houses. These houses were built after the completion of the Regent's Canal in 1820 and before the building of King's Cross station in 1852. The canal attracted industries such as gas works and tile making. Round the corner the Albion works manufactured graphite for blacking stoves. From the 1850s, the Caledonian cattle market added the trades associated with the disposal of animal carcasses and the often-violent cattle drovers frequented the local pubs. There must have been plenty of work for the inhabitants of these houses, but the neighbourhood must have been a difficult place to live in.



*Regent's Wharf*



Return to Caledonian Road and go over the canal bridge, with a good view of **John Nash's 1820 tunnel portal** on the right. Descend to the towpath on the other side of the bridge on the left. Walk west and **Regent's Wharf** comes into view on the left.

Until 1957 these canal-side buildings were the premises of J Thorley Cattle Foods, used as a grain store and cattle feed mill. The earlier building, to the left facing the canal, has four stories with gauged brick arched windows (added since the original local listing) and dormers in the

roof. An access bay rises the full height of the building. The attached block to the right is slightly later, again with arched windows and rising higher with five floors. They are an important part of the view of Regent's Canal from Caledonian Road and York Way. This is a fine group of late Victorian and early 1900s industrial buildings and a good end to this short King's Cross walk. For refreshment, try the locally listed **Thornhill Arms**, back at **No. 148 Caledonian Road.** AC

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• Islington in Bloom  
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## Borough's green fingers celebrated as Islington blooms again

*Green-fingered residents across the borough have been recognised for their Islington in Bloom entries, as local people continue to play their part in creating a cleaner, greener, healthier future.*

As in previous years, The Islington Society has sponsored one of the key categories in the annual Islington in Bloom awards. This year the society sponsored the Community Garden category, won by Freightliners City Farm. Its garden is an important part of the farm, growing fruit and vegetables as well as plants and shrubs. The garden and farm are open to all, free at the point of entry, but the farm depends on donations to survive. Its entrance is on Sheringham Road, London N7 8PF. It is closed on Tuesdays.

Islington was awash with colour this summer, as the annual, borough-wide horticultural competition encouraged budding gardeners and seasoned experts to enjoy the mental and physical benefits of gardening.

Run jointly by Islington Council and Islington Gardeners, the competition provides an opportunity for local people to support the council's efforts to tackle the climate emergency and create a more environmentally-friendly, equal borough. By taking part, this year's 232 entrants have helped boost biodiversity, with plantings also helping to improve air quality by removing pollutants from the air.

This year, judges had a greater focus on the positive impact that entries made to biodiversity in the borough. The quality of the entrants in 2022 was higher than ever, and the winners were as follows:

- Best Community Garden: Freightliners City Farm
- Best Parks Community Garden: Caledonian Park Friends Group
- Best Housing Community Garden: St Luke's Community Centre
- Best Front Garden: Anne Monaghan
- Best Container Garden: Louise Souter
- Best Window Box: Jamie Woo
- Best Children's Planting: Willow Children's Centre
- Best Edible Garden: Octopus Community Plant Nursery

- Best Blooming Business: Humdingers
- Best Tree Pit: Gordon McArthur
- Children's Poster Competition: Lola Woollard from William Tyndale Primary School

Winners, runners-up and third-placed entries in each category received a National Garden gift voucher, and all entrants have been given a compost voucher for the Camden Garden Centre to encourage them to continue to garden.

This year's Best Community Garden category was won by Freightliners City Farm, a charitable organisation where staff and volunteers of all ages help look after animals and plants. To help maximise their already impressive community garden, Freightliners has recently created a new ornamental garden, boasting ponds, wet plants, and botanical beds. Liz McAllister, Chief Executive at Freightliners, said: "We find that people of all ages enjoy taking part in the work that we do at Freightliners and gain benefit from this, especially the younger people, some of whom have struggled in the classroom setting but enjoy more hands-on work.

"Our volunteers find that tending to the community garden is a really therapeutic activity, which helps improve physical fitness, is fun and brings people together. Being recognised by Islington in Bloom is fantastic for our staff and volunteers, who have put so much work in during this past year."

The competition's sponsors, besides the Islington Society, included Camden Garden Centre, Angel Central, Floatworks, Islington Council's Housing Department, Islington Gardeners, NSL, and Cass Art Islington.

The Awards were announced and presented at a meeting on Tuesday September 27<sup>th</sup>.

## The changing political map of Islington, 1965-2024: Part II

*The recent boundary changes applied to the local elections are likely to be followed by alterations to the Parliamentary constituencies which will end co-terminosity with the Borough boundary. Andrew Bosi continues this series reviewing the changes that have occurred during the life of the Islington Society.*

I have been asked to make it clear that the 1965-68 Islington councillors were elected in 1964 with a year to make officer appointments in time for the new council boundaries that took effect the following year. Part I took us to the middle of the 70s by which time Islington had three Parliamentary seats and 52 council seats. Co-terminus with the Parliamentary seats were Islington's councillors on the GLC: three of 92, joined by fifteen Aldermen.

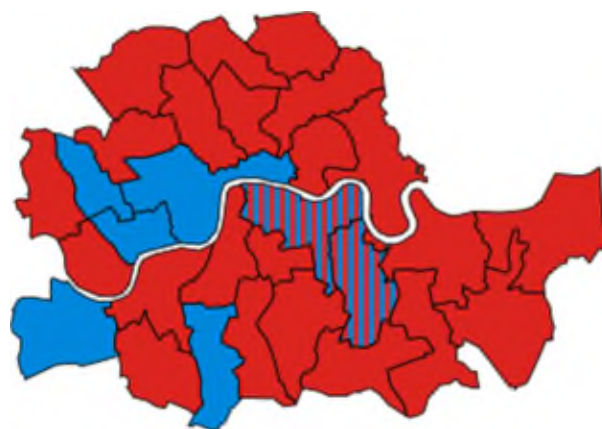
The next boundary changes came in 1983, when Islington's declining population saw it reduced to two Parliamentary seats. The change was only confirmed close to the election being called and the candidates selected at the last minute. The Labour Party chose from its selected candidates for the three seats. The SDP had inherited all three sitting MPs, and with them the headache of deselecting one of them. They had promised a place to anyone who joined by a certain date, but in the event only John O'Halloran (North) met the deadline and the other two, John Grant (Central) and George Cunningham (South & Finsbury), were widely regarded as stronger candidates. They were nominated by the Party but O'Halloran stood against Grant, partly because failure to do so would have reduced his pension entitlement. This gave Jeremy Corbyn an easy ride: for Chris Smith the result was much closer with a majority of 363.

The Government had decided to abolish the GLC but this could not be achieved within the four year term begun in 1981, so three councillors continued to represent the outdated constituencies until 1986. Curiously, although all three lived in their own constituency, all three were in the revised South & Finsbury seat.

Education was at that time devolved to the outer London Boroughs, but twelve inner London Boroughs relied on the Inner London Education Authority, comprised of its GLC members. The ILEA was twice as large as the

next biggest Education Authority (Birmingham) which made comparison of performance difficult. Its size enabled it to produce trail-blazing research, such as the Fish Report into Special Education, and it was able to fund capital projects through revenue from the rates precept, which presented some difficulties to successor Authorities.

Initially the government proposed to create four new quadrant authorities, so that Islington might have been in an authority alongside Camden and Westminster, but this idea was abandoned in favour of a continuing ILEA directly elected. These elections were based on the newer constituency boundaries but with two members per seat, so that Islington had four: Frances Morrell, Joan Hooker, Rosemary Nicholson and Steve Bundred. This arrangement last only one term before the Boroughs were given responsibility for Education. Islington went from being part of the largest Authority in England to the second smallest. There was no increase in the size of the council to reflect the added responsibility.



ILEA: 1986-90

No further changes were made to boundaries for the remainder of the century. A number of cross Borough organisations, with one London Borough acting as lead, filled the void created by the loss of the GLC until a new London-wide body was elected in 2000.



## Transport News Round-up

### Elizabeth line: awkward interchanges end

The benefits of the Elizabeth line will extend to passengers on the former TfL Rail lines from November 6<sup>th</sup>. From this date there will be more through trains and even where a through service is not yet in place, it will be possible to make the journey between any two stations with a same platform interchange instead of the long walk at Paddington or Liverpool Street. Services will also run on Sundays from that date.

Bond Street station should also open before that date: October 24<sup>th</sup> has been announced. It is expected to be one of the busiest stations on the new line. A full through service is expected to be introduced next May.

The interchange at Whitechapel, which provides a convenient link to the East London line into Highbury & Islington will become busier as Whitechapel is one of the places for interchange between Elizabeth line services. The station has been transformed in size and should be more than adequate to meet the increased demand.

### Andy Byford to leave London

Following the agreement to a 20 month funding deal by the DfT with Transport for London, and the opening of the Elizabeth Line to the extent detailed above, it has been announced that the Transport Commissioner will be leaving his job and indeed the country at the end of the year. This is seen as a blow to the Mayor. Even when the previous Transport Secretary was trading insults with the Mayor, (and defaming Michael Byng), Byford continued to command respect and was spared opprobrium.

### Cuts to bus services

Consultation on the widespread proposed cuts to buses reported last time was extended to August 7<sup>th</sup> and at the time of writing TfL's response to our representations is awaited.

Former Islington leader and M.P. for Hornsey & Wood Green, Catherine West, picked up the point that the proposals for the 214 came on top of an earlier cut, yet to be implanted, to the 271. Although they serve different parts of Highgate Village, people who live between the two termini see their choice of two routes from Moorgate reduced to none. She suggested that the 271/21 cuts should be revisited. Our Assembly Member, Sem Moema, also invited a

representative of "Save the 21" to her meeting with TfL.

### Industrial Action

Strikes planned for September were cancelled as a mark of respect to the late Head of State during the official mourning period, but have resumed in October. For the first time ever, all four rail unions took strike action on the same day, October 1<sup>st</sup>. Abolition of the 45% tax rate is reported to have increased the pay of Network Rail's chief executive by £20,000, had it happened; rail union members have not had a pay increase for three years.

Although the not quite a budget statement hardened attitudes, the new Secretary of State for Transport (Anne-Marie Trevelyan) has at least had the decency to meet the Union leaders and seems to have listened to them without as yet making any commitment. Shapps enjoyed a honeymoon period for not being Grayling, and the same is true for Trevelyan. Let us hope she does not squander it.

Better news for passengers, and probably of more concern to our members, is the settlement of the pay dispute between drivers and Arriva North London. With the pound falling rapidly against the Euro the cost of this increase for the German owned company will have fallen too.

### TfL's 20 month settlement

Neither the Department nor the Mayor have been particularly forthcoming about the strings attached to the agreement which has enabled TfL to continue running underground and bus services rather than have to enter into an Article 114 declaration of bankruptcy. It seems that any work on Crossrail2 or the Bakerloo line extension is not allowed. The adverse consequences of this will be felt in fifteen or twenty years' time when these lines are desperately needed and none of the current protagonists remain in office.

It seems the Mayor is obliged to explore savings to the pension scheme or by introducing driverless trains, but not bound to make changes. As the previous Mayor was unable or unwilling to make these changes, and the incumbent has no enthusiasm for them, the likelihood is that like René Cutforth, they will come to no very serious conclusions.

AB

## Forthcoming events

### Society events

The A.G.M. will be held on Wednesday, November 9<sup>th</sup>.

Further events are being organised and should be announced at the AGM. For maximal notice please supply the Secretary (address page 2) with an e-mail address to which notices may be sent.

### London Forum

The London Forum AGM is/was held on October 12<sup>th</sup> by zoom and a report will be carried next issue.

### Heritage Alliance

The Heritage Debate takes place on line on November 24<sup>th</sup>. It commences at 5 p.m. and is scheduled to last for two hours. Entry is free for members and £7 (£5 concessions) for non-members. Tickets via "Eventbrite".

Heritage Alliance also draw our attention to the following events in November.

- 3 Nov: Architecture & Health, 1660-1830 - Symposium (London); Georgian Group
- 8 Nov: HOW TO: Understand Planning Permissions & Listed Building Consent - online; LHBT
- 8 Nov: John Wood and the Creation of Georgian Bath - lecture (London); Georgian Group
- 14 - 16 Nov: The RIBA Conservation Register Forum 2022 - online; RIBA
- 15 Nov: The 2022 Tourism Conference - Recovery and Growth - London (**new date**)
- 22 Nov: Palaces of Revolution: Life, death and art at the Stuart court - lecture (London); Georgian Group

### LAMAS 56<sup>th</sup> Local History

#### Conference - The Museum of London

Sat, November 19<sup>th</sup>, 10:30-18:00

Museum of London, 150 London Wall

London. Tickets (£17.50) via Eventbrite.

### William Morris Society

Visits to the William Morris museum on the north bank of the Thames on various dates in November.

### Islington Council

Meetings in November (Town Hall, 7.30)

1<sup>st</sup>: Planning sub-committee B

8<sup>th</sup>: Planning Committee

10<sup>th</sup>: Environment/Regeneration Scrutiny

17<sup>th</sup>: Licensing

22<sup>nd</sup>: Planning sub-Committee A

24<sup>th</sup> Executive

29<sup>th</sup> Planning Committee

### Greater London Assembly

November Meetings in the new City Hall, 10a.m.

3<sup>rd</sup>: Plenary -full Assembly

10<sup>th</sup> (a.m.) Environment

10<sup>th</sup> (2 p.m.) Housing

15<sup>th</sup> Transport

17<sup>th</sup> Mayor's Question Time

23<sup>rd</sup> Planning & Regeneration

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