



Civic Society of St Ives

Annual Report 2022

THE CIVIC SOCIETY OF ST IVES

Our Legacy Statement:

“That future generations will be able to easily recognise the historic character and heritage of our Town despite the inevitable changes that happen down the years .”

The Civic Society of St Ives was formed in 1968 to fight the proposed plans to route the St Ives Bypass down Ramsey Road, across The Waits, Holt Island and Hemingford Meadow.

The siting of the St Ives Bypass today is a result of our early campaigns.

The Society continues to care for the beauty and character of the town, as well as working to stimulate public interest in civic matters and to provide an information service for those who wish to know more about the town’s history and development, and of the surrounding area.

The Civic Society of St Ives is a registered Charity, registration number 257286.

The Civic Society’s website can be found at:

www.stivescivic.org.uk

The society is a member of:

The Campaign to Protect Rural England

www.cpre.org.uk

The Cambridge Antiquarian Society

www.camantsoc.org

The Great Ouse Valley Trust

www.greatousevalleytrust.org.uk

FRONT COVER: The front cover photo shows The Quay and Bridge, St Ives in June 2022. The photo was taken by Jackie Carpenter (MacDonald) and reproduced with her permission. See also the back cover.

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Chairman's Report 2021-2022

Change continued again this year, but not always as we might have anticipated. After being able to hold our autumn meetings as planned we decided to use Zoom in January as Covid cases again increased. Our speaker kindly offered to host the call for us. Consequently some of our members who took part were ones who aren't able to get to our meetings. I felt that was a real positive, but having actual open meetings and also showing them on Zoom is not so easy. At least, not without additional help to run the system.

Then during a period of very stormy weather in February, Storm Eunice came in, which was both preceded and followed by named storms. A red warning was issued for the south east of England, we were in an amber warning area. I wrote in my email to members *"Storm Eunice is forecast to bring very high winds. At present they are forecast to be lessening by the evening but there may be residual problems from earlier in the day. This was not an easy decision, and I am very sorry to be disappointing you, especially after all the other changes we have had to make over the last two years."* We were not able to reorganise the meeting as quickly as we had hoped but I'm pleased to say that **Richard Carter** will open the new season of talks on 15th September with his talk on **New Acquisitions at the Norris**. Our other speakers for the year are included in the list on page xxxxx.

Last year I reported that work by the County Council to maintain the **New Bridges** had commenced. In fact very little remedial work was completed. The reasons were complex, the construction of the walls was not as expected, requiring revision of the scope of works. An amendment to the planning permission was sought and approved. This year scaffolding has again been erected and progress is being made. At least one more summer's work will be required to complete the project.



Repaired Archway, the New Bridges - David Stewart

In the spring work was again carried out by the County Council to the expansion joints on the **Harrison Way** viaduct. This was arranged differently this time, the road was closed from early Friday evening to early Monday morning for a number of weekends. Work was carried out continuously to one joint and completed in one weekend. There was minimal disruption during the week. Previously, disruption had continued throughout the day as vehicles had to go over temporary ramps above the joints.

Another County Council project is the ongoing development of the **St Ives Park and Ride Smart Energy Grid**. This is a solar energy farm mounted on Carports over about half the parking spaces at the P&R site. When completed the intention is the site will be self sufficient in electricity as well as selling power to local businesses. There will be car charging points as well

Other work in the town has been carried out by **Cambridge Water** to renew their supply mains and some service pipes to individual properties in Ramsey Road and Houghton Road. To achieve this in six weeks Ramsey Road has been closed between Paragon Road and Houghton Road. If Ramsey Road had been open to one way traffic with traffic lights the work was expected to take 12 weeks. All the bus services using Ramsey Road have been diverted, at least six bus stops were closed, leading to much longer walks for some people. Hopefully, by the time you read this, the work is complete.

Last year I reported on very heavy rainfall and floods, this year we are experiencing a very long period of low rainfall, now officially a drought. Cambridge Water report their aquifers are at reasonable levels for this time of year and clearly they are working to upgrade their supply network, albeit in a small area of the town.

Two housing developments that will draw their water supplies from Cambridge Water are the former **Murketts Car Showrooms** site on London Road and **Vindis Garage** site at the Low Road/Harrison Way roundabout. These developments have taken a long time to gain planning permission, the London Road site, for 49 houses, since 2016 and the Vindis site, for 94 houses, since 2020. Both sites are currently preparing further documents to comply with planning conditions.

In 2019 **Huntingdonshire's Local Plan to 2036** was adopted by HDC, it had been developed and consulted on over a number of years. Little new housing was planned for St Ives and I have previously expressed my views as to why this may be so. One housing site in the plan is now withdrawn as the **Football Club** decided not to move to a new site. The last housing sites, **Houghton Grange** and **The How**, are part of the St Ives West area. Both have permission and work is underway. The **Murketts** site was part of the draft plan but not included in the final plan and the **Vindis** site is additional to the plan. These two developments will add 143 houses to the local supply, very welcome news to anyone seeking to

buy a house. I have no doubt other sites will be put forward, all additional to the Local Plan.

Indeed two smaller sites now have permission. Both are in the centre of St Ives and neither will offer off-site parking for residents. Since closing earlier this year, **Barclays Bank** on The Pavement has obtained planning permission to redevelop the site to provide commercial use on the ground floor and 10 flats above. It is clear that considerable discussions took place before submission; nevertheless the speed with which permission was granted is surprising. However, since obtaining permission a new application has been submitted, for a very similar design but to seek full demolition of the existing buildings, followed by a full rebuild. Across Market Hill permission has been granted for 4 flats and 1 maisonette above **Peacocks**. There is planned to be very little change to the street elevations.

These four developments will result in an additional 150 odd properties, It concerns me that in granting permission for these and other additional sites (many more than were envisaged in HDC's current Local Plan) there will be increased pressure on all the services the residents will call on. This is a recurrent problem, Local Plans underestimate the extent of these additional developments and consequently insufficient provision is made for everything from water supply to sewerage and doctors to police. At town level, there may be enough slack, but across the district problems mount up. Only once every 10 years, when a new census is taken, will actual population figures become available. Leaving the service providers to catchup, if they can!

There are many other planning applications and matters I have looked at and commented on. The most significant being proposals by **Envar Composting Ltd** to redevelop part of their site at Bluntisham Heath. This is being considered by CCC as the Waste Authority. Whilst Envar say the site will not handle more waste, which will be recycled into compost, they want to speed up the process by treating the waste in a biomass system. The biomass system will use medical waste to provide heat. That has become a big issue and there is considerable opposition to the plan. Mainly around the considerable size of the medical waste incinerator and its discharges and also the number of deliveries of medical waste to the site.

No doubt discussions are taking place and the outcome will be headline news.

On a much smaller scale, a taxi office has been operating in Crown Street under a limited time planning permission. Requirements to not park on Crown Street have regularly been, and continue to be, ignored. Maybe some parking spaces should be reserved in The Broadway for waiting Taxis.

Specsavers, are currently in Foundry Walk but will be moving into the old Edinburgh Woollen Mill shop in Crown Street. This will bring new life to one of the

larger retail premises in the town. Lets hope a new use for their present shop will be found quickly.

It is very good to report the work to the chimney of the **Manor House** and the adjacent building is now complete and the scaffolding removed.



Manor House Chimney - David Stewart

As part of an 'Active Travel Plan' work is being carried out by CCC to increase the number of **cycle racks** in the town centre. The Society was consulted on the proposals. One proposal was to use a Car Bike Port on a short term basis. Designed to be easily removable and relocatable these take up one car park space at the side of the road. Unfortunately they come with a brightly coloured outline of a car. I did not like the colours offered and nor did our members when asked. The intention now is to use two permanently installed systems in Bridge Street and The Broadway. Subject to obtaining Traffic Orders, work to widen some pavements is also planned in The Broadway.

Some additional racks have already been provided in Crown Place, by Cromwell's statue and in the Waitrose carpark. Some further racks will be installed at the eastern end of the paving around Cromwell's statue.



Additional cycle racks in Crown Place

Last year the Committee was advised that the present owners of the old Station Hotel, the building next to the bypass on Station Road, would welcome the erection of a plaque on the building. This site was planned when the 40th Anniversary plaques were installed, but we understand the then owners did not want a plaque. This year, ahead of installing a permanent plaque, we have installed a temporary plaque. This was done so that it would be available for the **St Ives in Bloom** committee to mention during the Anglia in Bloom judging.

As always my thanks go to our Committee. Most of our meetings were held using Zoom and we have also met in person several times. The committee are Jane Amaral, who has organised the forthcoming Heritage Open Day (see page 8), Basil Belcher has continued as Treasurer, Helen Eveleigh maintains our Membership Records, Peter Jackson, Peter Newbould, Philip Noble, Dr Tim Reed, and Barbara Richmond. Peggy Seamark was co-opted onto the committee, she was unable to attend the meetings but her knowledge has been invaluable to me.

I will not be standing for membership of the Committee again this year and will retire after the AGM I joined the committee in 2012, as my work commitments eased. Now I feel it is necessary for myself, to hand on the work to others. I know this is going to be a real problem for the committee, we have not been able to find a new Secretary. But in reality its more than a Chairman and Secretary. The committee will also welcome a speaker organiser and a meetings reporter. The first to choose and book our speakers, the second to prepare the reports of our meetings for the annual report. In effect these tasks are being undertaken by the committee but it is too much to expect the committee to operate in this way.

All my earlier appeals for help have so far failed. The Society can not continue to operate in this way. Please come forward to help in any way you can. Other alternatives are to seek to merge with another society or to close the Society.

Away from the committee Diane McGoff has examined our Accounts, Brian Richmond has continued to maintain our website and Jerry Hills has organised the printing of this report. My thanks for your help.

Thank you for reading this far, I hope you enjoy the rest of the report.

TREASURER'S REPORT 2022

The year's accounts have been independently checked and approved.

The overall result for the year, including interest, is £959 an improvement on last year's which was depressed by the Goodliff Fund repayment.

Subscriptions levels have held up well and the saving against annual report costs reflects in the improvement in result.

Basil Belcher

Treasurer

Civic Society of St Ives Statement of Income & Expenditure
as at 30th April 2022

<u>Income</u>	Year to	Year	<u>Expenditure</u>	Year to	Year
	30/04/22	2021		30/04/22	2021
	£	£		£	£
Subscriptions	1,969	1,902	Hall Hire	156	
Slepe Hall Donations			Annual Report	282	595
Visitors	33		Speakers	250	
Memorial Fund			Memorial Fund		
Social Evenings			Social Evenings		
Raffle	—	—	Raffle	—	—
Interest			Insurance	151	
Gift Aid	266	281	Antiquarian Soc Subs	20	20
Heritage Weekend			CPRE Subs	36	36
St Ives 2068			St Ives 2068		
Bequests			Donations/Gifts	17	17
Deposit Acc Transfer			GOVT	60	30
Donations	55	55	Administration		58
			Postage	29	48
			Phone		
			Travel		
			Web Site	96	125
			Heritage Weekend	294	87
Remembrance Collection			Remembrance Collection		
Church Light			Church Light		750
	£ 2,323	£ 2,238		£ 1,390	£ 1,641

Balances from 30th April 2021

Current account	6,454
Deposit Account	10,273
Total	16,727
<u>Plus</u>	
Surplus for year	933
Interest	26
Total	17,686
<u>less</u>	
2020/2021 Payments	117
£ 17,569	

Balances as at 30th April 2022

Current account	7,350
Deposit Account	10,299
Total	17,649
<u>add</u>	
Receipts after Period end	0
<u>less</u>	
Cheques yet to be presented	80
£ 17,569	

Civic Society of St Ives
Committed Funds
as at 30th April 2022

	<u>Gift Aid</u>	£
Slepe Hall Old Girls Fund	✓	901
Memorial Fund	✓	207
Remembrance Books		109
		£ 1,217

D. McGoff

Civic Society of St Ives
53rd Annual General Meeting
21st October 2022
AGENDA

1. Apologies for absence
2. Minutes of the 52nd Annual General Meeting
3. Matters arising from the minutes.
4. Chairman's Report
5. Matters arising from the Chairman's Report
6. Treasurer's Report and to accept the Accounts for the year to 30th April 2022
7. Resolutions
 - a. Appointment of an accounts examiner for 2021-2022
8. Election of Officers and Committee
9. Any Other Business

Resolutions:

- b. To Appoint Ms Dianne McGoff BSc, ACIB, as independent accounts examiner until the conclusion of the 2023 Annual General Meeting.

MINUTES OF THE 52nd ANNUAL GENERAL MEETING

Held on 15th October, 2021 at the Free Church, St Ives.

1. APOLOGIES FOR ABSENCE

Apologies have been received from: David Stewart, Peggy Seamark, Steve Puttick, Tony Barraclough, Theresa Norris, Peter Baker. Paul and Vicky Faupel, Jane Amaral, Dr Tim Reed

In the absence of David Stewart, the meeting will be chaired by Basil Belcher and at the conclusion of the AGM the talk will now be given by Bridget Flanagan.

2. MINUTES OF THE 51st ANNUAL GENERAL MEETING

The Chair advised that the minutes had been published in the Annual Report. There were no amendments raised.

Motion to adopt the minutes as published

Proposed: S Belcher

Seconded: P Jackson

Motion passed with no objections

3. MATTERS ARISING FROM THE MINUTES

There were no matters arising.

4. CHAIRMAN'S REPORT

The Chairman's report, up to July, is printed in the Annual Report. Since that time some points of note are:

Work on the new bridges is delayed as the parapets are not as envisioned and a new planning application has been submitted.

The flooding last winter suggests that more work is needed to mitigate problems particularly with drainage and ditches.

Work continues on the Manor House in Bridge Street but delayed as further problems have been uncovered and an additional listed building consent has to be submitted.

The Chair invited comments and questions from the floor.

There were no matters arising from the Chairman's report.

5. TREASURER'S REPORT

The Treasurer's Report had been published in the Annual Report. There were no unusual expenses

There were no questions.

Motion to accept Treasurer's Report

Proposed: C Saunderson

Seconded: M King

Motion passed.

6. RESOLUTIONS

To appoint Ms. Dianne McGoff, BSc, ACIB, as independent accounts examiner until the conclusion of the 2022 Annual General Meeting.

Proposed: P Newbould

Seconded: P Jackson

Motion passed.

7. ELECTION OF OFFICERS AND COMMITTEE

The Secretary reported that the following nominations have been received in accordance with the Constitution:

For the Officer positions:

Chairman David Stewart (standing for re-election)

Secretary No nomination received; position is vacant

Treasurer Basil Belcher (standing for re-election)

Motion to appoint these nominees as officers for 2021-22

Proposed: M King

Seconded: C Saunderson

Motion passed.

For general Committee positions: the following members are standing for re-election:

Jane Amaral, Helen Eveleigh, Peter Jackson, Peter Newbould Tim Reed, Barbara Richmond, Peggy Seamark are all retiring Committee members standing for re-election.

Phillip Noble is standing for the first time

Motion to appoint these nominees for 2021-22.

Proposed: S Belcher

Seconded: C Saunderson

Motion passed.

8. ANY OTHER BUSINESS

Proposed from the floor a vote of thanks for the Chairman's work on the Annual Report, the efforts of the Committee and the retiring Secretary

The Chairman closed the meeting at 7:47 pm

BLOOD RUNNERS IN SUFFOLK AND CAMBRIDGESHIRE

On the evening of Friday 17th September 2021, the Civic Society held its first open meeting for over a year and welcomed John Gibson who gave us all an insight into the work of SERV Suffolk and Cambridgeshire (SERVSC), more commonly known as The Blood Runners.



SERVSC was formed in 2011 to provide free, out of hours transport for urgently needed blood and blood products to Ipswich Hospital. The service consisted of volunteer motorcyclists who donated their time, motorbikes and fuel to achieve these urgent deliveries. The NHS did not have any out of hours provision for urgent transport at the time and still relies on volunteer organisations like SERVSC to provide it.

The scope of SERVSC services rapidly expanded to West Suffolk Hospital and by the end of 2012 included delivering to Peterborough City, Papworth and Hinchingsbrooke Hospitals. In August 2012 it increased its scope by launching a Donor Baby Milk Service involving the collection and delivery of donated human milk used to support premature babies in the hospital maternity units.

The Queens Award for Voluntary Service was awarded to SERVSC in 2019.

There are now approximately 130 volunteer motorcyclists and car drivers giving their time and mostly using their own vehicles free of charge to deliver items within hours of a request. There is also a duty controller taking the calls and organising the volunteers to get the products to where they need to be.

The COVID 19 pandemic added to the workload requiring them to increase their availability to 24 hours a day, every day of the year to cope with PPE demands and home delivery of medication to those forced to self-isolate.

It is important to note that SERV Suffolk and Cambridgeshire receives no government funding, its costs being met by donations from members of the public, local businesses, charitable grants and awards.

The following extracts from SERVSC’s annual report for last year serve to fully illustrate the scope and worth of their work: -

Task Type	Deliveries	Miles
Air Ambulances – Magpas and East Anglian	272	11,904
Urgent Blood and Platelets required by Peterborough, Hinchingsbrooke, Ipswich, Nuffield (NHS), and West Suffolk Hospitals	789	64,930
Blood samples that required urgent analysis	359	19,370
Human Milk, PPE and Other	1,079	34,824
Medication to self-isolating at home patients	1,386	29,758
Total	3,885	160,786

With the onset of Covid19 in April, North West Anglia NHS Trust, Ipswich Hospital, West Suffolk Hospital and St Elizabeth Hospice and the local Authorities asked us to help with the extra work load. This resulted in a 60% increase in our normal tasking. We changed our “Outside working hours service” (19:00 to 06:00) to a “24/7 service to meet the increase in demand. This was made possible because a number of our working volunteers were on furlough and available to do this work. The majority of these task requests were no notice and required an immediate response.

Blood and Platelets: Throughout the period we continued to with our main task, the delivery of urgently required blood, platelets and plasma products to the 4 hospitals and the 2 Air Ambulances in our area. This service now includes urgent day time deliveries.

Samples: The hospitals had an increasing demand to move samples between establishments and to get samples to Colindale Haematology Centre (North London) for urgent analysis. We responded accordingly to these urgent no notice tasks.

Human Milk and Other: For Human Donor Milk we provided 2 types of service. We collected the donor’s milk from their homes and transport it to the Rosie Milk Bank, Addenbrookes for treatment and storage. On demand, we transported

human milk from the Rosie Milk Bank to the Neonatal Intensive Care Units at Peterborough, Hinchingsbrooke, Ipswich and West Suffolk hospitals.

In addition to milk, we are tasked with transporting other urgently required equipment such as PPE and syringe drivers to various NHS establishments – Doddington, Ely, and various minor clinics throughout Suffolk and Cambridgeshire.

Medications: The hospitals and Council Covid Hubs tasked us to collect and deliver prescription medications to self-isolating patients who were unable to collect them. In some cases, people had almost run out of medication and we responded immediately. We now do daily deliveries from both Peterborough and Hinchingsbrooke oncology pharmacies. A number of these people have little or no contact with anyone – so a friendly door step chat has also become part of our service – socially distant of course.

We have been referred to as “Knights on Bikes” albeit we also deliver by car.

The People Who Benefitted: It is not possible to identify the exact number of people who benefitted because the majority of our tasks were deliveries of boxes that were used on multiple patients. A box can contain up to 12 units blood/platelets. Assuming boxes are at least 50% full and each patient has one unit. It could be assumed that 3,000 to 5,000 people have benefitted from our work. The age of recipients ranges from premature babies, who receive donated milk, through to palliative care where we delivered drugs and syringes.

Meeting the increased demand was a challenge. It was only possible because of the commendable dedication of our volunteers who went out of their way to ensure every task was completed promptly and with good cheer.

The demand for this project continues to remain strong and no-one has been refused our help.

SERV Suffolk and Cambridgeshire

THREE DIARIES IN THE NORRIS LIBRARY

As Chairman I was sorry to not attend the AGM and give the planned talk afterwards. A great thank you to Bridget Flanagan who stepped in at short notice and gave an illustrated presentation about three very interesting diaries held in the Norris Library. Her own notes follow. David Stewart.

There was little to link the diaries other than their writers were business-men of St Ives, and that the time-span of the recordings overlapped c1800 -1902. Otherwise, the format and content of these three manuscripts was quite different.

The first diary was not a personal record of daily events – it was purely business. **Richard Skeeles**, a builder and carpenter, compiled his firm's Day Book where he listed each day's work. It was a vital record of his business from c 1790 -1817, much thumbed and heavily used. As such it is grubby, well-worn, with messy, hurried notes in hasty, scratchy writing. Skeeles noted the clients, listed the hours of labour for each job, itemised the cost of materials and then dated when the invoice was sent and the payment received. (The wealthier customers being frequently the slowest payers). Jobs were varied. In mid December 1806 the Skeeles builders were again repairing sheep pens in the market on the orders of Mr Welstead, the Duke of Manchester's agent, and in September 1801 Mrs Marshall had a list of things to be fixed around her house - mend the table for 3d, build a cradle frame for 7/- and put up a plate rack for 4d. This Day Book and subsequent ones stayed with the Skeeles family and formed the basis for John Skeeles' book 'The History of St Ives from 1796-1930' before being given to the Norris Museum.

George William Brown (1826-1901) was the second son of Potto Brown and a partner in the milling firm of Brown and Goodman. The company rented the watermill at Houghton and built modern steam mills at St Ives and Godmanchester. The family were fervent Non-conformists and active in local politics. George Brown was given a diary for Christmas 1899 and for the next two years until his death he recorded his beloved garden at The Elms in Houghton and added newspaper cuttings and bits and pieces that interested him. His diary cum scrap book is extraordinarily well-ordered and precise. He was clearly designing it as a public record to be read by others – not a personal memento. Many of his entries are lists – the number and varieties of bulbs he plants, the quantities of seeds he sows, the tally of the year's shooting and the statistics of Huntingdonshire's population decline. However his passion for his garden shines through the data. He created the garden at The Elms in 1868 and by 1900 he could enjoy it in maturity. We can see that was a very

By Order of Mr Willstead 1806 Nov 15th
 1st Day Son & Man 2nd Day Mowing & ...
 Repairing Prison & Sawance
 7th Day of Oak 6 by 4
 3rd Day of Nails
 5th 12th Staves 18 ft of Inch White Deal
 2nd ft of 2nd Oak Blank
 10th Jan 7th Repairing Sheepsens
 7 Nails 5-10 Nails 8^o
 2nd To Repairing Sheepsens 9th 18th Nails 10^o
 3 Nails
 31st Man Day Repairing Bridges & Sawance
 6th of 14 ft Nails
 2 Large Spurs 2-6 - 3rd of Batten 102
 12th of Nails & Spikes
 1st Mar 18th To Repairing Sheepsens - 0-1-0
 6 Nails 5-0 - 12th Nails 7^o
 21st To Repairing Sheepsens - 0-0-9
 2 Nails 1-8 - Nails 4^o
 1st Apr 4th To Repairing Sheepsens - 0-0-6
 1 Nails 10^o - Nails 5^o
 2nd To Repairing Sheepsens Nails - 0-1-1
 4 Nails
 May 16th To Repairing Sheepsens - 0-1-1
 6 Nails 5-0 - Nails 3^o
 23rd Son & Day Apprentices 12th Day
 Repairing Sheepsens & Sawance - 0-4-1
 19th Nails 9-6 - 7 Nails 5-10 - 0-7-5
 5th Nails
 With Delivered 15th June 1807 - 5-17-1
 Settled 15th June
 By Order of Mr Willstead 1807 Jan 1st

1806
 Mr Andrew
 16th of ...
 21st of ...
 32nd of ...
 17th of ...
 21st of ...
 7th of ...
 43rd of ...
 Mr Andrew
 Apr 1st
 25 - 33
 2-13-9
 21st
 3 Inch D
 2 Sons 1/2
 2 hanging
 4th Large
 3rd for looks
 3rd Dog
 2 Cat she
 8 Hoppers
 1/2 St Nails
 Jan 13th
 Fence
 25 Oak
 1/2 Fran
 3/4 Stuf
 2 Sons
 Down
 10th Iron
 3 Wood
 1-14 ft
 1/2
 2 Men
 Hangin

A page from Skeeles Daybook, c 1790-1817. He listed his Clients, the work carried out, hours worked etc.

Reference BMS/S.IVE/060 and by kind permission of the Norris Museum

knowledgeable gardener, always keen to buy new varieties and source rarities. He had a fine collection of trees, especially conifers. He planted an avenue of Wellingtonias (*Sequoiadendron giganteum*) to line the drive to the house, and twice a year he measured their circumference and recorded their increased girth, but he knew these were still in their infancy compared to the ancient giants of California over 1000 years old. The trees and wonderful drifts of snowdrops and aconites at The Elms live on as a testament to George Brown's gardening passions, and his diary is a fascinating glimpse of a quiet, private man.

Thomas Knights (1819-1902), a corn merchant, brewer, maltster, successful business man, Church Warden, J.P. and Mayor of St Ives was a public figure. He was a strict, uncompromising man with a keen sense of right and justice. His diaries span nearly 40 years and contain a vast wealth of material. They are not easy to read because he wrote in annotated form – not expecting them to be read by anyone but himself. The diaries were transcribed by Linda Reed and I pay tribute to her considerable scholarly work that took many years. The transcription was recorded as a whole and then organised into sections so that an electronic search could easily pick out topics, dates and names. Thomas Knights was obsessed with detail – especially corn prices, crop yields and the weather – all vitally important to a corn merchant. But his diaries have rich seams for the historian – it is a wonderful resource with town and church politics in St Ives, comments and assessments on national and local events as well as the day-to-day happenings of his family. This diary really is a voice from history – and sometimes the same old problems persist. Thomas Knights in describing the new, piped household water supply in St Ives wrote: **1894** *March 26: The Waterworks Water is a very bad colour, yellow & quite unfit for use the past fortnight – turned my kettle pink. I shall deduct something from my next payment.*

ST IVES NEIGHBOURHOOD PLAN

On the 19th November 2021 Nick Dibben, chair of the St Ives Neighbourhood Plan Working Group visited to describe the benefits of developing a Neighbourhood Plan for St Ives. The Neighbourhood Plan is a local planning document that is currently being produced by a group of residents and local Town Councillors. The Neighbourhood Plan will set out some local planning policies that new development will have to comply with. The document will have to comply with and be consistent with the policies detailed in the Government's National Planning Policy Framework and the Local Plan produced by Huntingdonshire District Council (HDC).

The HDC Local Plan had allocated new housing on the former golf course to the west of the town and on the current football ground subject to a new football facility being provided. There was also space for commercial development behind the Aldi supermarket. The Neighbourhood Plan would not be able to prevent these developments.

The Working Group held a public consultation during July 2021 on some initial ideas and Mr Dibben was able to share the results of this consultation. The overall strategy of the plan was to make St Ives more attractive to residents and visitors by; diversifying the town centre economy, celebrating the town's history and townscape, encouraging more walking and cycling and doubling nature and responding to the climate emergency.

The consultation had identified support for some new development around the bus station and enhancing the town centre with more space for pedestrians. Residents also wanted better walking and cycling routes and liked the idea of creating a green ring around the town. There was however, virtually no support for major new housing and the Neighbourhood Plan would not contain this.

The feedback would be used to write the draft Neighbourhood Plan and further consultation would be held in 2022 before the formal submission version was produced. This would be subject to a review by a Planning Inspector and further changes may be required. The final version would be put to a local referendum, and if passed would then become legal planning document.



Heritage Open Day 2022

Saturday 17th September

10.00 to 16.00, for most locations

For the second year in a row we have been lucky with the dates for HODs. I have chosen the 3rd Saturday of the month, so we benefit from our Farmers' Market and Old Riverport Jazz & Blues Festival attracting even more people to St Ives.

We have also been lucky with the Town Hall, they are fully supportive and actively involved this year. The Mace-Bearer will be present in full regalia and Mace, the Civic Regalia will be on display, tricorne hat, gloves, jabot and robes and – a big and – some of the items may be tried on. Definitely a photo op for children (and grand-children).

I have employed imported talent to create a simpler map with a suggested route and alternate route. In 2021 I used family as guinea pigs and left them at the Guided Bus Station with a flyer and asked them to visit the open locations. They turned right at the traffic lights into town and walked along Harrison Way to the Marsh Lane roundabout. As they were heading for the Mosque on Needingworth Road, it was logical, but it definitely isn't the best or safest way to get there. The suggested and alternate routes aim to keep our visitors safe. There has been no cost to the Civic Society for the map designer nor last years guinea pigs.

We have the bonus of the Bridge Chapel being open, otherwise it is almost the same as last year, Farmers Market from 8am to 2pm, Old Riverport Jazz & Blues starting at 11am and at 3pm in All Saints Parish Church there is Gin 'n' Jazz, the music is free but the drinks are not.

For regular readers of the HODs flyer you will notice I have stretched the boundary slightly and included a piece about Fenstanton and the Howlands, this was before I knew our list of speakers for 2022 – 2023. Descendants of Mr and Mrs John Howland include US Presidents Franklin D. Roosevelt, G. W. Bush, G. Bush, Richard Nixon and Gerald Ford. Members of the Howland Society made the annual visit to Fenstanton at the beginning of July this year.

Finally, if you are reading this before 16th September and can offer a few hours on Saturday 17th to greet visitors and answer questions, hand out flyers and chat about St Ives; whilst wearing a bright pink sash, please call me. 01480 354011

Open Meetings 2022 - 2023

All open meetings are held in the Free Church, St Ives on Friday evenings at 7.30pm. Non-members are always welcome a donation of £3 is requested to help cover costs

- 16th September 2022 Richard Carter - New Acquisitions at the Norris
- 21st October 2022 Dr Sue Oostuizen - *The Emergence of the English*
(did the Anglo-Saxons really come?)
Followed by **Annual General Meeting**
- 18th November 2022 Liz Davies - A Victorian Family
Christmas in Peterborough
- 20th January 2023 Vic Lovell - Memories of Scotneys
- 17th February Keith Grimwade - 1,000 years of history;
a walk along Thicket Path
- Friday 17th March Adrian Moss - Mayflower 400 and Fenstanton
- Friday 21st April Speaker and subject to be announced
- Friday 19th May Alison Dickens - Finds from beneath
the Choir Stalls, King's College Chapel

Visit our website www.stives.org.uk for any programme changes



Crowning Glory - another example of Yarn Bombing for the Jubilee - David Stewart

THE DAVID PARR HOUSE - A UNIQUE CAMBRIDGE HOME

In January 2022 we were fortunate in having asked Tamsin Wimhurst to visit us and speak about The David Parr House. In fact, with Covid infections increasing, and the speaker having experience in using Zoom for virtual presentations, it was an easy decision for the Society to try out this technology.

Tamsin Wimhurst told us how she was carrying out oral history research in Cambridge when she was told she must talk to a lady who lived in Nr 186, an ordinary terraced house in Gwydir Street. When she visited the house she met Elsie; Elsie had lived there since 1927, initially to keep her grandmother company. So there was plenty of oral history to record! However, it wasn't Elsie's recollections which amazed our speaker, it was the decoration of the house. It was quite obviously unique.



Interior of David Parr's House - Tamsin Wimhurst

The house had been purchased by decorative artist David Parr in 1886. He worked for a Cambridge firm of decorators, F R Leach & Sons. They had a very good reputation and worked locally and across Britain, as their reputation increased. Some of their work was awarded on the recommendation of architects, in other cases they worked directly for their client.

In his spare time and over many years, David Parr decorated the house in the styles he used during his day job. He raised his family and lived there until his death 41 years later. That's when Elsie moved in, she in turn married and raised her family in the house. After Elsie's death in 2013 Tamsin Wimhurst purchased the house and set up the charity to care for and preserve the remarkable building.

Frederick Richard Leach set up his business in 1862, he lived in City Road, Cambridge and had a workshop behind the house. His business worked in stained and decorative glass and stone carving as well as in decorating. At the time the gothic style of designing and decorating buildings, especially churches had again become popular. In time this developed as the Arts and Crafts Movement. Designers such as William Morris popularised the style, Leach's work can be found in many churches and colleges in Cambridge, there is a walking trail around Cambridge taking in ten of them. The business flourished and opened a showroom at 3 St Mary's Passage, Cambridge.



The showroom today - David Stewart

David Parr must have been a very able employee. He purchased his home, at a time when many families lived in rented accommodation. He must also have been dedicated to his art, he kept a record of when he decorated each room of his house, not with a quick change of wallpaper but by laying out his pattern and hand painting the walls, colour by colour, layer by layer.

Tamsin Wimhurst wove this story around her photographs of the workshop in City Road as well as examples of the work of Frederick Leach's business. She described the trials and tribulations of opening the house, after restoration, and of how the small scale of the house limits the number of visitors that can

be accommodated. The charity has also purchased the adjacent property as their visitor welcoming area. Tickets to visit sell out quickly, but they have now developed virtual tours of the house. See <https://davidparrhouse.org/> for details.

So, how successful was this trial of using a Virtual Presentation, in place of meeting in the Free Church? Numbers were similar to our open meetings but I felt we attracted a different audience, including several who were, for one reason or another not able to attend our Open Meetings. Whilst the trial was successful, marrying a virtual presentation with an open meeting would not be easy.

The Frederick Leach walking trail of Cambridge can be downloaded at <https://davidparrhouse.org/leach-walking-tour/>

David Parr's house is listed grade 2 by Historic England, the F R Leach showroom at 3 St Mary's Passage is listed grade 2.*

THE TRACKED HOVERCRAFT EXPERIMENT

The rise and fall of Britain's wheelless transport system

In March Peter Cox visited to describe the Tracked Hovercraft Experiment. This was a government backed research project where the basic research was carried out in Hampshire before moving to Cambridge, but Huntingdonshire was chosen for the location of the full size test track.

Christopher Cockerell envisaged a carriage, weighing 23 tons, that would hover 2 or 3 inches above the surface of the track and carry 100 passengers. This would provide rapid transport from London to Birmingham or Edinburgh. When a third London Airport was considered for Maplin Sands, off the Essex coast, it was pointed out a tracked Hovercraft would complete the journey in 10 minutes from London. It would be very fast!

Initially the hovercraft was intended to run on a skirt of high pressure air, provided by large fans. In a similar way to Cockerell's seagoing Hovercraft, these were already in use across the Solent between the Isle of White and Southsea, Hampshire. Then Professor Eric Laithwaite's development of a Linear Induction Motor was taken up, cutting out the need for forward propulsion propellers.

Once Government funding had been secured in the late 1960's a development unit was established in Ditton Walk, Cambridge and a small scale test track was set up. Work at Earith commenced on the first three miles of track between Earith and Sutton Gault.

The Hovercraft unit was built by Vickers and transported by road to Earith. Both the craft and the track were very much 'design in progress', the design developing as work progressed. Any extra costs had to come from the fixed pot of cash available, leaving less money for the actual testing. When first demonstrated to the public just 12 miles per hour were achieved. After around 70 test runs, on the eve of being closed down, just over 100 miles per hour was achieved in February 1973. Professor Laithwaite's development of magnetic levitation was also investigated. It is believed it worked at small scale only by the time of cancellation of the tracked hovercraft.

Why was Earith chosen? As Peter explained, the designers of the drainage scheme for the Bedford Levels in the 1600's chose to cut a straight channel from Earith to Denver Sluice. The ground was almost level and the banks of the Old Bedford River were largely owned by the River Authority. This last point greatly simplified the agreement of way leaves over the full 21 mile length.



The Tracked Hovercraft Building in 1978. The Gantry at the back of the building was used to lift the test vehicle on or off the track - David Stewart

In fact, and contrary to many reports, only about one mile of track was actually completed and used for testing the Hovercraft. This ran north from the workshop in Earith. At Sutton Gault a high level track was built southwards towards Earith. But the two sections were never joined up! Peter Cox thinks he found the reason for this at The Gullet.



The Gullet looking south, with the Old Bedford River to the left, and the three remaining concrete blocks. Whenever the river is in flood this area floods. The extra distance between the middle block and the furthest away is not obvious in this photo. - David Stewart

At The Gullet the flood bank takes a large deviation to the west. Thought to be the result of an early failure of the original bank, the decision was made to deviate around very soft ground and build the new flood bank on firm ground. In The Gullet are three rare remainders of the original track in the form of concrete blocks, two are spaced around 75 feet apart, the next is 150 feet away. Each block was known

to be supported on a pair of piles. When Peter visited the site he had a hunch that an intermediate block must have been designed. His reasoning being the track sections could not be that long! Had the piles been installed?

During his search he did not find any piles midway between the two adjacent blocks. However, a few feet from the mid point he did find a set of four piles, in 2 rows 10 feet apart, without a capping block. He presumes the ground was found to be so soft that an early decision was made to sink four piles, maybe these were not long enough to reach firm ground. Consequently engineers decided they needed to design further works. Meanwhile work stopped. Clearly work never resumed and consequently the high level track never progressed south from The Gullet.

As agreed with the landowners the land, apart from the Depot, was returned to its condition before the track was installed. Initially the high level track, together with its pylons and pile caps, near Sutton Gault was removed. Later the track used for testing was removed. Were the piles removed? Maybe, maybe not!

Comment by David Stewart:

So why are three pile caps at The Gullet still in place? My guess is that the ground was too soft, or flooded when the other track was removed. They just were left in place and no one objected.

For some years from 1977 I worked in Earith in the depot built by Tracked Hovercraft Ltd. Several colleagues had worked for Tracked Hovercraft and commented to me on aspects of their time there. In particular I remember a comment from one of them who told me 'The Gullet is a very strange place.' I wonder if that was because of the problems TH Ltd had there? Recently I took the short walk from Sutton Gault to see the remaining pile caps for myself. From photos I've seen the best time to visit is during a flood. Only then, or in an aerial photo, is it easy to see where the missing pile cap was intended to be.

THE RAMSEY ABBEY COMMUNITY ARCHAEOLOGY PROJECT

On April 22nd Ian Mason visited us to talk about the Ramsey Abbey Community Archaeology Project. This was a three year project, heavily involving the people of Ramsey to discover more about the archaeology of Ramsey Abbey.



The Citizen's archaeology project set out to add to the understanding of the Abbey site, of which the Gatehouse is a rare survival. This gateway is more recent, dating from the 19th century. David Stewart

Ian told us a little of the Abbey's history: it was established in the 10th century and at its height became a very wealthy abbey, before dissolution in the 16th century. Many of the buildings were destroyed at that time and the stone sold, some being used in Cambridge Colleges. A house was built on the site and had various owners until being leased for use as Ramsey Abbey School. Since then the school has developed but some proposed locations were not built on following archaeology excavations.

Consequently, hopes were high that a long term systematic search of the site would reveal much of interest. Originally the community project was planned over three years 2017 to 2019 with an exhibition to follow in 2020. For reasons we are now familiar with, the exhibition was delayed to 2021.

The search spread across 12 hectares, surveyed using resistivity surveys and ground penetrating radar. Unfortunately some interesting locations were found under tarmac, so these could not be excavated. Potential locations for digging in grassed areas were identified and permissions sought for digs in both 2018 and 2019. Both lasted for two weeks. Whilst led by professional archaeologists the work was done by the community. Over both middle weekends the site was open to the public, who showed considerable interest. Cataloguing of the finds took place over the winter.

As the pandemic worsened the always planned exhibition was delayed to 2021 when it was shown at both The Norris Museum and Ramsey Rural Museum.

In conclusion Ian told us that whilst much of interest was found during the two digs nothing really special was found. Also the research into the history of the Abbey has produced much information that previously was little known, some of this was also included in the exhibition. Much more is included in the various reports which can be found at the project's website:

<https://ramseyabbeyresearch.org.uk/>

THE GREEN STREETS OF ST IVES

Our talk in May was by Philip Noble, who told us of his memories of some of the characters who lived in St Ives during his formative years. Philip's 'world', as a youngster, was around North Road and West Road and the streets and houses that were later demolished to make way for the Globe Place carpark.

He took us on a journey from West Street to Globe Place and North Road, finishing at Bible Orchard. Philip told us that West Street and East Street were called Back Street in early censuses, and North Road was Far Back Street. His father, a builder, worked on some of these old houses, and one that he remembers was built in the late 18th century. The house had one entrance only, in a shared passage way. The floor was brick, laid on bare earth. Internal walls were timber framed, covered in stretched canvas, and bedrooms were over a neighbour's ground floor room.



St Ives - North Road on the left, West Street in the centre and The Waits on the right - Courtesy of Media Imaging Solutions

At the end of West Street, where the gated development stands now, was the

Permanex building, site of the former Golding's granaries. Permanex had made electrical components for WW2 aircraft.

A little way along West Street, at Nr 34, lived the local District Nurse, Nurse Heath. Many St Ivian's were born there. Number 16 was built in 1822, so this year celebrates its bicentenary. It was the home of Mr Pratt, the chimney sweep and a bell ringer at All Saints. His wife was Edith, author of '...As if it were Yesterday', her memories of her early life in Essex and later, having gone 'into service' at Stanley House, now the Town Hall. Philip's memory of her is that when Mr Pratt was booked to sweep chimneys, her confirmation would be "Pratt will be there at 8.30" never a "Mr" mentioned!

North of West Street House were four streets that were demolished in the early 1970's, thus providing the space for the Globe Place car park. Melbourne Place and Oakland Terrace were cul-de-sacs. Green Street ran between West and North Streets but had iron posts at its northern junction. Houses on the west side of Globe Place were also demolished for the car park.



Green Street during a flood, Courtesy of Norris Museum

Green Street was built by John Green in the 1820's, developed for less well off inhabitants and like the other roads in the area subjected to flooding, Philip considered residents were more accepting of the situation back then. But there were better times, another picture showed it decorated for the 1937 coronation

of George VI and Queen Elizabeth.

In front of Globe House, North Road leads off by the side of the cemetery. Beyond the cemetery was the St Ives County Boys School, where all boys from 7 to 14-15 years attended, apart from those selected for grammar school. Almost opposite was the Slaughter House. This site now also forms part of the car park. Inquisitive boys could observe some of the process through a small hole in the gate. But everyone would sometimes suffer the smell, including in the classrooms.

Philip's talk illustrated how, in a small town like St Ives, everyone knew everyone else; he gave many examples of people who operated their own businesses, or became well known. This was his world, he has retained it over many years for us to reflect on now as St Ives continues to change.

THE EASTERN DEVELOPMENT OF ST IVES

Before the railway opened in 1847 the built-up area of St Ives extended from the original settlement around the Church in the west to Priory Road in the east. Further east were the Priory Leys, land where cattle and sheep could be rested, both before their sale in the St Ives markets and prior to their onward journey to London markets. However, once the railway opened the need for the Leys diminished, as livestock could be transported more quickly by rail.

Parts of the Priory Leys became the site for the railway station with its sidings and goods yard. On the south side of the road that became Station Road were the National Schools, built in 1844, Just around the corner in Priory Road the Police Station was built in the 1840's. The adjacent Magistrates' Court was added in 1884. The location of the weekly markets had been the wide streets of central St Ives but in 1886 some of the Leys, on the north side of Station Road became the site for the new cattle market. The entrance gates and lodges (Listed Grade 2) remain as do some small areas of cobble sets and original fencing.

The area to the south developed with new industries. There was Fowell's steam engine factory, Fuller & Son's carriage works and Wood & Son Coach Builders and Carriage Manufacturers, together with other smaller businesses. Over a period of 50 to 60 years this newly built-up area equated to a third of the previous built up area of St Ives.

A business that developed, by using the railways to speed up transport of their goods, was owned by Thomas Coote. He had started a corn merchant business. He extended it into coal. When the railway came he became a director of the railway company. His office building, opposite Waitrose, was built for him by the railway company. The building is now listed Grade II. Through marriage the business was enlarged by joining forces with F Warren & Co of London. In time it became Coote & Warren and in 1944 taken over by Charringtons Coal Merchants. Another of their businesses in Station Road and New Street manufactured road vehicles. Originally the bodies were supplied by



Coote and Warren building

Fuller's and the chassis by Coote and Warren.

One other railway building remains, the Station Hotel, built in 1853. This is opposite the large photo sign of the station. The main facade is the eastern one, which would have been seen by passengers arriving from Cambridge. The building is described in the Conservation Area Character Assessment



The old Station Hotel - David Stewart

as having 'local significance'. The Civic Society are planning to add to their plaques in the Town by commemorating both the old Station Hotel and the Coote and Warren building. Whilst differing in size both are built in a similar railway company style with hipped roofs, wide soffits, local clay bricks with similar details in the brickwork.

Sources and further reading:

- 1 Old Industries of St Ives Ken Ballard, Friends of the Norris Museum. 1995
- 2 Old Industries of St Ives Revisited Ken Ballard. Friends of the Norris Museum 2002
- 3 The shaping of St Ives Bob Burn-Murdoch, Friends of the Norris Museum. 2009
- 4 19th Century St Ives Mary Carter. Friends of the Norris Museum 2010
- 5 St Ives Conservation Area Character Assessment Huntingdonshire District Council 2007

FILBERTS WALK

In May's talk, Philip Noble told us of his memories of Green Street in St Ives. Built by John Green, he also built Green Walk in Hemingford Grey. Green Walk later became Filberts Walk.

We are grateful to Mike Stephenson for permission to reprint his article, first published in March 1999 in the Huntsman, the magazine of Huntingdonshire Family History Society.

John Green built Filberts Walk in the mid 1820's. In this period extensive repairs were made to the river area of St Ives and to the River Ouse. This may have been a reaction to a very high and damaging flood to the town in November 1823. The Duke of Manchester, who owned that area of the town, subcontracted the work out to J Burford. T Mason and E Saint, who were very good local bricklayers. He repaired the old bridge and the wharves by the riverside. The New Bridges were built in 1822 to replace a series of old bridges. Inns stood on either side of the road at the bridgehead and John Moore's windmill was at the corner of the Low Road to Fenstanton.



Filbert's Walk - Looking south, the hanging sign to the public house is just visible above the well dressed group of men and women. With kind permission of the Norris Museum.

With these new works completed, John Green must have been very optimistic about its effectiveness to prevent further flood damage, for his project was to build a terrace of thirty one houses on a causeway out onto Hemingford Meadow. An area that regularly flooded in winter to a depth of several feet. The causeway, which one can still walk along, is L shaped, the short arm coming off London Road, the long arm joining Hemingford Grey Road by Victoria Terrace.

The most amazing feature of the houses was that they had cellars well below flood level, which could be reached externally by descending several steps to a door facing the flow of the river. Inevitably the cellars flooded every year and children would use the tin bath housed there to paddle around the basement. But the gravel extracted to form the cellars could be used to augment material brought from elsewhere to build up the causeway in front of the houses. John Skeeles in his journal said that the houses were built in a natural depression on the plain, perhaps a silted up ancient waterway.

John Green was also given as a brick maker in early directories and I suspect that he had a partnership in the brickworks which stood half a mile upstream, on the area which was the eighth fairway on the old golf course. The early houses in St Ives are constructed of a deep red brick which came from the top layers of local clay. The lower measures from which most of the local bricks were made fired to an insipid pale yellow – these were used for the fabric of Filberts Walk. Transport to the site was easy by using the brickyard's barges, which could be moored a few yards from the building site. Architecturally; the only redeeming feature of the houses was the use of pantiles on the roofs made from a combination of different clays.

The terrace was nearly two hundred yards long and consisted of thirty one houses, twenty eight being small cottages, with larger single houses at each end, a single large house at the centre was the public house, with an arch to one side giving access to the rear. They were numbered 1 to 31 starting at the St Ives end. Photographs show that the end of number 1 was supported by large stepped buttresses indicating the firmness of the construction and the doubtful foundations.

The smaller cottages were minute, measuring 14'3" wide by 13' deep. Front entry from the causeway was into a single living area with a fireplace. As the road in front was never made up, I expect that dirt in the room was always a problem. To one side, doors led down to the cellar with its copper for washing clothes and another up to the sleeping area. The cellar was also used to house coal, and at least one inhabitant was known to keep a pig down there. I wonder what happened when the cellar flooded? Upstairs the sleeping area was divided between a single bedroom and a landing which had to be crossed to enter

the bedroom. The larger houses had two rooms on the ground floor and three bedrooms upstairs.

From building until their demise in the 1960s there were only three pumps, or later, water taps between the thirty one houses. The public house had an extra pump inside for washing the pewter mugs and glasses. The three external pumps stood on the far side of a pathway running along behind the terrace, this too was never paved. A cesspit at the end of the rear garden of number 21 took all of the waste from the outside privies and inevitably this would have been under water in winter months.

In the early censuses the row was called Green Walk, presumably after John Green. With the exception of the 1880s when it was called The Railway Tavern, the public houses was called The Green Man. The original low area inside the L shape of the causeway was called Hemingford Green, this was most likely the main area for the multitude of children to play in. I do not know why the row was eventually became Filbert, but being a low damp area there might have been an abundance of Hazel bushes in the area.

At the time of the 1841 census, twelve of the families living in the terrace were associated with the river being bargemen or watermen. At number 28, Mason and Elizabeth Marriott lived with seven daughters, three sons and a single 'independent' a total of thirteen inhabitants for 1 ½ bedrooms. Sleeping must have been interesting! At number 12 Philip Kirby an agricultural labourer with his wife Elizabeth made space for six offspring with ages between five and eighteen plus a bargeman, Thomas Hammond his wife and baby. Where did they all sleep?

In November 1846, the Ely and Huntingdon Railway started to lay a line between St Ives and Huntingdon and in August the following year it was up and running. Despite its name of Huntingdon the western extremity terminated at Godmanchester – the river crossing to Huntingdon was not made until 1851. The line was characterised by lengths of timber trestles and passed the end of number 1 Filberts Walk on a trestle viaduct before crossing London Road via a level crossing. It moved onto more trestles before crossing the river and into St Ives station.

By 1851 Elizabeth Buttress, a widow, was running a day school at number 27 and Joseph Matthews was listed in the census as a bullock shoer, indicating that his service was in demand by drovers, before they started the animals on their two week journey south to the London slaughterhouses.

At this period more houses were constructed on London Road facing Filberts Walk and by 1854 a gas tort was in operation there for lighting the town, with

a gas holder being constructed alongside. Also in the same year the large corn mill of Brown and Goodman within its tall chimney was squeezed into the area between the river, railway and London Road. All of the outbuildings which surrounded the mill, plus the furnace at the base of the old chimney were demolished in 1995.

The 1861 census proves the row to be quite a self supporting community, with a pipe maker, plumber and glazier, costermonger, butcher, knackerman, tin man, miller, gardener, wood turner, baker and a model maker.

In 1871 number 1 at the railway end was taken by Charles Stevens a solicitor's clerk, who was wealthy enough to support Turner Starling from Hilton as a servant. William Ingett at number 11 was listed as a slaughterman and Francis Webster, the Primitive Methodist Minister was lodging at number 19. Number 31 at the Hemingford end was inhabited by John May a bargeman and his wife Rhoda but a decade later John Harrison had taken over the premises for his basket works

The Great Northern Railway and the Great Eastern Railway took joint responsibility for the Huntingdon to St Ives line in 1879 and this might account for the large influx of railway workers in Filberts Walk at that time. Platelayers, signalman and porters showing up in the 1881 and 1891 censuses, The 'Green Man' was also renamed 'The Railway Tavern' in the former census.

The family of Hookham were in residence at number 7 for all seven available census returns and other long stay families were Dring, Famely and Papworth. Hookhams were still in evidence in the terrace in the first half of this century, as were the families of Corbett, Shipp, Coulson, Laws and Wells.

We are uncertain as to the owners of Filberts Walk after the death of John Green but believe that his son in law Thomas COOTE benefited from the rents until his death. By 1948 the houses were in the hands of Mr G Edwards of Chatteris for it was in that year that he applied to the Lord Mayors Distress Fund for a 50% allowance towards the cost of repairs and for the replacement of damaged furniture after the disastrous floods

Conditions in the houses were getting worse and in the year prior to the floods 'A Tenant' wrote to the council to see if something could be done about the drains as they are simply disgusting and the stench at times is terrible. The well is never pumped and the drains and the cess pool are almost overflowing. Several neighbours asked the landlord Mr G Edwards of Chatteris on Saturday if something could be done about them and he said he hadn't the time but he had time to collect the rent and put up rates again... and Mr Bedford at number 15 complained that the gentleman's watering place which is 2 or 3 yards from my

back door and it smells terrible at times. These were the toilets to the Green Man which had recently shut its doors for the last time.

Mr Edwards was still the owner of thirty of the houses in 1956 when a Council Building Inspector visited the row and described his findings in a report that mentioned sagging tiles, ceilings and pail closets. A Mr J Sutton was landlord at number 1 and he let it furnished at a rent of thirty shillings per week. The inhabitant still had to fill water tanks in the living room with buckets. At number 8 Nicola Petosa had a sink on the table with waste pipe to a bucket. At the time of the inspection, Mrs Clifton at number 19 had been a resident for sixty years. Mrs F N Wells for thirty eight years and Mrs M J Corbett for thirty years

Under the Housing Acts of 1936 – 1956 the Rural District Council of St Ives submitted a clearance order for Filberts Walk in 1957. After the inhabitants had been rehoused in new council houses in Hemingford Grey, the terrace was demolished in the 1960s.

The front cover photo shows The Quay, St Ives, decorated as part of the Queen's Jubilee celebrations in June 2022. The Idea for the Yarn Bombing came from Elaine Spence of Star Dancewear & Crafts in Crown Street. Work began in February and a group called Star Crafters plus many individuals were involved. There were crocheted and knitted items everywhere including a large exhibit at the Bridge Chapel, the Town Hall balcony and the Cross of Sacrifice. Many pompoms, tassels, strips and granny squares were used to decorate the rest of the town.

*The photo was taken by Jackie Carpenter (MacDonald) an amateur photographer who lives and works in St Ives. Her photos are of her many walks in St Ives and the surrounding area. She is hoping to offer different options for her photos locally, in the near future.
Facebook site. jackie C Photography.*

The country celebrated the 70th anniversary of Queen Elizabeth the second's reign with Spring Bank Holiday on Thursday 2nd June and the Queen's Platinum Jubilee Bank Holiday on Friday 3rd June. Thursday 2nd June was the 69th anniversary of the Coronation. There were national and local celebrations; counties, towns and villages arranged all manor of events across the four day weekend.

As well as all the celebrations The Queen's Green Canopy is a national endeavour brought down to an individual level. Plant a tree for the Jubilee. Trees planted from January to March and again from October to December 2022 can all be included. The Society has been invited to join with the Rotary in St Ives to plant trees in Berman Park. These should provide a long lasting memento of Queen Elizabeth's long reign, but we need to be careful. The current very dry weather will remind us to choose drought tolerant species.

see <https://queensgreencanopy.org/> for more information.

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