

50th Anniversary **1968 - 2018**



Civic Society **of** **St Ives**

Annual Report 2018

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

and

The Cambridge Antiquarian Society

www.camantsoc.org

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CHAIRMAN'S ANNUAL REPORT

I am preparing this, my second annual report in late July, during a summer that we will remember for a long time. I'm sure this summer has now lasted longer than the 1976 heat wave and the hot weather continues as I write. Will another Minister of Drought be appointed? Last time that happened the drought ended soon afterwards!

Besides myself, our committee members are Peter Whatnell, who has taken over the role of Secretary; Basil Belcher is our Treasurer and Helen Eveleigh keeps our Membership records; Jane Amaral, Peter Jackson, Peter Newbold, Dr Tim Reed, Barbara Richmond and Peggy Seamark are the other members of the committee. My thanks to all of the committee for the work they do to the benefit of the Society.

We are also aided in our work by people who give their time willingly, their assistance is very much appreciated, they are:

Brian Richmond - Webmaster and Annual Report compiler

Dianne McGoff - Accounts examiner

The Free Church Staff

I would be pleased to add one or more names to next year's list, in particular I'd welcome a note taker for our eight monthly open meetings. If you feel you would like to take the notes and write up the talks for the annual report please contact me, we pay a small remuneration for each month's notes.

It is now 50 years since the beginnings of the Civic Society. We are commemorating this milestone with a number of events. Since last September we have been inviting entries to "Your St Ives '68", the exhibition of the entries will be in early September and a full report will be made at the AGM in October.

Miss Sheila Day attended the very first exploratory meeting which led to the formation of the Civic Society. She has continued her membership ever since, was a committee member and Chair for four years and has remained a keen supporter. As I reported to the AGM last year another keen supporter of the Society, Philip Simpson had accepted our offer of Honorary Life Membership. I'm now pleased to write that Miss Day has also accepted our offer of Honorary Life Membership.

One of the principal regular tasks we undertake is to comment on planning applications and also the planning policies of Huntingdon District Council. This is in line with the policy I outlined in last year's report. Our comments are prepared in advance, given to the meeting and included in the minutes.

Last August the Town Council invited the Society to share the platform with them at a public meeting to comment on HDC's developing Local Plan. This had to be arranged at short notice to fit in with the timetable for responses to HDC. I was surprised and pleased to find that members of the public, some of whom commute through St Ives, took the time to attend. They did so because of the delays they are now experiencing, especially since the opening of the Guided Busway traffic light controlled crossing of the bypass.

A total of 485 dwellings are included in the plan for the St Ives Spatial Planning Area. In my talk to the meeting I asked "*Why is more housing not planned for St Ives?*" My own answer was that, as stated in the Plan documents: "*£3.234m was required for critical transport infrastructure improvement schemes in St Ives on the A1123 and A1096.*" Schemes have been costed for all the junctions between the B1040 Somersham Road and A1123 Needingworth Road roundabout and the A1096/A14 junction. However no money is available to the County Council who are the Highways Authority. The only way these schemes will be developed is if developers pay for them, as has recently happened at the north end of Harrison Way. This does raise the question though 'Is the scheme as built the same or better than the costed scheme?' I'm not at all convinced that the recently built scheme will improve traffic flow, certainly not for users approaching the Compass Point roundabout along the A1123.

The 485 dwellings are planned for: St Ives Football Club, the former car showroom in London Road, and St Ives West. The Plan is for the period up to 2036. Already houses have been built on part of the St Ives West Site and consultations held for both phases of the Houghton Grange site (the other parts of St Ives West). Planners continue to consider an application for the football club. Only the former car showroom site for around 48 houses remains without detailed plans.

No wonder land owners and developers are looking at other sites, applications have already been made for several areas north of Hill Rise and Marley Road and there are proposals for Giffords Park, (east of Somersham Road) as well. In time I feel sure applications will come forward for these areas but as they are not in the plan there is no financial provision for infrastructure, including road improvements.

Development of these sites would lead to several years of growth like St Ives experienced after the bypass was completed, but the town would be strangled by the traffic. The district and the county do not have access to the funds required for major infrastructure improvements, however the Cambridgeshire and Peterborough Combined Authority agreed last November to fund three studies of infrastructure projects. One of these is a new river crossing and specifically the St Ives area would be considered to allow the Giffords Farm site to proceed.

Meanwhile, infill and small sites continue to receive permission within the built up area of the town.

Some notable planning applications in the last year are:

Morrisons supermarket, not actually a new application but, having received permission last year for a reduced size of store, Morrisons made a revised application to lower the floor level of the store. Only time will tell if that was a wise move by the company or less than wise, given the site's previous propensity to flood.

Contractors on behalf of the County Council are seeking approval for a **Solar Photo Voltaic Canopy** over a large section of the Park & Ride carpark. Whilst agreed in principal some matters remain outstanding. I can see a real bonus in this proposal, it will act as a sunscreen! I can also see a lot of damage to cars that hit the support structure.

Aldi have applied to build a food store across the A1123 Needingworth Road from Morrisons. This will add considerably to the traffic problems in the area.

An application has been made for 14 apartments on the old **ATS Tyres** site in East Street. This has now been revised twice, each time we believe improvements have been made.

Mick George Ltd have applied to the County Council for various changes at their plant in Meadow Lane, the most concerning to us was the application to grant 24 hour working.

Cromwell Surgery has applied to add a first floor extension with an unusual roof form; out of keeping in our view.

These four applications remain 'In Progress' but an application has been approved to make the old **Robin Hood site** in Market Hill a more attractive proposition to a potential developer/purchaser. We did not like the proposal to add roller blinds with metal covers over the ground floor windows, and were supported by the Town Council, but the planners did not agree.

Changes that have occurred in the past year include the closing of **Piggotts Jewellery** in Crown Street, **Leaders Estate Agents** are now open there.

The **Nat West Bank** has now closed at 2 The Pavement. An application was approved some months ago to convert the upper floors into apartments. There is no sign yet of a new use for the ground floor. Later in this Annual Report there is a story about the bank's fight to have a 'hole in the wall', now it has been removed

Recently **Restaurant Molise** has closed in Bridge Street, a sign indicates a Turkish restaurant will open in its place.

Further to my comments last year the County Council put in place some very limited subsidies for some of the routes withdrawn by Whippet Coaches. Now the Council has announced that funding of all its subsidised bus routes will end next March when responsibility passes to the Combined Authority. At present I have not seen any proposals from the CA.

Also last year I reported on a plan to consider moving part of the Monday Market into Bridge Street. At the AGM I commented that the plan had been dropped. Meanwhile the Wednesday market in Huntingdon has moved from the Market Place to the High Street, I think it has grown a little in its new location but it is a very small market, compared with St Ives.

We took a stall at the Farmers' Market in June. As well as seeking a little publicity our intention was to gain the views of the public as to what they liked in St Ives and what needed to be improved. These views will help shape our thoughts and actions. During the morning the Cambridge, St Neots & Huntingdon Rock Choir made three 'Flash Mob' appearances. Thank you to Carrie Rawlings and the Choir.

We again sponsored the Ouse Valley Jazz Band and Angela for Fest's Music on the Waits. This was again held in the Methodist Church, not because of any builders using the band area but in order to provide shade from the heat! I'm pleased to say it was very well attended.

We keep in contact with several of the organisations in the town. The Museum, the Town Team and St Ives in Bloom. Recently we worked with SliB to ensure bricks in the two Lodges at the Bus Station were not damaged as they installed additional planters there. Their volunteer gardeners continue to give their time to keep the flower beds looking their best through the summer.

We always welcome new members and our leaflet has a list of the forthcoming season's talks inserted into it. That's one way you can keep up to date. The website is updated whenever a change is made to our plans. Also I prepare a newsletter each month, if we don't have your up to date email address you will not receive it!

You may contact me through the Contact Us page of the website or by email to stives.civic.society@gmail.com , I welcome your feedback.

David Stewart

Chairman.

TREASURER'S REPORT 2017 - 2018

The year's accounts have been independently examined and approved. The Examiner's report and accounts summary follow this report.

The overall result in the year, after the interest on our deposit account of £52 is taken into account, shows a 'loss' of £924. This is not a reflection of the financial health of the Society, as in the year we have made donations of £2,000 to the Free Church's Spire Appeal and £350 for Music on the Waits totalling £2,350.

We received generous donations during the year from P. Simpson and R. Burn-Murdoch.

Gift Aid contributed £321 this year and remains an essential part of our income.

Interest on our deposit account continues to wane, down from £66 last year to £52 this year, on the same value.

Annual Subscriptions are due in September and will remain at the current level of £7 for single membership and £12 for household membership. Payment can be made at meetings and by standing order. Standing Orders are preferred and forms for this are available at any meeting from Helen Eveleigh or me.

We hold reserves for future expenditure and have £2014 committed to specific projects, principally the Slepe Hall Playing Field storyboard and the Church Gate Light.

Basil Belcher

Treasurer

Civic Society of St Ives Statement of Income & Expenditure
as at 30th April 2018

Income		Expenditure			
	Year to	Year			
	30/04/18	2017	Year to		
	£	£	30/04/18		
			£		
			Year		
			2017		
			£		
Subscriptions/Donations	2,281	2,443	Hall Hire	182	181
Slepe Hall Donations			Annual Report	732	698
Visitors	60	56	Speakers	350	285
Memorial Fund			Memorial Fund		
Social Evenings		210	Social Evenings		189
Raffle		0	Raffle	0	189
Interest			Insurance	151	217
Gift Aid	321	334	Antiquarian Soc Subs	20	20
Heritage Weekend			CPRE Subs	36	36
St Ives 2068			St Ives 2068	73	
Bequests			Donations/Gifts	2,350	350
Deposit Acc Transfer			Deposit Acc Transfer		
			Administration	545	183
Donations	1,028	1,047	Postage	52	48
			Phone		
			Travel		
			Web Site	48	645
			Heritage Weekend	127	75
Remembrance Collection			Remembrance Collection		306
Church Light		750			
	3,690	4,840		4,666	2,281
Balances from 30 April 2017			Balances as at 30th April 2018		
Current account	6,572		Current account	5,586	
Deposit Account	10,029		Deposit Account	10,082	
Total	16,601		Total	15,668	
Plus					
Surplus for year	-976		add		
Dep. Ac.Transfer + Interest	52		Receipts after Period end	0	
Total	15,678		less		
less			Cheques yet to be		
2016 Payments	90		presented	80	
	£ 15,588			£ 15,588	

Civic Society of St Ives Committed Funds
as at 30th April 2018

	Gift Aid	£
Slepe Hall Old Girls Fund	✓	901
Memorial Fund	✓	207
Remembrance Books		156
Church Light		750
		£ 2,014

Report to the Trustees & Members of The Civic Society of St Ives, Charity No 257286, on the Accounts for the year ended 30th April 2018 which are set out on the attached.

Respective responsibilities of trustees and examiner

The charity's trustees are responsible for the preparation of the accounts. The charity's trustees consider that an audit is not required for this year under section 144 of the Charities Act 2011(the Charities Act) and that an independent examination is needed.

It is my responsibility to

- Examine the accounts under section 145 of the Charities Act,
- To follow procedures laid down in the general Directions given by the Charity Commission (under section 145(5)(b) of the Charities Act), and
- To state whether particular matters have come to my attention.

Basis of independent examiner's statement

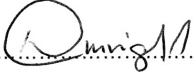
My examination was carried out in accordance with general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from the trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit, and consequently no opinion is given as to whether the accounts present a 'true and fair' view and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

- (1) Which gives me reasonable cause to believe that, in any material respect, the requirements:
 - a. To keep accounting records in accordance with section 130 of the Charities Act

- b. To prepare accounts which accord with the accounting records and comply with the accounting requirements of the Charities Act have not been met; or
- (2) To which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.

Signed:  Date: 20th June 2018

Name Dianne McGoff BSc (Open)
 4 Seathwaite, Huntingdon, Cambridgeshire, PE29 6NY

MINUTES OF THE 49th ANNUAL GENERAL MEETING

Held on 20th October 2017, at the Free Church, St Ives.

1. Apologies for Absence:

Apologies were received from three members of the Executive Committee: J Amaral, P Jackson and P Newbould.

Apologies were received from the following members:

V Angus, A Barraclough, L & P Baker, I Dobson, I & G Jackson, A & M Jardine, B & J Knight, Mrs Heaver, N Head, P Akers

2. Minutes of the 48th Annual General Meeting

There were two corrections to the minutes as printed in the Annual Report: In the minutes the members of the executive committee were listed, but two members were incorrectly omitted: Helen Eveleigh and Peter Jackson.

One other error has been found in the Annual Report: a block of text was missing from the top of page 43. Copies of the missing words were provided for the meeting. Subject to these, acceptance of the minutes was proposed by J Smoothy , and seconded by B King. They were accepted unanimously

3. Matters arising from the minutes.

No matters were raised

4. Chairman's report

The Chairman's Report up to July 2017 had been printed in the Annual Report. Several items had developed subsequently, in particular, the Public Consultation on HDC's call for Sites.

Monday market. HDC had mooted moving part of the Monday Market into Bridge Street. In September HDC's Overview and Scrutiny Panel for Economy and Growth received a report which recommended the Council did not proceed further with the plan to move part of the market into Bridge Street. The reasons given were: initial discussions with market traders and retailers showed little support for the plan; residents' stakeholder groups raised concerns; a pedestrian survey conducted with help from St Ivo students demonstrated pedestrian traffic fall off from the centre of town is significant; Cambs Highways would still want a partial road closure, thus the planned saving would not have been achieved.

Bus service cuts. As reported, Whippet Coaches had been seeking to cease services in the town, except for the C route on the guided bus way. That took place at the beginning of September and the County Council had been able to

put alternative services in place, very limited alternatives in some cases. Several local councils had set up working parties to seek improvements and were keeping the Society informed.

Street lights. The street lights in The Broadway remain with their old lanterns. The ownership of the Church Yard Gates' light is still to be established.

Spire Appeal. At the Society's January open meeting, £55 was collected for the Free Church Spire Appeal. By the time of the AGM, the Appeal had reached in excess of £30,000. The Committee had agreed to make a donation of £1,000 to the appeal. A publicity-linked handover between the Free Church and the Civic Society was due for December 2017.

Donations. A further donation to a second group was planned. Both donations had been made possible by the skill and knowledge of members attending the two quiz nights, where the challenge was to correctly answer Phillip Simpson's and Bob Burn Murdoch's general knowledge questions on St Ives. Each evening raised £1,000 for our funds, mainly by prize money donation from Phillip Simpson.

St Ives in 2068. The central pages of the Annual Report 'Your St Ives 2068' show that the Society is looking forward to 100 years of the Society in 2068, and asking "What will it be like?". Jane Amaral is leading this, and contacting schools and local societies, encouraging them to submit their ideas.

Honorary Membership. The Society had recently offered Honorary membership to Philip Simpson, and The Society's donation to the Free Church has been made possible by his support. Philip, whose memory of St Ives is encyclopaedic, now lives in France but in the 1940's and 50's was a member of the Free Church Sunday School and later the Youth Group.

5. Matters arising from the Chairman's Report

No issues were raised.

6. Treasurer's Report and to accept the Accounts for the year to 30 April 2017.

The Treasurer summarised the Report, noting that after carry-over of several items, and reduction of expenses, the Society was still in surplus.

J Limentani proposed acceptance of the accounts. J Smoothy seconded the proposal. They were accepted unanimously.

7. Resolutions

At the 2016 AGM the Committee was asked to change the phrasing of the Constitution, so that Committee, and Officer, membership would be limited to 3 years in any one instance. After discussion, the Committee suggested an alteration to the Constitution, but did not recommend adopting the limit. A new section 8.3 was offered to members prior to the AGM, along with the previous text. The Committee recommended rejection of the proposal. This, along with other alterations (sections 8.2, 5.7d, 5.7e, 8.1 and 8.11) explained by the Vice Chair, was voted on after formal proposal and seconding at the meeting.

Rejection of the amended text to 8.3 Proposed by N Dibben. Seconded by C Saunderson. The vote was unanimous, and the amendment was rejected.

The AGM was asked to support the formal expansion of the size of the Committee from 9 to a limit of 12. This was accepted, and formally proposed by C Saunderson and seconded by Mr Kelly. The vote was unanimous, and the text of 8.2 accepted as follows:

8.2. The Executive Committee when complete consists of at least 5 and not more than 12 individuals, all of whom must be members.

In order to provide consistency to the Constitution, several other alterations were proposed: to Clauses 5.7d, 5.7e, 8.1 and 8.11. These were formally proposed by R Waters and seconded by S Limentani. The vote was unanimous. The amended texts were as follows:

5.7

d) accept the retirement of the elected Executive Committee members and Officers who are retired or wish to retire from the Executive Committee

e) elect or re-elect Elected Executive Committee members to fill the vacancies arising

8.1 The Society and its property shall be managed and administered by an Executive Committee comprising the Officers, elected Executive Committee members and Co-opted Executive Committee members elected in accordance with this constitution. The Officers, Elected Executive Committee Members and Co-opted Executive Committee Members shall be the Charity Trustees of the Society and in this Constitution are together called the Executive Committee.

8.11

c) is absent from 4 consecutive meetings of the Executive Committee and is asked by a majority of the other Executive Committee members to resign

8. Election of Officers and Committee

In line with the nomination timetable and process for Officers and Members of the Executive Committee, the following had been proposed. D Stewart as Chairman, P Whatnell as Vice Chairman, and B Belcher as Treasurer.

The election of the officers was proposed by N Dibben, and seconded by B King. The vote was unanimous.

With the retirement of the Secretary, P Whatnell has offered to transfer to be Secretary. This will be considered by the next Executive Committee meeting.

J Amaral, P Jackson, P Newbould, H Eveleigh, T Reed, B Richmond and P Seamark had been formally proposed and seconded for the Executive Committee in line with the Constitution prior to the AGM. Their election was proposed by R Waters and seconded by Mr Kelly. The vote was unanimous.

9. Any Other Business including:

a. Appointment of an accounts examiner for 2017-2018. The election of D McGough was proposed by E Gibbon and J Costley. The vote was unanimous.

There being no further points raised from the floor, the AGM was declared closed.

*Talk to the Open Meeting on Friday 20 October 2017
David Stewart, Chair of the Society spoke after the AGM on*

THE LOCAL PLAN AND THE 4 R'S

The speaker commenced by explaining that on the same day as the email was issued, reminding members of the AGM and advising the title of this talk, Huntingdonshire District Council published their Housing & Economic Land Availability Assessment: October 2017 (HELAA). This further document in the long process of preparing a District Plan for Housing and Growth was currently open for consultation. The process had commenced in 2011 and might be complete in 2019, but there is now a requirement that plans be no more than 5 years old, there is no sign of the next plan yet!

In consequence of the new HELAA the talk had changed. No longer a report on the earlier consultation that closed in August and a discussion of the 4 R's with the influences on past and current growth in the area, it would now also look at the newly proposed housing sites.

Early settlers were likely to have moved up the **Rivers**, in Huntingdonshire the Great Ouse and the Nene shaped our landscape. Later, **Roads** and **Railways**

influenced our use and settlement of the landscape.

Moving quickly on to the Local Plan up to 2036. Huntingdonshire is a large planning area that is predominantly rural with a proportionally small population. To develop the Plan many surveys have been completed and assessments made, the population is anticipated to grow by 35,000, with 14,400 new jobs and 20,100 dwellings, or 804 per year. A major part of the Plan is to identify sites for the dwellings. Only the four market towns and seven smaller settlements have been considered, this is to limit the urbanisation of the rural areas.

A total of 19,231 dwelling sites have been identified, the remaining 900 sites are anticipated to be found as single or small developments in rural areas. Of the 19,232 sites only 485 are found in St Ives, a very small number. Why? asked the speaker. He has only found one reason, lack of money for infrastructure. In this case road improvements, estimated to cost £3.234m for all the junctions from the Ramsey Road/Houghton Road junction to junction 26 on the A14. It is considered this is more than any developer, even of a large site, can contribute.

Three sites will deliver the 485 dwellings, The St Ives Football Club ground, the former car showrooms on London Road, and the site, partly on the old golf course and partly to the west that takes in the Poultry Research site. One site would provide employment on Giffords Farm land north of Stocks Bridge Way. During consultation the speaker had proposed Stocks Bridge Way be continued northwards to form, in time, a short bypass with money available to assist. The speaker had formed the impression that this led to HDC's additional Call for Sites, made as part of the previous consultation. In September, whilst the resulting HELAA, which detailed the sites now put forward, was being prepared by HDC, another Government consultation was announced: 'Planning for the Right Homes in the Right Places', together with an 'Assessment of Housing Needs'.

The Assessment was a spreadsheet, it took the latest known Housing Need for each planning area, considered the ratio of median house price to median earnings for each area and used a formula to calculate a revised Housing Need, which in Huntingdonshire's case had now become 1,010 houses a year, an increase of 26%. Now there was some certainty.

On 4 October before the new value of 1,010 dwellings a year could be factored in, HDC published the new HELAA consultation document. There were no area summaries and totals in it and some pages were clearly incomplete. Land owners had put forward many new sites, including new settlements and six new or revised sites in St Ives. Three sites in St Ives were found to be suitable on initial assessment: The London Road car showroom site had been

slightly enlarged to add two plots, new sites to the east of Old Ramsey Road/north of Marley Road added 220 dwellings and west of Cullam Farm and the Yes! Development on London Road added 67 dwellings, a total of 289 additional dwellings.

Across the district the speaker estimated more than 23,000 additional dwellings sites had been identified. Added together there was now a total of 1,717 sites a year, considerably more than the new Government value of 1,010.

In closing the speaker came back to the Fourth **R**, not as originally planned but now, because of this new rushed consultation, it is **Rubbish**.

There was then a lively question and answer session.

1. Is the development for Wyton now out of the future development plan? The speaker answered 'yes', mainly because of the problems of infrastructure and road access; not covered in cash projections, but it is likely to come back. The major problem is access to the A14 and the need for a new river crossing.

2. Will Gifford's Farm be developed in the future plan? With circa 600 future jobs, any development would place huge pressure on Harrison Way and the roundabouts/ river crossing? The speaker noted that there would be no public transport, although there was a possibility - if designed in - of circumventing some of the congestion by a loop road.

3. Should the Society not be promoting bus provision - such as at Eddington, the North West Cambridge development? The speaker recognised the need for better, and joined up public transport provision, and detailed the Eddington case as an exemplar. The issues of flooding risk as a stopper to development – such as at Wisbech - were raised from the floor. The speaker commented that HDC currently seemed minded to block (even retrospectively) developments with flood risk e.g. Park Road. Cllr Dibben noted that the house in question was above flood level, but the rescinding was due to the Environment Agency using Flood Zone 3 as a criterion. The speaker noted the request for what would be retrospective permission to lower the height of the ground floor at the Morrisons development.

4. The status of the new plan was queried. The speaker outlined the 2011-2036 process, and the risk that developers will push HDC if there is no 5 year provision for available housing stock. The need for a timely and coherent plan was fundamental.

5. The status of the Mick George outline proposal was queried. The speaker outlined the CCC role as the authority, with the plan subsequently coming through to HDC. No formal plan had yet been submitted.

CIVIC SOCIETY of ST. IVES
ANNUAL GENERAL MEETING
19th October 2018
AGENDA

1. Apologies for absence.
2. Minutes of the 49th 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 30 April 2018.
7. Resolutions.
8. Election of Officers and Committee.
9. Any Other Business, including:
 - a. Appointment of an accounts examiner for 2018-2019

Resolutions:

Accounts Examiner: To appoint Ms. Dianne McGoff, BSc, ACIB as independent accounts examiner until the conclusion of the 2019 Annual General Meeting.

SUMMARY OF TALKS 2017 - 2018

The new programme began on 15th September with a talk by Jed Jaggard on the Roman Soldier in Great Britain.

THE ROMAN SOLDIER FROM INVASION TO WITHDRAWAL

For our opening talk of the year we were treated to a lively presentation on the Roman Soldier by Jed Haggard in full Roman character dress! At that time the standard footwear was sandals and socks, however as Britain was a lot wetter than they were used to they later switched to fell boots called caligae, heavy-duty, thick-soled openwork boots, with hobnailed soles. They were worn by the lower ranks of Roman cavalrymen and foot-soldiers, and possibly by some centurions. Gaius Caesar acquired the nickname "Caligula" (meaning "little soldier's boot", the diminutive form of *caliga*) from his father's soldiers during their campaign in Germania.

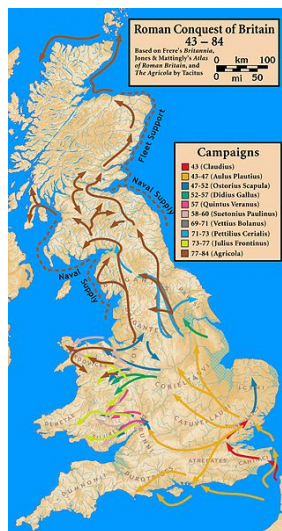
Other garments and equipment included:



- A tunic usually white as this was the cheapest as it did not require dyeing, although red was used for ceremonial occasions
- The baldric, a belt worn over one shoulder that is typically used to carry

a weapon (usually a sword) or other implement such as a bugle or drum.

- The balteus, the standard belt worn by the Roman legionary. It was probably used to tuck clothing into or to hold weapons. For minor offences this was removed as a disciplinary measure to 'show up' the transgressor.
- Braccae (trousers), popular among Roman legionaries stationed in cooler climates to the north of southern Italy.
- The focale, a scarf worn by the Roman legionary to protect the neck from chafing caused by constant contact with the soldier's armour.
- The loculus, a satchel, carried by legionaries as a part of their sarcina (marching pack).
- The paludamentum, a cloak or cape fastened at one shoulder, worn by military commanders and (less often) by their troops.



Julius Caesar believed that Britons had aided the Gauls in their uprising against Rome, so he invaded in 55BC with 12,000 men and again in 54BC. The first invasion, in late summer, was unsuccessful, gaining the Romans little else besides a beachhead on the coast of Kent. The second invasion achieved more. No territory was conquered and held for Rome; instead, all Roman-occupied territory was restored to the allied Trinovantes, along with the promised tribute of the other tribes in what is now eastern England.

Roman occupation of Britain began with the invasion of Claudius in 43AD with a force of 20,000 men and similar number of auxiliaries. The main British resistance was led by Catuvellauni tribe but they were decisively beaten after a two day battle near Rochester. It was reported that the Romans brought war elephants and heavy armaments which would have overawed any remaining native resistance. Eleven tribes of South East Britain surrendered to Claudius. Colchester was developed as the Roman capital with a Legion stationed there and a further three Legions were sent to Lincoln, Exeter and Wroxeter where they installed client Kings loyal to Rome.

Following the conquest of the Britons, a distinctive Romano-British culture emerged as the Romans introduced improved agriculture, urban planning, industrial production, and architecture. The Roman goddess Britannia became the female personification of Britain. After the initial invasions, Roman historians generally only mention Britain in passing, and most present knowledge derives from archaeological investigations. The Romans officially remained for some 400 years. The Roman Empire was being attacked by many different barbarian tribes and soldiers stationed in Britain were recalled to Rome. In 410AD, the Emperor Honorius told the people of Britain that they no longer had a connection to Rome and that they should defend themselves.

Jed then moved on to discuss the weaponry used by a Roman Soldier, many of which were on display and passed around among the audience.

A pugio was a dagger used by Roman soldiers, likely as a sidearm. Like other items of legionary equipment, the dagger underwent some changes during the 1st century. Generally, it had a large, leaf-shaped blade 18 to 28 cm long and 5 cm or more in width. A raised midrib ran the length of each side, either simply standing out from the face or defined by grooves on either side.



Gladius is the general Latin word for "sword". In the Roman Republic, the term gladius Hispaniensis (Spanish sword) referred (and still refers) specifically to the short sword, 50 cm-60 cm (24 inches) long, used by Roman le-

gionaries from the 3rd century BC. The legionaries wore their gladii on their right hips.

A *spatha* could be any sword (in late Latin), but most often one of the longer swords characteristic of the middle and late Roman Empire. In the 1st century, Roman cavalry started using these longer swords, and in the late 2nd or early 3rd century, Roman infantry also switched to longer swords, as well as mostly changing from carrying javelins to carrying spears. Shorter weapons (short swords and possibly sometimes daggers) were known as *semispathae* or half-swords.

Spears and javelins were the most common weapons used by the ordinary soldier. *Hasta* is a Latin word meaning a thrusting spear. A *hasta* was about six feet in length. The shaft was generally made from ash while the head was usually of iron, although early republican *hasta*e also had a tip made of bronze.

Although Romans often used the word *pila* to refer to all thrown javelins, the term *pilum* also means specifically the heavy Roman throwing javelin of the legions. Lighter, shorter javelins existed, such as those used by the *velites* and the early legions. The *pilum* (plural *pila*) was a heavy javelin commonly used by the Roman army in ancient times. It was generally somewhat less than two metres long overall, consisting of a wooden shaft from which projected an iron shank about 7 mm in diameter and 60 cm long with a pyramidal head.

The *sagittarius* was armed with a composite bow (*arcus*), shooting an arrow (*sagitta*) made of horn, wood, and sinew held together with hide glue. The *cheiromballistra*, also known as the *manuballista*, was a crossbow that was occasionally used by the Romans. The ancient world knew a variety of mechanical hand-held weapons similar to the later medieval crossbow.

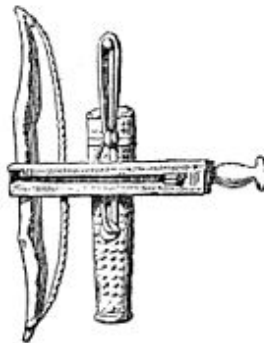


Fig. 467. Arbalète et carquois.

On 17th November 2017 Annie James told us about the sending of prisoners, including local ones, to Botany Bay:

BOUND FOR BOTANY BAY

Huntingdonshire convicts sent to Australia 1788-1868

Initially Ann told the meeting how she went to the local archives with a list of 40 names of people that were transported. On checking records held and also using Ancestry she now has a list of around 600 names. These people were all convicted criminals sentenced to transportation at the Huntingdon Assizes. Not all of them came from Huntingdonshire but others from our county were convicted elsewhere.

Ann went on to give details of a number of persons convicted from Huntingdonshire – these are some of them.

1788 – 1798

First Fleet to Australia

1795 – 1796 Food Riots

The earliest record relates to **John Porter** convicted on 25/7/1789 for an unknown crime and transported for seven years. He settled on board the *William and Anne* arriving in the colony on 28/8/1791 following a journey of 154 days. Limited records exist for the early names and those that do often seem to contain incorrect information.

1799 - 1808

1800 Union of Great Britain and Ireland

1800 – 1801 Food Riots

1803 Poaching made a capital offence.

Samuel Whitney was convicted at the Quarter sessions, records are not clear what his crime was but as he was transported it must have been serious as transportation was for life. He travelled on *The Glatton* which took 169 days before arriving in Port Jackson in March 1804. He was assigned to tree felling, clearing, brick making etc. otherwise hard labour. In June 1815 he was given a certificate of freedom which meant he could return home if he so wished. Somehow he slipped through the system because in July 1824 he received 50 lashes for drunkenness and riotous conduct. He did not learn because 6 months later he received another 25 lashes for another drunken incident. Later he was tried at Sydney and sentenced to 14 years at Newcastle Penal settlement.

1809 – 1818

1811 The Luddite Uprisings start

1815 The Battle of Waterloo

Convicted criminals sentenced to transportation were initially sent to Prison Hulks on the Thames to await a suitable ship for Australia. **William Darby, Thomas Jackson, John Travell and John West** were convicted of Grand Larceny. They all received a seven year sentence and transferred to a Retribution Hulk at Woolwich. On board conditions were often dire and many convicts died there – John West being one of them. The others were pardoned after 5 years of hard labour. So not all convicted criminals were transported.

John Walters went to London to find fame and fortune but finished up at the Old Bailey for stealing a watch and key. As it was rather valuable he was transported for life. Transferring from Newgate Prison to Justitia Hulk and on to the *Isabella* he took 164 days to reach Australia. After 17 years of servitude he received a conditional pardon - CP. This meant that despite being free he was unable to leave Australia. So he remained and married Esther Woodley having lived together for some time. He died in 1857 at Hartley, New South Wales aged 71.

1819 – 1828

1820 Abolition of the Spanish Inquisition

1823 Death Penalty abolished for 100 crimes

William Dey – alias Day was sentenced for stealing a sheep. Receiving a 14 year sentence. Details of his description exist along with his numerous tattoos. He travelled to Port Jackson arriving in Oct 1819. After 8 years he received his Ticket of Leave – TOL - which meant he became self-employed and could earn a wage. However he was unable to move out of the district in which the T of L was granted. After another 10 years he received a CP and then his certificate of freedom.

Robert Ayres the Younger stole 50lb of eels and was sentenced to 7 years transportation. He was sent to the Justitia Hulk at Woolwich and onto the Discovery Hulk. He was a renowned trouble maker in the district and on leaving Huntingdonsire he cursed all around him. On his way to the Hulks he attempted to attack the Jailor attending him and was put in cold irons. After 4 years on board the Hulks he was pardoned and returned home.

1829 – 1838

1830 - 1833 The Swing Riots

1834 The Tolpuddle Martyrs

He was back in court – **Robert Ayres the Younger** and this time convicted of stealing 5 fowls. Again given 7 years transportation and placed on the Justitia Hulk. This time he set sail on *The Lord Lynedoch* for Sydney. On voyage there was much sickness – Catarrh, Diarrhoea and Erysipelas. The ships cook died during the trip and as Robert was a butcher by trade he took on the role. Upon arrival he disappears from the records.

John Simon Clark, William Colley, William Horner, William Hughes and Thomas Stapleton were all swing rioters accused and convicted of machine breakages. They received sentences of between 7 and 14 years. Travelling to Portsmouth they boarded the Hardy Hulk and joined other Swing Rioters. Upon arrival at Hobart Tasmania they all received a free pardon. Just after arrival John Simon Clark died. William Colley's wife and children entered the Workhouse. William Hughes family emigrated to join him at Hobart.

1839 – 1848

1840 Last Convict ship to New South Wales

1842 Pentonville prison built

1845 – 1848 Potato famine in Ireland

William Bozeat was convicted of stealing a sheep and given 15 years, sailing on the last convict ship for NSW arriving at Sydney Nov 1840. He actually requested that his son Thomas accompany him. Just under 11 years later he received his TOL and 4 years later his freedom. He returned to Hail Weston to his wife and 6 children.

Henry Amstead was only 16 years old and he was one of the youngest persons to be convicted. He stole butter receiving a sentence of 10 years. He had had a string of previous convictions so was no angel. Due to his age however he was transferred to the Young Offenders Prison at Parkhurst on the Isle of Wight where they were taught a trade before moving on to Australia. If they managed to stay out of trouble they received a TOL upon their arrival. His was cancelled after which he absconded – he then disappears altogether.

1849 – 1858

1851 The Australian Gold Rush

1852 Last Convict Ship to Tasmania – St Vincent

Robert Bowls – alias Clark stole horse hair cut from the manes and tails of several horses. Receiving a seven year sentence. He was transferred to Millbank Prison which had been built on swampy land where sickness was rife. Robert was sent to the Invalid Hulk Defence, this occurred when prisoners were deemed not to be fit to survive the journey down under. They then served their sentence on board.

1859 – 1868

1861 – 1865 The American Civil War **1868 The Last Convict Ship to Australia**

William James stole clothes and was given 10 years transportation. Travelling on *The Belgravia* he arrived at Fremantle. This settlement actually requested convict labour due to a lack of local workers on their extensive sheep farms. The immigrants were called 'exiles' to remove any stigma of their past. Over an 80 year period 1788 – 1868 around 160,000 prisoners were transported on 800 voyages with 587 that we know of coming from Huntingdonshire. The bulk of these being in the years 1828 – 1857.

The meeting finished with a varied batch of questions to Annie.

On the 19th January Simon Dew told us all about Dews Coaches:

THE HISTORY OF DEWS COACHES, SOMERSHAM

Simon Dew is the third generation of the Dew family to take on the running of this well-known local company that has been operating out of Somersham since 1953.

The company's founder, Ron Dew, was born in 1921 in Caxton and moved to Somersham at the age of two with his parents and Douglas his brother. Ron was brought up in Somersham attending the local school. His first job was as a delivery boy for Bonnetts the bakers and he was later to claim that his delivery bicycle was the first commercial vehicle he owned. In the late thirties Ron met the woman he was later to marry, Frances Aubrey, who had been born and brought up in Somersham. Despite World War 2 intervening and Ron's 'call up' into the RAF Ron and Frances were married in 1942.

Ron served throughout the war until demobbed in 1945 when he was able to capitalise on the skills he had acquired to find employment driving and maintaining trucks in and around Somersham. One of Ron's principal employers was Browns of Warboys and it was the proprietor of Browns who encouraged Ron to buy and operate a coach of his own.



First DEWS's coach

1st April 1953 saw the incorporation of Ron W. Dew & Son Limited providing coach services to Somersham and surrounding areas with one used coach driven by Ron operating out of the back yard of Norfolk House, Somersham. Norfolk House was owned by Ron's father and provided the perfect facility and location for the company.

The first hire was transporting footballers from Warboys to Ramsey. Local football teams coupled with regular 'Bingo runs' to St Ives and Ramsey providing the company with employment. Then in 1955 St Ivo School in St Ives was opened and a tender put out by the Council for the provision of two separate school buses. The company won one and Kiddles Coaches the other but they later withdrew their bid so Ron W Dew & Son were awarded both and began a long association with the County Council for provision of school transport services.



1944 Bedford OWB Duple Vista

The 1950s are considered to be the golden age for coach travel with day trips, works outings becoming popular and it was on this and school transport that

OPEN MEETINGS 2018 – 2019

All monthly talks are held in the Free Church, St Ives at 7.30 pm.
Non-members are always welcome and a donation of £2 is requested to help cover costs.

- | | |
|---------------------|--|
| 21st September 2018 | Bridget Flanagan: Cootes, Constables & Chickens. The History of Houghton Grange. |
| 19th October 2018 | Annual General Meeting.
Followed by a talk. |
| 16th November 2018 | Michael Knight: Milestones & Turnpike Roads. |
| 30th November 2018 | A Quiz from Philip Simpson: Prominent Town Treasures. A relaxed evening to test the memory |
| 18th January 2019 | Pat Doody: The Fen Edge Trail. |
| 15th February 2019 | Alan Butler: My fifteen years with Oliver Cromwell. |
| 15th March 2019 | Christine Adams: Ware Hall, Wells-next-the-Sea. |
| 12th April 2019 | Robert Burton: The Stanpoint Tractor & the Antarctic Connection. |
| 17th May 2019 | Paddy Lambert: Local Roman sites & finds. |

Please note that our meetings in April is not on the normal third Friday of the month. Visit our website www.stivescivic.org.uk for programme changes.

CIVIC SOCIETY OF ST IVES



Application for Membership

If you would like to join the Civic Society of St Ives, please complete the form below and send it with your annual subscription to:

Civic Society of St Ives
88 Warren Road
St Ives
Cambridgeshire
PE27 5NN

Household Subscription: £12.00 per year

Individual Subscription: £7.00 per year

Please complete and return the attached Standing Order mandate
or
enclose a cheque made payable to **Civic Society of St Ives**

I/We would like to join the Civic Society of St Ives:

Mr/Mrs/Ms _____ First Name(s) _____

Surname _____

Address _____

Post Code _____ Tel. No. _____

E-mail _____

Occupation/ _____

Interests/ _____

Comments _____

the Company thrived taking as its motto 'Let's do it well'. In 1963 Ron's son took an active part in the business and with the growth in the size of coaches, most now having four wheels at the front, Norfolk House was becoming too restrictive. 1966 saw the Company relocating to Parkhall Road Somersham.

Dews first European trip was made in 1971 to Switzerland driven by Ron's son in a borrowed coach. This led to an expansion of the company with 'Dewsway' providing holidays throughout the UK and Europe. The Company continued to develop throughout the seventies and eighties adding the provision of team buses for football clubs like Cambridge United to its operations and putting Highline vehicles into service.



1981 Bedford Duple

In 1989 Ron's grandson, our speaker Simon Dew, joined the company and in 1990, due to its continued growth, the company moved to its present location on Chatteris Road, Somersham, building a bespoke yard and headquarters. The company has continued to prosper and now has 43 vehicles in its fleet including the latest, a triaxle vehicle with Euro 6 emissions. Family continues at the centre of the business as Simon's son, the 4th generation, has already passed his PSV driving test.

Ron W. Dew & Son Limited better known as Dews Coaches continues to operate on a local level providing school transport for 2,000 students every day and at a national and European level with clients that include small local companies, multinational firms, sporting bodies and (in 2012) the London Olympics.

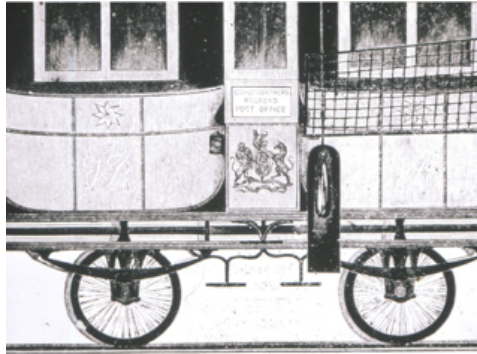


Next in our programme was a talk by Brian White on 16th February 2018. He spoke about his experiences in:

THE TRAVELLING POST OFFICE (TPO)

Brian White gave us an interesting insight into the reasons for, and development of, the Travelling Post Office (TPO) based upon his 30 years service in the TPO on the East Coast Mainline.

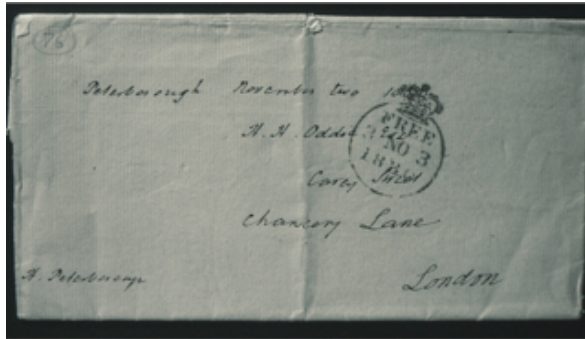
The first public postal service in Britain was introduced by Charles 1 in 1635 with post boys carrying letters from 'post' to 'post' on foot or horse back. At each post letters for the local area were removed for distribution, locally collected letters added and the whole taken on to the next post where the process was repeated. It could take months for a letter to travel the length of the country. This foot and horseback system remained largely the same for the next 150 years. Then in 1784 the first mail coach was introduced running between London and Bristol to be quickly followed by others running between London and Norwich, Liverpool and Leeds. The mail coach was a carriage drawn by four horses with seating for four passengers inside and a mailbox on the back where the post was carried, guarded by a post office guard. Outside passenger seating was added on later models. The mail coach system helped reduce delivery times to days rather than months but the post was still susceptible to delays due to weather.



1838 TPO from a pamphlet of the era

The cost of posting a letter was beyond most people's reach at this time and the viability of the whole Post Office was under threat as abuse was rife. Business men were gathering their post together into one packet sending the packet by post and arranging pick up and distribution of their letters upon delivery of the one packet, thus avoiding payment for all the letters. Privilege was also being abused. Members of the House of Lords and Commons were entitled to free postage by dint of the 'Free Frank' where their envelopes were

hand stamped identifying that postage fees did not apply. Members and Lords were not above providing 'Free Franked' postage to friends/acquaintances.



Rowland Hill, a social reformer of the time, wanted a postal system that would be affordable by most and at the same time be capable of servicing a rapidly growing industrial nation. In 1837 Hill published a pamphlet 'Post Office Reform: its Importance and Practicability' basically recommending prepayment and a lower universal postage rate related to weight. The then Princess Victoria added her support to the withdrawal of the Free Frank. 1839 saw the adoption of Rowland Hill's reforms - a uniform postage rate, leading to the world's first adhesive postage stamp, and the abolishing of the Free Frank. The latter is credited with a 120% increase in paid mail between 1839 and 1840.



Interior of 1838 TPO replica

The burden placed upon the postal system by the increase in volume meant that sorting the mail was a major task. The solution to the problem was developing alongside these reforms. 1830 had seen the opening of the world's first intercity passenger railway, the Liverpool and Manchester line, to be quickly

followed by others and with the 1840s a rail building boom occurred giving almost complete coverage to towns and villages throughout Britain. Carrying the mail on the railway had developed and in 1838 a converted horsebox was used to sort mail in transit for the first time on the Grand Junction Railway between Warrington and Birmingham.

The Travelling Post Office had been born. Its efficiency was quickly recognised and a whole network of TPOs sprang up replacing mail coaches completely. The early travelling post office carriages were basic, with no heating, no toilet and one oil lamp. Staying on your feet in the carriage was a challenge as a chain coupling was used to attach it to the train and there were no brakes. Adding to the privations were small coke stoves to warm the sealing wax used to seal the mail bags. Whilst the carriage chassis changed in line with the technical development of rolling stock the interior design of these carriages changed very little. The oil lamp was replaced by gas lighting which in turn was replaced by electric lighting. Commodes then toilets were added. The coke stoves for sealing mailbags remained until the late 1800s when soft metal seals were introduced. Fitted out in teak, oak and mahogany the sorting carriages were open from end to end with a long counter fitted to one side above which was a rack full of pigeon holes. This arrangement ran the full length of the carriage. On the opposite side of the carriage ran pegs to take the sorted bags of mail. Padding to ends, edges and other projections were a necessary later addition.

Transfer of mail to and from the moving train was developing alongside that of the Travelling Post Office. Following trials the first successful transfer of mail by apparatus was made in 1838. The apparatus was put into limited use and following improvements in 1848 it was approved for general use and by 1853 there were 42 in operation. The exchange apparatus operated by putting mail bags into leather pouches that were attached to an arm which would suspend it 5ft above the ground and 3ft away from the carriage side. The carriage was equipped with a net, fitted to the side, with an opening into the carriage behind it to catch incoming pouches. The trackside apparatus had up to two despatching arms and a ground net so that transfer could take place from and to the train. Timing was essential; pouches swung out too early might hit something on the side of the track but too late and no transfer took place. Clearly any protrusion from a train was a danger and there were some fatalities to both rail workers and passengers. There were 245 mail bag exchange points in use by 1913 decreasing to 160 in 1927, but these 160 routinely made two hundred exchanges every day transferring around 10 tons of mail.

One of the headline hitting functions of the TPO was the carriage of disused banknotes being returned from high-street banks to the Bank of England. Packages of notes were routinely posted and carried by TPO's into London. On 8th August 1963 the Glasgow to London Euston TPO was stopped be-

tween Leighton Buzzard and Cheddington by the thieves jury-rigging a red stop signal.

A huge value of banknotes was being carried and the thieves got away with over £2.5 million. Most of the gang were eventually apprehended and received long jail sentences. Security was reviewed and strengthening of the TPOs recommended but the existing carriages quickly proved too old and fragile for the modifications to proceed. A loud hailer system was however installed, operated by panic buttons in the TPO which literally very loudly announced to the world that the TPO was being robbed! There was an upside to the whole incident, as the existing carriages were inadequate, 12 new 'armoured' TPOs were proposed. Only three were built however and carrying high value package on the railway ceased in the 1970s.

1972 saw 102 TPOs cover 8 million miles carrying 7 million mail bags and receiving, sorting and dispatching 412 million 1st Class letters and packages. 87 per cent of those were being carried less than 100 miles, a distance that would have been cheaper by road. Industrial disputes, contractual problems with BR/Railtrack and speed restrictions gradually eroded the viability of the TPO. In 2003 16 TPOs were operating carrying 20 million letters and packages with an increasing amount of mail going to air and roads. This coupled with growing concerns for the health and safety of TPO staff lead to the last TPO service on the night of 9th January 2004.



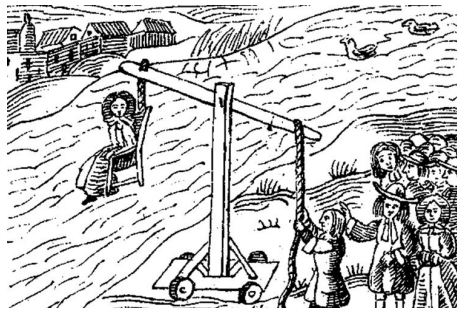
Interior and exterior of last TPO ever built

On the 16th March Liz Davies, the Curator of the St Neots Museum came to talk about:

VICTORIAN CRIME AND PUNISHMENT

Liz Davies has been curator of the St Neots Museum for over five years and gave a presentation on crime and punishment in Victorian times with a focus on the St Neots area.

Crime is as old as mankind and, in ancient times, justice was often arbitrary and punishments were harsh and cruel. Trial by ordeal was an ancient judicial practice by which the guilt or innocence of the accused was determined by subjecting them to a painful, or at least an unpleasant, usually dangerous experience. The test was one of life or death, and the proof of innocence was survival. In some cases, the accused was considered innocent if they escaped injury or if their injuries healed. However, sometimes the verdict was reversed and the ordeal's purpose was to find someone guilty and in many ordeals by water if the accused floated and survived they were guilty! The idea was that God was the judge, not man, and he would save them if they were truly innocent. Priestly co-operation in trials by fire and water was forbidden by Pope Innocent III at the Fourth Lateran Council of 1215. Trials by ordeal became rarer over the Late Middle Ages, but the practice was discontinued only in the 16th century. Certain trials by ordeal would continue to be used into the 17th century in witch-hunts.



Moving closer to home and the present day, Liz gave an account of some of the law enforcement practices in St Neots. Both stocks and a whipping post were established in the town next to St Mary's churchyard. Public stocks were typically positioned in the most public place available, as public humiliation was a critical aspect of such punishment. Typically, a person condemned to the stocks was subjected to a variety of abuses, ranging from having refuse thrown at them, tickling to paddling, whipping of the unprotected feet. The St Mary's Church Warden accounts record a payment of 4 pence to a man for whipping a boy.



Men in Bramhall stocks circa 1900

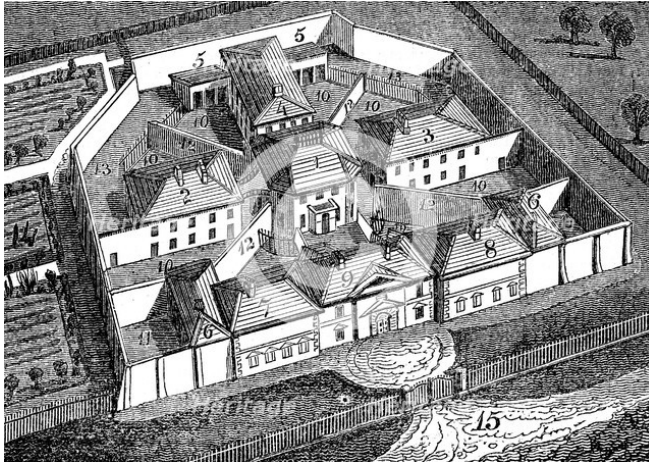
Until the early-19th century the churchwardens appointed Parish Constables to impose law and order. Constables were private citizens, elected every year at the parish vestry meeting. If there were incidents that Parish Constables could not cope with, they could call on any able-bodied person to help. After 1850 the Parish Constable and Night Watchman policed the town. In 1820 Ousley Rowley, the Lord of the Manor and Rev. Palmer, the vicar of Eynesbury, were appointed magistrates.

The late 1700s to the early 1800s saw many changes in crime and punishment influenced by the French Revolution. During the Napoleonic Wars the military was faced with the problem of housing many prisoners of war leading to the design of new prisons. These designs later spread into the civilian sector.

At the end of the Napoleonic Wars the country had to cope with large numbers of returning soldiers. Also, the start of the industrial revolution led to increasing unemployment both of which contributed to increasing social unrest and a higher crime rate. Recordable offences rose from about 5,000 a year in the early 1800s to 20,000 by 1840. One innovation was the introduction of the lockup, where people convicted of minor offences were locked up for a day or two. Anyone who was unruly, e.g. drunk and disorderly, was arrested and kept in the local lockup on the Market Square. There was another in Eaton Socon near the church. The lockup was unused after the Police Station cells were built in 1850. These cells can be seen today inside St Neots Museum.

Population growth and the rise of manufacturing led to a developing consumer society. Manufacturing developed across Huntingdonshire and traditional systems of law and order were unable to cope as the population quickly increased. Organised police forces were established in local areas with the London Bow Street Runners and Sir Robert Peel's 'Peelers' probably the most well know. In our area a group of farmers and merchants established the

'Kimbolton Association for Prosecuting Felons' that offered rewards for the capture of criminals. Although initially derided these sorts of organisations were mostly quite successful. The approach spread to be used by County and Town Councils. In Huntingdonshire the more serious criminals were sent to Huntingdon Goal which also had a gallows for the execution of people convicted of capital offences. However, the number of offences incurring the death penalty was substantial and as late as 1815 the death penalty was in place for over 200 offences. Over the following 50 years that number of offences was slowly reduced.



Huntingdon Gaol

In 1871 the Government gave powers for police authorities to establish an 'Habitual Criminals Register'. The registers were established following the 1871 Prevention of Crimes Act which gave the police powers to supervise and apprehend repeat offenders and those designated "habitual criminals". Information on individuals who had been convicted of more than two offences was collected by the police to help with both surveillance and future identification of known offenders.

From the 1880s, these registers kept a record of every habitual offender discharged from prison in England and Wales. The registers contain the name and known aliases of each offender, conviction and sentence details of the prisoner being discharged, along with information on any known previous convictions. The registers also contain detailed physical descriptions of prisoners and their intended destination after discharge.

For the remainder of her talk Liz showed examples of entries from the Huntingdonshire Habitual Criminals Register.

On 20th April Richard Carter presented us with a talk entitled:

ST IVES CIVIC SOCIETY - THE EARLY YEARS 1968 TO 1997

Richard Carter from The Norris Museum had kindly researched the Society's formation and early years presenting the results of his effort to us on the 20th April 2018 in the Free Church.

Richard was born and brought up in St Ives and attended the St Ivo School. He was pleased to note that his former head master and science teacher at the school were in the Free Church audience.

To assist him in the task he had been given the Society's archive material which sadly proved to be fairly limited and dilapidated with one of the early minute books missing.

The purpose of the evening was to explore the origins of the Civic Society, reveal the reasons that led to its formation and the 'threat to St Ives in 1968'. In doing so it was not possible to list every project undertaken or name everyone who played a prominent part in the Society at the time.

The Beginning

The steering committee met at 6.30pm, Saturday, 24th August 1968 in Tenterleas, the Chair was Mr. Warren. Also present were Miss Grove, Mrs Melanby, Mr Green, Mr Harrison and Mr O'Neill. The minutes were formally recorded with no one's first name recorded.

The programme for the genesis of the Society was decided. An inaugural meeting was to be held on 27th September in the Free Church with the Mayor presiding. Mr Warren would make a brief introductory speech, Officers would be elected and then the elected Chair would lead an open discussion on the 'threat to St Ives'. The newly formed Society would join the civic society movement and as much publicity as possible was to be created.

Richard gave context to the period of the Society's inception by listing headline events from 1968: Martin Luther King and Robert Kennedy were assassinated in America and there were demonstrations in London against the Vietnam war. The Race Relations Act was passed and Dad's Army was first aired on the BBC.

Locally St Ives residents reject the overspill proposals in an unofficial referendum by 90%. Jet noise was restricted over St Ives between 5.00 pm and 7.00 am, there was a lack of housing in St Ives as industry grew and both the old Dolphin Hotel and Green Street were demolished, while a planning application was made for the Clare Court development.

The inaugural meeting duly took place at 8pm 27th September 1968, opened by the Mayor, Ethel Cutill and the Officers elected :- Mr. Warren, Mr Harrison,

Miss Scott, George Clay, Colonel Munro, Mr JP Wilkinson, Mr KC Digby, Miss Mary Grove, Mr HC O'Neill, Mrs. K Mellanby. Around 150 people attended and were requested to sign the attendance sheet to signify their wish to join the Society.

Mr Michael Green, ARIBA, FSA then addressed the meeting on 'the threat to St Ives', illustrated with relevant maps and photographs, concluding with the County Council's proposal to build a relief road across Hemingford Meadow, Holt Island and The Waits. He was of the opinion that this route would destroy a uniquely beautiful landscape and be disastrous for the Town; the proposed bypass should be built to the East of the Town. There was a spontaneous vote of thanks from the floor and the meeting concluded that the Society would push for an eastern route.

The 'threat to St Ives' was the County Council's solution to the 'problem of St Ives'. Richard illustrated this with a series of photographs which highlighted two factors within the Town at that time. The relatively limited housing development that had taken place, insufficient to meet the demands of industry growth and the growing traffic congestion in the town as its 15th century bridge over the Great Ouse, was inadequate for the needs of its residents. More development was needed to allow the town to grow. Space was available but the existing roads were incapable of supporting it.

The Society had already made good on the intention to create publicity as on the 19th September 1968 the Hunts Post carried an editorial reflecting its major aims :-

"...for St. Ives means to make a proper study of what is best for the town in future. It is going about this business in a way at once intelligent, perceptive and commendable. It is going to form a Civic Society, whose terms of reference will embrace a broad study of the town, its people, its commerce, its buildings and its recreations. It proposes to hold meetings at which alternative courses of action can be studied and debated before decisions are taken; at these meetings there will be invited speakers, experts in their own fields, who will express either their own views or the views of the organisations they represent.

The Society wants its membership to embrace a complete cross-section of St.Ives life; in this way they reckon that ultimately they will be able to put their finger on what St Ives wants for St.Ives. And at some stage they may well make recommendations and suggestions to the statutory authorities. In this way St. Ives is hoping to avoid what has happened elsewhere - a development plan produced without public opportunity to study alternatives."

Traffic queuing to the north of the bridge in Bridge Street and problems making the turn at the head of Bridge Street.



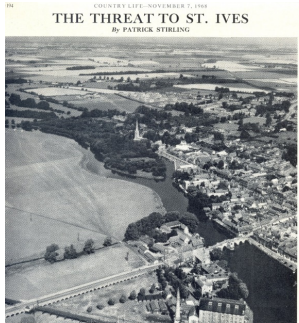
The traffic lights at the south of the bridge with The Old Dolphin Hotel on the left and the extra restrictive factor to the south of the bridge caused by the rail crossing.



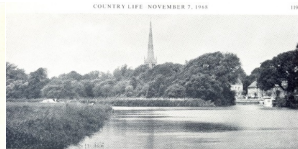
Adding to the problem was the erratic nature of the lights which were operated by unreliable pressure pads in the road. Richard remembered several interminable waits for the lights to change which were ended when his father asked him to get out of the car and stamp on the pressure pads to get them to change. Then, as now, the traffic regulations were often flouted with exasperated motorists often ignoring the lights only to cause confusion in the middle of the bridge.

The Society had got off to a flying start and kept up the momentum over the next months following a meeting in October; letters were sent to the Ministry of Housing and Local Government giving the broad grounds on which consideration of an eastern route was justified. Articles appeared in several national publications supporting the same line and further meetings took place. On 21st November a letter was received from Lord Kennet, Joint Parliamentary Secretary to the Ministry of Housing and Local Government, stating he had invited the County Council and the Borough Council to a meeting to review the matter.

The November 1968 Edition of Country Life's Article on the 'Threat to St Ives'



The character of the town is determined by its position in bold a cove and bridge to other traffic, migration, as shown by the bridge across from 1855 and 1925. The character of the town is determined by its position in bold a cove and bridge to other traffic, migration, as shown by the bridge across from 1855 and 1925.



LOOKING EASTWARD FROM ABOVE: THE SPHERE OF THE TOWN OF ST IVES, HUNTINGDONSHIRE. The bridge across from 1855 and 1925. The bridge across from 1855 and 1925.



SECTION OF THE PROPOSED NEW ROAD OVER THE FERRY. The bridge across from 1855 and 1925.



THE BRIDGE, BUILT IN 1851. One of the three remaining bridge shops in the eastern town, without a pier. The bridge across from 1855 and 1925.

THE AUTUMN PLANTING

By JANE BAIN

I AM often asked what plants are best for autumn planting. The answer is: anything that will be in flower in the autumn. The autumn is a wonderful time to plant, and there are many plants that will be in flower in the autumn. The autumn is a wonderful time to plant, and there are many plants that will be in flower in the autumn.

The Civic Society's Proposal for the Eastern Bypass Solution

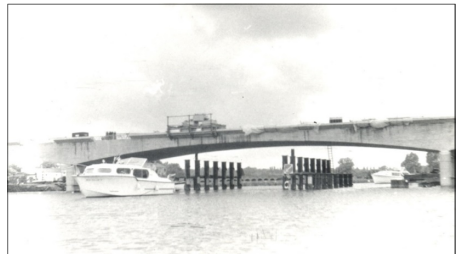
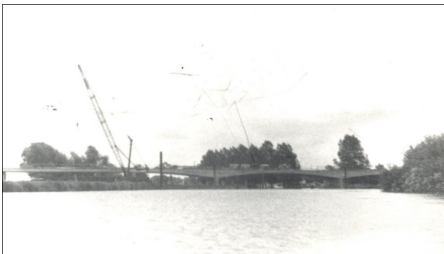


Discussions went back and forth and in 1972 an appeal to fund the Civic Society case for the Eastern Route at the public inquiry was launched raising £1321, of which £200 came in during the inquiry. The Civic Society. was very brave to undertake this course of action as they had no idea of the overall total cost. However their actions were rewarded at the end of June 1973 when the Secretary for State ruled against the Western Route and the rest is history

Although not without mishap.....The ceremony of cutting the first turf for the building of the St Ives bypass, 15th December 1978: County Councillor Mike Harford digs the turf and the ceremonial spade snaps! The group behind him includes Wallace Hodgson the then Mayor of the Town. A few moments after the spade broke, Cllr Harford holds the broken handle and his audience laughs and applauds.



The bypass was two years in construction and was finally opened on the 9th October 1980.



An aerial view of the opening ceremony for the St Ives bypass (see next page): the new river bridge seen from the east, with a cluster of people and a few vehicles in the middle. The boat haven and staunch are in the foreground with the Old Mill and London Road in the background. (Note the furniture van on the road, a reminder of the heavy traffic that used the old bridge until 1980).



Meanwhile the Civic Society had not been resting on its laurels: 1969 saw the completion of the study of the riverside areas of the town. Concluding that some areas had already been lost and steps should be taken to preserve what is left on the south bank west and east of the bridge, the north bank east of the bridge (The Quay) and the north bank west of the bridge (from The Waits to Barnes Walk). Holt Island was not included in the study but it was hoped one day it could be open to the public..

1970 saw the Society complete a review of the centre of the town and make recommendations for the traffic management, parking and improvement of pedestrian walkways. Highlighting the need to develop derelict and decaying areas and conserve the general nature of the town. Below shows the Society's plan for traffic flow through the centre of the town.



The intent was clear but on the 19th June 1975 the centre of the town suffered a major setback when the former Crown Inn was destroyed by fire completely wrecking the historic heart of the town



Undaunted the work of the Society continued with.....

1983, repairing damage to the Priory Wall and in 1989, naming Harrison Way.



1991 National Spring Clean and in 1994 the Civic Society agreed to maintain the welcome signs to all routes on the periphery to encourage visitors.



1993 to 1995, restoration work underway of Alms Houses in East Street.



And after their restoration in 1995.



1996, make a Difference Day and in 1997 the addition of the Priory Wall plaque.



Richard's conclusion to his research was that after 50 years the Civic Society of St Ives continued to thrive. It had undertaken many projects but its major achievement remained the re-routing of the bypass to the east of the town.

The Civic Society continues to examine all proposed planning applications whether they are from individuals who are planning house extensions or larger building projects from builders such as that opposite Waitrose or on the Permanex site, and comment if appropriate.

Submissions are sent to the Town, District or in the case of something such as the Guided Bus project to the County Council. In cases such as the Guided Bus project and closure of the Bridge Street Post Office the Society organised special meetings for its members and other interested parties to express their views on issues.

The Society continues to highlight problems such as poor drainage, pavements and traffic problems and acts as a conduit to the various public bodies on issues brought to us by residents within our area of interest.

On 18th May our final talk of the year by local journalist Rodney Tibbs:

THE RIVER OUSE, A FENLAND RIVER

Rodney Tibbs has spent a lifetime in journalism, is the author of three topographical books dealing with various aspects of East Anglia, and for many years he was a feature writer and later features editor of the Cambridge Evening News. While working for the Cambridge News he wrote a series of articles on the River Great Ouse and the fens which was later turned into a book, 'Fenland River: Story of the Great Ouse and Its Tributaries' and it was this that formed the basis for his talk.

The river has been important both for drainage and for navigation for centuries, and these dual roles have not always been complementary. The course of the river has changed significantly. In prehistory, it flowed from Huntingdon straight to Wisbech and then into the sea. In several sequences, the lower reaches of the river silted, and in times of inland flood, the waters would breach neighbouring watersheds and new courses would develop – generally in a progressively eastwards fashion. In the Dark Ages, it turned to the west at Littleport, between its present junctions with the River Little Ouse and the River Lark, and made its way via Welney, Upwell and Outwell, to flow into The Wash near Wisbech. At that time it was known as the Wellstream or Old Wellenhee, and parts of that course are marked by the Old Croft River and the border between Cambridgeshire and Norfolk. After major inland flood events in the early 13th century, it breached another watershed near Denver and took over the channel of the old Wigenhall Eau, and so achieved a new exit to join the Wash at Kings Lynn. Parts of the old course were later used for the River Lark, which flows in the reverse direction along the section below Prickwillow, after the main river was moved further to the west. The original northern course began to silt up, depriving Wisbech of a reliable outlet to the sea, and was kept navigable by diverting the River Nene east to flow into it in the 1470s.

An Act of Parliament was passed in 1600 which allowed Adventurers, who paid for drainage schemes with their own money, to be repaid in land which they had drained. The Act covered large tracts of England, but no improvements were made to the region through which the Great Ouse flowed until 1618 when Arnold Spencer and Thomas Girton started to improve the river between St Ives and St Neots. Six sluices were constructed, and Spencer attempted to obtain permission to improve the river to Bedford, but the Act was defeated, despite support from Bedford Corporation. Some dredging was done, and Great Barford became an inland port, but he lost a lot of money on the scheme, and the condition of the river worsened.

Below Earith, thirteen Adventurers working with the Earl of Bedford formed a Corporation to drain the Bedford Levels. A Dutchman, Cornelius Vermuyden

was the engineer, and a major part of the scheme was the Old Bedford River, a straight cut to carry water from Earith to a new sluice near Salters Lode, which was completed in 1637. The sluice was not popular with those who used the river for navigation, and there were some attempts to destroy the new works during the turmoil of the civil war. A second drainage Act was obtained in 1649, and Vermuyden oversaw the construction of the New Bedford River, parallel to the Old Bedford River, which was completed in 1652. There was strong opposition from the ports and towns on the river, which increased as the old channel via Ely gradually silted up. Above Earith, Samuel Jemmatt took control of the river, and navigation was extended to Bedford in 1689 by the construction of new staunches and sluices.

Between St Ives and Bedford, there were ten sluices, which were pound locks constructed at locations where mill weirs would have prevented navigation. There were also five staunches, which were flash locks constructed near to fords and shallows. Operation of the beam and paddle provided an extra volume of water to carry the boats over such obstructions. On the lower river, a combination of high spring tides and large volumes of floodwater resulted in the complete failure of Denver sluice in 1713. While there were celebrations among the navigators, the problem of flooding returned, and the channel below Denver deteriorated. Charles Labelye therefore designed a new sluice for the Bedford Level Corporation, which was constructed between 1748 and 1750 and included a navigation lock. No tolls were charged on the river below St Ives or on the New Bedford, and those responsible for drainage complained about damage to the sluices and to banks by the horses used for towing boats. An Act of Parliament to regulate the situation was defeated in 1777 after fierce opposition, and it was not until 1789 that a Haling Act was passed, which ensured that tolls were charged and landowners were repaid for damage to the banks caused by horses. These measures were a success, as there were few complaints once the new system was in place.



Stetham Old Steam Engine Water Pump 1831



Wicken Fen wind pump 1912

The drainage has had a significant effect on the ground level as the peat has continued to shrink. Following the drainage of the Whittlesea Mere and in anticipation of the ground subsidence, the landowner William Wells had an oak pile driven through the peat and firmly embedded in the underlying clay; he then cut the top level with the ground in 1851 and used it to monitor the peat subsidence. A few years later, the oak post was replaced by a cast iron column (reputedly from The Crystal Palace building at The Great Exhibition of 1851), that was similarly founded on timber piles driven into the stable clay, with its top at the same level as the original post. This is the Holme Post that survives today. As it was progressively exposed it became unstable, and steel guys were added in 1957, when a second iron post was also installed 6 m to the northeast. The post now rises 4 m above the ground, and provides an impressive record of the ground subsidence; both posts are standing today.



There are a large number of churches in the Fens, disproportionately so. The Fens have been referred to as the "Holy Land of the English" because of the former monasteries, now churches and cathedrals, of Crowland, Ely, Peterborough, Ramsey and Thorney. Other significant settlements in the Fens include Boston, Cambridge, Spalding, and Wisbech. The reason being that many religious orders and communities fled into the inaccessible and inhospitable Fens to escape persecution.

With the support of this drainage system, the Fenland has become a major arable agricultural region in Britain for grains and vegetables. The Fens are particularly fertile, containing around half of the grade 1 agricultural land in England.

Bob King has lived in St Ives for many years and taught many of our children. He was also Chairman of the Civic Society and remembers the early years

RAMBLINGS FROM AN ANCIENT RAMBLER

Following that inconvenience known as WWII, apart from a shortage in most things, school teachers were in very short supply as the existing staff were well on the way to retiring. After the government had, in its wisdom, provided ex-service men with a teacher training course, I served in London and Ipswich. After a period I yearned to get back to my favourite subjects of wireless (then so called), mechanics, chemistry, and biology.

The shortage of staff in science subjects outstripped others apparently, because I had offers from several interviews. After driving through the dreary landscape on the last stretch from Ipswich through Cambridge to a little place called St Ives, I was impressed with this small oasis in the fens. In fact when asked the vital question by the interview chairman in the town Hall, I looked out on the busy Market Hill and answered, without hesitation, 'yes'.

This was in 1955, when children in the surrounding schools, on reaching the age of 11 years, either qualified for a place in Ramsey Grammar school, or stayed where they were until leaving at age 15. But three purpose built secondary schools for Huntingdonshire, were commissioned by our government and these required teachers. As each school would be served with pupils from a fairly wide area, specialists teachers were required and I secured the post of being in charge of a science department of one. Soon a lady member of staff relieved me of biology and within two years a specialist biologist was appointed. So I continued with mainly Physics and Chemistry and between us some pupils gained successes in GCE general science, physics and biology. This was understandably not achieved under the previous system.

The population of St Ives was about 3,500 and the school roll (which included the villages) was a tenth of this with 14 or so staff. The head master came from a senior education post in Warwick and a service career similar to mine, but we only discovered this 35 years later when secrets leaked out. He had that great leadership quality, which was to leave people to get on with their work and only step in if or when things went wrong. I had not experienced such freedom hitherto. I set the syllabus, had a sum to spend on equipment, set internal exams, marked them and learnt a lot on the way. There was also the design of the school badge and uniform to be decided. As regards the badge, I have always been keen on making shields and did so for my previous schools, hence I constructed and painted a large badge which the caretaker fixed above the proscenium arch in the hall. In those days Health and Safety wasn't the obstacle it is now. If we saw a need for something, we did it and with the complete support from the head, Rob Clapham. The badge has since been changed I believe, so my work will have had its day.

This re-organisation, as the provision of Secondary Modern Schools was called, was the great event for many families and the incoming staff were welcomed with open arms. We were soon recognised in the town and when purchasing in some shops I was surprised to hear, "Oh don't bother paying now. We will send you a bill sometime".

St Ives was rather different from today. There were grocers, ironmongers, butchers, bakeries, chemists, shoe shops, drapers and more (even a rag and bone man) mostly private and family owned. A branch of Woolworths was established in Bridge St. Since then the town has lost its cinema and a number of services, including the magistrates' court, tax offices and other government branch offices.

The sheep and cattle markets were in full swing. The flocks of sheep and herds of cattle directed along Needingworth Road, were headed by small boys whose job was to prevent the animals entering gardens, with disastrous results. The cattle were held in the field by the station, lowing over night, where now is the town car park.

There was of course a railway which gave smooth access to Cambridge and other local towns. When later I secured a building plot in Needingworth Road, opposite the Prince of Wales, a private public house, I could see steam trains passing on the line beyond. A magnificent and stirring sight was a full sized engine puffing past or just standing, hissing steam. Later when most of the smaller branch lines were closed, the track was ripped up and St Ives was forever isolated from March and St Ives from London and the Midlands.

This railway line site was to become a matter of great controversy. Because the old narrow bridge could not carry the traffic, another river crossing was a necessity. Certain notables were bent on making a by-pass, to be routed across the Great Meadow (Hemingford Meadow) and thus splitting St Ives in two by passing up Ramsey Road. What merit there was in this crazy idea it is hard to tell. Fortunately some wise heads got together and forming a committee, put forward an opposing plan to route the by-pass along the line of the disused railway. I well remember one crowded public meeting in the room now occupied by the firm 'Beds' in Free Church Passage. From this alternative plan arose the Civic Society.

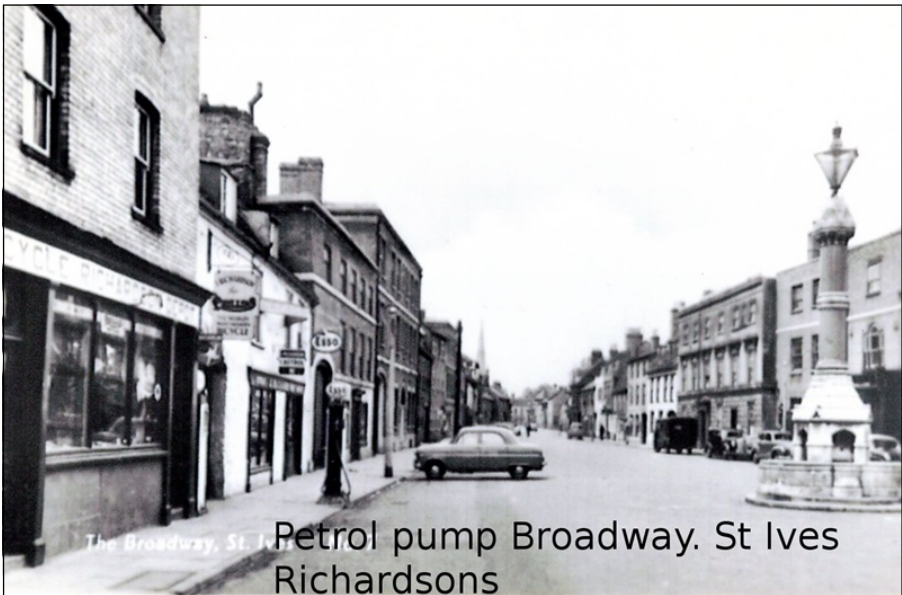
This project proved to be a very expensive task both in planning and legal representation. Several notable citizens gave their support but the back bone of the enterprise was the brother and sister Harrison, living in Cromwell Place. I got to know them very well and the time, expertise, energy and fund raising for extensive legal costs that they employed was eventually decisive. Funds were raised from many helpers but it was the drive and persistence of this pair who saved the town. This is why I, later on as chairman of the Civic Society, determined to win an argument to have the by-pass named Harrison Way.

One would find it hard to believe the fatuous depths and false statements some local authority employees will go to, including in this case buck passing between the HDC and CCC, in order to avoid responsibility for making a decision.

In those days before the coming of emails it was a constant struggle to produce newsletters to keep in touch with Civic Society members, especially those not able to attend meetings. We did not run adverts, so printing and distribution had to be as cheap as we could arrange with volunteers delivering in St Ives and surrounding villages. They also distributed annual reports as they still do.

St Ives today is a very different place in some respects, touching on 7 or 8 times the 1955 population size, with a massive increase in traffic and most of the old family businesses gone. But there is a new spirit among the (relatively) younger residents. Colourful pamphlets are regularly distributed, the Corn Exchange (previously condemned) has been transformed into a functional building to be proud of. Entertainment and enlightenment are provided in many directions, serving the town and its environs. The Civic Society which achieved so much in the past years remains strong and active. So as we oldies drop off (or one of them), the town is left in good hands.

Bob King



We have probably walked past the NatWest bank in St Ives but do not realise how the Civic Society became their champions!

THE NATWEST BANK - SAVED FOR TWENTY THREE YEARS!

From the 1995 Civic Society Report:

The National Westminster Bank appealed against the refusal of Huntingdon District Council to grant planning and listed building consent for the installation of an Automated Teller Machine at their St Ives branch, and a Public Inquiry was held at Pathfinder House in January. I went along with Barbara Richmond; it was a new experience for both of us and we were surprised at the formality of the proceedings and the fact that the bank had gone to the vast expense of employing a barrister, a chartered architect and town planner to present their case. The case took the entire day and the experts were cross examined by the barrister for the bank and the solicitor representing the District Council. The Inspector for the Dept. of the Environment then took some six weeks to give his verdict which was that the bank could install an ATM without detracting from the nature of this listed building but they had to have planning consent from the council for the materials that are to be used to ensure they are as close a match to the existing brickwork as possible.

Anne Toohar - Secretary

Unfortunately, with less high-street banking these days the NatWest in St Ives closed in June, but many members will be unaware of our Civic Society's part in helping to keep it open until now.

It seemed that the Planning Authority had refused the application without making any helpful suggestions, but neither had the Bank's architect or town planner found a solution. They said that without an ATM, as all the other banks in town had, they would probably have to close. The NatWest had wanted the machine under the right-hand of the three windows, necessitating the bricking-up of the lower part of the window. This would have lost the Georgian symmetry of this building, with one window shorter than the other two. Thankfully, one of our members, the architect Graham Handley, used what was then the latest computer technology to photograph the building and then to change the detail; he proposed that the ATM should go under the middle window plus bricking-up not only the lower part of that window but the other two as well, thus retaining the symmetry.

This was put to HM Inspector who thought it was the solution and asked why neither the Council nor the Bank could have come up with this idea, yet the Civic Society could!

If you look closely you will see that the bricks under the windows aren't ex-

actly matching, but stand a distance away and you wouldn't realise there had been any alterations. Thus the building that you now see is the result of our Society's care and concern for the buildings in St Ives, together with the help of one of our members.

According to the NatWest's archives it became the London County and Westminster Bank around 1910-12, but over 100 years later, what now? The Bank applied in August 2017 for listed building consent to convert the upper two storeys into three dwellings, and this was granted. The additional water supplies have recently been fitted for this conversion, but what use can be made of the ground floor? Perhaps one of our members could, once again, come up with an idea!

Barbara Richmond



Office of London County & Westminster Bank circa 1918

Front cover: 50 years on

***The familiar line of the bypass crosses the
Great Ouse downstream from its forebear.***

Photo by courtesy of XCopters Aerial Media.

XCOPTERS AERIAL MEDIA is a St Ives based drone aerial photography and video company. Drones offer a view of the world never before seen without movie style budgets. Their multi-rotor drones can operate up to 400ft giving a unique view of the world from above. Thanks to Dave for the cover photograph he kindly supplied for our 50th Anniversary. For more information visit his website: <http://www.xcopters.co.uk/>

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