

◆ A failed rehousing scheme in Brighton by the London Brighton and South Coast Railway

by David Roberts

In February 1901, the London Brighton and South Coast Railway submitted plans to Brighton County Borough Council and the Local Government Board to build 125 artisan dwellings in Compton Road and Inwood Crescent. Under legislation for the housing of the working classes, this development was a rehousing scheme to replace dwellings which were to be demolished to make room for an extension to the Brighton Railway Goods Yard. It produced a legacy of good-quality housing, but as a rehousing scheme it was a failure because very few people from the demolished houses became tenants.

THE DEMOLITION OF HOUSES FOR EXTENDING THE GOODS YARD

In 1897 the Engineering Committee of the London Brighton and South Coast Railway (LBSCR) instructed the Chief Engineer, Charles L. Morgan, to submit to the Board a report and plans for an enlargement of the Brighton Railway Goods Yard and to ensure that the plans would be ready for the next Parliamentary session.¹ The Company required this extension mainly to handle coal, but the land to be occupied had already been developed for housing and thus the LBSCR needed to obtain compulsory powers to acquire and demolish the properties.

The LBSCR Act 1898 provided these powers, but it also included a provision for the Company to replace the dwellings to be demolished, referred to as houses occupied by persons belonging to the labouring classes. Such a scheme had to be approved by the Local Government Board (LGB). This was in contrast to the earlier goods yard expansion under the LBSCR Act 1853 which had resulted in the demolition of 28 houses in Cavendish Place North occupied by 189 people for whom there was no rehousing scheme.²

Labouring classes were defined in the 1898 Act, clause 48 (14), as:

mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants

whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

This definition is identical to that scheduled in Housing Improvement schemes implemented under the Housing of the Working Classes Act 1890.³

The schedule in clause 48 of the 1898 Act included all houses in Belmont Place, Fleet Street, Queen Street, Peel Street and Peel Place plus some houses in Boston Street, Ann Street, New England Street, New York Street, Cheapside and York Street, comprising 171 houses altogether. Details of the households affected are shown in Table 1.

In addition to the houses authorized by the LBSCR Act 1898 for compulsory purchase and demolition, the company also purchased by private treaty some empty properties excluded from the schedule, although this would seem to have been contrary to the spirit, if not the provisions, of the 1898 Act. These were offset by the company purchasing but not demolishing nine houses in Boston Street. The LBSCR also purchased, but did not demolish, a further eight houses plus a public house in New England Street. Only four houses for demolition were empty in 1901 and most were fully occupied in 1902, but by 1903 only 21 were occupied and by 1904 demolition was complete. From the 225 households, 74 people were employed by the Railway, including two Railway pensioners who must have been amongst the first of their kind.⁵ Claims of this area being a 'railway estate' are clearly overstated.

Table 1. Houses and households encompassed by the Goods Yard extension scheme.⁴

Name of street	Houses authorized for demolition	Houses demolished	Number of households	Number of inhabitants	Railway workers
Boston St	16	7	7	21	4
New England St	10	10	13	49	11
New York St	23	25	35	145	11
Ann St	12	12	16	59	3
Belmont Place	6	8	9	30	2
Fleet St	27	27	38	188	8
Peel St	14	14	20	68	9
Peel Place	15	19	22	71	6
Queen St	31	31	44	220	14
Cheapside	11	11	14	64	3
York Road	6	7	7	41	3
Total	171	171	225	956	74

As part of the demolition programme, the LBSCR was also obliged to fund the realignment of Fleet Street which became part of New England Street.

Other significant provisions of the 1898 Act were that new dwellings had to be completed before the demolition and that the Local Government Board (LGB) was to approve the rehousing scheme based on the number of persons living as at December 1897 in the area to be demolished. It was deemed that if empty houses had been occupied in the previous five years, full provisions of the 1898 Act would apply, and the LBSCR would be required to retain the new houses for the purpose of rehousing for 25 years. Penalties for contravening the 1898 Act's provisions was £500 per house affected and the LBSCR had to cover all expenses of the LGB, the local authority including the renewing of sewers, and compensate the Gas Company for removal of mains and fittings. A substantial bond was to be paid to the LGB and returned only if the Board agreed that the scheme had been completed to its satisfaction.

The LBSCR undertook a census in 1897 and reported that 1134 people were living in the area, which is 15% more than the population in 1901.⁶ Only 50% of the occupiers recorded in 1897 were still in occupation by 1901.

The area in which the houses were demolished and the public rights of way extinguished is marked on the 1898 6-inch Ordnance Survey map in Figure

1. Also shown are the houses purchased but not demolished, and since part of the scheme involved the realignment of Fleet Street through Belmont Place, this is also marked. Ownership was diverse in that there were 89 owners for the 171 houses involved, with only four owners of 10 or more houses.

The LBSCR settled the claims of the owners at a high price,⁷ the average price paid for houses being £430.⁸

There was only one occupier who owned the freehold out of the 225 households affected.⁹ This was Jane Avis who sold her house at 25 Fleet Street for £600, a remarkably high price. She had inherited the property from her uncle with whom she was living in 1881 when she was aged 26.¹⁰ Shops were also bought with consideration for the fittings. Public houses attracted a price of about £2000 each, but for the York Argus in New York Street, the claim was settled at £3465. A typical example of one of the businesses long established in the area was a bakery at 18 Peel Place on the corner of Peel Street. It was owned by Daniel Mepham in 1897 and by 1901, his son John had taken over the business; the Mephams had a lease for which they received £875 from the LBSCR in 1902 which included the shop's fittings. The freehold was sold for £390.¹¹

There were four recorded *ex gratia* payments by the LBSCR, each of £25 to weekly tenants.¹² Also Mrs Hollist, who had already left York Street, was paid £15 to leave 35 Cheapside as an 'Act of Grace'.¹³ Another example of compensation was the £100 paid to Henry Ottoway, a coal merchant, for vacating 24 Peel Place before the expiry of his five-year tenancy, which dated from 1897; the LBSCR bought the freehold for £356 in 1900.

At the LBSCR general meeting held on 31 July 1901, it was reported that the LGB had sanctioned the scheme and the 31 January 1902 meeting reported that the purchase terms for the houses

to be demolished had been largely agreed.

Most of the houses were bought by the LBSCR in 1902, with some in 1901.¹⁴ But a few had been bought in 1900, with the LBSCR claiming that such action did not infringe the provisions of the Act relating to working-class dwellings. This proposition, though, seems to fall outside the provisions of the 1898 Act.¹⁵

In preparation for seeking the 1898 Act, the LBSCR had to conduct a survey of owners and occupiers and record their attitude to the demolition. The owners stood to be handsomely compensated but only 17% assented with 16% objecting and 66% either neutral or not replying. The occupiers only had the loss of their homes to look forward to with an opportunity to move into superior housing at rents they could not afford, yet only 17% objected, including Daniel Mephram the baker in Peel Place, 10% approved whilst 73% were neutral or did not reply, including the coal merchant Henry Ottoway.¹⁶

REHOUSING SCHEMES

Rehousing schemes could be generated under Acts introduced in the latter part of the nineteenth century to improve working-class houses. The first significant Act was the Artisans and Labourers Dwelling Act 1868, known as the 'Torrens Act', followed by the Artisans and Labourers Dwelling Improvement Act 1875, known as the 'Cross Act'. These allowed local authorities to declare housing unfit for human habitation and for such houses to be repaired or if necessary demolished with powers to have land acquired for rehousing schemes. The

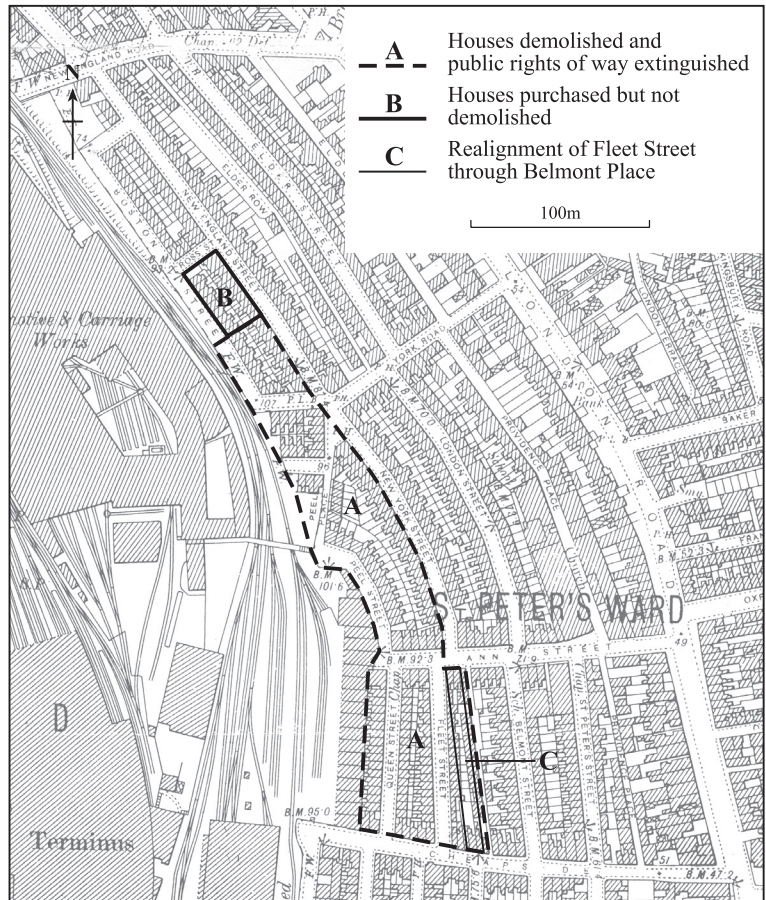


Fig. 1. Brighton Goods Yard extension area.

Torrens Act dealt with improvements and repairs to individual properties whereas the Cross Act dealt with whole areas of unsatisfactory housing (over 10 houses outside London). Both Acts were improved by amendments in 1879, 1882 and 1885. The Acts covered such points as who could provide the new houses and where they should be built (not too far away from the original area), the financing of the schemes, including recovering expenses of demolition from owners, and compensation for the land value if compulsorily acquired.¹⁷ The definition of unhealthy areas featured in the Public Health Acts.

The Housing of the Working Classes Act 1890 was an Act to consolidate and amend the earlier Acts. The thrust of the Act was similarly to provide new housing to replace that unfit for human habitation. However, in this case of the LBSCR

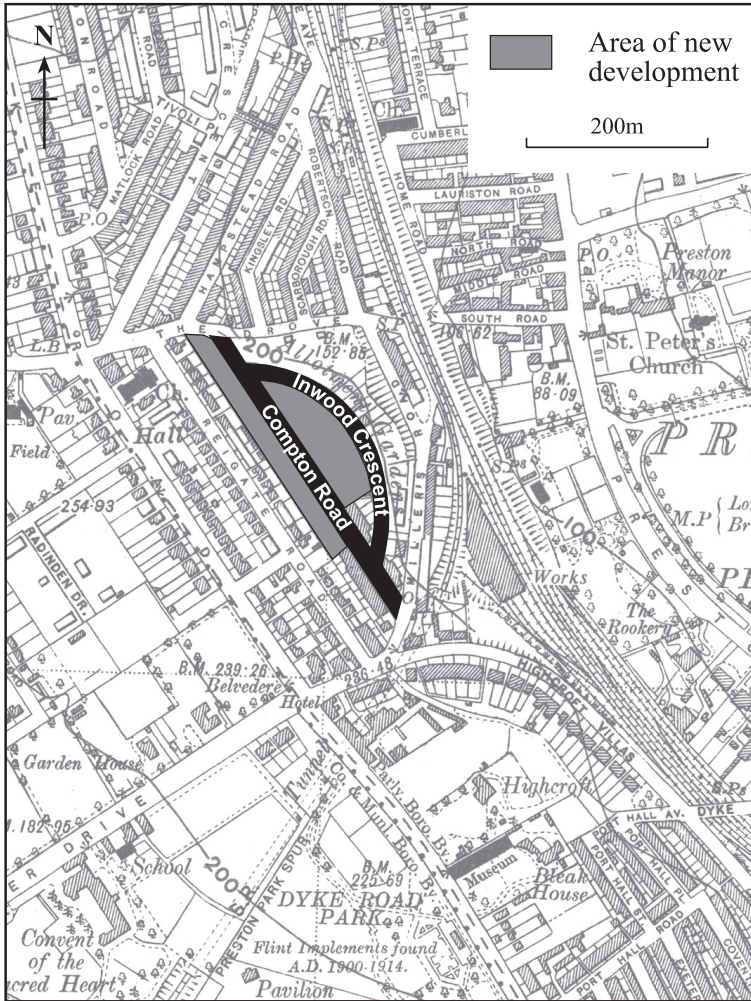


Fig. 2. Location of the new development.

demolition scheme, the houses were certainly not in the slum category and were mostly less than 50 years old.¹⁸ By 1851 only the building of Queen Street had been completed but the Census enumerator noted many houses being built in the other streets. By 1856, the area was largely completed and occupied and by the 1861 Census, construction was complete.¹⁹ They were the typical two-up and two-down houses with scullery, back yard and outside lavatory. The photograph, Figure 3, of New England Street shows houses typical of those demolished.²⁰

All rehousing schemes had to be submitted to the Local Government Board. For schemes citing the Housing of the Working Classes Act

1890, a Local Government Board's Provisional Order Confirmation Act, or Local Corporation Act was required, but to accommodate persons displaced by development for railways, tramways, gas and water works, harbours and schools and other works a Private Act was required. However, the wording of the various schemes relating to the new building was virtually identical and the legislation was tidied up and consolidated under the Housing of the Working Classes Act 1903.

For Brighton, numerous rehousing schemes in the 1890s and early 1900s invoking the 1890 Act are to be found amongst the records of the County Borough's Engineer and Surveyor's Department.²¹ The Provisional Order Confirmation (Housing of Working Classes) Act 1891 declared an area between Edward Street and Carlton Hill an unhealthy area and allowed the dwellings to be demolished and replacements to be built

between Southover Street and Islingword Road. A similar Act of 1899 was in respect of unhealthy dwellings in Egremont Street and Spa Street just south of Queens Park with replacements at Elm Grove and Lewes Road.²² Subsequently, on the vacant Spa Street and Egremont Street site, artisan dwellings were built in the road then named Tillstone Street. Both the sites cleared were mentioned in the reports on the sanitary condition of Brighton housing by Dr G. S. Jenks in 1840, and Mr Edward Cresy in 1849.

A significant condition in these housing Acts, as well as in the LBSCR Act, was that the number of replacements should match the number of dwellings demolished, but there was no specific

provision to rehouse individuals affected by the demolition.

THE COMPTON ROAD AND INWOOD CRESCENT RAILWAY HOUSES

Meanwhile, the new development was facing delays caused by protracted negotiations with the LGB which required more accommodation, and with the Stanford Trustees from whom the Company was seeking to buy land and who required their own covenants as to the type of houses to be built, taking account of the quality of the existing houses in Compton Road. At the LBSCR's general meeting held on 31 January 1901, the Chairman, Lord Cottesloe, reported:

The enlargement of the Goods Yard is being delayed. The work involves purchase and demolition of a considerable area of small house property, but as these houses are occupied by the working class, the sanction of the Local Government Board must be obtained to a scheme for rehousing these persons, which involves the acquisition of a site for new dwellings, and the erection of these dwellings, before the present buildings are demolished. Sites for this purpose are few and far between in Brighton and when a site has been obtained, not only the Local Government Board but also the Local Authorities of the Town have to be satisfied, and the owners of property are only willing to part with their land on strict conditions as to the class of houses to be erected. To carry out complete negotiations under these circumstances has been a most tedious and difficult matter, but the Company has not ceased to press it forward from the time they obtained their powers and believe that they have now secured a satisfactory site for the erection of new buildings.²³

As already mentioned, the land which the Company was in 1901 seeking to acquire for the replacement housing was part of the then Stanford Estate, within that part of Preston parish which had recently been taken into the County Borough of Brighton (Fig. 2).

The Stanford Estate had extensive landholdings in Preston and Hove which it had acquired through purchase in the late eighteenth century. It included land which became Preston Park and extended east

to the Ditchling Road and west into Hove including a significant stretch of land extending to the sea front. By 1870 the Estate had decided to release their land for residential development and in 1871, the trustees secured the right to sell the freehold of land, once it was built on, through a private Act of Parliament, thus overturning provisions of an earlier will. The development was carefully controlled, mainly by stipulating the minimum value of each house in each road. The houses plus some flats in Hove, especially those near the sea in First, Second, Grand, Third and Fourth Avenues, were very substantial, but the Cliftonville estate had smaller, though impressive houses. Villas were built alongside Preston Park but in the roads behind, the houses were progressively smaller, from semi-detached to terraces. To the west, the houses were built in terraces.²⁴

The land acquired from the Stanford Estate had already been laid out for housing. Development in Compton Road commenced in 1896 and by the time the LBSCR bought the remaining land, houses had been built at the southern end, numbered 1 to 31 on the western side and 2 to 26 plus a bakery on the eastern side. Only one house had been built in St James's Crescent, which was subsequently renamed Inwood Crescent. The Railway's development contributed to the urban area being pushed further north at a time of a rapid increase in Brighton's residential area. By 1901 the population of Brighton plus that of the former Preston parish had reached 124,000, an increase over the comparable 1851 figure of 87%.²⁵

The LBSCR bought the site in two parcels through two conveyances. One was completed on 29 March 1901, for the eastern side of Compton Road and the western side of Inwood Crescent, and the other on 7 August 1903 for the western side of Compton Road.²⁶ In both cases, the vendors were Ellen Thomas-Stanford and the Stanford Estate Trustees. Mr Charles James Inwood had already bought land from the Stanford Estate for the earlier development in Compton Road, as well as an option to purchase the remaining land comprising Compton Road and Inwood Crescent.²⁷ In turn, the Railway Company in 1898 bought an option to purchase this land from Mr Inwood, as at that time it was not certain whether the new development would proceed. But by August 1900, the purchase was confirmed at a price of £5600. The two conveyances, to which Mr Inwood was



Fig. 3. New England Street — typical of houses demolished.

Table 2. Accommodation built and dates of occupation.²⁹

Type	No. built	When occupied						
		1904	1905	1906	1907	1909	1911	1914
Compton Road								
West side houses	47	3	8	7	25	29	45	46
East side houses	26	0	0	0	0	0	3	24
Inwood Crescent								
Ground-floor flats	25	19	23	23	24	25	23	24
First-floor flats	25	7	9	11	20	24	25	24
Total	123	29	40	41	69	78	96	118

also a party, formalized the transactions.

On the land purchased, the LBSCR built 123 dwelling units in Compton Road and Inwood Crescent, the majority ready for occupation in 1904. Although plans for 125 had been submitted in February 1901, two houses were not built.

There were four different types of dwellings, all in terraces. On the west side of Compton Road all 47 were three-bedroom houses without basements, but on the east side, 26 more substantial houses were built, all with basements and with a total of five bedrooms. The west side of Inwood Crescent consisted of purpose-built flats, two flats in each building. All 25 ground-floor flats had one bedroom as did 12 of the first-floor flats. The other 13 top flats had two floors of maisonette type with three bedrooms. This second floor additional accommodation was a compromise agreement with the LGB, who had wanted four

more houses on the east side of Compton Road which the LBSCR maintained was not possible.²⁸ As three more houses were actually built in 1964 on this site, it is surprising that the LBSCR managed to sustain this assertion.

The 1898 Act scheduled very detailed specifications with standard wording used for all rehousing schemes: 'In each of the dwellings there shall be provided a water closet, a scullery and a larder so constructed and placed as to admit of the interior being at all times kept cool and well ventilated.'

Room dimensions were very detailed and the schedule contained no fewer than 20 different values. Ceilings of most of the rooms had to be 9 feet high (some of the bedrooms 8 feet 6 inches). Both the houses and flats had room dimensions ranging from 17 feet 3 inches by 9 feet 6

inches to 10 feet 10½ inches by 9 feet. The quality of the brickwork is very high, including that at the rear. A considerable number of the original windows survive, and the quality of timber is very high and is virtually knot free. Internal walls are substantial compared with modern standards.

Tenants started to move in from 1904. As most of the occupiers in the goods yard area had already moved out by 1903, there must be a suspicion that the LBSCR were in breach of one of the main provisions of the 1898 Act, namely that all the new dwellings were to be completed before demolition.

The take-up rate was very slow apart from the small Inwood Crescent flats which were the nearest in accommodation standard to the dwellings replaced.³⁰ The Compton Road houses were larger, but were still classified as artisans' dwellings and lacked modern features. The General Manager

of the LBSCR reported in 1903 that the estate agent was having difficulty in letting the houses because they were not fitted with baths or running hot water and approval was given for some houses to be so fitted provided the cost was recovered by increased rent.³¹ In the event, only 20 houses on the east side of Compton Road were fitted with baths and hot water, at a cost of £650.³²

The Stanford Estate covenants required each house (or building containing two flats) to cost at least £350 and this was easily achieved, the average cost being £711. The builders were Rowland Brothers, a Horsham based firm, who also built for Brighton Corporation Waterworks. The Compton Road and Inwood Crescent houses do not resemble the style of LBSCR houses at stations and level crossings. Their design seems to be unique in Brighton. In Compton Road, alternate pairs of the three-bedroom houses on the eastern side had crenellations on the top of the first-floor bay windows, a variation over the front door porches and all windows had small panes in the upper casements. The other pairs did not have crenellations and the upper window casements were fitted with full panes. There are four blocks, eight in the first block, but attached to the earlier houses, then two blocks of sixteen with the last block having seven houses ending at number 125. All these houses had front garden brick walls with ornate railings which have since been removed. The photograph (Fig. 4), shows the northern end of the eastern side of Compton Road in 1911.³³

The five-bedroom houses on the western side also had alternate pairs with crenellations, the porch decorations and possibly small window panes in the upper casements. Ornate railings were supplied on the pavement above the basement. There was a block of seven houses attached to the existing houses plus another block of nineteen ending at number 78.

The Inwood Crescent flats comprised three terraces with five units at one end, a block of thirteen in the middle and seven at the other



Fig. 4. Compton Road — northern end of the eastern side in 1911.

end. The two end blocks have two floors, a flat on each floor, whilst the middle block is taller with accommodation built into the roof, thus the upstairs flats have two storeys. Only the middle block has crenellations over the ground-floor front bay windows and decorative features over the front door porches, but all windows originally had small panes in the upper casements. All the flats had front garden brick walls with ornate railings. The two photographs (Figs 5 & 6) of Inwood Crescent show the southern end and middle blocks at about 1912 and 1920 respectively.³⁴

THE FAILURE OF THE REHOUSING SCHEME

Of the 225 households displaced, only three took up a tenancy in the new dwellings, two moved to Inwood Crescent, George Walden to number 29 from 8 Fleet Street, Thomas Green to 43a from 9 Peel Street and William Bates moved into 47 Compton Road from 24 Ann Street.³⁵

There was almost certainly a gap between demolition and the availability of the new houses and this, together with the higher rents for the new houses — the rents had to provide a return of 3.5% of the capital sum³⁶ — resulted in the people involved being accommodated elsewhere, including the three tenants who only took up residence in the new dwellings after a gap. George Walden first moved into 20 Boston Street for a time — this house had been acquired by the LBSCR under the scheme but was amongst the nine not demolished. There is some evidence of Railway



Fig. 5. Inwood Crescent about 1912 — southern end block.



Fig. 6. Inwood Crescent about 1920 — middle block.

tenants moving up into the new development from lower-quality housing outside the demolition scheme: for example, George Mockett moved into 41 Compton Road in 1914 from 22 Boston Street — another of the houses acquired by the LBSCR but not demolished.

The existing residents of Compton Road in the Victorian houses were of a higher social status. The 1901 Census records occupations amongst 26 households as chemist, schoolmaster, restaurant proprietor, milk dealer, retired retailers, clerks and foremen. There were six people living on their own means, seven households had live-in servants and seven were owner/occupiers, some of whom owned other properties.³⁷ Houses dating from 1896 had

modern facilities compared with the railway houses and typically had running hot water, a bathroom, w.c., and a kitchen as well as a scullery, two parlours and three bedrooms.³⁸

In the demolished area there were often more than one household in a house, but for the railway development in Compton Road and Inwood Crescent, each house or flat was being let to one household and this applied even to the five-bedroom houses. In July 1903, the Railway was still referring to the development as 'houses being erected at Brighton for the accommodation of persons displaced by demolition of the houses required for the goods yard enlargement', even though by this time most of the people involved had moved out of the houses due for demolition.³⁹ Nearly 30 have been traced living in nearby roads in 1905, including the ubiquitous Henry Ottaway who turned up in Francis Street, to the east of the London Road.⁴⁰

By 1901 Daniel Mephram had already moved to 17 York Road, which was just outside the demolition area.⁴¹

The failure of the LBSCR scheme to provide accommodation for the individuals displaced whilst still claiming that the Compton Road and Inwood Crescent dwellings were for people displaced, is reminiscent of the Old Nichol demolition and redevelopment. The Old Nichol was a notorious slum and criminal area in London just east of Shoreditch High Street. It was the first major slum clearance scheme by London County Council (having succeeded the Metropolitan Board of Works) in which a vast area was demolished just before the end of the nineteenth century. The new

Boundary Street Estate was built in 1897 on the site of the Old Nichol at a cost of over £200,000. Of the 5719 people displaced by the Old Nichol demolition, only 11 took out tenancies in the Boundary Street Estate.⁴²

This figure of 11 emerged in evidence given by LCC officials before the Royal Commission on Alien Immigration during 1902 and at a time of significant Jewish immigration from Russia and Poland. Mr A. T. Williams readily admitted that the area was being assimilated by a population of Jews. The medical officer, Dr (later Sir) Shirley Foster Murphy stated that a better class of accommodation had been provided in the neighbourhood, attracting respectable tenants, with their accommodation in turn being occupied by a population of a lower grade. Edgar Harper, chief statistical officer, confirmed that only 11 of the former residents took out a tenancy in the new buildings. He said the LCC charged the rents ruling in the neighbourhood, it can therefore be inferred that the level of rents reflected the quality of housing and thus rents at the new buildings were higher than for the poor-quality housing that had been replaced.⁴³ Nonetheless, on 3 March 1900, at the opening ceremony of the new estate, the Prince of Wales in his speech welcomed the fact that people living in the old slum area had been provided with new homes.

FINANCIAL CONSIDERATIONS

Expansion of the Goods Yard by demolishing and building new houses when traffic receipts were barely increasing seemed a very expensive exercise.⁴⁴ Although the rents from the new houses were supposed to support the capital, because of the slow take-up rate, this was not achieved in the first ten years.

The sum of £5600 paid to Mr Inwood for land was the total land cost. The Rowland Brothers' contract to build the houses was confirmed on 28 August 1901 at a tender price of £69,749. In the event, the total Rowland Brothers' account was only £67,160 including the baths in some houses. An estimate for the total of all costs of the scheme is recorded as £78,000.⁴⁵

As to the demolition scheme, the total cost of houses to the LBSCR was £75,000 and the cost of realigning Fleet Street was £10,000.⁴⁶ In addition, the railway company had to purchase the roads

from the local council, and bear the cost of new drainage, compensate the gas company and pay all its own and other bodies' expenses. The total figure must have been well over £100,000. This is a considerable sum, being a significant element of the total capital expenditure of only £1m annually as at 1901, to cover engines, rolling stock, permanent way, tunnels, bridges etc. and stations over the whole LBSCR system as well as the Brighton Goods Yard extension.

The bond paid to the Local Government Board was £25,000 and it seemed that it was satisfied with the LBSCR performance and thus this sum was repaid.

LATER HISTORY OF COMPTON ROAD AND INWOOD CRESCENT

One of the Railway houses, no 28, was destroyed by a bomb, along with two of the earlier houses, nos 24 and 26, on 25 May 1943. There was only one fatal casualty, Mary Lloyd of number 24.⁴⁷ This is now the site of a modern block of flats.

The Compton Road houses and Inwood Crescent flats remained within the ownership of the Railway until 1965. After nationalisation in 1947, British Railways made greater use than had its LBSCR predecessors, as it housed there railway workers transferred from other regions, notably from the West Country.

In November 1965, the whole Compton Road and Inwood Crescent Railway estate was acquired by a property company at the remarkably low price of £81,000 and by July 1966 the proprietorship register confirmed the Freshwater Group as the owner.⁴⁸ The property company started to sell the properties as leasehold and retains today the freehold of most of the Inwood Crescent flats and of 31 houses in Compton Road.

Many houses on the western side of Compton Road had to sacrifice bedroom space for a bathroom. Where the three bedrooms have been retained with the original dimensions, the bathroom is on the ground floor. Many flats in Inwood Crescent had very long tenancies and when they came up for sale as leasehold property in the 1990s, still had no baths. Unlike the original concept, over 50% of the five-bedroom houses now accommodate more than one household: either the basement (but this is above ground level at the back) is a separate flat or the houses have been converted into three flats.

In some houses, the roof space has been converted into rooms. Compton Road is now described by estate agents as being part of an extremely popular and 'highly sought after' residential area.

Acknowledgements

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The photographs in the author's possession are by 'Step Back in Time' Queen's Road, Brighton.

Census enumerators' schedules are cited by their references in The National Archives but have been studied on microfiche at the Brighton History Centre except for that of 1881 which was studied from a disk of the *1881 British Census*, Family History Resource (LDS Church).

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NOTES

¹ The National Archives, Kew (hereafter TNA), RAIL 414/157, LBSCR Engineering Committee minutes 13 Oct. 1897.

² TNA, HO 107/1645, 1851 Census.

³ House of Lords Record Office (hereafter HLRO), HL/PO/PU/1/1890/53 and 54VIN294.

⁴ Sources for Table 1: TNA, RG13/931, 1901 Census, OS map 1898 and TNA, HLG 24/106 (223045), schedule to section 48 of the LBSCR Act 1898. House of Lords Record Office (hereafter HLRO), HL/PO/PB/31, LBSCR Bill 1898, Parliamentary papers. Brighton History Centre (hereafter BHC), local street directories were used to verify existence of houses and occupation for the years following 1901. See endnote 19 for details of directories used.

⁵ The number of railway employees were taken directly from TNA, RG 13/931, plus derived figures using the methods described in J. A. Sheppard, 'The provenance of Brighton Railway Workers 1841/61', *Local Population Studies* 72 (2004).

⁶ HLRO, HL/PO/PB/31, plan 1898/L16; and TNA, RG 13/931.

⁷ For schemes built under the auspices of the Housing of Working Classes Act 1890, land compulsorily acquired for efficiency of a rehousing scheme as opposed to land accommodating poor quality housing, the price paid was generally 10% above market value, C. J. Stewart, *The Housing Question in London 1855–1900* (London: London County Council, 1900), 22, and this was possibly the guide for the LBSCR scheme.

⁸ TNA, RAIL 414/158, LBSCR Board and Engineering Committee minutes during 1902.

⁹ HLRO, HL/PO/PB/31, plan 1898/L16.

¹⁰ TNA, RAIL 414/105, LBSCR Board minute 12 Feb. 1902; TNA, RG 11/1087, 1881 Census; and TNA, RG 13/931.

¹¹ TNA, RAIL 414/105, minutes 7 and 14 May 1902; TNA, RG 11/1087, 1881 Census; and TNA, RG 13/931.

¹² Weekly tenants who had to move due to demolition for rehousing schemes had virtually no rights for compensation.

¹³ TNA, RAIL 414/106, LBSCR Board minute 11 Feb. 1903.

¹⁴ TNA, RAIL 414/158, minutes during 1902.

¹⁵ TNA, RAIL 414/102, LBSCR Board minute 31 Oct. 1900.

¹⁶ HLRO, HL/PO/PB/31, plan 1898/L16.

¹⁷ Terms of compensation were provided for in the Land Clauses Consolidation Acts 1845, 1860 and 1869.

¹⁸ Christopher Tullett, *St Bartholomews Parish* (Brighton: St Bartholomews Church, 1999), 6, 7.

¹⁹ TNA, RG85/226 to 228, 1861 Census, and local street

directories. Brighton street directories consulted at BHC to track residents and the establishment of residential areas were Kelly's 1897/9, 1911, Towner's 1896, 1900, 1902/3, 1906/9, Pike's 1901, 1904/5 and 1914, Folthorpe's 1856, 1862 — hereafter referred to as BHC local directories.

²⁰ Copy photograph, c. early 1900s in author's possession.

²¹ East Sussex Record Office (hereafter ESRO), DB/D 6/8, Brighton County Borough, index to plans of artisans' dwellings, 1878–1939.

²² 54 & 55 Vict, 100, 213; 62 & 63 Vict, 100, 115.

²³ TNA, RAIL 414/52, LBSCR minutes of proceedings general meeting 31 Jan. 1901.

²⁴ S. Farrant (ed.), 'The growth of Brighton and Hove 1840-1939', Occasional Paper 14 (Brighton: University of Sussex Centre for Continuing Education, 1981).

²⁵ Farrant (1981).

²⁶ HM Land Registry Portsmouth, Proprietorship Register for SX 117350.

²⁷ HM Land Registry Portsmouth, Proprietorship Register for SX 8708.

²⁸ TNA, RAIL 414/102, minute 1 Aug. 1900.

²⁹ Sources for Table 2: for number and type built, TNA, HLG 24/106 (223045), section 48 of the LBSCR Act 1898, and visual inspection of the houses by the author, for rate of occupation, BHC local directories for each of the years shown which record the name of the head of household in residence.

³⁰ BHC local directories.

³¹ TNA, RAIL 414/106, LBSCR Board minute B7, 26 May 1903.

³² TNA, RAIL 414/106, minute B9, 22 Jul. 1903.

³³ Copy photograph from a postcard postmarked 1911 in the author's possession.

³⁴ Copy photographs c. 1912 (southern block) and c. 1920s (middle block) in the author's possession.

³⁵ BHC local directories.

³⁶ TNA, RAIL 414/106, minute B9, 22 Jul. 1903.

³⁷ TNA, RG 13/940, 1901 Census, and ESRO, IRV 1/110, Duties on land values, Finance Act 1910.

³⁸ ESRO, DB/D/7/4590.

³⁹ TNA, RAIL 414/106, minute B9, 22 Jul. 1903.

⁴⁰ BHC local directories.

⁴¹ TNA, RG 13/931.

⁴² Stewart (1900).

⁴³ The author is greatly indebted to Sarah Wise who wrote an article on the Boundary Road Estate for *The Independent on Sunday*, 16 November 1997, and who, more recently, provided me with some of her notes on her very extensive research on the history of this part of London.

⁴⁴ TNA, RAIL 414/4, LBSCR accounts presented at AGM 30

Jan. 1901.

- ⁴⁵ TNA, RAIL 414/143, LBSCR Traffic Committee minutes 8 Nov. 1899; RAIL 414/157 Engineering Committee minutes 15 Aug. 1900; RAIL 414/102, Board minutes 23 Oct. 1901; RAIL 414/107, 22 Jul. 1903; and RAIL

414/108, 5 Oct. 1904.

- ⁴⁶ HLRO, HL/PO/PB/31, plan 1898/L16.
⁴⁷ David Rowland, *The Brighton Blitz* (Seaford: S.B., 1997).
⁴⁸ HM Land Registry Portsmouth, Proprietorship Register for SX109876.
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