

NOTES ON THE GLOUCESTER & HEREFORD

TURNPIKE TRUST

The first act for repairing and widening the roads from the City of Gloucester to the City of Hereford was passed in 1726. It was renewed in 1747, 1760, 1769 and 1812.

The extent of the trust in Gloucestershire covered by the 1726 act was as follows:

Gloucester - Huntley - Longhope - The Lea

Highnam Pool - Newent

Highnam Pool - Hawkins Pill (Grid.Ref. S0697127)

Maisemore Bridge - Kingstanding (Grid Ref. S0799261)

Hawkins Pill is about half a mile the Gloucester side from Newnham. Kingstanding was about $\frac{3}{4}$ mile north of Hartpury.

In 1769 the following were added to the trust:

Mitcheldean - Guns Mills (Abenhall) - Flaxley - Hawkins Pill

Mitcheldean - Stenders Hill (Puddlebrook)

Mitcheldean - The Lea

Mitcheldean - The Lea Line

Elton - Littledean

"The parishes of Pauntley, Oxenhall, Dymock and Donnington by Dinichill to the turnpike road leading to the town of Ledbury."

From the minutes of the Commissioners of the trust it can be seen that the meetings were usually held at licensed premises. These included the Bell Inn and Kings Head in Gloucester, the Dog (sometimes known as the Talbott) at Over, the Crown Inn at Lea, the Upper Horseshoe at Newent, the White Horse Inn at Mitcheldean, the White Hart Inn at Huntley, and the Starr at Maisemore.

Also in the minutes is a reference to the Over turnpike being cut down. The turnpike at Lea was also attacked as can be read in minutes from the Quarter Sessions in 1731. "Wednesday July the 28th. 1731 between 11 and 12 at night, came to the Lea turnpike in the County of Gloucester to the number of 20 persons or more, with horses and arms, which they fired off several times. Charging all that were in bed to keep there and forbid any of them to look out of their windows upon pain of death and there cut down and destroy'd the gate erected upon the road And swore if any more was erected they would then come again

and cut that down also, and out down burn or destroy the house or houses thereto adjoining, by which means the keepers are so terrified, that they will not ask, nor demand any toll, but the travellers pass free."

These attackers are thought to have been free miners of the Forest of Dean who objected to paying tolls when bringing their coal to Gloucester from the Forest. The Gloucester Journal although not mentioning these particular incidents, does report unrest around that time in the Forest, one of the leaders of such unrest being arrested and tried from the result of these disturbances.

From maps of either Gloucestershire or the Forest of Dean and early Ordnance Survey maps the following Turnpike sites have been noted:

Lea Line (S0669211); 1878/9 Over (S0817196); 1824	Elton Turn (S0703139); 1830 Flaxley (S0691151); 1830
Huntley (S0714193); 1824 (S0718194); 1830	Mitcheldean Lower 'Pike (S0665183); 1878/9
Highleadon (S0764237); 1830	Mitcheldean Upper 'Pike (S0663189); 1878/9
Newent (S0727259); 1830	Stenders (S0658183); 1830, 1845, 1878/9
Maisemore (S0818211); 1830	Littledean (S0674139); 1830

In the first book of minutes of the commissioners, there is enclosed a letter which reads:

"Persuant to your advertisement I take the liberty to propose to make you an instrument for 80 guineas capable of weighing any loaded carriage from 3 - 4 tons with a building to cover the whole machinery and a scale capable of enduring the office of the whole road (though a carriage of 5 or 6 tons should go over it) to be performed in a substantial and workmanlike manner and kept in repair for two guineas a year for ten years, or not, at your pleasure when the work is completed, am gentlemen

Your most obedient
humble servant
J^o Wyatt

Over August 16
1755

The commissioners agreed to let Wyatt put up the engine by October the 30th, and to keep it in repair for 4 years at only one guinea a year.

Stone used for the road, in the first twenty years or so of the trusts existence anyway, came from Corse Hill, Rudford, Highnam, Minsterworth and Woolridge Common.

Before the 1820's the route from Huntley to the Lea via Dursley was more southerly than it is today past Huntley Church (SO718194 via SO714192 to SO709195), hence the change in Huntley turnpike's position noted earlier. Another change of route is that around the 1820's the present route from Maisemore to Hartpury came into use to avoid the Woolridge Hill route, marked on the modern Ordnance Survey as between 1 in 7 and 1 in 5. In Hartpury a signpost still calls this route the Over old road.

Main References

Gloucester & Hereford Turnpike Trust Acts	D204/4 & D23/X9
First Book of G & H Minutes	D204/2/2
Quarter Sessions Minutes	QS/D1731, ff13,14
Gloucester Journals of 1731	Gloucester Library
Isaac Taylor's Map of Gloucestershire, 1777	
Bryant's Map of Gloucestershire, 1824	
Greenwood's Map of Gloucestershire, 1826	
First Edition 1" Ordnance Survey Map, 1830	
Atkinson's Map of the Forest of Dean, 1845	
6" Ordnance Survey Maps approx. 1880's	

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