

THE WESTON ON THE GREEN TURNPIKE ROAD

(Draft by Brian Wilson - July 2014)

INTRODUCTION

Definition of “Turnpike” Originally, it meant a spiked barrier fixed in or across a road or passage as a defence against sudden attack; later, it refers to a gated road maintained and repaired by Trustees under an Act of Parliament..

The Victoria County History makes only an indirect, oblique reference to a turnpike road in Weston on the Green when it mentions one toll-collector among the list of villagers’ occupations:-

“... in 1851. At that date there were also 4 railway navvies, probably employed on the construction of the Bletchley-Oxford line, 3 bricklayers, a 'stoneman', 2 tailors, a shoemaker and a cordwainer, a carpenter, a wagoner, a toll-collector, and the miller, who was also the baker”.

Statutory highway maintenance

1. The Statute of Westminster of 1285 set the obligation to maintain the highway upon each manor, and hence upon each constable as a manorial officer. But the condition of English roads deteriorated with the decline of travelling in the 14th, 15th. and 16th centuries¹ The Highways Act, 1555 transferred highway duties from the manor to the parish. It required each parish to meet annually and elect, at a Vestry meeting organised by the constable and churchwardens, two unpaid Surveyors of Highways with the duty of inspecting highways & bridges and supervising the “statute” labour. Under this statute for four consecutive days every year², every parishioner occupying tilled or pasture land worth £50 or more p.a. and owning a plough or keeping horses had to provide "*one wain or cart furnished after the custom of the country... and also two able men with the same*" for the cartage of road materials. Other parishioners able to work (excluding servants hired by the year) had to give their labour or to send "*one sufficient labourer in his stead*". This remained the highway law for almost three centuries until 1835.

2. The 18th. century background (early English industrial revolution).

Pig iron production : 17,500 (1720); 30,000 (1760); 250,000 (1800)

Import of raw cotton: x (1750); 2x (1775); 8x (1800).

Economic development led to urban growth,:-

London population grew from 575,000 (1700) to 900,000 (1801)

Eng. & Wales, percent of population in towns of 5,000: 13% (1700); 25% (1801).

Markets traded in coal, foodstuffs, cloth & other manufactured goods

Livestock drovers in 1700 sent 75,000 cattle and 500,000 sheep to Smithfield Market.

Oxford University issued carrier’s licences (giving “privilege” status) to:-

	Carriers of passengers	Carriers of goods	Carriers of both
1670-1720	10	66	0
1721-1770	10	25	12
1771-1825	45	2	24

¹ Pilgrimages came to an end with the Reformation as did the perpetual journeys to and from Rome.

² The 4 days of “Statute” labour were extended to 6 days under Elizabeth I, 1562-3.

Chapter I : MINOR ROADS IN WESTON ON THE GREEN.

3. The statutory system worked satisfactorily for minor roads, such as those between Weston and the adjoining parishes of Bletchington and Wendlebury. Parishioners were willing to maintain highways that carried only light local traffic and the transport of agricultural goods to, from and between farms. There was overall supervision by the Magistrates: on 22 September “*Constables, churchwardens, surveyors and rated householders, to meet and prepare lists for selection by the justices, of waywardens or surveyors of highways*”³ and their accounts had to be produced at a parish meeting to be held within 15 days before the special sessions in the week following the Michaelmas Quarter Sessions).

The series of Weston on the Green Village Constables recorded in their book of expenses⁴ the following payments:-

1819	April	17	H	Load of Gravel	1	14	0
1821	Mar.	27	H	Mr Howse Bill for A Bridge to the Bicester road		2	0
				Mr Howse Bill for Bridges on the Bicester and Wendlebury Roads		13	5
1825	Mar.	28	H				
1826	April	1	H	Mr Howse Bill for Bridges on the footroad		6	0
1826	Oct	2	H	Mr Howse Bill for Bridge on the Bletchington Road		14	3
1828	Sept	30	H	Mr Howse Bill for three Bridges on the Bicester Road		16	3
1829	Mar.	31	H	Mr Howse Bill For A Bridge on the Bicester Road		6	0
1830	Mar.	29	H	Mr Howse Bill for Two Bridges on the Wendlebury Road		7	9
1830	Dec	22	H	paid Chas. Pouter for A Bridge on the Bicester Road		5	
1832	Mar.	28	H	Mr Howse Bill for Bridges on the foot pathes		17	6
1833	February	18	H	Chls. Butler one day on Church Road		1	6
1833	Sept	27	H	Stones for bridge on Bicester Road		1	6
1833	Sept	27	H	pd Chs pouter for making Do.		4	6
1834	Mar.	31	H	Mr howse Bill for Bridge on fotpath		15	6
1834	Mar.	31	H	paid Josh. hincks to put down Bridge on the Church Road		2	6
1836	June	4	H	putting down Brige on Bicester Road			6
1839	Nov	12	H	paid Chs pouter for 7 Days work on the Bicester foot path		17	6
1840	April	27	H	putting oak Bridge on the Bicester foot path		7	6
1840	May	11	H	putting Bridge on Islip path		3	6
1840	Nov	20	H	putting oak Bridge on the Bicester foot path		7	6
1840	Nov	20	H	putting step on stile on the Church footpath		1	6
1842	Dec.	16	H	putting Two Bridges on the Kirtlington foot path		7	
1842	Dec.	26	H	putting Bridge on the Bicester path		5	6

4. The work of carting the gravel and the stones would have been the responsibility of farmers in the parish; the work of spreading the gravel would have been done by the “Statute” labourers. Charles Porter later in 1839 was employed for seven days being paid 17s.6d. i.e. a daily wage of 2s.6d. Charles Butler, aged 21 had been paid only 1s.6d for one day’s work in 1833 and left the village before the 1841 census, possibly to get better paid employment elsewhere. Carpenters with one or two journeymen were important skilled village employers in a trade that required numeracy and literacy more than enough for making out a Bill. The construction of the village stocks indicates work by Richard House (1740-1831), who was a carpenter at the baptism of his son Charles House (1777-1848) who followed him in the trade. He occupied an acre of land belonging to the Vicar and “*lying by the side of the*

³ Official notice in the *Almanack with Bicester Directory, 1848*

⁴ “*Constables Book for the Parish of Weston 1796*” containing details of expenditure 1797- 1842, currently held by Ruth Pangu whose grandfather had found this official document when he renovated a former village shop kept in 1870 by James Boddington., a grocer.

Chesterton drove-way"⁵, served as a Juror (1792-1807) and was appointed Overseer of the Poor (1809) at the Oxford Quarter Sessions⁶.

5. When the Constable was recording payments for bridges between 1821 and 1824 he referred to the payee as "Mr" House using a respectful form of address for a skilled tradesman of importance, who in April 1831 was paid £1: 14s.3d. for "*constables staves and A Bridge on the Kirtlington Road*"; a wooden stave was the essential badge of office and weapon of choice for the constables. Another carpenter Joseph Hinks/Hincks (1770-1852) was paid 2s.6d. for one bridge on the Church Road in 1834. The Constable paid only 6d. for "*putting down*" another on the Bicester road in 1836 whereas "Mr" House was paid, in the same years, 14s 3d and 16s.3d, for two bridges on the Bletchington and Bicester roads and 17s. 6d. and 15s.6d. for his bridges on village footpaths.

6. There are two entries in 1840 of payments to un-named carpenters for "*putting oak Bridge on the Bicester foot path*", each bridge costing 7s.6d. Elsewhere the type of bridge is not specified although a bridge on the footpath to Islip cost 3s.6d. and "*two bridges on the Kirtlington footpath*" cost 7s. On these local roads, foot bridges would have met the need of the mainly pedestrian traffic between Weston and the adjoining farms and villages, since horse-drawn carts and carriages would have easily forded the intervening, shallow and gravel-bottomed streams. One has to ask why there is such a large discrepancy in the cost of bridges: from as low as 3s.6d, 2s.6d. or even 6d. up to as much as 17s 6d. The late Jeremy Pullen, another villager who had sight of the Constable's book, believed that not all the constables were honest bookkeepers.

Chapter II: TURNPIKE TRUST ROADS

7. Travellers throughout England complained to Parliament about roads too narrow for vehicles to pass and full of deep, muddy pot-holes because of inadequate maintenance by the adjoining parishes. The explanation, well-known at the time, was that "*When roads are worn by the public at large tenfold, or more in some instances, than by the inhabitants of the parishes they happen to pass through, it becomes unreasonable, if not unjust, to impose the task of repairing them on the individuals who happen to be possessed of a plough team, a cart, a wheelbarrow, a shovel, or a basket (what a principle of taxation these days!) , though they may never use the road they are doomed to repair*".⁷

8. "*February 20, 1725. A Petition was presented to the House... that .. the ancient Road between Birmingham and Warwick and from thence to Banbury, in the great Road towards London, being at least 28 miles, is become very ruinous, and almost impassable, not only by the great Number of Carriages, of late years, employed in the Malt and Barley trade, from the County of Oxon and Parts adjacent, but also by the return of Coals and Iron from Birmingham to London, Oxon, Berks and other Counties ..*" This Petition was referred to a Committee of MPs for the counties affected (including Sir John Norris and Mr Bertie from Oxfordshire), which met at 5 p.m. in the Speaker's Chamber⁸.

9. Many such petitions led to applications to create Turnpike Trusts which transferred most, but not all, of the costs of road maintenance from the inhabitants of the parish onto the

⁵ Terrier of the Weston on the Green Vicarage sent to the Bishop of Oxford, 9th. May 1814.

⁶ Oxford Quarter Sessions records, Vol X, p.175 (1792) and Vol X, p.493 (1809).

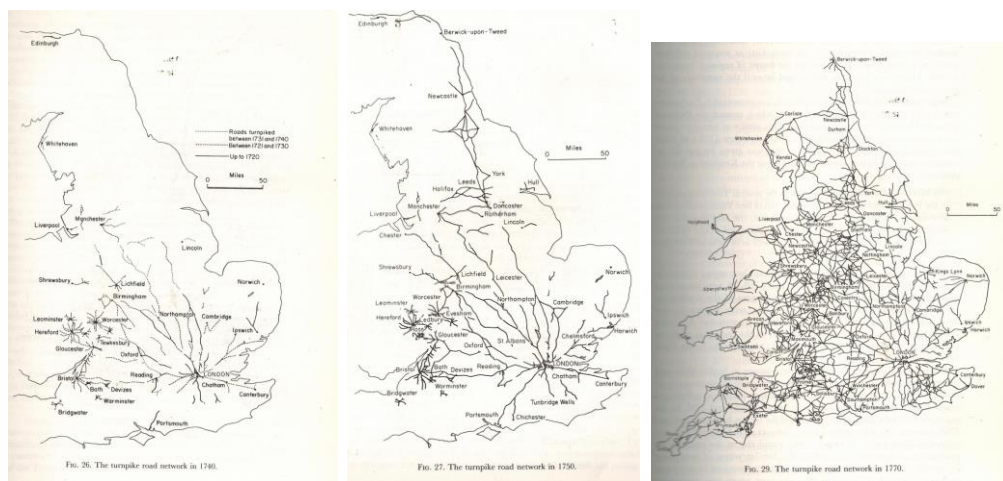
⁷ Marshall, W. "*On the Landed Properties in England*", London , 1804

⁸ Journal of the House of Commons, Vol. 20 : 584.

non-resident users of the road who were required to pay tolls to provide funds to spend on road widening, construction and maintenance. Macadam's system, less expensive than Telford's was generally followed. The users were charged very roughly according to the wear they caused: (a) persons on horseback, in carriages and stage-coaches, (b) goods in stage-wagons, carts and vans and (c) droves of animals. The first turnpike act had been initiated by local justices as early as 1663 for a section of the New Great North Road between Wadesmill and Buntingford in Hertfordshire. However the basic parish obligation for road repair continued and was set out in a legal case that *"It is a mistake to suppose that the object of turnpike Acts is to relieve parishes and townships from the burden of repairing the highways. Their object is to improve the road for the general benefit of the public by imposing a pecuniary tax in addition to the means already provided by law for that purpose"*⁹.

10. Local opposition was often considerable and several early Bills petitioning Parliament to establish turnpikes were unsuccessful. The development of turnpikes was initially slow and depended upon local initiative for often quite small sections of highway. The growing industrial revolution brought change and the ensuing urban expansion necessitated the construction of canals and railways as well as the improvement of the road system for the transport of increasing quantities of coal from mines to factories, of wool to mills, of grain from farms to towns with cloth and other high value goods. However, the Turnpike Trusts, non-profit-making bodies, were different from the canal and railway pioneers which were companies and could issue shares. By the mid-18th. century there was a network of major turnpike roads stretching north from London to the Midlands, Yorkshire and the North East, almost to the Scottish border, as well as to Hereford, Worcester and the important port of Bristol that had a dense local network¹⁰. The next twenty years introduced a veritable turnpike boom, resulting from the passage of 687 turnpike Acts, representing some 18 percent of all Parliamentary legislation and covering 9,947 additional miles of road; by 1770, the total 13,345 miles of turnpike roads extended right across England¹¹.

11. The expansion of the turnpike network 1740, 1750 and 1770¹²



⁹ Busey v. Storey (1832)

¹⁰ Pawson, Eric, fig 27, The turnpike road network in 1750

¹¹ Pawson, Eric, fig 29, The turnpike road network in 1770

¹² Pawson, Eric, "Transport and Economy", Academic Press, London (1977.)

Chapter III: THE WESTON ON THE GREEN TURNPIKE TRUSTS

Two main roads cross the parish: the main road from Oxford to Brackley, a busy highway from medieval times, and the road from Oxford to Bicester. [Victoria Country History.]

11.. The repair of the main road through the village from Oxford to Northampton was a different matter from the local roads, since almost all the traffic causing damage to the road would have been by non-residents. It was turnpiked in the second half of the 18th.C. with, first, the Towcester to Weston on the Green Turnpike Trust (1757, 30 Geo.III c.48), followed by the Weston on the Green to Kidlington Trust (1781, 21 Geo. III c. 87) and the Bicester /Brackley and Ayhnoe Turnpike Trust, (1791, 31 Geo III c.103.)¹³.

TOWCESTER TO WESTON TURNPIKE ACT 1757

12. Preamble: *Whereas the High Roads turning out of the West Chester Road, at the Sign of the Saracen's Head in the town of **Towcester** and leading through **Silverston** and the Town and Borough of **Brackley**, in the County of Northampton, and from thence through **Ardley** and **Middleton Stoney** in the County of Oxon., to a Gate called Weston Gate, at the further end of the town of **Weston on the Green**, in the said county of Oxford are in a ruinous Condition and in several Places narrow and incommodious and cannot be effectually and widened by the ordinary Methods appointed by the Laws in being.....” (that law being the 1555 Highways Act).*

13. Trustees. The Act nominated a long list of 127 Trustees naming all the local and the not so local, “Great and the Good”, to indicate widespread and powerful support for the proposed turnpike. The names included Lord Charles Spencer, Lord Robert Spencer and George Spencer of Althorp House , Northamptonshire, the Hon. Peregrine Bertie¹⁴ of Weston on the Green, Arthur Annesley¹⁵ of Bletchington, Sir Clement Cottrell Dormer of Rousham Hall, Sir H.W Dashwood of Kirlington, and the Mayor and Aldermen of the Town of Brackley whilst more distant Trustees included the Earl of Euston MP., Lord North MP (later Prime Minister) , Lord Parker and the Recorder of the City of London. The 22 Reverends and Clerks in Holy Orders naturally included Revd James Hackwell, the Vicar of Weston on the Green (1746-98). However only five Trustees were required as the Quorum for the actual management of the turnpike operations..

All Trustees were required to possess of £50 p.a., or be the heir to an estate of £200 p.a., or have personal estate of £1,500; they were required to swear on oath their eligibility (or if a Quaker, were required to affirm it).

¹³ The Bicester /Brackley and Ayhnoe Turnpike Trust, appears to have taken over the other two Trusts since it arranged in 1873 the sale by auction at Middleton Stoney of the Weston gates and tollhouse.

¹⁴ Captain Peregrine Bertie, RN. (13 March 1741 – 20 August 1790), third son of Willoughby Bertie, 3rd Earl of Abingdon, inherited the estate of Weston-on-the-Green, Oxfordshire in 1765 from his great-uncle, Norreys Bertie who had died in Ghent in 1760. He died childless in June 1790 a month after marrying and left his estates to his brother, Lord Abingdon, having made provision for one illegitimate daughter by his housekeeper.

¹⁵ Arthur Annesley (1744–1816), was the son, whose legitimacy was doubted, of Richard Annesley, the 6th Earl of Anglesey, whose English titles were accordingly declared extinct. He was summoned to the Irish House of Peers as Viscount Valentia, but was denied his writ to the British Parliament by a majority of one vote.

14. Initial turnpike work. The road was to be measured and “*Stones or Posts to be fixed or set up in or near the sides thereof denoting the number of Miles and Distances of Places..*” (persons damaging them were to be fined 40 Shillings). The Trustees were empowered to erect bars, gates, fences, turnpikes and toll houses and to set tolls. Toll gates were erected at Weston on the Green, Middleton Stoney, Brackley Bridge, Evenly, Brackley Town, Brackley North End, Hoppesford, Biddleden Lane, Silverstone, Burcott Wood and Towcester. Milestones and signposts had to be erected; one of the milestones was placed at the north end of the village indicating 9 miles distance from Oxford¹⁶

15. Toll rates:-

- For every Horse, Mare, Gelding, Mule, Ass, Ox, Bullock or other Cattle drawing any Coach, Berlin,, Landau, Chariot, Galath, Chaise, Hearse, Waggon, Cart, Wain, or other Carriage..... 3 pence:
- For every Horse, Mare, Gelding, Mule, Ass, not drawing,.....1 penny.
- For every Drove of Oxen or neat Cattle the sum of.....10 pence per score: (and so in proportion for any less number):
- For every Drove of Calves, Swine, Sheep, or Lambs the sum of .. 5 pence per score: (and so in proportion for any less number)

16. Exemption from tolls:-

- a) passing more than once any one gate within 24 hours
- b) cart or carriage, unladen or empty, or used for materials for road repairs or for dung, mould, manure or compost; hay, corn in the straw or straw.... being the growth of the inhabitants or occupiers of land within the parishes and for own consumption and not for sale;
- c) horse or cattle drawing or conveying ploughs, harrows and other implements of husbandry,
- d) horses, sheep or cattle going to, or from pasture, for watering, to be shod, farried or sheered:
- e) post Horses, or Vehicle carrying or drawing the Mail or publick Packet
- f) horses, cattle or the baggage carriages of soldiers;
- g) carriages conveying Vagrants sent by Passes;
- h) horses and carriages going to or from the Election of a Knight of the Shire to Parliament for Oxfordshire or Northampton shire
- i) persons passing or re-passing to or from Church or any other place of religious worship on Sundays
- j) persons conveying a corpse for burial, or attending a funeral, in the parishes

¹⁶ One of the milestones is still in place at the north end of Weston on the Green indicating 9 miles distance from Oxford and 12 miles from Brackley When the metal plate became detached from this milestone Mr William Tootell recovered it for safe keeping in his house "*Milestone Cottage*" in North Lane and later replaced it in situ.

17. Side gates

Various attempts were made to avoid payment of tolls by transferring tickets, removing parts of the load, or going through fields; locked field gates on side roads were an effective answer. The following public notice was published in 1770:-

“Whereas repeated Complaints have been made to the Trustees of the Kidlington Turnpike Road, That divers Persons, in order to evade the Payment of Tolls at the Kidlington gate, have made a custom of passing through the Grounds towards Gosford Bridge, and in consequence of such Complaints, the gates adjacent to the Turnpike Road as well as between the Cutslow and Water Eaton Estates have been locked up to Prevent future Abuses of like Nature.....”
(Jackson Oxfordshire Journal, 21 July, 1770).

Finance

18. The costs of creating the Turnpike Trusts by Act of Parliament, including preliminary meetings, travel, Parliamentary draughtsmen, Parliamentary fees etc. were from £150 to £290. The initial remit was for 21 years but renewal Acts for another 21 years were nearly always sought before expiry and, without exception, were granted; the average costs for the 128 renewal Acts in 1833 was £436:3s.¹⁷

19. The Trustees were not permitted to issue shares¹⁸ but were empowered to borrow money against the Toll income, using bonds, annuities or mortgages, with 5% being the normal rate of interest.

There were two bondholders: Lord Bridgewater (1736-1803), (who after commissioning the Bridgewater Canal was known as the “richest man in England”) and John Cust, 1st Earl Brownlow (1779-1853) MP. for Clitheroe..

20. The trust income is known for only 4 of the 11 of the tollgates:

	1779	1830	1865
Middleton Stoney	£44		
Weston and Middleton Stoney		£120	£80
Hoopesford	£89	£160	£650
Burcott Wood (Towcester)	£105	£300	£300

The Trust’s Debt was £2000 in 1835, so the interest at 5%, would have been easily covered.

21 Toll farming

The Tolls were often “farmed out” and in 1773¹⁹ a formal, legal procedure was set out, requiring an advertisement one month prior to an auction.

In 1787, Jackson’s Oxford Journal carried two advertisements:-

- a) Auction of Tolls in the Turnpike Road Towcester to Weston on the Green at the Crown Inn, Brackley.. Robert Weston, Clerk. (JOJ. Oct 1787) and

¹⁷ Albert, William “*The Turnpike Road System in England 1663-1840*”, Cambridge (1972).

¹⁸ Canal and railways trusts made major investments in their basic infrastructure and could issue shares against these assets, whilst turnpike trusts improved but did not own the “king’s highway”.

¹⁹ Act 13 Geo III, c.84, art.31

- b) The Turnpike tolls to let for the Burcutt Wood gate with Ched Gate near Soap Office and the Middleton Stoney Gate on the road from Towcester through Ardley and Middleton Stoney to Weston Gate in the parish of Weston on the Green.

(Rob Weston, Clerk JOJ. November 21 1787).

The tolls for these two Gates had presumably not been sold at the public auction the previous month.

22 Administration

Trustees were to appoint a Clerk, Treasurer and Surveyors (who were also empowered to remove annoyances, fell trees etc). Robert Weston of Brackley served as Clerk for 56 years until 1835. During this time there were only two Treasurers (Dr Causton until 1825 and Edward Bartlett of Buckingham until 1835) but as many as six Surveyors (a Cave was appointed until 1822 followed by Charles White, William Holland of Silverstone, John Weston of Hunton, then John Maynard until 1831 and finally George Cave of Bodicote).

Meetings were to be held at the sign of the *Queens Head*, Brackley, but later meetings were reported taking place at the *Crown*, Brackley (JoJ, 1779,1780,1784, 1792, and 1802).

23. There were two toll houses in Weston on the Green in 1851. We can know their approximate location from the 19th century Population Census enumerations in Weston on the Green that always started in North lane and worked their way southwards. The two toll collectors were - Elizabeth Brain, age 34 (and wife of Richard an agricultural labourer), who lived in house No. 41 in the middle of the village and Hannah Clarke, age 24, (wife of Edmund also an agricultural labourer, and mother of two sons, three and one year old), who lived in house numbered 103 at the south end of the village near *The Chequers*.

24. At the 1871 census Richard and Elizabeth Brain still lived in the middle of the village, immediately before the shop, the John Rowles Farmhouse and the Manor House, in what was named the "Turnpike House"; but Richard was then recorded as working as a "highway labourer". The volume of through traffic provided work for five other highway labourers from the village: John East (aged 33 and still living with his widowed mother in Church Lane) and two neighbours in North Lane -William Tuffrey (aged 49 and living with his wife and two daughters and two sons all "scholars") and Joseph Williams (52) whose wife Susan was a dressmaker and whose son was a mason's labourer. The other highway labourers were William Waite (56), whose wife Susan and daughter Emily were both lacemakers, and his son George (21).

25. The advent of the Oxford to Bicester and the Bicester to London railways in the middle of the 19th century seems to have given a boost to the local road traffic and Bicester carriers were able to offer a dense network of local carrier services and also "*onward carriage by rail to London*". But long distance traffic by road could not compete and when the turnpike was closed in 1873 the village suffered the loss of employment for several highway labourers. George Dew, the outdoor Relief Officer for the local area, wrote in his diary that "*The Age of Turnpike Gates seems to be passing away. On Nov 4th. 1873 the materials of the Turnpike Houses, Gates etc. of the Weston on the Green and Middleton Stoney, belonging to the Brackley and Aynhoe Trust were sold at auction at Middleton Stoney Turnpike House, with liberty to remove them on Monday next*"²⁰.

²⁰ *Oxfordshire Village Life, The Diaries of George James Dew, Relieving Officer*, Ed. Pamela Horn, p.44

Chapter IV: WESTON ON THE GREEN TO KIDLINGTON TURNPIKE

26. Trustees meeting 1763

“Meeting of Turnpike Trustees on 1 July at the *Fox and Crown*, North Aston to deal with persons proposing to do repairs and widening between the *Crown* (now the *Kings Arms*, Harvester Inns) near Gosford Bridge towards Weston on the Green as far as the Bletchington-Islip Turnpike. Walker, Clerk”.

(Notice in the J.O.J. 11 July 1763)

26. Proposed turnpike Bill 1780

Meetings were held at the Talbot, Middleton Stoney, on 20 Sept and again on 12 October 1780 to discuss making an Application for a Bill in the next Session to make a Turnpike Road from the South end of Weston on the Green via [the parishes of] Weston, Bletchington, Islip, Hampton Poyle, Gosford and Kidlington.

(Notice in the J.O.J. October 1780)

27. Turnpike Act 1781

Preamble *Whereas the Roads leading from a certain Gate upon the turnpike Road at or near the South End of the Town of **Weston on the Green** in the County of Oxford, through the parishes of Weston on the Green, Bletchington, Islip and Hampton Poyle to a certain Bridge called Gosford Bridge in the Liberty of Gosford in the Parish of Kidlington and from thence, through the Liberty of Gosford aforesaid and the parish of **Kidlington** aforesaid to the Turnpike Road through Kidlington in the County of Oxford is in very ruinous Condition and in many Places narrow and incommodious and dangerous to travellers; and the same cannot be effectually and widened without the authority of Parliament.....:*

28 Trustees. The list of nominees at 122 was almost the same length as the 1757 Act, and included, as before, all the important local nobles, gentry and clergymen but for the first time the Vice-Chancellor of the University of Oxford and the Mayor and Recorder of the City of Oxford.

Meetings were to be held at the House known by the Sign of *The Talbot* (now the “Talbot Lodge” a B. & B.) at Middleton Stoney.

Two of the toll rates were raised:-

Horse or other beast drawing coaches, wagons etc. .. raised from 3 to 4 p.

Horse or other beast etc not drawing, raised from 1 to 1 & half p.

One pair, or yoke of Oxen, drawing a carriage to be charged as ..1 horse or beast
Penalty for avoiding the tolls was raised from 40s, to... 20s. min. up to £5 max..

The Trust was to be provided with a list of parish residents liable for “Statute work” (the supply of teams, carts or physical labour etc.)

Guide Posts were to be erected.

29. Trustee meeting 2 Oct 1784

“Meeting of Trustees for repair and widening of road from a certain Gate on the Turnpike Road at or near the South End of the Town of Weston on the Green to the Turnpike Road on Kidlington Green – at the house of Susanna William, Sign of the *Kings Head*, Cornmarket, Oxf. To appoint a Clerk and Treasurer for the Road in room of Mr Ellis King, Gentleman, Late of Bicester, dcd. Thos. Cage, Bicester.”
(Public notice in the J.O.J.)

30 **BICESTER TO AYNHO TURNPIKE**

Application to Parliament; meeting July 1790

“At the Kings Arms, Bicester to consider whether to apply to Parliament to make a turnpike road from Bicester to join the London-Banbury road at Aynho and to include the Branch joining Bicester Turnpike road with the Oxford –Northampton Turnpike at Weston on the Green. This would shorten the distance from Banbury to Aylesbury by over 3 miles on a road with no hills. Henry Churchill, Clerk to the Trustees”.
(Public notice in the J.O.J.,5 July 1790)

The Bicester to Aynho Turnpike (Act 1791) took over the Towcester to Weston on the Green Turnpike in 1793.

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