

1722

A Turning Point

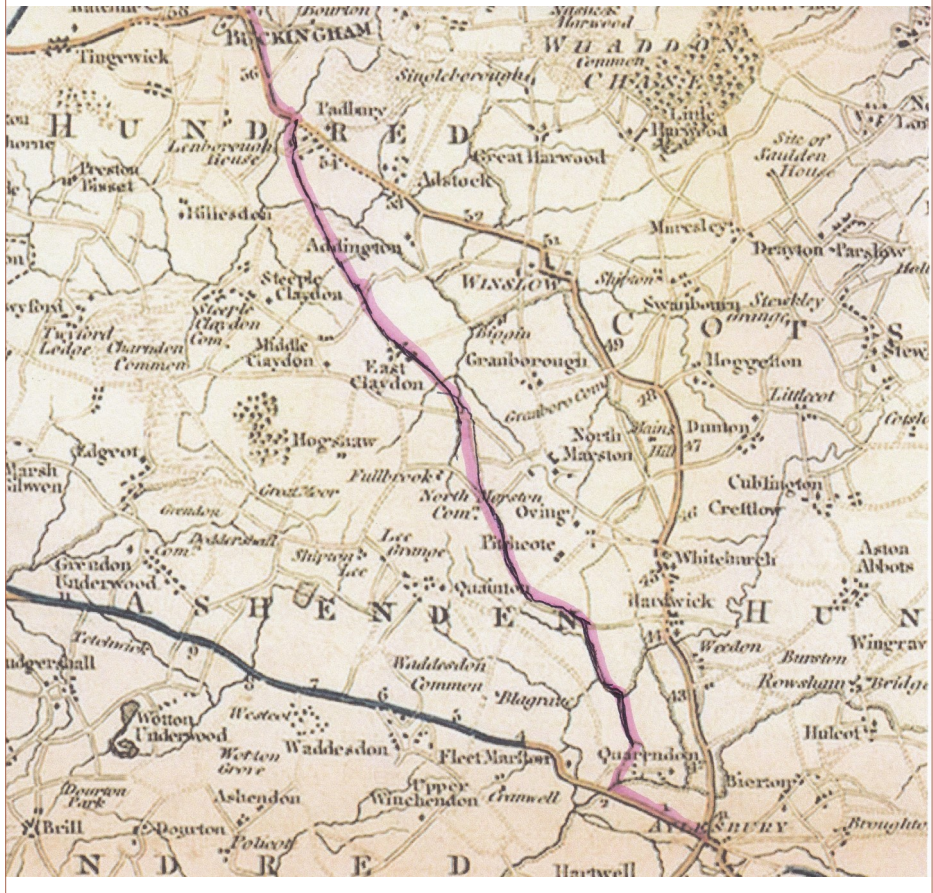
**AYLESBURY
TO
BUCKINGHAM
TURNPIKE ROAD**

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Old Route to Buckingham from Aylesbury prior to 1722



The Road from AYLESBURY to BUCKINGHAM before 1722.

The road to Buckingham from Aylesbury has changed over the years. The Turnpike road was created in 1722. For hundreds of years travellers to Aylesbury and London on the old Buckingham Stagecoach took an entirely different route. Parts are from Roman times. One of the drawbacks of the new road was there was not a bridge over the river at Padbury. For some months of the year the road was impassable.

To follow the route, proceed out of Aylesbury along Akeman Street (A Roman Road) and turn north towards Quarrendon with Quarrendon House and the remains of the old ancient Church to the east. There it bends to pass Lower Fleet Marston Farm, onward through the Berryfield part onto Whitesfield.

The route then proceeds to Upper Blackgrove Farm, which is a junction, straight ahead lies a track to Waddesdon. Quainton Hill is to the west and Oving Hill to the east. Before it reaches Blackgrove Farm, it passes Stone Hill Farm. To avoid the road to Botolph Claydon the route bends east of the village on what is now a mere footpath, past the track to Sion Farm leading to a 2km straight that is obviously Roman in origin. It proceeds past two farms and enters East Claydon where the Swan Pub was the centre point. Prior to the Winslow Turnpike, East Claydon was economically important with carriers plying their trade around the hinterland. By 1740 it was described as a poor town.

The old route was more westerly and headed in the direction of the Ox Lane Bridge stop at the west of Padbury. The way passed through Lower Padbury past the mill and the remains of the Norbury Camp; the road carrying onward towards the white Bridge, Ashmore Farm and Sandhill.

Two routes entered Buckingham one along Bourdon Road and then turn, or the ancient route from Prebend End, accessed by a causeway and passed the Cross Keys along LeBeouf Lane. The older route enters Buckingham by the Sheriff's Bridge, roughly the Old Ford and having proceeded along Bent Hill and along the London Road.

The WENDOVER and BUCKINGHAM Turnpike Road 1721

The Road Route follows the B4009 from Wendover to Worlds End, then the A413 to Aylesbury. Having passed through Aylesbury the road continues on the A413 via Winslow to the Buckingham ring road, following the B class road into Buckingham. It formed part of the route from London to the West Midlands via Uxbridge, Aylesbury, Buckingham, Banbury, and Stratford-upon-Avon.

There are records of bills before Parliament as early as 1712. The route of the Wendover and Buckingham Turnpike Trust was adopted in 1721. It was known that a large area north of Aylesbury was low lying and miry and the present A413 to the south of Wendover was in a very poor condition. 1751 saw 2 bills presented to Parliament by the Wendover and Buckingham Trust limited from the junction of Aylesbury Road with Wharf Road in Wendover to Bridge Street, just north of London Road Bridge, in Buckingham. 21 miles long and wholly in Buckinghamshire; maintenance of the 18-century road was organised around six separate divisions (Creslow, Hoggston and Swanbourne from the same parish). The others were Wendover to Holman's Bridge north of Aylesbury, Holman's Bridge to Whitchurch and Winslow to Buckingham. They were superintended by their own surveyor. By 1830 they were reduced to just two. Wendover to Winslow and Wilmslow to Buckingham.

Various other acts from 1742 to 1831 revised and renewed the powers of the Trusts. 1721, the trust listed 52 Trustees with some well-known names such as Freemantle, Lake, Lowndes, Purefoy, Rickford, and Willis. By contrast the clerks were in post for much longer periods Thomas Tindall took over in 1822. He was replaced later by his son Acton Tindall who remained with Edward Baynes until they retired until the trust was wound up. Acton Tindall was associated with the Hospital that is named after him. No records have been found of meetings of the Trustees before 1772. In the 18th century the trust worked to spend no more than £18.00 per mile per year on road maintenance.

The earlier road which started in Aylesbury, went north towards but not through Quainton and Pitchcott leading to East Claydon, leaving North Marston and Granborough to its east side. After East Claydon it journeyed on leaving Middle Claydon to the west and Addington, Padbury and Adstock to the east, before joining the main road to Buckingham.

