

BRIDGES ON THE TURNPIKE ROAD FROM WENDOVER TO BUCKINGHAM

SYDNEY EVELEIGH

Two previous papers by the author in Records described construction of bridges on the turnpike road from Wendover to Buckingham at Hardwick and Padbury. This paper describes the remaining watercourse crossings on the route.

INTRODUCTION

The route that was chosen in 1721 for the turnpike road between Wendover and Aylesbury roughly followed that shown on Ogilby's strip map of 1675 (Fig. 1).¹ Three streams had to be crossed. North of Aylesbury, the route mapped by Ogilby ran well to the west of the present A413, leaving Aylesbury on Akeman Street (A41) on the west of the town, then heading north-west along the course of the Roman road from Fleet Marston to Thornborough past Stone Hill Farm before ascending across fields to East Claydon and then on to Padbury and Buckingham. The turnpike trustees came to the opinion that a more favourable and direct route would be via Whitchurch and Winslow, which were more densely populated than the route mapped by Ogilby. In addition there were a number of aristocratic residences, such as Winslow Hall, situated on or near the new route. Upgrading the route to turnpike status would make journeys to London much easier. The new route would cross six brooks and streams. The bridges at Padbury and Hardwick have been discussed previously (*Records 36 & 48*); this paper considers all the remaining crossings between Wendover and Buckingham.

THREE STREAM CROSSINGS BETWEEN WENDOVER AND AYLESBURY²

An 1823 map by John King³ of the turnpike road between the outskirts of Wendover and the southern end of Aylesbury indicates three crossings. Ogilby's strip map of the route (Fig. 1) shows the approximate site of these streams, whose courses are now channelled through reinforced concrete culverts to withstand any damage likely to be

caused by an increase in traffic. These crossings are discussed below. The exact date of the change from an old bridge design to the present culverts is not recorded, although plans of relatively recent restructuring were examined in November 1973 in the County Council's Bridge Section.⁴

(a) The Ash Brook

On the northern outskirts of Wendover towards Aylesbury, the turnpike road crosses the Ash Brook (Fig. 2). Trust minutes of 10 April 1795 refer to road repairs at 'Worlds End to the Ash Brook and bring an arch over the said brook'.

A tracing of 1936 in the Bridge Section of Buckinghamshire County Council shows a proposed rectangular reinforced concrete culvert, designed as a replacement for a semi-elliptic arched brick bridge (c.1836?). During a visit to the site in October 1997, the brook was observed flowing through a culvert of rectangular design, from which a channel or ditch forms a water course. The flow of the brook was low, being approximately five feet below the adjacent road. This brook, designated a 'rill' by Ogilby, drains land from outside Wendover to join Western Turville Reservoir a short distance to the north.

(b) Aylesbury: California Brook

On the southern outskirts of Aylesbury Ogilby refers to a rill, spanned by a single-arch stone bridge, which acted as a boundary between the township of Aylesbury and the hamlet of Walton (Fig. 3). This rill, formerly called the Back Brook, was an overflow or bleed from the Bear Brook⁵. It is shown on a map of 1813, part of a three-page pamphlet concerning the sale of land by public auction at the terminus of the Aylesbury branch canal.⁶ The length of rill between the millstream

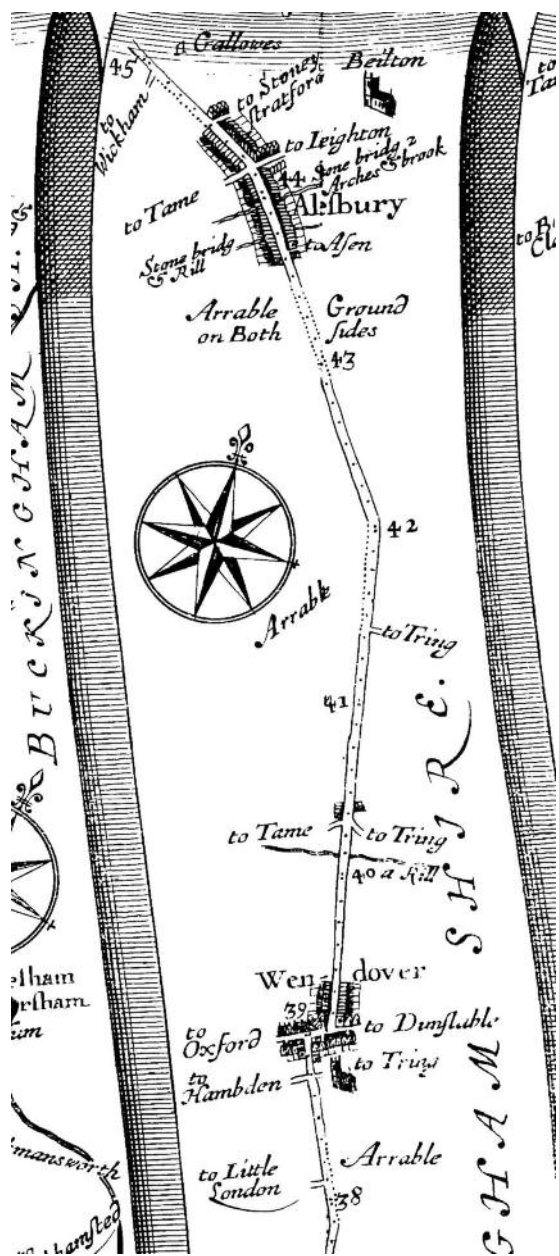


FIGURE 1 Enlargement of a section of the London to Buckingham Road between Wendover and Buckingham. John Ogilby, 1675.

and the canal has ceased to exist. The stream now has its source from a canal overflow, where the water level at Aylesbury Wharf is approximately fifty feet lower than the main canal line at Marsworth. The present stream, renamed the California Brook, is larger than the Back Brook. In November 1997 flow over the sill was steady. Ogilby’s 1675 observations would have noted the water flow as bled from the Bear Brook millstream. During periods of low rainfall this flow would have been low, hence his designation of ‘rill’.

Trust minutes of 18 April 1800 refer to a bridge between the town of Aylesbury and the hamlet of Walton ‘as being very ruiness’. On 10 April the following year, it was reported ‘that repairs had not being complied with’. The surveyor ‘conceiving that repairs to this bridge belong to Feoffes [or Trustees] of Mr Bedford’s charity and who have not returned their answers to the surveyor at Aylesbury. Great inconvenience arose from a deep ditch fifty-four feet in length at the end of the bridge between Aylesbury and Walton on the north side of the road where it is very narrow’. The Trustees ordered that an arch should be turned over the said drain, providing that the expense did not exceed twelve guineas (£12.12.0). A year later on 23 April 1802 the Trustees referred to the patching of a drain about 84 yards [almost 4 chains] in length on the south side of Walton Bridge, which would be of great benefit to the turnpike road, at a cost not exceeding ten guineas (£10.10.0). Differences of opinion exist within local historical literature concerning the title of the larger, more important, bridge immediately to the north spanning the Bear Brook Millstream. Gibbs⁷ refers to the smaller bridge as Glassweir Bridge (or Glazier’s Bridge), the name derived partially from the canal sill source. He continues by referring to the bridge being called of late ‘Walton Bridge’, as distinct from the Bear Brook Bridge. In 1384, four hundred and thirty years before the opening of the canal in 1814, ‘bailiffs and good men’ of Aylesbury received grants of pontage for the repair of Walton Bridge⁸. It seems inconceivable that this name would not have been given to the Bear Brook Millstream Bridge under which the millstream flows, in preference to the minor bridge which, previous to canal construction, had to cope with a low volume of water initially derived from the millstream bleed. Trust Minutes of 15 November 1802 also refer to the patching of a drain [Back Brook] which was

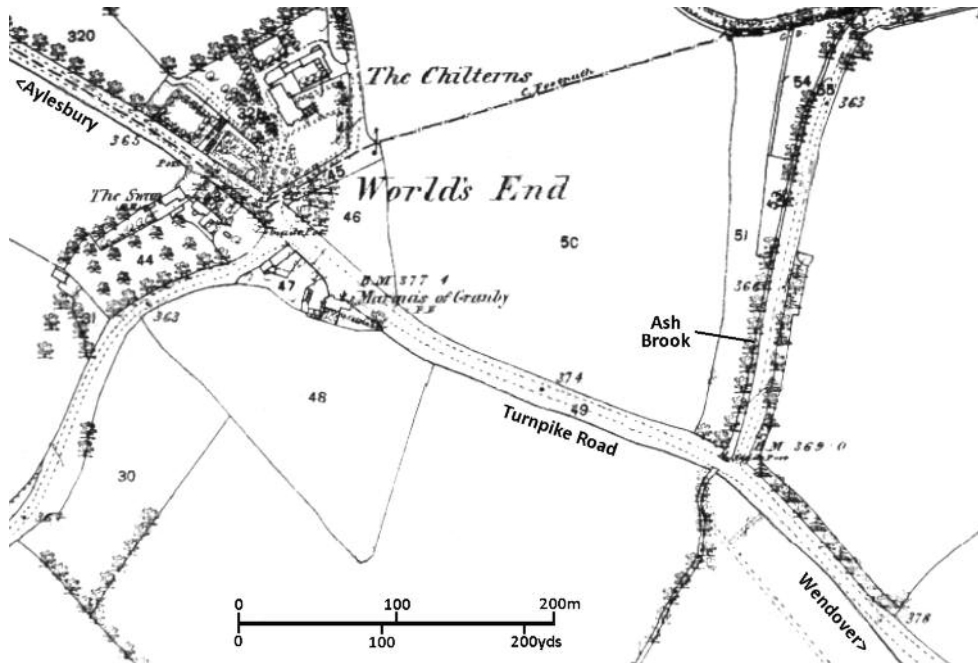


FIGURE 2 Site of the Ash Brook relative to Wendover and World's End along the turnpike road. From the Ordnance Survey 25" sheet, 1887

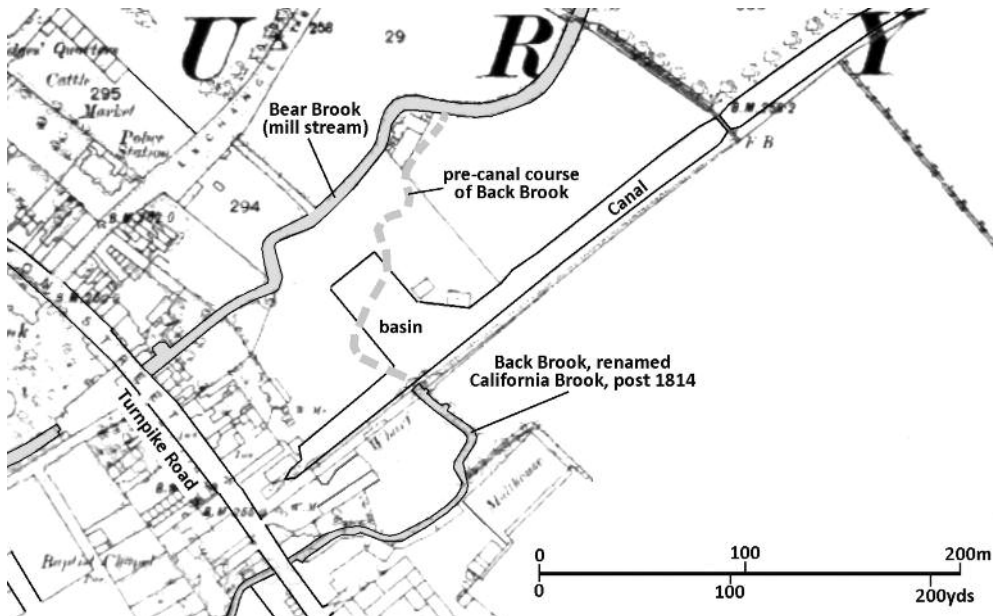


FIGURE 3 The Bear Brook and Back Brook in relation to the canal and Aylesbury-Wendover turnpike road. From the Ordnance Survey 25" sheet, 1887

renamed the California Brook, originating from water overflowing the canal sill.

(c) Aylesbury: Bear Brook Millstream

A few yards to the north of the Back Brook crossing along the turnpike road, this bridge (Fig. 3) lies within the boundaries of Aylesbury township, twelve chains south from the front of the Bell Hotel in the Market Square. Ogilby (1675) refers to a bridge of two-arch stone construction, the brook flowing from east to west. Leland (1506–1552)⁹ on a visit to the town probably refers to this brook at the very end of the town 'by south under a Wooden bridge' entering the River Tame 'somewhat lower down stream from Stone Bridge' on the Bicester Road, Akeman Street (A41).

HOLMAN'S [WOMAN'S] BRIDGE

North of the present Aylesbury ring road, the turnpike road to Buckingham crosses the Thistle Brook by a bridge known currently as Holman's Bridge. The brook, with its tributaries, drains land to the east and north-east, eventually joining with Hardwick Brook to form the river Thame. It forms a parliamentary boundary on the northern borders of Aylesbury, passing beneath Stone Bridge on Akeman Street, about 1½ miles west of Holman's Bridge (Fig. 4). Lipscomb¹⁰ (1847) refers to a journey by Leland from Buckingham to Aylesbury. Leland mentions 'a little bridge of stone called Woman's Bridge'. Leading from this bridge to the town 'is a stone causey', indicating the existence of an area of wetlands here.

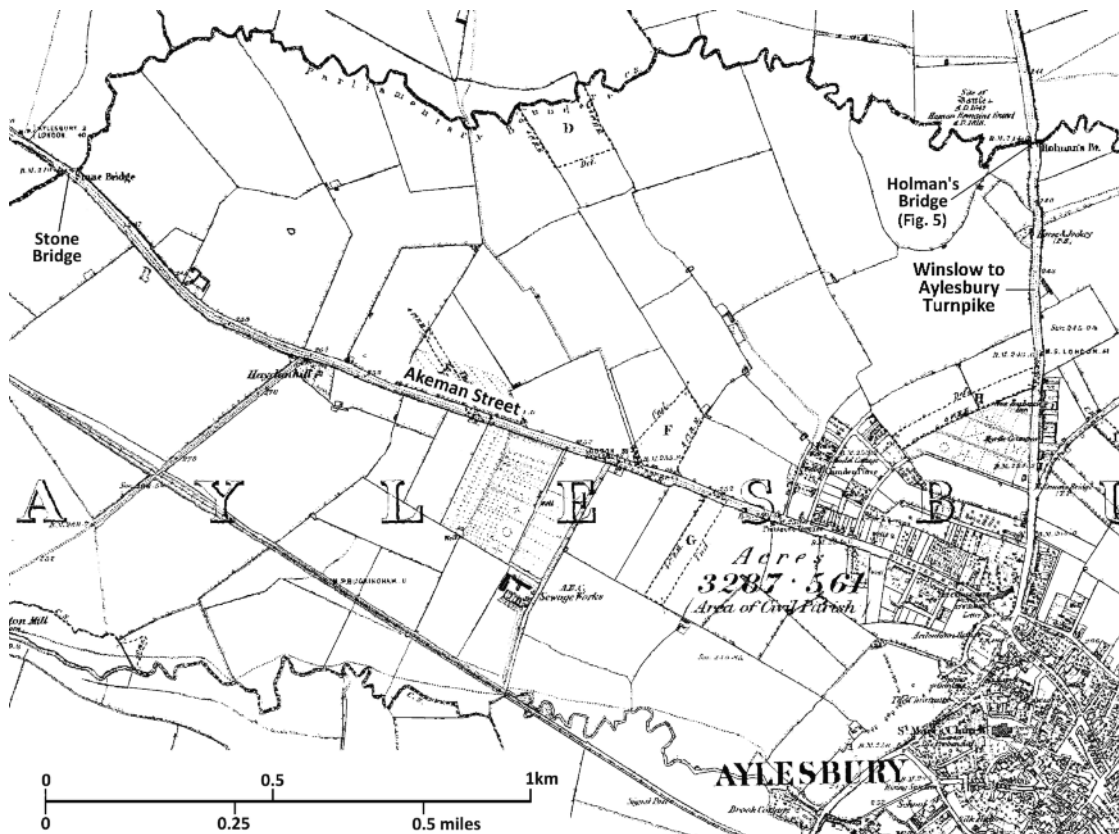


FIGURE 4 Holman's Bridge and Stone Bridge in relationship to the town of Aylesbury. From the Ordnance Survey 6" sheet, 1884.

Since the Aylesbury Inclosure Act of 1771 the name of the bridge, as written, has changed from 'Woman' to 'Holman'. In Buckinghamshire dialect, the letters 'W', 'H' and 'L' are silent, which accounts for the local pronunciation 'Oman'. The cartographers responsible for formulating the inclosures evidently adopted local pronunciations.

Measurements taken from the Aylesbury Inclosure Map (1771)¹¹ give the width of Holman's Bridge as approximately one-quarter of the width of the approach roads. There is evidence of a ford crossing on the upstream side of the bridge. As observed by Leland, the area adjacent to the bridge crossing was marshy, subsequent road works raising the road to form a level bridge crossing. Although the bridge required only basic structural modifications for upgrading purposes, no records of work undertaken appear to have survived, unlike the records pertaining to other bridges, notably Padbury and Hardwick. Trust minutes of 10 February 1835 refer to an order for a road surveyor to inspect the bridge and report his findings to the Clerk of the Trust at the next meeting. The Trustees would then consider the report but available records do not give the outcome of this order. Six years later, on 31 December 1841, a Trust account book records a payment of £7.7.0 to a Mr Nickelson for preparing a plan for Holman's Bridge. Trust Minutes dated 22 March 1842 state that £100 had been offered by the Committee to the County on condition that they would erect a new bridge wider than that at present. Records of the execution of this work do not exist. Accounts of any work done on road maintenance only give details of tradesmen's bills insofar as a person's name, trade and payment were involved.

The present (1997) Holman's Bridge has a design with an unusual construction of five circular channels or pipes (Fig. 5). The arrangement of the

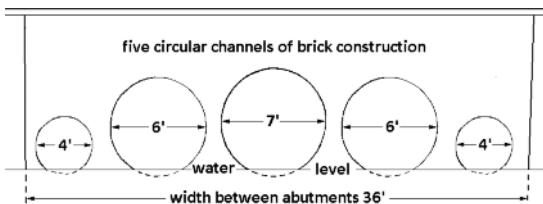


FIGURE 5 Holman's Bridge, measured sketch elevation by the author, showing the five circular channels.

bridge's five flow-channels probably indicates that the bridge was originally humpbacked, a design not uncommon in this area of Buckinghamshire. The existing external brickwork appears to be of some antiquity and could date from 1842, if it were not that the width between the parapets is equal to the road width. In 1997 an elderly inhabitant of Whitchurch recalled two widening schemes implemented after the 1939–1945 war, which further weakens the case for an 1842 date for the present structure.

SHIPTON BRIDGE¹²

Shipton Bridge is approximately one mile south of Winslow along the turnpike road from Aylesbury, spanning the Shipton Brook (Fig. 6). This brook is susceptible to flooding, with water run-off from the surrounding areas of Oxford clay which feed its tributaries. Road flooding in this area is not unknown, especially at a point approximately 2¾ miles downstream, adjacent to a railway viaduct near to the site of the demolished Verney Junction station.

The bridge is humpbacked, of three-arch construction, the earliest record of it being in the Shipton Inclosure Award of 1745. The change of name from Shipton Brook to 'Claydon' probably occurred during the late eighteenth century. The Inclosure Award gives details of a public road or way for horses, cattle, carts and all sorts of carriages travelling from Winslow to Aylesbury, crossing Shipton [Claydon] Brook. It stipulated that all public ways and roads were to be made and left at least forty feet broad between the ditches¹³, possibly implying that the road had a right of way across any inclosure land.

The earliest reference to the bridge in Trust minutes (4 May 1792), is to a cost of £25.5.4 for raising the road at the Bridge approaches, the land being relatively level and a ford crossing being available immediately upstream from the bridge. This crossing (Fig. 7) is shown on King's plan of the turnpike road of 1835¹⁴. On 4 April 1836, Mr Howard, the Trust's Surveyor, reported to the Trustees that the bridge at Shipton had in part fallen down. Minutes of the Trust for 7 April 1836 record that the Court of Quarter Sessions had agreed to pay half the expense of repairing Shipton Bridge in conjunction with the Trustees of the turnpike road, without prejudice to the question of the



FIGURE 6 The four proposed routes between Shipton Bridge and Winslow, 1835. From the Ordnance Survey 6" sheet, 1885

liability of the County or of the Trustees to repair the same in future. The estimate included: 'To take down a great part of the present Bridge and rebuild the same nineteen feet wide outside the Walls', the walls 'to be 14 inches thick'. Oak posts and rails at the north end of the bridge were 'to be made good'. Abstract statements of income and expenditure for the Trust for 1847¹⁵ show a cost for improvements of £100.0.0. Records of accounts in the Centre for Buckinghamshire Studies are incomplete, and whether this sum was paid for the rebuilding of Shipton Bridge is uncertain.

Measurements taken at the mid-span of the bridge (20 May 1997) give a present road width of 13' 8": the distance between the parapets is 16' 8". As the parapets are each fourteen inches thick, the

overall width outside the parapet walls becomes 19 feet, which agrees with King's specification. This verifies that the bridge was rebuilt at some period after the Trustees received King's estimate in 1835.

THE SHIPTON BRIDGE TO WINSLOW ROAD PLANS¹⁶

To assess plans of new road alignments radiating from or near Shipton Bridge which would reduce transit distances along the turnpike road, the Trustees engaged Mr King, a surveyor, to submit plans with cost estimates of any work undertaken. Trust minutes of 8 July 1834 refer to an order requesting 'that Mr King do survey the Ground from Shipton Bridge to Winslow and report his

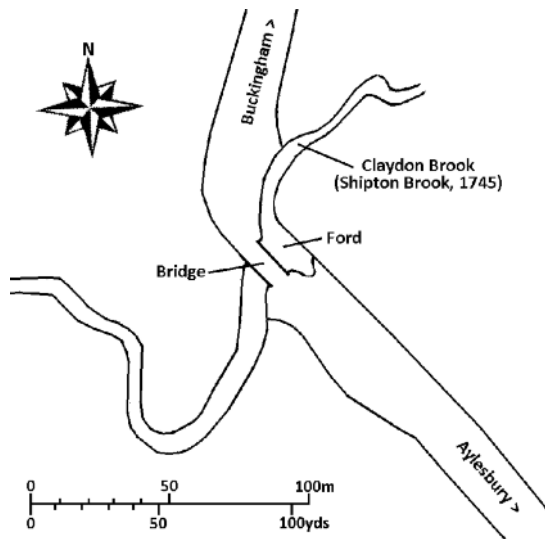


FIGURE 7 Tracing of an enlarged plan of Shipton Bridge, 23 April 1835, indicating the position of a ford on the upstream side of the bridge, according to John King, surveyor (CBS T3/71/2)

opinion to the next meeting as to the best course for a new line of road with an estimate of the probable expense thereof'. On 14 August 1834 the Clerk reported to the Trustees that Mr King had not prepared his report as to a new line of road from Shipton Bridge to Winslow. Eventually King's plans of intended road improvements were received by the Trustees and discussed on 29 September 1834 'but as there was no estimate attached to the consideration of the propriety of adopting it, it was referred to a future meeting'. Six months elapsed (until 24 March 1835), after which the Trustees ordered that King's report on alterations to the road at Shipton Bridge should be received.

The Trustees viewed the line of the road from Shipton Bridge towards Winslow at a meeting on 3 April 1835. They directed King 'to make a survey and prepare an estimate of the expense entailed for making a road from Shipton Bridge to the turning to Little Horwood and from thence to the entrance of the town of Winslow from Buckingham'. As requested by the Trustees, King presented four optional routes, dated 23 April 1835 (Fig. 6, Routes 1-4). The plans, with relevant constructional details, were signed by the Chairman of the Trust,

Sir Thomas Digby Aubrey Bt, on the following day. All four routes traversed land owned by William Selby Lowndes of Winslow Hall, a turnpike trustee. The four options were as follows:

Route 1: Improvement of the present Road at Shipton Hill. This would require: one rood of land to widen the road, a Hill to be lowered and a Valley to be raised; Nine Chains of Fencing and Gravel Nine Inches thick on Twenty Three Chains. The whole expense of completing this line of road would be Four Hundred Pounds.'

Route 2: New line from the bend at the foot of Bennett's Hill, Swanbourne parish to the Market Place in Winslow. This line would require: Seventy Two Chains of New Road; Four Acres and Two Roods of land to be purchased, exclusive of the Bell Inn and Workhouse Premises; One hundred and Thirty Eight Chains of Fencing, several Gates leading into respective Fields and Culverts across the Road. A Hill to be lowered and a Valley raised. Part of the Workhouse¹⁷ to be taken down and rebuilt, and a considerable part of the Bell Inn and Out-buildings to be taken down as well as the remainder of the premises rendered very inconvenient by being separated. The Expense of this Line would be Two Thousand Seven Hundred and Twenty Pounds with a distance saved of Three Hundred and Ten Yards.

Route 3: New Line from Shipton Bridge to the Market Place in Winslow. The following would be required: Fifty One Chains of New Road; Three Acres and One Rood of land (exclusive of the Bell and Workhouse premises). Ninety Five Chains of Fencing several Gates and Culverts. A Hill to be lowered and the Valleys raised. Part of the Workhouse and premises and part of the Bell – as for Route 2. The Expense of this Line would amount to Two Thousand Three Hundred Pounds. The Distance saved would be Three Hundred Yards.

Route 4: New Line from Shipton Bridge leaving the town of Winslow to the West, to join the present road at the Fifty First Milestone (*i.e.* at the future railway bridge). The following would be required: Seventy Seven Chains of New Road: Four Acres and Three Poles of Land to be purchased. One Hundred and Fifty Chains of Fencing. Several

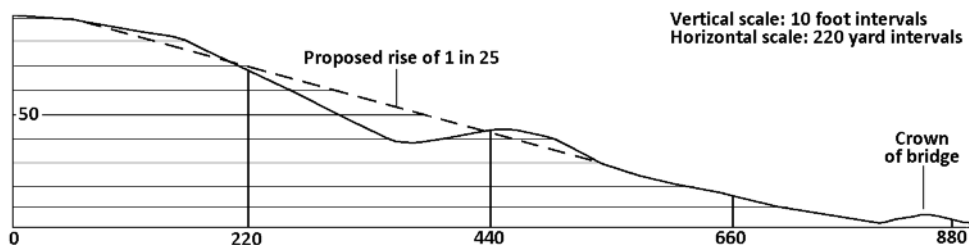


FIGURE 8 Existing and proposed gradients of part of the proposed road (Route 4) between Shipton Bridge and the turning to Little Horwood (CBS T/3/76/2.T)

Gates and Culverts. Hills to be lowered and a Valley raised (Section of the existing Road with suggested modifications to Gradients: Fig. 8). The Expense of this Line would be One Thousand Six Hundred and Thirty Pounds. The Distance saved would be Three Hundred and Sixty Yards.

King attended a Trust meeting on 24 April 1835 to discuss the four proposals for improvements of the turnpike road between Shipton Bridge and Winslow. Route 3, largely following the old road, appeared to be the most eligible, but it could not be brought into effect without increasing the funded debt of the Trust, which already amounted to £5200. In consequence the Trustees resolved 'that in the contemplation of one of these alternatives being carried into effect it is expedient to vest in Exchequer Bills from time to time, the surplus remaining in the Treasurers' Hands in order to have a Fund available to this purpose'. Trust accounts record the purchase of exchequer bills amounting to £500 on 6 February 1835, the purchase having been made on 22 June 1835 at a cost of £507.11.3.

Summary

Between the bridge and the Bell Inn, Route 1 (the present road: Fig. 6) crosses contour lines at an angle, whereas the selected route between the bridge and the turning to Swanbourne is slightly more severe in its ascent. From this junction an undulating road leads to Winslow Market Place.

Apart from the lower cost of £400 for Route 1, compared with a cost of £2720 for Route 2, the old track would have been originally chosen by travellers, enabling them to reach high ground quickly after fording the brook, which is susceptible to flooding, attaining heights several feet above normal flow levels. The present road maintains a constant slope, indicating the lowering of high

ground and the raising of low ground in accordance with King's prospectus. The adoption of Route 2 would have reduced the route distance by 310 yards, representing an overall route percentage of 0.83. Allowing for a stagecoach speed of eight miles per hour, this constitutes a time saving of 1.32 minutes on the overall Turnpike distance. This minuscule time saving cannot be considered in isolation. A benefit to the Trust would be a reduction in road maintenance costs for the parish of Winslow¹⁸, having a length of one mile three furlongs and one hundred and seventy-six yards. The adoption of Route 2 would have saved twelve per cent in maintenance costs, assuming that all unit length costs were identical.

Contemporaneous with these plans were the Hardwick Bridge project, and the urgent repairs required to Shipton Bridge. Any new projects undertaken would have been subjected to financial scrutiny, especially when considering the level of the Trust's debt.

The proposed new road layouts originating from Shipton Bridge were eventually abandoned. The Claydon Brook passes through a narrow defile before entering Shipton Bridge. On the writer's visit the water level was twelve feet below ground level. In the eighteenth century, bridging this defile might have been beyond the competence or capability of local bridge builders, but in 1937 a reinforced steel platform was positioned across the gap. Henceforth a new road was constructed bypassing the old way across Shipton Bridge, the new road becoming a section of the A413, with very little indication of a previous impediment to a direct route.

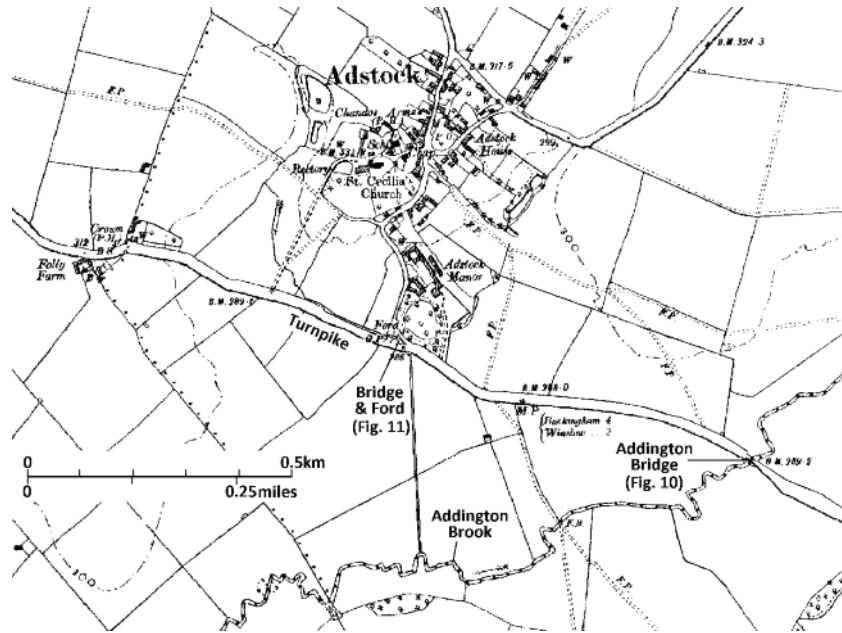


FIGURE 9 The turnpike road south of Adstock, showing the location of Addington Bridge and the Adstock Turn bridge. From the Ordnance Survey 6" sheet, 1878

ADDINGTON BRIDGE¹⁹

The bridge site is approximately three miles north-west of Winslow, about half a mile before reaching a turning leading north to the village of Adstock (Fig. 9). The course of Addington Brook is essentially from east to west, draining a large area to the north-west of Winslow and south of the main road connecting Buckingham with Watling Street (A5) to the east, joining the larger Claydon Brook south of Padbury, approximately one mile east of White Bridge, on John Ogiby's 1675 route. Trustees' minutes of 19 April 1795 record the intention to build a new bridge crossing, 'considering that this would be an improvement to the road'.

The Adstock Inclosure Award, 13 August 1798²⁰, refers to a brook crossing as 'Addington Plank', or Mill Bridge (Fig. 10). An accompanying map shows no evidence of a mill building at this location. On numerous visits to this site, water flow volumes were relatively low and inadequate to power a water wheel unless a dam had been constructed, evidence of which is not apparent. No doubt alongside the 'Plank' a ford would have existed to allow for the passage of heavy traffic.

The building of a bridge here was ordered by the Trustees on 5 July 1795. Minutes for the 5th of the previous month stated that 'the road at the two ends of the new bridge should be properly raised', the old approach road to the 'Plank' and ford crossings being lower than the new road. The height of the 'Plank' above the bed of the brook would have been governed by the levels of the two banks, within a shallow eroded defile. Trust Minutes of 10 April 1795 state that 'the bridge would be built below the present bridge'. A surveyor, Mr Heslop²¹, was 'to provide plans with estimates of costs for erecting such a bridge'. This plan does not exist in the Buckinghamshire Record Office. On 29 May 1795, Mr Stanniford²², a bricklayer, was ordered to provide estimates for building a bridge having the same dimensions as Shipton Bridge. Choosing that design as a yardstick appears to have been an uninspired decision, as Lipscomb (1847)²³ described that bridge 'as small only suitable for light traffic'.

A bridge was eventually built. On 2 October 1795 minutes show a payment of £114.4.7 to Mr Stanniford for building the bridge²⁴, together with a sum for £40.10.0 to Robert Taylor, carpenter²⁵, for work and materials necessary for bridge

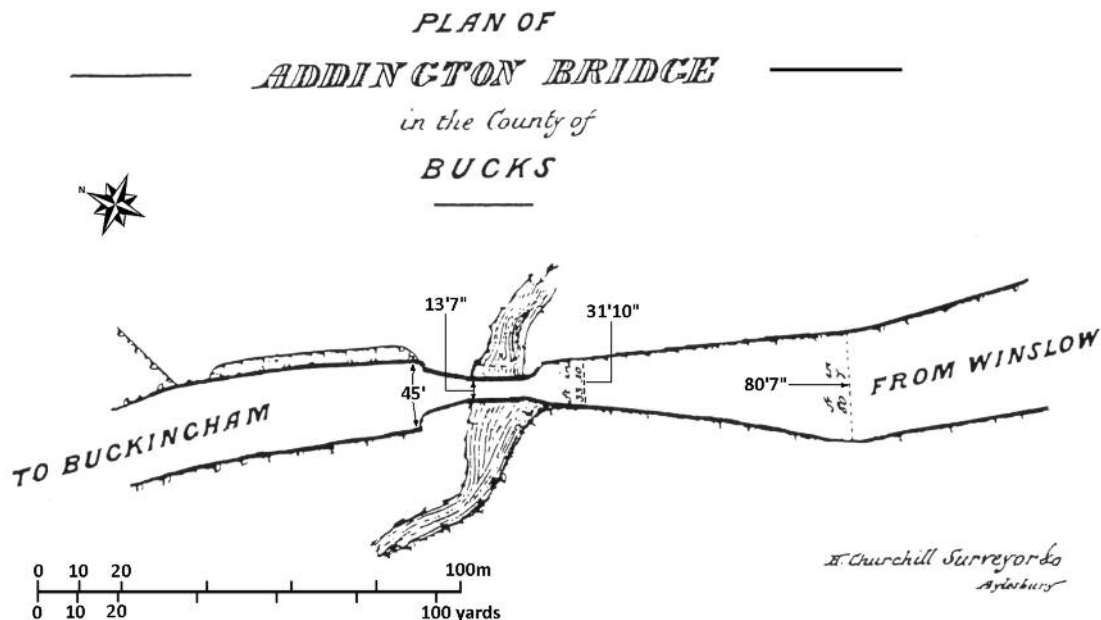


FIGURE 10 Plan of Addington Bridge. H. Churchill, 1843 (CBS T3/32/1)

construction. These payments for work done suggest a specification associated with that of a wooden bridge platform design, supported on brick abutments. This agrees with Lipscomb's observations of *c.* 1847²⁶.

Many years later, a report from Mr Richard Sheppard, a surveyor of bridges for District No. 1, Buckinghamshire²⁷, was forwarded to the Turnpike Trustees (Minutes, 4 April 1843). It was critical of certain aspects of the existing bridge, which was 'incommodious and out of repair'. The width of the roadway between the parapets was narrow at 14' 3", and being situated at a bend was 'inconvenient for public traffic'. The report was planned for discussion at the Easter Sessions of Aylesbury Court. Sheppard recommended that the bridge should be widened by up to six feet on the upstream side. The existing parapets of brick and timber construction should be finished with stone copings and caps, together with the erection of a strong wood fence extending twenty feet along the road at each end of the bridge. These works would put the bridge into a 'substantial state of repair at a cost of about £25, but as a quantity of timber had been used in previous repair work, the bridge would require frequent reparations'.²⁸

The cost of work done for enlarging the bridge in accordance with Sheppard's report was £125. This cost for bridge reconstruction was brought before the Buckinghamshire Court of Quarter Sessions at Aylesbury, their verdict being forwarded by Acton Tindal, Clerk of the Peace for Buckinghamshire, to the Turnpike Trustees in a letter dated 3 July 1843.²⁹ This letter referred to the recommendations of the County Surveyor for improving and widening the bridge. The court's decision stated that the county could not be compelled to do more than assist in repairs, being willing to assist in carrying out improvements as proposed, providing that the Trustees would contribute two-thirds of the expense, which was the case with respect to modifications to Holman's Bridge situated on the turnpike road approximately one mile north of Aylesbury.³⁰ A draft letter from the Clerk to the Trustees referred to Tindal's letter of 3 July 1843, stating the County's contribution for repairs and modifications to Addington Bridge, providing that they contributed the remaining costs³¹ (Fig. 10).

Summary

A plan of the work undertaken in the 1840s, according to Churchill the surveyor, is shown on

Figure 10. The First Edition Ordnance Survey sheet (Fig. 9) shows there was very little, if any, upgrading of the infrastructure during the subsequent thirty-five years. This can be attributed to the construction of the railway network in north Buckinghamshire, which linked Winslow, Padbury and Buckingham (Aylesbury to Verney Junction –1868; Buckingham to Bletchley via Verney Junction –1850)³². The establishment of the railway network eliminated many long-distance road transport operations, carriers being reduced to local collection and delivery, with services commencing and ending at local railway stations. In consequence roads became neglected, falling into temporary decay until revived by the introduction of the internal combustion-engine-powered vehicle in the late nineteenth century.

THE BRIDGE AT THE ADSTOCK ROAD TURNING³³

The Adstock Inclosure Map of 1798 (Fig. 11) shows a narrow bridge over a minor stream at the road turning to the village of Adstock. The bridge was constructed at a right angle to the course of a stream that crossed the road at an angle. In consequence the main road has a slight kink.

The stream has its source in a depression to the north-west of Adstock, forming several ponds along its course, eventually meandering to the turn-

pike road. From here it runs parallel to the road in a south-easterly direction, leading to the bridge site. At the time of the Inclosure Award the stream formed a small pond adjacent to the bridge, which acted as a ford for heavy traffic too large for the bridge's structural capacity. The outlet of the ford/pond passed under the bridge, entering a straight-line channel connecting with the Addington Brook.

The bridge is of semi-circular single-arch construction, of unknown age, seven feet wide at the base and forty-five inches from the bed of the stream to the top of the arch. Trust minutes of 30 April 1840 give details of a letter from the Reverend A. Baynes, who recommended an improvement to the turnpike road by altering the course of the brook at Adstock. The Trustees ordered that this recommendation 'should be carried into execution under the direction of the Rev. A. Baynes, the Rev. N.T. Eyre and John Hale Esq'. Details of the improvement are not recorded: the present road line (1997) still exhibits a kink, due to the original bridge's alignment. The ford/pond no longer exists, having being by-passed by the construction of a culvert connecting the stream with the bridge entrance.

NOTES

1. *Britannia Volume the First or an Illustration of the Kingdom of England and the Dominion of Wales by a Geographical and Historical Description of the Principal Roads thereof.* John Ogilby, London 1675.
2. Minute Book of Turnpike Trust Meetings, 1787–1805 (Centre for Buckinghamshire Studies, hereinafter CBS, ref. T/3/8).
3. King, John, Surveyor: Plan of the Wendover to Buckingham Turnpike Road, 1823 (CBS T/3/51).
4. Aylesbury Bear Brook Bridge. June 1991 Reference 82/33. Aylesbury California Brook Bridge, June 1991, Reference 82/34. Culvert strengthening by Brian Colquhoun and Partners. Documents held by the Bridge Department, Buckinghamshire County Council, Aylesbury.
5. Walton Inclosure Map, 1799 (CBS IR/20A) under Act 39 Geo III c88, 1799.
6. 'Particulars of Valuable and Improveable Land contiguous to and at the termination of the

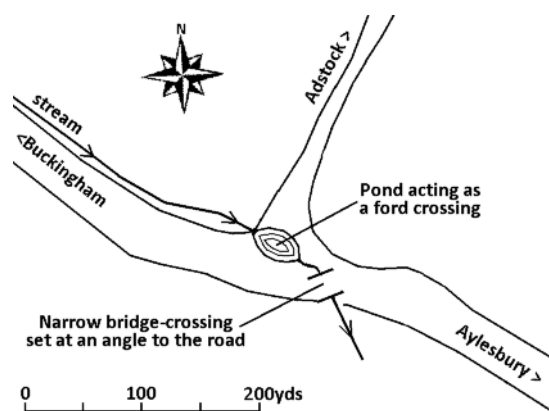


FIGURE 11 Extract from the Adstock Inclosure Award, 1798, showing the bridge at the Adstock turning (CBS IR 11)

- collateral Cut from the Grand Junction Canal to Aylesbury. To be sold by Auction 2nd July 1813 at The Mart, London.' (CBS L372:38)
7. Gibbs, Robert, *A History of Aylesbury* (Aylesbury, 1885).
 8. *Victoria History of the County of Buckingham*, Vol. 3, p.8 (London, 1925)
 9. Leland, John (1506–1552), in Lipscomb, G., *History and Antiquities of the County of Buckingham*, vol. 2, p.27 (London, 1847).
 10. Lipscomb, G., *op. cit.*, vol. 2, p.2.
 11. Aylesbury Inclosure Map, 1771 (CBS IR/19A), under Act 11 Geo III c13, 1771.
 12. The following have been utilised: Minute Books of Turnpike Trust Meetings, 1787–1805 (CBS T/3/8) and 1830–1861 (CBS T/3/10).
 13. Shipton Inclosure Award, 1745 (CBS Q/SO/14, Midsummer Session 1745), under Act 17 Geo II, 1743–1744.
 14. John King's Map of 4 April 1835 [signed by Aubrey 24 April 1835] showing the position of the ford at Shipton Bridge (CBS T/3/76/2).
 15. Abstract Statements of Income and Expenditure of Turnpike Trusts in England and Wales, County of Bucks, p.10, 1842.
 16. Minute Book of Turnpike Trust Meetings, 1830–1861 (CBS T/3/10) and Treasurer's Accounts, 1831–1848 (CBS T/3/3A) and 'Proposed alteration to turnpike road in Winslow and Swanbourne parishes' (CBS T/3/76/2.T)
 17. Clear, A. *The Kings' Village in Demesne or a Thousand Years of Winslow Life. Being an Account of the Town and Manor of Winslow* (Edwin J. French, Winslow, 1894). At the back of the Bell Hotel a block of buildings was part of the Parish Workhouse, p.117.
 18. Return to the Secretary of State of Length of Roads. Wendover to Buckingham Turnpike Trust, March 1865.
 19. The following have been consulted: Adstock Inclosure Award, 13 August 1798 (CBS IR/11); Minute Books of Turnpike Trust Meetings, 1787–1805 (CBS T/3/8) and 1830–1861 (CBS T/3/10).
 20. Adstock Inclosure Award, *supra*.
 21. Trust Minutes, 10 April 1795.
 22. Trust Minutes, 29 May 1795.
 23. Lipscomb, G., *op. cit.*, vol. 3, p.342.
 24. Trust Minutes, 2 October 1795.
 25. *ibid*.
 26. Lipscomb, G., *supra*.
 27. Trust Minutes, 4 April 1843.
 28. 'Report of Mr. Richard Sheppard, Surveyor of Bridges for District No.1 to Easter Session 4th April 1843' (CBS T/3/32/1).
 29. Letter from Acton Tindal, Clerk of the Peace for Buckinghamshire, to the Clerk of Trustees of the Wendover to Buckingham Turnpike Trust, stating the conditions applicable for County involvement for the improving and widening of Addington Bridge (CBS T/3/32/1).
 30. *ibid*.
 31. CBS T/3/32/1
 32. Reed, M, *The Making of the English Landscape*, p.231 (London, 1979).
 33. Adstock Inclosure Award, 1798 (CBS IR/11); Minute Book of Turnpike Trust Meetings, 1830–1861 (CBS T/3/10).