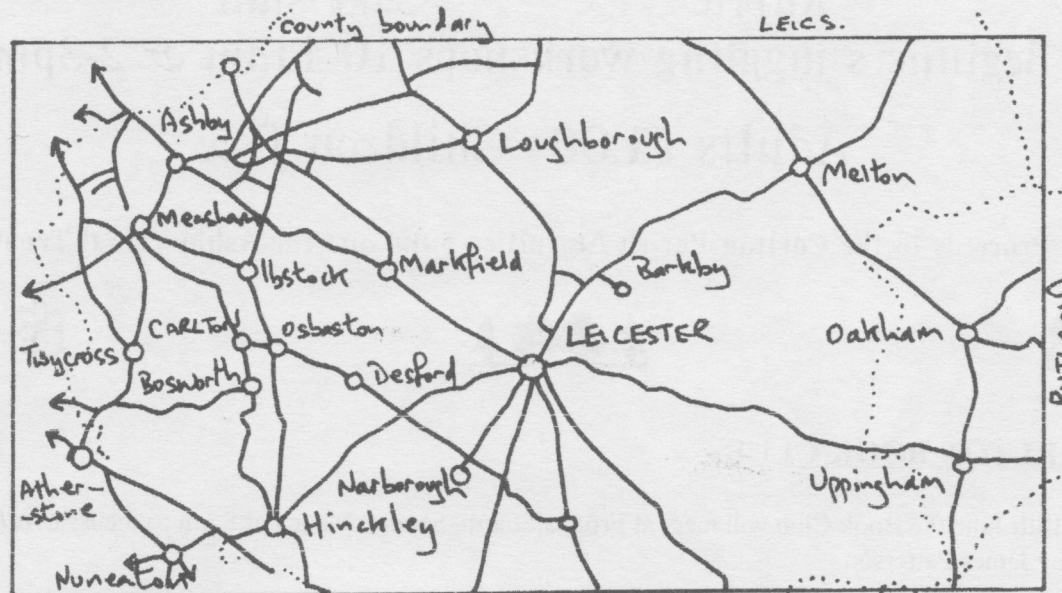


TURNPIKE ROADS NEAR CARLTON

The Turnpike Roads of Leicestershire and Rutland by Arthur Cossons has just been published (ISBN 1-871344-30-1) and includes key historical information on the development of the local road network, road construction and transport generally. The earliest turnpikes in Leicestershire were the present A-roads radiating out from Leicester to Loughborough, Uppingham, Market Harborough, Hinckley and Ashby, and thence further afield. This network was begun in 1721 and in place by 1755. By 1760 there was a well-developed network of turnpikes linking the quarries and collieries near what would eventually become Coalville to Ashby, Measham, Ibstock and Market Bosworth.

TURNPIKE ROADS AT THEIR GREATEST EXTENT: 1800.



Copied from Cossons, 2003.

The turnpike which was to become the A447 was established by an Act of 1759-60 and ran from " ... the Guide Post in Duck Paddle Street, Hinckley" (now Regent Street) to Woeful Bridge, Tonge via Cadeby, Osbaston, Ibstock, etc., and Ibstock to Measham. Interestingly, the Act added a route from Phiney's House, Osbaston to Cheshire's House, Carlton - I do not know where Cheshire's House was, but the road is clearly the present lane from Barlestone through Osbaston Lount and Harry's Grave to Bufton. Part of the survey for this route is copied and shows "Bull ith Oak", the Deeping Lane and Osbaston turns, "Lount Lane to Cheshire's" and the Osbaston Toll Gate.

There were objections to this Act at the time, because the Hinckley to Belchers Bar section of the road would take trade from a parallel route being promoted in a different Act under consideration at the same time. This scheme, approved slightly later, was for turnpikes from The Bridge at Burton-on-Trent to Market Bosworth via Measham, and then from Market Bosworth to Hinckley via Sutton Cheney and Dadlington. The scheme also included a spur from "Hoop Hall, Market Bosworth" to "Belchiers" which was not adopted. At that time Carlton was in the Parish of Market Bosworth and it is suggested that Hoop Hall was on the west side of what is now Barton Road, Carlton, somewhere opposite 'The Gate Hangs Well' pub. "Belchiers" was Belchers Bar, so this turnpike would have run along what is now Nailstone Road, through Harry's Grave and then along the Green Lane to Belchers Bar. I assume there was once a toll gate near the site of the current Gate Inn. I would very much like to know more about Hoop Hall and Cheshire's, and with the references in this book I might get around to checking out the original Acts one day.

The Osbaston - Barlestone - Newbold - Desford - Narborough road did not become a turnpike until 1787-88, while the Bull in the Oak to Newbold road was never a turnpike.

Chris Peat