

Turnpikes

The pack horse tracks were muddy and rutted and people resented the statutory duty on them to maintain the highways. Turnpike trusts were established throughout the C18 to build and maintain roads, the cost to be repaid via public tolls.

“Turnpike trusts were invariably large bodies, having frequently more than a hundred members, but the business was always left to a very small minority.” Apparently meetings often barely reached the quorate of five.

(Tupling, “The Turnpike Trusts of Lancashire” 1952, p. 5.)

1789. Todmorden - Bacup - Stacksteads - Newchurch - Oakenheadwood - Haslingden

1815. Extension from the Haslingden – Todmorden road to Fearn and Edgeside and another from Bacup to Rochdale.

1826. Stacksteads - Thrutch - Newhallhey - Laneside (Haslingden)
Newchurch - Lumb - Rochdale - Burnley Rd

1844. Manchester - Bury - Rossendale Railway company opened.

Haslingden – Todmorden turnpike.

The preamble to the 1789 act reads:

1789 Act establishing the turnpike trust between Bury and Blackburn.

“An Act for amending, widening, turning, varying, altering and keeping in repair the road from a certain dwelling house in Bury, now or late in the occupation of William Walker, gentleman, to Haslingden, and thence to the east end of Salford Bridge, in Blackburn. And also the said road from Haslingden aforesaid to the East End of Cockshutt Bridge in the town of Whalley and also the road from Haslingden aforesaid through Newchurch and Bacup to Todmorden, and for making a road from the said road between Bury and Haslingden in the township of Walmersley to the river Irwell, and for building a bridge over the said river, all in the County Palatine of Lancaster.”

(Aug 10-29, 1789. Mathias DF, 1967, “A century of transport development in

Rossendale”)

Tolls

Rossendale Free Press 4/11/61 “Turnpikes and tollbars” by Dalesman

“...The toll Gates were let for one year to the highest bidder and the following notices refer to the lettings.

1784 Feb 18

‘Tolls accruing from the Toll gates on district of road from Haslingden through Newchurch and Bacup to Todmorden via Kirk Hill, Four Lane End, Gantholme and Sidegate at Sharneyford will be let by auction to the highest bidder at the house of James Whittaker, the Black Dog, Newchurch on 17th March next, 1794.

‘Arising out and from the several Toll Gates erected in the district of road from Bury to Haslingden and from there to Blackburn and Whalley will be let by auction to the best bidder at the House of Henry Haworth, the Black Dog Inn, Haslingden, on Thursday 24th April next between three and six o’clock in the afternoon, which Tolls were last let at:-

Pigslee Gate £310, Hudrake £370, Heywood Brow Gate £216, Knuzden Brook £200, Harwood Gate £225.

W CARR 1794’ “

However there were many exemptions.

‘Persons travelling on foot, and to vehicles and animals employed in specific kinds of traffic, including posthorses carrying mail, horses and wagons carrying ordinance and military stores, cattle and horses going to pasture, wagons employed in husbandry, horses and carriages conveying persons to church on Sunday or to an election [and] ministers travelling on their parochial duties.’

(Tupling, pp. 13-14.)

“The tolls ...earned by the Haslingden and Todmorden Trust increased from less than £2000 a year in 1834 to more than £5000 in 1881, the year before that trust was dissolved.”

(Tupling pp. 18-19)

Rossendale Free Press 12.9.1936. "Memories of the Newchurch Road Toll Bar"
Recollections of Mr JW Duerdin.

"...stood opposite the junction of Hurst Land and Newchurch Road on land at the top of Bank Lane."

Tarmac

"In the same year (1826) when a new road was being constructed along the Irwell valley from Stacksteads through Rawtenstall to Haslingden by the Haslingden and Todmorden trust, the trustees entered into negotiations with Macadam for placing both the old and the new lines of their district under his "superintendence and management" (ref). As his name was officially returned as that of one of the three surveyors of the trust in 1835, it is not improbable that he was appointed to act in a supervisory capacity in 1826 or shortly after, and that, if so, the new Rossendale road was made on his principles.'

(Ref: Blackburn Mail 1Nov 1826, 24 Jan 1827
Tupling p. 9.)