

# Medieval and Post-medieval Roads in North-West Wales

Report on scheduling enhancement study

Part 1: Report and gazetteer



Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust





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### Part 1: Report and gazetteer

Project No. G2306

Report No. 1171

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Contents

SUMMARY .....	1
1. INTRODUCTION.....	1
2. METHODOLOGY.....	3
2.1 Aims and Objectives .....	3
2.2 Desk Top Study.....	3
2.3 Fieldwork .....	4
2.4 Report.....	4
3. HISTORICAL BACKGROUND .....	5
3.1 Origins.....	5
3.2 Medieval roads .....	5
3.3 Roads in the Early Modern period .....	6
3.4 Turnpike roads .....	7
4. RESULTS .....	9
4.1 Roads.....	9
4.1.1 Turnpike and other post-medieval roads .....	9
4.1.2 Drovers' Roads.....	10
4.1.3 Medieval Household Circuits .....	10
4.1.4 Other Research Projects .....	11
4.1.5 Dating .....	11
4.1.6 Quantification.....	12
4.2 Milestones .....	12
4.2.1 Previous Study.....	13
4.2.2 Dating .....	13
4.2.3 Quantification.....	13
4.3 Bridges .....	13
4.3.1 Previous Study.....	14
4.3.2 Dating .....	14
4.3.3 Quantification.....	14
4.4 Toll and Turnpike Houses .....	15
4.4.1 Previous Study.....	15
4.4.2 Dating .....	15
4.4.3 Quantification.....	15
4.5 Fieldwork .....	16
4.5.1 Methodology .....	16
4.5.2 Results .....	16
4.5.3 Conclusion.....	18
5. SYNTHESIS .....	19
5.1 Quality of the data.....	19
5.2 Recommendations for further work .....	20
6. REFERENCES.....	22
7. APPENDIX I: Gazetteer of sites .....	25
Roads digitised during the course of the project .....	25
Toll and turnpike houses, booths and gates from Gwynedd HER.....	34
8. APPENDIX II: Archive sources to be examined in further research .....	34
9. APPENDIX III: Welsh Newspapers Online - National Library of Wales .....	41
10. FIGURES AND PLATES.....	49

## Figures

<b>Figure 1</b> Route of well-preserved turnpike at Pont Rhyd Sarn, Llanuwchllyn. ....	50
<b>Figure 2</b> Turnpike morphology (after Bateman 1836, Figs 1-5). ....	50
<b>Figure 3</b> Medieval and post-medieval roads in Gwynedd. ....	51
<b>Figure 4</b> Milestones in Gwynedd. ....	52
<b>Figure 5</b> Bridges recorded by Gwynedd HER. ....	53
<b>Figure 6</b> Toll and turnpike houses, booths and gates. ....	54
<b>Figure 7</b> Turnpike roads from Bethesda to Betws-y-coed. ....	55
<b>Figure 8</b> Southern Nant Ffrancon. ....	56
<b>Figure 9</b> Western Nant y Benglog. ....	57
<b>Figure 10</b> Eastern Nant y Benglog. ....	58
<b>Figure 11</b> Capel Curig to Pont Ty-hyll. ....	59

## Plates

<b>Plate 1</b> Part of well preserved turnpike at Pont Rhyd Sarn, Llanuwchllyn. ....	60
<b>Plate 2</b> Turnpike causeway at Cefn-ddwysarn. ....	60
<b>Plate 3</b> Packhorse route between Llanberis and Capel Curig. ....	61
<b>Plate 4</b> Tyn-twr turnpike toll-house (PRN 1709). ....	61
<b>Plate 5</b> Turnpike terrace beneath Telford's Road (PRN 19159) ....	62
<b>Plate 6</b> Turnpike terrace beneath Telford's road (PRN 19159). ....	62
<b>Plate 7</b> Pont Pen y Benglog and early bridge beneath (PRN 2340) ....	63
<b>Plate 8</b> Partly resurfaced turnpike embankment crossing bogs (PRN 58542). ....	63
<b>Plate 9</b> Turnpike near Gern Gof Isaf; narrow track on wider foundation (PRN 58543) ....	64
<b>Plate 10</b> Turnpike causeway across Nant y Benglog bogs (PRN 3278). ....	64
<b>Plate 11</b> A well preserved stone culvert beneath Nant y Benglog turnpike (PRNs 3278 and 37327) ....	65
<b>Plate 12</b> Turnpike milestone Capel Curig (PRN 58553). ....	65
<b>Plate 13</b> Turnpike milestone Capel Curig (PRN 58554). ....	66
<b>Plate 14</b> Ty'n-y-lon turnpike toll-house (PRN 1710). ....	66
<b>Plate 15</b> Turnpike as low causeway in pasture near Pont Ty-hyll (PRN 58550) ....	67

# MEDIEVAL AND POST MEDIEVAL ROADS IN NORTH-WEST WALES REPORT ON SCHEDULING ENHANCEMENT STUDY

GAT PROJECT NO. G2306

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Part 1: Report and Gazetteer

## SUMMARY

This report describes the results of a pilot project on the extent of the medieval and post-medieval road network. Sites recorded on the Gwynedd Historic Environment Record (HER) and National Monuments Record (NMR) were considered. The conditions for the creation and development of the roads were examined, and the existing level of statutory designation was established. Issues relating to scheduling these sites are considered and some sites are proposed for scheduling.

## 1. INTRODUCTION

This project forms part of a wider pan-Wales initiative which aims to assess all classes of medieval and post-medieval sites for scheduling enhancement. This is coordinated through regular meetings attended by Cadw and the Welsh Archaeological Trusts. The project aims to investigate the medieval and post-medieval road network and related sites, few of which are currently scheduled.

Although there are a variety of medieval and post-medieval road types in north-west Wales, this pilot project has focused on identifying eighteenth and nineteenth century turnpike roads, along with some of the known cattle drovers' roads. A discussion of the medieval royal 'circuits' (the prescribed travelling itinerary followed by the Welsh royal family and their household staff) on Anglesey is also included for comparative purposes.

A study of the Roman road network in north-west Wales has previously been undertaken by Gwynedd Archaeological Trust (GAT) (Hopewell 2007), which in turn had its origins in the study of Roman fort environs (Hopewell 2003). The study examined all roads that had been previously identified as being Roman in the light of current criteria used to identify roads of this period. It showed that many roads originally thought to be Roman should be assigned to different, later, periods. They ranged in type from simple medieval packhorse routes to well-engineered turnpike roads.

The intensive research undertaken on Roman roads has not been matched by similar research on medieval and early modern roads. They have not been mapped in any detail, and archaeological investigation is rare. The importance of the Roman road network in the establishment of major transport routes has perhaps been over emphasised; in north Wales they were established to link the network of forts as opposed to any major population centres and many fell out of use at the end of the Roman period.

The 'Research Framework for the Archaeology of Wales' document on 'Post-Medieval Wales (1539-1750)', published in 2011, highlighted that pan-Wales postal services and communications merited further study (Anon 2011a, 3). Additionally, the research framework document 'Wales in the Industrial and Modern Period (post 1750)' also highlighted that the significance, form and archaeological survival of transport corridors, including turnpikes and government-sponsored roads, were also to be considered a pan-Wales research priority (Anon 2011b, 2). By contrast, the 'Medieval Wales (1100-1539)' review document, published in 2010 (Longley 2010) to facilitate discussion by members of the research framework in their meeting the following year, does not mention communication networks as a research priority. The 2011 research framework document on 'Medieval Wales (1066-1539)' has not been published.

This pilot project aims to assess the evidence and survival of two aspects of the medieval and post-medieval road network: the pre-turnpike roads, including former drovers roads; and 18th and 19th century turnpike roads along with later, 18th century drovers roads and similar through-routes.

The principal product of the project is the database and associated Geographic Information System (GIS) MapInfo tables that can be accessed via the Historic Environment Record (HER). These can be updated as new information is discovered and will provide a detailed and easily accessible record of medieval and post-medieval roads in north-west Wales.



## 2. METHODOLOGY

### 2.1 Aims and Objectives

The aim of this pilot project is to identify the nature and extent of the medieval and post-medieval road network and related sites which are not represented or are underrepresented within the record of statutory protected sites. The methodology established by the Roman roads project (Hopewell 2007) has been followed for this study. The following objectives have been achieved by fulfilling this aim:

- Identification of the resource
- Assessment of the resource in a national and regional context
- Enhancement of the Historic Environment Record

This project aims to contribute to Welsh Government priorities by identifying new sites and assessing the status of known sites. This will allow the designation of heritage assets, their protection and management.

### 2.2 Desk Top Study

The desk-based study was designed to produce a base-line dataset compiled from material from the Gwynedd Archaeological Trust Historic Environment Record (HER) and National Monument Record (NMR) along with a series of secondary sources. The principal secondary sources were 'The Roads of North Wales, 1750-1850' (Dodd 1925) and a series of papers by R.T. Pritchard studying the Turnpike Trusts in Wales (1954, 1956, 1958, 1959a, 1959b, 1961a, 1961b, 1963, 1964a, 1964b, 1952). Details of Medieval roads and drover's roads were taken from regional studies such as *Medieval Anglesey* (Carr 2011), *History of Merioneth Vol 1* Bowen and Gresham 1967 and the RCAHMW Inventories along with detailed studies such as *Thomas Telford's Holyhead Road: The A5 in north Wales* (Quartermaine, Trinder and Turner, R. 2003). These were combined into a database and linear files within a Geographic Information System (GIS), in this case MapInfo. The information in the basic database was supplemented by and checked against further primary and secondary documentary sources. The limited resources for the study have meant that the only primary sources regularly used were maps, mainly the 25 inch County Series Ordnance Survey maps dating in this area from 1888. Where these were not available, e.g. for the higher mountains, 1:10560 scale maps dating from 1891 were used. A database of milestones produced by the Milestone Society was also used in the study but was not incorporated into the main database.

The locations of as many sites identified from the secondary sources as possible were compared to digital copies of the historic map base within GIS to establish whether each site was represented on the maps and what form it took. However the limited scope of this pilot study meant that it was not possible to check all of the sites and consequently many have been assessed using HER records only.

Full aerial photographic coverage of the area has been supplied by Cadw to the HER and this provided additional information about the survival and form of the identified sites. The examination of published and unpublished primary and secondary sources allowed the construction of historical and functional backgrounds to the sites, and often allowed improved interpretations of specific sites compared to those given in the HER and NMR. Some of these sources also allowed additional sites to be added to the database that had not previously been included in the HER or NMR.

This study has concentrated on specific categories of sites missed by other scheduling enhancement projects. The road network forms a rather disparate group of sites in terms of their quality and survival rate, ranging from fully functioning and regularly modernised parts of the current system, through routes which are now bypassed and survive as upstanding earthworks, to routes lost under later development and which can only be recovered through archaeological excavation.

Routes depicted on the map published in 'The Roads of North Wales, 1750-1850' (Dodd 1925) were transcribed onto individual layers within the GIS. Dodd's small-scale map shows only the general line of the roads so the Ordnance Survey 1st edition 25 inch county series for Anglesey, Caernarfonshire, Denbighshire and Merionethshire, or 6 inch county series where the 25 inch were not available, were examined in order to identify the exact lines of roads, and also road infrastructure previously unrecorded in the HER. These layers were colour coded as either 18<sup>th</sup> or 19<sup>th</sup> century (according to the dating ascribed by Dodd). The London to Holyhead

road (now the A5 Trunk road) was included within the GIS but, as it has previously been examined in detail (Quartermaine, Trinder and Turner 2003), is not included in this study.

Road infrastructure was included on the GIS mapping as this provides important contextual information for the road construction and phasing. Three categories of road infrastructure were considered the most indicative of road phasing: milestones, bridge structures and turnpike or toll houses.

Where a milestone was recorded on the 1<sup>st</sup> Edition 6 inch map the location was marked on a GIS layer and in the first instance ascribed with the same date as the road it lay upon. Where a date was available from either the milestone itself or from a documentary source, this date was then applied. In the case of bridge structures the location was marked on a GIS layer and then cross referenced to the Cadw listed building database. This was to ensure that if needed, a record for the bridge could be created. Bridge structures can be dated, either through their design or through the presence of date stones built into the fabric. A turnpike and toll house dataset was included on the mapping due to their importance in identifying the nodal points of routes. They may not always be useful to this end however; the study of the A5 road noted that some of the toll houses had been either demolished as part of road improvements or moved and subsequently rebuilt in different locations in order to preserve them.

## **2.3 Fieldwork**

The project was designed as a pilot and only a small sample of turnpike road was examined in the field. The sample was selected based on information in the database that indicated an appropriate density of sites, good preservation or other factors indicating possible schedulable quality. A 22km length of turnpike was examined in detail on the ground and recorded using a methodology based on that used in the Roman roads project. It had been found that extended lengths of extant road were difficult to describe and record in a database because of frequent changes in character and survival. The roads were therefore broken up into shorter lengths. A new PRN was allocated when there was a significant change in the form or survival of the road. Standard HER database fields were used for recording the turnpike. It should perhaps be noted that confidence ratings (in the interpretation of the feature), as used in the Roman roads project, are less relevant to turnpikes due to better levels of documentation and were not used here.

## **2.4 Report**

This report describes the background and methodology of the project, the results of the survey, and provides recommendations for scheduling and future research. The report incorporates a catalogue of sites (Appendix I). This catalogue is a basic list with minimal details but has been generated from the project database, which holds more information. For those sites visited in the field there are full descriptions in Appendix I. The Access database that accompanies this report is designed to aid input into the HER.

### 3. HISTORICAL BACKGROUND

#### 3.1 Origins

Though this is primarily a study of medieval and later roads and routeways, it is important to examine the legacy from earlier periods. Prehistoric roads are difficult to identify as they possess few datable characteristics. However topographic conditions would have had some influence on the siting of such routes. Bowen and Gresham (1967) identify two or more possible routeways linking the west coast of Merioneth to the English borderlands, which are in part marked by the presence of standing stones and cairns, and on Penmaenmawr a routeway clearly pre-dates the Bronze Age stone circle (Griffiths 1960). Many of the routes established during prehistoric times will have remained in use into medieval times and beyond. The simplest tracks would have been established by the trampling of many feet, human or animal as opposed to being actively constructed. This was probably the origin of roads in many transport corridors. This process eventually forms hollow ways and, as these become eroded, alternative routes are found forming yet more paths, eventually creating “braided hollow ways” or extensive areas of erosion. Many routes probably existed in this form until the development of post-medieval roads. An early road across the “Crimea Pass” near Blaenau Ffestiniog appears to have existed in this form with very little improvement until the 18<sup>th</sup> century (Hopewell 2008). Clearly this kind of route can only take so much traffic before it becomes impassable. On important routes, repairs to unmade tracks would have occurred and eventually metalled roads were constructed.

The extent of the Roman road network in north-west Wales has already been subject to long-term detailed archaeological study and is not considered in detail here. The fate of the Roman road network after the end of the occupation is, however, of significance. Some of the roads were remote routes between forts that were not useful as transport corridors to subsequent generations. These quickly fell out of use and many remain preserved in the bogs of the uplands. Other routes followed more useful ways through the landscape and remained in use. It is these roads that concern this study. Some such as the route across Bwlch y Ddeufaen between the North Wales coast and the Conwy Valley (Hopewell 2013, 32) appear to have become severely eroded and subsequently deteriorated into a series of hollow ways. Others must still have been obvious in the landscape in the 18<sup>th</sup> century and were deliberately targeted by the builders of Turnpike roads. There are several proven examples of turnpikes directly overlying Roman roads. The most spectacular example in our area is at Caer Tyddyn near Brithdir where, after having been overlaid by typical turnpike for several kilometres, the Roman road emerges from beneath a link road in the turnpike system as a perfectly preserved agger (ibid 65).

#### 3.2 Medieval roads

A limited amount of information regarding the road network in the medieval period can be gleaned from historical sources. The record of Gerald of Wales’ journeys around Wales in 1188, which documents his travels around the country as he accompanied Archbishop Baldwin on a recruitment campaign for the Third Crusade, was published in 1191 as *Itinerarium Cambriae* (Thorpe 1978). Gerald generally has little to say about roads; their routes largely followed the coastline. However north of Llanfair, Ardudwy, he mentions meeting Maredudd ap Cynan whilst crossing a bridge. Between Caernarfon and Bangor he says they had to walk the length of a long valley ‘where the going was very hard’. Other sources, including the medieval chronicle Brut y Tywysogion (Jones 1952) and surviving royal family itineraries for both English and Welsh royalty (Stephenson 1984), can provide a broad idea of possible journey routes within certain timeframes. Some editions of the Welsh Law Books provided detailed information on the road network which was required within each township, and that there should be a clearly defined route to the church and to the watering place. In addition, guidelines were provided for the width of the King’s Highway, which was to be 12ft wide (Moore-Colyer 2001, 55).

Work by the RCAHMW for their three volume series on Caernarfonshire discussed the routes shown on the fourteenth century ‘Gough Map’, particularly those between Conwy, Bangor and Caernarfon and Caernarfon to Cricieth (RCAHMW 1956, lxxiv; 1960, lxxv). It has been suggested that the ‘Gough Map’ is based on an earlier map which was used as part of planning of the Edwardian Conquest of Wales at the end of the thirteenth century, and there is documentary evidence for the construction of an ‘invasion roadway’ by Linnard (Linnard 2000, 29-32).

Carr’s examination of late medieval deeds for land on the island of Anglesey has provided some historical evidence for the road network at that time, such as the highway from the cross in Newborough to the ferry at Abermenai (Carr 2011, 9). The Anglesey roads largely followed a south-west to north-east trend, running along

the ridges of a corrugated landscape which had been heavily moulded during the ice age. These ridges still support road networks today.

### 3.3 Roads in the Early Modern period

Few roads before the 18<sup>th</sup> century were capable of taking a carriage. This was confirmed by the visit in 1684 of the Duke of Beaufort, who had great difficulty passing the headland at Penmaenmawr. The only suitable route for a carriage was along the sands. Unfortunately the tide was too high and Lady Clarendon had to be carried in a litter as the rest of the party travelled on horseback or on foot over the top. After crossing the ferry to Anglesey Lord Clarendon says ‘and then put my wife into the litter again; for never was, or can come a coach into that part of the country’ (Davies, 1966, 116; see also North 1935, who provides a good history of the roads over Penmaenmawr).

In 1555 the Highways Act was passed which placed responsibility for the upkeep of roads on individual parishes through the use of ‘statute labour’. The work was carried out under the direction of two ‘Surveyors of Highways’ in each parish, appointed by the quarter sessions. This remained the law for non turnpiked roads until 1835 (Pritchard 1952, 15). Although this meant that there was now a legal framework for the maintenance of roads, the quality of road maintenance depended entirely on the wealth of each individual parish. This meant that large, rural upland parishes, which by their very nature would be poorer than smaller urban parishes, had inherent problems maintaining a satisfactory road network, leading to the degradation of peripheral routes.

Local magistrates gained increasing powers, and regularly brought actions against parishes if the work was not completed. Fines would be used to pay contractors to undertake the work that farmers and residents had failed to complete (Griffith 2006, 30). The quarter session rolls, where they survive, provide a comprehensive record of such actions. For example in 1743 it was found that the inhabitants of ‘the townships of Brithdir Issa and Garthgynfawr should repair the Bala to Dolgelley highway from the bridge called Pont yr Elygog, township of Brithdir Issa, to Pont yr Aran, township of Garthgynfawr, as it was not passable without imminent danger’ (Williams-Jones 1965, 16). Similarly in 1753 it was found that the ‘inhabitants of the township of Bala should repair the highway in several parts of the township, particularly the road leading through the town of Bala from the river Dyffrydan in the township of Ismynydd to Pont Mwgle y Llyn as well as the ‘great causeway or pavement’ in the said town of Bala’ (Williams-Jones 1965, 105). This entry is followed by a list of three more bridges which required maintenance. The repair of bridges, though initially a parish responsibility, fell increasingly to the county, as did the repair of a number of roads (Williams-Jones 1965, lxxxv). The fines imposed by the Anglesey quarter sessions in the second half of the 18<sup>th</sup> century varied from £10 to £70, though there was an exceptionally heavy fine imposed on the inhabitants of Llawr y Llan in Amlwch, when they were charged £200 ‘for and towards repairing and amending the said Highway’ (Owen 1925, 105).

Maps survive in greater number from the late medieval period onwards. The most significant of these, from the perspective of understanding the state of the road network in the study area, are the route maps prepared by John Ogilby, published in 1675 as ‘Britannia’ (<http://www.fulltable.com/vts/m/map/ogilby/mna.htm>). The corridor of travel along the North Wales coast, between Chester (Cheshire) and Holyhead on Anglesey would appear to have been a very important route and was included in ‘Britannia’. Later road maps were more comprehensive. The map produced by John Evans of North Wales, published in 1795, illustrates the road network in detail, along with cities, towns and villages. The map of the ‘Mail Road from Shrewsbury to Holyhead’, printed in 1811, provides a snapshot of the most important roads across the study area just prior to the construction of Thomas Telford’s London to Holyhead road (Quartermaine *et al*, 2003).

Communication and travel between Dublin and London was seen as vital. The first line of ‘posts’ (places where the King’s messengers could obtain food, fresh horses or guides to continue their journeys) from London through North Wales for which there is an official record is 1561 (Pritchard 1954, 27). This route, used to access boats to Ireland sailing from Holyhead, incorporated a journey across the Lavan Sands to Beaumaris from a point near Penmaenmawr. This route across the sands was already known about and used from at least the thirteenth century (Smith 1998, 540). In 1623 the Beaumaris postmaster petitioned to the Justices of Assize in North Wales that wooden posts might be fixed in place to mark out the track across the Lavan Sands, although the first reference to markers being in position was not until 1774 (Pritchard 1952, 15).

The road across Anglesey from Beaumaris to Holyhead was known as the ‘Post Road’. A letter of 1752 mentions that the milestones on this route were ‘a present from the owner of the Dublin packet, to be set from thence to Porthaethwy’ (Menai Bridge – which later became the preferred crossing place instead of Beaumaris)

(Pritchard 1954, 27). The 'posts' were usually to be found at local inns, and records date from the seventeenth century onwards that identify the names of some of these and other establishments. They include 'The Horse Shoe', Bodffordd (Pritchard 1954, 21); 'Ty'n-y-Penmaen' at Penmaenmawr (Pritchard 1952, 19); 'The George and Dragon', Bangor (Pritchard 1952, 24) and 'Gwindy', between Bodedern and Llangefni (Pritchard 1954, 29).

The 'Post Roads' began to be supplemented by a series of roads built by local gentry as private ventures. Lord Penrhyn began the construction of a road in 1790 to provide access along the Nant Ffrancon valley to Capel Curig (Pritchard 1952, 21). This road was replaced by one built by the Capel Curig Turnpike Trust after 1802 which ran from Llandegai to Capel Curig (Pritchard 1952, 21-22). Another road which was originally a private venture was the road between Beaumaris and Menai Bridge, constructed by Lord and Lady Bulkeley during 1804-1805 at a cost of about £3,000. The road came under the care of the Beaumaris – Menai Bridge Turnpike Trust in 1828 (Pritchard 1959, 53).

The lesser roads and routeways of this period were generally poorly kept and rarely surfaced. Commentators of the late 18<sup>th</sup> and early 19<sup>th</sup> century complain bitterly about the state of the roads and how these held back agricultural and commercial advancement. Walter Davies (1810, 372), writing about the agriculture of North Wales, claims that prior to the middle of the 18<sup>th</sup> century there were 'few miles of travelable roads within the whole district', but claims that the turnpike Act had effected a considerable change. Nonetheless, he claims that 'there are scores of miles of roads in different parts that are still in absolute want of improvement'. William Williams (1802, 16-17), writing at a similar time, says that the only thing that would induce strangers to settle in Snowdonia 'would be the making of new safe roads, by which they might pass and repass to and from market, and other places, without danger, and by which especially they could bring manure for their meadows and arable patches'. Though packhorse trails were rarely 'engineered' and usually poorly maintained, a number of examples of more carefully built tracks were identified by RCAHMW in the east and central parts of Caernarfonshire. These include the road through the Llanberis Pass, and a carefully-built track west of Llanberis (RCAHMW 1960, lxvi; also RCAHMW 1956, lxxiv-v).

### 3.4 Turnpike roads

The inherent flaws in the system of 'statute labour' for the maintenance of roads by parishes was recognised from its inception, and although some additional legislation was introduced in the years after 1555 (Webb and Webb 1906) it was not until the introduction of the first Turnpike Act in the years after the Restoration of Charles II's government that a systematic improvement began to be made to a road network which had seen further neglect during the Civil War. However, the scheme took time to extend into Wales. The earliest road turnpiked in the study area was in 1759 and ran between the Tal-y-Cafn and Conwy ferries (Pritchard 1952, 18). In addition to the road itself, a road turnpiked by a trust was also expected to have set milestones along the route, and turnpike or toll gates and their associated houses were also constructed to allow for the collection of the tolls.

Some of this road network and associated infrastructure would find itself bypassed by brand new routes in order to decrease journey time between particular nodal points on the system. The journey time between London and Dublin was still an important factor, increasingly so with the passing of the Act of Union in 1801. The need for more rapid communication and travel between Britain and Ireland led to the construction of the London-Holyhead road by Thomas Telford. Telford's chosen route bypassed the North Wales coast and the old 'post road' across Anglesey, with the old and new roads crossing each other on the island at the village of Valley (Quartermaine *et al*, 2003).

Other roads created during this period became an integral part of the national road network. A steep trackway from Dolwyddelan to Blaenau Ffestiniog, which originally passed through a gap in the ridge known as Bwlch Gorddinnan, was too narrow for carts to use, and consequently meant a twenty four mile diversion for wheeled vehicles (Pritchard 1961a, 30). A new road was constructed between these two places, with Lord Willoughby D'Eresby of Gwydir, the owner of much of the land to be taken over by the new road, financing the section from Dolwyddelan to Bwlch Gorddinnan. An inn, named the 'Crimea', was subsequently constructed at the top of the pass (Pritchard 1961a, 31). This road was later incorporated into the A470, which runs from Cardiff to Llandudno and is considered one of the most important routes across Wales, with sections continually being upgraded and improved where possible to reduce cross country journey times

Outdated road infrastructure could be demolished, as happened to the 'Crimea' inn after its closure, or abandoned and left as a ruin, as in the case of the 'Gwindy' inn. Turnpike or toll houses were mainly converted



into private houses, although cases of demolition or abandonment have also been noted in this study. Road milestones, despite their replacement by improved road signage and recently by in-car GPS systems survive in large numbers across the study area, aided no doubt by the rural location of many. By contrast, structures directly associated with the carriage of the road surface itself, for example road bridges which are unable to support the steadily increasing weight and volume of traffic along certain routes, are either bypassed or removed and replaced in the entirety.

The nature of the topography has to a certain extent influenced the location of the road network and its nodal points – some of which developed from road junctions into the present towns and villages of the study area. Only with the recent major road civil engineering improvement schemes, for example, the A55 tunnel under the Conwy Estuary and the A5 cutting at Dinmael, has the road network been able to significantly change course in comparison to those routes which were originally in use.

## 4. RESULTS

### 4.1 Roads

#### 4.1.1 *Turnpike and other post-medieval roads*

The first systematic study of post-medieval roads in North Wales was undertaken by A. H. Dodd in 1925. He considered the improvements to the road system between 1750 and 1850 as a consequence of two main factors. The first of these was the expanding influence of the Industrial Revolution in North Wales, with the swift transportation of goods and services to markets outside the local area via the road system becoming a greater priority. The second factor was the Acts of Union with Ireland, which meant that of the 1st of January 1801, the United Kingdom of Great Britain and Ireland was created. The creation of this expanded kingdom meant that more rapid road communication between the capital cities of London and Dublin was required for Irish Members of Parliament. The most direct route for their journey was through North Wales, from Shrewsbury to the port of Holyhead (Dodd 1925).

Dodd considered from the evidence he collated that prior to this period, the roads of North Wales were in a uniformly poor condition, drawing his sources mainly from the letters and diaries of the late seventeenth and early eighteenth century local nobility and gentry. These writers either lived in the area and wished to travel to visit friends and neighbours, or were appointed to a role which required travel outside of their usual sphere of influence. The date of 1750 as the starting point of his assessment also seems to have been selected due to the fact that the “perfect mania” (Dodd 1925, 131) for the foundation of Turnpike Trusts in England began to spread into North Wales after this date, with the first turnpike being constructed between Shrewsbury and Wrexham in 1752 (Dodd 1925, 131).

In addition to collating this source information, Dodd compiled in his article some of the creation dates of the Parliamentary Acts which permitted construction of the Turnpike roads. His treatment of the individual counties however is uneven, with the creation of Turnpike roads in Merionethshire warranting only three paragraphs compared to several pages of information on Caernarfonshire and Anglesey (Dodd 1925). The study by Dodd was not immediately followed by any further work, perhaps because his research was seen as comprehensive enough for the period; in addition, it had also been published in ‘*Archaeologia Cambrensis*’, the national archaeological journal.

The next phase of research into the road system was not undertaken until R. T. Pritchard wrote a series of in depth articles on the development of the post-medieval road system in North-west Wales. These articles were published in the county history journals for Anglesey, Caernarvonshire and Merionethshire from 1952 to 1961. He also wrote similar articles for the post-medieval roads of the counties of Flintshire (1964a) and Denbighshire (1964b), both published in their respective county journals.

In contrast to Dodd’s work, Pritchard's series of papers made more use of press reports and newspaper articles to discuss the development and improvement of the road network. Pritchard drew maps of the road network for his papers, but each of these remained an individual entity and they were not combined into a comprehensive map as Dodd as had done in his publication. Whilst both Dodd and Pritchard’s maps proved useful in isolation, the fact that they were at a small scale and were not overlaid on Ordnance Survey maps limited their usefulness in detailed study of the routes.

Dodd’s article did not discuss the archaeological potential of the post-medieval road network, although it is possible to infer from his article some sections of road whose construction or repair can be closely dated (Dodd 1925, 129). In comparison, Pritchard recorded where he had seen relict sections of pre-turnpike road. In the Ogwen valley, he also recorded the turnpike road that had been superseded by the early 19th century London-Holyhead road now known as the A5. In the paper on Caernarvonshire Turnpike Trust, published in 1956, Pritchard wrote ‘that the Tafarn-y-Grissia Toll House in Felinheli had been demolished in 1952’ (Pritchard 1956, 68) but did not elaborate any further on this point.

One Turnpike Road was considered by both authors as an exception from all others created in North Wales as a whole, and this was the Government sponsored London-Holyhead road (A5). Dodd considered that this ‘important subject must be dealt with separately on some future occasion’ (Dodd 1925, 125). Pritchard alluded to the importance of the London-Holyhead road in his articles on the Anglesey (Pritchard 1952) and

Caernarvonshire (Pritchard 1954) post roads, but did not write about the London to Holyhead road in any great detail.

A study of the Welsh section of the London-Holyhead A5 road was commissioned in 1995, and followed in 1997 by the commissioning of an archaeological and historical survey. The interim reports are held in the HER and the results of the surveys and associated material were compiled into a report published in 2003 by the Council for British Archaeology (Quartermaine *et al* 2003).

Ten lengths of extant turnpike and medieval/post medieval roads, a total of 63km, were recorded during the Roman Roads Project carried out by GAT (Hopewell 2007). These had been previously identified by a variety of sources as Roman roads, and in many cases consist of Turnpikes that appear to have been constructed using Roman roads as their foundations. These are mostly still listed as Roman roads in the HER. These relict lengths of road often run close to the line of the modern road network. They would not necessarily be identified when digitising the large scale maps and written descriptions produced by Dodd and Pritchard, thus emphasising the need for desktop study to be followed up by detailed fieldwork on all routes. The principal lengths that were recorded were as follows:

- The fairly extensive survival of fragments of turnpike between Bethesda and Betws-y-Coed (examined during fieldwork for the Medieval and Post-Medieval Roads Pilot Project, see below).
- The extensive survival of a coach-road or early turnpike to the east of the later turnpike/modern road running through Coed-y-Brenin south of Trawsfynydd, PRN17735 (Hopewell 2013, 16).
- A length of early road running the eastern side of Coed-y-Brenin to Rhydymain at its southern end (ibid, 63) PRNs 36440-2
- A short length of, in places, very well-preserved turnpike at Pont Rhyd Sarn near Llanuwchllyn (ibid, 68-69) (Figure 1 and Plate 1) PRNs 17643-5.
- Well preserved fragments of turnpike running east from Bala towards Corwen. A particularly impressive causeway is preserved at Cefn-ddwysarn (see Plate 2, PRN 17611, ibid 71) PRNs 17610-7.
- A narrow, early, but subsequently unimproved and possibly medieval road, running south- east from Llanfor (ibid 15). PRNs 17763-8
- The turnpike and Roman road at Caer Tyddyn (PRN 17777 and 17779, ibid 64 and 65).
- An extensive length of multiphase early road and turnpike making up the Ffordd Ddu between Dolgellau and Llanegryn (ibid 76-77). PRNs 17858-74
- A well-preserved and partially engineered packhorse route between Llanberis and Capel Curig See Plate 3 (ibid 58-59). PRNs 17600-4

#### **4.1.2 Drovers' Roads**

Drovers Roads, the network of trackways used by Welsh drovers to deliver animals to markets in England, have been examined as transport routes and also from the perspective of the drovers who walked them. Biographies of some of the last of the drovers have been published (Phillips 1968). Richard Colyer produced an overview of Welsh cattle drovers in the Nineteenth Century for his doctoral thesis, elements of which were later published as a series of articles (Colyer 1972; 1974; 1975). Godwin and Toulson's 'The Drovers' Roads of Wales', published in 1977, provided maps and walking guides for routes out of the Llyn Peninsula and from Harlech towards Dolgellau. Other routes recorded fall outside the scope of this report. Godwin and Toulson also provided some background on the history of the drovers themselves, drawing partly on Colyer's research.

#### **4.1.3 Medieval Household Circuits**

A medieval royal 'circuit' was the prescribed travelling itinerary followed by a royal family and their household staff travelling from royal residence to royal residence (Smith 1998, 220-221). In the case of the late thirteenth



century Welsh royal family of the kingdom of Gwynedd, records of their itinerary survive and have been examined by Stephenson (Stephenson 1984). Following the Edwardian Conquest of Wales in the late thirteenth century, a series of records were compiled by the new English administration. 'The Record of Anglesey and Caernarvon', compiled in 1352, contains within it a record of the itinerary of the Princes' huntsmen, falconers and the 'King's' stallion between particular settlements in order to carry out their duties. The itinerary for the island of Anglesey is being studied by the one of the authors as part of his doctoral thesis.

#### **4.1.4 Other Research Projects**

The post-Roman road network has seen some academic research undertaken looking at its development. Hindle (1976) examined the development of the medieval road system from a geographer's perspective, and some of this material has been utilised in a project by the Department of Geography at the University of Cambridge entitled 'Creating a GIS of the Transport Infrastructure of England and Wales 1379-1729' (Satchell 2012). The Department of Queen's University Belfast received an AHRC grant to create GIS maps of the 'Edwardian Towns of England and Wales' and this in relation to the study area mapped the routes entering and leaving the urban centres of Beaumaris, Caernarfon, Conwy, Criccieth and Harlech (Lilley, Lloyd and Trick 2005).

The oldest surviving route map of Great Britain, the 'Gough Map' dating between 1355 and 1366, has been digitised by Queen's University Belfast and placed online in 2011 (<http://www.goughmap.org/>). One of the interpretations suggested for the Gough Map is that it was based partly on a map created in order to assist with the armies of Edward I and their incursions into North Wales (Pelham 1933, 34-39). Linnard, drawing upon available documentary sources, discusses the creation of an 'invasion roadway' in North East Wales in 1277-1278 and again in 1282-1283 (Linnard 2000: 29-32).

A search through the British Library's Electronic Theses Online Service (EThOS), which has over 300,000 theses, revealed only two PhDs which examined the road network of England and Wales (Hindle 1973, Edwards 1987). PhD's have also been written on 'The Development of the Fife Road System 1700 to 1850' (Silver 1984), 'From Isolation to Integration: The Development of Roads in the Northern Highlands of Scotland 1800-1850' (Smith 2001) and 'Roads and Routeways in County Durham, 1530-1730' (Hutton 2011).

#### **4.1.5 Dating**

The dating of roads depends on several factors.

**Morphology.** Some types of roads can be dated largely by their morphology. Roman roads are an obvious example but turnpike roads, although less uniform in their construction, are still quite distinctive. Bateman (1836 Figs 1-5) shows typical turnpike morphology (see reproduction of Bateman's illustration Figure 2). These are perhaps somewhat idealised and may not be a true reflection of how turnpikes were constructed in North Wales but many extant features have been recorded in the region that seem to be similar and diagnostic. Turnpikes are the first well-constructed wide roads after the Roman period. Bateman indicates a 30ft (9m) wide running surface, however in North Wales they are typically narrower. Both causewayed and sunken constructions exist in the region although again, not at the scale of Bateman's illustration. Typical turnpikes in North Wales are 4-6m wide, with the road often running along a stone revetted embankment. In some cases cuttings are present. A lightly cambered or flat profile with a compacted, gravel based surface seems to be typical. Fairly sophisticated drainage systems with stone built culverts are often present. The material for the road construction was often derived from the local subsoil and quarry pits are therefore often located nearby. These are usually large and immediately adjacent to the road, unlike Roman examples which are set back and smaller.

Other types of roads are less easy to date from a morphological perspective; simple unmade tracks could be of any period. Improved roads may include datable materials such as quarried stone or mortar in their construction.

**Artefactual evidence.** This can produce the most accurate dating evidence; artefacts within or on the original road or subsequent improvements can provide detailed evidence for the founding and development of the road. Such finds are relatively common around settlements but rare on cross country roads. This evidence also depends on recovery through archaeological excavation or the use of a metal detector.

**Radio-carbon or dendrochronological dating.** Wood used in the construction of roads, such as rafting over peat bogs, is readily datable and peat deposits can also be used for dating. This could be particularly applicable to identifying medieval roads.

**Peripheral and associated archaeological features.** Peripheral features are also diagnostic; milestones should in theory be present alongside turnpike roads; in practice they were placed every mile on some major turnpikes and coach roads, (e.g. The Post Road from Beaumaris to Holyhead). In other cases, for instance the Ogwen Valley turnpike, they only appear at major junctions. In some cases they either appear to have never existed or have been removed. Understanding how milestones were procured and where they were manufactured will assist in understanding the local and regional economy.

**Documentary evidence.** There are several sources of documentary evidence which as yet are underutilised. The County Record Offices hold several parish road books and other associated material spanning the period 1660 to 1983. A systematic examination of this material would aid in the understanding of how roads were maintained by parishes of varying wealth, and how the change from a local system of maintenance was managed to become a government controlled and financed system. A list of the resources identified is provided in Appendix II.

The process of digitisation of the newspaper archive held by the National Library of Wales and the creation of an online reader - accessible at <http://papuraunewyddcymru.llgc.org.uk/en/home?> - has provided the opportunity to search access over 630,000 pages from nearly 100 newspaper publications generally up to 1910 and will grow to over 1 million pages as more publications are added during 2014. Examples of the material available through this search facility are provided in Appendix III.

#### **4.1.6 Quantification**

At the beginning of the project the Gwynedd Archaeological Trust HER had the following medieval and post medieval roads recorded, all as single data points as opposed to linear files or polygons.

Number of Turnpike Roads in HER:

**Seven:** PRNs 11168, 25100, 29930, 31095, 34124, 37983, 38012

Number of Drovers Roads in HER:

No Drovers' roads are recorded on the HER under the type 'Drove Road'.

Number of Medieval Roads in HER:

**Six:** 1771, 13931, 25063, 30304, 58447, 58507

Six medieval roads are recorded in the GAT HER. Of these only one has been archaeologically excavated (1771), whilst the remaining four were identified during desk based assessments.

A total of 38 lengths of turnpike roads, 618km, were identified and mapped as linear features based on the documentary sources. These are all represented on Figure 3, along with the three segments (102km) of the London to Holyhead road within the study area, 18 individual lengths (27km) of roads identified during fieldwork, and the 10 (63km) identified during the Roman Roads project (Hopewell 2007) (see also Appendix I).

## **4.2 Milestones**

Milestones are one of the most readily identifiable structures associated with road infrastructure. Examples recorded in Wales are known to date from the Roman period onwards. Placed as they are at the roadside they usually provide the distance in miles, and occasionally in furlongs, to at least one nodal point on the road system. 'Milestone' serves as a catch all term for these roadside markers; other materials, for example metal, were also used for their construction. Following the introduction of the Motor Car Act 1903, milestones began to be superseded by modern traffic signs in the first decade of the twentieth century (<http://hansard.millbanksystems.com/commons/1903/aug/04/motor-cars-bill-lords>).

#### 4.2.1 Previous Study

The systematic study of milestones on a United Kingdom wide basis has been undertaken by the charitable organisation 'The Milestone Society' since their foundation in May 2001 (<http://www.milestonesociety.co.uk/>). The Society maintains a database of all the stones recorded by them to date and actively encourages the incorporation of their data into HER databases (<http://www.mileston.echoechoplus.com/highways/>). Milestones have been classed as listed structures since 1995 and currently 108 within the study area are accorded this status. Details of the A5 milestone specification are provided in the CBA published report (Quartermaine *et al* 2003, 37-38), but there has not as yet been any comparable work on the design and production of milestones commissioned for other turnpike and toll routes in Wales.

#### 4.2.2 Dating

The General Turnpike Act of 1766 made mileposts compulsory on all turnpike roads (see Figure 4) (<http://www.milestonesociety.co.uk/aboutmilestones.html>). Fieldwork, both for this project and the Roman Roads project, failed to find regular, or in some cases any, milestones on several routes in North Wales. This could indicate that milestones were either not set up on some routes or that they have not survived.

The Milestone Society database does not record the date of the milestones making it difficult to relate them to any particular phase of road. Photographs are, however, included in the related Google Earth information and these give a good indication of the milestone types on any given route. The photographs reveal a large variation in milestone design ranging from crude stone slabs to cast iron mileposts. The majority of turnpike milestones, however, appear to be dressed stone or sawn slate slabs, with neatly cut lettering. An interesting contrast can be seen on the coach-road / turnpike between Trawsfynydd and Dolgellau. The earliest phase of the road has not been mapped in detail but in some places runs a few hundred metres to the east of the current A470, marked by crude stone slabs with distinctly informal lettering. Five of these milestones have been recorded by the milestone society and one during the Roman Roads project (see Hopewell 2013, 16). In direct contrast, the later route, mostly following the current A470 is marked by a series of cast iron mile-posts erected when the road was re-marked by the Turnpike Trust in the early 19<sup>th</sup> century (Cadw listed building information). The only series of post-turnpike milestones in Gwynedd appears to be along Telford's A5. Post-turnpike milestones were set up by county councils in Cheshire and several other English counties but there is no evidence for this process in North Wales.

The earliest milestones recorded in the study area are those which were placed on the Beaumaris to Holyhead post road, and noted by R.T. Pritchard as being pre 1752 (Pritchard 1954: 27). Although many of the milestones have identifiable text on them and the source of the stone can also be readily identified, there has been no research into the procurement and production and preparation of these stones for post roads and turnpike trusts.

#### 4.2.3 Quantification

The Gwynedd Archaeological Trust HER has 108 post-medieval milestones recorded as Grade II listing buildings. Separately, there are 17 post-medieval milestones recorded with PRNs as archaeological monuments, and three of these (13933, 24062 and 28411) are accorded listed status. Where all known milestones along a route have been recorded to the same level of detail, as in the recording of the 83 milestones undertaken along the A5 London to Holyhead road (Quartermaine *et al* 2003), examination of the relevant database shows that not all of these are listed, and some of these are listed although they are no longer in their original location.

### 4.3 Bridges

The crossing of rivers and estuaries was always a significant point on any road system, and often led to the establishment of inns, smithys and settlements at these locations. Often the first crossing point was just above the tidal limits, which led to the establishment of settlements at that location. For example Trefriw and Llanrwst were established on the River Conwy, Dolgellau on the River Mawddach estuary and Machynlleth on the River Dyfi. Pont Fawr, the three-arched bridge at Llanrwst, was built in 1636, though subsequently repaired. Pont Fawr, Dolgellau, also dates to the seventeenth century. On Anglesey the narrow strait between Holy Island and Anglesey was bridged at Pont Rhyd y Bont by the mid seventeenth century. Bridges were often constructed alongside pre-existing fords. The latter also indicate major crossing points and the location of roads. A full study

of Anglesey fords has been completed, but similar lists have not been compiled for Caernarfonshire or Merionethshire (Jones 1992). Where rivers or estuaries were impassable, ferries were used to effect a crossing. There were many minor ferries in the area – the major ferries across the Conwy and Menai Strait have been studied by Davies (1966).

The construction of a bridge on a routeway required the consent of the owners of both riverbanks. In some cases however, this was not always immediately forthcoming. The construction of a bridge over the river Dee in 1338, between Holt in Wales and Farndon in England, resulted in litigation. The reasons given were that the bridge had been built partly on ‘Cheshire soil’ and that ‘unlawful tolls’ were being extracted (Booth 1997, 109-116). The construction of a viable bridge also required significant capital investment, and both the road deck and the bridge abutments or piers required regular maintenance in order to ensure that the bridge could remain in use and deal with the increase, in both volume and weight, of the traffic using the crossing point. Major landowners, such as the Wynn’s of Gwydir, or the Owen’s of Bodeon (Pont Aberffraw, 1731) often played a major role in instigating the construction of bridges in the early modern period.

#### **4.3.1 Previous Study**

Jervoise (1936) lists the bridges of Wales as they existed then. This is a valuable study, in which the author lists each of the rivers in turn. Although the Menai Suspension bridge is upheld as the pinnacle of the road building programme across the study area (Gwyn 2001, 150), without the numerous other smaller and much less grand or sophisticated structures, the London to Holyhead road would not have been able to link up with the pre-existing road network. The bridges on Telford’s London-Holyhead road, now the A5, were recorded as part of the LUAU project (Quartermaine *et al* 2003, 33-36).

#### **4.3.2 Dating**

Though medieval bridges certainly existed, with the exception of two 14<sup>th</sup> century bridges in Caernarfon (neither clearly visible) the earliest surviving bridges are typically of the 17<sup>th</sup> century, though Ogwen bridge (PRN 2340) and Pont Tai Hirion (PRN 4992) may be sixteenth century in date. Major bridges are often dated, or a record of their construction is preserved by antiquarian writers. Pont Fawr, Llanrwst, built 1636, is mentioned above, and Pont Minllyn also dates from the first half of the seventeenth century. Many more bridges are of eighteenth century date, often with date-stones incorporated into their structure. Similarly, many 19<sup>th</sup> century bridges are dated, the Waterloo Bridge at Betws-y-Coed being a typical, though erroneous example (Quartermaine *et al* 2003, 79-80).

#### **4.3.3 Quantification**

A total of 161 post-medieval road bridges are listed as on the GAT HER. In addition, three bridges have been built as modern replacements on the site of bridges which would have originally fallen within the criteria (12974, 18461, 31124). One hundred and eight bridges are listed (997, 2007, 2185, 3004, 3222, 3735, 3738, 4102, 4618, 4652, 4746, 5114, 5340, 5758, 6662, 7157, 11666, 11667, 11669, 11670, 11671, 11673, 11674, 11675, 11676, 11677, 11678, 11679, 11680, 11682, 11683, 11686, 11687, 11688, 11689, 11690, 11691, 11692, 11694, 11695, 11696, 11697, 11698, 11699, 11700, 11701, 11702, 11703, 11704, 11706, 11707, 11708, 11709, 11710, 11711, 11712, 11713, 11714, 11717, 11719, 11721, 11722, 11723, 11724, 11725, 11726, 11727, 11728, 11729, 11730, 11731, 11732, 11734, 11735, 11736, 11737, 11738, 11739, 11740, 11741, 11742, 11743, 11747, 11749, 11750, 11751, 11752, 11753, 11756, 11757, 11758, 11759, 11761, 11762, 11763, 11764, 11765, 12742, 12743, 16043, 16639, 18453, 28792, 30330, 30481, 31132, 36030, 38120 and fourteen are scheduled (202, 863, 1555, 1582, 3004, 3237, 4087, 4101, 4147, 4618, 4652, 4660, 5114, 11730). Five are scheduled and listed (3004, 4618, 4652, 5114, 11730).

Ten bridges are recorded as medieval on the Gwynedd HER (2340, 3464, 4268, 4648, 4992, 5041, 5371, 6644, 8880, 24752), although within the text descriptions one (4648) is described as sixteenth or seventeenth century and two are no longer extant (6644 and 24752). One (5371) is listed and two (4648 and 4992) are scheduled.

All medieval and post-medieval bridges recorded by Gwynedd HER are shown in Figure 5.

## **4.4 Toll and Turnpike Houses**

### **4.4.1 Previous Study**

Toll houses formed a key component of the turnpike road network, and many different styles were constructed. However no major survey has been undertaken, other than those sited on the London to Holyhead road (Quartermain et al 2003). This survey provided a snapshot of the various fates which could befall a toll or turnpike house once it no longer carried out its original function. Several examples had been demolished by this date, whilst others had been re-used as private dwellings. One example was relocated in the 1970s and is currently in use as a tea shop.

One toll house from Wales has been moved from Penparcau near Aberystwyth to the National Museum Wales at St. Fagan's; an example from the London to Holyhead A5 road has been moved from Shelton, a suburb of Shrewsbury to the Blists Hill Museum, Ironbridge. No archaeological excavation has been undertaken on any of the toll or turnpike houses in the study area and an excavation of this type could aid in understanding the standard of living of these specialised workers.

### **4.4.2 Dating**

The provision of turnpike houses was included within the Act allowing a road to be turnpiked. Whilst the original construction date for a turnpike house is relatively clear from documentary sources, in some cases they could be demolished and re-sited in order to increase their profitability.

### **4.4.3 Quantification**

Eighteen toll houses (13 identified by 'site type' as 'toll house' and 5 'toll booth') are recorded in the Gwynedd HER. Two of these buildings (or former sites of buildings) have duplicate PRNs (1708 and 2512) making 16 recorded toll houses in all. Of these, seven are associated with the turnpike system (PRNs 6508, 3491, 37206, 34188, 1710, 1709, 1711). The rest appear to be associated with Telford's London to Holyhead road. In addition, 4 'toll gate' site types are recorded (PRNs 1706, 6612, 29501, 37204), one of which (PRN 37204) is associated with a separately recorded toll house (PRN 37206). PRNs 29501 and 37204 are part of the turnpike system, whilst PRNs 1706 and 6612 are associated with the Telford road. A further four sites identified during a free text search appear to be associated with turnpike system (PRNs 11368, 16045, 36327, 37210).

A further eight toll houses, not recorded on the HER, were identified by analysis of documentary sources. The location of all of the toll houses discussed above are shown on Figure 6.



## 4.5 Fieldwork

### 4.5.1 Methodology

The route of the turnpike between Tyn-twr turnpike house Bethesda and Betws-y-Coed, a distance of 22km, was examined in detail. All extant turnpike was walked and a written and photographic record made of relevant features. The turnpike road was divided into 16 individual PRNs (Figure 7). A new PRN was allocated when there was a major change in character of the remains, e.g. when the route changed from the line of a modern road to largely unimproved turnpike. This approach was used during the pan-Wales Roman road project (Hopewell 2014, 20) and was found to be a good way of breaking up very long linear PRNs in a way that reflects the varying levels of preservation along the route of the road. Standard HER database fields were used for recording the turnpike, confidence ratings as used in the Roman roads project were not used

### 4.5.2 Results

#### PRN 58538

The 1802 turnpike running from the southern outskirts of Bethesda was superseded by Telford's road (1815-26) and little can now be seen of the turnpike in the northern part of Nant Ffrancon apart from Tyn-twr turnpike toll-house (PRN 1709 and Plate 4)

#### PRN 19159 (SAM CN338, Figure 8)

The turnpike emerges from under Telford's road revetment 730m from the head of the valley and survives as a generally well-preserved revetted terrace (Plate 5 and Plate 6). The road is now mostly overgrown with grass but the 5m-wide road-bed is well-defined in several places. There are several old collapses in the revetment but the remains are mostly stable. At the head of the valley the road runs along a cutting through rock outcrops before turning sharply, again as a revetted terrace, to cross the Afon Ogwen at Pont Pen y Benglog (PRN 2340, listed building 22944). The current road bridge was built by Telford and subsequently widened. The earlier pack-horse bridge, presumably used by the turnpike, survives as a free-standing structure beneath the later phases (Plate 7)

#### PRN 58539

The turnpike and Telford's road follow the same line along the southern side of Llyn Ogwen and nothing can be seen of the earlier structure.

#### PRN 53540 (Figure 9)

The turnpike road turns from the line of Telford's road at the eastern end of Llyn Ogwen. The old turnpike continues to be used as a track providing access to land along the southern side of the Afon Llugwy. The levels of preservation and later improvements are variable. The length between the A5 and Gwern Gof Uchaf runs through blanket bogs and has recently been resurfaced using a thick layer of crushed stone. The original structure has mostly been obscured. The road is better preserved as it passes the farm but has again been much upgraded. A small river is crossed by a new bridge and ford.

#### PRN 53541 (Figure 9)

The road to the east of Gwern Gof Uchaf is currently a rough 2m wide track with some signs of modern resurfacing and pot-hole filling. This overlies a grass-grown 4m wide terrace.

#### PRN 53542 (Figure 9)

The road crosses an area of very wet bogs half way between Gwern Gof Uchaf and Gwern Gof Isaf. It is carried across on a well-preserved 6m wide and 1m high earthen causeway (Plate 8). This has been partly resurfaced at the western end but is otherwise intact apart from the very unsympathetic upgrading of the original stone-built turnpike-culverts with plastic pipes.

#### PRN 53543 (Figure 9)

The road to the west of Gwern Gof Isaf is largely unimproved apart from some minor gravel resurfacing and the replacement of culverts with plastic pipes. The current track is about 2m wide, the original turnpike appears to have been about 4m wide (Plate 9). It is however more difficult to see in this area because the ground surface is firm and less engineering was needed to provide a dry and solid running surface.

PRN 53544 (Figure 9)

The road through Gwern Gof Isaf farm and campsite has been substantially upgraded and no original turnpike structures are visible.

PRN 53545 (Figure 9).

The turnpike to the east of Gwern Gof Isaf is somewhat variable but mostly runs along a 5m-wide causeway with lengths of stone revetment on the north side. The character of the road is well preserved in places because the roadside ditches have not been cleaned out; elsewhere the contents have been dumped on the edge of the road causeway. There has been some recent resurfacing and the culverts have again been replaced with plastic pipes.

PRN 3278 (Figure 9).

The turnpike changes character at SH69545966. This is, in part, because it then crosses about 1.5km of otherwise untraversable bogs, necessitating the construction of a raised embankment. Examination of the development of the road system also indicates that this part is mostly the latest phase (probably 1802 - 1805). The turnpike to the west of this point almost certainly incorporated elements of Lord Penrhyn's pre-turnpike road of c.1791. The two elements diverge where a wall built upon an earlier terrace skirts the southern edge of a large bog in the valley bottom (see below, PRNs 37288, 37385 and 37581).

The turnpike runs on an 11m wide and 1.5m high causeway in order to raise it above the blanket bogs in the bottom of Nant y Benglog (Plate 10). The top of the causeway is about 4m wide, presumably the original width of the road. The road is still in use as a 2m wide track; this has clearly been upgraded and resurfaced. The causeway is in places revetted with dry-stone masonry and is generally intact. A fairly sophisticated drainage system is still functioning. A ditch runs alongside the upper side of the road diverting streams and other runoff into a series of well-constructed stone-built culverts (PRNs 37327 (Plate 11), 37328, 37731 and 37728). Further ditches then carry the run off to the Afon Llugwy. The ditches have clearly been recut many times but most of the culverts have been retained and perhaps in some cases repaired. Maintenance and stabilisation of this length of road has been carried out to a good standard and the character of the turnpike has been retained. Its good state of preservation may be a result of its continued use until at least the end of WW2 as a means of access to the turbaries of Nant y Benglog. Numerous peat stack-bases alongside the road demonstrate that it was the main extraction route for the peat.

A series of borrow or quarry pits were recorded on the uphill side of the road. These presumably provided earth for the embankment and stone for the revetments and culverts. The road reaches more solid ground as it approaches Capel Curig and survives as a revetted terrace.

PRNs 37288, 37385 and 37581 (Figure 10).

Lord Penrhyn's road runs along the southern side of Nant y Benglog. The area was surveyed as part of the Uplands Archaeology Initiative for RCAHMW. Kenney (2014, 18) describes the remains of the road as follows: The remains of Lord Penrhyn's road are now quite subtle but the RCAHMW (1956, lxxvi) identified it as running along the line later taken by a prominent field wall. The wall is built on the northern side of a 3m-wide level terrace, with stone revetment in places along its northern side and small borrow pits at intervals along its southern side. This terrace is the remains of the road (PRN 37288). Further evidence is provided by a well-built bridge over a stream; this is 5m wide and clearly much more substantial than needed by livestock. At the western end of the survey area the road must have turned north to avoid the steep ground and boulders at the foot of Gallt yr Ogof, and a better maintained wall follows its line. To the east the road can be followed past a sheepfold (PRN 37385), where it is indicated by a straight ditch but largely disturbed by a modern track. The road may then have followed the route taken by the later turnpike road until, towards the southern edge of the study area; it takes a more direct route through rocky ground and can be seen on aerial photographs although it is difficult to locate on the ground (PRN 37581). This section is shown as a track on the First Edition 25 inch County Series map. This is, however, the only part of its route indicated on the map. Also close to this section are two possible borrow pits, which may have been related to its construction.

PRN 58546 (Figure 10).

A grass-grown track takes an alternative route through Gwern Gof Isaf; this may be an earlier phase of turnpike or possibly part of Lord Penrhyn's road.

PRN 58552 (Figure 9).

A grass grown track cuts away from the A5 close to Pont Tal-y-llyn. One side of it is shown as a line on the 1889 County Series map but it is not shown as a track, suggesting that it was no longer clearly visible at this time. This could be part of Lord Penrhyn's road.

PRN 58547 (Figure 10).

The line of the turnpike has been adopted by a modern lane as it approaches Capel Curig road Junction. The bridge Hen Bont presumably dates from the turnpike era.

PRN 58548 (Figure 10).

The line of the turnpike again joins that of Telford's road at Capel Curig with another branch leading to Beddgelert. The latter is not included in this study. Two carved slate milestones survive (PRNs 58553 and 58554, Plate 12 and Plate 13). One (58553) is set into a rebuilt wall at the junction; the other is probably *in situ* in the churchyard wall. The Ty'n-y-lon turnpike tollhouse (PRN 1710, Plate 14) stands on the edge of the modern road. Telford's road / A5 runs through Capel Curig.

PRN 58549 (Figure 11)

The two roads again diverge as the turnpike turns to the south on the eastern side of Capel Curig. It crosses the turnpike bridge Pont Cyfyng (PRN 58555) and runs along the southern side of the Afon Llugwy as far as Pont Ty-hyll. It has been upgraded into a single track modern road.

PRN 58550 (Figure 11)

A rounded grass grown embankment emerges from under the road embankment leading to Pont Ty-hyll (Plate 15). It has been suggested that this is the line of the Roman road leading from Bryn y Gefeiliau to the Conwy valley (or alternative upland routes see Hopewell 2013). This makes good sense but well-preserved stone culverts resemble those recorded elsewhere on turnpikes in the area suggesting that the embankment is the ploughed down remains of the turnpike. This may well have used the Roman road as a ready-made foundation.

PRN 58551 (Figure 7)

The embankment appears to join the line of Telford's road (slightly straightened by the modern A5). No other elements of the turnpike have been recorded on its route to Betws-y-coed

PRN 58553 (Figure 7)

The line of Lord Penrhyn's road up the western side of Nant Ffrancon is shown on Figure 7. This is now a single-track macadamised road apart from at the northern end where it has been converted into a cycle track. Beyond this it is buried under the tips of Penrhyn quarry.

#### **4.5.3 Conclusion**

About 37% of this length of road survives as recognisable turnpike that has not been upgraded by Telford and subsequent road improvements. The surviving lengths of turnpike range from extant abandoned road at the head of Nant Ffrancon close to Pont Pen y Benglog that has seen no subsequent use, to minor tracks that have been maintained and resurfaced with gravel but retain many original features, principally along Nant y Benglog. Survival of the road in the latter area is somewhat variable, it retains much of its original character as an embanked trackway crossing difficult boggy terrain. The western part has however been 'upgraded' with plastic pipes replacing the original stone culverts. The remaining 64% of the road has been upgraded to form the current A5 and a minor road at Capel Curig running to the south of the Afon Llugwy. Turnpike infrastructure survives in several places; two tollhouses, at least two bridges and small milestones set into the wall at the T-junction at Capel Curig. There are, however, no other milestones on the route apart from those associated with Telford's improvements.



## 5 SYNTHESIS

### 5.1 Quality of the data

The study of the post-medieval road network in North-west Wales has to date primarily been conducted by historians and social geographers. The road network has been seen as providing a catalyst for change through the improvement of its route or facilities along it, and the consequent effects that this brought to the region. Archaeologists have examined the consequent effects, through their excavation of a range of post-medieval industrial sites, but have not to date examined the road network in any great detail. The article published by Dodd was very much of its time, but did provide the start point for work by R.T. Pritchard, which, published during the 1950s and 1960s, illustrated what could be achieved by using documentary resources, and some of the fieldwork provided a useful guide to sections of relict roads that were visible to him at the time of writing. The physical geography of north-west Wales limits the number of possible routes between nodal points on the system, but an understanding of how the various permutations that were constructed in order to improve journey time, or how and where tolls were collected or accommodation provided, is impossible without conducting fieldwork comparable to that undertaken for Roman roads. The rural nature of the study area and the pastoral nature of the agriculture mean that it is possible to identify relict routes which have survived as roads or tracks of lower status after they went out of use.

The identification of these relict routes is not however straightforward. Dodd and Pritchard's work identified general routes but provided limited information about the exact route of the turnpikes due to the small scale of the mapping. The pilot area of fieldwork and information from the Roman Roads Project clearly demonstrate that it cannot be assumed that turnpikes and other early roads were simply adopted by the subsequent phases of road that make up the current transport system. Relict lengths of early road can be expected to survive on many routes. Changes to the routes of roads during the 20<sup>th</sup> Century can be traced through map evidence. The lack of detailed and accurate mapping of routes before the Ordnance Survey County Series surveys makes earlier changes to the road system more difficult to detect. Most of the fragments of relict roads discovered in the fieldwork had been superseded by the time of the Ordnance Survey mapping and could not be identified from map evidence alone.

The establishment of a turnpike or toll house at a roadside did not automatically secure its long term future at this particular location or even as part of the network as a whole. Some turnpike or toll houses were demolished at the end of their working lives when the turnpike system was scrapped during the latter part of the nineteenth century. Others, however, had been demolished and relocated during the turnpike era in order to increase their revenues. There has been little or no fieldwork investigating sites of demolished or superseded turnpike houses and many can no longer be located.

The milestones set up as part of the requirements of the Turnpike Act have proved to be some of the most enduring reminders of the expansion and improvement of the post-medieval road network. The Milestone Society dataset is the most complete record but has not been incorporated into the regional HERs. Recording by the Welsh Archaeological Trusts, RCAHMW and Cadw is patchy as is the extent of statutory protection. Milestones are perhaps the best preserved element of many turnpikes. There has however been no research on the commissioning and production of the various types of milestones, and the lack of regular milestones on some routes has not been explained.

The surviving milestones and tollhouses provide important information about the original lines of many roads. They should however be viewed with some caution. Milestones may not be in their original position, there are many records of them being moved when roads were upgraded and some may have been temporarily removed for security reasons during WWII.

Drovers' roads, which were still operating as viable routes during the eighteenth century, were eclipsed by the coming of the railway network as a more cost effective and viable transport solution for the movement of livestock over long distances. They offer considerable potential for small finds and other ephemera which may have been lost or discarded along their route, and the bridges constructed along their route provide a counterpoint to other civil engineering structures constructed on the turnpike and private venture schemes being constructed around the same period.

The Industrial Revolution, and the consequent need for the transport of raw materials to and from centres of production, saw higher quality roads being constructed as private venture schemes, though from the 1830's

available capital was largely invested in railways. The Beaumaris to Menai Bridge road, however, built by Viscount Bulkeley of Baron Hill, 1804-5, was to cater to a different audience, opening up the south coast of Anglesey to the tourist trade, already visiting the area as part of the rise of the Picturesque movement.

All of these roads still exist, in one form or another, within the modern world and are subject to the pressures of development and improvement. Understanding how to protect those elements which have survived to the present day and which can inform the discussion of their origins and development where historical evidence is lacking is vital. The inclusion of this information in the HER will ensure that the planning process has access to this information and can take it into account.

## **5.2 Recommendations for further work**

This pilot project has highlighted the fact that understanding the road network of north-west Wales requires further archaeological and historical research. Previous studies have considered evidence for medieval roads (RCAHMW 1956, 1960, 1964 and Carr 2011) but have been based largely on documentary evidence with only occasional consideration of extant roads. Pritchard's studies of turnpikes expanded on Dodd's previous work but incorporated only a small amount of fieldwork. The records of early roads in the HER are patchy and are mostly a by-product of assessments or discoveries made when studying other periods of roads or other classes of monuments. The current project has produced a baseline record of medieval and post-medieval roads from major secondary literature sources and has undertaken a pilot fieldwork study allowing recommendations for further work to be made.

The most complete record of the early road system is the John Evans map of 1795. This shows a wide range of roads including many of the pre-turnpike routes that survived as packhorse trails and were still in regular use in the late 18th century. The digitisation of this would be of considerable benefit, allowing identification of the principal routes just as the turnpike roads were starting to dominate. Digitisation of small parts have been attempted (eg Hopewell 2008) and have shown that although the map is drawn to a relatively small scale and correlation to extant archaeology can require further work, it is accurate enough to allow fairly detailed routes to be recognised and is more accurate than Dodd and Evans' maps. There is usually enough detail to allow routes to be related to features on OS County Series maps if they are examined in tandem during the digitisation process. This would provide a good snapshot of the road system at the end of the 18<sup>th</sup> century and allow the early routes to be identified. Comparison with earlier mapping such as the 1360 Gough map and the slightly later first edition OS maps of the early 19th century would also provide a good measure of the development of the early road system. The digitisation process would inform the fieldwork programme and allow extant early routes to be identified.

This pilot study has concentrated on turnpike roads and has identified the general route of all known examples. This has mostly been based on documentary sources and requires a programme of fieldwork to identify features and surviving roads of potential significance, using a methodology similar to that adopted for the London to Holyhead road (Quartermain *et al*, 2003), though comparable documentary evidence does not exist for other roads. The fieldwork, undertaken on the turnpike between Ty'n Twr and Betws y Coed, demonstrates the value of targeted fieldwork and shows that the quality of the surviving and previously unrecorded archaeology on turnpike roads can be very high, and that good potential exists for the survival of similar features on other roads.

In tandem with the programme of fieldwork, further use of the documentary sources, such as those identified and listed in Appendix II, would provide information on the programme of road maintenance undertaken as identified in parish rate and account books from across the study area. These rate and account books should enable further desktop study to assist in the further identification of roads on the ground and to identify different phases of turnpike.

The work undertaken by projects such as the 'Mapping Medieval Townscapes' project (Lilley *et al* 2005), which examined the Edwardian 'New Towns' of Edward I and produced a series of mapping datasets, can be combined with the historical data recorded on medieval circuits in order to produce a map which would provide information on urban and rural routes in use from the late thirteenth to the mid fourteenth century.

Medieval routes may also be identifiable from the peripatetic journeys undertaken by poets of the medieval and early-modern periods. The corpus of cywydd poetry is currently being edited and published by the Centre for Advanced Welsh and Celtic Studies, University of Wales. A web resource, known as 'Guto's World', based on the poetry of Guto'r Glyn (ca.1412-1493) was put online in 2013 (<http://www.guto.tht2.co.uk/>). Co-operation

between archaeologists, historians and literature specialists would help to understand how these poems may be used to plot routes across Wales and inform this discussion.

Post-Roman early transport routes are a neglected area of study. These routes are a vital part of the understanding of the development of Wales and its infrastructure. The pilot fieldwork demonstrates that there is good potential for the discovery of archaeology of national importance. Extant archaeology of note includes the roads themselves along with *group value* added by the presence of infrastructure such as bridges, toll-houses, milestones and inns. It is also vital that early roads and their infrastructure are incorporated in to the HER as linear features and are therefore considered in the planning process. It is suggested that a continuation of the project should be carried out in three stages examining roads in Anglesey, Caernarfonshire and Meirionnydd following the above methodology. It is expected that this monument type is also under-recorded in the other regions of Wales and it is recommended that the project should be continued as a pan-Wales initiative.

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## 7. APPENDIX I: GAZETTEER OF SITES

### Roads digitised during the course of the project

**PRN: 19159**

Site Name: Turnpike terrace and cutting

NGR: SH 64754 60848

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike terrace and cutting, S of Pont Pen y Beng

**PRN: 58538**

Site Name: Turnpike route, A5 Nant Ffrancon

NGR: SH 63669 63561

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike route, A5 Nant Ffrancon

**PRN: 58539**

Site Name: Turnpike route under A5. Llyn Ogwen

NGR: SH 65056 60356

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike route under A5. Llyn Ogwen

**PRN: 58540**

Site Name: Turnpike W of Gwern Gof Uchaf

NGR: SH 66874 60431

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike W of Gwern Gof Uchaf

**PRN: 58541**

Site Name: Turnpike E of Gwern Gof Uchaf

NGR: SH 67392 60372

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike E of Gwern Gof Uchaf

**PRN: 58542**

Site Name: Turnpike terrace S of Pont Ty-coch

NGR: SH 67828 60322

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike Terrace S of Pont Ty-coch

**PRN: 58543**

Site Name: Turnpike W of Gwern Gof Isaf

NGR: SH 68173 60235

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike W of Gwern Gof Isaf



**PRN: 58544**

Site Name: Turnpike, modern track Gwern Gof Isaf

NGR: SH 68607 60122

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike, modern track Gwern Gof Isaf

**PRN: 58545**

Site Name: Turnpike Nant yr Ogof

NGR: SH 69214 59864

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike Nant yr Ogof

**PRN: 58546**

Site Name: Old track poss Lord Penrhyn's road, Gwern Gof Isaf

NGR: SH 68568 60042

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Old track poss Lord Penrhyn's road, Gwern Gof Isaf

**PRN: 58547**

Site Name: Turnpike route - access road - Capel Curig

NGR: SH 72006 58299

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike route - access road - Capel Curig

**PRN: 58548**

Site Name: Turnpike route - A5 Capel Curig

NGR: SH 72868 57667

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike route - A5 Capel Curig

**PRN: 58549**

Site Name: Turnpike/coach road Capel Curig to Pont Ty-hyll

NGR: SH 73442 57089

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike/coach road Capel Curig to Pont Ty-hyll

**PRN: 58550**

Site Name: Turnpike embankment

NGR: SH 75939 57520

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike embankment



**PRN: 58551**

Site Name: Turnpike route beneath A5, Swallow Falls to Betws y Coed

NGR: SH 77788 57168

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Turnpike route beneath A5, Swallow Falls to Betws y Coed

**PRN: 58552**

Site Name: Early track perhaps Lord Penrhyn's road nr Pont Tal

NGR: SH 66872 60360

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Early track perhaps Lord Penrhyn's road nr Pont Tal

**PRN: 58553**

Site Name: Lord Penrhyn's Road 1791

NGR: SH 63742 62372

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Lord Penrhyn's Road 1791

**PRN: 58554**

Site Name: Part of Lord Penrhyn's Road

NGR: SH 69524 59596

Data Source: Fieldwork; OS 1st Edition Map

Project Notes:

Part of Lord Penrhyn's Road

**PRN: 58555**

Site Name: Bangor to Holyhead section of the London Holyhead Road

NGR: SH 37326 76613

Data Source: OS 1st Edition Map 1889

Project Notes:

Bangor to Holyhead section of the London Holyhead Road

**PRN: 58556**

Site Name: Towyn to Machynlleth Turnpike

NGR: SH 59376 00164

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Towyn to Machynlleth constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58557**

Site Name: Towyn to Machynlleth Turnpike

NGR: SN 59651 98020

Data Source: OS 1st Edition Map 1889

Project Notes:

Road described in 1750. Turnpiked from Machynlleth to Towyn constructed by 1825 by the Montgomeryshire Turnpike Trust. This superseded the 1773 Montgomeryshire Turnpike Act Road from Machynlleth to Towyn through Pennal and 'Happy Valley'.

**PRN: 58771**

Site Name: Turnpike Road from Tremadog to Beddgelert

NGR: SH 59269 44149

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Tremadog to Beddgelert. Part of the Porthdinllaen to Capel Curig Turnpike. Created following the foundation of the Porthdinllaen Turnpike Trust in 1803.

**PRN: 58772**

Site Name: Turnpike Road from Tremadog to Llanllyfni

NGR: SH 47935 46137

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Tremadog to Llanllyfni created following an extension of the Caernarvonshire Turnpike Trust powers by an Act of Parliament of 1810.

**PRN: 58773**

Site Name: Turnpike Road from Beddgelert to Betws y Coed

NGR: SH 65802 53125

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Beddgelert to Betws y Coed. Part of the Porthdinllaen to Capel Curig Turnpike. Created following the foundation of the Porthdinllaen Turnpike Trust in 1803.

**PRN: 58774**

Site Name: Line of the 'Post Road' from Beaumaris to Ceint

NGR: SH 49324 75801

Data Source: OS 1st Edition Map 1889

Project Notes:

Line of the 'Post Road'. First documented in February 1599. Superseded by the 'Post Road' from Menai Bridge to Ceint in 1718.

**PRN: 58775**

Site Name: Turnpike Road from Barmouth to Dolgellau

NGR: SH 64175 17601

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Barmouth to Dolgellau constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58776**

Site Name: Turnpike Road from Conwy Falls to Abermigneint

NGR: SH 80121 52032

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Conwy Falls to Abermigneint. Part of the Conwy Falls to Ffestiniog Turnpike created after an Act of Parliament in 1826.

**PRN: 58777**

Site Name: Line of the 'Post Road' from Ceint to Llangefni

NGR: SH 48087 75181

Data Source: OS 1st Edition Map 1889

Project Notes:

Line of the 'Post Road' from Ceint to Llangefni. First documented in February 1599. From 1718 to 1765 a section of the 'Post Road' from Menai Bridge to Holyhead. In 1765 it was made a Turnpike Road by an Act of Parliament.

**PRN: 58778**

Site Name: Turnpike Road from Cross Foxes to Tywyn

NGR: SH 71754 09753

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Cross Foxes to Tywyn through Tal-y-llyn constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58779**

Site Name: Turnpike Road from Caernarfon to Bangor

NGR: SH 52186 67153

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Caernarfon to Bangor created following the foundation of the Caernarvonshire Turnpike Trust in 1768/9 by an Act of Parliament.

**PRN: 58780**

Site Name: Turnpike Road from Caernarfon to Beddgelert

NGR: SH 54054 57089

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Caernarfon to Beddgelert created following an extension of the Caernarvonshire Turnpike Trust powers by an Act of Parliament of 1810.

**PRN: 58781**

Site Name: Turnpike Road from Caernarfon to Pwllheli

NGR: SH 40674 48967

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Caernarfon to Pwllheli created following the foundation of the Caernarvonshire Turnpike Trust in 1768/9 by an Act of Parliament.

**PRN: 58782**

Site Name: Line of the 'Post Road', Conwy to Bangor

NGR: SH 68039 74682

Data Source: OS 1st Edition Map 1889

Project Notes:

Line of the 'Post Road'. First documented in February 1599. Turnpike Road from Conwy to Bangor created following the foundation of the Caernarvonshire Turnpike Trust in 1768/9 with an Act of Parliament.

**PRN: 58783**

Site Name: Turnpike Road from Conwy to Llanrwst

NGR: SH 77996 64499

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Conwy to Llanrwst. Section between Conwy and Tal-y-Cafn made a Turnpike in 1752 as part of the Denbighshire Turnpike Trust. The section between Tal-y-Cafn and Llanrwst made a Turnpike in 1777 as part of the Caernarvon Turnpike Trust. The section between Llanrwst and Pentrefoelas made a Turnpike in 1777 as part of the Caernarvon Turnpike Trust.

**PRN: 58784**

Site Name: Turnpike Road from Cricieth to Glaslyn Fawr

NGR: SH 41598 39996

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Cricieth to Glaslyn Fawr. Marked on the map produced for Dodd's 1925 article 'The Roads of North Wales, 1750-1850' in *Archaeologica Cambrensis* but not referenced anywhere within.

**PRN: 58785**

Site Name: Turnpike Road from Dolgellau to Bala

NGR: SH 85124 26938

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Dolgellau to Bala constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58786**

Site Name: Turnpike Road from Dolgellau to Towyn

NGR: SH 59158 09765

Data Source: OS 1st Edition Map 1889

Project Notes:

Road described in 1750. Turnpike Road from Dolgellau to Towyn along the coastline constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58787**

Site Name: Turnpike Road from Dinas Mawddwy to Machynlleth

NGR: SH 86157 11406

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Dinas Mawddwy to Machynlleth through Mallwyd constructed after the Montgomeryshire Turnpike Act of 1773.

**PRN: 58788**

Site Name: Turnpike Road from Harlech to Barmouth

NGR: SH 58611 23506

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Harlech to Barmouth constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58789**

Site Name: Turnpike Road from Harlech to Maentwrog

NGR: SH 61145 35799

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Harlech to Maentwrog constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58790**

Site Name: Line of the 'Post Road', Llangefni to Llanyngghenedl

NGR: SH 41100 78340

Data Source: OS 1st Edition Map 1889

Project Notes:

Line of the 'Post Road'. First documented in February 1599. Section of the Turnpike Road from Menai Bridge to Holyhead created with an Act of Parliament in 1765.

**PRN: 58791**

Site Name: Turnpike Road from Llanaelhaearn to Porthdinllaen

NGR: SH 34024 42712

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Llanaelhaearn to Porthdinllaen created following the foundation of the Porthdinllaen Turnpike Trust in 1803.

**PRN: 58792**

Site Name: Turnpike Road from Llanuwchllyn to Dinas Mawddwy

NGR: SH 91352 22642

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Llanuwchllyn to Dinas Mawddwy constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58793**

Site Name: Turnpike Road from Llanwnda to Llanllyfni

NGR: SH 47090 55192

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Llanwnda to Llanllyfni created following an extension of the Caernarvonshire Turnpike Trust powers by an Act of Parliament of 1810.

**PRN: 58794**

Site Name: Line of the 'Post Road', Llanyngenedl to Holyhead

NGR: SH 25327 79872

Data Source: OS 1st Edition Map 1889

Project Notes:

Line of the 'Post Road'. First documented in February 1599. From 1718 to 1765 a section of the 'Post Road' from Menai Bridge to Holyhead. In 1765 it was made a Turnpike Road by an Act of Parliament.

**PRN: 58795**

Site Name: Route of Lord Bulkeley's road, Menai Bridge to Beaumaris

NGR: SH 57545 73775

Data Source: OS 1st Edition Map 1889

Project Notes:

Route of Lord Bulkeley's road constructed during 1804-1805 at a cost of about £3,000. The road had deteriorated considerably by 1827 and was turnpiked in 1828-9. De-turnpiked in 1885.

**PRN: 58796**

Site Name: Section of the 'Post Road' from Menai Bridge to Holyhead

NGR: SH 52181 73494

Data Source: OS 1st Edition Map 1889

Project Notes:

From 1718 to 1765 a section of the 'Post Road' from Menai Bridge to Holyhead. In 1765 it was made a Turnpike Road by an Act of Parliament.

**PRN: 58797**

Site Name: Turnpike Road from Maentwrog to Bala

NGR: SH 90483 39289

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Maentwrog to Bala constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58798**

Site Name: Turnpike Road from Maentwrog to Dolgellau

NGR: SH 71423 29984

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Maentwrog to Dolgellau constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58799**

Site Name: Turnpike Road from Maentwrog to Tremadog

NGR: SH 56651 39399

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Maentwrog to Tremadog. Part of the Porthmadog and Beaver Pool Turnpike Trust road constructed after an act of 1864.

**PRN: 58800**

Site Name: Turnpike Road from Pont Aberglaslyn to Maentwrog

NGR: SH 61088 43556

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Pont Aberglaslyn to Maentwrog constructed by the Caernarvonshire Turnpike Trust in 1812.

**PRN: 58801**

Site Name: Turnpike Road from Porthdinllaen to Pwllheli

NGR: SH 31930 38157

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Porthdinllaen to Pwllheli created following the foundation of the Porthdinllaen Turnpike Trust in 1803.

**PRN: 58802**

Site Name: Nineteenth century turnpike road from Pentrefoelas to Denbigh

NGR: SH 87842 51806

Data Source: OS 1st Edition Map 1889

Project Notes:

Nineteenth century turnpike road from Pentrefoelas to Denbigh.

**PRN: 58804**

Site Name: Turnpike Road from Pen y Gwryd to Caernarfon

NGR: SH 58914 59339

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Pen y Gwryd to Caernarfon created following an extension of the Caernarvonshire Turnpike Trust powers by an Act of Parliament of 1810 but not completed until 1831.

**PRN: 58805**

Site Name: Original road from Conwy to Penmaenmawr

NGR: SH 72935 76889

Data Source: OS 1st Edition Map 1889

Project Notes:

Original road from Conwy to Penmaenmawr constructed after a Parliamentary grant in 1769. Improvements made by Thomas Telford during the construction of the London to Holyhead road.

**PRN: 58806**

Site Name: Part of London to Holyhead Road running SE from Betws y Coed

NGR: SH 93545 49622

Data Source: OS 1st Edition Map 1889

Project Notes:

Part of London to Holyhead Road running SE from Betws y Coed

**PRN: 58807**

Site Name: Betws y Coed to Bangor section of the London Holyhead Road

NGR: SH 63448 64110

Data Source: OS 1st Edition Map 1889

Project Notes:

Betws y Coed to Bangor section of the London Holyhead Road

**PRN: 58808**

Site Name: Turnpike Road from Dolgellau to Dinas Mawddwy

NGR: SH 80936 16692

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Dolgellau to Dinas Mawddwy constructed after the Merionethshire Turnpike Act of 1777.

**PRN: 58809**

Site Name: Turnpike Road from Pentrefoelas to Ffynnon Eidda

NGR: SH 83247 47550

Data Source: OS 1st Edition Map 1889

Project Notes:

Turnpike Road from Pentrefoelas to Ffynnon Eidda. Part of the Pentrefoelas to Ffestiniog Turnpike. Section from Pentrefoelas to Ysbyty Ifan turnpiked after an Act of Parliament in 1777. Ysbyty Turnpike Trust formed in 1819.

## Toll and turnpike houses, booths and gates from Gwynedd HER

**PRN : 1705**

Site Name: Tollbooth, Gwalchmai

Form: Building - Roofed

Status:

NGR: SH38487625

Type: TOLLBOOTH

Status Grade:

Status Ref:

**PRN : 1706**

Site Name: Tollgate, Former Site of, Nant

Form:

Status:

NGR: SH4503273856

Type: TOLL GATE

Status Grade:

Status Ref:

**PRN : 1708**

Site Name: Tollbooth, Lon Isaf

Form: Building - Roofed

Status:

NGR: SH60066937

Type: TOLLBOOTH

Status Grade\_Grade:

Status Ref:

**PRN : 1709**

Site Name: Tollbooth, Tyn Twr

Form: Building - Roofed

Status:

NGR: SH62666579

Type: TOLLBOOTH

Status Grade:

Status Ref:

**PRN : 1710**

Site Name: Tollbooth, Capel Curig

Form: Building - Roofed

Status:

NGR: SH72145800

Type: TOLLBOOTH

Status Grade:

Status Ref:

**PRN : 1711**

Site Name: Tollbooth, Tyrnpeg Hendre Isa'

Form: Building - Roofed

Status:

NGR: SH85225123

Type: TOLLBOOTH

Status Grade:

Status Ref:

**PRN : 2512**

Site Name: Stanley Gate Toll House, Trearddur

Form:

Status: Listed Building

NGR: SH2755380407

Type: TOLL HOUSE

Status Grade: II

Status Ref: 20069

**PRN : 2527**

Site Name: Toll House, Llanfair-yn-neubwll

Form: Building - Roofed

Status: Listed Building

NGR: SH3048678584

Type: TOLL HOUSE

Status Grade: II

Status Ref: 5266



**PRN : 2724**  
 Site Name: Toll House, Llanfairpwll  
 Form: Building - Roofed Type: TOLL HOUSE  
 Status: Listed Building Status Grade: II Status Ref: 5433  
 NGR: SH53137154

**PRN : 3491**  
 Site Name: Tollhouse, E End of Porthmadog Cob  
 Form: Building - Roofed Type: TOLL HOUSE  
 Status: Listed Building Status Grade: II Status Ref: LB  
 NGR: SH5845837919

**PRN : 3512**  
 Site Name: Gwalchmai Old Toll House, Trewalchmai  
 Form: Building - Roofed Type: TOLL HOUSE  
 Status: Listed Building Status Grade: II Status Ref: 5269  
 NGR: SH39887610

**PRN : 6508**  
 Site Name: Old Tollhouse, Clogwyn Brith  
 Form: Building - Ruined Type: TOLL HOUSE  
 Status: Snowdonia National Park Status Grade: Status Ref:  
 NGR: SH79755436

**PRN : 6612**  
 Site Name: Garnedd-ddu, Former Tollbar, Garnedd Ddu  
 Form: Type: TOLL GATE  
 Status: Status Grade: Status Ref:  
 NGR: SH50767195

**PRN : 11208**  
 Site Name: Toll House, Former, Caergeiliog  
 Form: Document Type: TOLL HOUSE  
 Status: Listed Building Status Grade: II Status Ref: LB  
 NGR: SH30007800

**PRN : 11368**  
 Site Name: Old Toll Gate, Nr. Pen-y-groes  
 Form: Type: BUILDING  
 Status: Listed Building Status Grade: II Status Ref: 4364  
 NGR: SH4532637865

**PRN : 11665**  
 Site Name: Lon-isaf Toll Gate and Building, Llandygai  
 Form: Type: TOLL HOUSE  
 Status: Listed Building Status Grade: II Status Ref: LB  
 NGR: SH60196938

**PRN : 16045**  
 Site Name: Turnpike Cottage, Ffridd Gate  
 Form: Building Type: COTTAGE  
 Status: Listed Building;Snowdonia Status Grade: II Status Ref: 22720

NGR: SH75130232

**PRN : 18411**

Site Name: Toll House, Former Site of, Caernarfon

Form: Type: TOLL HOUSE

Status: Status Grade: Status Ref:

NGR: SH4821062230

**PRN : 29501**

Site Name: Tollgate, Pont ar Ddyfi

Form: Document Type: TOLL GATE

Status: Status Grade: Status Ref:

NGR: SH74410196

**PRN : 34188**

Site Name: Toll House, Friog

Form: Building Type: TOLL HOUSE

Status: Snowdonia National Status Grade: II Status Ref: 5206

NGR: SH61351210

**PRN : 36327**

Site Name: Turnpike Cottage, Former Site of, Llanaelhaearn

Form: Document Type: COTTAGE

Status: Status Grade: Status Ref:

NGR: SH38354569

**PRN : 37204**

Site Name: Toll Gate, Former Site of, Pont Seiont

Form: Type: TOLL GATE

Status: Status Grade: Status Ref:

NGR: SH4827761615

**PRN : 37206**

Site Name: Toll House, Former Site of, Pont Seiont

Form: Type: TOLL HOUSE

Status: Status Grade: Status Ref:

NGR: SH4826661606

**PRN : 37210**

Site Name: Building, Remains of, Nant Turnpike

Form: Type: BUILDING

Status: Status Grade: Status Ref:

NGR: SH44907412

**PRN : 59007**

Site Name: Stanley Gate Toll House, Site of, Treaddur

Form: Type: TOLL HOUSE

Status: Status Grade: Status Ref:

NGR: SH2758680324

## **8. APPENDIX II: ARCHIVE SOURCES TO BE EXAMINED IN FURTHER RESEARCH**

Archival Sources identified cover: 1660-1983.

### **Anglesey Archives**

GB 0221 WBC          Amlwch Urban District Council Records  
Amlwch Highway Board 1864-1974  
Highway Board Treasurers Records 1879-1895  
Rate Books – including highway's rates 1902-1973

GB 0221 WQS; WQA; WQ C/E; QW C/J; WLT; WQAS Anglesey  
Plans for Roads and Bridges 1763-1867

### **Bangor University Archives**

GB 0222 BA                  Beaumaris and Anglesey Manuscripts  
Account Books of the Overseer of the Highways 1814-1823

GB 0222 BMSS AVB      Amlwch Vestry and Highway Board Papers  
Amlwch District Highway Board 1872-1895

GB 0222 BMSS BODR    Bodedern Records  
Account Book of the Surveyor of Highways 1842-1847

GB 0222 BMSS BVES    Bangor Vestry Minute Book  
Includes highway surveyors and highway maintenance 1867-1916

GB 0222 BMSS DRBS    Dolwyddelan Rate Book  
Includes Highways Expenditure 1 May 1876 – 8 June 1877

GB 0222 BMSS EDPR    Edern Rate Books and Highways Accounts  
Two Highways Repair Account Books 1880-1885, which include particulars of manual work and signatures of workers.

GB 0222 BMSS JJD      John Jones, Drover Account Book  
Account Book 1804-1805

GB 0222 BMSS JJV      Scrap Book of John Jones, Llanrwst  
Warrant from the Justices of Denbighshire to raise £94.6s.0d. from the inhabitants of Isdulas towards the repair of bridges and the County Hall in Wrexham 13 July 1709

GB 0222 BMSS JMJ      Sir John Morris-Jones Papers  
LlanfairPG Highway Rate Book 1858-1862

GB 0222 BMSS JUP      Julia Prydderch Papers  
Highways Accounts for the parish of Aberffraw 1859

GB 0222 BMSS LLEH    Llyn and Eifionydd Highways Accounts  
Two Highways Account Books 1899-1906

GB 0222 BMSS LLG      Llangeinwen Parish Records  
Roads included within information collected 1825-1898

GB 0222 BMSS LPR      Llangefni Parish Records  
Highway Rate Books 1717-1875

GB 0222 BMSS MISC    Miscellaneous Printed Ephemera  
Includes material on roads and bridges

GB 0220 BMSS MLLP    Miscellaneous Llandudno Papers  
Conwy and Llandudno Turnpike Road

GB 0222 BMSS MSB    Menai Bridge 150<sup>th</sup> Anniversary Papers  
Minutes of Celebration Committee, balance sheets etc 1975-1976

GB 0222 BMSS MSBW    Menai Suspension Bridge to be made Toll Free  
Isidore Wartski of Bangor c.1930

GB 0222 BMSS PCM    Pen yr Orsedd Papers  
Highway Rate Book for the parish of Llanrhwydrys 1858-1873

GB 0222 BMSS RH    Richard Hughes Ty Hen Isaf Manuscripts  
Highway Rate Book for the parish of Coedana 1851-1863

GB 0222 BMSS SHR    Shrewsbury and Holyhead Road Correspondence  
Correspondence and papers relating to the tolls of Anglesey and Caernarfonshire gates on the Shrewsbury to Holyhead Road

GB 0220 BMSS SLAA    Holyhead Road Labour Accounts  
Accounts for labour on the Holyhead Road 1819-1820 and 1831-1836

GB 0222 BMSS TOLL    Llanrwst Tollgate Account  
Account Book 1850-1851

GB 0222 BMSS TREFE    Papers relating to the Treflan Estate  
Copy of a Highway Rate Book for the parish of Llanbeblig 1899

GB 0222 BMSS WOR    William Owen Roberts, Plas Llangwnadl Manuscripts  
Llangwnadl Highway Rate Book 1884-1889

GB 0222 BMSS WR    Rev. William Roberts, Amlwch Family Papers  
Highway Rate Book for the parish of Llanfaethlu 1837-1838

GB 0222 CEFN    Cefn-Llan Manuscripts  
Highway Rate Book for the Parish of Llanfair-is-Gaer 1859-1861

GB 0220 EHL    Eagles Hotel, Llanrwst Account Book  
Entries relating to turnpike and tollgates at Bryntirion, Llanrwst, Tan Lan and Meddiant.

GB 0222 GARTH    Garthewin Papers  
Assessments on various Denbighshire townships towards the repair of highways 1723

GB 0222 PA    Porth yr Aur Papers  
Highways 1808-1833  
Administration of Turnpike Roads of Caernarvonshire and Merionethshire 1786-1837  
Bridges 1796-1809

### **Caernarfon Archives**

GB 0219 M/623    J.V.Williams (County Valuer)  
Roads and Bridges 1895-1919

GB 0219 OFFANS    Caernarfonshire County Council  
Caernarfonshire Official Maps and Plans  
Bridges 1815-1878  
Contractors bonds relating to bridges 1774-1900  
Road diversions 1776-1939

GB 0219 XB/14                Ogwen Rural District Council  
Highways accounts 1927-1928

GB 0219 XC/2                Caernarfonshire County Council  
Records relating to roads and bridges 1904-1983  
Records relating to North Wales Regional Council for County Council Roadmen 1941-1969

GB 0219 XC/12              Caernarfonshire County Council  
Records relating to County Highways 1941-1966  
Caernarfon Archives

GB 0219 XD/2                Newborough Archives  
Turnpike Roads 1725, 1785-1958,  
Caernarfonshire Old Turnpike Trust 1796-1877  
Porth Dinllaen and Nantwythnant Turnpike Trust 1813-1862 (mainly statements of accounts)

GB 0219 XQS                Caernarfonshire Quarter Sessions Records  
Records relating to the maintenance of bridges and roads 1660-1870

### **Conwy Archives**

GB 2002 COB2                Conway Borough Records  
Account Book of tolls, minutes and other records 1878-1959

GB 2008 COB8; CP4040    Llanfairfechan Urban District Council Records  
Records of the Highways Committee 1874-1964

### **Denbighshire Record Office**

GB 0209 CD                Denbighshire County Council Records  
Surveyor's Department c.1883-1974  
Motor Taxation Department 1903-1932

GB 209 HBD                Denbighshire Highway Boards  
Records of Denbighshire Highway Boards and successors 1863-1903 including Cerrigydrudion / Corwen Board  
1882-1894 and Llanrwst Board 1863-1898

GB 0209 QSD                Denbighshire Quarter Sessions Records  
Records relating to Highways 1788-1888  
Records relating to the diversion, closure and widening of highways 1775-1959  
Turnpike Trust Records 1818-1835  
Records relating to the maintenance of bridges 1696-c.1900  
Turnpike Roads 1807-1865

GB 209 RDD/F              Llanrwst Rural District Council Records  
Receipt and Payment Book of Surveyor of Llanrwst Highway Board 1879-1888

### **Dolgellau Record Office**

GB 0220 Z/CD                Merionethshire Maps and Plans  
Bridges 1834-1853  
Roads 1817-1864

GB 0220 Z/CM                Merioneth County Council Minutes  
Highways 1911-1959

GB 0220 Z/DB                Breese Jones and Casson Solicitors  
Highways Records 1887-1905  
County Surveyors Records 1889-1914

GB 0220 Z/DBV                    Guthrie Jones and Jones Solicitors  
Edeirnion Highways Board 1777-1954  
Dolgellau Record Office

GB 0220 Z/DCH                    Casson Papers  
Group One – Turnpike Trust

GB 0220 Z/M/169                Merionethshire County Works Account Book  
Account Books 1827-1858 and Letter Books 1894-1896

GB 0220 Z/QR                    Merionethshire Quarter Sessions  
Records relating to highways 1880-1882  
Turnpike Trust records 1818-1835

GB 0220 Z/QS                    Merionethshire Quarter Sessions  
Maintenance of Bridges 1776-1877

## 9. APPENDIX III: WELSH NEWSPAPERS ONLINE - NATIONAL LIBRARY OF WALES

Anon 'Week by Week' 21 December 1906 Weekly News and Visitors' Chronicle For Colwyn Bay [online] [Accessed 02/12/2013] p.7. <http://papuraunewyddcymru.llgc.org.uk/en/page/view/3620507/ART56/turnpike>  
Passengers over the Menai Suspension Bridge are aware that the road from Chester to Holyhead is one of the best in Europe. It was constructed at great expense in pre-railway times, in order to carry the Government mails. In a few years time, however, the London and North Western Railway was made, and the great "Lon Bost", as the famous turnpike is called, was superseded, and the celebrated Menai Bridge rendered comparatively useless. The turnpike is still in existence, but only a small strip of its great width is used, and that is a great burden upon the various counties to keep up. -(Western Mail.)

Anon 'Colwyn Bay' 8 June 1894 Weekly News and Visitors' Chronicle for Colwyn Bay [online] [Accessed 02/12/2013] p2. <http://papuraunewyddcymru.llgc.org.uk/en/page/view/3614731/ART3/turnpike>  
A winding path upward and onward reveals at every turn new beauties of sea and shore. Above the red cliffs, below the blue expanse of sea, polling in creamy foam round the sickle-shaped bay, of which the whole six miles are visible below, Half-way up, a cot with an open door, beside which grows a rosemary tree eight or ten feet high. The owner stands outside, for 'tis the Sabbath morn...At last the way broadens to a practicable horse-road and the end of the climb, none too soon, looms ahead, abutting at last on a well-made turnpike, and-a little public-house...The left looks promising; running over Penmaenrhos, the great promontory which gives name to the village. The last tunnel before Colwyn is bored through his vitals, entering at Llanddulas and coming out under the cot of my rosemary friend. More cliff towers above the road running along a many-acre ledge, once a mere path along the precipice, alarming Dr Johnson, who thought it "most dangerous." A fearful verge over which an adventurous lady was blown a few months ago, falling several hundred feet into the sea. (The Birmingham Daily Gazette May 30th 1894).

Anon 'To Regain Lost Rights - Penmaenmawr District Council' 4 August 1899 Weekly News and Visitor's Chronicle for Colwyn Bay [Accessed 02/12/2013] p6.  
<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3616051/ART21/turnpike>  
Mr J. Allanson Picton proposed: "That a provisional order be obtained to have possession of the Hen Turnpike property for the erection of workmen's dwellings thereon." He stated that the Council's predecessors had allowed certain rights to slip from their hands, and now, in the public interest, it was the Council's duty to endeavour to regain these rights.

Anon 'North Wales Automobile Club Annual Meeting' 10 May 1907 [Accessed 02/12/2013] p.14  
<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3620964/ART124/turnpike> Weekly News and Visitors' Chronicle for Colwyn Bay [online]  
Denbighshire Roads Again. The annual meeting of the North Wales Automobile Club took place on Monday at the Waterloo Hotel, Bettws-y-Coed, when upwards of 20 members attended. The report of the Committee was read, and it was stated that a renewed application had been made by the Llandudno Urban Council for a ten-mile limit of speed at Llandudno, and the Committee felt it their duty to lodge notice of objection, and the same would be taken by the Motor Union.

Menai Bridge Tolls. The Menai Bridge Tolls had also been subject to much attention. The lessee, having obtained a further lease on the tolls, declined to continue the arrangements come to last year for quarterly payments in lieu of tolls. The Committee approached His Majesty's First Commissioner of Works with satisfactory results, and the owners of cars were able to contract quarterly or half yearly at the rate of 52s. per annum.

North Wales Roads. The general condition of the roads of North was being the subject of much complaint, the use of steam rollers in North Wales was increasing, but the results were unsatisfactory, mainly owing to lack of knowledge of the best and more economical methods of road-making.  
The accounts showed a balance in hand of £47.  
The Committee recorded with deep regret the loss sustained by the Club by the death of Lord Penrhyn, who was one of the Vice-Presidents.  
Mr Jelf Petit proposed that a subscription of £10 be given to the Roads Improvements Association, and that a small Committee be formed from the Club to co-operate with the Association in regard to the roads within the district covered by the Club, with authority to spend a sum not exceeding [t]he balance in hand. The Denbighshire roads during the past winter had been a perfect bye-word, and had made a great deal of difference to this side of the country during the spring.



Complaints as to Carnarvonshire Roads. Mr E. A. Young, in seconding, said the Carnarvonshire roads were similar to those of Denbighshire. Colonel Platt also referred to the Carnarvonshire roads as being in a very bad state. Colonel Gee, referring to the subscription to the Roads Improvement Association, thought the Club would have more influence with the County Council than with the Association, which covered the whole of England and Wales. Mr Petit explained that his resolution only referred to the district covered by their club. Colonel Sandbach supported the motion and said he had written the Denbighshire District Surveyor, and he replied that if he was supplied with another roller he could keep the roads in better order. An Anglesey member said it seemed that roads in Anglesey were entirely overlooked by the members, and no attempt was made to repair the roads in the county. The resolution, on being put to the meeting, was carried unanimously.

A Contest. The Hon. Secretary gave an account of the coming season's programme, which included a hill climbing contest on the 24th June, the spot chosen being the three-mile climb from Llanrwst to the upper Turnpike.

Anon 'Penmaenmawr Notes' 8 November 1901 [Accessed 02/12/2013] p.6  
[http://papuraunewyddcymru.llgc.org.uk/en/page/view/3617218/ART28/turnpike Weekly News and Visitors' Chronicle for Colwyn Bay](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3617218/ART28/turnpike%20Weekly%20News%20and%20Visitors%20Chronicle%20for%20Colwyn%20Bay) [online]

[From the "Penmaenmawr Parish Magazine."] But there are still living among us those who remember a parochial school held in *Yr Hen Durnpike*, the cottages situated on the right, as we turn towards the Parish Church from the Old Conway Road...He also says that the Vestry probably in 1834 allowed the Committee of the Parochial School to have the site of the Turnpike Cottages and that the Committee added a cottage for the Master to the original Turnpike Cottage.

Parry, T. E. 13th December 1901 'Granite Quarry to Let' [Accessed 02/12/2013] p.5.  
[http://papuraunewyddcymru.llgc.org.uk/en/page/view/3617272/ART17/turnpike Weekly News and Visitors' Chronicle for Colwyn Bay](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3617272/ART17/turnpike%20Weekly%20News%20and%20Visitors%20Chronicle%20for%20Colwyn%20Bay) [online]

Granite Quarry to Let. The Town Council of the Borough of Conway Invite tenders for the tenancy of the Quarry known as Anwells Quarry at Penmaenbach, together with all the machinery (except the Crusher and Steam Roller), at a minimum yearly rental of £10 merging in a royalty of 3d. per ton. The Town Council reserve the right to purchase all stone required by them (approximately 2,5000 tons per annum) for metalling to be delivered at the wharf immediately below and adjoining Turnpike Road at 1s. per ton free of royalty. Applications for tenancy to be sent in to me on or before the 30th day of December, 1901. T.E.Parry, Town Clerk.

17 November 1905 'Llanrwst District Council - Surveyor's Report' [Accessed 02/12/2013]  
[http://papuraunewyddcymru.llgc.org.uk/en/page/view/3619623/ART11/turnpike 'Weekly News and Visitors' Chronicle for Colwyn Bay](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3619623/ART11/turnpike%20Weekly%20News%20and%20Visitors%20Chronicle%20for%20Colwyn%20Bay) [online] p.3.

Surveyor's Report. The Surveyor [Mr George Wynne] reported the bad state of the road between Hen Efail and the Turnpike, which was mainly due to the extra traffic caused by the traction and automobiles, and recommended the repairing of the part whilst the wet weather continued and before any frost set in. The Chairman said that the Surveyor's remarks bears out the County Council's Surveyor as to the state of the road. It was resolved to repair the same, and to obtain tenders for the cartage of macadam.

T. E. Parry 18 January 1895 'Conway Suspension Bridge' [Accessed 02/12/2013]  
[http://papuraunewyddcymru.llgc.org.uk/en/page/view/3614922/ART4/turnpike 'Weekly News and Visitors' Chronicle for Colwyn Bay](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3614922/ART4/turnpike%20Weekly%20News%20and%20Visitors%20Chronicle%20for%20Colwyn%20Bay) [online] supplement to the weekly news no page number.  
Conway Suspension Bridge. Notice is hereby given that the Tolls arising at the Toll Gate, called or known by the name of the Conway Suspension Bridge Toll Gate, Will be Let by Private Treaty, On the 6th day of February next, at or before which time all tenders must be delivered to me, under cover, marked "Tenders for Bridge Tolls." The Bridge Toll produced this year, the sum of £1330 above the expenses of collecting them. The Bridge Commissioners do not bind themselves to accept the highest or any tender. The persons tendering will state the amount which they offer to pay for a period of one, two, or three years, Whoever happens to be the accepted bidder must at the same time pay one month in advance, of the Rent at which the Tolls may be let, and give a Bond with sufficient security to the satisfaction of the Bridge Commissioners for payment of the rest of the money monthly in advance. The tenancy to commence at Midnight on the 31st day of March next. The following are to be exempt from the Bridge Tolls, in addition to such persons as are exempt under the Turnpike Acts:-

Persons and Carriages attending the funerals of such persons as may die within the Borough of Conway and are buried within or out of the said Borough. Children residing within the said Borough and attending Elementary

Schools under the Education Acts. Workmen in regular employment and paying in advance the sum of 4d a week. Wheelbarrows and Perambulators with or without Children. Persons attending Church or Chapels, on Sundays, being their usual place of worship. Such persons with or without Carts as may be employed by the Bridge Commissioners in cleaning, repairing, or superintending the said Bridge, or by the Town Council in repairing the Highways, or other Sanitary Works within the said Borough. The occupiers of Gloddaeth and Bodscallen Halls, and the Ynys Cottage for all purposes. The Yard opposite the Toll House to be excluded from the letting. By order, T.E.Parry, Clerk to the Commissioners. Conway, 17th Jan., 1895.

Anon 14 June 1907 'Llanrwst' [Accessed 02/12/2013]

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3621077/ART91/turnpike> 'Weekly News and Visitors' Chronicle for Colwyn Bay' [online] p.13.

Llanrwst. Hill Climbing Contest.-In connection with the hill climbing contest arranged by the North Wales Automobile Club, which is to take place on the 24th June, the road chosen being from the Llanrwst Police Station to the Upper Turnpike, a distance of about three miles, about four cars assembled on Thursday with members who made the preliminary arrangements. It is expected that a large entry will present themselves on the appointed day, and the contest should prove highly interesting to all motorists.

T.E.Parry 25 June 1897 <http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615642/ART6/turnpike> 'Borough of Conway. Private Street Works Act, 1892.' 'Weekly News and Visitors' Chronicle for Colwyn Bay' [online] p.3.

Borough of Conway. Private Street Works Act, 1892. Notice is hereby given that a meeting of the Town Council of the Borough of Conway, acting by the Council as an Urban Sanitary Authority, under the Public Health Act, 1875, and held at the Guild Hall, Conway, on the 19th day of May, 1897, the following resolution was unanimously carried, viz:- "That at a meeting held on the 7th day of April, 1897, it was resolved, inasmuch as the Deganwy and Llanrhos Road, being a street or part of a street, was not sewered, levelled, paved, mettled, flagged, channelled, made good to the satisfaction of this Authority, it was ordered that the Borough Surveyor prepare specifications of the works referred to, with plans, sections, and estimate of the probable expense of the work, and a provisional apportionment of the estimated expense amongst the premises liable to be charged therewith, and the Borough Surveyor having, at this meeting, presented a specification, plans, sections, estimates, and a provisional apportionment of the estimated expense amongst the premises liable to be charged, in accordance with Part I. of the Schedule of the Private Streets Works Act, 1892, as regards the Deganwy and Llanrhos Road, is was

"Resolved that the specifications, plans, sections, estimates, and provisional apportionment of the cost of sewerage, levelling, paving, mettling, flagging channelling, &c., of the Deganwy and Llanrhos Road, as presented to this meeting by the Borough Surveyor, be approved, and that the above resolutions be published in the local newspaper called *The Weekly News*, for two consecutive weeks, and published and posted at or near the Deganwy and Llanrhos Road, once in each of three successive weeks, and copies thereof be served on the owners of the premises shown as liable to be charged in the provisional apportionment, and that the approved specifications, plans, and sections, estimate and provisional apportionment, be deposited at the Municipal Offices, Conway, and be open to inspection from 10a.m. to 4 p.m. daily, except on Saturdays, when the same shall be open to inspection from 10 a.m. to 1 p.m., during one month after date of first publication of this notice." By Order, T. E. Parry, Clerk to the said Authority. Dated this 19th May, 1897. 23, High-street, Conway.

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike> 'Penmaenmawr. New Road Over-Estimate.' 'Weekly News and Visitors' Chronicle for Colwyn Bay' [online] p.3.

The Surveyor stated that the application was for £1140. The construction of the road was sanctioned by the Local Government Board in 1894, at an estimated cost of £2500. The work was commenced in the following year, and the new road was now ready for traffic. The extra cost was due to under-estimate in the quantities, and the very bad ground for foundations, which necessitated additional excavating and concreting at a cost of £220; and masonry, £470; £130 for draining; and £100 for legal charges as well as a few smaller items up to May 1897. Since that date a further sum of £88 had been expended, leaving a balance of £100 for uncompleted work for kerbing and channelling.

17 December 1897 <http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike> 'Penmaenmawr. Additional Public Lighting.' 'Weekly News and Visitors' Chronicle for Colwyn Bay' [online] p.3.

This was an application for a loan of £150. The Surveyor explained that there were 27 lamps provided-for in the estimate, which were in addition to 57 existing ones, by which portions of Penmaenmawr are lighted. Eight lamps were proposed to be fixed on the New Road; for on the main turnpike, and the remainder in various parts of the town. The additional lighting was required in consequence of the erection of new buildings, and the

development of the District. The cost of the new lamps, pillars and fittings, would it was estimated be at the rate of £5 per lamp.

9th January 1903 [http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike 'Conway Town Council. The Paving of Rose Hill Street.' 'Weekly News and Visitors' Chronicle for Colwyn Bay'](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike%20Conway%20Town%20Council.%20The%20Paving%20of%20Rose%20Hill%20Street.%20Weekly%20News%20and%20Visitors%20Chronicle%20for%20Colwyn%20Bay) [online] p.6.

The following resolution, passed by the County Council, was submitted by Mr Bodvel Roberts and printed in the minutes of the Highway Committee:- Road in the Borough of Conway proposed to be mained.- The Surveyor, as directed by the County Council, having inspected the roads from the Bangor Archway to or near the Pensarn archway, in the Borough of Conway, submitted the following report, viz:- The roads are situated within the Borough of Conway, one of them commences where the old turnpike road, now a main road, ends, at the entrance from Bangor to the town at the Castle wall, and proceeds in an easterly direction past the Police Station on the left, and the Railway Station on the right, towards the Suspension Bridge over the river Conway, and ends in Lancaster Square, where the other road commences, and ends at the northern end of the approach to the Pensarn County bridge, the old turnpike road from Llanrwst, via Trefriw to Conway, now a main road, ending at the southern end of the other approach to the said County Bridge. These links then join the Bangor to Conway Main Road, and form continuations of the Bangor to Conway Main Road and the Llanrwst to Trefriw main road.

The length of the continuation of the Bangor to Conway main road 130 yards, and that of the Llanrwst to Conway main road 340 yards. The width of the Bangor Road continuation is about 27 feet, with footways on both sides for most of the way, of uneven widths and irregularly formed, with one or two very awkward corners; in some places the footways are kerbed, channelled and tiled, in some kerbed and gravelled, and in others merely gravelled. The length without a footway by the Bangor Archway measures forty-five yards. The footways taken generally are badly made, but are in a very fair state of repair. The width of the Llanrwst main road continuation is 18 feet; it does not thus admit of footways. The gradients are easy, in one part flat. The traffic is heavy, as heavy as that of any street in the town it exceeds the average rural district road traffic as well as the average urban district road traffic of the county it also exceeds the average rural main road traffic, and probably would amount to the average urban main road traffic of the county. The surface of the roads is in good order, just now a little bare in parts the drainage appears to be well provided for, and carefully looked after. The cost of constructing a kerbed footway in the part of Rose Hill Street, for a length of 132 yards instead of the existing gravel path, would amount to about £80; and the cost of the maintenance of these roads amounts to about £ 20 a year. The expenditure by the County Council on the main roads within the area of the County Borough, in an average year, is represented by 3d in the £ on the rateable value. The expenditure of the Corporation of Conway on district highways, in an average year, is represented by 2d in the £ on the rateable value. The expenditure of the County Council on main roads is represented by 3d in the £ on the rateable value. The expenditure of District and Borough Councils in the County, both urban and rural, on district highways is represented by 5d in the £ on the rateable value. It was resolved that it be recommended that the road before described be taken over as and declared to be a main road after the footways have been put in proper order and condition by the Conway Town Council to the satisfaction of the Borough Surveyor.—Proposed by Councillor Dr Prichard, seconded by Councillor Mr Edward Roberts, and carried unanimously, That the Borough Surveyor be instructed to proceed forthwith with the forming of a footpath in Rose Hill Street. Alderman Hugh Hughes pointed out that he had said for years that Rose Hill Street was a main road. Mr Parry advised them that it was so, and that all they had to do was to make application to the County Council, and that they would be prepared to maintain it as a main road and to pay the cost of forming a footpath. But now it seemed from the reports that they were to pay the whole amount. Unfortunately, they had been going on in years gone by spending money not included in the estimates, and had got into debt. Could this not be allowed to remain over until the 31st March ? The Town Clerk said that the only difference was that it would then be twelve months before they would get their pavement, whereas if they went on with the work now they would get the money in six months. Alderman Hugh Hughes said he hoped that at the end of the year their accounts would show that they had been economising, and they hoped to pay their way, but they could not pay their way by running into debt by exceeding their estimates. Councillor Williams agreed that it would be wiser to leave the matter until the 31st March, and that they had better stay their hand for this month. He moved that they do not proceed until the 31st March. Dr Prichard said he was rather astonished at the Chairman of the Committee objecting. There was not a word said about the 31st March in the Committee. They were then unanimous, in the face of what the County Council had been doing, that they should proceed forthwith, that they might get the money refunded as soon as they could. The County Council had for months and months adjourned it, and it was only after a great deal of trouble he had been able to get them to come to a decision. If the matter was left over now, perhaps the County Council would adjourn it again. Councillor Edward Roberts supported the recommendation of the Committee. They all knew the road was in a fearful state and always had been. Councillor J. T. Morgan seconded Councillor Williams's amendment. Alderman Hugh Hughes appealed to the members, knowing how they had been doing in

the past, to pause. He did not want to move a resolution, nor did he want to say he was against it, for he had been in favour of it all along. But he did not want to burden this year's account with an amount they had not provided for in the estimates. They would never get out of their difficulties in that manner. Councillor Emmanuel Jones asked what was the amount proposed to be spent. The Mayor, on the information of the Town Clerk, said that the cost would be £80, and their half cost would be £ 40, the other £40 being refunded by the County Council. Councillor j. T. Morgan said he did not object to the footpath being made, but he did object very strongly to any committee exceeding its estimates. Councillor Oldman observed that according to the County Council resolution the whole £ 80 had to be paid by the Corporation. He wanted it perfectly clear. The Town Clerk said there had been a letter to the effect that they would get half the amount refunded. After further discussion, the recommendation of the Committee was carried. Alderman Hugh Hughes then moved that the Town Clerk should write to the County Council to ask if they would pay half the amount. Alderman Hadley seconded, and it was carried unanimously.

22nd November 1895 [http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike 'Conway. The Site of the New Junction Station.'](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3615791/ART14/turnpike%20Conway) 'Weekly News and Visitors' Chronicle for Colwyn Bay' [online] p.6. [Accessed 03.12.2013]

THE SITE OF THE NEW JUNCTION STATION.- We learn on good authority that the Railway Company intend constructing a new railway- station at Llandudno Junction, on the land now being ballasted between Penybont and the existing 'station, and between the present main- line and the Junction Post-office we understand that the present station buildings will not be utilised for passenger purposes, but that the abolition of the level-crossing is not in contemplation, at any rate so far as the near future is concerned. We also gather further details from the following paragraph which (headed "Railway Improvements in Carnarvonshire ") appeared in The Liverpool Mercury of November 19th:—"The London and North-western Railway Company have, it is understood, abandoned the proposal for constructing a new station nearer Papo to supersede that at Llandudno Junction. It is intended to extend the present Llandudno Junction Station so far as Llandudno bay is concerned, and to deviate the turnpike road running close to the line of railway, and to make other changes which will tend to prevent those tiresome delays at Llandudno Junction, and enable express trains to get through to Llandudno without being blocked, as was frequently the case this last Summer season. The large increase in the tourist traffic between Llandudno, the Junction, and Colwyn Bay has, it is said, impressed upon the railway directors the great need for improving the facilities between these points. One result of the change will be the removal of the Railway Servants' Mission House at Llandudno Junction. It was established some three years ago by Miss Dawson, Llandudno, who has acted as honorary secretary, finding an able coadjutor in Mr Wynn (sometime Station-master at Birmingham), Mr Ephraim Wood. Papo Hall, for many years District Superintendent of this section of the railway, evincing an active interest in a movement much valued by the Company's local officials. The promoters are in hopes that the Company will find them another suitable site for the building."

The Holyhead Turnpike Trust 7 June 1872 p3. Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal [Accessed 03/12/2013]

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3287676/ART24/Turnpike>

THE HOLYHEAD TURNPIKE TRUST. A meeting was held at Corwen the other day to consider the high tolls charged on this road and memorialize the commissioners as to their reduction. We are glad to state that Colonel Tottenham has just received a letter promising that on and after the new letting of the gates; on the 1st of June 1873, the toll for horses will be reduced from 9d. to 6d., from Tŷ-Isa gate Glyndyfrdwy, to Cerrygydrudion.

The Shrewsbury and Holyhead Turnpike Road 20 April 1883 p3. Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal [Accessed 03/12/2013]

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3290166/ART22/Turnpike>

Shrewsbury and Holyhead Turnpike Road. Important Meeting. A meeting of the landowners along the line of road from Shrewsbury to Holyhead was held at the Court House, at Corwen, on Friday, the 13th April, at 12 30 p.m., to take into consideration the local requirements and the special circumstances relating to the trust" in order that the result may be laid before Parliament before May next. On the 4th May next, the disturnpiking of the road in November, 1883, is to come before a Select Committee of the House of Parliament, to consider such special circumstances. There were present the following gentlemen :—The Honourable Charles H. Wynn, of Rug, R. Myddelton Biddulph, Esq., Chirk Castle; Captain Best, of Vivod; W. Kerr, Esq., Maesmor; J. R. Walker, Esq., Corwen; Mr. John Parry, Bryneras; and the agents of the Plas Berwyn,. Rhagat, Garthmeilio, and of the estate of Mrs. Charles Lloyd and Alfred Lloyd, Esq., of Upper Bognor, Sussex. The Honourable C. H. Wynn was unanimously called to the chair, and letters from the following gentlemen as to their absence and their concurrence in the object of the meeting were read :-From the Honourable Sackville West on behalf of Lord Penrhyn, Col. Wynne Finch, of Voelas E. O. V. Lloyd, Esq., Rhagat; Col. Lovett, of Belmont; Rev. T.



Bulkeley Owen, of Tedsmore; Lieut.-Col. Lynes; Col. Lloyd, Aston; R. LI. Kenyon, Esq., Pradoc Major Tottenham, Plas Berwyn; J. P. Jones, Esq., Denbigh and W. E. Williams, Esq., Gwerclas. After full discussion of the subject and referring to the petitions presented by the counties of Denbigh, Carnarvon, Merioneth and Anglesey, the meeting resolved that in addition to the special circumstances and objections affecting the whole of the said counties, and also affecting them as landowners, there were other matters which affected them as landowners exceptionally and they are embodied in clauses 9 and 10 of the subjoined petition. In other respects the landowners' petition agrees with those, of the counties of Denbigh, Carnarvon, Merioneth and Anglesey. It was also resolved that some of the landowners be requested to give evidence in support of the petition, and the following were named as suitable for that purpose :— Lord Penrhyn, the Honourable C. H. Wynn, Colonel Wynne Finch, Major Tottenham, W., Kerr, Esq., and Colonel Lovett. It was also agreed that an adjournment of this meeting be held at Bank Buildings, Llangollen, on Monday, the 23rd of April inst., at 10 35 a.m. The petition lies at the offices of Messrs. Chas. Richards and Sons, Llangollen, and any landowner who wishes to join in its prayer may authorize Messrs. Charles Richards and Sons to affix their names to it. The following is a copy of the petition In Parliament.-Session 1883. ANNUAL TURNPIKE ACTS CONTINUANCE (Shrewsbury and Holyhead Turnpike Road) To the Honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled. The humble petition of the landowners whose property adjoins the Shrewsbury and Holyhead Road sheweth as follows:- 1. By an Act of Parliament made and passed in the third and fourth years of the reign of her present Majesty Queen Victoria, chapter 104, the commissioners of Her Majesty's woods, forests, land revenues, works and buildings, and such other persons as should be nominated as therein provided, were appointed the commissioners for carrying into execution the powers and provisions of the various acts of Parliament theretofore made and passed for the construction, maintenance, and regulation of the turnpike road from Shrewsbury to Holyhead. 2. By the Annual Turnpike Acts Continuance Act, 1882, the various acts of Parliament above referred to for the maintenance and regulation of the said road (all which acts are specified in the Sixth Schedule to the said last-mentioned act) are to be repealed on and after the first day of November, 1883, unless Parliament in the meantime otherwise provides, due regard being had to local requirements and to the special circumstances of the trust. 3. Your petitioners are advised that the question of dealing with the acts specified in the Sixth Schedule will be referred to a Select Committee of your Honourable House during the present session of Parliament, and they venture to submit that it is neither just nor expedient that these acts should be repealed without special provision being at the same time made out of imperial funds for putting the roads into efficient repair, and other special provisions being made for their future maintenance. 4. The portion of the said Shrewsbury and Holyhead road which lies in the counties of Denbigh, Merioneth, Carnarvon and Anglesey has been suffered to become ruinous and out of repair; it has not been properly metalled, the pavement or foundation thereof is bare in many parts, the side walls are out of repair and have in several places fallen down, the drains and culverts are choked up or broken down. # 5. In some of the parishes through which the road passes there is not much traffic, and it is therefore of but little use to the district. Nevertheless the expense of keeping the road in repair will be very great, and in the case of small and poor agricultural parishes will prove an intolerable burden. 6. The road was constructed as part of the main highway from the Metropolis by way of the Menai Bridge to Holyhead, for which it was in every way suitable, but it is not adapted to the specific wants of the country, where a road of such importance is not required, and an ordinary country road would amply suffice. Moreover, there are in the line of road important bridges which would fall to be repaired and maintained by the county, bridges which would never have been made simply to accommodate the wants of the locality. 7. The road having been constructed for Imperial reasons as the most direct route between England and Ireland, and with a view to the traffic between the two countries, for which it is no longer used, a great injustice will be done to the ratepayers of the county, and especially of the parishes through which it passes, if the trust under which it is at present managed and maintained shall be abolished, and the road and bridges shall be handed over to the local authorities to be upheld as a main road, whereby the parishes and districts through which it passes will become liable by law to keep them in repair and be indictable for not so keeping them, and this whether the road is of any use to the public or not. 8. Your petitioners therefore venture to hope that your Honourable House will not abolish the existing trust of the said road or sanction the transfer of the Shrewsbury and Holyhead Road to the various County Authorities through whose district it passes; but if such transfer should be found to be absolutely necessary, your petitioners submit that provision should at the same time be made for putting the road and bridges thereon, together with the drains and fences, into thorough repair, by means of funds to be provided by the Government, and also for a subsidy in aid of their future maintenance. 9. That your petitioners, in addition to the above grounds of complaint, as ratepayers have to say that the Holyhead Road Act imposes a serious liability to "support" a road which passes over ravines and bridges at great height, and where a fall takes place, the damage can only be remedied at great expense, particularly where it is built upon slopes which are subject to great decay and consequent expense. 10. That the Holyhead Road Act, section 78, provides for the expense of fencing the road, and this part of the obligation the commissioners of late years have very carelessly done, but their neglect and all the future expense of fencing the road will on the repeal of the act fall exclusively upon the landowners of the adjoining lands, an obligation

which they are at present free from. Your petitioners therefore humbly pray that under the special circumstances of the Shrewsbury and Holyhead Turnpike Road. above set forth the acts specified in the said Sixth Schedule to the Annual Turnpike Acts Continuance Act, 1882, may not be repealed, but that the same may continue in force, and that your petitioners may be heard in support of this petition by them- selves, their agents and witnesses, before the committee of your Honourable House to whom the question of the Annual Turnpike Acts Continuance may be referred, or that your petitioners may have such other relief in the premises as your Honourable House may seem meet. And your petitioners will ever pray. Charles Henry Wynn, Rûg, Corwen, Merioneth Chairman of the meeting holden at Corwen, April 13th. R. Myddelton Biddulph, Chirk Castle, Denbighshire. W. Kerr, Maesmor, Denbighshire. John C. Best, Vivod, Llangollen, Denbighshire. John Parry, Bryn Cras. Trevor, Brynkinallt, J.P., Chirk. Henry Robertson, Pale, Corwen. Thomas Heaton Lovett, Belmont, Chirk. Edmd. Burke Wood, Moreton Hall, Chirk. J. Parry-Jones, Denbigh. John Jones, Mossfields, Whitchurch.

The Shrewsbury and Holyhead Turnpike Trust 11 May 1883 p2

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3290180/ART9/Turnpike> [online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal

THE SHREWSBURY AND HOLYHEAD TURNPIKE TRUST. The Select Committee appointed to enquire into this trust sat last Friday, under the presidency of Mr. Wentworth Beaumont, the other members of the Committee being Mr. Lambton, Viscount Folkestone, Mr. Salt, Lord Edward Cavendish, Mr. Beach, and Mr. Hibbert. The following gentlemen were severally examined: —Mr. A. B. Milford, Lord Penrhyn. Mr. T. Codrington, Mr. J. H. F. Roberts, Captain J. Best, Colonel Sackville West, Mr. R. Williams, Mr. J. H. N. Walford, and Col. Edwards. The Committee ultimately came to the following resolution :—That so much of the road as is situate in the county of Salop shall cease to belong to the trust; from the first November next; that the remainder of the road shall continue under the present management until the first of November, 1884, in order that opportunity may be allowed to the Commissioners to take the necessary steps for placing the roads and fences in a proper state of repair, and for enabling the county authorities of Anglesey and Carnarvonshire, Denbighshire and Merionethshire, respectively, if they see fit, to maintain the roads subsequently to that date out of the county rates, with power to take rates.

‘Latest News and Telegrams’ Friday 2 Feb 1894 p8

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3172836/ART41/Turnpike> [online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal

A landslip occurred yesterday between Penmaenmawr and Conway, part of the turnpike road being blocked.

‘Llanrwst. A Team of Horses Forcing a Toll Bar’[online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal p.3

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3289036/ART7/Turnpike>

LLANRWST. A TEAM OF HORSES FORCING A TOLL BAR.—A few weeks back, two bars with a chain were placed on the road by Gwydir Castle, within about a quarter of a mile of this town; and above the bar was a large board enumerating the tolls charged for passing through, and at the bottom was the name of Mr. Owen Jones, clerk of the old Carnarvonshire turnpike trust. The bar was intended to catch carriages going to Llanrwst from the direction of Bettwsycoed. Several persons objected to pay; and one day a team belonging to the Llanrwst lead mine (Capt Knapp's) came up, and not being allowed to pass through, the horses were attached to the chain placed across the road, and the bar was forced. Several others refused to pay, and among them a magistrate of the county. It appears that, before a new bar can be placed across a road, a fourteen days' notice of the same must be placed on every turnpike belonging to the trust. This was not done in the present instance, and hence the objection to pay. It appears that the magistrates of the county are the trustees of the road. Some of those who have been compelled to pay toll threaten to sue the trustees. It will be rather awkward for the magistrates to be summoned before themselves!

‘Home & Foreign Chit-Chat’ [online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal p.3 3 November 1882

<http://papuraunewyddcymru.llgc.org.uk/en/page/view/3290051/ART15/Turnpike>

The Carnarvonshire Turnpike Trust expired on Wednesday, and men were during the day busily engaged in removing the bars and turnpike gates

‘Jottings and Gleanings’ [online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal <http://papuraunewyddcymru.llgc.org.uk/en/page/view/3173587/ART4/Turnpike> 29 November 1895

THE last of the turnpike gates in the Kingdom -six gates and bars in Anglesea, on the Holyhead Road-were removed on Friday. To the rising generation, such an announcement, is devoid of interest; it is only in children

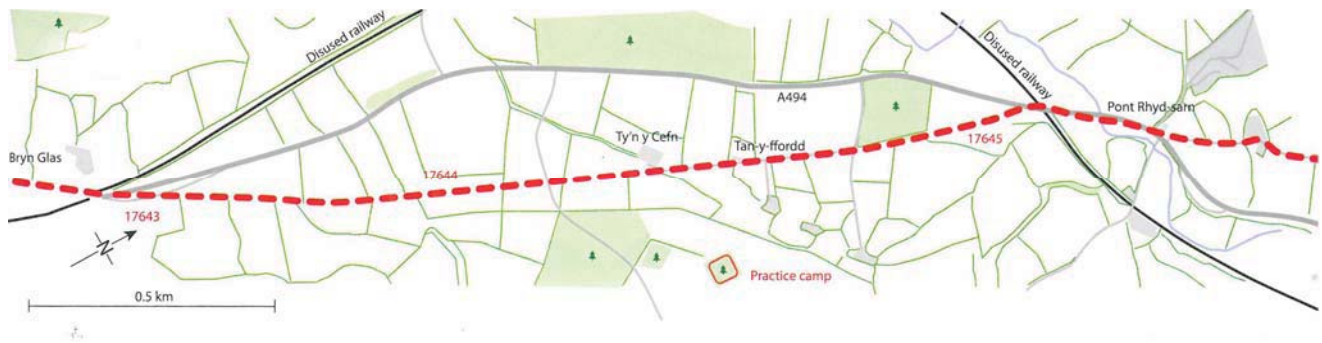
of an older growth that such a statement will awaken reminiscences of the past. As a lad, one's mind goes back to the time when fun and frolic, and some- times trouble and grief, were associated with a journey by night on a turnpike road; how, mounted on a steed unlike Gilpin's or of the equally historic Turpin, one had to wait patiently until the advent of the gatekeeper, before the journey could be continued. "I well remember how," says a correspondent, on one occasion, the old custodian, exasperated at my folly in daring to travel the road without the necessary coin to discharge the liability due to him, breathed the direst anathemas, and wished that I might have to tramp on Shanks' pony for the remainder of my natural days. Yet I must confess that I subsequently discharged the debt, which is more than can be said of an independent old gentleman who, having a great objection to paying toll when out for his daily drive, was always observed to approach to within a few yards of the gate, and then suddenly turn round and make the return journey. These tactics were repeated daily for several years, and the prayers of the keeper were known to frequently ascend for a downpour of anything but blessings upon the offender's head.

'Dolgelley' [online] [Accessed 03/12/2013] Llangollen Advertiser, Denbighshire, Merionethshire, and North Wales Journal p.4. [http://papuraunewyddcymru.llgc.org.uk/en/page/view/3286783/ART35/Turnpike 25](http://papuraunewyddcymru.llgc.org.uk/en/page/view/3286783/ART35/Turnpike%2025) September 1868

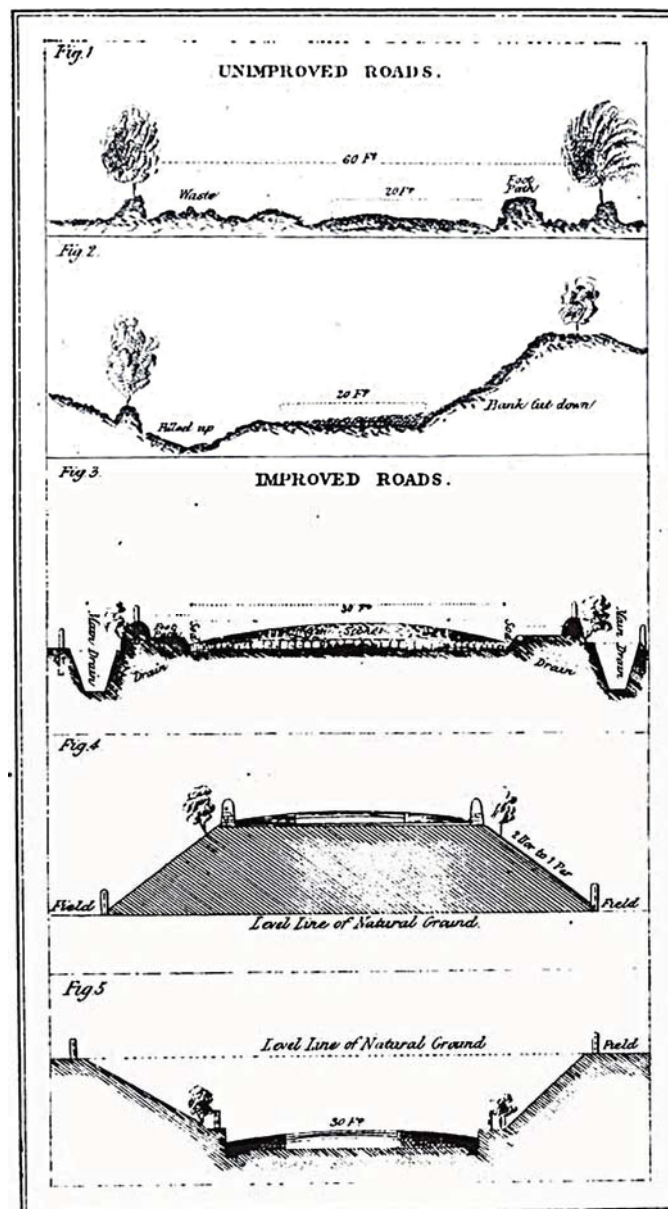
Nuisances at Dinas.-After a long conversation, it was decided, after receiving the report of Col. Bunbury, and Mr. Scott, the surveyor of the turnpike roads, that no steps be taken in this matter until the question of making new drains along the side of the turnpike roads in the place, be taken under the consideration I of the trustees of the turnpike roads.



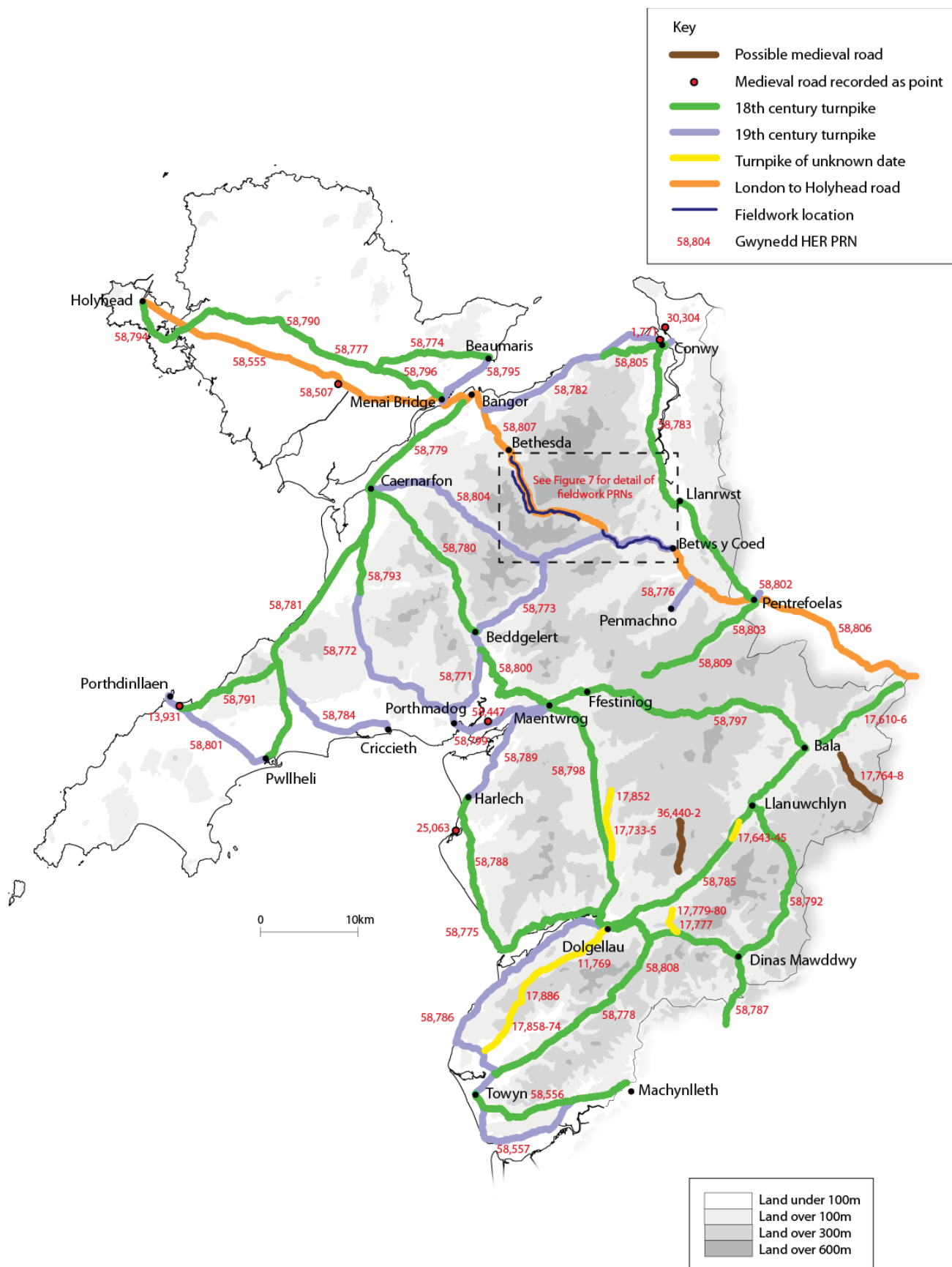
## **10. FIGURES AND PLATES**



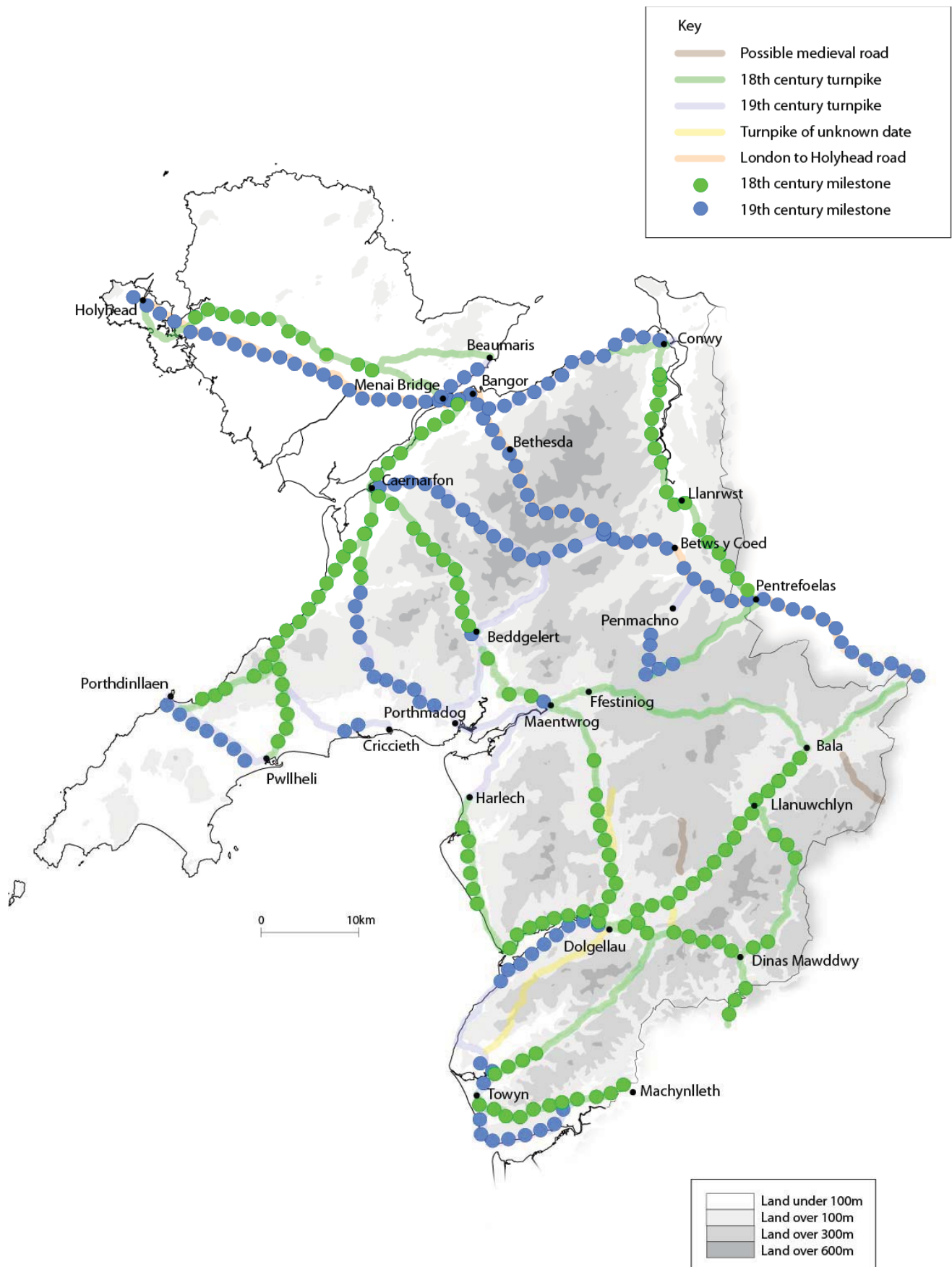
**Figure 1** Route of well-preserved turnpike at Pont Rhyd Sarn, Llanuwchllyn.



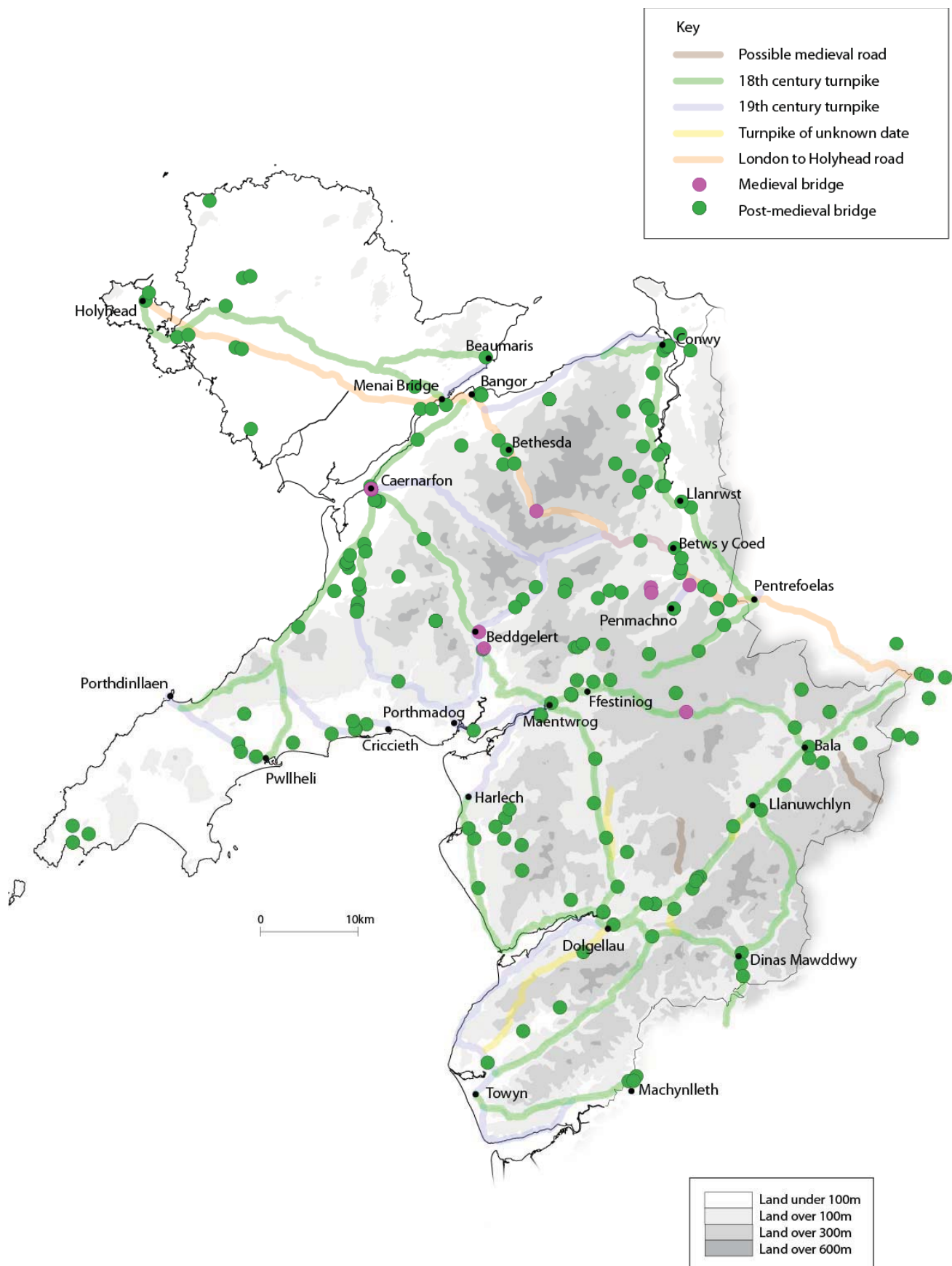
**Figure 2** Turnpike morphology (after Bateman 1836, Figs 1-5).



**Figure 3** Medieval and post-medieval roads in Gwynedd.

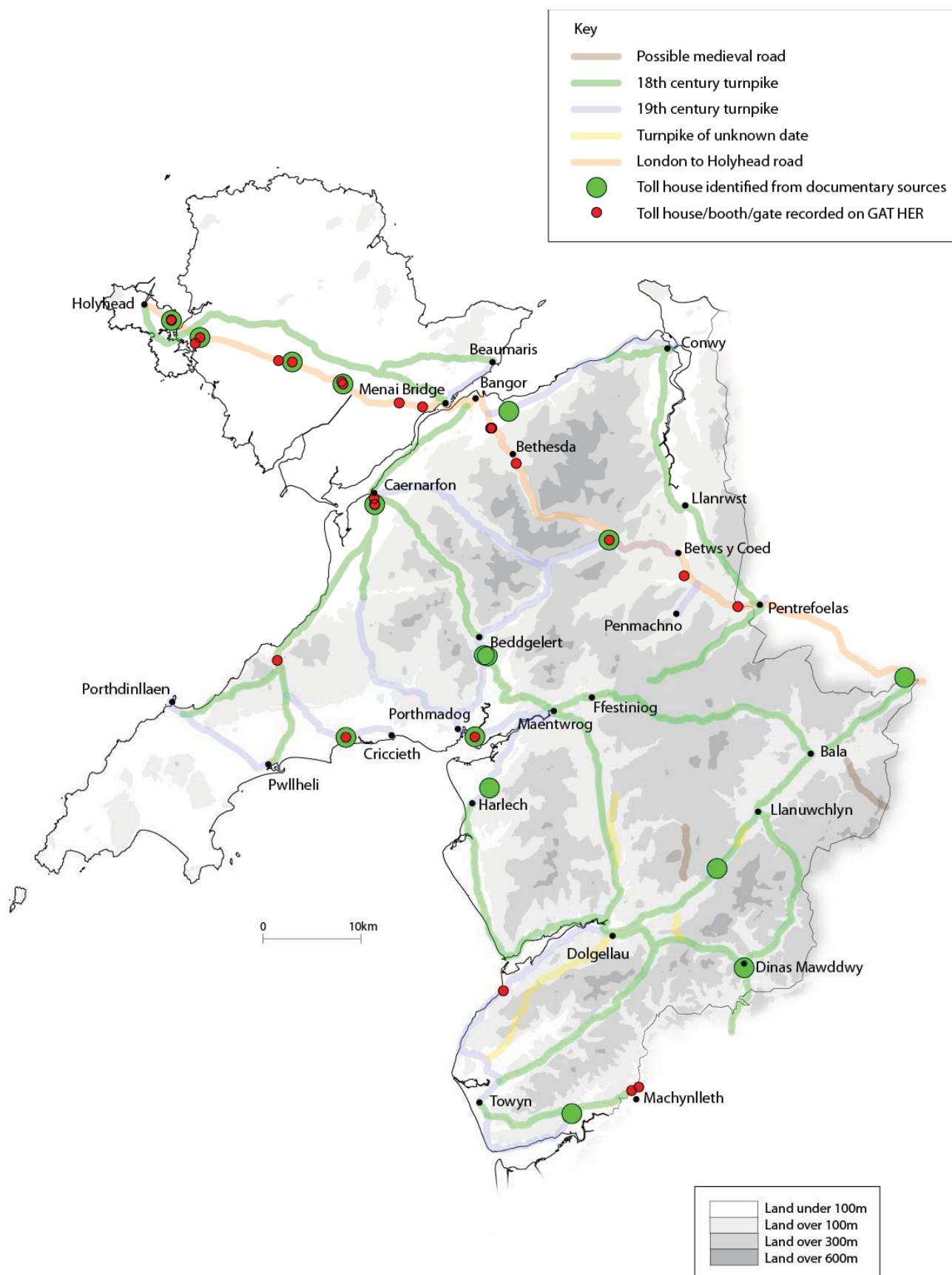


**Figure 4** Milestones in Gwynedd.



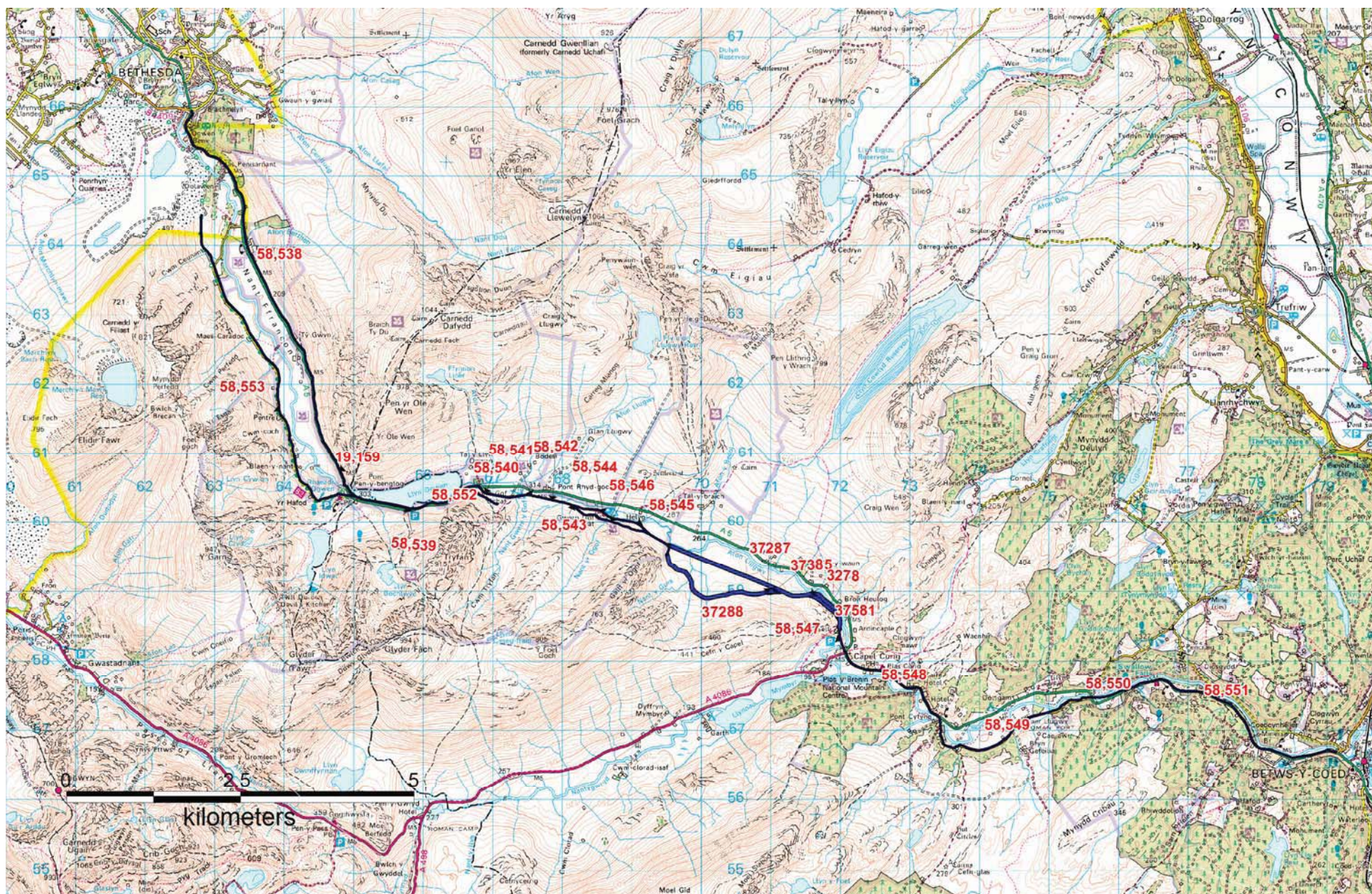
**Figure 5** Bridges recorded by Gwynedd HER.





**Figure 6** Toll and turnpike houses, booths and gates.





**Figure 7** Turnpike roads from Bethesda to Betws-y-coed.



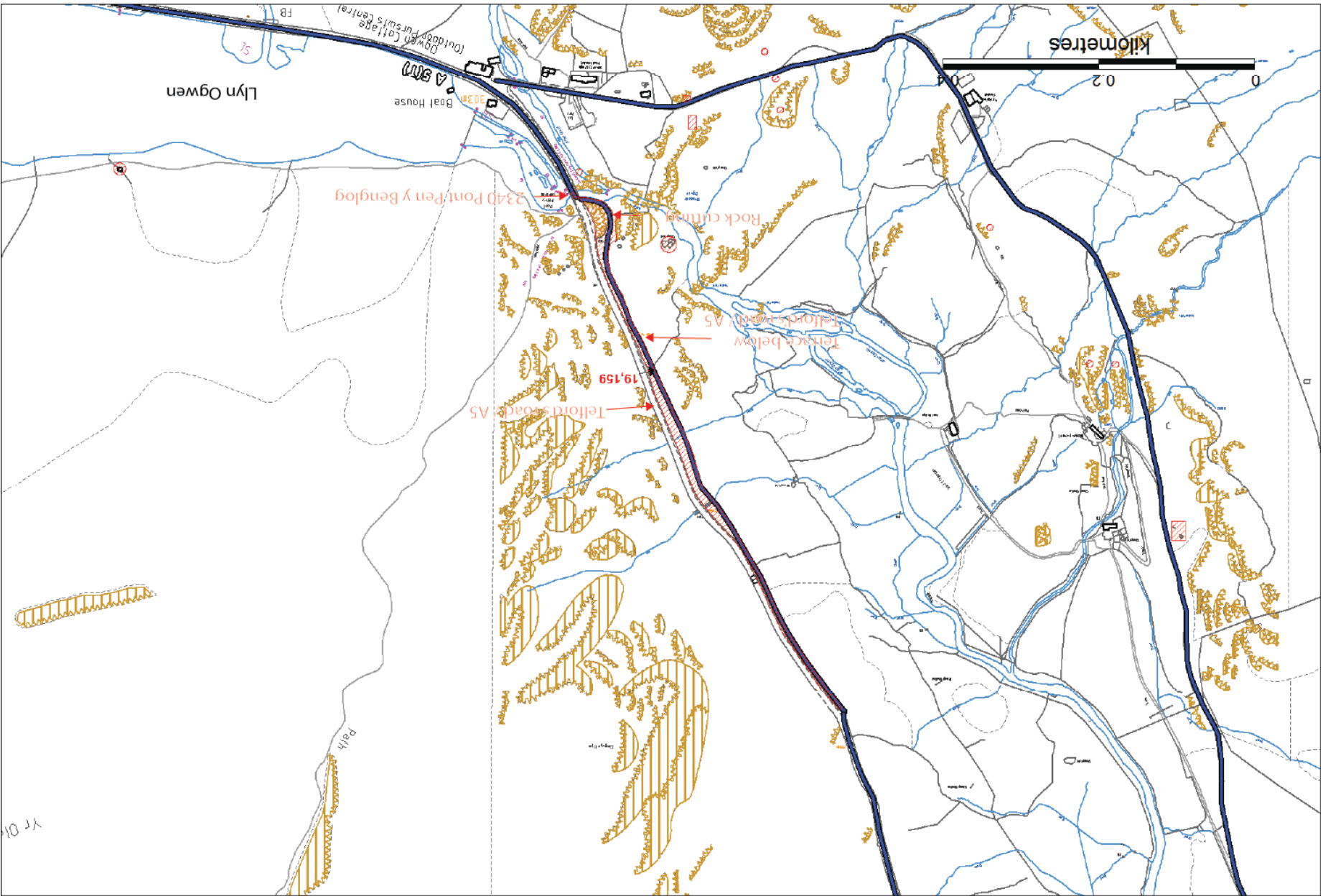
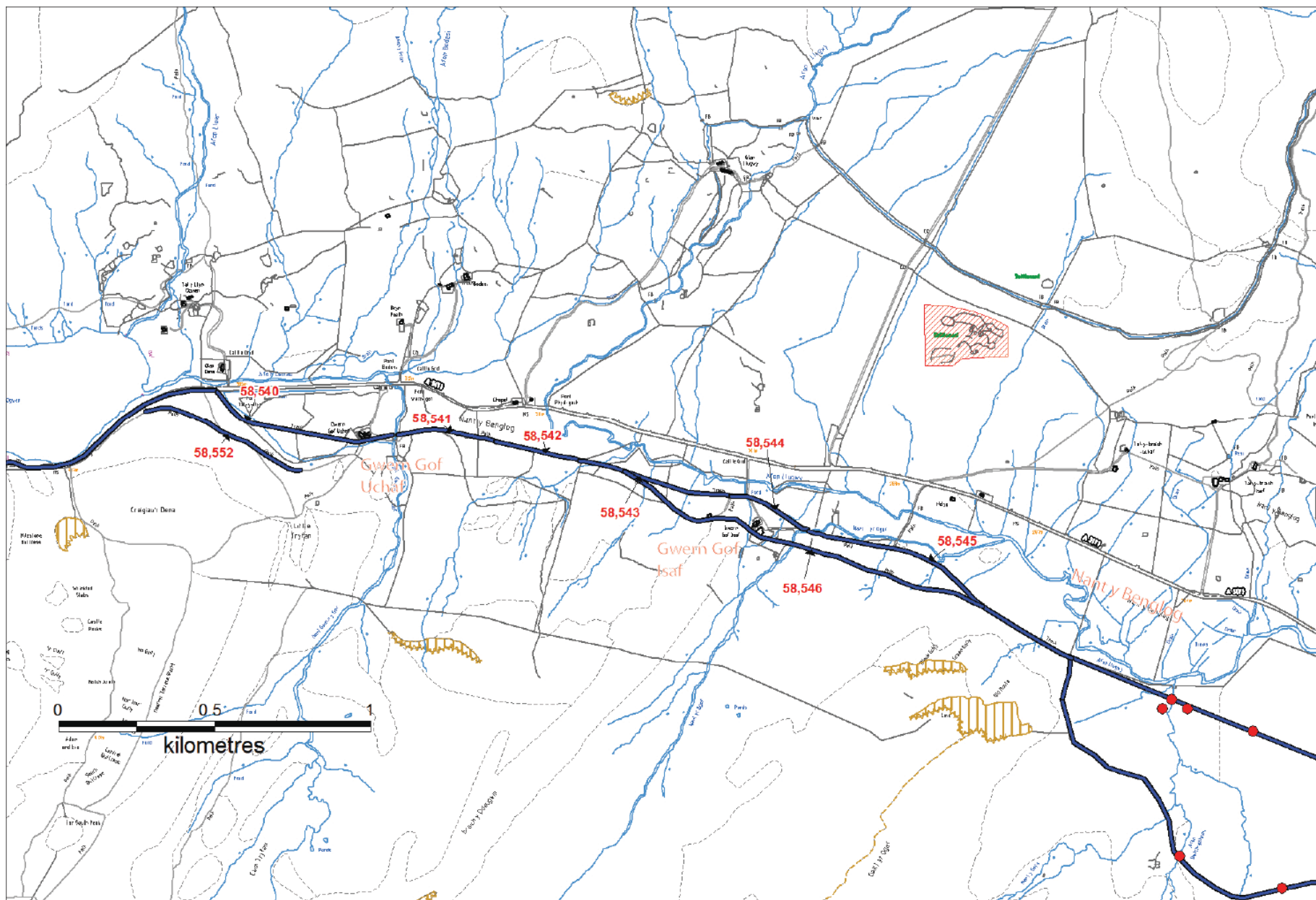


Figure 8 Southern Nant Ffroncon.



**Figure 9** Western Nant y Benglog.

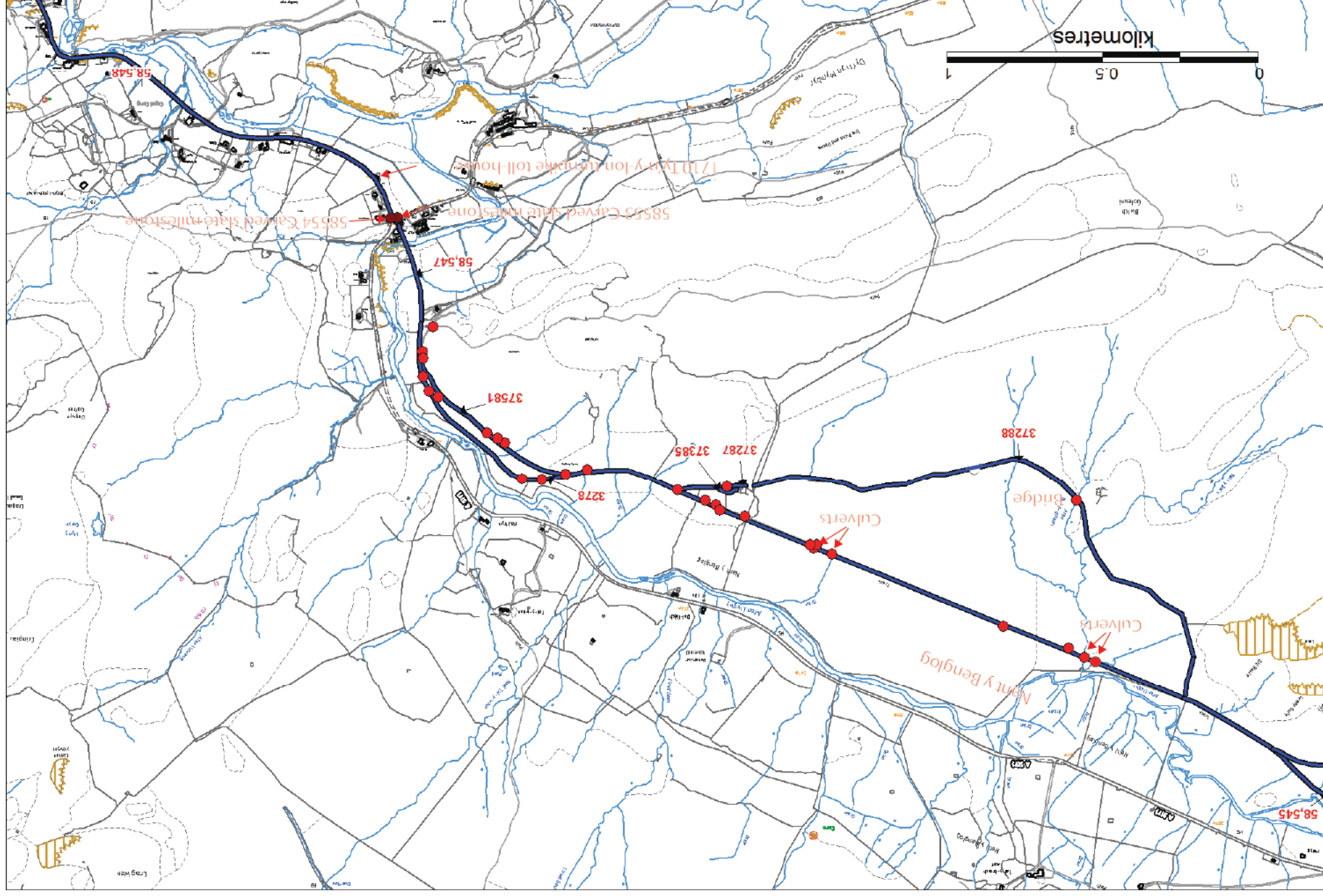
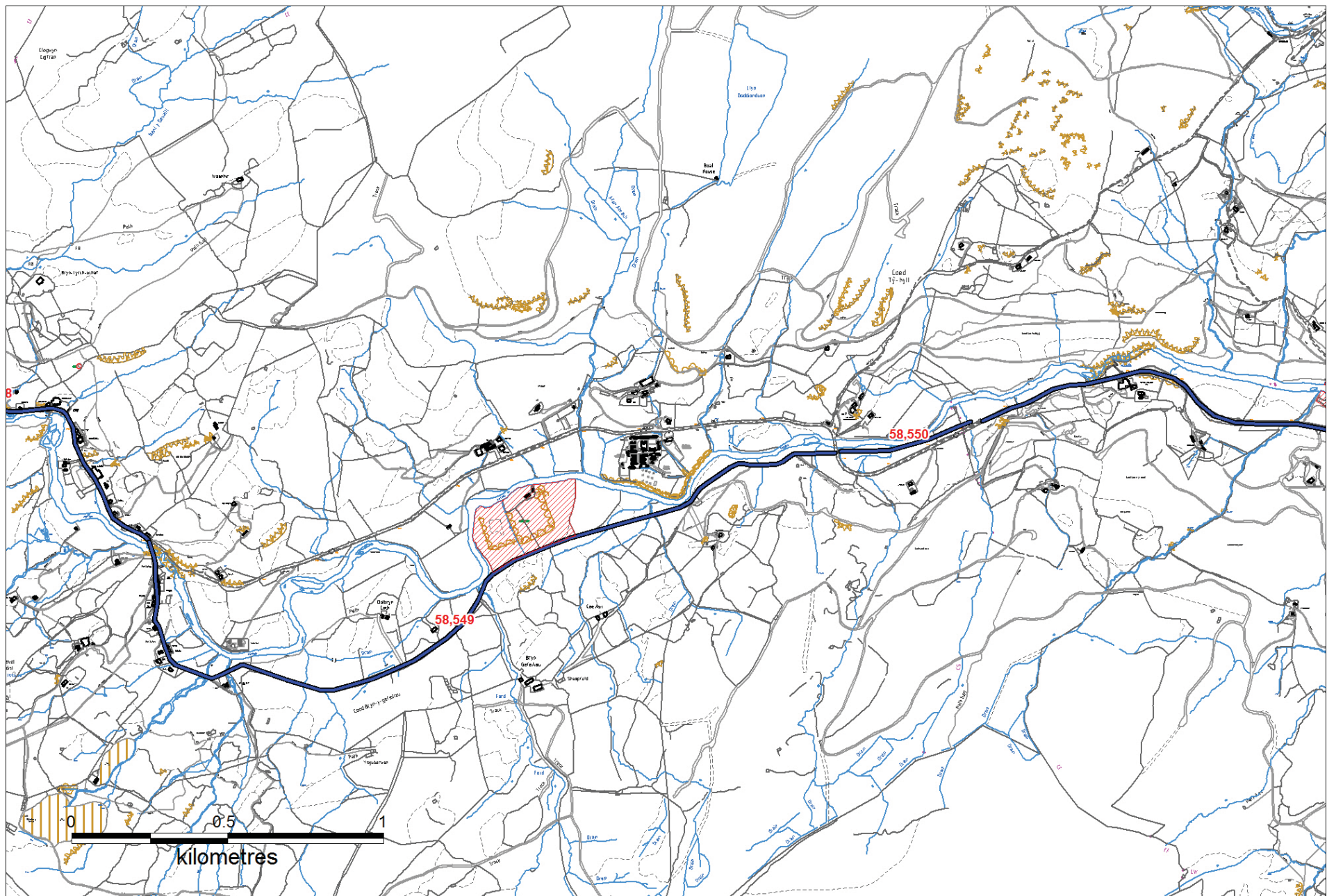


Figure 10 Eastern Nant y Benglog.





**Figure 11** Capel Curig to Pont Ty-hyll..





**Plate 1** Part of well preserved turnpike at Pont Rhyd Sarn, Llanuwchllyn.



**Plate 2** Turnpike causeway at Cefn-ddwysarn.





**Plate 3** Packhorse route between Llanberis and Capel Curig.



**Plate 4** Tyn-twr turnpike toll-house (PRN 1709).





**Plate 5** Turnpike terrace beneath Telford's Road (PRN 19159)



**Plate 6** Turnpike terrace beneath Telford's road (PRN 19159)





**Plate 7** Pont Pen y Benglog and early bridge beneath (PRN 2340)



**Plate 8** Partly resurfaced turnpike embankment crossing bogs (PRN 58542)





**Plate 9** Turnpike near Gern Gof Isaf; narrow track on wider foundation (PRN 58543)



**Plate 10** Turnpike causeway across Nant y Benglog bogs (PRN 3278)





**Plate 11** A well preserved stone culvert beneath Nant y Benglog turnpike (PRNs 3278 and 37327)



**Plate 12** Turnpike milestone Capel Curig (PRN 58553)





**Plate 13** Turnpike milestone Capel Curig (PRN 58554)



**Plate 14** Ty'n-y-lon turnpike toll-house (PRN 1710)



**Plate 15** Turnpike as low causeway in pasture near Pont Ty-hyll (PRN 58550)









Gwynedd Archaeological Trust  
Ymddiriedolaeth Archaeolegol Gwynedd

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