

Graves Park – Transport through the Centuries



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Graves Park Transport – prior to 1718

- The John Warburton map of 1718-20 shows that there wasn't a market town to market town road through Norton. The routes from Sheffield to Chesterfield were to the east and the west of Norton (eg Beighton)
- However, there was a significant local need for transportation, such as:-
 - Charcoal production in the various woods
 - Extraction of stone and minerals
 - Farming produce
 - Animal droving
 - Local resident requirements, eg Little Norton and Bolehill
- There is the 'old pack horse bridge' in Graves Park, and the various gateposts, suggesting early local tracks.
- There is an old major 7m wide 'ditch & bank' running north / south some distance east of the 'Old London Road'. This may have been more ceremonial than functional.
- Vehicles at this stage are likely to have been human, animals, pack-horse trains, and possibly hand carts
- Graves Park has a network of old field boundaries, tiered banks, tracks, gateposts etc, that would have been used as transport routes.



The John Warburton Map

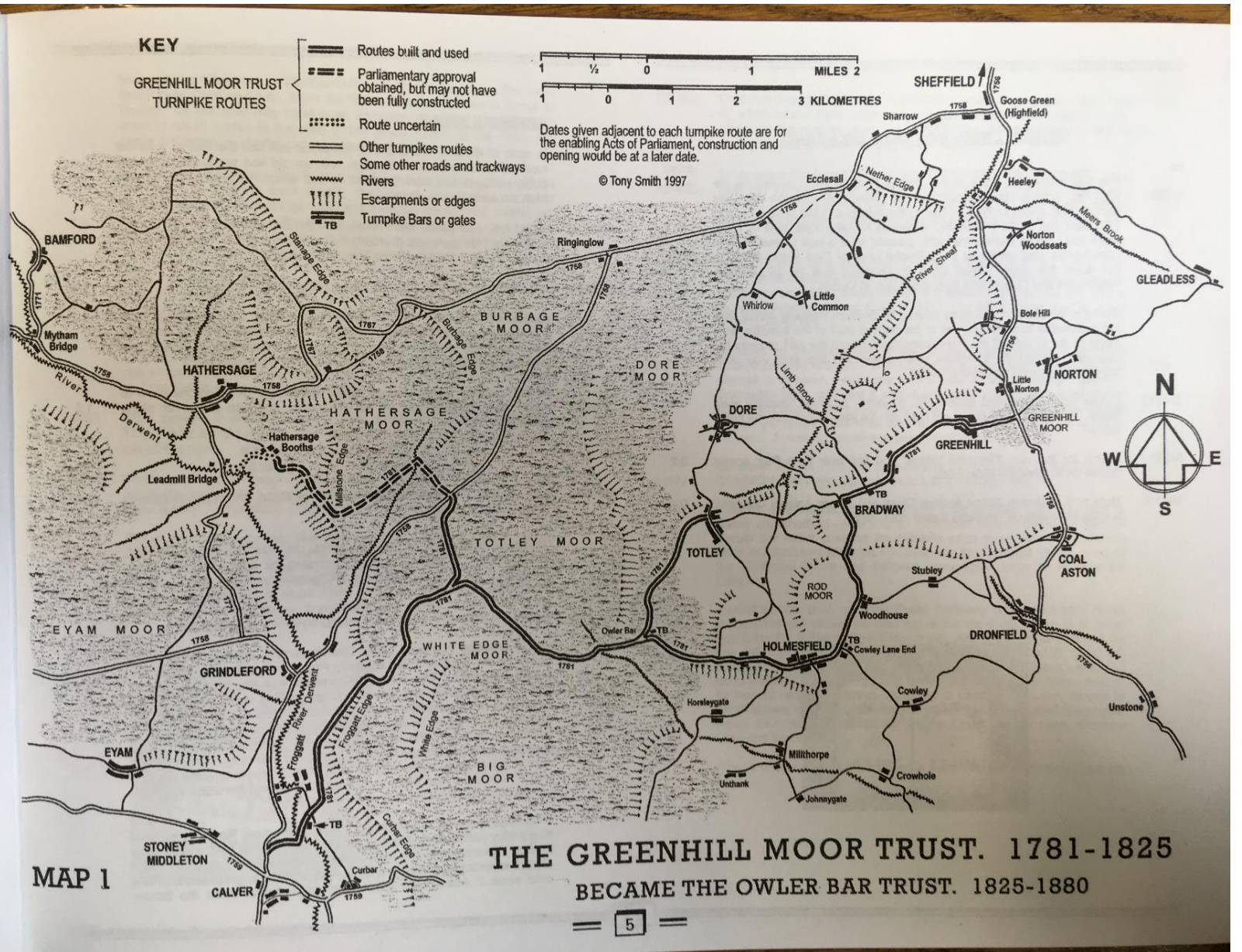
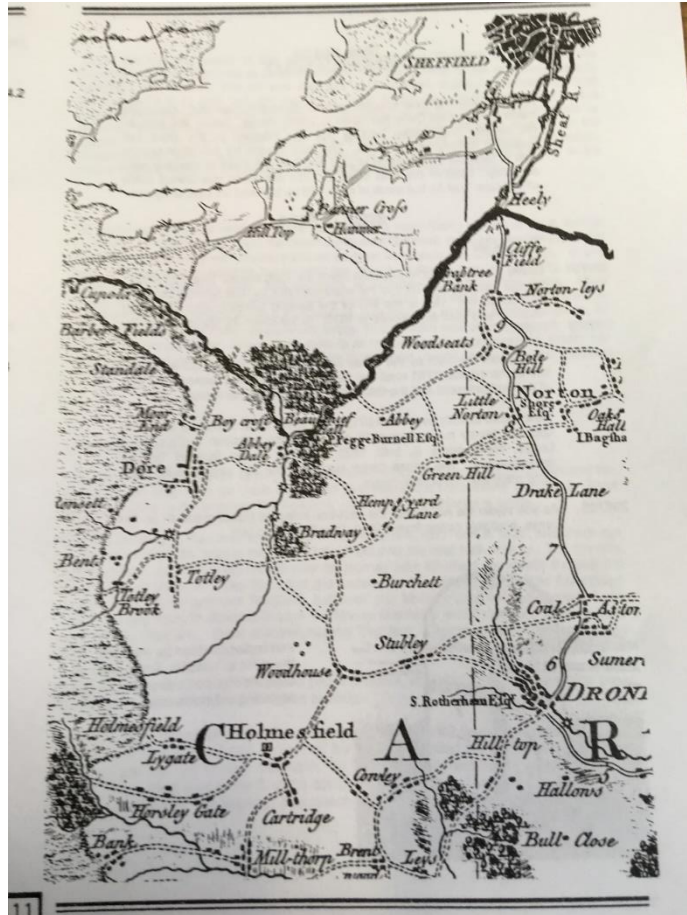
Warburton's Survey of Yorkshire 1718- 20 (reign of George I) shows all the highways between market towns. His maps were based on compass bearings, measurements, personal observation and local information. Place names are spelled as he heard them pronounced note Moregate (Moorgate), Aldwork (Aldwarke), Worecliffe Park (Wharcliffe Park) and Consborough (Conisbrough). Note that he gives two figures for distances between market towns eg. 10/14 between Rotherham and Barnsley. The shorter distance is the customary one, whereby each Yorkshire mile contained 10 furlongs or 2,200 yards (2012 metres) or 1.25 statute miles, (a statute mile is one fixed by law). The 14 shows the distance in statute miles (though 13 would be the more accurate figure). Templeborough's Roman fort is clearly shown, as are two of the Roman roads, but whilst the one to the southeast is a fair approximation, the other to the northeast has little or no evidence to support the route shown.

Graves Park Transport – a proper road

- Below are the dates of Acts of Parliament, which enabled the following:-
- Built in or just after 1756, the 'Old London Road' ran through Heeley, up Derbyshire Lane to Bolehill, through Graves Park to Little Norton, and down Dyche Lane to Coal Aston and Chesterfield. The route through Graves Park no doubt followed earlier trackways.
- Just after 1781, it became a turnpike road, implying that it was the main through route from Sheffield to Chesterfield (and then Derby etc to London)
- There is a reference to "turnpike field" on Derbyshire Lane, Bolehill, on an 1803 map.
- As the road construction and maintenance improved, both the loads (see table) and the average speeds improved
- At one point along the 'Old London Road', it is possible to see old slag being used to create a metalled road surface.

Ability of 4 horses to pull load

Year	Load (tons)
1662	1.5
1741	3.0
1765	6.0

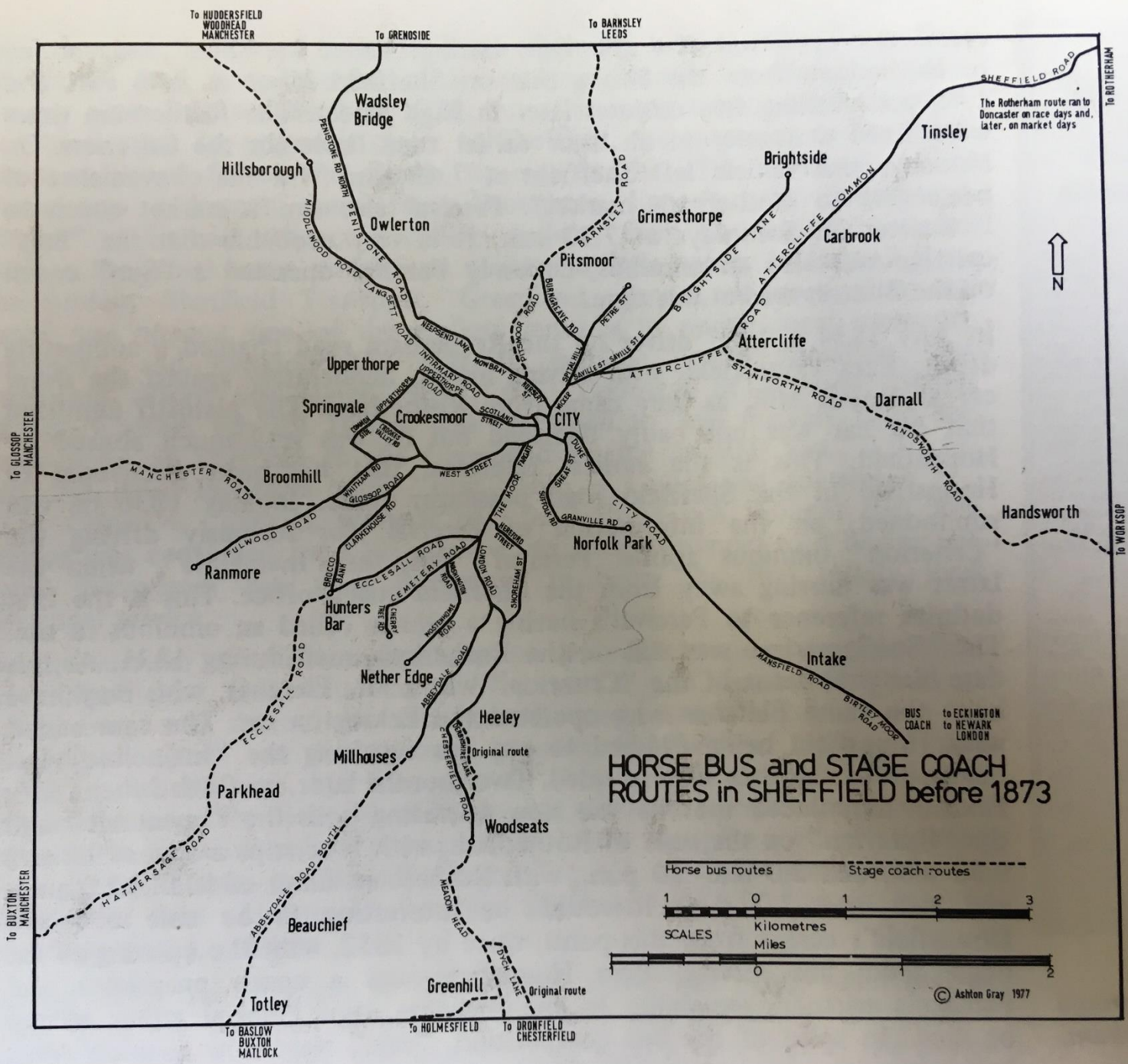


Graves Park Transport – Stagecoach Development

- Jan 1760 – first stagecoach London to Sheffield, run by Samuel Granville of the Angel Inn, Sheffield. Called the “Flying Machine on steel springs”, it provided a twice weekly service, taking three days to complete the journey (if God permit)
- July 1760 – run by Richard Needham. This cost the same £1-17s each way per adult, but took two days.
- The section from Chesterfield to Sheffield was the slowest, the 12miles taking “from lunchtime to evening”
- In 1768, the “New Fly” appeared, it left London just after midnight, and reached Sheffield approx. 40 hours later. It cost £1-11-6d.
- In May 1778, the “Birmingham and Sheffield Post Coach” ran, with a fare of £1, and taking a day.
- Mar 1785 saw the introduction of “The Balloon”. It ran from Leeds to London. It later became the “Leeds and London Mail Coach”, costing 3 guineas, but taking only 26 hours.
- The faster mail coaches travelled via Rotherham, Newark, and then down the ‘great north road’, whereas slower but heavier coaches went via Chesterfield.

Graves Park Transport – Progressive Migration to Meadowhead

- The road from Chesterfield to Sheffield was poor by the standards of the day, and sections of it were progressively replaced.
- First, just after 1795, the section through Graves Park ('Old London Road') was replaced, with a new Meadowhead section from Little Norton to Scarsdale Road (Green Lane as was) This could have also been because the new quarry (now Morrisons) would have demanded better roads to support the scale of quarrying.
- However, an 1803 map claims that the road was 'diverted 1780'
- The other sections (to also support the quarry that is now Homebase), and at Greenhill were developed somewhat later.
- Although there were benefits to transport for this re-location, there is also the suggestion that the owner of Norton Park might have wished not to have a 'motorway' running through their grounds. It will be interesting to find out who paid for the re-location of the road!
- Turnpikes ended in 1888, when the local authorities became responsible for the roads.



HORSE BUS and STAGE COACH ROUTES in SHEFFIELD before 1873

Horse bus routes Stage coach routes

1 0 1 2 3

SCALES Kilometres

Miles

0 1 2

© Ashton Gray 1977

The Rotherham route ran to
Doncaster on race days and,
later, on market days



To GLOSSOP
MANCHESTER

To BUXTON
MANCHESTER

To HUDDERSFIELD
WOODHEAD
MANCHESTER

To GRENSIDE

To BARNSELY
LEEDS

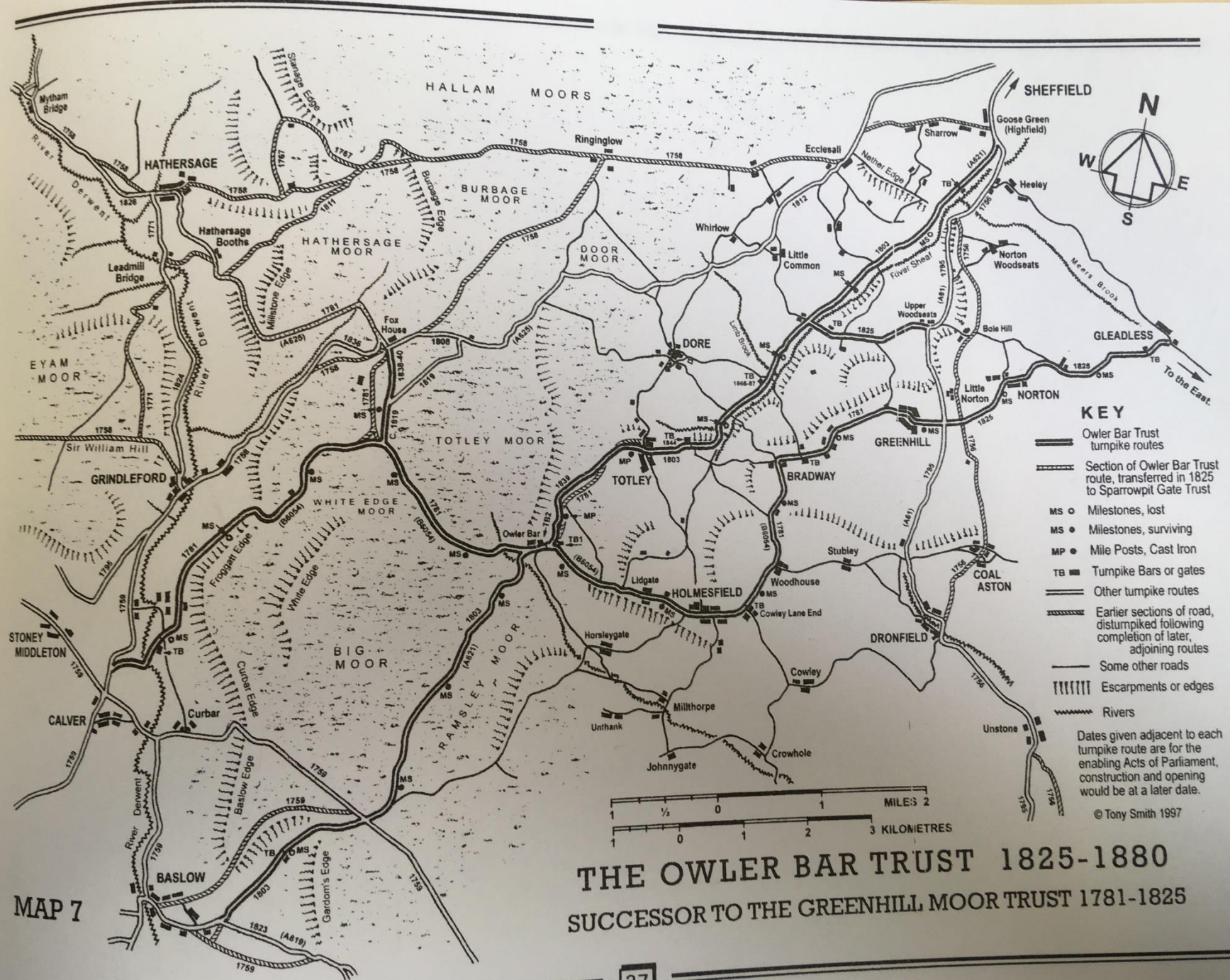
To ROTHERHAM

To WORKSOP

To BASLOW
BUXTON
MATLOCK

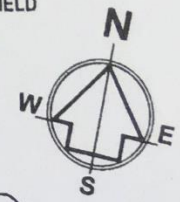
To HOLMESFIELD

To DRONFIELD
CHESTERFIELD



MAP 7

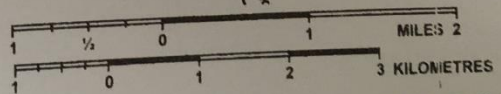
THE OWLER BAR TRUST 1825-1880
SUCCESSOR TO THE GREENHILL MOOR TRUST 1781-1825



- KEY**
- Owl Bar Trust turnpike routes
 - Section of Owl Bar Trust route, transferred in 1825 to Sparrowpit Gate Trust
 - MS ○ Milestones, lost
 - MS ● Milestones, surviving
 - MP ● Mile Posts, Cast Iron
 - TB ■ Turnpike Bars or gates
 - Other turnpike routes
 - Earlier sections of road, distumpiked following completion of later, adjoining routes
 - Some other roads
 - Escarpments or edges
 - Rivers

Dates given adjacent to each turnpike route are for the enabling Acts of Parliament, construction and opening would be at a later date.

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Graves Park Transport – Old London Road today

- The 'Old London Road' today has reverted back to its 'pre-motorway' days, being a mixture of tarmac track, drainage stream, and grass path between two lines of trees.
- A single 'high status' stone gatepost exists on the tarmac section (Gatepost 3 in previous document)
- Other trackways run into the 'Old London Road', such as the tracks from Gateposts 5 & 6, which link into the southern end of the fields with the medieval field boundaries.
- As mentioned before, old slag is visible on the track near the junction of the grass path and the drainage stream, showing a 'metalled' surface
- These are all visible today.

Graves Park Transport – potential next steps

- More research on companies building / owning / operating stagecoaches on the Old London Road
- Investigate the turnpike company and its operation.
- Metal detecting / investigating the Old London Road surface and road structure
- Researching newspaper articles, eg Highway men / stagecoach robbers
- Researching commercial operations within Graves Park, and their requirements for transportation