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ABOUT THE ASSOCIATION

What did the Romans do for us? One thing they certainly did was to lay the foundations for our modern road network, with millions of us driving every day along roads first laid out by Roman surveyors two millenia ago (such as Oxford Street in London, and large parts of the A1, A5 and many others). Unfortunately though, much of the Roman road network is not represented by modern roads, and despite a common assumption that Ivan Margary’s comprehensive gazetteer, *Roman Roads in Britain* (1973) made our understanding of the Roman road network reasonably complete, less than 40% of the network is actually known with any certainty. That false assumption has also frequently led to a lack of attention from the professional archaeological community (with the notable exception of roads in Wales), and for most of the past hundred years the serious study of Roman roads was left to a handful of disparate individuals and small amateur groups, with little or no co-ordination or cooperation between them.

The RRRA was formed in 2015 as a registered charity to bring those disparate individuals together, and to coordinate a nationwide programme of consistent and high quality research, promoting the study of Roman roads and Roman heritage throughout the former Roman province of Britannia. Over the last couple of decades, it has often been a race against time to discover and record what we can of the 60% of the Roman road network about which we are still uncertain, since modern agricultural methods and urban development have been steadily removing surviving features from the landscape. Fortunately, new technologies such as LiDAR and geophysical survey have helped enormously and enabled researchers to identify the remains of hundreds of miles of previously unknown Roman roads, along with associated Roman sites, and we continue to work to fill the many gaps. Research is only half the story though, we also have to ensure that the results of our work are readily available. We aim to:

1. bring together all known information on Roman roads in Britain, summarised in a freely accessible online interactive gazetteer, expected to be complete by 2026.

2. identify key sites where important questions remain, and organise fieldwork necessary to answer those questions. 100 Ha of geophysical survey have been completed, with a further 500 Ha already planned, and several future excavations are currently at the planning stage.

3. encourage the involvement of as many people as possible in our activities. We care passionately about community archaeology, and will always encourage local people to get involved in our work, without any charge (unlike some organisations, we will never do this!).

4. organise events to keep people up to date with research including online talks & seminars.

5. ensure that all our published work is Open Access, including our quarterly newsletter *Itinera* (following a very short initial members only embargo).

Membership is open to everyone, and our three hundred or so members come from a wide variety of backgrounds ranging from those with just a general interest in our Roman heritage to professional archaeologists from both the public and commercial sectors, alongside seasoned Roman roads researchers. Joining the RRRA gives you the knowledge that your modest subscription (just £14 a year for a single adult) is helping to support our important work. You might even get a warm and fuzzy glow.
WHILE IT MAY NO LONGER BE FASHIONABLE FOR ACADEMIC JOURNALS TO CARRY A CHAIRMAN’S MESSAGE OR ANNUAL REVIEW, WE FELT THAT FOR OUR FIRST EVER VOLUME A BRIEF OUTLINE OF OUR ACTIVITIES IN 2020 WAS MORE THAN JUSTIFIED, ESPECIALLY IN THE CURRENT CIRCUMSTANCES OF THE COVID-19 PANDEMIC.

The Roman Roads Research Association is a young organisation and was less than five years old at the beginning of 2020. Of course, at that time we had no idea of the challenges that the COVID-19 pandemic would present. For ourselves, the impacts were felt mainly in our fieldwork and public engagement. Our plans to revisit the site of our hugely successful community excavation on Dere Street (RR8a) and a nearby Romano-British settlement in 2019 had to be shelved, and we currently cannot say with certainty if we will revisit the site this year. The pandemic also prevented us moving forward with our Devil’s Causeway project in Northumberland, examining possible Roman military sites along the route of the Roman road, and it seems unlikely that much fieldwork will take place there until 2022. Similarly, plans to launch a major community based geophysical survey also had to be postponed, as did a planned community project near Doncaster which was to process the finds from a fieldwalking survey conducted just before the first lockdown on a newly identified Roman roadside settlement.

However, the year’s events were far from being entirely negative. Despite the difficulties, or even perhaps because of them, 2020 did bring positive changes as well. It was right at the start of the first lockdown that we took the decision to launch *Itinera*, and just over a year later you are now reading our first ever volume. Our increased social media presence resulted in a doubling of our membership in the year, a trend that has continued since, with membership now standing at 311 at the time of writing (early March 2021). Whilst most of our community projects were postponed, our small but highly dedicated team conducting geophysical survey on parts of the road corridor between Doncaster and Aldborough did achieve some excellent results (when the regulations permitted). Turning out in all weathers, even in a blizzard, they surveyed the fort at Roecliffe, confirmed the route of RR720b as it approaches Isurium Brigantium (Aldborough, N. Yorkshire), and discovered an entirely unexpected ‘new’ road near Tadcaster. These are just a few examples of their many achievements, and the reports for all these surveys will be published on our website later this year.

2020 also saw the launch, quietly, of a pilot project in the East Riding. *Living Beyond the Town – Petuaria* is our contribution to the *Petuaria ReVisited* project (shortlisted for the 2020 Marsh Award for Community Archaeology) and will conduct a magnetometer survey of the Roman road corridor out of Brough (Roman *Petuaria*) heading towards York, as far as South Cave. The project aims to give us a clearer idea of how the Roman period landscape developed...
along this road corridor. The survey is being carried out by a group of fourteen local
volunteers, who have all received training and support in using our equipment, and it will
cover about 300 Ha. It is one of the largest community geophysics projects ever conducted
in this country, and if successful it will be replicated elsewhere in Britain.

Without question, the most significant event for us in 2021 is the launch of this first volume
of Itinera. From the beginning, the Editorial Committee was very conscious of the increasing
problems faced by researchers when attempting to access academic papers, even by those
with access to university libraries, since so many academic journals these days are held
securely behind a publisher’s pay wall. We wanted to ensure that no researcher would ever
struggle to obtain a paper published in Itinera, and so we took the decision to produce the
journal entirely ourselves and without the aid of a publisher. This was far from being a
straightforward process, but we have now proved that with a dedicated group of volunteers,
inexpensive publishing software and the advice of people with experience in publishing,
typesetting and illustration, it can be done. We can only hope that others follow our lead.
Crucially, by going down this route we can not only keep the price of the printed version low
but are able to make the entire journal open access online, after an initial members-only
embargo of one year.

We continue to promote a strong community-based approach, and 2021 will see the launch
of two further community geophysics projects examining sites along the course of Roman
roads, one in Nottinghamshire and the other in North Yorkshire. Another potential project
is being discussed in Cambridgeshire. We are very well aware of an apparent bias towards
projects in Yorkshire; this is an unintentional but inevitable consequence of the Association
being founded in Yorkshire. However, we are extremely keen to undertake fieldwork
elsewhere in Britain, especially geophysical survey, and welcome any suggestions for areas
of future research. In time, we hope that we can meet many more of our members face to
face, whether that be by our planned zoom series of chats and lectures, or back out in the
field when circumstances allow.

Despite the uncertainties of the coming months, thanks to the enthusiasm and participation
of our membership, the long-term outlook for the RRRA is extremely bright. In the
meantime, we hope all our readers remain safe and well in these challenging times.

Mike Haken
Chairman
mike@romanroads.org
EDITORIAL
ROBERT ENTWISTLE

The first Editorial of a new annual journal is a significant moment. Launching *Itinera* marks a step forward for the RRRA, focusing light on an aspect of Roman archaeology that has not previously enjoyed its own published academic outlet. That such a development is possible, demonstrates the current health and breadth of an area of Roman studies that will always be associated with the expert labour of Ivan Margary in the middle years of the twentieth century.

*Itinera* is, from conception, a journal intended to bridge the gap between academic researchers and that large band of enthusiasts – the backbone of so many local societies and our own RRRA membership – who wish both to stay informed about, and contribute to, developments in the field. Thus *Itinera*’s content will include quality work by capable independent researchers alongside significant papers from established academics. To ensure maintenance of standards, all papers are peer assessed.

*Itinera* has been established to offer a point of reference for all those doing work which can develop and broaden understanding of Roman roads and land communications. It is an aspect often touched upon in wider archaeological investigations (see for example Janet Phillips and Pete Wilson’s paper in the current volume) but in the past such isolated findings have not always been treated with due emphasis and made readily available for a better understanding of the road network as a whole. *Itinera* will allow Roman road studies to make their proper contribution to understanding Roman society, technological practice, communications, and military and economic development. The journal will inform academics about the current state of knowledge while also making it available to local individuals and societies, allowing future work to be targeted for maximum efficacy. Thus this journal is published both in digital form for maximum reach (free to RRRA members), and in paper form for permanent academic reference and record.

Our content, as may be judged from this first volume, is wide-ranging. The first paper, from David Ratledge, shows how an experienced and skilled practitioner is able to exploit modern technology (in this case LiDAR) to expose and clarify routes that were previously imprecisely defined. Other papers demonstrate the findings of specific excavations, examine the artefactual and archaeological evidence for Roman transport, explore issues of planning and surveying, and speculate about the extent of local road networks. A major contribution from Bill Trow represents the culmination of many years work in testing some of Selkirk’s conclusions regarding the existence of a ‘Proto Dere Street’. A roundup of the year (interpreted broadly for this first volume) keeps track of investigative work relating to Roman roads around the country.
The starting point of Roman road studies has long been Ivan Margary’s classic study, ‘Roman Roads in Britain’. A major challenge for the present day is how to build constructively upon this work in the 21st century, allowing recent findings, seldom pulled together, to be readily referenced by the archaeological community. Two important papers in this volume, from Mike Haken and Dave Armstrong, examine ways in which the RRRA supports identification, classification and nomenclature of new discoveries, building upon Margary’s work and ensuring that it remains fit for purpose in the twenty-first century.

A new journal is not launched without the labour of a dedicated band. Our editorial committee has met regularly on-line throughout this year of pandemic to resolve the many issues that have arisen. It has established ground rules; invited, gathered, reviewed, and selected material; communicated with authors; edited text and images; created and used templates; entered materials into publishing software; stitched together the journal itself; and finally sent the completed journal for printing and circulation.

Mike Haken, the RRRA Chairman, has been unsparing of his time and expertise, actively involved at every stage. Dave Armstrong, indefatigable as the man at the centre, has pulled together the materials into the form of a journal, always positive and perceptive, no labour too challenging. Mike Bishop has given generously of his archaeological knowledge and crucial publishing experience; Chester Forster has brought his experience from other archaeological journals both to head up our band of local correspondents and to manage the indexing of this volume; and John Poulter has been a valued consultant. Paul Bidwell and Pete Wilson, among several others, have acted as readers and referees, their immense knowledge and expertise allowing us to maintain a solid academic basis to this venture.

Nevertheless, it is the authors to whom a journal is ultimately indebted for its success: we thank all our contributors for making *Itinera*’s first volume possible. We trust that others will be inspired to maintain and develop this journal, taking note of our mid-November deadline for 2022 copy. Similarly we welcome offers of help for our next volume in terms of reading, reviewing, managing images or digital typesetting.

We look forward to receiving ideas for relevant and authoritative papers, whether from inside or outside the UK.

Robert Entwistle
Hon Editor, *Itinera*
*itinera@romanroads.org*
This section of *Itinera* briefly describes work on roads that has recently happened, often in advance of formal reporting, in a similar style to *Britannia* reports.

This data has been assembled by RRRA members in the local areas as listed below and then collated by Chester Forster. For future years please contact these with any news via one of the Association contacts. Data has come from enquiries to the county HER and to local Archaeological Societies and we appreciate the help that has been willingly given, often in our current, covid, circumstances. Since archaeological activity in 2020 was impacted by the pandemic, this collation has reached further back to include work from 2018 and 2019, which gives us a more substantial base on which future volumes can build.

**Local correspondents**

*Neil Buckley*; Cheshire, Derbyshire and Lancashire  
*David Brear*; Yorkshire and Lincolnshire  
*Alan Taylor*; Hampshire,  
*Sally Woodlock*; Dorset,  
*Eric Rose*; Wiltshire  
*Tim Lunt*; Somerset and Gloucestershire  
*Paul Smith*; Shropshire, Staffordshire, Warwickshire and Municipal W. Mids  
*Geoff Lunn*; Essex, Suffolk, Norfolk and Cambridgeshire  
*Ian Hennessey*; Devon and Cornwall  
*Paul Seddon*; Berkshire, Buckinghamshire and Oxfordshire  
*Chester Forster*; Cumbria  
*Robert Matusiewicz*; Nottinghamshire, Leicestershire and Rutland  
*Alun Betty*; South Wales  
*James Whitaker*; East & West Sussex,  
*Matt Sparkes*; Surrey  
*Andy Putman*; Kent  
*Ian Dean*; Gloucestershire west of the Severn  
*Dave Armstrong*; Durham, Northumberland and Tyne & Wear.

In addition we are grateful for the assistance and contributions from David Hopewell of Gwynedd Archaeological Trust and Richard Whaley of the North East Hampshire History and Archaeological Society, Field Archaeology Branch (NEHHAS).

We have been unable to collate the prodigious LiDAR work undertaken by David Ratledge but we will endeavour to issue this as a supplement to this volume and have it fully incorporated in issue 2. Links to his own site are provided here in the relevant counties.

Summaries, on the following pages, are arranged with Scotland, Wales and England in their respective County alphabetical orders. Researchers can follow the links or contact the appropriate HER, commercial company or Society direct.
SCOTLAND

Angus

RR9b, Gask Ridge, Muthill to Kerriemuir, see Perthshire

Berwickshire

Crachoctrestrete, Ecclaw to meet the line of the current A6112 to the west of Grantshouse.

Work by the Whiteadder Project

A community based LiDAR project that has speculated on the Roman origin of an old road to the north of Berwick upon Tweed. The study area for the Whiteadder project covers a large portion of land around the Whiteadder Water from Garvald in East Lothian down to Duns in the Scottish Borders.


Dumfries and Galloway

LiDAR survey by Dave Armstrong

A recent release of Phase 3 and 4 LiDAR data for Scotland has greatly increased the coverage in the south west. A LiDAR survey is underway in Dumfries and Galloway following the pioneering work with aerial photography of St. Joseph and the more recent work and summaries of Newall & Lonnie and Wilson reported in Discovery and Excavation Scotland and

![LiDAR image of an agger to the SSW of Dalswinton on the West side of the Nith, heading towards Glenlochar.](image-url)
the *Transactions of the Dumfries and Galloway Antiquarian and Natural History Society* respectively. Work is still continuing; the following give some early highlights of the discoveries that will be more formally published when the work and confirmatory checks have been completed.

**Dalswinton to Glenlochar road, NY 9242 8162 to NY 9284 8279.**

Previous studies have suggested the Roman crossing point of the River Nith was to the south west of Dalswinton at Ellisland Farm where there are temporary camps on both sides of the river. Whilst LiDAR shows several paleochannels indicating how much the river has moved around in the valley, it also seems to confirm this crossing point with an *agger* like linear feature aligned from the right bank of the river to the SSW. There are some slight traces that could suggest a branch road heading towards the fort at Carzield a few miles further down the Nith, crossing the river in the vicinity of Killylung and Rosehill.

**Dalswinton to Glenlochar road, at Glenlochar, NX 7350 6451.**

While LiDAR indications are far from strong along with the added complication of what appears to be a parallel buried pipeline, we can be reasonably confident that the Dalswinton

![Arrangement of roads around Glenlochar fort.](image-url)
to Glenlochar road leaves the Old Military Road near Bridgestone, and occasional indications on LiDAR show that it follows a direct path towards Glenlochar, crossing the Urr Water at Kings Grange NX 784 670, skirting Clarebrand hill (NX 770 661) and crossing the modern roads on the approach to the Glenlochar fort site centred on (NX 7350 6451), bottom left corner of image above. There are strong indications of a previously recorded road heading north from the fort past Loch Ken. There is a suggestion of a bypass road towards a crossing of the river Dee to the south of the fort and on towards Gatehouse of Fleet, which is given more credibility by a LiDAR indication of an agger on the opposite, right, bank of the river also aligned on this putative crossing point.

**Glenlochar to Gatehouse of Fleet road, NX 6320 5537 to NX 6557 5583.**

A road has previously been noted passing by Gatehouse of Fleet fortlet and the logical origin of this would be at Glenlochar. However, there are few LiDAR indications suggestive of a Roman road between the two sites. There is one stronger indication near Tannymaas. The line is criss-crossed by what appears to be two pipelines and a further pipeline is just off the top of the image above. These features need to be investigated on the ground.

**Gatehouse of Fleet westwards, Carse of Slakes road, NX 5515 5762 to NX 5613 5735.**

Previous studies have speculated on the possibility that the Roman road passing the fortlet at Gatehouse of Fleet heads further west, potentially towards Loch Ryan in the vicinity of Stranraer. An old road, the Carse of Slakes, has been suggested as a possible course. LiDAR suggests that some of this may be so with an agger like linear indication branching from the Carse and then cutting more directly across country. Further to the west from Glen a series of braided ways with some agger like indications in places suggest the onwards course between, rather than around, Stronach Hill and Cambret Hill before rejoining the Carse heading towards Creetown.
RR868, Netherby to Broomholm,

The work to follow this road was started by David Ratledge, who identified that RR868 north from Netherby has an intriguing fork into two roads in Scotland just after the Liddel Water crossing. This was where the English LiDAR data ran out for David, however with the new Scottish data we can track the onwards courses. The right, north eastern, fork does have some faint indications heading up Liddelesdale and needs further work to investigate a route that could be heading towards Newstead. The left, north westwards, fork heading up Eskdale has been the subject of previous speculation of a road linking Netherby with Broomholm and onwards. LiDAR helps reveal more; there are indications of tracks laid out in short straight alignments from the Liddel crossing climbing out of the river valley through a cutting. LiDAR gives a strong indication of an agger running on from the cutting which, after a stream crossing, turns to the north west to approach Claygate village. Underlying the modern B6318 out of Claygate, LiDAR reveals the Roman road at New Woodhead NY 3919 7942 where the modern road swings around the property but the agger can be seen continuing straight through either side of the buildings. This also closely passes the known large Gilnockie temporary camp with its six gateways, all protected by tituli. Until now this camp appeared to be an orphan with no known route past it. However, LiDAR suggests that Roman road RR868 is roughly parallel to the north east rampart. The Roman road seems to continue under the modern road towards the fort at Broomholm, where there is a strong LiDAR indication of a road with a change of alignment to continue on up the valley. Previous excavation has sentenced this as an 18th century road but the close association of it with the fort plus the typical Roman layout of short straight alignments respected by the rig and furrow suggests that this conclusion should be reviewed. An onwards course is lost in the outskirts south of Langholm. Potentially this route could continue up Eskdale to Raeburnfoot and/or up Ewesdale towards Newstead on a similar course to the modern A7.
RR868, in white corridor, at Claygate and passing Gilnockie temporary camp, outlined in red. The linear agger is very plain to the south east of Claygate, bottom right hand side of the image making a change of alignment after crossing a stream and can also be seen running straight though New Woodhead where the modern road diverts around the property.
Perthshire

RR9b, Gask Ridge, Muthill to Kerriemuir.

Visibility of the Gask Ridge Road from Simulated Watchtowers: a Monte Carlo Testing Approach by Joe Lewis

The Gask Ridge system is a series of forts, fortlets, and timber watchtowers situated along a Roman road in northern Scotland. The high intervisibility of the watchtowers in the Gask Ridge system has resulted in the proposal of two main functions: one that the watchtowers were a signalling system and two that the watchtowers provided visibility of the Gask Ridge road for surveillance and monitoring. Despite this, only the former function has been assessed. This paper explores the function of the watchtowers along the Gask Ridge road using computational methods, including Monte Carlo hypothesis testing. The analytical approach, which is documented and reproducible with accompanying code, rejects that the watchtowers were randomly located along the Gask Ridge road, instead favouring the alternative hypothesis that the watchtowers were located to maximise the visibility of the road. Furthermore, it is possible to claim that the need to monitor the road shows a causal relationship with the location of the watchtowers, rather than associative. The findings support the interpretation that main function of the watchtowers was for the surveillance and monitoring of the Gask Ridge road, providing an early warning system of an attack from the Highlands as discussed by Woolliscroft.

Published in the Journal of Archaeological Science. Report available on-line at: https://osf.io/preprints/socarxiv/ebt9n/

Stirlingshire

RR9a, Durieshill, Stirling, Camelon to Strageath, NS 81316 87640 (centred on).

Work by Robert Engl – AOC Archaeology Group

An 8% evaluation and metal detector survey were undertaken, 6 February – 7 July 2017, in advance of development. The work revealed several features associated with 19/20th-century quarrying and mining activities, including infilled quarry pits, scoops, pit-heads and associated tracks. Other features recorded included a single pit feature of probable prehistoric date and the remains of a stone track or hardstanding covered with numerous sherd of 19th-century ceramics and glass. The evaluation of Field S2 revealed the truncated, basal remains of the Roman Road aligned SE/NW. The road was 6.0–9.0m in width and composed of small sub-angular and sub-rounded stones set into the underlying clay natural. The stones directly underlay a thin layer of grey clay. This was interpreted as the basal layer of a later road. No associated small finds were recovered. The metal detector survey was undertaken ahead of the evaluation and was targeted on areas lying within the Bannockburn (1314) Inventory Battlefield, the Sauchieburn (1488) Inventory Battlefield, the area of the Roman Road where it deviated from the modern road, the Bore Row and around the scheduled homestead at Common Hill.

Antonine Wall at Falkirk, NS 9161 7939.

Work by Geoff Bailey – Falkirk Local History Society and Edinburgh Archaeological Field Society

On the 13–19 August 2018 two trenches were placed at right angles to the south ditch of the annexe as shown on Macdonald’s 1929 plan. The ditch was found in the correct position, but had been filled with turf and covered by a Roman road and cobbling associated with a building. Inside the enclosure the large cobbled raft of another building was found, containing a N/S drain. This drain had subsequently been filled with pottery and patched with poor quality cobbling. A 13th-century long cross half penny and copper alloy handle were found just above the Roman levels, 1.1m below the present ground surface.


Wales

Carmarthenshire

RR60d, Carmarthen to Kidwelly, SN 413 157 to SN 412 097.

From Alun Betty

Taking advantage of the dry summer in 2018 an aerial survey was conducted looking for evidence of a Roman road linking Carmarthen fort and the fort at the Lougher estuary, West of Swansea.

Several new stretches of road were revealed in the open countryside. The first was at Idole, SN 413 157, 2.5kms South of Carmarthen where LiDAR revealed an agger with flanking quarry pits. The second emerged as a 500m parchment mark at Llandyfaelog, SN 416 114. And finally a section was found just North of Kidwelly town, SN 412 097. These findings suggest a different route to what was assumed being that after leaving Carmarthen the road turned Eastwards before heading South towards the river Lougher and then down the the estuary mouth and the fort. It now seems that the road out of Carmarthen headed due South towards Kidwelly then turned East to the estuary mouth and crossed over to the fort on the East bank.It has been suggested that there may be a fort South of Kidwelly and on the coastline.

Archived in Coflein as NPRN: 415812, 423818, 19, 20, 33 and 424537. Reported in Britannia 51 2020, 117-145, Roman Wales; Aerial Discoveries and New Observations from the Drought of 2018, by Toby Driver, Barry Burnham and Jeffery Davies

Gwynedd

RRX95, Caernarfon and Bontnewydd Bypass. Centred on SH 49188 60853.

From Iwan Parry, Brython Archaeology with Oxford Archaeology North
Ahead of the construction of the Caernarfon and Bontnewydd Bypass a large section of Roman road was uncovered very close to the surface. Detailed reports are expected imminently but the image above shows the excellent state of preservation of the road. A fuller description is anticipated for the next edition of *Itinera*.

**Caernarfon: Segontium.**

*From Iwan Parry, Brython Archaeology with Oxford Archaeology North*

Work undertaken in the town was very difficult to interpret but a Roman track was found and this appeared to be heading for a corner of the fort which, at this point in time, does not appear to have a defined purpose.

**ENGLAND**

**Bedfordshire**

**RR22, Biggleswade, Braughing to Godmanchester. TL 1945 3462.**

*Land north of Furzenhall Road, Biggleswade, Bedfordshire, work by Oxford Archaeology*

The projected line of the Roman road between Sandy and Godmanchester (*Viatores* Road 22; BHER 66, BHER 451, BHER 505) runs through the western part of the current evaluation area and its presence here has been confirmed in Field 3 by the geophysical survey in the form of parallel linear anomalies 16m apart, which extend from the north-western corner of Field 3 to the south-south-east for 220m. In Field 2, to the south, the anomalies are much less
distinct where later boundaries associated with the post-medieval land use are present. A metalled road and associated drainage ditches measuring approximately 15m in total width was identified at the southern edge of the development area in the evaluation during the pipeline works for the Kings Reach Growth Scheme (EBD 1300). It was interpreted as likely to be post-medieval in date, despite an unusually broad metalled surface, because both ditches flanking the surface contained post-medieval pottery and one ditch, cutting through the metalled surface, had a ceramic land drain in the base. However, it is possible that this is the remnants of the Romano-British road which remained in the landscape as a boundary until the post-medieval period.

HER Ref. EBD1821, OA report 2378, Feb 2020

**Birmingham**

**RR18b, Ryknild Street. Perry Barr: Prince Albert School. SP 07276 91479.**

*Work by Worcestershire Archaeology*

The site of the school lies on the line of the Roman road known as Ryknild Street. An archaeological excavation focused on a length of the possible road to the north-west of the site in the footprint of the proposed school. The features revealed during this phase of works included the two ditches, the western of which crossed the excavation area but the eastern of which was present only for a length of 27m with termini at each end.

**Cambridgeshire**

**RR22, Godmanchester, A14 Cambridge to Huntingdon Road Improvements, TL 2381 6794.**

*Work by MOLA Headland Initiative on behalf of the Highways Agency England*

Targeted excavations as part of a major programme of archaeological investigation along the A14 Cambridge to Huntingdon Improvement Scheme. This site was located along the new stretch of road south of Godmanchester (*Durovigutum*) with excavations taking two years to complete. The excavation revealed traces of a parallel ditches 18m apart on a north-north east to south-south west alignment, interpreted as evidence of RR22 from Braughing to Godmanchester. The ditches were seen to cut earlier, Iron Age enclosures but appeared to respect a series of early Roman cultivation trenches flanking both sides of the road.


**Cheshire**

**LiDAR re-appraisal of Cheshire and part of Staffordshire**

*Work by David Ratledge*
Covering RR70a Kings Street Middlewich to Chesterton, RR6aa(x) Chester to Aldford, fort located at Saighton, RR7a Chester to Northwich, RR700 Middlewich to Whitchurch. Summaries to be issued in a future addendum and issue 2 of *Itinera*. See David Ratledge’s own site [http://www.twithr.co.uk/index.html](http://www.twithr.co.uk/index.html)

**Cumbria**

**LiDAR re-appraisal of Cumbria**

*Work by David Ratledge.*

Covering Stanegate east of Carlisle RR85b, Carlisle to Kirkbriiide, RR741 Watercrook to Ambleside to Old Penrith, RR7ca(x) Middleton to Low Borrowbridge - parallel route at Lune gorge, Low Borrowbridge to Kirkby Thore, RR82 route from Maiden Castle to Brough, RR82 and RR82aa(x) Kirkby Thore to Old Penrith, RR840 Eskdale to Ravenglass western route, RR868 Netherby into Scotland with two new onwards routes (see also Dumfries and Galloway). RR75 Carlisle to Papcastle, RR754 Old Carlisle to Maryport, RR755(x) Old Carlisle to Kirkbriiide, and RR75 Papcastle to Cleator. Summaries to be issued in a future supplement and issue 2 of *Itinera*. See David Ratledge’s own site [http://www.twithr.co.uk/index.html](http://www.twithr.co.uk/index.html)

**RR7e, Fairhill, Penrith**

*From Chester Forster*

In the 2019 edition of the Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society (CWAAS) there is an interesting article about the proving of the line of a Roman road in Penrith. The line of the road from the forts of Brougham (*Brocavum*) to Old Penrith (*Voreda*) had been postulated with a fair, degree of accuracy, for some time but lacked concrete evidence. However, the opportunity to test the position of the road arose in 2016 when a housing development was proposed in a field at Fairhill on the Northern outskirts of Penrith and on the putative line of the road. A total of 19 trial trenches were dug on the site, with five of them positioned over the projected line of the road and all five uncovered the road in various degrees of preservation. It was discovered that the road followed a natural terrace for some distance and a 0.25m layer of sand formed the base of the road which was 8.4 metre wide. The road structure was found to be 7m wide with kerbs and several different surfaces but as the road lay only 0.2 m below the surface, it had consequently suffered considerable plough damage over the centuries. The article goes into considerable detail on the construction of the road and lists finds, not only of the Roman period but through the Anglo Saxon era, right up to the 18th century, indicating that the road was in use during all this time. Considerable discussion is given on roadside activity in Roman times, small cobbled areas and the proposition that these areas could have been used to rest animals after the long uphill section from Brougham.

See *Transactions CWAAS* Series 3 No 19: Archaeological Investigation of a Roman Road at Fairhill, Penrith, Cumbria by David Jackson, pp79-96

- 329 -
RR85b (and RR85a), Stanegate. See entry under Northumberland

Beaumont, Overlough, Monkhill, NY 3415 5865.

Work by Gerry Martin Archaeological Consultant
A cobbled track running to the south of the vallum was identified. Although it was undated it was thought that it could represent the remnants of a minor route between Roman military installations.
HER 1/18/3636. Archive: Tullie House Museum, Carlisle

Bowness on Solway, St Michael’s Church, NY 2246 6270.

Work by Grampus Heritage and Training Ltd
A grid pattern of major and minor roads was revealed by a geophysical survey on the site of a proposed churchyard extension which is close to the Maia Roman Fort at Bowness. The proposed extension will be relocated to avoid any impact on the remains.
HER 2/18/3623

Shap, Shap Wells Hotel. NY 574 096.

Work by Green Lane Archaeology Ltd
Prior to afforestation a walkover survey was undertaken and a large number of sites were identified. A possible Roman road was identified as well as hollow ways and boundary features of medieval origin. It was recommended that further work be undertaken.
HER 3/18/3687. Archive: Cumbria Archive Centre, Kendal

RR82, Kirkby Thore. NY 6345 2539.

Work by D Hurl, Amey
A stone surface, possibly representing the remains of a Roman road and a linear feature which contained a fragment of samian ware were found in an archaeological investigation which involved eight test pits. It was recommended that monitoring be carried out during the proposed resurfacing work [see below].
HER 3/18/3702

RR82, Kirkby Thore, A66. NY 6345 2539.

Work by J J Atkinson, GUARD
The truncated remains of the Roman road that follows the course of the present A66 were recorded during the monitoring of resurfacing work. [see above]. An alignment of pits and postholes are believed to represent some of the timber buildings of the vicus constructed along the road frontage. One of the pits contained a human burial which was left in situ.
HER 3/18/3738
RR752, Lamplugh, West Cumbria Water Pipeline. NY 0745 2111.

Work by CFA Archaeology

As part of the mitigation for a water pipeline a well preserved length of the Roman road from Moresby to Papcastle was uncovered. In total a length of some 20 metres of the road was uncovered and recorded.

HER 9/18/3905

Derbyshire

RR71a, Little Chester Fort, Derby to Longcliffe. SK 227 557.

LiDAR survey and plot of much of the course of RR71a by David Ratledge.

The 2019 LiDAR data for the first time covered the whole area between Derby and Carsington (SK 251 534) just south of Longcliffe from where the Roman road going north to Buxton is well established. The southern section of the Derby to Buxton road has been intensely debated for more than 100 years with Margary opting for a route through Wirksworth although he conceded that a direct route through Carsington was possible despite the paucity of evidence that supported it. With LiDAR that has changed and David Ratledge was able to track lengths of agger, cuttings, hedges and extant road sections from Carsington Water to Quarndon Hill overlooking Derby. The route through the outskirts of Derby remains speculative but there are only one or two sensible candidates to chose from and the most likely follows modern boundaries and roads.

HER Report: Derbyshire MDR11318 Roman road Buxton to Derby.

RR181 Langley Common

From Lucy Baker

In advance of development works a survey and evaluation was carried out on the putative course of RR181. Applying the methods used when investigating roads to record them for the RRRA gazetteer highlighted the known, and unknown, information about this road leading to the segment of road in Langley Common being Scheduled. The course of the Roman road was found to be reasonably well preserved in three of the trenches, being of a fairly typical construction, approximately 5 metres wide, flanked by two drainage ditches on either side.

Numbered RR181 by Ivan Margary (Margary 1973, 309), this road has long been known to head almost due west from the Roman site of Derventio (Little Chester, Derby), to the fort and settlement at Rocester, and then to the fort at Chesterton and settlement at Holditch, near Stoke-on-Trent. Its route is very well recorded for the most part, being largely marked by the courses of modern roads, with the notable exception of its first four miles as far as Langley Common, where no confirmed evidence of the road had ever been identified. It seems likely that the route continued on beyond Chesterton to Middlewich in Cheshire, providing a cross country link from Derventio to the Roman road network in the north west of England and North Wales, and crucially to the legionary fortress at Deva (Chester).
Margary gave the Middlewich end of this possible link the number RR70a (Margary 1973, 302). He recorded that the agger of the road was visible across the field in Langley Common (Margary 1973 309) in the mid 20th century, a fact confirmed by the Ordnance Survey’s Archaeology Division whos’ file noted that a ridge was visible on AP’s 541/481/3009-3011. Their annotated MS Strip map (Ordnance Survey 1981) also records ‘vestiges of a bank overlain by rig and furrow – prob. Rems of a terraced road, BHS 8.66” running across Langley Common’.

A second alignment continues almost due west for eight and a half miles, the first three miles being followed almost precisely by Long Lane. The modern lane then abandons the alignment for a mile and a half, returning to it very briefly before leaving it again for a further mile and a half near Alkmonton. Environment Agency LiDAR data is currently only available for the first of these diversions, where there is no indication of any survival of the Roman road, and there is no known evidence for survival in any part of the second section. Derby Lane and then Cubley Lane then roughly follow the alignment, although not precisely, to about SK 14680 38121. The Roman road is then thought to turn WNW, followed initially by Cubley Lane, to head directly to the fort and settlement at Rocester, although apart from the line of Cubley Lane and a short length of Mill Street, there is no archaeological evidence to support this.

West of Rocester, the road probably heads WSW as far as SK 08697 38742, marked by a short stretch of Hollington Road, where it meets an alignment clearly set out from the change of alignment of Cubley Road (SK 14680 38121), over three and a half miles to the east. This alignment is then followed for six miles, followed intermittently by Hollington Road. LiDAR coverage is complete here, and in all sections where the modern and Roman lines diverge, LiDAR imagery suggests that the Roman road survives at least to some degree. The fourth main alignment commences at Totmonslow, marked almost in entirety by the old Uttoxeter Road as far as Meir, where the final alignment change takes place, the Roman line now aimed directly at the fort at Chesterton some seven miles away. Its line can still be traced in a few places in Stoke by the course of modern roads, notably by part of King Street, and was formerly followed by roads and tracks as far as the former Manor Farm (OS, 1900), now Fenton Manor. The road was obliterated by the railway and railway station, built in 1848, northwest of which, through Wolstanton as far as the Roman site at Chesterton, there are no indications that any of the road’s course was still being followed by more modern roads or tracks in the late 19th century.

HER aware, recorded in [RRRA Newsletter No. 10, Summer 2019](https://www.rrra.org.uk/newsletters)

### Devon

**RR492a, North Tawton to Church Hill Cross**

*LiDAR survey by the late Hugh Toller with supporting excavation by Kaye and Stocker*

The Okehampton vicus was found on both sides of a length of well preserved Roman road, first spotted from the air in 1984 and visible on LiDAR. It is possibly the same road that heads south westwards in the general direction of Okehampton from the large Roman complex at North Tawton, first identified on LiDAR by Hugh Toller, and following a quite different route to that of RR492a described by Margary. This road has now been confirmed by excavation to
follow a single straight alignment from North Tawton as far as Church Hill Cross (Kaye & Stocker 2018), but a link from there to Okehampton two miles away has not yet been established. Further south west, and not in the general A30 corridor that Margary suggested for RR492b, a length of about 6 miles of Roman road has now been identified near Lostwithiel. This road could conceivably be the same one heading west from Okehampton. It is the road westwards which is of most significance, since no Roman road had previously been confirmed west of North Tawton apart from a short stretch leading west from the fort at Calstock, in Cornwall, and limited evidence of a road west of Okehampton. The newly published work describes in detail the route of the now proven road following a single alignment (with a few minor deviations) in a south-westerly direction as far as Trehill Farm (SX636973). Where excavated, the road has been shown to have been built on a foundation of river worn cobbles, with a second matrix layer of smaller stones and puddled clay, tamped firmly down with smaller cobbles and sharp quarried gravel to produce the road surface (Salvatore, et al., 2019, p. 311). Further work by Steve Kaye and Steve Stocker, as yet unpublished, is strongly suggesting that the alignment was followed as far as Church Hill Cross (SX 629 965). Kaye and Stocker suggest that the road then turns southwards before arcing westwards around the heads of the many steep sided stream valleys feeding the River Okement near Stockley Hamlet and the Corscombes (S Kaye, pers. comm., 26 May 2020.). A road is known to approach the fort at Okehampton from a slightly south of east (Rainbird, 2019), although whether or not this is the road direct from North Tawton, or a branch off it, is not yet known. Nor is it known where the immediate destination of this road may be, although Calstock would seem reasonable. Launceston is another possible destination (though no Roman site is proven there), as Ivan Margary had suggested with RR492a (Margary,1973, p120).

HER aware. Now reported in No. 77 of the Proceedings of the Devon Archaeological Society. Summary in the Spring 2019 and Summer 2020 RRRA Newsletters

Exeter to Watchet: see full report under Somerset

Dorset

RR4f, Dorset, Axminster,

From Richard Whaley of North East Hampshire History and Archaeology Society, Field Archaeology Branch

NEHHAS Journal vol 7 describes a massive Roman Road continuing RR4f out of Dorchester, as 40' terraces on high ground around Marshwood Vale on cart tracks, lanes and B roads to Axminster. Margary takes RR4f going down to low ground through Bridport - this route exists but there is no evidence available that it reaches Axminster. Work by Toller, (2014, Proc. Devon Arch. Soc. 72), referred to in NEHHAS Roman Road Abstracts gives a route from RR4f to Axminster based substantially on LiDAR evidence which, the author feels, needs no excavation

HER informed of the findings. Reports available from NEHHAS FAB publications.
RR46 & 52, The Poole to Bath road, ST 8736 3129.

LiDAR survey by Tim Lunt

LiDAR shows a direct alignment covering about 3.6 miles from the known section south of Semley to the high ground at Barns Hill in East Knoyle (ST 8736 3129) on a heading of approx 334 degrees. The image above shows the anomaly on the LiDAR, a possible agger, showing at intervals along the route.

Recorded in the RRRA Newsletter No. 16, Autumn 2020

RR47, Dorchester, Top O’Town House, Bridport Road, DT1 1XP. SY 6887 9069

Archaeological Field Evaluation by Terrain Archaeology

Overlying the natural chalk was a series of hard-packed sandy flint gravel layers with small flint cobbles between 30–100 mm across (115, 116, 117), which dip down towards the south (Figures 3–4; Plates 3–6). These gravel layers appear to be the remains of the southern edge of a road, the full width of which was not exposed. There is a suggestion from the alignment of the edge of the basal layer 117 that this road ran in a roughly WNW-ESE direction.
Overlying the natural chalk south of the apparent edge of this road was a thin layer of flint cobbles in a dark grey loam (112). This was sealed below a layer of yellowish-brown sandy silt (110), which appears to be the result of erosion and wash off the road. This layer was sealed by a thin layer of chalk 109 beneath another thin layer of flint cobbling in a grey brown loam matrix (108), which was also found over the road and may be the evidence for a repair. The remains of the road were sealed beneath a 0.1–0.8 m thick layer of yellowish-brown loamy silt (107), which probably developed after the abandonment of the road. This layer contained a small quantity of abraded Romano-British pottery.

There was some indication of erosion and repair to this road. No dating evidence was directly associated with the road itself and the small quantity of eroded Romano-British pottery found in silting layer 107 above does not provide secure dating evidence. The road appears to be on the line of the Roman road from Ilchester as it approaches the West Gate of the town, so may be Roman in date. Further traces of a possible gravel road on the same line were found in the north western part of Top o’Town car park in 1931, where a deposit of gravel 3.6–4.2 m wide and 0.07 m thick was thought to be the remains of a metalled road pointing towards Top o’Town. The stratigraphic data from Trench 1 perhaps suggests that this road is earlier rather than later, given the depth of silting deposits over the road, which is then sealed beneath post-medieval soils. On balance, the evidence suggests the road is more likely to be Roman than a road abandoned in the second half of the eighteenth century.

HER Report MDO42126. Published Report: Terrain Archaeology report number 53490/2/1

**Durham**

**Binchester Fort, north east gateway, NZ 2102 3148.**

*Work by Northern Archaeological Associates with David Mason, Durham County Council Principal Archaeologist*

Two seasons of excavation have been completed in 2018 and 2019 on a roadway from and including the north east gateway of the early phase Binchester fortification. The road was initially restricted by remains of the early period fortifications but then opened out into two alignments. In addition, what initially appeared to be a side road from this road turned into a road crossing it and could be a bypass route for Dere Street RR8d around the later fort. Time prevented further work but there is evidence that the later parts of the sequence have been found. Work was intended to continue in 2020 and may well do so in future years.


**RR820, Bowes to Barnard Castle, NZ 02294 14867 to NZ 0082 1363.**

*LiDAR survey by D Armstrong*

A fuller coverage given by recently released National Programme LiDAR data has revealed the course of the road from Barnard Castle as it approaches Bowes. As you can see there is a surprise at the Bowes end. Previously it was thought that the Roman road was under the
modern A67, as it is when leaving Barnard Castle. However, the A67 takes a turn towards the west just at the hump backed bridge over the redundant railway line and with the remaining couple of miles being very straight the assumption had previously been that it overlay the Roman road. A sharp turn at the Bowes end didn’t quite look normal and searches for the Roman road continuing straight on towards the Roman fort drew a blank. The new LiDAR data tells a different story. Where the modern road turns the agger of the Roman road can be seen carrying straight on until a slight turn to the south is made crossing a minor stream. It can be seen continuing on but peters out when approaching the modern A66 overlaying RR82. Reported to the HER

**Ebchester to Beukley, Northumberland. See Northumberland, Beukley**

**RR820, Raby Castle to St Helen’s Auckland, NZ 1221 2110 to NZ 1783 247.**

*LiDAR survey by D Armstrong*

While the direction of the road is well established, mostly based on two seasons of excavations in the 1930’s by RP Wright and observations by antiquarians, the actual course on the ground was less clear at the north eastern end approaching Dere Street RR8d where it was thought to converge with the green Hummerbeck Lane and then onto Burnshouse Lane. The new LiDAR data does strongly show the course of the road across south west County Durham, pretty closely to where previously thought but now we can be certain that it does converge with Hummerbeck Lane at the stream crossing at NZ 1748 2426. After the long straight alignments from Barnard Castle the route along Hummerbeck Lane and
Burnshouse Lane looks quite sinuous and indirect and it is not obvious why the previous long alignment wasn’t continued on the higher and presumably drier ground.

Reported to the HER

**RR80a, Cade’s Road, Sedgefield East Park, NZ 3492 2875.**

*Work by Dig Ventures with David Mason, Durham County Council Principal Archaeologist*

A season’s excavation was carried out in 2019 at East Park, Sedgefield a site excavated by Time Team in 2003 that was further continued as a Community supported event through 2005-2008. A further large trench was opened in 2019 by Dig Ventures as part of the Brightwater Landscape Partnership targeting RR80a (Cade’s Road), and the features alongside it which were identified by geophysics and interpreted as the southern edge of the settlement. Excavation of the wide road revealed that the metalling was fairly basic with loose and insubstantial bottoming. This surface had been subsequently broadened to the west but was even less well constructed than the original. Work was intended to continue in 2020 and may well do so in future years.


**RR732(x), Stang to east of Bowes, NZ 015 065 to NZ 002 131.**

*LiDAR and field survey by Gary Whitaker*

Previous work by Hugh Toller has established this route heading north/north east from Bainbridge in Wensleydale but indications petered out while climbing to the summit of the Stang pass and there was no clarity as to whether the destination was Greta Bridge or Bowes. More extensive LiDAR coverage from DEFRA as part of the National Programme release has revealed more of this route enabling the discovery of four good segments of road leading to the east of Bowes. Field walking and surveying the route on the ground showed it to be 5.5m wide with ditches to the side and edged in large stones. The soil depth in the middle of the
The road was 10cm deep and increasing near the edge of the road to a depth of 15-20cm suggesting a slight camber. The route heads north from the summit and then north north west where it then turns north again and curls around the west edge of the valley dropping...
down to a lower level. This segment cleverly keeps to the higher ground avoiding crossing narrow and steep stream valleys by skirting around them at first appearing to be curved but is probably a series of short straights. The road approaches the River Greta approx 900m east of Bowes fort, although north of the Greta it is currently unclear as to whether it continues straight ahead to join RR82 about 600m west of the RR820/RR82 junction (reported earlier in this section) or turns slightly westwards to head closer to the fort or vicus. An angled cutting just north of the R. Greta suggests that the latter is more likely. Work continues to confirm the missing segments.

HER Report To be advised. Published Report: RRRA Newsletter No. 17, Winter 2020

**RR8d (Dere Street), Lanchester: Longovicium Roman Fort and Environs, Lanchester DH7 0HJ. NZ 159 468.**

*Work by Archaeological Services Durham University*

A geophysical survey has been carried out during a three-year period, over a total of 6.6ha within and around the Roman fort (*Longovicium*). Dere Street was clearly visible on surveys, to the north-east of the fort, with a local road joining it to the fort north-east gate, and heavily built-up with strip-houses, etc. Significantly there is no indication of a road leading north east from Dere Street in the direction of Chester le Street or to the Wrekendyke RR809 towards South Shields.


**Essex**

*LiDAR re-appraisal of Essex*

*Work by David Ratledge*

Covering Wixhoe to Radwinter, Wixhoe to Baintree, Colchester to Harwich, Colchester north gate link road to RR7c, RR300 Chesterford to Radwinter to Great Dunmow. Summaries to be issued in a future addendum and issue 2 of *Itinera*. See David Ratledge’s own site [http://www.twitthhr.co.uk/index.html](http://www.twitthhr.co.uk/index.html)

**Fordham, Essex TL 939 273.**

*By Colchester Archaeological Group (CAG), Fordham Local History Society*

In 1973, members of CAG were invited to carry out a watching brief along a pipeline trench between Fordham and West Bergholt. The results were briefly published in CAG bulletin No. 17 in 1974, and recorded the possibility of a Roman road crossing the pipeline trench. With the benefit of Google Earth aerial imaging, and LiDAR, CAG have recently revisited the site, as there are clear cropmarks and LiDAR traces showing along a possible route of the road heading north from Colchester. During 2020, members of CAG have conducted several fieldwalks, metal detecting surveys and geophysics surveys in the vicinity, with encouraging
but not yet definitive results. A potential crossing point of the River Colne has been identified where there is a spread of gravel and larger stones and where two Roman republican coins have been found, hinting at a possible fording point. Permission has been granted by landowners for further investigative works in 2021.


**Gloucestershire**

**RR541, Hardwicke. ST 704813.**

The main road may have run further to the north-west, through the village. This is consistent with the alignment of Hardwicke village street and a footpath north of it in relation to that of the Roman road leaving Gloucester and continuing beyond Moreton Valence.

2018 - Watching Brief undertaken on land at Hardwicke, Gloucestershire, during the stripping of an easement and pipe trench excavation for the construction of a sewerage pipeline. The investigation identified the remains of a Roman Road, likely to be the former Sea Mills to Gloucester Road.

HER 7365, Source Work 894 and 15785

**Hampshire**

**RR155, Basingstoke: Upper Cufaude Farm. SU 465550 156700.**

*Work by Wessex Archaeology, February 2020. Reference : 202512.03*

Wessex Archaeology was commissioned by Croudace Homes Limited to conduct an archaeological excavation on an area of land covering 900 m² at Upper Cufaude Farm, Basingstoke, Hampshire centred on National Grid Reference SU 465550 156700. A 900sq m area was targeted by excavation conducted over three days from 20 – 24 January 2020 to focus on the projected line of the Silchester to Chichester Roman Road, which crosses the site and which had been identified during the evaluation in the form of possible make up layers or metalling and the western flanking roadside ditch. The line of the Roman road is to be retained within the proposed development.

The excavation successfully identified the western flanking ditch, but was unable to identify any evidence for a corresponding eastern flanking ditch. No further evidence for the Roman road itself or any associated features were revealed by the excavation.

Reference Data : Accession Number : Hampshire Cultural Trust A2018.45

**RR155, Chineham, Razor Farm. Monument ID: 65373. SU 65670 56179**

*From Hampshire HER*

During an archaeological evaluation remains of the Roman road from Silchester to Chichester were identified. An archaeological evaluation was commissioned prior to a
housing development at Razor Farm, Chineham. A series of features was identified that was consistent with a farmstead settlement. A trench was placed across the projected line of the Roman road to ascertain whether or not this line was correct. Remains of a Roman road were found, confirming the previously projected line.

**Beacon Hill, SU 593 237.**

*From Richard Whaley of North East Hampshire History and Archaeology Society, Field Archaeology Branch*

On Beacon Hill the landowner asked us to investigate a Roman site which turned out to be the deserted village of Lomer SU 593 237. We considered the ramparts were too big to be medieval, and made a plan using a LiDAR image - which also showed accurately our passing Roman Road. This revealed right-angular relationships between the Road alignments and the ramparts - showing they were Roman. Of the 3 Roman Road lanes, works showed only the central one was in use in the later Roman period - enabling dating. As the ramparts could not be for defence - our Roman Road formed one of the sides - a Roman temple site is the interpretation. Nearby we turned a deep modern ditch which cut through the upper of the 3 Roman lanes into an archaeological section, and the landowner allowed us to look at the track which was the central lane SU 598 230. The central lane is exactly 18 Roman feet wide, but nothing remained from the Roman period but hard compacted chalk. The upper northern lane was composed of a thick bed of small chalk, either 18 or 25 Roman feet wide. The reason this road was sought was if there was a direct Road Winchester - Chichester the *Antonini Itinerary Clausrentum* will be at Exton. A Grid came up on LiDAR, with our three Roman Road lanes crossing obliquely. The farmer whose land it is mainly on wanted an accurate map, which we prepared together with ground and air photo evidence. A ground scatter of Roman pottery occurs. The Principal E--W Grid is seen crossing the river Meon flood plain where there are the remains of a Causeway. Some of the minor Grid lines and Roman Road lanes show partial or complete crossing of the flood plain on LiDAR. The Principal N--S Grid line ends at the high status house found in 1980s/90s.

HER informed of the findings. Reports made available here; [http://www.nehhas.org.uk/lomer.htm](http://www.nehhas.org.uk/lomer.htm) [here](http://www.nehhas.org.uk/pre16-19.htm) and [here](http://www.nehhas.org.uk/cla17-19.htm)

**RR4b/43? East Anton Monument ID: 56466, SU 37217 47475.**

*From Hampshire HER*

Geophysical survey looking for evidence of small Romano-British town *Leucomagus* was essentially negative though several features identified which were later examined by evaluation and dated to the RB period. Report summarising known archaeology in the vicinity, the geophysical survey, above and a walkover survey adds very little but suggests the course of the Roman road might run c.50m south of the hypothetical line through this area.
**RR42a, Monument ID: 56603, SU 67834 52104.**

*From Hampshire HER*

Evaluation revealed features in 4 (of 40) trenches, including possible evidence for the suggested Roman Road.

**RR72a, Monument ID: 62379, SU 44635 00876.**

*From Hampshire HER*

Fragment of a Roman road visible as a cropmark on aerial photographs. It is part of a road which linked the southern road system with a small port at Stone Point.

**Winchester to London, via Neatham, SU 697 384**

*From David Weston, RRRA*

It has been established that there is sufficient evidence to suggest that a major, Roman road east of Winchester existed, and to indicate why it may not have pursued a direct course to Neatham. The route between Winchester and Neatham may have been via Alresford, Bighton and Medstead. Of course, a road through Bighton does not preclude the existence of other minor, or estate roads in the area, nor does it preclude the possibility that different routes existed at different times during the Roman period. However, it seems extremely unlikely that more than one major Roman road linking Winchester with Neatham could have simultaneously existed. From Neatham eastwards the road has yet to be found, but the postulated route to the Blackwater and on to Ewell has merit.

Recorded in the [RRRA Newsletter No. 11, Autumn 2019](#)

**Winchester to London, Chawton Woods, SU67 36.**

*From Richard Whaley of North East Hampshire History and Archaeology Society, Field Archaeology Branch*

The Roman Road through and out of Chawton Park Wood SU67 36 is three parallel features, the outside features are Roads made of crushed flint. Beside on high ground are large numbers of dark circles showing on air photos, and on the ground during cultivation. We excavated one beside the northern Roman lane, finding a large ditch cut into the clay - which we interpreted stored water for the dry summer season. The large number indicates large scale market gardening - which would only occur in Roman or our Industrial Revolution. The produce could be moved on the Roman Road to Winchester. We have previously excavated a large swimming pool sized Roman dew pond, which was partly fed by the side ditches of a Roman Centuriation Road over a long distance. When we are working on these heights on the high Downs we carry out experiments on how much water levels rise over summer nights for different size pools - saucers, dishes, basins ... Given that the naturalist Gilbert White measured dew ponds at Selborne rising 3" in a summer night it looks as if the water level rises more for the greater the surface area of the pond. In which case the Romans could have been onto something - and placed such large ponds by their...
Roads when they ran in the right places - to give water for grazing on high downs. We believe the central feature in Chawton Park Wood is a water feature. It comprises a 60 Roman foot wide ditch cut into the clay, with stone running lanes built into its 2 edges, and runs from the top of the downs to the bottom of a valley. But air photo suggest that there is also a stone feature in the middle of the 60' ditch - and it shows up in a photo of the field with young crops - the two swellings are the stone running lanes, the depression is the 60' ditch - but there is also a small swelling in the middle of this depression. We are scheduled to excavate here in September 2022 - it may alter our interpretation of this complex feature.


Hertfordshire

St Albans, Gorhambury Park, AL3 6AH, TL 1138 0759.

*Work by JESSOP Consultancy, on behalf of the Gorhambury Estate*

During the installation of a new sewage system in the south parkland on the Gorhambury Estate the route of the Roman Road that branches west from Watling Street at the Chester Gate on the north-west entrance to Verulamium was revealed; NGR TL 11387 07592. The road is visible as a cropmark in the form of a linear feature on aerial photographs (Google Earth Pro 2009, 2013) and runs on a west-east alignment c.250m to the south of Gorhambury House apparently heading towards Westwick Hall and Leverstock Green. The alignment does not relate to the Viatores road 169B which continues to the north of Gorhambury House, although has previously been noted in two records on the Hertfordshire HER (ref.14626; 17269)

A single strip trench (29m x 1-1.7m) was excavated by machine with a flat ditching bucket at right angles to the orientation of the road. The area had previously been ploughed causing extensive damage to the road, resulting in the removal of the upper surface and camber. Remnants of the foundation survived comprising compacted flint (c.9m wide), having been laid directly upon the natural clay subsoil. Ditches survived on either side of the roadway at a distance of 15.8m from the inner edges. The southern ditch had a simple V-shaped profile, 1.3m wide and survived to a depth of 0.7m. The northern ditch appeared to have been similar in profile, depth and size, although the exact width was unclear as it coincided with the route of a later field boundary and had been re-cut on multiple occasions. Occasional fragments of abraded clay tile of a Romano-British fabric were recovered within the topsoil.

HER Report Hertfordshire aware, Archive: Gorhambury House. Published Report: Forthcoming
Lancashire and Greater Manchester

LiDAR re-appraisal of Lancashire and Greater Manchester

Work by David Ratledge

Covering RR70e(x) Lancaster to Watercrook, RR705 Lancaster to Caton, RR70d Walton le Dale to Lancaster, RR704aa(x) Ribchester to Lancaster, Ribchester Ribble bridge site located, RR72a Ribchester to Elslack, RR7c Ribchester to Burrow, Burrow west vicus, RR7b Manchester to Ribchester with fortlet at Wayoh Bridge, RR702 Manchester to Wigan, RR702aa(x) Wigan to Burscough, RR711 Manchester to Melandra. Summaries to be issued in a future addendum and issue 2 of Itinera. See David Ratledge’s own site [http://www.twithr.co.uk/index.html](http://www.twithr.co.uk/index.html)

Leicestershire

RR5e, Syston, Fosse Way. SK 6209 1248.

Work by Museum of London Archaeology

This report commissioned by CgMs on behalf of Davidsons Developments. Description refers to the observations, recording and analysis of a possible agger and two roadside ditches at the above location.

HER ref Event ID ELE9869, Accession No X.A111.2014

Lutterworth. SP 5465 8603.

Work by Museum of London Archaeology

The report commissioned by CgMs on behalf of Davidsons Developments. Plan and record excavation on land prior to development. Six roman plus other ditches were identified during the excavation.

HER ref Event ID: ELE9913, Accession No X.A110.2015 Report location Leics/Rutland HER

Lincolnshire

Lincolnshire and Nottinghamshire, Ancaster to Ad Pontem, RR59(X), SK 9826 4347 to SK 7569 5012

LiDAR survey by Tim Jeffery and Mike Haken

This route provides a link between the Roman settlement on Ermine Street at Ancaster (Lincolnshire) with the Roman settlement on the Fosse Way at Thorpe (Ad Pontem). The LiDAR survey provides further evidence to support the observations made by Yvonne Boutwood in Britannia in 1998.

The LiDAR evidence was not available for the first 2km west of Ancaster and first appears as possible cuttings and an agger as the road crosses Honington Beck. These features should be
reviewed when the additional Lidar data west of Ancaster is available. The road then coincides with sections of Frinkley Lane before Frinkley Lane turns to run in a west north westerly direction and diverges from it. The Roman road continues in a westerly direction towards a crossing of the River Witham at Marston (see figure). To the west of Marston, the road coincides with sections of Stonepit Lane as it approaches the crop marks of a Romano-British roadside settlement near Long Bennington, recorded by aerial photography and noted by Boutwood. A length of agger to the east of crop marks supports Boutwood’s interpretation. An intervening loop of the River Witham suggests a change of course of the river since the Roman period.

Evidence along this alignment to the west of Long Bennington is confined to a crop mark immediately west of the A1 which suggests the road maintains its westerly course and is followed by a track to the south east of Authorpe Farm. The road appears to change alignment to the north of Staunton in the Vale to run in a north westerly direction. A possible barrow on a ridge to the north of Staunton may have been used as a sighting point for Roman surveyors.

The next LiDAR evidence is of a faint agger to the north of Grange Farm as the road approaches the River Devon. This is followed by evidence of another faint agger on the land between the River Devon and Car Dyke. The LiDAR evidence corroborates Nottinghamshire HER records in this area. The LiDAR evidence supports the alignment of the road given by

Lidar image showing surviving agger east of Marston on a direct alignment to the fort at Ancaster.
Boutwood to the south of Thorpe which was based on aerial photographic records of crop marks and field observations.
The alignment intersects with the Fosse Way to the south of the Roman settlement of Ad Pontem and its exact relationship to the settlement needs further study.
Nottinghamshire HER aware, Lincolnshire HER aware.

**London**

RR3a, London E3, 629-631 Roman Road, E3 2RN. Centred on TQ 3692 8353.

*Evaluation and watching brief by Touchstone Archaeology.*

Between July and November 2018 Touchstone Archaeology conducted phases two and three of an archaeological evaluation at 629-631 Roman Road. Phase two involved the hand excavation of 9 test pits whilst phase three involved the monitoring of the excavation of 11 pad-stone and underpinning trenches. Six of the test pits excavated in phase two contained evidence of the London to Colchester Roman road, which had been encountered in phase one. Pottery was recovered dating mainly from the 2nd to first half of the 2nd century but also included a small quantity dating from c.43-270 C.E. and also a post-medieval pipe bowl. Natural brick earth was recorded between c.1 and 1.2m depth.
The phase 3 works confirmed the northern extent of the Roman road.
HER ref ELO19815, Archive – Fully reported elsewhere in this Journal

**Northamptonshire**

RR160a, Towcester to Alchester. Postcode NN12 6HZ, SP 69179 48486.

*Work by MOLA (Northampton)*

Archaeological trial trench evaluation on land at Bickerstaffes Road (Water Lane), Towcester, Northamptonshire, recorded archaeological features consisting of two ditches, a pit, a metalled surface and stonework that may represent the edge of the agger for Alchester Road or another stone structure, all dated to the Roman period. The metalled surface was quarried during the late Roman, post-Roman or medieval–post-medieval period, and the exact time was not clearly distinguishable. The features produced a large quantity of pottery and metal finds, including imported amphorae, a well-preserved late 2nd-century Roman coin and a cosmetic spoon.
HER Ref. ENN109556, MOLA report 19/085

RR57a, Corby, Huntingdon to Leicester, SP 87588 88528.

*Work by Hallaton Field Work Group Nov 2018.*

Hallaton Field Work Group (HFWG) conducted a detailed magnetometer survey over approximately 0.16 hectare of a clearance in woodland across the line of a known Roman Road. An anomaly probably relating to the line of road was identified. It is hoped that the
results of the survey will help to identify other Roman Roads in the area using geophysical survey.
HER Ref. ENN109203, HFWG report 18/01

**Norfolk**

**LiDAR re-appraisal of Norfolk**

*Work by David Ratledge*

Covering Brampton to Caistor St Edmund, Caistor St Edmund to Saham Toney, RR36 Caistor St Edmund to unknown site segment located to Kirstead. Summaries to be issued in a future addendum and issue 2 of *Itinera*. See David Ratledge’s own site  [http://www.twithr.co.uk/index.html](http://www.twithr.co.uk/index.html)

**Northumberland**

**RR8ee(x), Beukley to Ebchester, Proto Dere Street. NZ 10069 55075 to NY 98251 70686.**

*Northern Archaeology Group led by Bill Trow*

Dere Street RR8e through Northumberland is based on long distance alignments (LDA), however the constructed road deviates from these at Ebchester taking an alternative route to Corbridge and then linking back to the LDA at Beukley north of Hadrian’s Wall. Originally proposed by Ray Selkirk was a route directly linking Ebchester to Beukley conforming to an LDA. Work by the Northern Archaeology Group (NAG) between 2012 and 2017 led by Bill Trow has located and excavated road surfaces in several places along this alignment. This is fully reported elsewhere in this journal.

HER aware.

**RR85a, Settlingstones, The Stanegate, NY 845 682.**

*Archaeology Research Services, Philippa Hunter*

Local north east papers ran an article over Christmas 2020 about the Stanegate RR85 being found during Northumbrian Water Board work at Settlingstones. This road is believed to have formed the Roman frontier just prior to the construction of Hadrian’s Wall and linked together a number of Roman forts, including *Vindolanda* to the west of Settlingstones and Newbrough to the east. The Roman road is thought to be under the modern road and the recent discovery of a link road from it to Housesteads nearby (within this volume) that did not show any evidence of crossing the modern road suggested that this is correct. The brief newspaper report and photos suggest that the cobbled road surface is quite close under the modern tarmac. It was constructed using rounded cobbles set in a layer measuring around 15cm deep, with around 25cm of gravel surfacing laid on top.

HER aware
There is some evidence that forts on Hadrian’s Wall could have had a bypass route to avoid Military Way traffic having to traverse the fort, being subject to military security and take the tight turns around the *principia* (headquarters building) in the centre. Greatchesters fort has a clear LiDAR indication of a link road from the east side of the *vicus* to the Military Way. A similar bypass route has been speculated through Housesteads *vicus* and other Wall forts have the potential for similar bypasses through the streets of their *vici*.

**RR85a, The Stanegate (?) Bywell, NZ 0544 6223.**

*Northern Archaeology Group led by Bill Trow guided by Steve Hedworth*

The Northern Archaeology Group led by Bill Trow and guided by Steve Hedworth in 2019 excavated a section of road with side ditches just to the east of Bywell on the north side of the Tyne at NZ 0544 6223. While there is no dating evidence from the section, the 22 feet width and cobble construction are consistent with a Roman origin and this potentially could be the sought after Eastern extension of the Stanegate RR85a from Corbridge. Having now confirmed the probe surveys’ indication that there is a road *in situ* they are following the line and considering further excavations. As ever, confirming the dating of the road is an issue to be overcome.

HER aware, Report, Excavation on the Bywell Estate by Bill Trow
Excavated road at Bywell that may be part of the eastern extension of The Stanegate.

RRX 038, Grindon Hill, Housesteads to Stanegate (RR85a) link road. NY 7973 6864 to NY 8291 6806.

LiDAR survey by Dave Armstrong

MacLauchlan traced and mapped a route (1858, Sheet 3) which LiDAR has now largely confirmed, particularly so at the eastern end where the junction with The Stanegate is made
at Grindon Hill Farm, approximately 70m west of the modern crossroads. With no continuation on the south side of the modern road, this gives corroborating evidence that The Stanegate RR85a is under the modern road surface. From the junction an agger can be seen on LiDAR heading north west which turns to the west on a straight alignment running across the north of Lady Shield Wood and Grindon Mill Hills passing through New Beggarbog at the B6318 Military Road. MacLauchlan mapped a route from here now followed by the visitors footpath approach to Housesteads then up the steep vicus street to the south gate but this sinuous route is not visible as a Roman road on the LiDAR. Perhaps the route linked up with the cobbled road surface discovered when the car park was extended as reported in the RRRA Newsletter No. 1, Spring 2016.

HER aware

**RRX 038, Housesteads to Vindolanda link road. NY 7897 6869 to NY 7764 6689.**

_**LiDAR survey by Dave Armstrong**_

A road revealed by a new release of data under the National LiDAR Programme is the western part of RRX38 connecting Housesteads, one of the forts on Hadrian’s Wall to Vindolanda two miles to the south west on the Roman road RR85a, The Stanegate. Tangible existence of the route was first detailed by Eric Birley who noticed that Housesteads vicus street plan had one building outside the south gate with a bevelled corner reflecting the significance of the street/road heading in a south western direction. This is then overlain by the modern farm road that zig zags through the crest of a small ridge where the Roman road can be seen on the ground and on LiDAR to leave the farm road, continuing on and then resuming the same general south westerly direction with a terraceway over the next crest
at Deafley Rigg. On the south of the Military Road (B6318) LiDAR shows that the road continues the same alignment down the slope before turning southwards in the bottom of the valley to connect to the base of a rushy incline up the north side of Grandy’s Knowle. There are some slight LiDAR indications that the road took another turn to the south on reaching the crest but then the indications run out. Extending the general direction the longer alignments have taken towards Vindolanda, following the grain of the very ridged broken ground here and projecting forward to a junction with The Stanegate; a supposition of the likely route can be made. This makes a junction with The Stanegate where the later road makes a turn and indeed the layout of The Stanegate here may reflect the junction with this, although interpretation is extremely difficult thanks to the numerous embankments and cuttings from a number of industrial wagon ways.

HER aware

**RR86a, b, c & d, Military Way, Northumberland and Cumbria.**

*Book – The Hadrian’s Wall Military Way - a Frontier Road Explored: forthcoming 2021 by Dave Armstrong*

Collation and analysis of the previous excavations and findings of this undoubted Roman road are summarised in this book. Analyses of the road locations in a constrained corridor between Hadrian’s Wall and the earthwork to its rear, the Vallum, determine a pattern to how the road was laid out relative to the other linear structures. The construction of the road plus the many and impressive road engineering features such as terraces, cuttings, zig zags and inclines are considered, as well as a likely construction date, leading to an inference on the traffic the road could support and therefore its likely role supporting the frontier. The road is very visible and accessible, particularly in the centre crags section and is
probably the most impressive example of Roman road engineering in Britain, one which is well worth taking the effort to visit and walk along for which a walking guide is included.

**RR840(x), Whitley Castle to Corbridge**

*LiDAR and field survey by Bryn Gethin, the late Hugh Toller and Mike Haken with excavation by Altogether Archaeology*

A Roman road has long been suspected between Whitley Castle (*Epiacum*) and Corbridge (*Coria*), first postulated on John Warburton’s Map of Northumberland in 1716. This road had been suggested by several sources but no definite surface evidence had ever been recorded in detail, apart from the remains of a bridge abutment, scheduled as Roman, on the south west bank of the River South Tyne, just north east of *Epiacum*. Observations using LiDAR data from the Environment Agency and then traced on the ground through fieldwork have changed all that. Surface evidence for the road has been identified in six locations at Kirkhaugh, Ouston Fell, Hawksteel, Catton, Emertley Hill and Stublick Moor and also in four other locations on the LiDAR imagery at Ayle, Whitewalls, Hollingreen and Dilston Park but these instances have not yet been confirmed on the ground. It probably crosses Stublick Sike at about NY 8427 6039, changing alignment almost immediately to a course just north of east. It can be seen with certainty after about 300m where it can be seen on LiDAR continuously for over 2 miles (fig. 13). After a gap of just over half a mile, where medieval and post-medieval agricultural activity has obliterated it, the road reappears for another half mile stretch. These two lengths of road were observed by both Bryn Gethin and Hugh Toller in July 2014, exactly where they expected the road from *Epiacum* to be, though their discovery was never published. The features were also seen independently by two members of Altogether Archaeology in late 2015, Greg Finch and Martin Green, resulting in excavations taking place in 2016 with no less than seven trenches being opened. These excavations confirmed that this feature is indeed a Roman road, of fairly typical upland construction being of a single base layer between 5m and 6m in width, of a single build of rough stone and cobbles. Ditches were found in only one trench, and were very shallow and slight “scoop” ditches (Green & Finch, 2009, p.33).

HER aware, Reported in [RRRA newsletter No. 6, Autumn 2017](#)

**Nottinghamshire**

**RR282(x), previously RRX104, Nottinghamshire and South Yorkshire, Osmanthorpe to Rossington Bridge, SK 6768 5636 to SK 6259 9905.**

*LiDAR survey by Tim Jeffery and Mike Haken*

This route links two short lengths of known Roman road some twenty two miles apart, and incorporates other features recorded from aerial photography. The LiDAR survey establishes a definite road linking the Roman “vexillation” fortresses at Osmanthorpe (Nottinghamshire) and Rossington Bridge (South Yorkshire), both of which are thought to date from the 50s AD.
The section of Roman road from Osmanthorpe to Bilston was partially excavated and reported on by the Trent and Peak Archaeological Unit (TPAU) in 1999, although its destination was not established. Further north, the Ordnance Survey had previously described the existing roads between Ollerton and Blyth (A614 and A1) as being a doubtful Roman road and had allocated it their prefix RRX104. Finally, a length of Roman road heading south from Rossington Bridge had been picked up as crop marks on aerial photographs and recorded by the Archaeological Services WYAS as part of their study of cropmarks on the Magnesian Limestone. The LiDAR survey provides sufficient evidence to reasonably connect most of these features and to conclude that it is a single build of Roman road. It should be noted that the section of existing modern road south of Blyth now followed by the A1 to Apleyhead now appears to be a later, possibly medieval, diversion of the Roman road.

The LiDAR evidence starts as the road heads in a north westerly direction from Osmanthorpe fortress, passing below Camp Hill at Kirklington and corroborating Nottinghamshire HER records. Cropmarks reported by TPAU showing the Roman road heading towards Bilston are also corroborated by LiDAR.

There appears to be a change in alignment on high ground to the south east of Bilston Church and the road then heads in a northerly direction, although northeast of Bilston it is obscured by a large colliery spoil heap. The LiDAR evidence then appears in the form of a faint *agger* south of Long Belt Farm. There is strong LiDAR evidence in New Park Wood in the form of *agger* and cuttings which also reveal a slight change in alignment of the road slightly towards the west.

There are some faint traces immediately south of Ollerton where the road appears to have been realigned locally to avoid the edges of a dry valley. LiDAR evidence of a faint *agger* appears on the flood plain of the River Maun which corroborates a Nottinghamshire HER record derived from aerial photographs. There is strong LiDAR evidence of an *agger* followed by a cutting to the west of the A614 near Perlethorpe. The road then appears to coincide with the modern A614 and crosses the Rivers Meden and Poulter. At the crossing of the River Meden the LiDAR has revealed signs of an enclosure with a ditch and rampart which may be associated with the Roman road.

North of the River Poulter the LiDAR evidence has revealed a local realignment and what appears to be a pair of *aggers* to the west of the A614 which may represent two phases of construction of the road. This alignment carries on to Apleyhead Wood where the LiDAR has revealed strong evidence of a change in alignment slightly towards the west with *aggers* surviving in woodland (see figure).

The road then crosses the River Ryton and a faint trace of *agger* has been detected to the west of Whin Hill. The road then crosses the River Ryton for a second time which is supported by faint LiDAR evidence of *aggers* and cuttings to the south and north of Forest Farm.

There appears to be a change in alignment to the south of Blyth and it appears likely that the road resumes its northerly direction. The road would then cross the River Ryton for a third time between Blyth and Nornay. The final LiDAR evidence is of an *agger* in woodland at Martin Beck to the north west of Bawtry which is just south of the aerial photographic
RR282(x) in the vicinity of Apleyhead.
Evidence of the road recorded on the South Yorkshire HER, identified by Archaeological Services WYAS.

Nottinghamshire HER aware South Yorkshire HER aware

Ancaster to Ad Pontem, RR59(X), See Lincolnshire

Oxfordshire

Gill Mill, Ducklington, South Leigh and Hardwick-with-Yelford, SP 3795 0689.

Work by Oxford Archaeology

Monograph (2018) of excavations 1988-2014 prior to quarrying activity. Most of the Phase 1 works have been previously reported but the Phase 2 works have been only in summaries. Extensive roadside settlements, one occupied from the Iron Age to the C3rd, and a large (c.10ha) nucleated Roman settlement, with a regular layout respecting one of the roads, occupied until c.AD370. Evidence suggests a specialised economic role associated with cattle management.


RR16a, Akeman Street, Holwell to Sansoms Platt between Woodstock and Wootton. SP 232 091 to SP 452 190.


Roman Roads in Wychwood, an alternative line of Akeman Street RR16a, by John Blair has been published as a paper in the 2020 edition of Oxoniensia, the Journal of the Oxfordshire Architectural and Historical Society. The paper identifies a potential parallel route to Akeman street between Bradwell Grove in Holwell, Oxfordshire, SP 232 091, rejoining Akeman Street at Sansoms Platt between Woodstock and Wootton. The paper claims that the alignment is a more direct route with fewer alignment changes than Akeman Street and may predate it as a Long Distance Alignment. An additional observation is a straight track from this new road, the Suga-Rodu (Pay Lane/ St. John’s Lane), crossing Akeman Street and aligned onto Salmondsbury near Bourton on the Water.


RR160b, Otmoor, East-West Rail: Phase 1. SP 57742 20269; SP 57186 19544; SP 5721 1731.

Work by Oxford Archaeology

Monograph (2018) of excavations 2014-2015 as part of East-West Rail: Phase 1. These investigations extended across two successive Roman roads south to Dorchester-on-Thames, the earlier of which by-passed the eastern side of Otmoor and was superseded by a
more direct route across the moor at the end of the 1st century AD. Excavations identified extramural roadside settlements, one of which appears to have been of relatively high status during the initial, military, phase. A metalled road was constructed during the Roman military phase, which was also contemporary with the occupation of the fortress at Alchester.


**Wantage, King Alfred's Academy, SU 3870 8794.**

*Work by Cotswold Archaeology*

Evaluation in April 2017 and subsequent watching brief from October 2017 to July 2018 identified part of a Roman field system aligned along a trackway, which is possibly associated with the villa to the north-west at East Challow. Middle Bronze Age pottery recovered from within a ditch which appears to be aligned with the Roman trackway may indicate that the trackway has an earlier origin, or that the Roman trackway is following fields systems of earlier origin.


**RR164, Wantage, south of Challow Road., SU 39213 88126.**

*Work by Oxford Archaeology*

Evaluation in July 2017 identified a possible Roman roadside settlement. Importantly, it has previously been suspected that Ham Road (located along the route of a Roman Road) may have marked the western limit to the various areas of Roman activity recorded to the east of the site. The results of this investigation clearly demonstrate that there is evidence for Roman activity on the western side of the Ham Road.


**Wallingford, Hithercroft Farm, SU 5972 8869.**

*Work by Rubicon Heritage*

Evaluation during April-May 2018 identified Roman trackways oriented N-S and E-W, associated with a N-S Roman ladder enclosure. Dating evidence suggests a c.2nd century date.

Shropshire

The references in brackets prefixed “PRN” are the HER numbers for individual sites and those prefixed “ESA” are the HER numbers for individual events or activities such as archaeological excavations.

RR6b, Leebotwood, land adjacent to Heath House, Hollyhurst, All Stretton SO 473 966.

Work by Castlering Archaeology

An archaeological watching brief was maintained during a proposed development located immediately west of the line of the Roman road of Watling Street between Wroxeter and Leintwardine, which is believed to be perpetuated in the minor road that exists today (HER PRN 00108). In April 2018, a similar development on land to the east of Oakfield Farm also sited immediately west of the postulated line of the Roman road, recovered substantial evidence of the road within the development plot itself near the hedgeline. A compacted gravelly metalled surface was revealed beneath the hedgerow, extending further west of the current edge of the road. Despite a full clean, it was not possible to ascertain whether this hard surface dated to an earlier post-medieval road construction, or to either an earlier Medieval or Roman phase. However, the fact that it underlay the hedge does indicate it is not of modern origin.


RR6b, Leebotwood, land east of Oakfield Farm. SO 477 975.

Work by Castlering Archaeology

A programme of archaeological monitoring was conducted during ground disturbing works. The development site lay immediately west of the line of the Roman road of Watling Street between Wroxeter and Leintwardine (HER PRN 00108). Towards the eastern hedge line a layer of compacted stone became apparent and further investigations revealed that this layer was a substantial feature. In view of the proximity of this part of the site to the lane and thereby to the postulated alignment of the Roman road, together with the substantial nature of the stone layer, it was immediately recognised that this was likely to be a feature associated with the Roman period.

Further investigations were undertaken revealing evidence that the feature was undoubtedly a section of the Roman road from Wroxeter to Leintwardine, running further west of the alignment it was formerly believed to take. The surface of the road was constructed in locally sourced water-borne rubblestones, no more than 10cm thick, laid above a densely packed small-sized rubblestone foundation course. The feature was continuous across the excavated area for 11m at an approximate width of 1.5m. The surface of the road included well-worn parallel cart ruts. In the absence of any dating evidence it has not been possible to state the length of time that the road followed this alignment.

Oswestry, Rural, SJ 312 230.

Work by Clwyd-Powys Archaeological Trust

An excavation was undertaken in 2016 across the line of a presumed Roman road in connection with the second phase of a development on land at Morton Ley Farm, Llynclys. A watching brief during the previous phase of construction in 2012 revealed an 80m-long section of a road which had been constructed using river gravel and cobbles laid directly onto the natural subsoil. The road was flanked by shallow ditches around 8m apart, each 1.5m in width and 0.3-0.4m deep. Excavation was undertaken to the S of the area of the original watching brief. The recent excavations indicated that the construction of the road changed as it approached the brook. As before, the road appears to have been around 4.5m wide, but lacked flanking ditches. The stone surface was laid on a raised bank or agger constructed from clay excavated from flanking quarry trenches which had been infilled with cobbles, perhaps to protect from flood erosion. Although undated the form and dimensions of the road suggested that it is likely to be Roman in date. If so then this forms part of a previously unrecorded route which is not obviously associated with any other confirmed sections of Roman road, lying 25km north-north-east of Forden Gaer and 45km south-south-west of Chester.


Somerset

Cothelstone to Enmore, ST 224 347.

Roman road, Cothelstone to Enmore, Examination of Environment Agency National LiDAR Programme visualisations shows a line of linear earthworks and field boundaries crossing the Qantocks. Their linear arrangement suggests that they are caused by a Roman road

Somerset HER 42842, Archive: Smart, C, University of Exeter, Published Report:

RR540, Stratford Lane to Pensford

LiDAR and field survey by Tim Richards

In 1906 Haverfield suggested that Stratford Lane Roman Road existed on the northern slopes of the Mendips and in the 1950s Margary thought that it continued as a minor branch road to Hollowbrook and probably onwards through Pensford to Keynsham on the River Avon. At Tarnwell something happens, both the landscape and the nature of the evidence changes. Rather than being fossilised into the field boundaries the route now cuts across the existing field system and is suddenly visible in the LiDAR. Field names give a clue, Breans Park, The Down, The Frith all point towards a non-arable landscape that hasn’t been so intensively
ploughed, which was perhaps enclosed more recently and where vestiges of RR540 still remain.

There are two significant brooks that the road crosses and at one there is a well preserved undisturbed terrace cut into the hillside to bring the route down to the brook crossing. A good location for direct investigation.

The route then directly passes an old mine working composed of numerous small closely spaced pits uncharacteristic of others in the area, raising the intriguing question as to whether the Romans might have been mining and transporting coal from this locality as well as lead from Mendip? Coal outcrops here close to or at the surface.

Finally the route arrives at the River Chew between Pensford and Belluton where there must have been a crossing. Having veered off the direct linear route by about 250 metres this location is now back on the direct linear projection of Statford Lane. This slight diversion has kept the precise route of the road hidden and appears to prove the logic that the route must exist.

The village of Pensford is on the other side of the hill and it has been assumed a ford next to the medieval bridge at the foot of Pensford hill might be the origin of its name (Hill-Ford). Might instead a ford crossing on the RR540 and at a much steeper but shorter hill be the actual origin of the name? It seems a worthy contender.

HER aware, recorded in the RRRA Newsletter No. 8, Spring 2019

Exeter to Watchet, ST 088 312.

Work by S. Kaye

LiDAR analysis has identified the line of a Roman road running from Exeter northwards past the forts at Collompton (Devon) and Wiveliscombe, to the east of Elworthy, south to north before following the existing routeway north. It then diverges to continue in a north north westerly direction identified through examination of LiDAR data. Part of the suggested route runs to the east of Elworthy, south to north. It is not clear how confident the mapping of this section of the road is from the data supplied. The Roman Road was recorded via LiDAR analysis and subsequent field walking. The northern fields within the Exmoor section of the road were noted to show the feature more clearly than the southern section. The proposed route of a section of the road near Springwater Farm was subject to a field visit and trial trenching in February/March 2020 as part of a planning application. No archaeological deposits were exposed within either of the trenches excavated and no finds were recovered.

HER (Somerset): 39966. Archive: Historic England

Staffordshire

RR713, Leek, Kniveden Farm, Moor Road. SK 000 562, ST13 7LX.

LiDAR identification of one or maybe two possible marching camps outside Leek by Neil Buckley

While conducting a LiDAR search for evidence of the route of RR713, an unproven link between Buxton and Leek, a rectangular feature was discovered at Kniveden Farm, centred
on SK 000 562. The south west quarter has been quarried but the north and eastern sides look complete but no gateways are apparent. Although heavily ploughed out there is some visibility of linear remains on Google Earth’s Dec 2003 edition. No written record of an earthworks in that location have emerged but it appears to be depicted as a definite square on the 1856 1st Series O.S. Map. To the west the possible corner of a smaller fort-like rectangle can be seen next to the housing estate that has been built on most of its footprint. HER Report: Staffordshire HER have been informed and will be recording the site.

See also Cheshire for LiDAR re-appraisal of Cheshire and part of Staffordshire

**Suffolk**

**RR3c, Stratford St Mary, TM 045 343.**

*From Colchester Archaeological Group (CAG), Stratford St Mary History Society*

Members of the CAG Roman Road Study Group have been investigating the route of RR3c through Dedham Vale in Suffolk, with the help of members of the local history society, with the aim of locating the exact crossing point of the River Stour, and also the putative location of *Ad Ansam*. So far, investigations have been largely desk based but in the summer of 2020, CAG member Jim Pullen took some exciting aerial photographs from his drone which clearly show cropmarks of the route of the Roman road running parallel to the modern A12. The group have several leads to follow up in the field once conditions allow in 2021.

HER Report No. MSF5076. Archive: N/A. Published Report: TBD

![Cropmark of RR3c looking south towards Stratford St Mary](image-url)
RR33a, Thurston, Land west of Ixworth Road, TL 91667 66080.

*Work by Oxford Archaeology East (OA East)*

In January 2019, a 20x20m excavation area was opened on land west of Ixworth Road, Thurston (TL 91667 66080). The excavation revealed one Neolithic and one Early Bronze Age pit, in addition to parallel ditches probably marking the line of the roman road known as Peddars Way which runs between Chelmsford and Ixworth (MSF6883/THS007).

Cropmark of RR3c looking south towards Stratford St Mary

A single iron nail was found in one of the ditches. There was no sign of associated roadside settlement. A Roman road surface and associated pottery is purported to have been uncovered during the early 20th century (MSF6884/THS002), some 400m south-west of the site.

SHER Ref THS030, Archive Suffolk County Council, Report OAE Report No: 2280

**LiDAR re-appraisal of Suffolk**

*Work by David Ratledge*

Covering RR330 Ixworth to Bildeston, RR340 Coddenham east, Ixworth to Scole including location of *Sitomagus* matching Iter IX mileages. Summaries to be issued in a future addendum and issue 2 of *Itinera*. See David Ratledge’s own site [http://www.twithr.co.uk/index.html](http://www.twithr.co.uk/index.html)

**Surrey**

RR4a, Surrey, Egham, Land to the rear of 64 The Avenue. TQ 016 716.

*Work by Surrey County Archaeological Unit*

Excavation of a Bronze Age/Iron Age settlement site was undertaken in 2016. Enclosure or field ditches were found to have been intentionally backfilled prior to the building of the London-Silchester Roman road. The road was encountered as a cambered gravel surface measuring 16.5m wide. The southern roadside ditch was also located over a distance of 45 metres.


**Surrey, Flexford. SU 93700 50818.**

*Work by Surrey Archaeological Society*

Excavation of a Roman settlement at Flexford in 2017 located an east-west Roman road on the possible line of the presumed London-Winchester route (the course of which is unknown between London and Hampshire). Road material was compacted flints with a surface of silt and fine gravel, the whole measuring 10-15cm thick. Surface was 6m wide, verges 2m wide, side ditches 1m wide and 0.5m deep. Coin and pottery evidence showed that the road had
been in use from the mid second to early fifth centuries. A minor road or track ran N-S between the main road and the settlement, this route being of flint and 3m wide with 0.6m wide side ditches.


Sussex East

**RR142, Folkington, Wooton Manor Estate, BN26 5RY. TQ 5644 0592 - TQ 5572 0623.**

*Work by Hastings Area Archaeological Research Group*

Identified by Margary in 1939, 'Farne Street' was part of RR142 which linked the Roman fort at Pevensey to the Greensand Way at Barcombe Mills, with a section running through the Wooton Manor Estate near Polegate following the same curved alignment as a later 'Old Coach Road'. Results of recent geophysical surveys and trial excavation confirmed that whilst this is indeed the case for the eastern section, the western section has been found to take a more direct route across the arable fields (unlike the 'Old Coach Road' which curves and follows the raised contours of the land).

The road is estimated to be 3m in width with the surface having been partially robbed out with probable re-use of the flint cobbles for the construction of the later coach road. Its construction is of an extremely basic design being of flint cobbles laid directly on the natural geology. At 400mm depth the start of a flint packed surface was identified comprising of cobbles up to 200mm in maximum diameter interspersed with small flint pebbles. The cobbled surface extended for approximately 2.0m with the northern edge finishing with a reduced number and size of cobbles. It appeared to finish abruptly, which suggests an edge or cut. At excavation and on interpretation of the geophysics results, there is no evidence for the presence of roadside ditches.

HER Report N/A. Archive: HAARG. Published report: Magnetometer, resistivity and theodolite surveys, field walking and excavation of the Roman road and surrounding area at Wootton Manor, Folkington

**RR142, Lewes, Barcombe Mills, Bridge Farm BN8 5BX. TQ4336 1444.**

*Work by Culver Archaeological Project*

Located in the very centre of an area enclosed by a 2nd century double-ditch defences, a portion of the road from Barcombe to Pevensey (an eastward extension from the London-Lewes and Sussex Greensand Way junction) was revealed at only 200mm below the current ground level in the south-eastern corner of the trench. The upper layer of this consisted of pebbles and small nodules of Downland flint which had been disturbed by ploughing. Beneath this was a compressed sandy layer of flint gravels forming the main base structure of the road. It is remarkable that this had survived at such a shallow depth and no trace was found anywhere else along the trench having been presumably ploughed and/or robbed out.
Previous geophysics surveys suggest the London-Lewes road (RR14) forms a T-junction with RR140/142 and does not continue south to the coast as a major route; and fieldwork from 2011 onwards suggests this was in fact to the west of the River Ouse. However, further archaeological investigation is required to confirm the exact route. Indeed, Margary himself contemplated this, stating *it would have been quite possible and apparently more convenient, to have laid the alignment further west after the Isfield crossing, and so, by way of Barcombe, Hamsey and Offham, to have reached the Downs west of Lewes without any other crossings of the main river* (SAC 74 p32).

HER Report N/A. Archive: Culver Archaeological Project. Published Report: Bridge Farm 2018-19 Trench 7 excavation summary

**Sussex West**

**RR155, Milland, Robin’s Farm, Ipping Lane, GU29 0PJ, SU 8443 2599 to SU8489 2439.**

*Work by Chichester & District Archaeological Society*

The course of the Roman road RR155 from Chichester to Silchester is well known other than for a short section around Robin’s Farm, south of Milland, where the road crosses an escarpment.

Two routes have been proposed, one to the west of the modern road and one to the east. The east route was not supported by LiDAR evidence, and would have resulted in steep gradients (up to 30%) and tight bends which are unrepresentative of Roman roads. The proposed West route starts from the *Mansio* on the same line as the East route. However, it changes to a more southerly direction to follow the Milland Road. It continues along this line until just after Robins Farm. On approaching the escarpment, the road bends to the right to cut diagonally across the slope and reduce the incline.

The course of the road up the incline is shown on LiDAR. This is about 20m to the east of the current road and is not visible from the road itself. On climbing the steep side of the road, a holloway was found that had a remarkably consistent gradient of 8.5%, which is in-line with other holloways used by carts. However further surveys are required.

HER Report N/A. Archive: CDAS. Published Report: Investigation of the Route of R155 Around Robin’s Farm

**Tyne & Wear**

**Benwell Fort north gate, NZ 2160 6495.**

*Work by Northern Archaeological Associates*

A road has been excavated heading North from the North gate of Benwell fort on Hadrian’s Wall in advance of residential development. This was crossed by an East/West road just outside the fort defences with adjacent signs of settlement, workshops, field-systems and enclosures. The road itself was built of several layers of sandstone and silt to a total depth of 0.35m with a convex form that had a plough truncated surface. The West side was delineated
by a ditch and possible kerb. This was traced for 60m. It had been realigned at some point with an earlier road on slightly different alignment.


RR86a, Military Way in grounds of Pendower House, Benwell, NZ 2139 6484.

Work by WallQuest Community Project led by Nick Hodgson

The Military Way was excavated 44m South of Hadrian’s Wall and 21m North of the Vallum in the grounds of Pendower Hall to the west of Benwell fort. The road consisted of a single layer of cobbles 7.5m wide.


Warwickshire

Mancetter, Warwickshire. Centred on SP 3209 9631.

Work by Archaeology Warwickshire

A possible Roman Road (MWA31899), heading towards the scheduled fort at Mancetter MWA8267) from the south, was identified during an archaeological evaluation in 2017. The road is between 5-7m wide with a metalled surface of a red-shale like material overlain by compacted pebbles and gravel. The road appears to be flanked by two roadside ditches. Pottery was found that is thought to date to the Neronian period.


Worcestershire

RR180, Bromsgrove, Birmingham to Gloucester, SO 9648 7148.

A Roman road in Bromsgrove Worcestershire, Archaeological investigations at All Saints Garage, 127-137 Birmingham Road, work by Stuart Palmer, Archaeology Warwickshire.

A programme of archaeological investigations which included trial trenching, strip, map and sample excavation and watching brief, was carried out on the site of the former All Saints Garage in Bromsgrove, Worcestershire. A section of the Roman road that once ran between Worcester and Metchley Fort in Birmingham and was an important artery for the distribution of Droitwich salt was recorded: the first evidence for such within Bromsgrove. Much of the Roman alignment is fossilised in the modern road network, such as the A38; however, its course out of Bromsgrove to the north was uncertain, with the Birmingham road, which it follows through the town centre, appearing to deviate slightly to the east. The present investigations have confirmed that the Roman street continued straight in a north-
easterly direction, having been abandoned by the modern road some time before the early 19th century.

The road, which was recorded over a length of 18m, was between 6 and 7m wide and survived up to 0.65m thick. It comprised alternating bands of sand and gravel, either representing an *agger* or a sequence of road surfaces and subsequent repairs. The lowermost layer was a 0.38m thick deposit of pale yellowish brown sand and gravel, including some larger stones and pebbles (the latter possibly derived from an early road foundation layer) (306/567). This was overlaid by 0.24m of pale yellowish brown sand (305), which, in turn, was partially sealed beneath 0.2m of yellowish brown sand and frequent pebbles (304). The latest metalled surface comprised well-compacted cobbles in greyish brown sand (562/303). Further deposits were also revealed to the north-east of Trench 3, particularly near the base of the road, suggesting some variability in the road’s construction even over a relatively short distance. No dating evidence was recovered.

HER ref WSM72000, Archive – HER grey literature, WA report number 2035


Archaeological watching brief at Honeybrook Farm, Shinhill Lane, South Littleton work by M Cook,

The alignment of a new farm track was stripped to a depth of between 5 and 10 cm. In one area a dense concentration of small angular limestone fragments associated with a low bank, approximately 50m to the north of the existing road, was interpreted as the *agger* of a Roman road that had been thought to run from South Littleton to Ryknild Street but for which no evidence, up to this point, had been found. A summary will be published in West Midlands Archaeology.

HER ref SWR 25669, WSM 71548, Archive – HER grey literature,

RR180, Upper Marlbrook, Worcestershire, Birmingham to Gloucester, centred on SO 98244 73781.

Hazy Hill Distribution Service Reservoir, Marlbrook, Worcestershire Archaeological Watching Brief, work by Chris Swales of Wessex Archaeology

Wessex Archaeology was commissioned by Severn Trent Water to complete an archaeological watching brief on groundworks associated with the laying of a replacement water mains on land between Old Birmingham Road and Brookhouse Road, Upper Marlbrook, Worcestershire. The archaeological watching brief monitored groundworks as it was believed that the proposed works could impact a non-designated heritage asset, namely the route of a Roman road from Droitwich, through Bromsgrove and up to Metchley Roman fort in Birmingham. An infilled hollow-way and four ditches were revealed. All were artefactually sterile. Although the hollow-way matches the position and alignment of the proposed Roman road its date of construction and use could not be confirmed. Three of the four ditches run either parallel or perpendicular to the hollow-way and may form part of a contemporary landscape of boundary definition and road drainage, although, again, there was no dating evidence to confirm this.

HER retained as grey literature, WA report ref 235260
Yorkshire

North Yorkshire, Thwaite, Richmond DL11 6DN (Site 1). SD 893 982.

From Northern Archaeological Associates

NAA excavated (April-September 2015) on the line of the West Stonesdale pipeline. In the field north of the village a road was uncovered (Fig. 6, Section 6f, Surface 67). Finds included a possible fragment of a Roman period samian ware vessel, from recent subsoil, and the tumbled road surface material (Surface 73) in Area 61 yielded a Romano-British glass bangle fragment of Kilbride-Jones’ (1937) Type 3D. This is therefore regarded as a probable Roman road.


RR8b, RR8c (Dere Street), North Yorkshire, A1 Leeming to Barton. SE 28 91 to NZ 22 08.

Work by Northern Archaeological Associates

NAA excavated along the 19km length of the A1 (2013-2017) as part of the work to upgrade the modern road to motorway standard. The first volume of three reports to be issued deals with burials but contains a summary of the archaeological and historical background to the area.


RR8b (Dere Street), North Yorkshire, Healam Bridge, Kirklington-cum-Upsland, DL8 2JJ. SE 323 837.

Work by Northern Archaeological Associates

The two volumes of the second report of NAA’s excavations along the A1 cover the excavations at Healam Bridge settlement and cemetery. It is thought that the general route had prehistoric origins although evidence for an Iron Age track along the line later followed by Dere Street is contradictory. A large enclosure may be a fort dating from the Flavian period, in which case it was probably evacuated in the 80's A.D. like Roecliffe, and a roadside ditch contains a closed group of Flavian/Trajanic material, confirming a late first-century construction date, possibly in the 80's A.D. The original line of Dere Street was apparently in use here until the later third century when it shifted westward, to resume the original line in the later fourth century or later. The original road surface at least was flanked by drainage ditches and successive surfaces were cobbled, between c.4m and c.7m in width and set in sandy clay. A section across Dere Street at Leases Road, Leeming Bar found foundations of large stones and layered gravels. Sections elsewhere (Cataractonium, Bainesse, Piercebridge, Green Hammerton, and also at Ware, Hertfordshire) which found varying dimensions and types of construction are reviewed.
It is thought that Healam Bridge may have been at a crossroads with a road from Wensleydale running east to Malton (see Hutton Rae Lane below); a metalled surface south of Healam Beck may confirm this. Stonework in the present Healam Bridge may perhaps be Roman. A ditch found parallel to the line of the A1, c.1.5km north of Humphrey Balk Lane near Baldersby may be a roadside ditch of Dere Street. Use continued into the medieval period and stone chipping surfaces, the remains of turnpiking in 1743, were found. HER: MNY33135; 1021211. Published Report: Ambrey, Cath, David Fell, Richard Fraser, Stuart Ross, Greg Speed, and Philip N. Wood. 2018. ‘A Roman Roadside Settlement at Healam Bridge: The Iron Age to Early Medieval Evidence’. Vol. 3. NAA Monograph Series. Northern Archaeological Associates Ltd. https://doi.org/10.5284/1041575

RR8b (Dere Street) & RR82, North Yorkshire, Scotch Corner, Woodside DL10 7GA to Barton, DL10 5LP. NZ 220 012 to NZ 215 063.

Work by Northern Archaeological Associates

The third of three reports on NAA’s excavations along the A1 deals with the absorption of northern England into the Roman province as evidenced at the strategic road junction of Scotch Corner, which shows a tangled sequence of road construction. The initial road, north to Scotch Corner and then north-west to Stainmore and Carlisle, is recorded as RR1. The apparently contemporary RR2 leaves this northward towards Stanwick-Melsonby and may have continued to bridge the Tees near Piercebridge. Another, un-numbered, road leaves RR1 at the same point and passes the east side of the possible military post, also heading north and appears to be a later local diversion and successor to RR2. The construction of RR3 to the north but by-passing the Stanwick complex is perhaps an indication of campaigns in the early 70’s; it joins, and assumes the prior existence of, RR4 which leads south-east towards RR80a on the east side of the Vale of Mowbray (see Hutton Rae Lane below). RR6 was then apparently introduced to bypass the T-junction between RR3 and RR1—however, RR6 appears to serve a later, eastward, re-routing of RR3 forming the latest line of Dere Street, RR10, which was linked to RR4 by RR5. The triangular junction here became a feature of the settlement. RR7 was a local road linking RR10 with the settlement and perhaps continuing west to a junction on RR1. Roads RR8 and RR9 also appear to be local throughfares.

Dating evidence for roads was sparse. The earliest deposit of RR1 survived partially as a cambered, concreted deposit of sandstone and limestone pebbles and cobbles set on an agger of compacted sand and gravel. Above the earliest version of RR6 was a layer with an an early Flavian rusticated jar and mortaria crushed into its surface; three parallel carriageways constructed on the same alignment were of varying dates but the (possibly) latest contained sherds of pottery produced either in the Neronian or Early Flavian period. Mid- to late-Roman vessel sherds crushed into the surface attested to its continued use. A TPQ for the foundation layer of RR10 was provided by samian produced between A.D.70-90, the fabric and surface being of gravel; this was later improved with cobble and aggregate foundation and fabric layers.
Map showing the development of Roman roads at Scotch corner, courtesy of NAA.
RR80a, North Yorkshire, Hutton Rae Lane, Thirkleby High and Low with Osgodby, YO7 2AS. SE 471 772.

From Martin Millett; Richard Brickstock

Google Earth satellite images taken on 1 July 2018 show a previously unknown Roman fort. While the image does not itself show any roads, it is the first indication of any fortification of the eastern route up the Vale of York, north of Stamford Bridge. A Wensleydale-Malton road posited above (Healam Bridge) would pass close to the fort; trans-Pennine communication may well have been key in the development of northern Britain in the first century.


RR81a, North Yorkshire, Brooklyn House, Langton Road, Norton-on-Derwent YO17 9AP. SE 793 708.

From JB Archaeology Ltd.

Excavations (2015-16) revealed occupation towards the edge of the Roman town, including a road on a N-S alignment for the 2m wide strip excavated. A full profile of the road and associated ditches was revealed. It could be seen to be a metalled, compacted surface at least 7 m in width, built on more or less ‘virgin ground’, with later widening and adding of extra layers and repairs. Late 3rd to 4th century pottery was recovered from the upper layers along with fragments of Roman brick. Later deposits produced pottery spot-dated to the late 4th to early 5th centuries, which suggests the road may have remained in use into, if not beyond, the late Roman period.


RR8b (Dere Street), North Yorkshire, Aldborough, YO5 9EB. SE 407 673.

From Aldborough Roman Town Project

It has been assumed that the road north from Aldborough to Catterick crossed the river Ure by a bridge. Geophysical survey by the University of Cambridge in 2015 confirmed the line of the road and visible anomalies appeared to be the bases of bridge piers, similar to Piercebridge. To test this, a series of three trenches was dug in September 2020. Although the trenches were all about 1.2m in depth, reaching down to 11.55–11.65m AOD, 11.2–11.4m AOD and 11.50–11.60m AOD (north to south), with the southernmost augered down a further 1.9m, no evidence of stonework, bridge or road, was encountered. The trench fills were all a
similar homogeneous fine to very fine sand and silt. It is believed that the features indicated by geophysics must be at a lower level and it is hoped to carry out ground-penetrating radar surveys to test this in 2021.


RR8a (Dere Street), North Yorkshire, Aldboro Moor Farm, York Road, Aldborough, YO51 9QR. SE 420 644..

Work by the Roman Roads Research Association; geophysics team

The line of the road south to York from Aldborough is particularly clearly visible on aerial photos taken in 2016 by Tony Hunt. These suggested the possibility of three carriageways, together with a different alignment from that previously accepted. The RRRA followed a geophysical survey with an excavation in very wet weather in 2019. The outer road ditches were between 18m and 20m apart with a central road, a conventional agger about 8m wide at the base, constructed from small stones and gravel and showing a series of ruts. This had at some stage been repaired or resurfaced with cobbles or large pebbles, construction comparable to that a few miles south at Green Hammerton. In a second phase the road was widened with a layer of sand either side between the road and outer ditch, possibly for use by cavalry; phase three saw these shoulders widened further. Cobble resurfacing may be later Roman or medieval in date. In part of a nearby Roman British settlement, two trenches were opened across a ditch and a substantial pit (which turned out to have been a wellhead), both deliberately filled with demolition material, which included high quality pottery of mainly late 2nd to 4th century date, along with much broken roof tile.


RR280, North Yorkshire, Site 1, Rudgate, Newton Kyme, LS23 7BX. SE 451 451; Site 2, Rudgate, Newton Kyme LS24 9FA. SE 456 442 and SE 457 440.

Work by the Roman Roads Research Association; geophysics team

A magnetic survey made (2018-19) west of the road known as Rudgate covered a total of 24.1Ha. Site 2 revealed no obvious archaeological features but the survey of Site 1 confirmed the presence of two known Roman camp sites, parts of which had previously been known from aerial photography. The area of the largest camp is over 23Ha, the largest known in England. However, there were no indications of RR280 in either site.

RR720b, North Yorkshire, land adjacent to Green Lane, Burton Leonard, centred SE336630

Work by the Roman Roads Research Association geophysics team

A double ditched enclosure (N. Yorks. HER MNY39135), identified by the National Mapping Programme in 2013, was reassessed in 2019 from recent aerial photographs as a possible Roman fort, despite its almost triangular form. A further enclosure to the north was also claimed to be a possible temporary camp. The edge of the enclosure is 200m north of the presumed course of RR72b, the route having always been regarded as uncertain between Ripley and Aldborough with no definitive evidence. Three possible stretches of the road are known on this section, and based on their alignment the road potentially crossed the Robert Beck to the south of the enclosure before traversing the field immediately to the east.

A gradiometers survey over 12.5Ha was carried out by the RRRA in February 2020 to examine the area. The survey established that whilst the double ditched enclosure did display similarities to Roman military work, it appeared to be a Romano-British enclosure which integrated with two adjacent trackways, although no evidence of any structures was apparent. It also appeared to be superimposed upon an existing system of small enclosures, part of which had been misinterpreted as a temporary camp. In the field to the east of the enclosure, the survey also identified a pair of parallel straight ditches 18.5m apart

Gradiometer survey of land at Green Lane, Burton Leonard showing the course of RR720b.
(measured between centres) running WSW to ENE, the southern one fragmentary, with a parallel row of small pits (less than 3m diameter), and one larger quarry pit, just to the north. The ditches are severely truncated by ploughing and it seems probably that the original separation between edges was 60 pedes. This confirmed that RR720b did cross the
Robert Beck as predicted and that it is on the same precise alignment as three other lengths of probable road between Ripley and Aldborough (*Isurium Brigantum*).


**RR280, North Yorkshire, north of Toulston Lane, centred SE 45997 42891**

*Work by the Roman Roads Research Association geophysics team*

In 2019 a gradiometer survey covering 3.4Ha was conducted to attempt to confirm the supposed line of the Roman road, following a failure to identify clear evidence at Toulston Polo Club. The survey identified two clear lines of quarry pits, both rows apparently being dug up to, but not beyond, a pair of surveyed lines (not visible on the survey) set approx. 18.5m apart (probably originally 60 *pedes*). Fragmentary traces of a probable ditch (about 2m wide) could be seen just east of the western row of quarry pits, however this could be a later addition. Such rows of pits, especially at this 60 *pedes* separation, are generally considered to be diagnostic of a Roman road.


**RR280, North Yorkshire, Toulston Polo Club, Tadcaster, LS24 9BB. SE 459 423.**

*Work by the Roman Roads Research Association; geophysics team*

About 4.5 Ha was surveyed to follow up a 1964 record. A pair of narrow parallel ditches approx 5m apart were identified heading ENE, possibly a north easterly branch from the Roman road. Along the line of the road itself, no clear anomalies suggestive of ditches were apparent in the survey along the probable line of the road, possible because of substantial remodelling of the site to prepare it as a polo ground. Some small quarries were identified, close to the probable western edge of the road, which were tentatively identified as quarry pits providing road material. Diffuse areas of low response along, and slightly west of the probable roadline, were interpreted as probable displaced road material. In 2021 an O.S. satellite photo shows indications on similar lines.


**Branch from RR729 and RR280, Toulston, North Yorkshire. Centred SE4583 4199**

*Work by the Roman Roads Research Association geophysics team*

In October 2020, a gradiometer survey was conducted in Toulston, North Yorkshire, to investigate the possibility of Roman settlement at the junction of the well established courses of RR729 and RR280. The survey was immediately to the south of previous work at Toulston Polo Club, in the field bounded on the north by Garnet Lane and to the east by Leeds Road (A659). Whilst there was no indication of settlement or enclosure near the junction, RR729 and RR280 were seen to be clearly defined by discontinuous ditches and long rows of quarry pits. A previously unknown third Roman road was identified bisecting the
angle between the other two roads heading south west from the junction, and running almost parallel to Leeds Road. With RR729 and RR280 the distance across the road between surviving inner edges of ditches and/or quarry pits is approximately 19m, however allowing for modern truncation by ploughing, the original separation was almost certainly closer to 17.5m i.e. a standard 60 pedes (Roman feet). The ‘new’ road corridor is narrower, being about 12m between ditches and pits, possibly originally 36 pedes (10.6m).

RR280 meets the main road from York to Doncaster and Lincoln (RR28b) just 700m south of the junction. The function of the ‘new’ road is a mystery, since if projected it would also meet RR28b just 690m further west. If intended as a shortcut, it would have involved building 1260m of road to save just 130m in distance travelled, which hardly seems like money well spent. Work continues to determine the destination and function of this road.


**RR801, North Yorkshire, Ings House, Shipton Road, Skelton, York, YO30 1XJ. SE 57604 55206.**

*Work by the Roman Roads Research Association, geophysics team*

An area of 2.9Ha was magnetically surveyed (2019) on the presumed line of the road, just north of the A1237 York ring road, without result.

**RR801 North Yorkshire, Former Bootham Park Hospital, Bootham, York, YO30 7BY. SE 599 526.**

*Work by the Roman Roads Research Association; geophysics team*

An initial training day, aimed at confirming/denying the existence of a possible road suggested by LiDAR east of Thirsk, covered most of the area between Bootham and the hospital. No evidence for the road was found, however a previously unknown road parallel to Bootham is suggested, at SE 59951 52564.


**North Yorkshire: 43 Tanner Row, York, YO1 6JP. SE 598 517.**

*From York Archaeological Trust*

Excavations following sewer collapse (December 2017) revealed a possible footing and a separate area of dumped burnt material, both of which were probably Roman. On top of these features a significant mortar and rubble deposit acted as make up for a road surface c.900mm below the current road level. The finds from this make up deposits suggested it was Roman in date. This implies that there are significant archaeological deposits significantly closer to the extant ground levels on Tanner Row than seen in works nearby.


**RR28c; RR2e; RR801, North Yorkshire, The Guildhall, York YO1 9QN. SE 600 519.**

*Work by York Archaeological Trust*

Excavations preparatory to re-development of the Guildhall disclosed remains of an Augustinian friary and beneath it 'a previously unknown Roman road'. Over 1.5m below modern street level, an area of cobbled surface contained 'an abundance of Roman pottery and a silver coin. Furthermore, the excavation of a small trench revealed that three distinct surfaces had been laid, suggesting that it remained in use for a considerable period."


**RR282(x), South Yorkshire and Nottinghamshire , Osmanthorpe to Rossington Bridge, previously RRX104 - see Nottinghamshire**

**RR28b, South Yorkshire: Doncaster, Roman Ridge, DN5 8RH. Centred on SE 543 055.**

*Work by Wessex Archaeology*

The Roman Ridge is a linear earthwork that runs between Adwick le Street and Scawsby. A series of excavations 1995-2010 showed the road survived, up to 15m wide and 1.8m high. A
watching brief during groundworks associated with the creation of a cycleway and footpath found no archaeologically significant features.


RR28b, South Yorkshire, Doncaster, Roman Ridge. SE 523 094 to SE 553 048.

Work by Archaeological Services WYAS

Archaeological Services WYAS carried out an archaeological topographic survey of the route of the Roman Ridge Roman road. The report details the history of the road and its mapping, together with earlier archaeological investigations. The Discussion comments on the route of the road, including a curving length of *agger* which is in contrast to the typically straight orientation of Roman roads. Margary's suggestion that the *agger* along this route was deliberately constructed to create an impressive feature in the landscape is noted.


RR720a, West Yorkshire, Ogden Water Reservoir, Ogden Lane, Halifax HX2 8XZ.

Work by Pennine Prospects

A survey of the woodland at the reservoir included earthworks of a stretch of the Roman road. A windthrown tree exposed the possible sandstone flag surface and a 'very subtle' level surface with a flanking shallow ditch upon its western and eastern sides indicates the road extending down a gentle incline southwest before becoming less apparent within the woodland plantation.


RR712, West Yorkshire, Outlane, Huddersfield, HD3 3FJ. SE 074 169.

Work by Huddersfield & District Archaeological Society

HDAS excavated (September 2020) a strip trench and test pit above the possible route of the Castleshaw-Slack Roman road at the western end of Outlane. The road was indeed uncovered, and has therefore helped to further define the course of the trans-Pennine Roman routeway. The Roman road descended from a ledge on the western side of Wholestone Moor and followed a curve in order to join with the previously known straight section coming out of Outlane. The road remains visible as a camber in the fields either side of Round Ings Road at its junction with the A640.