

ITINERA

THE JOURNAL OF THE
ROMAN ROADS RESEARCH ASSOCIATION

VOLUME II, 2022



Published by the Roman Roads Research Association



Published by the Roman Roads Research Association
Ellerbeck Cottage, Ellerbeck, Northallerton, North Yorkshire, UK. DL6 2RY
A charity registered in England and Wales No. 1163854

ISSN 2635-1579 (print)
ISSN 2635-1578 (online pdf)
ISBN 978-1-8383918-1-2

All individual contributions to *Itinera* remain copyright of the author(s). The PDF versions of any article that has been publicly released on our website or elsewhere (but not as early release copies to our membership) may be freely copied and distributed under a [Creative Commons Attribution-NonCommercial-NoDerivatives 4.0 International License](https://creativecommons.org/licenses/by-nc-nd/4.0/), however you may not adapt or alter the work, and may not reproduce individual illustrations and photographs without the author's prior consent, since they often contain additional copyright licensing. The paper copy of this journal remains © RRRA and individual authors.

The Roman Roads Research Association is not responsible for any statement made, or opinion expressed, in *Itinera*. Individual authors are solely responsible for the content of their articles

Typeset in Gentium Basic and Cinzel by the Roman Roads Research Association
licensed under the SIL Open Font License, Version 1.1

© the Roman Roads Research Association 2022

CONTENTS

v About the Association

vi Editorial

ARTICLES

- 1 - 50 JOHN POULTER, The Identification of Long-Distance Roman Alignments in Britain, and their Possible Purposes
- 51 - 66 ROBERT ENTWISTLE, Long-Distance Alignments and Client Kingdoms in the Conquest Settlement
- 67 - 114 DAVID RATLEDGE, The Roman Roads of Norfolk - a Lidar Reappraisal
- 115 - 120 CRAIG PARKINSON, RR72a: Survey and Excavation of the Roman Road at Worston Lancashire
- 121 - 150 DAVE ARMSTRONG, Hadrian's Wall Link Roads
- 151 - 180 BEV KNOTT, Bandits and Roman Trade
- 181 - 218 ISAAC MORENO GALLO, Roman Roads: Status Quo and Future Prospects
- 219 - 240 ROB WALLACE, Roman Roads: Discoveries on the Culver Archaeological Project: 2005-2021
- 241 - 302 MIKE HAKEN, The Stainmore road: from late Iron Age Routeway to engineered Roman Road

ROMAN ROADS IN 2021

- 303 - 332 Roman Roads in 2021 - recent Roman roads research and fieldwork
- 333 - 338 Newly Allocated Margary Road Numbers

REVIEWS

- 339 - 344 MARTIN BELL, *Making One's Way in the World: The Footprints and Trackways of Prehistoric People*. (By Dave Fell, Northern Archaeological Associates)
- 345 - 348 DAVE ARMSTRONG, *The Hadrian's Wall Military Way, a Frontier Road Explored*. (By John Poulter)

PEOPLE AND OFFICERS



EDITORIAL COMMITTEE

Rob Entwistle (Hon. Editor)
Dave Armstrong
Dr. Mike C. Bishop
Chester Forster
Mike Haken

ADVISORY PANEL

Paul Bidwell
Paul Booth
John Poulter
David Ratledge
Dr. Pete Wilson

The Roman Roads Research Association also wishes to acknowledge the contributions of all the other individuals who have volunteered their time and expertise in the preparation, production and distribution of this volume, without whom it would not have been possible:

<i>David Brear</i>	<i>Tyrone Hopes</i>	<i>Paul Morris</i>	<i>Matt Sparkes</i>
<i>Neil Buckley</i>	<i>Ian Jardine</i>	<i>Simon Pratt</i>	<i>Alan Taylor</i>
<i>Hannah Collingridge</i>	<i>David Lakin</i>	<i>Eric Rose</i>	<i>Richard Whalley</i>
<i>Malcolm Fare</i>	<i>Geoff Lunn</i>	<i>Amber Roy</i>	<i>Paul Wilkinson</i>
<i>Dave Haywood</i>	<i>Tim Lunt</i>	<i>Paul Seddon</i>	<i>Gary Whitaker</i>
<i>Ian Heritage</i>	<i>James Lyall</i>	<i>Paul Smith</i>	<i>Sally Woodlock</i>

CONTACT ROMAN ROADS RESEARCH ASSOCIATION

If you are interested in Roman roads or would like to know more contact us via our web site <https://romanroads.org/> or by mail to one of the below;

<i>Mike Haken</i> (Chairman)	mike@romanroads.org
<i>Dave Armstrong</i> (Membership Sec. & Newsletter Editor)	dave.armstrong@romanroads.org
<i>Rob Entwistle</i> (Itinera Editor)	itinera@romanroads.org
<i>Rebecca L. Ellis</i> (Finds Officer & Social Media)	reb.ellis@romanroads.org

ABOUT THE ASSOCIATION

The RRRA was formed in 2015 as a registered charity to bring together disparate individuals who were researching Roman roads, 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, hoped to be complete by 2026.
2. identify key sites where important questions remain, and organise fieldwork necessary to answer those questions. 200 Ha of geophysical survey have been completed, with a further 400 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. make resources available to researchers and other groups, 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 and *Itinera* (following a brief one year members only embargo).

Membership is open to everyone, and our four hundred and seventy 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. The Romans tended to apply their technology uniformly across the empire, this is especially so for Roman road layout and construction. Consequently we do not just restrict our interest to *Britannia* and our membership now includes many international members. 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.



EDITORIAL

ROBERT ENTWISTLE



The publishing of *Itinera* Volume II is no less an important moment than that of Volume I: it demonstrates that our journal has arrived definitively as a point of reference for all transport-related aspects of Roman archaeology – and that this has been possible in a year dominated by Pandemic-related lockdowns. As in Volume I, you will find a range of authoritative and stimulating papers aiming to develop the study and understanding of everything to do with Roman roads and transport, for academics and the informed public alike.

In this volume you will find some contributors familiar to you from the last volume, and other important new ones. We are delighted to have a welcome extension of focus to other regions of the Roman empire, drawing us beyond a comfortable local perspective. We publish a lively paper (translated by Mike Bishop) from the Spanish academic and presenter Isaac Moreno Gallo, who has, single-handedly, done much to develop an informed awareness of Roman roads in his native country. A man of trenchant views, he champions a rational and rigorous approach not always evident in the past. The perspective he provides has much in common with that of the UK, while being stimulatingly distinct. *Itinera* would be most pleased to host other papers from international contributors, developing an understanding of roads and transport systems across the empire.

Once again, we have an impressive range to the topics covered in our journal. The international theme is continued by Bev Knott who considers an aspect of transport that may be new to many: the likely extent and impact of brigandage and banditry on the roads across the empire. Closer to home we have a major paper from David Ratledge, who has become Britain's leading interpreter of Lidar in terms of Roman roads. He demonstrates the remarkable degree to which he has been able to extend knowledge of Norfolk's Roman roads, filling in gaps on the map. At the other end of the country, our Chairman, Mike Haken, explores what Lidar is able to reveal for the Stainmore Pass. He investigates how this might develop understanding of a murky but much-debated topic, the relation of some Roman roads to Iron-Age predecessors.

Of course, roads are not only a topic of study in their own right but help us develop understanding of other areas of archaeology and history. Thus Dave Armstrong, who recently published a book on the Hadrian's Wall Military Way, contributes a paper that is likely to become a work of reference in its own right. It explores and sets out the sum of present knowledge on the network of link roads connecting the Wall to other aspects of Roman infrastructure in the North, a topic little examined in the past.

Yet another topic is tackled by John Poulter in a paper recording how Roman Long-distance Alignments came to be suspected, recognised and understood, with worked examples from

across the country. A further paper investigates how such matters could potentially elucidate aspects of the Claudian Invasion. Finally, and returning us to basics, we have accounts of road excavations from different ends of the country: the Culver Archaeology Project in East Sussex, and an excavation supported by NAA (Northern Archaeological Associates) in Lancashire.

Our section 'Roman Roads in 2021' is inevitably impacted by a year in which Covid 19 has limited much fieldwork, including the work of many local societies. Fortunately, through our valued local correspondents, we can see that not all the work of investigation ceased.

A new enterprise this year is our introduction of Book Reviews, a feature we hope to continue and develop in years to come. We are most grateful to Dave Fell and John Poulter for their contributions on this occasion.

We should not forget that the RRRRA is a charity supported only by its own expanding membership. The dedicated band that makes the production of this journal possible to the highest professional standards, has done so through generous donation of time and expertise, whether they be experienced archaeological professionals or knowledgeable enthusiasts contributing specialist skills, understanding and commitment. This is the group that make up our Editorial Committee and Advisory Panel (listed at the front of this volume), and our wider network of supporters and contributors.

Ultimately, of course, we are dependent upon our authors for demonstrating the health and range of this aspect of Roman archaeology. Our 'Notes for Contributors' are readily available on the *Itinera* section of the RRRRA website, and we encourage all, professional or otherwise, to submit their papers to us. All contributions will be peer reviewed, and we take great pleasure in publishing all that can pass that test. We look forward to your contributions for our next volume.

Robert Entwistle

Hon Editor, *Itinera*

itinera@romanroads.org





RR72A: SURVEY AND EXCAVATION OF THE ROMAN ROAD AT WORSTON, LANCASHIRE

BY CRAIG PARKINSON

cparkinson@naaheritage.com

ABSTRACT

At the invitation of the Pendle Hill Landscape Partnership, an archaeological investigation was carried out by Northern Archaeological Associates and local community volunteers into a section of the Roman road from Ribchester to Ilkley over three weeks in September and October 2021. The investigation consisted of a topographic survey of the modern ground and buried road surfaces, and of excavation of part of the road itself. This confirmed the presence and course of the road and provided evidence for the nature of its construction.

INTRODUCTION

The Roman road across the Pennines to Ilkley in Yorkshire (Margary number RR72a) leaves Ribchester, Lancashire, to the east before crossing the River Ribble to the south of Little Town, as evidenced by lidar, and the River Calder west of Whalley (Fig. 1). It then turns to the north-east, following a course above the flood plain of the Ribble while avoiding the direct route over Pendle Hill. Having passed the hill, the road resumes a more direct, easterly route to Elslack and Ilkley. From Ilkley it continues to Tadcaster (RR72a) and from there to York (RR28c).

From the Calder to the eastern outskirts of Clitheroe, for a distance of 4.5km, the course of the road can clearly be seen in satellite imagery, preserved as hedgerows and modern tracks and lanes on a south-west to north-east alignment. From the east of Clitheroe the line of the road can again be seen in hedgerows for a further 1.5km to the excavation site, where it marks the parish boundary between Clitheroe and the village of Worston. Beyond this it is obscured by a section of the modern A59 until the Roman road turns to the east, just east of Chatburn.

The excavation took place on land occupied by the current Hanson Aggregates quarry, between a quarry haul road and a hedgerow following the line of the road. This hedgerow formed the north-western boundary of a series of strip-farming enclosures running downhill to the south-west. Although now cut by the A59, the Ordnance Survey map of 1914 shows these enclosures continuing to the edge of Worston.



W.T. Watkin records in his book *Roman Lancashire* (1883) that the discovery was made by workmen widening the road from Chatburn to Worsthorne (present-day Worston), at a location approximately 500m from the excavation site, of an urned hoard of around 1000 silver *denarii*. The coins were shared out among the workmen, the owner of the land on which they were found and “the ladies of the manor”. The coins were dated to between 32 BC and AD 145. Several other hoards of Roman coins have been found in the area.

SURVEY AND EXCAVATION

The survey consisted of an examination of the overlying topography of an area of upstanding earthwork by dumpy level, and of the buried surface of the Roman road by drilling through the post-Roman soils with a hand auger to measure the depth of the overburden. Although the survey area was restricted by a modern quarry haul road and fence, a contour plot of the results showed a relatively flat surface of the road with the *agger* sloping downwards to the north-west. Excavation took place 100m to the south-west of the survey site, where another area of upstanding earthwork had been identified adjacent to medieval strip-farming enclosures (Plate 1). Although again restricted by the haul road and hedgerow, a slot was dug through a width of 4m of the *agger*, including its south-eastern extent and the apex of its camber, at which point it was approximately 0.7m deep, consisting



Plate 1: upstanding earthwork prior to excavation.



Plate 2: section of upper surface showing *agger*, clay and stone surfaces.

of stone and clay (Plate 2). Assuming that the apex of the camber represented the centre of the road, it would have had been around 6m wide at this point. A metalled surface of smaller stones and gravel was present, and a possible large pit, 1.2m wide and 0.5m deep, was identified in section (Plate 3). This was filled by similar material to that used in the construction of the road, but with fewer large stones, and was well compacted. It may represent robbing for building material and subsequent repair, though no indication of what the stone was used for was seen. The edge of a possible roadside ditch was identified to the south-east, though its far side was not seen within the excavation area. The south-east side of the road and the potential ditch were overlain by a compacted layer of sandy clay, up to 0.55m in depth, which appeared to form a later road surface. The apex of this surface's camber was offset from that of the stone surface by 1.5 to 2.5m to the south-east, with its extent beyond the limit of excavation.

A single fragment of the rim of a local Roman period greyware vessel was found in the topsoil during excavation. No other pre-modern artefacts were recovered.

DISCUSSION

There is clear evidence for the presence of a metalled road with a later, compacted sandy clay resurfacing following the presumed course of the Roman road at this location, although the paucity of dating evidence from the current excavation means that neither can be definitively linked to the Roman period. The deep deposit of larger stones forming the base of the road may have been necessary to provide a solid foundation in the natural boulder



Plate 3: oblique view of section showing exposed road surface.

clay on sloping ground, with a surface of rammed gravel above. The stone and clay used in construction almost certainly derived from the local glacial deposits, although there is no immediate evidence for their extraction. The infilling of the potential pit using techniques similar to the original construction of the road implies maintenance of the road by its original builders. The later clay surface may indicate continued maintenance of the road beyond the Roman period, but further evidence is needed to confirm this. The Ribble and Aire valleys form an important passage for trans-Pennine travel and trade, and it is likely that an established route would see continuous use. The presence of field boundaries respecting the line of the Roman road, including those adjacent to the excavation site, and its use to define the boundary between the parishes of Clitheroe and Worston show that the road continued to be an important part of the local landscape long after the period of Roman occupation came to an end.

BIBLIOGRAPHY

Margary, I.D. 1973: *Roman Roads in Britain*, Baker, London.

Ordnance Survey (1914), *Lancashire Sheet XLVII.SE*. <<https://maps.nls.uk/view/101101388>> accessed 19.11.2021.

Watkin W.T. 1883: *Roman Lancashire*, Liverpool. <https://www.google.co.uk/books/edition/_/_/PNWyAAAAMAAJ?hl=en&gbpv=0%20> accessed 19.11.2021.