ITINERA

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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.

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Web page: www.romanroads.org/itinera.html

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 RRRA 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 RRRA 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*

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Roman Roads in 2021

This section of *Itinera* describes work on Roman roads that took place in Britain during the previous year, often in advance of formal reporting, in a similar style to that adopted in *Britannia's* reports for Roman Britain in 20XX. With archaeological activity in 2021 impacted by the pandemic, we have caught up on some unreported work from earlier years.

Information for each county has been assembled by RRRA members listed below and edited by Chester Forster. If you have information for a future edition, contact Dave Armstrong at dave.armstrong@romanroads.org, who will put you in touch with your local correspondent. We appreciate all the help that has been willingly given by county HERs and Archaeological Societies, often whilst staff were extremely busy.

Local correspondents

Neil Buckley;	Cheshire, Derbyshire and Lancashire,
David Brear;	Yorkshire and Lincolnshire,
Dave Haywood;	Northamptonshire,
Alan Taylor;	Hampshire,
Ian Heritage;	Hertfordshire,
Sally Woodlock;	Dorset,
Eric Rose;	Wiltshire,
Tim Lunt;	Somerset and Gloucestershire,
Paul Smith;	Shropshire, Staffordshire, Warwickshire and Municipal West Midlands,
Malcolm Fare;	Worcestershire,
Ian Jardine;	Herefordshire,
Geoff Lunn;	Essex, Suffolk and Norfolk,
Peter Clarke;	Cambridgeshire,
Ian Hennessey;	Devon and Cornwall,
Paul Seddon;	Berkshire, Buckinghamshire and Oxfordshire,
Chester Forster;	Cumbria,
Paul Morris;	Scotland,
Simon Pratt;	Greater London,
Robert Matusiewicz;	Nottinghamshire, Leicestershire and Rutland,
Alun Betty;	South Wales,
Rod Farmer;	Mid Wales,
James Whitaker;	East & West Sussex,
Matt Sparkes;	Surrey,
Andy Putman;	Kent,
Paul Wilkinson;	Kent,
Ian Dean;	Gloucestershire west of the Severn,
Dave Armstrong;	Durham, Northumberland and Tyne & Wear.

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

Summaries, on the following pages, are presented in country groups for Scotland, Wales and England, and then in alphabetical order according to their respective County. Researchers can follow the links or contact the appropriate HER, commercial company or Society direct. When citing an entry, unless the identity of the author is clearly stated, the bibliographic entry should be in a similar form to : Forster, C. (ed.), 2022: 'Roman Roads in Britain', *Itinera* vol. 2.

Scotland

City of Edinburgh

RR8g, Dere Street, Newbridge, Huly Hill, City of Edinburgh, NT 121 733

On-site work undertaken by AOC Archaeology Group

Excavations in advance of a phased commercial development have revealed a palimpsest of activity spanning the Middle Bronze Age to the medieval period. Perhaps the most significant discovery of these excavations is the identification of a section of Roman road which probably represents the westward extension of Dere Street linking Inveresk and Carriden. Its discovery provides solid evidence for the routeway that the milestone at Ingliston and the temporary camps at Gogar have always intimated.

Two discrete areas of road had survived within the excavation area, running WNW/ESE over a total distance of roughly 67m. Of the two areas, the western segment was considerably better preserved. This segment was roughly 7m wide and had survived for a length of 21m. It was flanked by kerbs which were constructed from large, locally derived, un-bonded stones, between 0.3 and 0.5m across. The southern kerb was intact along the surviving length of the road but the northern kerb was discontinuous, and only a 9.5m length had survived. This segment of the road ran over a stone-filled hollow and this had been used as a foundation deposit. A compact red brown silty sand 0.17m in depth lay over the stones of the hollow, which was in turn overlaid by a metalled surface which had only survived in patches.The eastern segment of the road had been heavily truncated by Medieval and modern cultivation. It survived as a roughly diamond-shaped area 21m long with a maximum width of 7m. Although lacking the larger foundation deposits provided by the stone infill of the hollow, the construction matrix was identical to the western segment. This consisted of a foundation of medium sub-rounded stones over which a compact brown silt with small stones and a metalling of gravel had been laid. This upper metalled surface survived in sparse patches. Only a short stretch of the southern kerb had survived, 3m in length.

Two large pits may represent quarry pits associated with the construction of the road. One pit was roughly circular and measured 9m by 6m with a maximum depth of 0.70m. A second

The Roman road looking north-west, with the southern kerb visible and the stones of the hollow extending south beyond it. From Engl, R., Dunbar, L., Johnstone, N., Haggarty, G. and Robertson, J. (2016) "A Roman road runs through it", Scottish Archaeological Internet Reports, 59, pp. 1-27. doi: 10.9750/issn.2056-7421.2016.59.1-27.

was sub-oval and measured 10.69m by 7m with a depth of 0.75m. Both pits had U-shaped profiles and flat bases.

Engl, Rob & Dunbar, Lindsay 2016 'A Roman Road Runs Through It: Excavations at Newbridge, Edinburgh'. Scottish Archaeological Internet Reports 59.

Published in the Scottish Archaeological Internet Reports, Society of Antiquaries of Scotland. Report available online at http://journals.socantscot.org/index.php/sair/article/view/3177

Cramond Roman Fort. Evidence of Roman Road, from Cramond Roman Fort, in SE direction toward Dere Street

Data Structure Work (DSR) undertaken by AOC Archaeology Group in conjunction with John Lawson, City of Edinburgh Council Archaeology Service

A recent DSR was undertaken to aggregate and understand the context for research and excavations undertaken in the vicinity of the Cramond Roman fort. This included substantial work to appreciate both the location and route of the Roman road from Cramond Roman fort toward Dere Street.

Cramond Road I

The Cramond Road I excavations were undertaken over eight seasons between 1978 and 1986 and the site was located to the east of the main fort complex, but within the confines of the fort's annexe/extramural settlement. In particular, the works identified a well-stratified sequence of road construction and associated Roman building and occupation remains. A single section was excavated through the road to determine its construction, size and chronological development in relation to the fort. In total, four main phases of Roman road construction were identified ; Phases 1–3 are of Antonine date, while Phase 4 relates to the Severan re-occupation of the fort. Phase 5 related to the post-Roman use of the road. During the second construction phase the road was rebuilt with a layer of boulders and sandstone and surfaced with pebbles and gravel. The Phase 1 drainage gully was filled in as a result of this rebuilding. A sestertius of Hadrian was recovered from the backfill of this earlier drainage gully indicating deposition some time after AD117.

The road was widened to 9.14m during its third (Antonine) phase of construction using a layer of stone slabs.The eastern foundation of a previously existing building was filled in and lined with sandstone slabs to create a drain for the runoff from the road. The fourth and final phase of the Roman road was constructed over a deep deposit of levelling material, particularly at the edge, where a new stone-built drain was built over the flagstones of the former drain. The date range of discovered coins demonstrates a Severan date for construction in this phase of occupation.

The recovery of medieval and post-medieval material from the road surface suggests that the road could have continued in use until the 17th or 18th century, when the area was subsumed into the designed landscape for Cramond House. This suggestion is perhaps confirmed by the presence of a tree-lined avenue along the proposed location of the road on the 1815 Cramond Estate map.

Cramond Road II

A second section of the Cramond Roman Road (Cramond Road II) was investigated over three seasons between 1988 and 1989 to the south of Cramond Road I. This work was undertaken to determine the construction and phasing of the feature and to establish how it compared to the same road excavated in the first phase of works. Unfortunately, the surviving archive was poor in comparison with the original Cramond Road I excavations. However, it is clear from the documentation that does survive that the two lengths of road excavated represent separate lengths of the same Roman road, with the same phases of construction and use that were observed from the Cramond Road I investigations.

The primary phase of construction comprised a 5.5m-wide road, built using large boulders and onto the underlying natural clay. The road had a prominent camber, an area of fine cobbling on the east, and a shallow drainage feature on the west. The road was enlarged during the secondary phase to a width of 7.5m, by extending its west side. The road was extensively repaired and resurfaced during its third phase of use. In Phase 4 the road was raised considerably both on the east and west sides and widened to 11.4m. Incorporated in this on the west side was a stone-built drain. Roman artefacts including ceramic and daub were recovered from the infill of the drain. The final phase of recorded Roman activity on

site involved the resurfacing of the road with heavier cobbling, which was also used to fill in the earlier drain on the west side of the road.

Cook, M, Lawson, J A & McLaren, D 2017 'Excavations and Interventions in and around Cramond Roman Fort and Annexe, 1976 to 1990' Scottish Archaeological Internet Reports 74.

Published in the Scottish Archaeological Internet Reports, Society of Antiquaries of Scotland. Report available online at http://journals.socantscot.org/index.php/sair/issue/view/103

Scottish Borders

RR8g, Dere Street, West of Peebles, NT 2197 4058

Peebleshire Archaeological Society, Peebles to Edston Hill Walkover: survey by Joyce Durham

In February 2009 the mark of a possible Roman Road was seen in melting snow, across the corner of a field on Edston Farm 3km W of Peebles. From the angle of the feature the shorter 34m arm points in a NE direction and the longer 103m arm towards one of the Roman camps at Lyne, 1.5km to the W. The feature, the central strip of which is c5.6m wide, is crossed by a road marked as a Roman Road on the Ordnance Survey map but, which has been reclassified as a mineral road (DES 1998, 8–9).

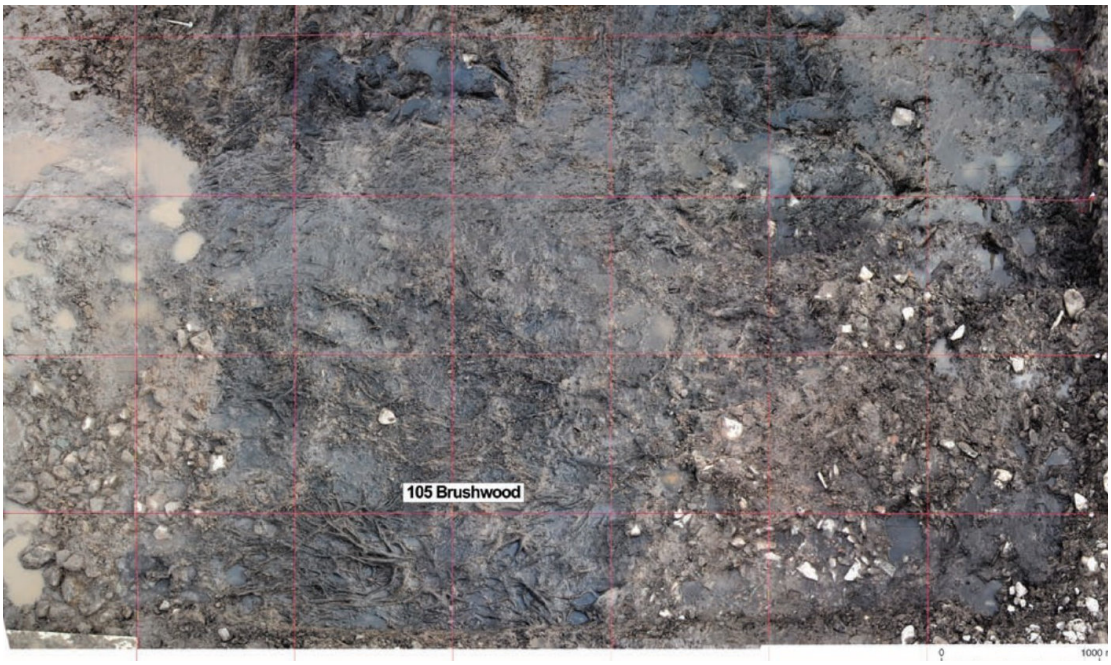
Summary report in Discovery and Excavation Scotland, Vol.12, 2011 p165-6

View of the snow mark thought to possibly indicate part of the Roman road between Peebles and Lyne, seen from the ENE. Edston Wood is in the centre middle distance and Lyne beyond. (Image courtesy of DES Vol 12, p166)

RR8g, Dere Street Roman Road, Dun Law, Scottish Borders, NT 7887 1054

On-site work undertaken by CFA Archaeology Ltd. Report edited by Helen Bleck on behalf of the Society of Antiquaries of Scotland

Dere Street Roman Road was strategically important to the Roman army. It was built in the late 1st century AD to enable the advance of the Roman Army, commanded by Agricola, into the hostile territories of what is now Scotland. This eastern arterial road linked the Roman legionary forts of *Eburacum* (York) and Inchtuthil near Perth, and continued to be used through the medieval period, its longevity of use standing as a testament to Roman engineering and road construction. In 2007 an archaeological excavation made an exciting discovery which sheds new light on construction techniques employed by Agricola's legionnaires and demonstrates their adaptive ability to use whatever local resources were at hand to engineer a solution for crossing difficult terrain. As an archaeological response to a proposal to extend the existing Dun Law Windfarm, excavations were conducted by CFA Archaeology Ltd across what was believed to be the course of Dere Street running across Dun Law, a prominent, but wet and boggy, hillside in the Scottish Borders. The excavations discovered a surviving section of the road, which at that point traversed a palaeochannel by means of a latticework of logs and a mat of branchwood. Throughout the Roman world there are only a handful of incidences where it has been demonstrated that this technique was employed in Roman road construction. Post-excavation analysis concluded that the wood



Evidence of a probable sub-base stratum, in the form of a layer of a reddish-pink sandy clay, overlying the brushwood matting and the lattice of birch logs, and underlying the cobbled layer of the road. From O'Connell, C., White, R., Cressey, M., Ellis, C., Huntley, J. and McCulloch, R. (2014) "Excavation across the Dere Street Roman Road at Dun Law, Scottish Borders", Scottish Archaeological Internet Reports, 57, pp. 1-27. doi: 10.9750/issn.2056-7421.2014.57.1-27.

used was of local origin and was stripped and gathered from a largely depleted forest resource. The excavated section of road revealed an underlying layer of peat which, when sampled by coring, provided evidence for the reconstruction of the local environment spanning a period from the mid Holocene to the Roman occupation of Britain.

O'Connell, C, White, R & Cressey, M. 2014: 'Excavation across the Dere Street Roman Road at Dun Law, Scottish Borders' Scottish Archaeological Internet Reports 57.

Published in the Scottish Archaeological Internet Reports, Society of Antiquaries of Scotland. Report available online at http://journals.socantscot.org/index.php/sair/article/view/3169

South Lanarkshire

RR77, Crawford Clyde Wind Farm, NS 9658 1891 to NS 9886 201

Watching brief and excavation undertaken by CFA Archaeology Ltd, Stuart Mitchell, Magnus Kirby, Graeme Carruthers and Bruce Glendinning 7

A section of Roman road near Crawford. From Discovery and Excavation Scotland Vol.13, 2012 172-173

A watching brief was undertaken June 2010 – December 2011 during the laying of cables from wind farm substations to the main electrical grid in 2010. The cable route passed over the proposed line of the Torwood–Dalswinton–Crawford Roman road RR77 (at NS 9552 1698 – Site 20 – NS91NE 31), and the proposed line of the Border–Crawford–Inveresk Roman road RR7f (at NS 9632 1864 – Site 11 – NS91NE 30). An evaluation at Site 20 did not identify any remains relating to the Roman road. However, an excavation was carried out on the section of Roman road at Site 11. The road consisted of a foundation of large cobbles and sub-rounded stones set directly onto the ground surface, with the voids packed with angular coarse gravel. It was surfaced with small grained coarse gravel. A large spread of stones located close to the road was excavated and interpreted as a stockpile for road builders or menders. A shallow pit and a nearby mound of upcast were also recorded. The pit contained a large in situ boulder and was interpreted as a

quarry pit for the road. A watching brief was also undertaken during the removal of topsoil associated with the construction of a haul road.

Summary report in Discovery and Excavation Scotland, Vol.13, 2012 p172-173

Stirling

Doune Roman Fort. Evidence of Roman Road, from Doune Roman Fort, in SE direction toward Roman Road at Dunblane

Work undertaken by Headland Archaeology (UK) Ltd and directed by Colm Moloney (1999) and Paul Masser (2008 and 2010)

Three archaeological excavations were undertaken, between 1999 and 2010, by Headland Archaeology (UK) Ltd within the grounds of Doune Primary School in Stirlingshire, each located on the site of Doune Roman fort. These excavations revealed sections through triple-ditched defences, elements of the turf rampart and the perimeter road (*via sagularis)* on both the west and east sides of the fort. Within the interior of the fort the partial foundations of seven buildings were recovered, including barracks blocks, a corridored building that may represent a workshop (*fabrica*) and a stable-barracks to accommodate a cavalry squadron (*turma*).

The fort at Doune also lies close to the presumed line of the Roman road north of Camelon, which is thought to have crossed the upper reaches of the River Forth close to Stirling. This Roman road is presumed to run into southern Stirling. Excavations across the probable line of the road at Beechwood Park in Bannockburn, linking to RR9a as noted in *Itinera* Vol I, identified a cobbled surface. Post-medieval pottery and coins were recovered which could indicate that this cobbling was a later surface, potentially built over the line of the Roman road. Alternatively, the cobbles could be the original Roman road surface with later material incorporated into it through later use. The road is identified again north-east of Dunblane, close to the Allan Water en route to Ardoch fort.

Published in the Scottish Archaeological Internet Reports, Society of Antiquaries of Scotland. Report available online at http://journals.socantscot.org/index.php/sair/issue/view/304

Wales

No new work to report for 2021.

England

Cheshire

Old Hall Farm, Stretton, Malpas, SJ 4518 5168.

By L-P Archaeology between April and July 2021

In the 1980s, an area of Roman activity (CHER1786/1/0) on the outskirts of Tilston, adjacent to the line of the Roman road RR6a from Chester to Whitchurch (CHER1700/1/4), was recognised and has been identified with the Roman placename *Bovium*. Following the submission of a planning application for the development of a camp site within the northern part of the presumed extent of the settlement, the affected area was subject to a programme of assessment and evaluation. This included the excavation of five test trenches, each measuring 30m by 2m, to identify any surviving below ground remains.

Nearly all the identified archaeological features encountered within the evaluation produced dating evidence in the form of artefacts indicative of a Roman date (between the late 1st and 3rd centuries AD). The only exception to this was the demonstrably modern land drains which were encountered in all 5 trenches. Trenches 1 and 2 did not encounter any in situ Roman archaeology and very little Roman material culture was recovered from these two trenches. Trenches 3 and 4 were slightly more productive with cut features and the remnants of an occupation deposit identified at the north-eastern end of each trench. Trench 5 was far more productive with some indication of surviving vertical stratigraphy in the form of layers and a number of cut features.

Garner D & Matthews C., 2021, Archaeological Evaluation Report: Old Hall Farm, Stretton, Malpas, (Unpublished Client Report) L-P Archaeology, 2021, CHER ECH6925

Cumbria

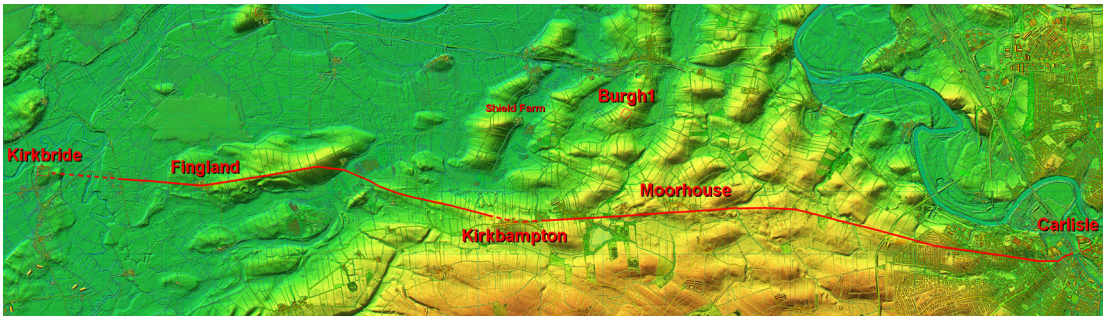
RR85c(x), Carlisle to Kirkbride, the western Stanegate road

Lidar survey by David Ratledge

The proposal for a western road extension of the Stanegate from Carlisle to Kirkbride has been suggested before, most notably by Pofessor Barri Jones. Kirkbride was an early fort contemporary with the Stanegate period, which of course predated Hadrian's Wall, so the existence of a link road from Carlisle was to be expected. Barri Jones never produced a full plan of his suggested route but inferred that it went via Shield Farm towards Burgh by Sands (Burgh 1 Fort) and depicted a short length of road passing the fort's north-eastern side. The Cumbria HER recorded part of this suggestion between Shield Farm and Fingland, forming a straight line from Burgh to Kirkbride. Did this road exist and, if so, did it go via Burgh 1 or take a more direct route?

The first visible section is alongside Carlisle Westerly Bypass (Carlisle Northern Development Route), A689, but it is clear both sides of it but has been severed by the new road. During its construction the Roman road was not detected but of course they route was unknown then and the thought was that it would most likely be further south i.e. where a new roundabout now is. It is disappointing that a recent road construction failed to notice a Roman road.

In the new lidar imagery the line of the Roman *agger* is visible in the fields south of Moorhouse (NY34079 56730 to NY32319 56607) heading to Kirkbampton. The importance of this length is not just that it extends the road further west but it shows the road was not heading for Burgh but very directly for Kirkbride. Burgh 1 is the earliest of the Burgh-by-Sands forts and pre-dates Hadrian's Wall so must have been served by a branch road. The lidar evidence shows our road going further west and there was only Kirkbride further west at that time.



The route of the Western Stanegate Roman Road overlaid on imagery derived from the new LiDAR data. The locations mentioned in the text are labelled. Base LiDAR data is © Crown Copyright 2021

West of Kirkbampton the modern road (B5307) continues in a series of straight alignments via Fingland, surely overlying the Roman road, to just short of Kirkbride. It follows dry "islands" with just one marshy patch to cross at Grass Dikes in order to reach the Fingland hillock (called a rigg). The modern road sits on top of a large man-made *agger* at Grass Dikes – quite a built-up causeway and there can little doubt now, one constructed by the Romans.

The last straight stretch of modern road at Whitrigglees (NY24220 57207), if projected forward, would match precisely the alignment of the road recorded, on aerial photographs, leaving Kirkbride fort by Professor Barri Jones. Kirkbride was possibly the Roman site of *Briga*. The name is recorded in the *Vindolanda* tablets - Kirkbride was contemporary with *Vindolanda* – and would seem a logical suggestion.

Kirkbride was also served by a Roman road RR755(x) from Old Carlisle. Burgh Fort I is an early site, pre Hadrian's Wall, and would therefore have surely needed a connecting road. The existing modern road from Moorhouse to Burgh would appear to represent the probable Roman line.

For more details see RRRA newsletter No. 19, Summer 2021 https://romanroads.org/Newsletters/Members/Newsletter_19%20Summer%202021.pdf

Beaumont, Monkhill Farm. NY 3448 5856

From Gerry Martin Archaeological Consultants

A cobbled track running parallel to the Vallum of Hadrian's Wall was uncovered during groundworks construction. It was considered to be of possible Roman origin and could represent a route between military or civilian settlements. This would fit with it being a section of the Military Way.

Report 1/19/3849

Archive: Tullie House Museum

Carlisle: 14 Mulcaster Crescent

From Kevin Mounsey, Wardell Armstrong Archaeology Ltd

Part of a tower base was uncovered and thought to be located at the Northern entrance to Stanwix Roman fort, The point where the main road to the north exited.

Report 1/19/3877

Archive: Tullie House Museum

Carlisle, California Road NY 3978 5954

From A Beherndt, Phase Site Investigations Ltd

A geophysical survey in advance of residential development failed to detect any anomalies relating to the Roman road thought to have traversed the eastern boundary of the site.

Report 1/19/3761

Carlisle, California Road NY 3978 5954

From Gerry Martin Archaeological Consultant

Evaluation of geophysical anomalies on the site revealed a 300 metre stretch of cobbled road but with the absence of an agger and flanking ditches plus the poor construction, it could not conclusively be determined to be a Roman road. Soil analysis from beneath the road was not considered to date the road.

Report 1/19/3790

Archive: Tullie House Museum

Ulverston: land south of Croftlands SD 287 762

From S Hannon-Bland. The Environment Partnership

Desk based assessment identified a trackway and marked as Green Lane to have been considered of Roman origin in the 1850 Ordnance Survey map

Report 5/19/4020

Carlisle Edenside Cricket Ground, centred on NY 398 566

Excavations undertaken by Wardell Armstrong

Above: The road looking east with team of volunteers during the early stages of excavation. Note what may be padstones or foundations of an earlier building which was superseded by the road. Below: A general view of the road under excavation

In the third of three excavated areas an east-west trending Roman road was revealed for a distance of about 15 metres. Although the exact northern limit of the road was beyond the excavation boundary it was well constructed and seemed to contain features which indicated that the base of a building had been incorporated in the road surface. The road was within a few metres of a bath house which has been postulated to be part of Severus's summer palace when he was in Britannia to subdue the Northern tribes in 208. Floor tiles mark IMP mark to building as imperial.

The possibilities are the the road was

a) A hitherto unknown road

b) A service road to the palace

c) Part of the Military Way of Hadrian's Wall which is on the far side of the Cricket field

d) A segment of the Stanegate which is now thought to run to Kirkbride

Road after it was sectioned, showing almost one metre of metalling with 40cm x30cm blocks of local Triassic sandstone in the base

The road was sectioned and found to have a base layer of rough-hewn local standstone of about 30cm -40cm square. This was followed by smaller cobbles and then large gravel. The top layer of blinding (which was removed) was sand and small stones, possible bound by some sort of cement or mortar.

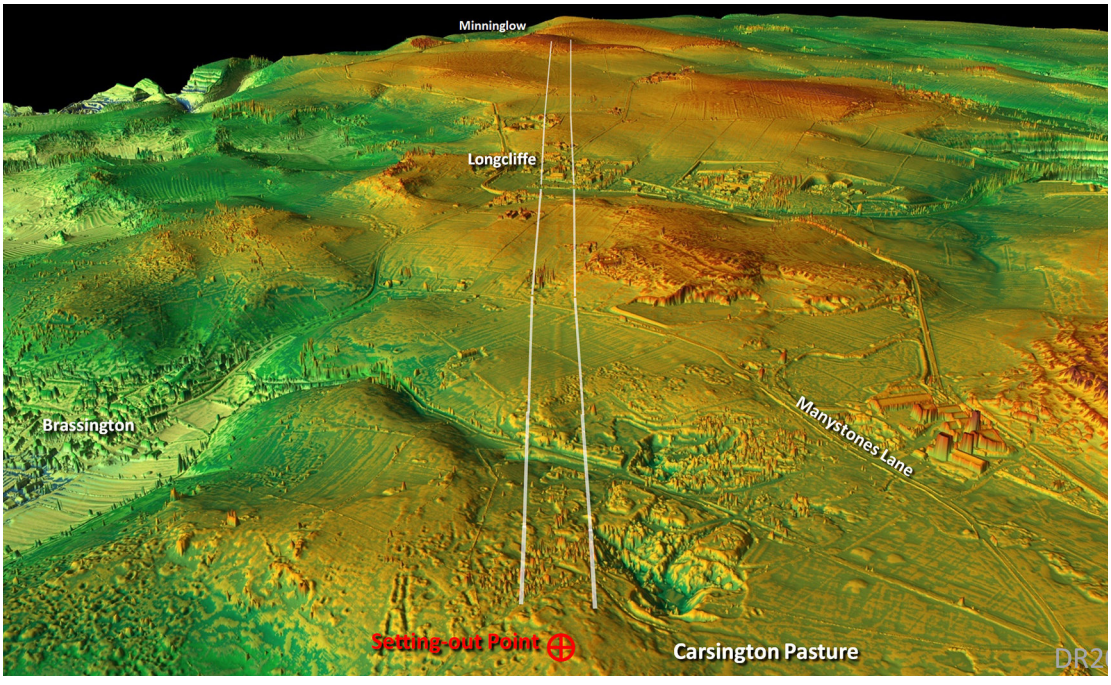
Although roads are usually barren places for finds some coins, pottery, bone needles, a quern and an amphora top were found. Although Wardell Armstrong had a strong team of professional archaeologists on site the bulk of the excavation work was undertaken by some 400 local volunteers following and appeal in the local press. Further work is expected to be undertaken in the near future, dependent on funding.

Derbyshire

RR71a, Carsington to Little Chester

Lidar survey by David Ratledge

The Street (Margary RR71a) between Carsington and Little Derby. Unfortunately too late for publication, DEFRA decided to release additional LiDAR data for the area north of Carsington. This has enabled the final gap to be filled in and it wasn't where previously thought. The proving of this missing link has perhaps provided some strong evidence as to where the lost Roman mining centre of *Lutudarum* was located. For more details see RRRA newsletters, No. 17 Winter 2020/2021, https://romanroads.org/Newsletters/Members/Newsletter_17%20Winter%202021%20200dpi.pdf and No. 18, Spring 2021, https://romanroads.org/Newsletters/Members/Newsletter_18%20Spring%202021.pdf



Oblique 3D LiDAR view looking north from Carsington Pasture towards Minninglow and Buxton. Despite extensive mining sufficient of the road survives to plot its course with high confidence. Base LiDAR data is © Crown Copyright 2020.

RR715(x) Manchester to Doncaster (?) and RR711 Melandra to Brough

For details of these roads through Derbyshire, see the Lancashire and Greater Manchester section

Durham

Possible fortlet, The Middles, Stanley, Centred on NZ197514

Work by Magnitude Surveys, Report Ref. MSNZ376

A geophysical survey has revealed a rectangular anomaly with rounded corners that could be consistent with being a Roman fortlet. While not near to a known Roman road the location is roughly mid way between Dere Street at Lanchester and the Cade's Road RR80b / Wrekendyke RR809 junction at Eighton Banks so could be appropriately positioned if the Wrekendyke did continue onwards to Lanchester. This has been reported to the Durham HER and is recorded as S65528.

A66 dualling, RR82

Work by Northern Archaeological Associates, Report Ref. NAA 21/26

Initial ground investigative work in advance of developing the A66 that overlies the Roman road RR82 to dual carriageway has revealed a number of features particularly two paved pathways running at 90 degrees to the line of RR82.

Dere Street, RR8d, Low Woodside, centred on NZ1437749420

Work by Vindomora Solutions, Tony Liddell, Project 336-20-EVA

Trial trenching on the OS line of Dere Street showed that the Roman road is not on the mapped line and has been substantially removed with just the western ditch and scar of the road remaining. This has been reported to the Durham HER and is recorded as S70427.

Essex

Colchester-to-Gosbecks Roman road RR321: Archaeological investigations at 60 Creffield Road, Colchester, TL 98702 24712

Work by Colchester Archaeological Trust (CAT)

An archaeological evaluation, excavation and two phases of monitoring took place at 60 Creffield Road, Colchester, Essex between December 2019 and July 2021 during the redevelopment of the site. The Colchester-to-Gosbecks Roman road was projected to run through the site which is also located within a significant Roman burial area.

Archaeological investigations identified the Colchester-to-Gosbecks Roman road aligned northeast to southwest across the development site. Phase 1 of the road, dating to the early Roman period, consisted of four ditches set out as two pairs, defining narrower areas or footways, each just over 2m wide, on either side of a central carriageway which was about 7m across. In Phase 2, probably dating from the early 2nd century, the carriageway was widened to c 10m with the addition of a metalled surface and two new roadside ditches. Phases of metalling show that the carriageway was being maintained and repaired, with

evidence suggesting that it was in use until the late 4th century when a small number of gullies had been cut into the surface.

To the east of the road was a series of pits dating from the mid/late 1st to the 2nd century. One of the pits was scorched around the edges and base, and produced a small quantity of cremated human bone along with burnt foodstuffs, and probably represents the remains of a pyre. The edges of another three pits were also slightly scorched and contained the cremated/burnt remains of sheep/goat and chicken, and are likely cooking pits for feasting associated with the burial ritual.

ECC Ref ECC4448, **Archive** Essex County Council, **Report** CAT Report No: 1587

Gloucestershire

Filton, Bristol, Land at 31 - 39 Gloucester Road North, ST 59883 78333.

From Sarah Newns, AAL as reported in Bristol and Avon Archaeology 2012-2013.

A desk based assessment was undertaken for this petrol station site, which appears to have been undeveloped land until at least 1955. The study found that two possible Roman roads or trackways ran to the east of the site, one of which lead to an area of previously unrecorded, possible Romano-British settlement, suggested by the field-name *Blackwater* (Filton tithe map, 1839).

Yate, Says Court Farm, ST 6920 8105.

From Pippa Bradley WA, as reported in Bristol and Avon Archaeology 2012-2013.

A trial trench evaluation was undertaken following a desk based assessment and geophysical survey in advance of proposals to develop a 36ha site for solar power. The preliminary work established the archaeological potential of the site including the projected line of a Roman road. Ninety trial trenches, each 50m long, were excavated to confirm the results of the geophysical survey. The archaeological evaluation identified a number of post medieval features including a track-way, three shallow pits and several field boundary ditches that are shown on historic maps. No evidence of the Roman road was identified in either the geophysical survey or the trial trenching.

Cirencester, SP00SW, HER 52281

From Gloucestershire HER

Roman road surface, identified within Trench 102, is likely to be part of Roman Intramural Street D as its projected line runs directly under the observed groundworks. Roman Intramural Street D had been previously observed immediately north-west of the current site during archaeological excavations in 1963 and during excavations in 2004 and 2006 at the site of the former Angel Cinema along Lewis Lane (Holbrook and Pamment 1998, 28 and Holbrook 2008). The records from both of these excavations describe the road as a limestone metalled surface. The surface is also similar to Ermin Street Roman road surfaces identified within nearby excavations at Bingham Hall in 2002 and 9 Church Street in 2013.

Greater London

Watling Street, RR1a, Bexleyheath, TQ 49750 75070

From Simon Pratt of Canterbury Archaeogical Trust

As part of a wider programme of archaeological work, in 2018, a watching brief was maintained by Canterbury Archaeological Trust on the installation of a soakaway behind a new residential development at 21–23 Watling Street, Bexleyheath, London DA6 7QJ. This revealed a succession of gravel metallings, though no datable material was recovered.

The earliest, rather thin, surface was laid (possibly in two stages) directly on clean natural gravel which had been stripped almost bare of topsoil. The surface might plausibly be of pre-Claudian, Claudian or only slightly later date. It was cut by a ditch (at NGR 549759E 175055N), aligned about 71o west of National Grid north, marking the southern flank of a thick build -up of much more substantial gravels, undoubtedly Roman Watling Street. Following the silting-up of the (re-cut) ditch and a build-up of soil abutting the later gravels, at least two phases of thinner metallings were laid, overlying and extending farther south than those flanked by the ditch. These were probably of Anglo-Saxon and/or medieval date. Though the latest might, theoretically, relate to the supposedly Roman agger running straight across or just south of the site on eighteenth-century maps, it seems more likely that this stretch was interpolated.

Parker Road, Croydon, RR150?

From Simon Pratt of Canterbury Archaeological Trust

I first glimpsed what looked like a west camber and a shallow east ditch whilst machining deep foundation pits which were far too dangerous to enter: I have used photogrammetry to produce 'face-on' views of the sides of a couple of pits and intend to do more as time permits (it's a fiddly job). Subsequently, I was sent photos taken by an engineer during the machining of a large attenuation pit (GLAAS had agreed we could use him for watching briefs in early lockdown, but he hadn't sent all the photos). This shows what could be a west ditch with gravel banking beyond it (though intercepted at such an acute angle that the gradient looks very shallow). Then a different developer squeezed in an extra bungalow without telling us and, though most of the strip-foundations were cut without monitoring, I was able to watch one trench where a linear feature with gravel to the E showed pretty well on the line of the W ditch(?) in the attenuation pit, though again I'll have to use photogrammetry to get a section.

Croydon, Purley Way Playing Fields. RR150. TQ 3175 6375 and TQ 313 626. Historical Environment Record number: none.

Work by Matt Sparkes

The course taken by RR150 (London to Hassocks) as it passed through Croydon has long been a matter of speculation – the resolution of which is complicated by high levels of 19th and 20th century urban development. Margary traced a possible route through the older (western) part of the town, whereas more recent work - concentrating on settlement evidence - has

inferred a more easterly route through central Croydon (following the approximate line of the modern-day main road). The idea of a route through central Croydon had become the firm consensus but was open to the objection that it simply traced a route along the modern thoroughfare around which the great majority of modern-day development had occurred. The fact that this development had unearthed the majority of Roman settlement evidence was thus potentially a matter of sample bias rather than a reflection of the true Roman settlement pattern.

Two excavations had taken place along the course of Margary's proposed western route (in 1978 and 2006). These were approximately 1.25km apart and on open high ground SSW of Croydon. In both cases the excavators found nothing which they considered indicative of the prior existence of a Roman road (although, in retrospect, it would seem that both authors had very specific impressions of how a Roman road would present when excavated). The more recent discovery of a very straight LIDAR feature running directly through these two locations led to a re-evaluation of the earlier reports. The 1978 and 2006 excavations could be seen to have located road surfaces bearing an exceptionally strong resemblance to numerous established Roman roads passing through similar downland environments, both elsewhere in Surrey (i.e. Stane Street and RR14) and further afield. In addition, the LIDAR scan shows what appears to be signs of medieval ridge and furrow farming running over the straight linear feature, which suggests that the linear feature is Roman rather than post-medieval. Other forms of evidence (cartographical/documentary/antiquarian) strongly support the idea that Margary's original route was correct.

A detailed article by Matt Sparkes, collating all available evidence for the Roman route through Croydon and considering the likely location of the Roman settlement, is currently going through peer review with a view to publication in a future volume of Surrey Archaeological Collections.

Hampshire

Potential Site of Clausentum near Exton in Hants

By Richard Whaley, NEHHAS, FAB

The farmer on the main site has opened a machine trench for us, and will continue this next year. So far we have confirmed four Street Grids and three Roman Road Lanes at the points indicated by LIDAR and airphotos - some in several places. Construction of the Roman Road lanes tends to be white chalk, sometimes hard, whereas the natural chalk is soft and creamy coloured. Depth of remaining material is about 20cm thick. The Street Grids are of more variable construction, and in our two Bank Holiday digs in 2021 contained a lot of sand coloured clay with possibly a running surface of hard white chalk. Remaining material reached 50cms.thick. The Machine Trench went over the crossing of a Street Grid with a Roman Road lane – as had been found in a previous such case the Roman Road Lane had been taken up and replaced by the Street Grid material. Widths of both features agreed with the LIDAR of c 8m. The Northern Roman Road Lane was sampled in the trial Machine Trench of 2019 – but the rest of it had been take up for a basin cut into the natural chalk possible 4 Roman feet wide filled with layers of burning, including a sheep's tooth and possibly leg

bones. This may have been a post Roman ritual feature. So far there is not much evidence of Roman development.

Roads looked at by NEHHAS during the Lock Down

RR151 - around Newlands Corner (mentioned by Margary) it is formed of 2 terraces 12 Roman feet wide - which is repeated elsewhere. Only 1 other site has evidence on to the temple site at Farley Heath – zig zags and hard stone work to cross a small river at TQ 047 467. From the Tempe Site we have the route on to the OS alignment coming off Stane Street with one gap. But the OS map we are plotting on shows a much larger enclosure of banks and ditches with statements of Roman materials found. Our Road goes south through a gap in the bank, and with unlikely chance relationships with its alignment and those of the banks and ditches – though recent forest work makes them very difficult to find now. In this area the remains are compared with OS findings kept in the Swindon record office - how little they saw. In this area we propose a change in Margary's Protocol for establishing Roman Roads in hilly country. These will eventually be published in 3 articles - that on the Protocol you might like to run. As forecast by Margary, the route goes through a geological feature called Jelley's Hollow – with 3 different terraces remains visible – one 12' wide..

We have also looked at RR43 in Harewood Forest where Margary says he could not gain access - but now has signed paths along it. Massive remains - which on the summit the Roman Road has been systematically mined! I have learned that Medieval iron working was often done by digging long trenches side by side – with one trench back filled by the next one – and often visible in the landscape. Initially baffling – but presumably the Roman agger contained more easily obtained valuable materials, so was systematically attacked by patterns of trenches.

Hertfordshire

Grange Paddocks Excavation, Bishops Stortford, Stane Street RR32, TL 49035 22105

From Oxford Archaeology East, 2019.

An archaeological excavation (0.35ha) on the proposed site of a new leisure centre at Grange Paddocks, Bishop's Stortford. Was undertaken The project was commissioned by RPS on behalf of East Herts District Council. Previous investigations within the vicinity of the excavated area, located at the intersection of the River Stort and Roman Stane Street, indicated the presence of a Late Iron Age/Early Roman settlement with continued occupation into the later Roman period. The excavation uncovered an exceptionally rich post-conquest Roman settlement, dating primarily to the 1st-3rd centuries AD, with multiple phases of buildings and enclosures respecting the alignment of the road to the north of the site. A revised view of the cropmark data would indicate that the Roman town of Bishop's Stortford was more substantial than previously thought, extending westwards from the known settlement at Legions Way right up to the river crossing. The excavation exposed a portion of the western end of this roadside settlement and preliminary results indicate that this portion of the town may have had a commercial/economic focus with artefactual evidence recovered that supports the suggestion of trade occurring on the site, as well as potentially the provision of services such as smithing and hospitality. While more

than one high status Roman building was clearly present in the immediate vicinity of the excavated area, as evidenced by the quantities and varieties of flue and pila tile, the buildings within the excavation area were primarily of timber construction, albeit with potentially lime-washed wattle panels and tiled roofs. Of particular note is the presence of at least four large Roman sunken-featured buildings (SFBs) from which nine of the ten neonate burials found at the site were recovered. These buildings provide an important addition to this feature type of such an early date, being more usually associated with Anglo-Saxon activity. Extremely large finds assemblages (in particular metalwork and pottery) were recovered from the site which indicate a variety of activities taking place within the settlement and highlight the fact that, as a roadside settlement on a major route such as Stane Street, the site had access to a diverse trade network. It is also quite possible that the River Stort was utilised for trade and transport during the Roman period and that the settlement here served as some form of communications hub. Report available at https://legacy-reports.cotswoldarchaeology.co.uk/content/uploads/2019/11/MK0018-Grange-Paddocks-Bishops-Stortford-Hertfordshire-Evaluation-report_for-issue1.0.pdf

A120 Little Hadham Bypass, 2016, Stane Street RR32, TL 4428 2326

From Cotswold Archaeology, CA report 16546

Cotswold Archaeologists surveyed the length of the route from Colchester to St. Albans, RR32 and excavations in the west revealed indications of a previously unknown settlement including a large circular or semi-circular enclosure, divided into fields, which 'appears to have initiated in the late Iron Age to early Roman period', as Sarah Cobain, Cotswold Archaeology Principal Post-Excavation Manager reported. This was associated with a small cemetery that had been in use from the late Iron Age through to the 4th century AD with four inhumations and 16 cremations. Further Bronze Age cremations were found to the east of the excavation site, beyond the main enclosure.

The team uncovered evidence of farming activity within the enclosure, alongside the foundation walls of a late Roman 'tuning fork' corn-dryer. Charred grain was found inside,so it may have been abandoned after catching fire. Another crop-dryer may lie outside the excavation area, but it is thought that the crops processed there were only for local use, despite the site's location on a main thoroughfare. Had the area functioned as a large-scale production and export site, Sarah said, they would have expected to find 'multiple features of an industrial nature'. Report available at https://legacy-reports.cotswoldarchaeology.co.uk/content/uploads/2017/04/660731-A120-Bypass-Little-Hadham-and-Flood-Alleviation-Scheme-Archaeological-Evaluation-rev-4-final.pdf

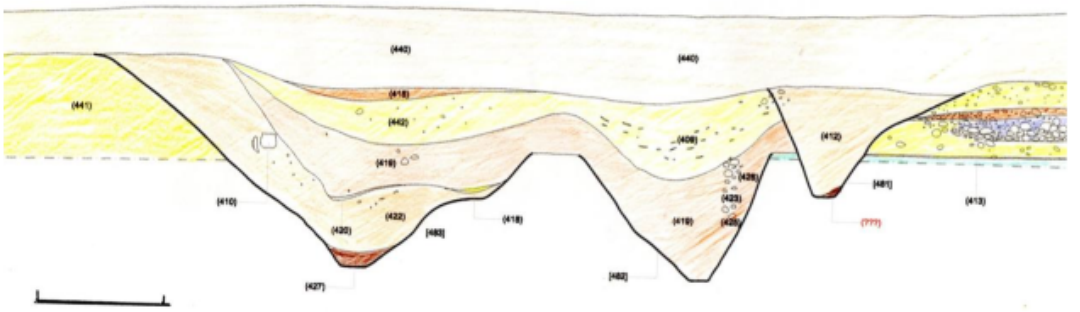
Kent

Watling Street, RR1a, at Snydale, Faversham, Kent

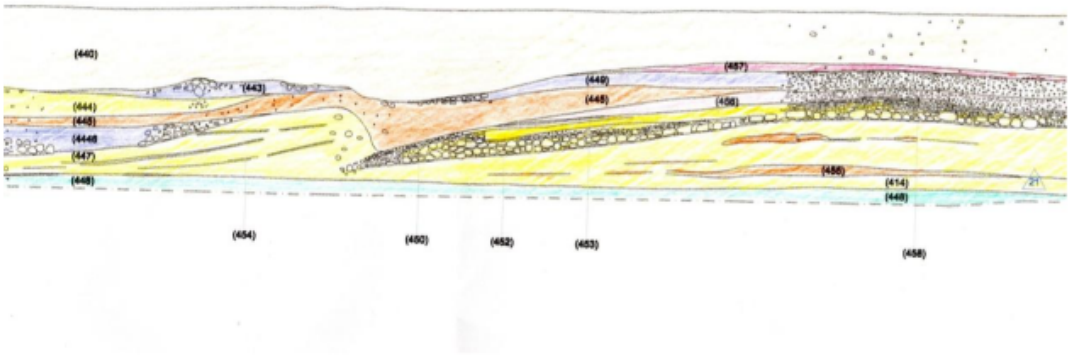
From Paul Wilkinson of SWAT Archaeology

(Editors Note; we have been passed these illustrations (opposite and on p.322) of a section across Watling Street. We are hoping for a fuller report for our next Volume).

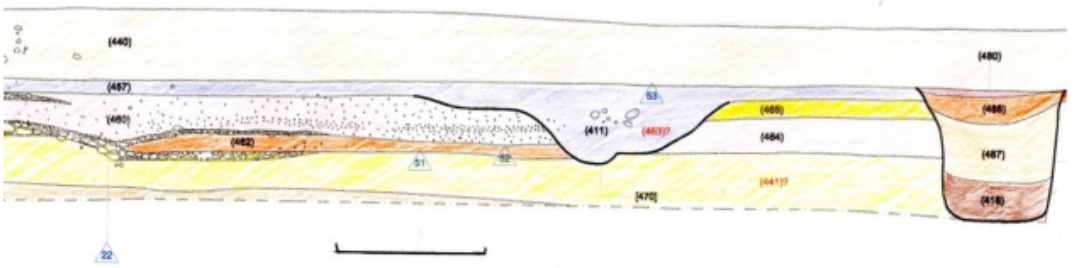
Figure 3. Section across the Roman road



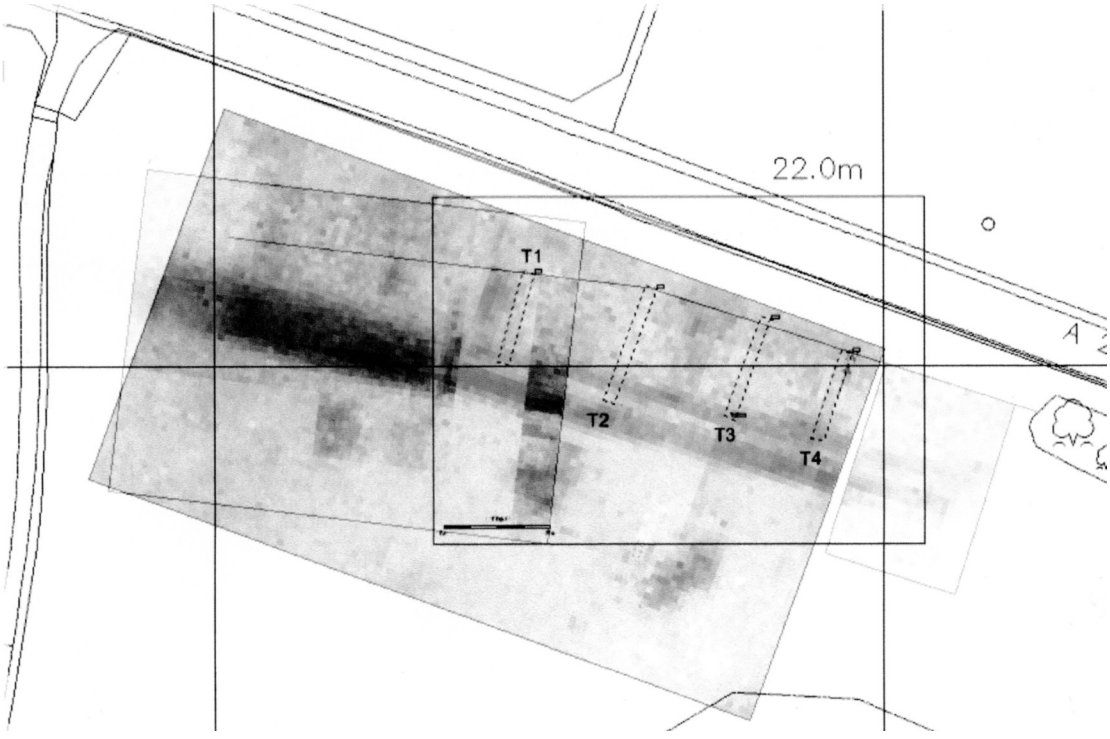
Section 1 (looking west) north end (1m scale)



Section 2 (looking west) middle section



Section 3 (looking west) south end (1m scale)



Geophysics, Snydale, area Swale.

Lancashire and Greater Manchester

RR712: Castleshaw Roman fort, Saddleworth, Greater Manchester. SD 998 096.

Friends of Castleshaw Roman Forts

In August 2021 the Friends carried out more excavations at the site of the 1st/2nd century fort/fortlet and 'appear to have found the fortlet loop road of c AD120 turning sharply out of the former fort east gate. It partly cuts across a stone platform associated with earlier fort gate. ... This new evidence indicates that it turns sharply right to the south out of the fort gateway to link back to the main highway, before it ascends the steep hillside. We may be seeing cart ruts and repairs in the road surface but more investigation is required to confirm these early findings.'

HER: Hob Uid: 45891. Published Report: https://castleshawromanforts.wordpress.com/2021/10/15/884/

RR715(x) Manchester to Doncaster (?) and RR711 Melandra to Brough

Lidar survey by David Ratledge

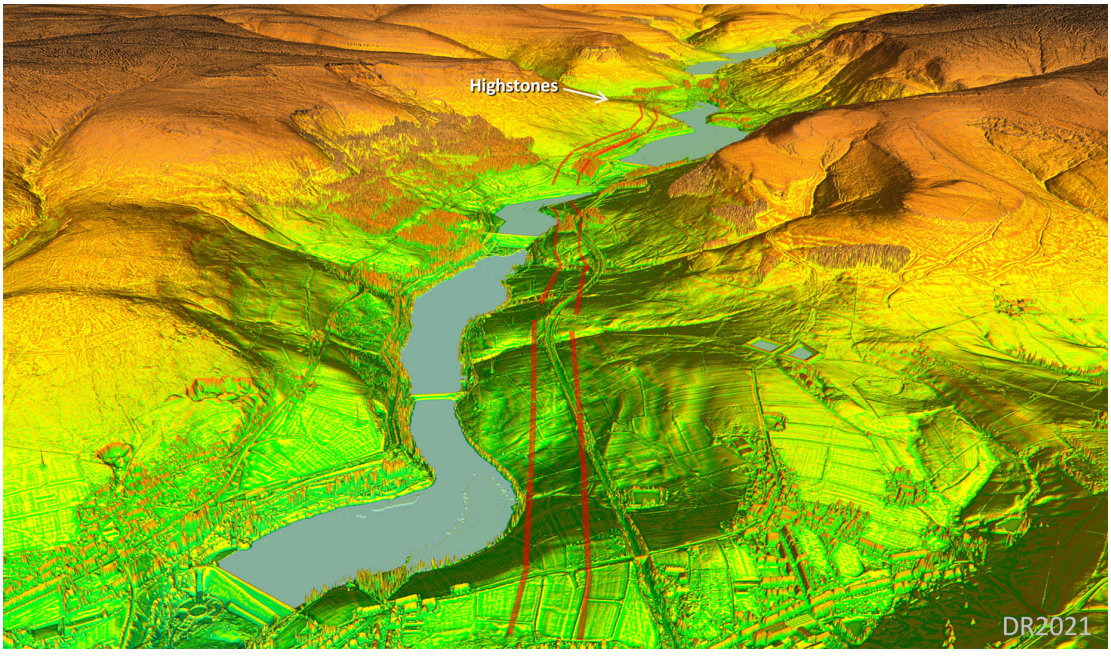
Last year, following the spotting of a length of *agger* east of Manchester at Matley by my colleague Neil Buckley, we were able to determine, at long last, the route of the Roman road

from Manchester to Melandra Castle. However, this may have solved one puzzle but created a new one. The alignment of the road was clearly not on Melandra Castle fort but targeted something much further east through the Longdendale valley. The road could be traced for a short distance into the valley before the lidar data ran out. With the release of a new block of lidar data the route can now be extended well into Yorkshire.

The road was first spotted in the lower part of the Longdendale valley by Glossop and Longdendale Archaeological Society (SK02879 96733 & SK03277 97029). At that time lidar coverage was incomplete and they suggested the road most likely would have left the valley and headed north towards Holme. The release of National Lidar Programme date (full coverage and of higher quality) has enabled the route to be more accurately located and it also indicated that it continued the full length of the valley before it headed over Windle Edge and into the upper Don valley.

Despite all the reservoirs constructed along the valley, we are fortunate lidar reveals the probable point where the road crosses from the south side of the valley to the north (SK2832 98154 & SK05164 98435). It could easily have been lost under the reservoirs and their associated works. This is a different location to that previously suggested by the Glossop and Longdendale Archaeological Society.

Once on the north side of the valley the Roman route passes Highstones, previously suggested as a possible Roman fortlet although the Derbyshire HER is less certain. However, there can be no doubt now about Highstones. Lidar clearly shows it to be a Roman fortlet with a southern entrance plus a suspicion of a western one although this could be a modern disturbance. It is a well chosen spot with extensive views both up and down the valley. The



Oblique LiDAR view looking east into the valley. The location of Highstones fortlet afforded excellent views up and down the valley

fortlet would have needed a connection to the main Roman road and the link road up to it is visible (SK 06566 98994). There a faint traces of a possible link road to the west.

Beyond Highstones then identifying the Roman line from all the other roads and tracks that threaded their way through the valley over many centuries is not at all straight forward. However, passing Crowden, then the unmistakably Roman alignment seems to survived relatively unscathed (SK 07255 99215 - SK 07620 99382 – SK 07930 99544 – SK 08129 99666). Beyond this stretch the visible evidence is more intermittent so the route shown is best regarded as the most likely. It appears to pre-date the many others plus it does have several Roman characteristics i.e. a series of straights, a long steady climb and upstream crossings of side streams. Parts were no doubt upgraded in the turnpike era but upgrading on top of a Roman line was fairly common.

We now have a reasonably certain course for this road from Manchester, through Longdendale, over Windle Edge, along the upper Don valley as far as Hoylandswaine, where lidar currently has an annoying gap.

Further work is clarifying the link road from Melandra, (forthcoming in the RRRA newsletter).

From the protocol laid out in Itinera 1, the Association have allocated the number RR715(x) for this road from Manchester to Doncaster with RR711 now being solely for Melandra to Brough.

For more information and illustration see the RRRA newsletters No. 20, Autumn 2021, that is available to RRRA members at https://romanroads.org/Newsletters/Members/Newsletter_20%20Autumn%202021_final.pdf and No. 21, Winter 2021, https://romanroads.org/Newsletters/Members/Newsletter_21%20Winter%202022.pdf

RR7c, the Bowland climb

Lidar survey by David Ratledge

There is no doubt that Lancashire's most spectacular Roman road is the one that crosses over the Bowland Fells. To do so it first makes a long climb through Croasdale from above Slaidburn, skirts around White Hill attaining a height of over 1400 feet before descending into the upper reaches of the Hindburn Valley. The route was known with reasonable precision or so we all thought. The very recent release of lidar data by DEFRA for these fells has thrown up several corrections and one big surprise. A surprise that leaves anyone who has walked this route (me included) scratching their heads as to how we all missed it. This road over the fells is part of what is probably the Roman's main route to the north on the west side of the Pennines. It runs from Manchester to Kirkby Thore in Cumbria via Ribchester, Burrow-with-Burrow and Low Borrowbridge. The part we are considering here is the central 10 miles or so of the Ribchester to Burrow section.

First those route corrections. These are on the long ascent from Croasdale. The Roman line is much more direct than the modern track, today usually referred to as the Hornby Road. There are 5 main deviations – SD 69050 55653, S D68724 55887, SD 67967 56772, SD 67255 57076 & SD 66565 57520. The latter is by far the longest. Lidar, being precision height data,

The big zig zag over Bowland on RR7c

also gives us an accurate summit height for the road of 1420 feet. It would have been a few feet higher had the Romans not decided to excavate down for a level platform for their road.

But what about that big surprise? This occurs on the northern decent. After a curving change of direction at the summit the road heads down for the Hindburn Valley and modern Ordnance Survey mapping shows a typically straight alignment. How wrong could we be. There follows a totally unknown superbly engineered double zig-zag. First a very short one to the right (east) before immediately crossing sides for a huge zig-zag to the left (west). This makes a short curving turn at its extremity before returning to the main straight alignment. Lidar indicates that the Western zig-zag has survived in excellent condition. It is perhaps the best I have come across. This is not to be confused with the known zig-zag the bottom of the descent. Well it was known to everyone except the Ordnance Survey.

For more information and illustration see the RRRA newsletter no. 21, Winter 2021, https://romanroads.org/Newsletters/Members/Newsletter_21%20Winter%202022.pdf

Northamptonshire

RR170a, Grange farm, south of Irthlingborough Road, SP 9156 6788

Work by MOLA (Northampton)

Geophysical survey was undertaken on land south of Grange Farm (SP 915 678). The Roman road to Irchester passes centrally through the survey area on a heading slightly east of due

south. Its line is indicated by three positive linear magnetic anomalies, two following closely-spaced parallel alignments and third, also parallel, approximately 7m to their east. These are likely to represent the drainage ditches flanking the edges of the road. Whilst there is no evidence of the road having been superimposed across any earlier archaeological features, it is clearly crossed by medieval or early post-medieval ridge and furrow, indicating that it has ceased to be a significant landscape feature by that time.

Archaeological excavation identified a series of parallel ditches north-west to south-east identified as flanking ditches on either side of a road which crossed both excavation areas. The ditches extended for at least 176m and the road was c13m wide. There was evidence for recutting implying the ditches were maintained. This road was a continuation of a routeway extending north from Irchester Roman town.

Northumberland

Geophysics on the line of RR88 near Ewe Hill, Low Trewitt, centred on NT996055

Work by Sacha O'Connor.

Geophysics with a Bartington magnetometer revealed the course of the Roman road but also some unexplained parallel features running at an angle to it plus what appears to be enclosure boundaries. This has been reported to the Northumberland HER.

The Stanegate RR85a at the North Tyne crossing

Lidar survey by David Ratledge

Lidar has revealed what may possibly be the missing links on the Stanegate between Newbrough and Corbridge. A potential route around Warden Hill approaches the historical river crossing point at Howford where several temporary camps are known to be on the east bank. An onwards course through St. John's Lea towards the known site at Corbridge seem to complete this long-sought segment of road. A further development may have been a link road from the Stanegate in the vicinity of Fourstones to Chesters fort on the Wall where a road bridge may have formed the Stanegate route with an equivalent linking road down the east bank to make a junction near the Howford crossing point around Acomb. This work is reported in the RRRA Winter 2021/22 newsletter number 21 https://romanroads.org/Newsletters/Members/Newsletter_21%20Winter%202022.pdf with a summary appearing elsewhere in this volume.

Surrey

North Park Quarry, Bletchingley. Margary Number: None. TQ 319524. Historic Environment Record number: to be issued.

From Matt Sparkes

A Romano-British trackway was discovered during excavations in advance of an extension to a quarry in 2019. Further details will be published in the annual round-up of excavations in a future volume of Surrey Archaeological Collections.

Sussex, east and west

Felbridge, Walnut Marshes, Crawley Down Road, RR150. TQ3615039228. Historic Environment Record number: unknown.

Work by Archaeology South-East, evaluation and watching brief report 2019306.

A short section of the London to Brighton road RR150 was uncovered in November 2019, confirming it to be exactly where expected. Construction was a layer of large stones topped with redeposited clay forming a camber measuring about 7m across. The remains of a slag metalling layer were apparent in the south of the site. Eight features interpreted as probable wheel ruts were visible. There were no signs of any roadside ditches..

Warwickshire

Rosehill, 4 Priory Road, Alcester. SP 0857 5717

From Paul Smith

Two trial trenches were sunk by 110 Archaeology. Deposits associated with the 1st-2nd century Roman occupation of the area were identified, some of which were structural in nature. The alignment of the remains suggests that they were influenced by an undated gravel yard or road. The Roman remains were sealed by a thick layer of relic subsoil probably formed in the medieval and post medieval periods.

Land south of Southam Road, Radford Semele. SP 3484 6417

From Paul Smith

Thirty-two trenches were excavated targeted on geophysical anomalies identified previously and were undertaken in April and May 2016 by CFA Archaeology in advance of development.

The western half of the Site revealed a series of ditches, pits and post holes below a deep plough soil dating to the Roman period/Iron Age, corresponding closely to the geophysical anomalies. The densest concentration of features were found in the north-eastern part of the Site. The large amounts of fine and well decorated pottery recovered from features in this area suggest that there was an Iron Age and Roman settlement of relatively high status. An enclosure ditch was found running around the south and east sides of the settlement. Other ditches discovered in the evaluation appear to be tracks and enclosures for stock management. To the east of the settlement was a droveway running NW-SE half way along the field. Few features were found east of this droveway apart from a few isolated pits and later medieval/post medieval furrows.

Yorkshire

RR8b (Dere Street): Catterick Bridge, North Yorkshire, DL10 7PQ. SE 224 991

From Northern Archaeological Associates

NAA excavated on the line of the A1 Dishforth to Barton Motorway Scheme in 2013–17, finding evidence of the establishment and development of Dere Street. Summaries in Itinera I cover work at Healam Bridge and Scotch Corner; the NAA final report on Catterick, and Brompton East on the north side of the Swale, found evidence of the establishment of the road as well as its continuing, and late, use.

Undated gravel quarrying at Brompton East, succeeded by features suggesting the construction of Dere Street and of a timber bridge across the River Swale, is assumed to date to the later stages of the campaigns of Quintus Petillius Cerialis in the early AD70s but could be earlier, with a terminus post quem of AD45/50 provided by pottery assemblages and of cal AD62 by radiocarbon dates. Roadside settlement developed on the west side of Dere Street during the years following the foundation of the fort c.AD80. A little later, into the Trajanic period, an northern embankment was built. A number of subsidiary roads related to the development of the Cataractonium vicus and the northern extension were identified (eg. road 2168, of Hadrianic date). Dere Street, evident for 32m south–north at Brompton East and more than 4.5m wide, was resurfaced in the later second century; a ramp immediately north of the river may be associated with the construction of a bridge on a slightly different alignment (the first bridge at Piercebridge was earlier, maybe pre-AD70). This northern approach was dignified by a colonnade flanking the western edge of Dere Street. At Bainesse a side road may be of mid-second century date. To the south of Cataractonium, a road was constructed c.AD160 providing access from Dere Street to the south gate of the new fort.

Upper levels of Dere Street north of the river suffered from plough damage. A fifth surface layer was part of extensive investment within the town in the late fourth century. A substantial stone-footed building that fronted Dere Street incorporated as flooring a large worked stone, which had a large phallic symbol carved on one side. The tapered form of the stone that it had originally formed part of the west wing of a bridge abutment.

Late finds (coins, bracelet and buckle) confirm that Dere Street was in use at the end of the fourth, and possibly into the fifth, century. The town was occupied late into the fifth century and revetments laid on the river bank were probably intended to protect the bridge, emphasising the continuing importance of Dere Street in the fifth and possibly sixth centuries.

HER: MNY33135. Published Report: Ross, Stuart and Ross, Cath, 2021. 'Cataractonium: Establishment, Consolidation and Retreat' (2 volumes). Monograph Series 6. Northern Archaeological Associates. https://archaeologydataservice.ac.uk/archives/view/retreat_a1_2021/.

RR715(x) Manchester to Doncaster (?) and RR711 Melandra to Brough

For details of these roads through Yorkshire, see the Lancashire and Greater Manchester section

RR8 Dere Street: York to Piercebridge.

Northern Archaeological Associates

Published as background to the NAA A1 Leeming to Barton excavation volumes, this monograph reviews the evidence for the route from the early prehistoric period. Lowland ceremonial and burial monuments began to proliferate beside rivers and on undulating ground during the Neolithic period and Bronze Age and during the Late and Pre-Roman Iron Age the expanding long-range economy was served by interconnected hollow-ways. Nine Yorkshire Roman excavations are described, including the interesting Pool Lane, Green Hammerton site where changes in line and their effect on the local landscape are noted, and the Moor Monkton Moor timber bridge, which deserves to be more widely known. Details of road construction, including borrow pits at Brompton East, and the continuing maintenance of the road through the late Roman period, are just two areas of interest, as is the continuing use of the road through medieval and modern times.

HER: MNY33135. Published account: Fell, David W, and Paul G Johnson. 2021. 'The Evolution of Dere Street from Routeway to Motorway: Evidence from the A1 Dishforth to Barton Motorway Scheme'. Northern Archaeological Associates. https://doi.org/10.5284/1086871

RR712: Dock Street, Leeds, West Yorkshire. SE 303 332.

Research article

In reviewing evidence for a Roman fort at Camp Field, Holbeck, Dan Clarke quotes 'E. Parsons, History of Leeds, Volume I (1834), p. 22', which records the finding of what was believed to be a Roman ford in a former bed of the Aire at Dock Street, about 0.4 miles east, where it had been retained by 'large quantities of piles or stakes'. Camp Field is at a marked double-bend in the Aire, an entirely appropriate site to be named *Cambodunum* — 'fort at the bend'. The alternative crossing further east, suggested by Rivet and Smith (1979), has no such qualification; nor, of course, does Adel.

HER: Monument Number 7591. Published report: 'Loidam Civitatem: Leeds From Tribal Capital To Viking Backwater', Northern History Volume 58, 2021. https://doi.org/10.1080/0078172X.2021.1902652

RR8a (RCHME Road 9): City of York: Prospect Farm, Upper Poppleton, York, YO26 6QL. SE 547 530

Yorkshire Archaeological Aerial Mapping

A Facebook posting confirms the line of this trunk road from York to Aldborough, with enhanced aerial photography showing ditches, agger and possibly structures and features along a half mile stretch.

HER Number: MYO2174. Published reports: https://www.facebook.com/yaamapping/posts/3787950637978377 (15 March 2021, 20 March 2021)

Wiltshire

Roman road between Wickham (Speen), Berkshire and Fyfield, RR53.

From Eric Rose, an extract from Wiltshire Studies, Wiltshire Archaeological and Natural History Magazine, vol 106 (2013), p52 - 65 by Hugh Toller, confirming the route of this road.

The Roman road considered forms part of the road from Silchester to Bath and Caerleon recorded by the Antonine Itinerary as Iter XIV , one of the two main routes from London to South Wales (Margary 1973, 135). The course of this road as far as Bath has been known in detail since the early 19th century, apart from a 23km long gap between Peaked Lot, Denford, north of Hungerford and Fyfield, west of Marlborough. Within this stretch the road is known where it passes through the Roman town of *Cunetio* at Mildenhall, but not elsewhere.

Margary speculated that the route from Peaked Lot followed a course south of the River Kennet, to approach Cunetio from the south East, but this work confirms that the route lies north of the river, passing through Chilton Foliat and Ramsbury before entering Cunetio from the east.