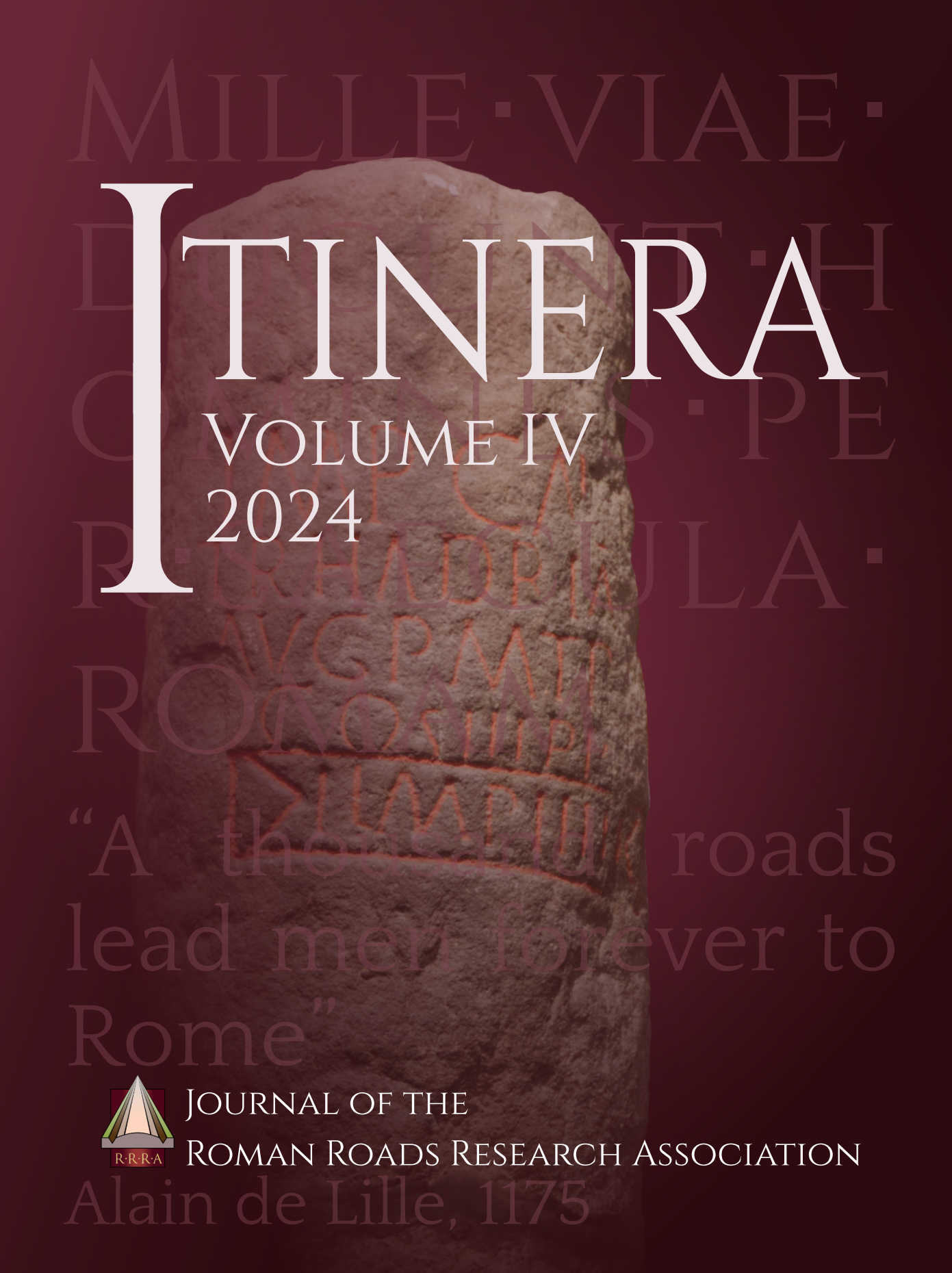


# ITINERA

## Volume IV
## 2024

"A thousand roads lead men forever to Rome"

Alain de Lille, 1175

Journal of the
Roman Roads Research Association

# ITINERA

THE JOURNAL OF THE
ROMAN ROADS RESEARCH ASSOCIATION

VOLUME IV, 2024

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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:

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# About the Association

## by Mike Haken



The late Hugh Toller and I founded the Roman Roads Research Association to provide a focal point for what we thought was a fairly small group of individuals with an interest in the study of Roman roads and connectivity throughout the former Roman province of Britannia. I'm not sure that Hugh, who sadly died in 2016, could have imagined that at the end of April 2024 we would have an international membership totalling 556, a figure that continues to grow. We are a very broad church, ranging from those with just a general interest in the Roman period, through to professional archaeologists from both commercial and academic sectors, not forgetting those those like myself who have had a lifelong passion for the subject (some might say obsession!). The Association welcomes all new members, whatever their background.

The continuing growth in membership may well have been fuelled, at least in part, by some of the things we have achieved. For example, we have just concluded the fourth season of our online lecture series, which we launched in 2021 during the pandemic. As part of our key policy of ensuring that our work is always made as accessible as possible, our talks are open to everyone, are always free of charge, and regularly attract audiences of 200 people or more from across the world. Another excellent programme for our fifth season is being prepared by our Secretary, Dave Armstrong, and details will be released soon. You can catch up with previous seasons on our YouTube channel.

Since 2018, we have conducted over 200 Ha of geophysical survey with our own gradiometer cart, accurately identifying the course of many roads and examining Roman period sites along them. Our most recent survey, assisted by a group of local volunteers from Southwell (SCAG), was near East Stoke (*Ad Pontem*) in Nottinghamshire. This confirmed the location of the junction of RR59(x) from Ancaster with the Fosse Way, making the existence of RR59(x) now beyond dispute. We always welcome suggestions for other potential survey sites, no matter where in the country they might be.

Above all, however, our greatest achievement is *Itinera*, the only journal in the world dedicated to the study of Roman roads and transportation infrastructure. Published entirely in house by our large team of volunteers, we are proud that our standards are as high as most academic publishing houses. Indeed, As Rob Entwistle points out in the following Editorial, it is a measure of our growing credibility that *Britannia*, a journal of the Roman Society, guides authors of reports on Roman roads that would have previously been published in *Britannia* towards *Itinera* instead.

Looking forwards, the wealth of new research and discoveries that have been reported by *Itinera* have, if nothing else, highlighted the urgent need for an accurate map that reflects the true state of knowledge of the Roman road network in Britain, and the sites it served, since the national maps that do exist are either decades out of date or simply inaccurate and misleading. To rectify this situation we will soon be recruiting volunteers to assist with a nationwide project which aims to accurately redraw the map. In line with our Open Access policy, the results will all be made freely available.

Finally, I am sure that our enthusiastic membership will enable us to continue to expand and develop our activities, ensuring that the next decade is even more productive than our first decade has been.

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# Editorial

Robert Entwistle



The late Hugh Toller, co-founder of the RRRA with Mike Haken, was sadly lost to Roman road research when the Association was only a year old. Earlier I had become aware of his work through his part in identifying the long-sought line of the Lune valley Roman road out of Lancaster, my native town. Identifying it through Lidar and on foot, he followed its route up and over Lancaster Ridge towards Caton and the southern flank of the Lune valley.

It is therefore a pleasure to see David Ratledge's contribution to this volume of *Itinera*, a memorial to Hugh's work in the Exeter region, developed in the light of further studies. It is appropriate that this same volume contains a significant paper by Mike Haken identifying *viae vicinales* in the north-east Midlands which perhaps should no longer be regarded as somehow 'lesser' or 'minor'.

*Itinera* has a record of examining different aspects of Roman road studies, not necessarily restricted to our corner of the Roman empire. The 2024 volume sees a new contribution from the Spanish archaeologist and presenter, Isaac Moreno Gallo: the first publication in English of his work analysing road construction methods and transport development. His trenchant views provide a counterbalance to other accounts, reminding us that the evidence of the trowel is always subject to interpretation.

A new departure for this volume is the incorporation of a 'Focus' section with multiple papers exploring a single theme. The subject is the Devil's Causeway – a road which branches off Dere Street just north of Hadrian's Wall to head (via Learchild fort) determinedly towards modern-day Berwick and the mouth of the Tweed – where no Roman site is known. This theme originated in a 2023 conference held in Berwick-upon-Tweed and coordinated by Dr Lindsay Allason-Jones and the Border Archaeology Society with support from the RRRA, exploring the riddle of the road. Expert presentations have been developed into these papers. We would be happy to repeat, in future volumes, similar suites of papers focused upon a single theme or aspect: suggestions for themes and contributors would be welcomed by the Editor.

As always, this volume treats different geographical parts of Britannia, ranging from the south-west (Exeter) to the north-east (Berwick). Paul Booth explores aspects of the Roman road network in the Oxford area, Mike Holmes considers issues around the River Glynde in East Sussex, and Nigel Rothwell examines the possibilities for a Thames crossing linking St Albans and Silchester.

In a full volume, however, we regret the lack of papers on Wales and Scotland, even though these countries are represented in our annual round-up across Britain. Potential contributors suggesting interesting papers on these areas of would find us warmly receptive. *Itinera* continues to welcome every submission from contributors established or new, and if necessary, will endeavour to advise authors where further work is needed for key improvements. A short proposal to the Editor of what is intended, before making a full submission, is often helpful.

# Editorial

We take pride in a professional standard of production maintained entirely through the work of volunteers: our editorial board (Mike Haken, Dave Armstrong, Mike Bishop and Paul Booth, all of whom contribute endless hours to the production of each volume); our academic advisor (Pete Wilson); our index compiler (Chester Forster); and postmaster (Chris Webb). Without the dedicated work of the whole team Roman studies would be the poorer.

We are greatly heartened by the respected position that *Itinera* has achieved in the short period of its existence. The long-established journal, Britannia, acknowledges this in specifying that submissions on Roman roads for their annual update section should be limited to brief summaries of the main points of interest if accounts are also published in *Itinera*, with our journal cited for those fuller reports.

An important part of our role, alongside publicising research, is (through the RRRA) the regulation and classification of new discoveries, as Margary's original system of nomenclature strains to adapt to an expanding known road network. This volume therefore contains a list of newly attributed numbers and a proposal from Mike Haken on the classification of non-standard Roman roads.

This year we have taken the decision to slightly reduce the font size to bring *Itinera* more into line with other similar journals and to control printing costs. Even so, readers will find that 2024 marks a bumper issue: the largest volume we have yet produced.

We trust that RRRA members and all readers will enjoy and profit from this 2024 volume of *Itinera*.

Robert Entwistle

(Hon Editor, *Itinera)*

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R·R·R·A

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# A proposal for numbering non-standard Roman roads in Britain

by Mike Haken
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Earlier in this volume is a paper, *Viae Vicinales in the North-east Midlands* (Haken 2024), detailing the results of a recent study which aimed to identify the legal classifications of roads, being mainly either *viae publicae* or *viae vicinales*. Traditionally, a Roman road in Britain has always been defined by its morphology, being setting out in straight lines and utilising a raised agger and flanking ditches. One unexpected result of the study was the identification of a group of roads which formed an important part of the regional road network in the Roman period, but which do not conform to the standard morphology usually associated with Roman roads. These roads are sinuous and not set out in a series of straight lengths. The one feature they appear to share with 'typical' Roman construction is the use of a raised causeway, but other than that little is known of their construction since none have ever been subject to archaeological excavation.

Most of these roads are ridgeways and have been previously recognised as potentially of the Roman period but have been disregarded by many writers and scholars simply because they do not confirm to the accepted morphology of a Roman road. Three (i.e. Middle Street, Pottergate & Sewstern Lane) were included by O.G.S. Crawford as elements of his version of the supposed long-distance trackway, the Jurassic Way (1954, 81-5, fig. 8), as did his colleague C.W. Phillips two decades earlier (1933, 148). Their reputation as early roads has suffered as a result, the Jurassic Way as a long distance route being debunked by Christopher Taylor, at least in Northamptonshire (1979, 33-6). When considered individually however, the evidence for their use in the Roman period is extremely strong.

This small group of roads in the North-East Midlands are almost certainly all *viae vicinales*, having the primary function of linking together two or more nucleated or agglomerated settlements together. It seems clear that whilst they have morphological differences from other *viae vicinales* built in typical Roman fashion, and possibly a slightly different function, they are no less important than the *viae vicinales* of more 'typical' Roman construction.

It is also clear that at least some of these roads (in particular High Street and Sewstern Lane) were constructed during the Roman period, since their purpose is clearly to link Roman period settlement. That said, the possibility that some may be earlier cannot be entirely ruled out, since each one connects at least one settlement with known late Iron Age origins, suggesting the possibility that there may be a degree of cultural continuity in the techniques utilised for their planning and construction. It is also worth noting that in some cases the roads seem to skirt around a settlement rather than running directly to it, possibly suggesting that the settlement came first.

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Clearly, these roads cannot be regarded as being the same as other 'Roman roads' and therefore numbering them in exactly the same way would be potentially misleading, especially as some may date from the late Iron Age. Despite the differences, these roads were a vital part of the transport network of the Roman period, and just as important as many other 'typical' Roman roads; High Street, linking the Roman small towns of Horncastle and Caistor with the Humber estuary, is perhaps the best example of that. Not numbering these roads and omitting them from mapping (as the current Ordnance Survey Roman Britain map does) would be just as misleading as numbering them like all other roads. It is therefore proposed that the simplest solution to the problem is to maintain the RRRA's established protocol for awarding new Margary numbers, numbering these roads as if they were conventional Roman roads (Armstrong 2021) whilst applying a different prefix. Where a conventional road would have the prefix RR (for Roman road), these sinuous *viae vicinales* would have the prefix RBW (for Romano-British way). Using this model, High Street retains the number awarded by Margary and becomes RBW270. In the case of Middle Street (part of the fictional Jurassic Way), which runs parallel to Ermine Street, it follows Margary's method for roughly parallel roads and adopts the number of the main road but with a double suffix, so is numbered RBW2dd(x).

Under this proposal, to qualify for an RBW number a road must satisfy all the following criteria.

1. The evidence supporting at least one segment must be enough to justify a status of 'known'. This does not have the same requirements as the protocol suggested for use by the RRRA for 'typical' Roman roads (Haken 2021, 297), however it must be a demonstrable road.
2. The road must be generally sinuous or winding, and not be set out in straight lengths. Straight lengths may be permitted only if they are clearly the result of post-medieval alterations, usually as a result of Enclosures Acts.
3. The road must be shown to terminate at a Romano-British nucleated or agglomerated settlement bigger than 3.5Ha in area, excluding farmsteads and villas.

At this stage, this is a proposal, although it has been used in the aforementioned paper earlier in this volume. Whether or not similar roads can be identified elsewhere in Britain is yet to be demonstrated. Should that happen, it is always possible that in other regions the morphology may display further variations however the same basic principles should still apply. Having the protocol already in place will allow us to number a sinuous *via vicinalis* just as we would any other road.

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# Roman Roads in 2023

Collated by Dave Armstrong

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This section of *Itinera* briefly describes recent work on Roads roads, often in advance of formal reporting, in a similar style to the regional roundup in Britannia. This data has been assembled by RRRA members in the local areas listed below and then collated by Dave Armstrong. For inclusion in future volumes, please contact the relevant correspondent with any news via the mail address above. Data has come from enquiries to the relevant HERs and to local Archaeological Societies and we appreciate the help that has been willingly given, often while busy themselves.

## Local correspondents

| | |
|---|---|
| *Neil Buckley;* | Cheshire, Derbyshire, Greater Manchester and Lancashire, |
| *David Brear;* | Yorkshire and Lincolnshire, |
| *Richard Hucker;* | Dorset, |
| *Neil Godfrey & Eric Rose*; | Wiltshire, |
| *Elliott Mouelhi & Neil Godfrey*; | Somerset, |
| *Paul Smith;* | Shropshire, Staffordshire, Warwickshire and West Midlands, |
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| *Wayne Kirk and Dave Haywood;* | Northamptonshire, |
| *John Fare;* | Worcestershire, |
| *Mike Luke,* | Bedfordshire, |
| *Paul Morris;* | Scotland, |
| *Dave Armstrong;* | Durham, Northumberland and Tyne and Wear, as well as assisting with Cambridgeshire and Hampshire. |

We are also grateful for contributions from Richard Whaley (NEHHAS), Simon Maddison (work around the Chepstow Bridge) and Ryan Smith (lidar survey in Cornwall).

Summaries, on the following pages, are arranged first by Country (i.e. Scotland, Wales and England), and then in alphabetical order by county.

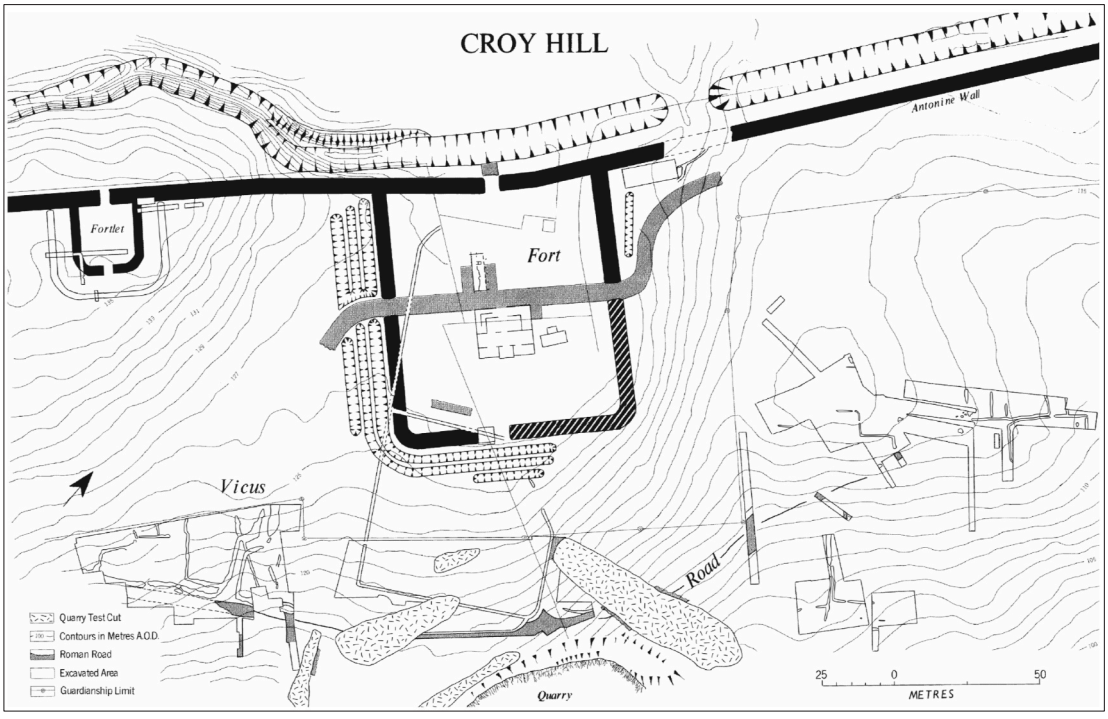
Researchers can follow the links or contact the appropriate HER, commercial unit or Society direct.

# Scotland

**North Lanarkshire, Croy Fort, RR90, NS 73372 76537**
*Summary by Paul Morris*

Excavations outside the Roman fort on the Antonine Wall at Croy Hill were conducted between 1975–8. A report on this activity was published in 2022 in the Scottish Archaeological Internet Reports series, number 98.

The report provides detailed analysis of the digs carried out at the site of the Croy Hill fort, situated on the Antonine Wall. As well as a comprehensive breakdown of finds at the site, the report confirms the location and route of the Military Way (Margary RR90) and contains illustrations and




*Plan of Croy Fort showing the course of the Military Way, RR90, and the fort bypass through the vicus.*
*Illus. 1.2 (p.4), William S Hanson 2022, CC BY-NC 4.0*

photographs of the route at this location. It also provides evidence for a "bypass road" to the south of the fort, with an associated *vicus* to the north of that bypass road.

The road system to the south of the fort was investigated at various points during the four seasons of excavation, revealing at least two phases of bypass road and a connecting link to the south gate of the fort.

The bypass road was traced for a total distance of some 275m, firstly immediately to the south of the pre-fort enclosure, then to the east of the fort as the road swung north-east to rejoin the Military Way, and finally to the south-west of the fort as it headed up the slope in the direction of the alignment established by Macdonald (1934: 144) and defined by the local topography.

The existence of a bypass road leaving the line of the Military Way some 300m west of the fort had originally been established by Glasgow Archaeological Society's Antonine Wall Committee (1899: 67) and its line confirmed by Macdonald (1934: 144–5). This excavation traced it intermittently over a distance of some 275m, looping round to the south of the fort before heading back up the slope towards the Military Way on its east side. The bypass road was both important and well used. This was indicated by wheel ruts, resurfacing and realignment, as well as a relocation to follow a slightly more northerly route around the south of the fort when the earlier line was partially washed away.

Source: Hanson, W. S. 2022 'Excavations outside the Roman fort on the Antonine Wall at Croy Hill, 1975–8', *Scottish Archaeological Internet Reports 98*. Also available at <https://doi.org/10.9750/issn.2056-7421.2022.98**>.**

### South Lanarkshire, RR78a

*Summary by Paul Morris, work by Headland Archaeology (UK) Ltd*

In Clydesdale, an analysis of the site of the archaeology of the Clyde Wind Farm. A report on this activity was published in 2022 in the Scottish Archaeological Internet Reports series, number 104. The report is a wide ranging publication, with limited references to Roman Road investigations. The work on Roman Roads remains speculative, though it covers Margary RR78a. Much of the possible route of the Roman road is beneath the current A702. The report does evidence possible Roman quarry pits, near Woodend (pictured), however these are not visible in a lidar search. The work, however limited, is informative and corroborates RR78a.

Source: Cox, S & Marshall, N 2023 '"Sae lofty and wide": the archaeology of the Clyde Wind Farm', *Scottish Archaeological Internet Reports* 104. Also available at <https://doi.org/10.9750/issn.2056-7421.2023.104)>.

### Leadhills, NS 9376 1394

*Summary by Paul Morris, work by Clyde Archaeology*

An assessment of the historic environment was undertaken in August 2022 as part of a proposed forestry planting near the village of Leadhills (NS 9376 1394). The proposed planting area covers some 1,732ha. Through desk-based research and field surveys, David Sneddon of Clyde Archaeology noted a number of non-designated sites within the search area, which also includes five Scheduled Monuments. Among these finds was included "Roman remains in the form of a possible route of a road". A lidar search by your correspondent, using the National Library of Scotland side by side search <https://maps.nls.uk/geo/explore/side-by-side/>, proved to be fruitless, due in part to incomplete lidar coverage.

Summary report in Discovery and Excavation Scotland, Vol.23, 2022, p.163

**Manor Powis, site of suspected Roman Fort NS 82753 94833**

*Summary by Paul Morris.*

In 2024 an archaeological dig, of potentially national importance, will be undertaken at a site between the town of Alloa and the city of Stirling. A previously unidentified Roman Fort has been located on 18th century mapping. The site of the potential fort, on the north bank of the River Forth, south of the Dumyat hillfort of the Maeatae tribe, would link with known roads in the Bridge of Allan and Stirling area. The investigations will be led by Dr Murray Cook and attended by your correspondent.




*Extract from the Stobie 1783 map, also available at <https://maps.nls.uk/view/216443031>. Reproduced with the permission of the National Library of Scotland under (CC-BY) licence.*

**Drip Ford, Stirling, RR9a, NS 76988 95603**

*Summary by Paul Morris.*

In 2023 a discrete archaeological dig, led by Dr Murray Cook, was undertaken in a garden near to the River Forth to the west of Stirling at an area known locally as Drip. This location has been, for centuries, a crossing point of the Forth and to this very day carries road traffic over a bridge.

The purpose of the dig was to confirm the location of the crossing at Drip, part of Dere Street north from England and leading to the Roman Gask Ridge in Perthshire and beyond. Dr Cook has conducted extensive research into the crossing points of the River Forth and tributaries and has been published on the subject of river crossing points on the Forth. The following text, setting context for the find, has been included with Dr Cook's permission:

> '*The precise direction of the Flavian invasion north of the Forth is uncertain as is the location of the roads between Stirling and Doune and Ardoch (e.g. RCAMS 1963: Vol 1, Figure 4; Hanson & Maxwell 1983, inside*



*Small trial trench showing cobbled surface at the bottom. Those involved; left to right, Peter Dunn, Jennifer Strachan and Dominic Farrugia.*

> *cover; Hanson 1991, 31; Hanson 2003, 196 & 199). Additionally given the limited duration of the Roman occupation some forts may never have roads to them (Maxwell 1989, 5-6), this may also suggest a reliance of fording points and fords rather than bridges. Prior to the discovery of Doune fort (Maxwell 1984) [recorded in Itinera Vol. II] it was generally assumed that the Roman road travelled along the Allan Water (Crawford 1948:19; RCAMS 1963Vol I:53; and Maxwell 1990:353). However, the details of this route were undefined and it could've crossed the Forth in a number of locations. The RCAMS (1963:115) hypothesised a Roman road to Bochastle, Callander with a Forth crossing over at Drip. This was based on two antiquarian accounts (Nimmo 1880 Vol I: 2; Tait 1794:277). Gray's (1845:1264) describes an apparent Roman road near Ochtertyre called "Staniegates".'*

After Doune fort's discovery, Maxwell (1989, 72 & 113) argued that the Roman road led to Doune and then to Ardoch, which would have involved crossing first the Teith and then the Allan Water. Breeze also followed this model (2006, 54) though not Keppie (1998, 148). Woolliscroft and Hoffmann note that it's unclear if a road ever went to Doune (2006, 85). Maxwell (1989, 72) implied a crossing at Drip, then the Teith at Doune and finally the Allan Water, the latter two of which are easily crossable in Summer. Woolliscroft and Hoffmann (2006, 2) suggested a potential bridgehead or harbour at Doune. At present there is no firm evidence for either the use of bridges or fords on the Gask Ridge (Woolliscroft & Hoffmann 2006). However, both bridges and fords were likely to be used and Bailey

(1996, 2021) suggests a mixture of both on the Antonine Wall and they are recorded across the British Roman road network (Davies 2002).

The location of this ford offers the tantalising prospect of confirming the references to Roman roads within the Statistical Accounts for Stirling, dating as far back as the late 18th century, through further research in the years ahead.

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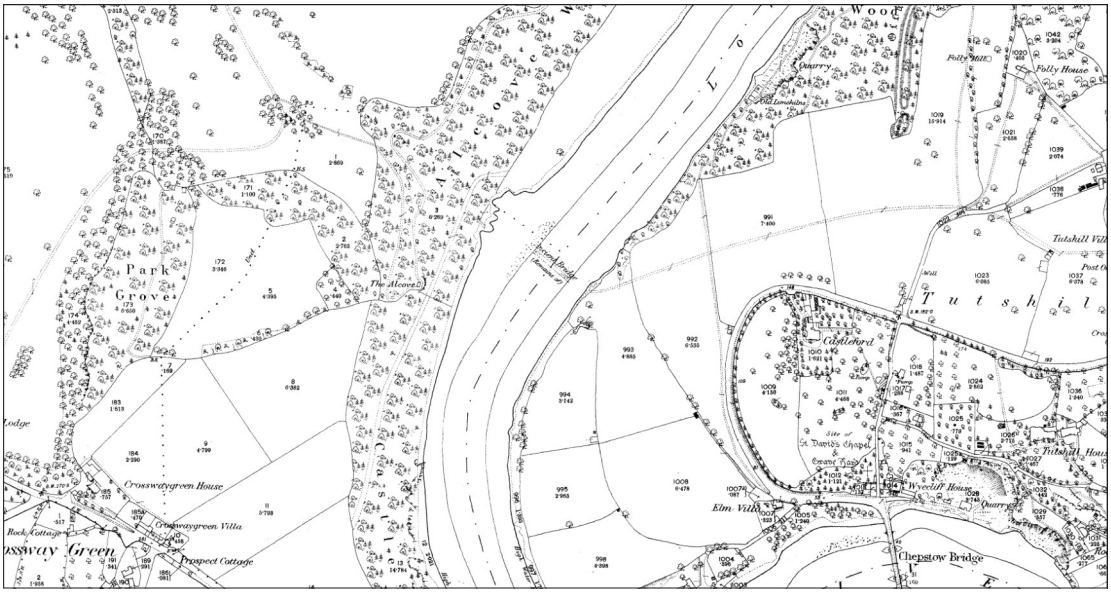
# Wales

## Monmouthshire

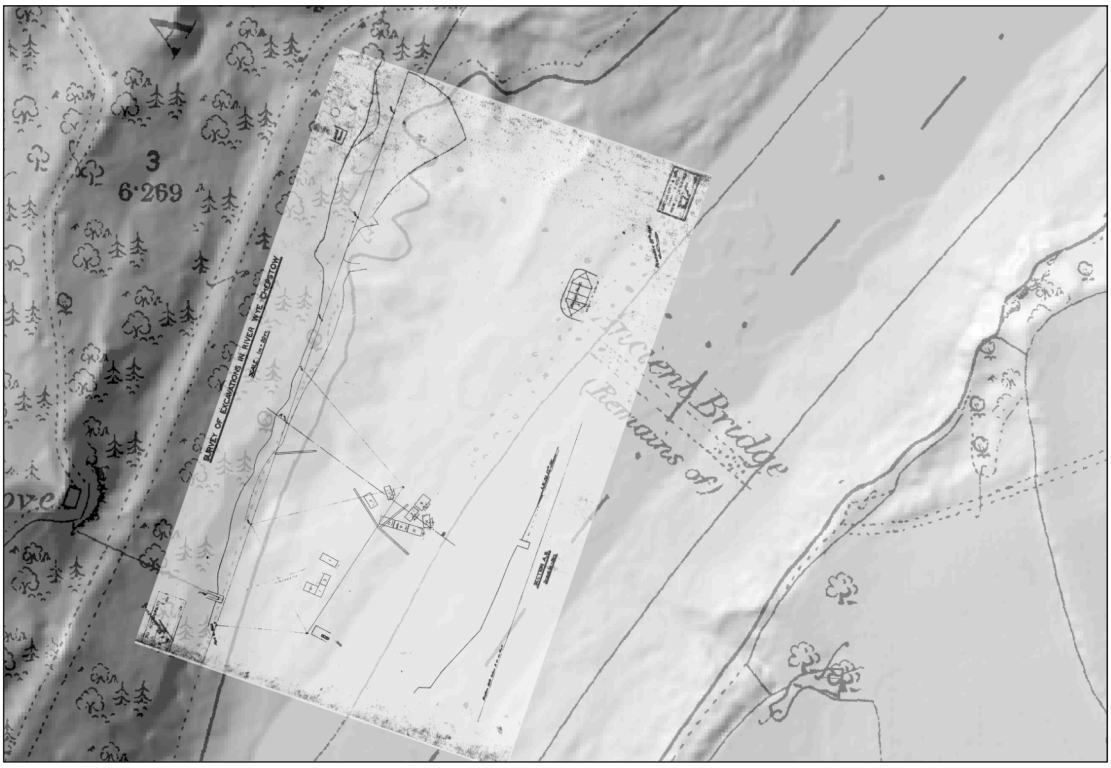
### Evidence for a Roman River Wye crossing near Chepstow

*Summary by Simon Madison of Chepstow Archaeological Society; Monmouthshire Antiquarians*

Grid Reference ST 53171 94758. Excavations were conducted on the Welsh side in 1910-11 which uncovered a likely bridge pier. This was quite well recorded, and there is an approximate location for it from georeferencing the drawing made at the time. This is a little above the low water line, and it would be a bonus if we were able to corroborate its location. The English side at Castleford was investigated by the Time Team spin off Extreme Archaeology in 2003/4. Access is extremely difficult and potentially hazardous in the soft silt and mud at low tide. There is a recording of the programme, and some still images have been taken from it, but the investigation was never written up. We




*OS1881 map, showing 'Ancient Bridge (remains of)', with the roadway shown as a track on the (right) Gloucester side.*




*The 1911 plan georeferenced and overlaid on lidar and the OS1881 map, showing the bridge pier location to be close to the line of the bridge lidar data, © Environment Agency copyright and/or database right 2020. All rights reserved*

therefore have an approximate idea of the location only – within say 50m or so. The C14 report made at the time has been located and gives a date range of 50BC to 126 AD (at 95% probability) and 35BC to 107 AD (at 68% probability).

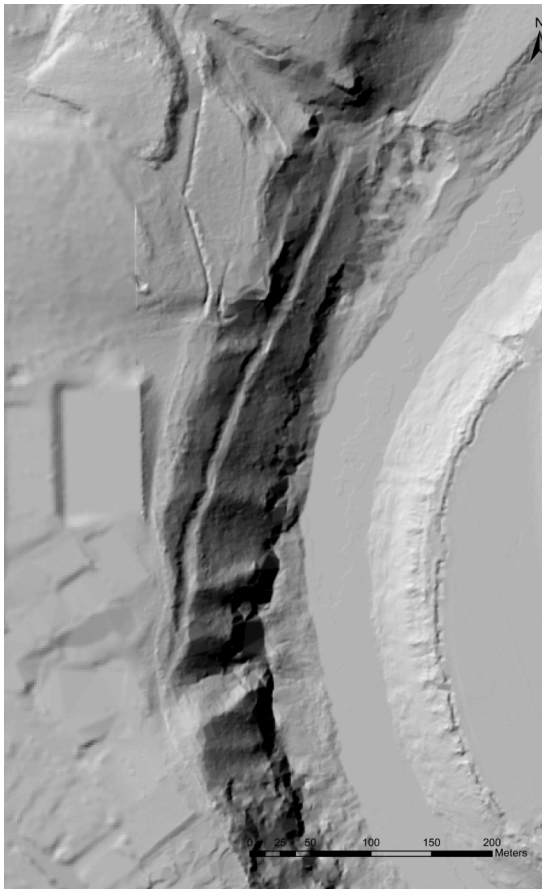
This clearly puts this particular feature within the Roman era, and strongly supports the theory that what was found was a Roman construction and likely a bridge pier based on other evidence. The Extreme Archaeology team undertook a sonar survey around the site and identified what was a possible feature in the middle of the river that could be the foundation of another bridge pier. The wooden structure at the Castleford end also looks as though it could be the foundation of a bridge pier. It appears at very low tide and is not much above the low water line. Even if it is covered by shallow water it might be possible to recognise it if any timbers extend above the water level by probing with rods.

### Investigations in Alcove Wood

*Summary by Simon Madison of Chepstow Archaeological Society; Monmouthshire Antiquarians*

The Welsh side of the approach to the bridge above is through the wood covering a severe slope. Lidar has revealed that a terrace pathway approaches to the approximate position of the bridge.

A number of trenches and test pits have been opened up along the course of the terrace to determine if it has any Roman features or otherwise to see if this is a Roman road or a later structure.




In summary, the test pits have shown evidence for the trackway at key locations along its length, but also demonstrating a variety of construction techniques, which have been adapted to the particular conditions. At the lower sections, a terrace has been hacked out from the underlying rock, the quarried material then used to build out the outer part, with a significant quantity of sandy clay and crushed gravel. The source of the latter is not clear.

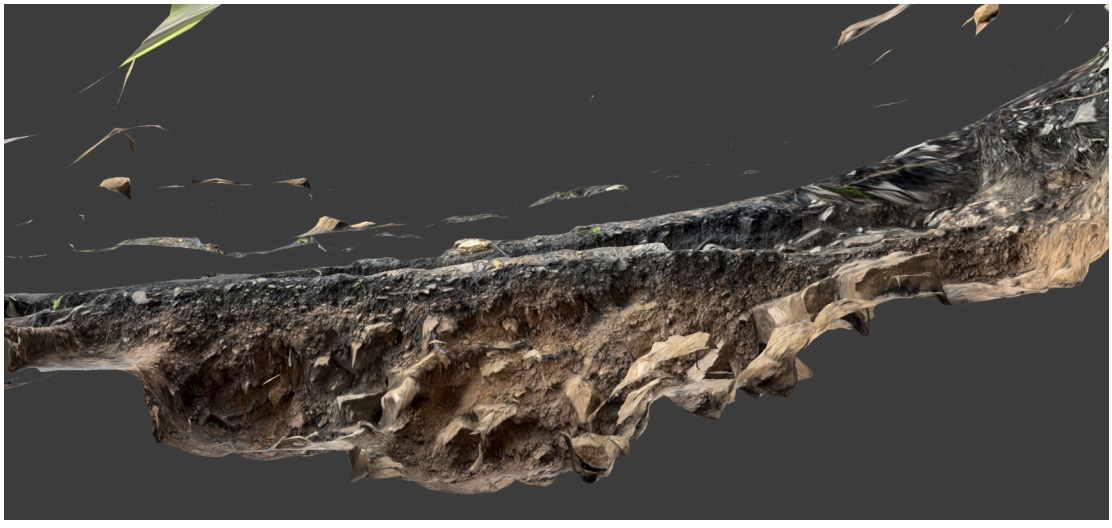
Further up, at Test Pit 4, a rock bluff has been cut through leaving an exposed rock surface which we presume would have crossed the full width of the track.

At the location of Test Pit 3, a terrace has been cut again, with metalling laid directly onto the quarried surface, and the outer part once again made up of quarried material and sandy clay.

At the top of the track, cobbles have been laid over packed clay and sand.

Work is continuing.

*Left: Lidar visualisation of the terraceway through Alcove Wood, lidar data, © Environment Agency copyright and/or database right 2020. All rights reserved. Below: 3D scan of trench 1.*





*Trench 1 and 1x in plan. 3D scan. South to the top.*

## Bedfordshire

*Summaries by Mike Luke, (The HERs and Archaeological Officers at Bedford Borough Council and Central Bedfordshire Council were contacted and all contributed in one way or another to these summaries)*

Due to limited previous entries on Roman roads in this county this summary presents an overview of evidence for Roman roads in Bedfordshire over the last decade, rather than just focusing on new evidence uncovered in 2023.

Numerous Roman roads have been proposed by Margary (1967, map 7a) for Bedfordshire; one of the smallest counties in England. These were, in part, based on the dozen or so (totaling 145km by length) proposed by a group of Roman archaeologists operating in the south-east Midlands known as The Viatores (1964) of which Margary was a member. The evidence proposed by The Viatores for roads usually comprised straight lengths of modern road or tracks, straight hedgerows and parish boundaries, and visible earthworks. This evidence was examined by Angela Simco, of Bedfordshire HER, who dismissed all but a few because many of the modern roads and hedgerows were only created at the time of Enclosure (1984, 78 and fig. 68). Of course, Simco was only dismissing the evidence available at that time and was not necessarily saying that all the roads proposed by Margary and The Viatores in Bedfordshire did not exist. For example, of the dismissed roads, there is now good evidence for the existence of the southern part of RR170a within the county (see below).

### References

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

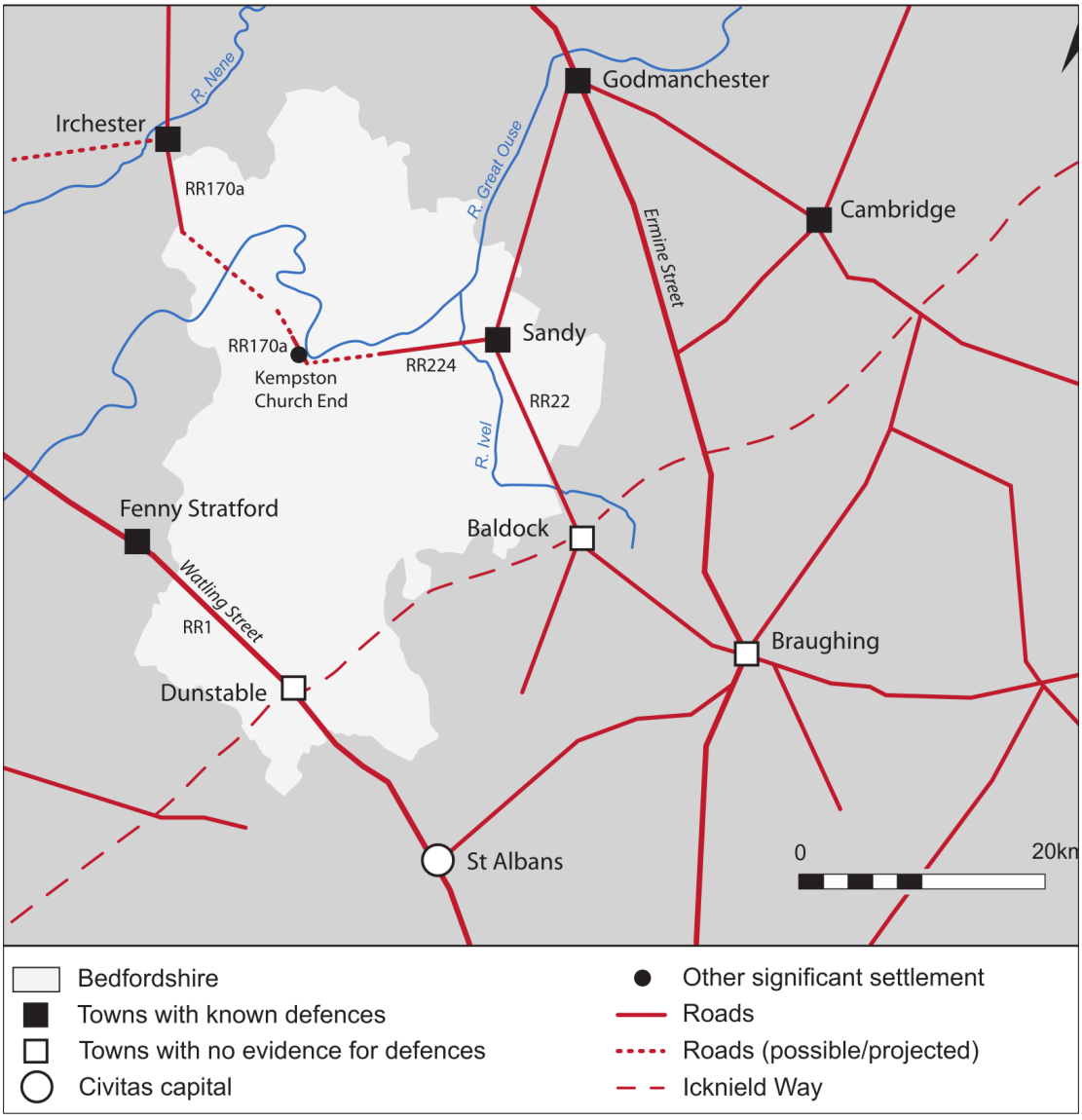
The Viatores, 1964: *Roman Roads in the South-East Midlands*, London: Victor Gollancz Ltd

### RR1 (Watling Street)

Despite some extensive archaeological investigations near its route, north of Dunstable, no new evidence has been found directly associated with this Roman road. This is likely to be because the road underlies the present A5 trunk road.

### RR22 (Braughing to Godmanchester)

There is now a better understanding of the route of this road through the Roman ‘small town’ at Sandy (Luke 2024). Although its route away from the town to the north-east is clearly preserved in present-day field boundaries, its course through the town has been a matter of speculation for some considerable time (Viatores 1964, 235–6, 473; Johnston 1974, fig. 1; Dawson 1995, fig. 15.2).




*Map showing the Roman roads of Bedfordshire plus adjacent area.*

In 2018, the course of RR22 was traced for 320m as a linear geophysical anomaly and also confirmed to be present within three trenches, within an evaluation undertaken adjacent to the present day Potton Road and Swaden (Albion 2019). The road was up to 12m wide with make-up layers and surface comprised of compacted gravel, clay and silt. It was sealed by *c.*1m of colluvium which probably explains why it had not been previously identified, for example, in 1955 when pipe trenches adjacent to Potton Road were observed (Viatores 1964, 235; Johnston 1974, 39).

Projected to the south, the road's alignment corresponds with road-like linear anomalies found by geophysical survey in 1996 at Woodside Farm, but at the time these were interpreted as streets within

the town rather than as RR22 (GSB 1996, fig 4). In places the anomalies were defined by parallel ditch-type anomalies *c.*9m apart.

To the south of Roman Sandy, early evidence from a single trench at The Bungalow was used to suggest that the road lay *c.*50m east of present-day Stratford Road (Viatories 1964, 237). While these remains may represent a road, its projected course does not correspond with a broad linear cropmark which continues the line of the road-like geophysical anomaly found at Woodside Farm. Therefore, based on the current evidence, it seems likely that RR22 underlies the southern part of present-day Stratford Road.

Approximately 3km to south of Sandy on the northern outskirts of Biggleswade, the road may have been detected as two parallel linear anomalies *c.*16m apart within an evaluation undertaken by Oxford Archaeology (as previously reported in *Itinera*, 2021, 327–8). In the same area two parallel cropmarks are visible on a Google Earth aerial photograph dated June 2009.

**References**

Albion Archaeology, 2019: *Land at Potton Road, Sandy, Bedfordshire: archaeological trial trenching* (unpublished report 2018/171)

Dawson, M. 1995: 'Sandy', in A. E. Brown (ed), *Roman small towns in Eastern England and beyond*, Oxbow Monograph 52, 167–76

GSB, 1996: *Sandy; Report on Geophysical Survey* (unpublished report 96/28)

Johnston, D.,1974: 'The Roman Settlement at Sandy, Bedfordshire', *Bedfordshire Archaeological Journa*l 9, 35–54

Luke, M. 2024: *The Roman 'small town' at Sandy, Bedfordshire: review of its origins, defences, layout and extent*. Albion Archaeology Monograph 13

RRRA, 2021: *Itinera* Volume I

The Viatores, 1964: *Roman Roads in the South-East Midlands,* London: Victor Gollancz Ltd

## RR170a (Irchester to Bedford area) See also Northamptonshire.

Only the southern part of this route identified by The Viatores (1964, 290–293) is situated within Bedfordshire. At the time of The Viatores' publication, the only firm evidence for the existence of this road was in Northamptonshire near the Roman 'small town' at Irchester (between modern Rushden and Wellingborough). However, over the last thirty years a number of investigations have identified a Roman road in the vicinity of the large settlement around Kempston Church End (to the west of Bedford) which is likely to be RR170a.

The road has been traced for 1km through the Kempston Church End Roman settlement and is *c.*350m east of the route in this area than that proposed by The Viatores (1964, 149, 419). Within the settlement it has been examined within three different developer funded investigations: one associated with the construction in 1990/91 of a major sewer (Dawson 2004, 160, 179, fig. 5.81), another within the Bedford western bypass corridor in 2006 and the third, in a pipe trench in 2009 associated with adjacent housing development (both published in Luke 2016, 219–221).

Where RR170a was examined within the settlement it comprised a *c.*4–6m wide cambered metalled surface, in places with a narrow limestone core, that had been resurfaced on a number of occasions (Dawson 2004, 160; Luke 2016, 221, plate 5.11). Side ditches were evident *c.*7–10m apart and these had been re-dug on a number of occasions often resulting in the narrowing of the road width.

To the north of the Kempston Church End settlement the road could be traced for *c.*300m as two parallel cropmarks *c.*9m apart (now under the Box End lakes). The route around Harrold and Carlton has been studied by Matt Tuohy (HER officer at Bedford Borough *Council*) who has suggested, based partly on historic trackways, a number of alternative routes to that suggested by The Viatores, but these have not been tested by excavation. The route to the south-east of the Kempston Church End settlement is unknown as it would be situated under modern Kempston. However, it is clear that the road did not stop at the settlement as The Viatores had suggested (1964, 419). It is speculated by the author that it may have followed the course of the River Great Ouse and then headed east to join RR224 (see below).

**References**

Dawson, M. 2004: *Archaeology in the Bedford Region*, Brit. Archaeol. Rep. British Ser. 373. Oxford, Archaeopress

Luke, M. 2016: 'Close to the Loop: 6000 years of landscape and settlement evolution within and near the Biddenham Loop, Great Denham, west of Bedford.' *East Anglian Archaeology* 156

The Viatores, 1964: *Roman Roads in the South-East Midlands*, London: Victor Gollancz Ltd




*RR170a at Kempston Church End (Luke, 2016, Plate 5.10)*

## RR224 (Sandy to Bedford area) See also Cambridgeshire.

The original evidence for RR224 took the form of two parallel cropmarks *c.*12m apart (as originally identified in two separate locations between Sandy and Bedford by The Viatores (1964, 484). Similar parallel cropmarks were later identified at a third location near to Sandy but to the west of the River Ivel. All three sets of cropmarks can be identified on Google Earth, confirming that they have the same alignment.

The cropmarks of the eastern alignment of RR224 are located 80m south of the route proposed by The Viatores; they proposed that the road crossed the River Ivel near the Girtford Bridge (1964, 270, 485). The existence of this eastern length has since been confirmed, initially by geophysical survey (Sumo 2022, 5) and then within the route of a pipeline. Associated with the latter, the eastern length has been seen within an evaluation trench (Northamptonshire Archaeology 2007a, 4) and subsequent investigation in advance of the construction of this pipeline (Northamptonshire Archaeology 2007b, 4). The evidence indicates that the road comprised a sand and gravel *agger*, approximately 8–10m wide, with side ditches *c.*13m apart.

It has been observed by the author that if the alignment of the cropmarks and other evidence is projected eastwards, it would suggest that the course of the road was sighted on the hill occupied by Caesar's Camp immediately north of the Roman 'small town' at Sandy (Luke 2021). There is still no firm evidence for the course of the road between the River Ivel and the Roman town, partly because it underlies the modern town, but based on a recent review it is now assumed that this road must have entered via its north-west gate (Luke 2024).

Simco (1984, 65–6) believed that RR224 exhibited some peculiarities e.g. the way it appears to stop abruptly at a rural settlement and then restart on the other side. To Simco this would not have happened if the road was constructed by Roman officials, and she suggests that it may have been commissioned by a member of the 'local aristocracy'. There are no 'small towns' as such in the Bedford area, although the most significant site that this road may have been served is the *c.*17ha settlement at Kempston Church End (Luke 2016, 208–41)

**References**

Luke, M. 2016: 'Close to the Loop: 6000 years of landscape and settlement evolution within and near the Biddenham Loop, Great Denham, west of Bedford' *East Anglian Archaeology* 156

Luke, M. 2021: 'Sandy: A Preliminary Summary of the Evidence for the Defences, Layout and Extent of the Roman 'Small Town' at Sandy', *CBA South Midlands* 51, 20–21

Northamptonshire Archaeology, 2007a: *An Archaeological Evaluation on the Route of the Mox Hill to Sandy Water-Main (Phase 2) Bedfordshire* (unpublished report 07/120)

Northamptonshire Archaeology, 2007b: *An Archaeological Investigation on the Route of the Mox Hill to Sandy Water-Main Bedfordshire* (unpublished report 07/139)

Simco, A. 1984: *The Roman Period*, Bedfordshire County Council

Sumo, 2022: *Geophysical survey report: Beeston, Sandy, Bedfordshire* (unpublished report 10596)

The Viatores, 1964: *Roman Roads in the South-East Midland*s, London: Victor Gollancz Ltd

## Trackways

Short lengths of evidence for trackways are often an integral feature of the layout of Roman rural settlements in Bedfordshire. Only in a small number of cases has there been evidence for stone or gravel surfacing. However, these trackways were identified based on the presence of parallel ditches *c.*6–10m apart which, although they probably continued, are rarely identified beyond the settlement area.

In three areas of Bedfordshire, extensive archaeological investigations ahead of development have provided the opportunity to identify a network of trackways e.g. at Biddenham Loop (Luke 2016, 283–5, fig. 5.1), land west of Kempston (Luke 2016, 285–6, fig. 5.1) and north of Houghton Regis (Luke and Barker 2021, 11; Luke and Shotliff 2023, 37, 54–5, 172) where developer funded investigation by Albion



*Trackway at Houghton Regis, (HRN 3938, Film 03-02)*

Archaeology and others is ongoing. Recent investigations by Albion Archaeology north of Houghton Regis have identified a stone surfaced trackway associated with a rural settlement. This comprised a *c.*5m wide slightly cambered surface of flint cobbles defined by side ditches which had been recut on numerous occasions. It may be more substantial in this area because it is in the vicinity of the likely crossing of the Ouzel Brook.

**References**

Luke, M. 2016: 'Close to the Loop: 6000 years of landscape and settlement evolution within and near the Biddenham Loop, Great Denham, west of Bedford.' *East Anglian Archaeology* 156

Luke, M. and Barker, J. 2021: *A Roman Farmstead and other Late Neolithic to Post-medieval Land-use, at Houghton Regis, Bedfordshire*: Site HRN3206. Albion Archaeology Monograph 7

Luke, M. and Shotliff, D. (eds), 2023: *Late Mesolithic to Early Anglo-Saxon Land-use at Houghton Regis North, Bedfordshire:* Sites HRN3205, HRN3455/6/7, HRN3486 and Woodside Link. Albion Archaeology Monograph 11

## Internal streets within the Roman 'small town' at Sandy

Evidence for streets within the Roman Sandy has been found intermittently over the last few decades. Recently all available evidence has been reviewed and a new layout of streets within the town has been proposed (Luke 2024). In summary, they appear to form a planned system but they are not in a rectangular grid like pattern. It is clear that some of the streets were 'cut off' when the town defences were built.

**References**

Luke, M. 2024: *The Roman 'small town' at Sandy, Bedfordshire: review of its origins, defences, layout and extent*. Albion Archaeology Monograph 13

**For Sandy to Thrapston, RR226(x), see Cambridgeshire.**

## Buckinghamshire

*By Nigel Rothwell*

### Little Kimble settlement site, RR168b, Lower Icknield Way, (SP 81907 06501)

*Pre-development work undertaken by Thames Valley Archaeological Services*

TVAS undertook excavations in 2023, following a magnetometer survey by Sumo Geophysics in 2022, for client Orion Heritage on behalf of Cala Homes. This was a requirement of the local planning authority, ahead of a proposed housing development in Little Kimble. The site is north of Kimblewick Road, Kimble. The site adjoins and extends orthogonal to the RR168b route of the Lower Icknield Way (B4009), with a frontage along the inferred Roman Road extending for about 110m. The geophysical survey recorded several linear magnetic responses, particularly close to and parallel with the line of the Roman Road, but also appearing to form rectilinear patterns, along with pit-like responses.

Post-excavation analysis and reporting is underway. The excavations have revealed extensive Roman roadside settlement with numerous wells, and have yielded a large quantity of artefacts, including coins, brooches, and high-status pottery.

#### References

Cockcroft, T. 2022: *Geophysical Survey Report - Land North of Kimblewick Road, Kimble,* Survey Report 08681, SUMO Geophysics Ltd (unpublished report available at - Buckinghamshire County Council / Wycombe District: Planning Application Ref. 22/06929/ADRC)

### RRX021 / RR163C(x), Glory Hill, Holtspur (SU 9176 8969)

Investigated as part of research into the route of RR163 (this volume)

Morris, Hargreaves and Parker (1970) documented the possible course of a Roman Road along the A40 corridor through South Buckinghamshire. Their route was not included in Margary's (1973) 3rd edition of Roman Roads in Britain, despite their field work having taken place in 1966, and Morris having worked alongside Margary as part of the Viatores Group (publishing Roman Roads in the South-East Midlands in 1964). Morris et al record that they had been given permission by the M40 engineering contractor to open a 12 ft. long trench at Glory Hill, and a note describing this is recorded in the Ordnance Survey archives. A sketch section was published in their 1970 paper, along with a caveat that their excavation work 'did not reach the standard of completeness that is archaeologically desirable.' This locale was subsequently removed by the earthworks associated with construction of the M40.

Rothwell and Peveler (2023) identified plausible lidar evidence in support of this route, some 7km east of Glory Hill, on the Bulstrode estate at Gerrards Cross, otherwise supporting evidence is scant. However, whilst investigating the route of RR163 (Rothwell 2024 – this volume), photographic evidence of the Morris et al Glory Hill excavation turned up in the archives of the Beaconsfield Historical Society (Figures 1, 2 & 3). Together with the lidar evidence this provides greater credence for the existence of a road following the course of their route. The logic of Morris et al is that this Glory Hill road-section provides a connection, via Flackwell Heath (where there is a lidar linear earthwork feature on the golf course), to High Wycombe. However, it is now considered more likely

that Glory Hill, and Juniper Lane across the Wye valley, had a primary function as part of the newly described RR163C(x) route to an alternative River Thames crossing point at Hambleden.

**References**

Morris, C., Hargreaves G.H. and Parker R.P.F. 1970: *A Roman road through south Buckinghamshire*, Records of Buckinghamshire, Vol 18 part 5: 367-385.

Rothwell, N. and Peveler E. 2023: 'Roman Roads in the Chilterns Region: Observations on a lidar based reassessment.' *Itinera* III: 145-166.

Rothwell, N. 2024. *Verulamium* to *Calleva Atrebatum*: RR163 and the River Thames Crossing, *Itinera* IV: 1-38.




*Figure 1 (Above): View southwest from Glory Hill across Wooburn Green and the valley of the River Wye. Glory Hill Lane is in the deep cutting on the right, heading towards the chimney of the former Glory Mill; the tree line on the opposite hillside, behind the chimney, marks the traversing line of Juniper Lane; the apparent line of the Roman Road is interpreted as the dark smudge overlying chalk to the left of the lane; and the foreground has been removed by the M40 engineering work (Herbert Crane, c.1966 © Beaconsfield Historical Society).*



*Figure 2 (Left): The excavation trench on Glory Hill, orientated approximately northwest-southeast (see Morris et al 1970 for the corresponding sketch section). The crouched figure is probably Group Captain Jack Ward, former land owner (Herbert Crane, c.1966 © Beaconsfield Historical Society).*




*Figure 3: Photographic evidence presented of burnt material underling a compacted flint and pebble 'metalled' surface, northeast wall of the excavation trench (Herbert Crane, c.1966 © Beaconsfield Historical Society).*

## Cambridgeshire

*By Ruth Beckley of Cambridgeshire HER. HER references are included in brackets with the prefix CHER.*

### A428 Black Cat to Caxton Gibbet Improvement Scheme, Abbotsley, Site 15 (ECB6876)

*Work by C. Kolonko. (Interim Statement)*

Archaeological excavation carried out following an earlier programme of geophysical survey and evaluation. Site 15 is located over an enclosure complex identified during the geophysical survey in 2020 (CHER MCB30688). The excavation revealed the presence of an Iron Age settlement including roundhouses and burials while early Roman evidence comprised a northwest-southeast aligned droveway measuring 8m in width along with evidence of quarrying and enclosures.

### Abbotsley, Site 17 (ECB7060),TL 2133 5998

*Work by A. Reid. MOLA (Interim Statement)*

Archaeological excavation carried out following an earlier programme of geophysical survey and evaluation. Site 17 is located over a known enclosure complex (CHER MCB30688), recording evidence of Iron Age to Saxon activity. Roman phased remains comprised a northwest-southeast aligned trackway across the centre of the site and an associated cultivation system. The trackway showed no surviving evidence of metalling, however, it comprised two parallel ditches approximately 9m apart. There is evidence to suggest the trackway was a long lived feature in the landscape with evidence of recutting throughout much of the Roman period and it may have been associated with Margary RR22 located to the west of the site. Associated with the trackway were the remains of at least three fields of Roman cultivation or bedding trenches.

**Eltisley, Site 29 (ECB6993), TL 2068 5934**

*Work by C. Kolonko, MOLA. (Interim Statement)*

Archaeological excavation carried out following an earlier programme of geophysical survey and evaluation. Site 29 is located over a known enclosure complex (CHER MCB24588) recording evidence of a multi phase string ditch enclosure system dating to the Middle to Late Iron Age with evidence of some Roman activity. While the main phase of activity was Iron Age a series of Roman ditches representing enclosures and possible trackways were also recorded.

**Eltisley, Site 30 (ECB6994), TL 5273 2603**

*Work by M. Cameron-Heffer. MOLA (Interim Statement)*

Archaeological excavation carried out following an earlier programme of geophysical survey and evaluation. Site 30 is located over a known enclosure complex (CHER MCB24587) recording evidence of Iron Age to Roman settlement. While the main phase of activity was Iron Age, a north-south aligned trackway with an associated field system is tentatively dated to the Late Iron Age to Roman period. Later Roman activity included kiln waste, pit clusters, watering holes and enclosures.

**Abbotsley, Solar Farm (ECB7101), TL 2060 5619**

*Work by E. Dacre of Magnitude Surveys*

Geophysical survey carried out over 72ha of land in order to inform proposals for a solar farm confirmed the presence of below ground features associated with two known cropmark sites (CHER MCB19080 & MCB19066). Both sites appear to include enclosures, ring ditches and internal features. The conjectural route of Margary RR22 crosses the site on a north-south alignment, however, only limited evidence suggestive of a road surface was identified.

**Cambridge, Aylesborough Close (ECB7044), TL 4489 6095**

*Work by J. Martin-Jones of Cotswold Archaeology (MK0851_2)*

Archaeological evaluation carried out in advance of residential development. The evaluation identified a series of ditches on a northwest-southeast alignment that contained Roman and post medieval pottery. The remains appear to form a continuation of ditches previously identified in 2015 to the northwest that was interpreted as a Roman trackway (MCB20408).

**Cambridge, Mount Pleasant (ECB7146), TL 4426 5919**

*Work by C. Cessford of Cambridge Archaeological Unit (1558)*

Archaeological evaluation undertaken in advance of residential redevelopment close to the Roman town of *Durolipons* and adjacent to the Cambridge to Arrington Road (Margary RR23a). Previous evidence of the road had been recorded at adjacent sites in 2020 and 2021. The 2023 evaluation revealed widespread Roman archaeology including features associated with a road and evidence of a cemetery. Further investigation is planned.

**Cambridge, Park Street (ECB6281), TL 4489 5889**

*Work by A. Towle of Headland Archaeology (Report Pending)*

Archaeological excavation carried out at Park Street following the demolition of an existing car park and in advance of construction of a hotel. The excavation has revealed extensive and complex

archaeological remains from the Roman period to the 19th century. Roman evidence included a Roman road approximately 6.8m wide and consisting of a metalled surface on a northwest-southeast alignment and bounded by ditches. Settlement activity was recorded to the north of the road while gravel extraction was noted to the south. Pottery, box tile and brick were recovered from both roadside ditches along with butchered cattle remains. The site is located to the southeast of the main Roman settlement in Cambridge and thus presents a unique opportunity to understand the development of hinterland expansion during the Roman period.

**Comberton, Branch Road (ECB6943), TL 3843 5680,**
*Work by G. Clarke of Oxford Archaeology (2620)*

Archaeological evaluation in advance of residential development identified a series of features associated with an Iron Age to Roman settlement previously recorded as cropmark remains (CHER PRN 08895). Finds recovered from features in the northern part of the site indicate a settlement consisting of enclosures and trackways.

**Elm, Gosmoor Lane (ECB7152), TF 4795 0607**
*Work by S. Thomas of Archaeology England (2221)*

Archaeological evaluation carried out in advance of a small solar farm in Elm. The evaluation identified a small number of features of likely Roman origin including evidence of a possible droveway on a northwest-southeast alignment in two trenches. In both cases, the parallel ditches were approximately 4.5-5m apart. Dating evidence was, however, limited.

**Guilden Morden, Trap Road (ECB7043/7131), TL 2814 4401**
*Work by R. Pedro. (R15340); T. Revell of Pre-Construct Archaeology (R15716)*

Archaeological evaluation and subsequent excavation carried out in 2023 in advance of residential development. An initial evaluation revealed the presence of a series of undated ditches and ditch termini thought to closely relate to the conjectural course of a Roman Road (Margary RR176; CHER MCB30145), the route of which survived as a trackway into the 20th century. The excavation later confirmed the features to represent a rural road. No *agger* or surface was identified during the excavations, however, the route was marked by two parallel ditches containing Roman pottery. Evidence of Saxon settlement indicate the road remained a significant feature in the landscape.

**Hinxton, Wellcome Genome Campus land east of A1301 (ECB6850), TL 5036 4494**
*Work by T. Lewis & M. Headifen of Oxford Archaeology (2676)*

Archaeological excavation and fieldwalking carried out in advance of proposed expansion to the Wellcome Genome Campus following two earlier phases of evaluation and geophysical survey. The excavation revealed Neolithic to Saxon activity. The site is located immediately west of Margary RR21b from Great Chesterford to Worsted Street. Roman remains included two major trackways, one extending from RR21b on a north-south alignment (CHER MCB31117). The trackway was identified in five excavation areas and consisted of a broad shallow hollow with cart ruts evident in places with a narrow drainage ditch on its western side. In other areas it appeared more ad hoc with several short ditches suggesting a long period of use and reuse. Finds associated with the trackway included pottery, coins, copper alloy brooches and nails. A second trackway on an east-west alignment was also recorded, this appears to form part of the same trackway identified to the west at the Genome Campus (CHER PRN08892) and to the east at Uttlesford Crematorium.

**Wimblington, March Road (ECB7162), TL 4130 9308**

*Work by A. Schute of Britannia Archaeology (1366)*

Archaeological evaluation carried out prior to residential development identified parallel linear ditches representing a north-south aligned Iron Age to Roman trackway. This trackway represents a continuation of the same trackway identified in several sites to the south at Bridge Lane in 2021 (CHER MCB31818), and at March Road in 2018 (CHER MCB20356).

**Litlington, Highfields Farm (ECB7075), TL 3230 3999,**

*Work by E. Brunning of West Yorkshire Archaeological Services (3938)*

Geophysical survey undertaken across 50ha of land to inform a potential solar farm. The survey identified a section of a holloway on an east-west alignment thought to be Roman or later in date (CHER MCB21087).

**Whittlesey, Eastrea Road (ECB7125/7158/7193), TL 2870 9738**

*Work by E. Dacre & D. Wilkinson of Air Photo Surveys Magnitude Surveys and C. Cox of Pre Construct Archaeology (Report Pending)*

Programme of archaeological investigation comprised an aerial photographic assessment and geophysical survey on land north of Eastrea Road. Both reports confirmed the presence of an east-west aligned trackway thought to represent part of the Roman Fen Causeway (CHER PRN11048). Subsequent evaluation identified ditches associated with the causeway, although Roman dated finds were limited, the ditches overlie prehistoric enclosures.

**Water Newton, *Durobrivae*, TL 1253 9647**

*Work by K. Lockyear of the Community Archaeology Geophysics Group*

Geophysical survey carried out by the Community Archaeology Geophysics Group with permission by Historic England. 6.73ha of land at Boat Field at the southeastern end of *Durobrivae* (NHLE 1021429) were surveyed, recording the presence of several roads within the known settlement remains as well as the line of Ermine Street (CHER CB15034).

**Arrington Bridge to Sandy, RR224**

*Lidar survey by David Ratledge. See also the Bedfordshire section.*

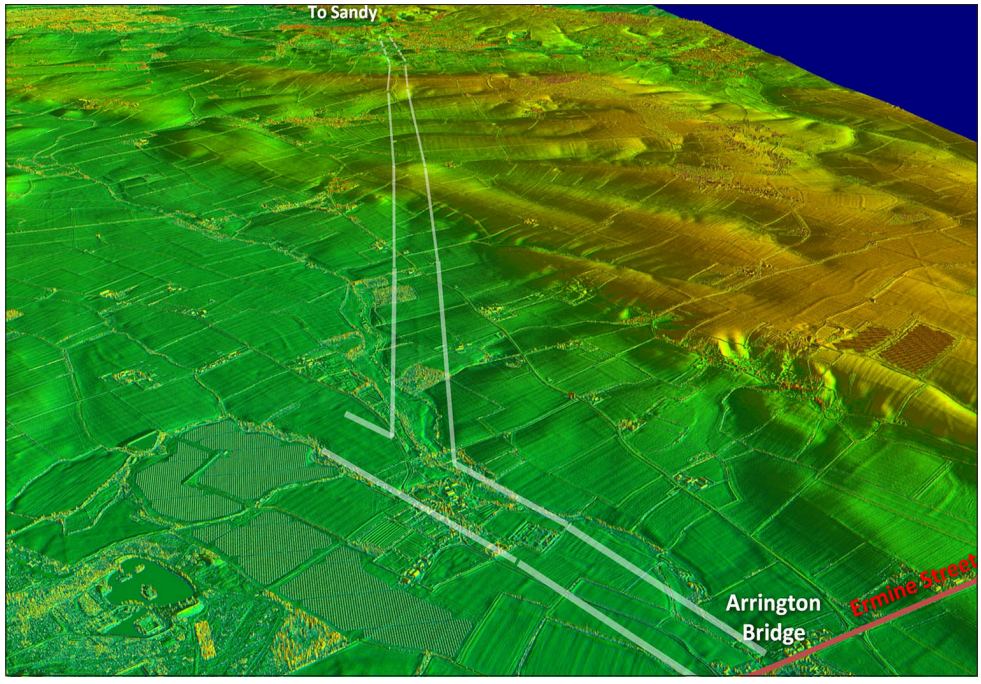
As part of his survey of Cambridgeshire to complete the mammoth East Anglia research (available at <http://www.twithr.co.uk/cambridgeshire/cambridgeshire.html>), this road was observed. The start of RR224 from Sandy described by The Viatores is correct but then it soon wanders off along existing roads. The correct route towards Arrington Bridge has survived well. Recent excavations have confirmed Sandy, in Bedfordshire, as a walled town/settlement.

**Arrington Bridge to Stotfold, RR176**

*Lidar survey by David Ratledge*

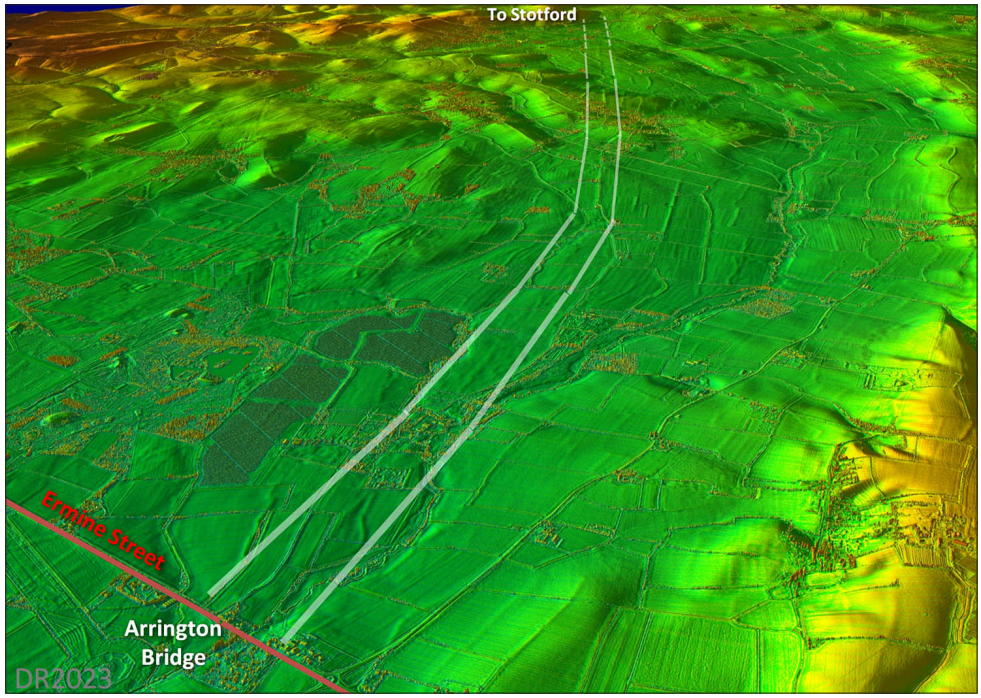
As part of his Cambridgeshire survey, this road was followed in lidar. The original Viatores RR176 routing is close to reality but tends to use modern roads whereas the actual *agger* is generally in fields.

The destination seems to be Stotfold although evidence at the west end is intermittent. It certainly carried on where Viatores show an almost right-angle bend. An argument could be made for this road




*Above: RR224, Arrington Bridge to Sandy, Oblique lidar image looking west. RR224 branching from RR176.*

*Below: Oblique image of RR176b from Arrington Bridge to the SW. Just a slight dog-leg from a perfectly straight alignment. Only nearer Stotfold does the evidence become more intermittent. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*



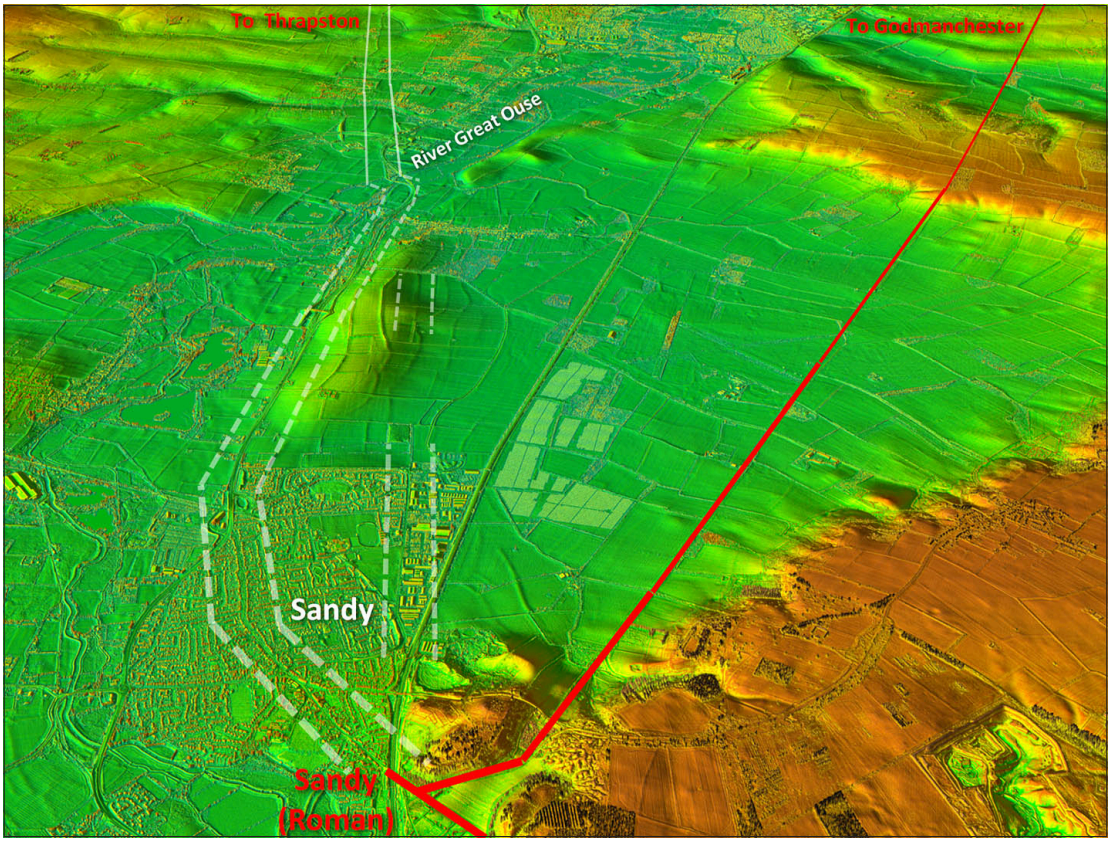
really being a continuation of RR23 (Akeman Street) from Cambridge. It certainly continues that road's general alignment.

### Sandy to Thrapston, RR226(x)

*Lidar survey by David Ratledge, available on his website at; <http://www.twithr.co.uk/cambridgeshire/sandy-thrapston.htm>.*

A new road has been revealed by the Cambridgeshire lidar survey. Whilst this new road starts in Bedfordshire and ends in Northamptonshire, most of its length is in Cambridgeshire and confirmed independent work at the Northamptonshire end by Mike Haken and Wayne Kirk. There appears to have been a possible settlement at Staughton at approximately the half-way point.

As indicated elsewhere in this volume, the new Margary number RR226(x) has been awarded for this route following the protocol laid out in Armstrong (2021, 282).




*Oblique image of new road RR226(x) from Sandy to Thrapston. Two options as far as the River Great Ouse. Most likely is the route following the current road. The Ordnance Survey First Edition mapping shows this as a series of straight alignments. The alternative is a direct route to the right (east) of the small hillock. Some evidence for this but is it enough? The evidence is more certain beyond the River Great Ouse. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

## Cheshire

### Recent Archaeological Sites in Cheshire, Warrington and Halton

*By Neil Buckley*

Roman Sites identified through archaeological fieldwork instigated by the Cheshire Archaeological Planning Advisory Service (CAPAS) for the period April 2022 to March 2023, summary by Neil Buckley below.

CHER ECH numbers refer to the Event Records and CHER numbers relate to Monument Records in the Cheshire Historic Environment Record, which can be consulted at www.cheshirearchaeology.org.uk/.

### Archaeological excavation at Crown Farm Quarry, Oakmere, (SJ 5664 6946). RR7a.

*Work by Wardell Armstrong Archaeology August 2022*

Following the submission of a planning application for the expansion of the quarry and an earlier programme of archaeological evaluation (Jenkin 2010), a c100m length of the line of the Roman road from Chester to Northwich (CHER 844/1/0) was stripped under archaeological supervision and examined, prior to the initiation of quarrying operations (Whitworth 2022). The stretch of road chosen for further work lay at the western end of the quarry and was selected for more detailed examination as the 2010 evaluation had shown that its line lay under the embankment of a nineteenth century mineral railway and might be better preserved than elsewhere within the quarry.

In the event, survival proved to be extremely poor with much of the former road surface represented by a loose concentration of gravel within the topsoil. Only at the western end of the trench were significant amounts of gravel recognised beneath the topsoil but, even here, the material was loose with little evidence of surviving structure. Other features and deposits recognised during the work perhaps explain the poor survival of the road, with evidence for tree throw holes, ploughing, a large pit that may have been used to win gravel from the road surface, and broad areas of linear disturbance that are thought to represent evidence of subsoiling.

Excavations during a subsequent watching brief (Vernon 2022) revealed a probable Roman ditch lying a little to the south of the line of the road and parallel to it. The function of this feature remains unclear as it lies immediately to the north of a natural, boggy depression and seems unlikely to represent the northern boundary of an enclosure.

#### References

Jenkin, C. 2010: *Cheshire Sands Quarry, Delamere, Cheshire: Archaeological Evaluation and Auger Survey*. (Unpublished client report CP. No: 1280/10). Nenthead: North Pennines Archaeology. CHER ECH4727

Whitworth, H. 2022: *Land at Crown Farm Quarry, Oakmere, Cheshire: Archaeological Excavation Report.* (Unpublished client report GM12404, CFQ-H). Bolton: Wardell Armstrong Archaeology. CHER ECH7154

Vernon, E. 2022: *Land at Crown Farm Quarry, Oakmere, Cheshire: Archaeological Watching Brief Report.* (Unpublished client report GM12404, CFQ-I). Bolton: Wardell Armstrong Archaeology. CHER ECH7155

*Archaeological Evaluation Land South of Radway Green Business Park, Crewe. Near RR70a.* Feb 2023, Wessex Archaeology with Savills Heritage (SJ 7765 5386)

**Crewe: Archaeological evaluation of land south of Radway Green Business Park (SJ 7765 5386), February 2023**

Following a programme of geophysical survey over 25ha (Cockcroft 2022) and thirteen evaluation trenches (each measuring 30m x 1.8m) (Metcalfe 2023), Wessex Archaeology with Savills Heritage undertook further archaeological mitigation within areas of interest identified by the earlier work, concentrated in the northern part of the site and containing features of Roman date extending over one hectare.

The Roman remains recorded are of significant interest and represent a hitherto unknown site. The pottery provides evidence for activity dating to the later first and second centuries ad., while a Roman quern stone indicates crop-processing on the site. Future analysis of environmental samples recovered from the main phase of excavation may provide further information on farming practices.

The environmental evidence from the earlier evaluation works comprises rich assemblages of waterlogged plant remains with a small component of charred remains and charcoal. However, these came from features related to post-medieval land division and agriculture and do not justify further analysis. The later finds assemblage is small and is in poor condition, reflecting the limited nature of later phases of activity on the site.

The discovery of Roman features and artefacts in the area opens a series of questions, given that there are no other known Roman deposits nearby. Fine wares recovered, such as Samian, indicate the potential for a 'Romanised' rural settlement. It is hoped that ongoing post-excavation work (Wessex Archaeology forthcoming) will shed further light on this interesting and previously unknown site.

**References**

Cockcroft, T. 2022: *Geophysical Survey Report Land south of Radway Green Business Park, Crewe.* (unpublished client report 06532) Worcestershire, Sumo Geophysics Ltd. CHER ECH7067

Metcalfe, E. 2023*: Land south of Radway Green Business Park Crewe, Cheshire. Archaeological Evaluation.* (unpublished client report 271280.03) Wiltshire, Wessex Archaeology

Wessex Archaeology, forthcoming *Excavations on the Roman site at Radway Green, Crewe.*

**Antrobus (Franley) and Comberbach, Vale Royal: (Centred SJ 6422 7829) Possible branch off King Street RR70a Roman route,**

*A Roman road traced on lidar (301m by 1383m) HER 436/1/20 dated 6 Feb 2024 refers. HER report submitted by N Buckley & David Ratledge.*

A spur off RR70a south of Franley (SJ 639 791) can be traced on lidar and Satellite aerial images across the fields to the edge of Comberbach (SJ 644 776). It is most noticeable in "Stoney Field" (Tithe Map) just to the west of Field Farm (SJ 642 783). Beyond Comberbach it probably follows Marbury Road on an alignment taking it directly to the Northwich Roman fort but no evidence has been found to confirm this part of the route.

An annual summary of archaeological fieldwork instigated by the Cheshire Archaeology Planning Advisory Service (CAPAS) has been reported in the Journal of the Chester Archaeology Society under the heading "Cheshire Past" since 2013, (Volume 84). For more information about how to access the Journal please see the Chester Archaeological Society Website (<chesterarchaeolsoc.org.uk>). The most recent annual summary appears in Volume 93 for 2023.

## Cornwall See also Devon and Somerset

*A listing of more recent archaeological discoveries and investigations summarised by Delwyn Matthews*

This summary deals with any new findings made (or at least reported on) during 2023, although note is also here taken of some earlier finds (in Cornwall) which date to 2021/22 but which have not previously been highlighted.

In my previous report (February 2023), attention was drawn to some of the new research work being carried out by Dr. Chris Smart, Exeter University in partnership with the Spanish National Research Council (SNRC) using lidar and other data, to help identify hitherto unknown sections of Roman road in the region. Dr. Smart gave an online presentation to RRRA members on some of this work on 5 January 2023; this still remains available to watch on catch-up via YouTube (<https://www.youtube.com/playlist?list=PlqRwv1RsLjSctOlcQ9Voki6rglg4j55Kj>).

Following this presentation, a fuller detailed joint research report was released during summer 2023 and which has been the focus of considerable interest. The new research work has begun to transform our understanding of the Roman road network in the South West. Prior to this study, views concerning the basic layout of the network had hardly changed since Margary's publication in 1973. It is now known that Roman activity extended far into the peninsula and on into Cornwall, however, few of these roads had been properly identified beyond suspected (and often inconsistent) routes shown on various maps.

2023 has though seen something of a major watershed in terms of rethinking the Roman road network. The new research by Dr Chris Smart and Dr. Joao Fonte of Exeter University and Dr Cesar Parcero-Oubina of the Institute of Heritage Sciences, SNRC, has been able to map out the likely full extent of this network west of Exeter (as well as into parts of Somerset). See: '*Roman Roads in the South West of England*', Orion Archaeology available at <https://www.orionheritage.co.uk/roman-roads-in-the-south-west-of-england/>. Margary had concluded that Exeter was the focus of the Roman road network in the region, a view which had not changed in many years. The University study has instead now been able to establish that, instead of Exeter, it was North Tawton in West Devon (close to the present day Cornish border) which was in fact the main centre of a road network which further radiated out to the tidal estuaries on the north and south coasts of Devon and down into Cornwall.

The University team have specifically identified an additional 60-70 miles of additional Roman roads west of Exeter where very few had been recorded previously. Using geographic predictive modelling (incorporating information on gradients and flood risk) they have focused in and identified further possible routes of previously unsuspected Roman roads. It seems likely that the proposed network now identified is an amalgam of pre-existing prehistoric routeways, Roman military campaign roads later adopted into the provincial communications system and of others constructed during peacetime in a wholly civilian context.

It is accepted by Dr. Smart that further lengths of this road network are yet to be physically identified on the ground although some 8 miles (13 kms) of road have been so far, lying within just a short distance predicted by the model. The remainder of this report therefore considers any other known reports of roads, separate from Dr. Smart's own extensive work.

### Area North of Condolden Barrow near Bodmin

*Work by Andrew Ross (ongoing).*

As reported in the September 2023 RRRA Newsletter, Andrew Ross has been carrying out work to identify a possible Roman road and military industrial complex in the area to the north of the A39 and itself just north of the Condolden Barrow (SW 0905 8718). Lidar shows a possible Roman road with quarry pits running from SW 0877 8700 for about 450 m. Interestingly he notes that the road could be connected to a western extension of the Roman road identified by Smart and Fonte near Camelford. Possible connecting routes were being further investigated by Ross as part of his research for a forthcoming book ('*Searching for Tamara: Iron Age, Roman and Post-Roman Transport Routes in South West England*', Tryphena Publications).

### Tregellas

*Work by Andrew Ross/ongoing*

The cropmark of a linear feature, possibly a Prehistoric/Romano-British road (SW 9178 4927), is visible on Google Earth imagery dated 07/10/2022. Pits to its east have been observed on lidar which may indicate a Roman date for the feature, although these pits may also be associated instead with the post-medieval buildings of Tregellas farm itself. The road appears to run in a NNE/SSW direction, and if extrapolated in the southerly direction would run directly to the west of the hillfort and Romano-British settlement at Carvossa. The road also runs immediately to the west of a square enclosure believed to be Roman in date, and immediately to the east of the cropmark of a removed Post Medieval field boundary within that same field.

Cornwall/Isles of Scilly HER: MCO75444. Source: Personal communication: M. Curnow email dated 06/12/2023

### Work on the A30 Chiverton to Carland Road Upgrade (main excavations 2021-2022)

The following four entries relate to this work. CAU (Sean Taylor) has stated that further detailed reports should be available by the end of this year (2024), including analysis of samples taken for potential OSL dating. Until then these features remain possible Roman roads only and cannot yet be definitely confirmed as such.

### Four Burrows to Chybucca

*Work by Cornwall Archaeological Unit - A30 Chiverton to Carland Road Upgrade.*

Two separate lines of borrow pits. The first, at Four Burrows, comprises 16 pits over a distance of 160m (SW 76103 48343 to SW 76249 48411) running parallel to the current A30 route 100m to the south along an ENE-WSW alignment. Eight were excavated and averaged around 2m across and 0.5m deep. No finds were recovered from these but samples for potential OSL dating were taken.

Another line of borrow pits at Chybucca comprised 19 pits over a distance of 245m (SW 77882 48891 to SW 78089 49024) running roughly parallel to the current A30 30m to the south. Five of the smaller examples were hand-excavated and a sixth larger pit (6m by 5.5m and 0.3m deep) was excavated by machine but again, no finds were recovered. A pair of parallel ditches 5.6m apart ran intermittently immediately to the south of the pits along the same ENE-WSW alignment.



*A30 improvement works showing Chybucca Pit alignment. Source: CAU*

**Nanteague to Marazanvose**

*Work by Cornwall Archaeological Unit - A30 Chiverton to Carland Road Upgrade.*

A section of ditched road was identified at Nanteague over a distance of 155m immediately to the south of the current A30 (SW 79328 49685 to SW 79417 49712). The distance between the steep-sided ditches was 3.7m. Some stone surfacing survived in places although the bulk had been ploughed away.

A few fields to the east a long section of old road was identified over a distance of nearly 400m (SW 79623 49918 to SW 79890 50192). The road took the form of a ditched section on the higher ground to the west but as it descended the slope towards Marazanvose it turned into a sunken holloway up to 5.5m wide and 0.4m deep, at the base of which was surviving metalling. This section could clearly be seen to join the existing A30 at the top of the hill to the west and seems to represent a previous iteration of the route. Interestingly, the current section is followed by a parish boundary, which suggests the diverted current route is of at least medieval date (and probably early medieval) rather than a later turnpiked section. Rather circumstantially a pit containing a Roman coin (of Commodus,



*Holloway section of road at Marazanvose. Source: CAU*

dating to AD 181) was excavated next to the holloway stretch, which also ran past a complex Bronze Age roundhouse. A short stretch of ditched road that may be a continuation of this route was identified in another excavation area 200m to the north-east by Nancarrow Farm.

### Carland Cross

*Work by Cornwall Archaeological Unit - A30 Chiverton to Carland Road Upgrade*

A line of borrow pits associated with a ditched road was identified to the east of Carland Cross over a distance of 185m (SW 184997 54139 to SW 185169 54208). Pits were found either side of the road and both pits and road crossed (and cut) a more recent ditched trackway that appears on historic mapping. The parallel ditches were 4.4m apart. Once again no finds were recovered from either pits or ditches but samples for potential OSL dating were taken from the pits.

### Roche

*Work by Cornwall Archaeological Unit - St Austell to A30 Link Road*

Two sections of ditched road were identified during these excavations. One, comprising two parallel ditches 2m apart ran for a distance of 45m up to a rectilinear enclosure interpreted as a Roman fortlet (from SW 198724 58843 to SW 198743 58884). The later phase of the fortlet appeared to cut the road. The other section, 45m long, ran parallel to the west of the existing B3274 road through Roche (from SW 199039 58979 to SW 199020 59019), through ancient farmland and not mapped on any historic mapping. The ditches were just over 5m apart.

## Cumbria

### Carlisle, Carlisle Cricket Club, Edenside and Rickerby Park

*Work by RRRA*

magnetometry survey of the playing area at Carlisle Cricket Club, adjacent to the excavations of 2021 failed to find any trace of the East-west trending Roman road, leaving the possibility that the road is buried at depth or that it was removed in the 1840's when the cricket ground was being laid out.

Much of the 18-hectare Rickerby Park to the east was surveyed along the projected line of the road mentioned above but nothing was found. However, in a small area of the park to the north and abutting Brampton Road clear results were obtained which showed buildings and particularly what appeared to be an apsidal building.

## Derbyshire.

### Possible road north of Smithy Farm. SK1606 6284 to SK1606 6284.

*Summary of work by Neil Buckley.*

A proposed amendment to HER record 'MDR 1023 – Possible road north of Smithy Farm' has been submitted by N Buckley. A significant extension to the known length of road first identified at Smithy Farm and assumed to be medieval in origin. The apparent junction with The Street is at SK1606 6284, the road is traced as far as Mapleton Bridge at SK1654 4809.

Using lidar the road can be traced east to a junction with RR71a (The Street) close to Arbor Low. The road has also been traced with high confidence south west as far as Mapleton and the River Dove. Rocester appears to be the origin but a river crossing point is yet to be identified.

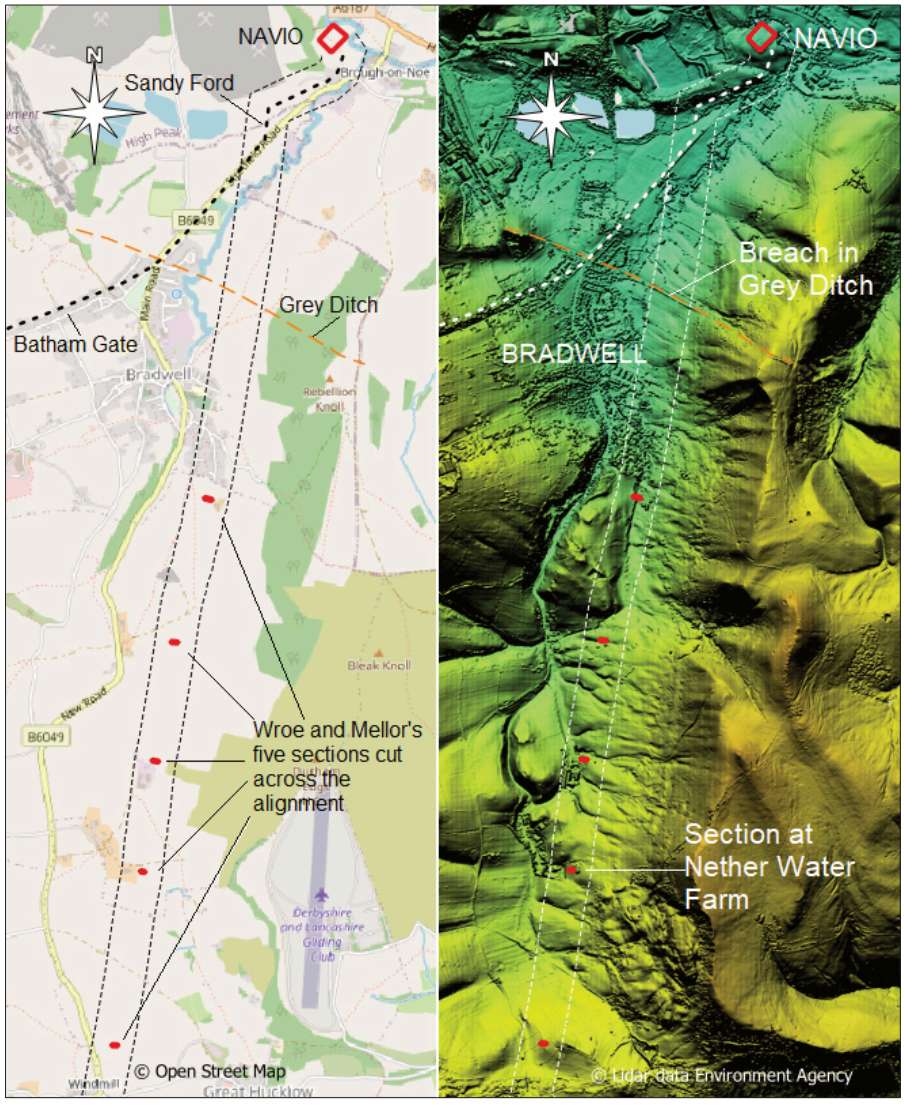
Summarised from RRRA Newsletter 27, Summer 2023.

As indicated elsewhere in this volume, the new Margary number RR716(x) has been reserved for this route following the protocol laid out in Armstrong (2021, 282).

### Brough (*Navio*) south up Bradwell Dale.

*Summary of work by Neil Buckley.*

In 1974 Wroe & Mellor investigated a possible Roman road going south from Brough up Bradwell Dale to Windmill. Five sections were cut across the presumed alignment (Wroe 1982). The section at Nether Farm (SK 1728 7887) revealed "three construction periods and possibly four" and that its greatest width was about six metres in the later periods, somewhat wider than other roads (Derbyshire HER ref. MDR11383). A later Derbyshire HER ref. MDR2435 concurs with Wroe's alignment up the Dale but suggests that the approach to the fort continued on the same alignment in the general direction of what we now know is Sandy Ford. The source of Derbyshire HER ref. MDR2435 is an unpublished document by K. Smith dated 1991, so the basis of the proposed route is not known. Wroe's sections are on a mostly straight alignment and all are on a sight line from Sandy Ford. Also on that sight line is the western breach in the Grey Ditch as it crosses the valley. So, there are a number of clues suggesting that a Roman road did go south from Brough but unfortunately, apart from the diagonal across the Stretfield, there is very little lidar evidence in Bradwell Dale to support it. Although the existence of this road has still not been confirmed the Stretfield diagonal *agger*, if




*Possible road to the south via Windmill. Base map is © OpenStreetMap Contributors 2020, made available under the Open Database License (ODbL) v1.0. Base lidar data is © Crown Copyright 2021*

confirmed, would lend some support to it. It would also provide a plausible explanation for the Batham Gate zig zag, suggesting that Batham Gate was a spur off perhaps an earlier road going south.

**Reference**

Wroe, P. 1982: 'Roman Roads in the Peak District'. *Derbyshire Archaeological Journal*, Vol 102, 49-73

Summarised from RRRA Newsletter 28, Winter 2024. As indicated elsewhere in this volume, the new Margary number RR717(x) has been reserved for this route following the protocol laid out in Armstrong (2021, 282).

## Devon, see also Cornwall and Somerset.

*Summary by Delwyn Matthews*

Apart from any significant new findings made by Dr Smart, contact with all the relevant HER records offices for the county, and others, have revealed no other significant new finds within the county.

### Plympton to Clearbrook, RR495(x).

As reported in last year's *Itinera* III, the creation of a new town at Sherford, to the east of Plymouth (near Plympton) has been the subject of further detailed archaeological investigations, involving AC Archaeology. In early 2023 excavations revealed a (then) undated road flanked by a drainage ditch and which it was thought might be Roman based on lidar analysis. Orion Archaeology has subsequently carried out further analysis work (in its role as managing the large post-excavation programme on behalf of the developers).

Optically stimulated luminescence (OSL) dating of the soil immediately below the road surface excavated has now provided a later Iron Age (300-130 BC) date. As these soils pre-date the construction of the road, this dating has been interpreted as being reasonable evidence for the road being of Roman date and probably at the end of the occupation range.

Significantly, the section of Roman road excavated is just over a mile (1.7kms) to the west of the position of the Roman road in the area predicted by the Exeter University study. Although other variations have been noted between the predicted route and the actual, Orion Archaeology has stated "the predictive modelling by Exeter University appears to be reasonably accurate ".

See: *Roman Roads in the South West of England*, Orion Archaeology, available at <https://www.orionheritage.co.uk/roman-roads-in-the-south-west-of-england/>.

### Exeter to Cullompton, RR494(x).

As reported in *Itinera* Volume 3, 2023, the route of a possible Roman road would have run from the East Gate of the legionary main fortress at Exeter to an auxiliary fort at Cullompton (SX 971 999). A section of this road is thought to have passed through the National Trust (NT) Killerton Estate, approximately midway between the two fort locations. Excavations carried out by Exeter University Archaeology Field School in the summer of 2023 (led by Dr. Sue Greaney) unfortunately failed to find evidence of this road following the opening up of a large trench (Trench 2) near the Front Park /pond area. This had been located over the line of linear high-resistance anomalies following an earlier resistivity survey. However, instead of a road, excavations revealed spreads of demolition rubble and many post-medieval finds of pottery and other artefacts, also revealing a wall and two cobbled surfaces, probably forming part of a post-medieval settlement. It is hoped that further investigations can still be undertaken during future field schools to locate this road.

*See also David Ratledge, this volume.*

## Dorset

*From Mike Holmes*

### Fosse Way, RR4f, Marshwood Vale

It is a surprising fact that the middle section of RR4f, between Two Gates in Dorset and Woodbury Roman Fort in Devon, is not definitely agreed. Between these two places the road crosses a difficult 25km stretch of hills cut by steep sided river valleys called the Marshwood Vale. There are three or more published routes which claim to be the Roman Road from Dorchester to Exeter. However, recent work by Hugh Toller (2014) has thrown much needed light on the situation.

From Loders, where Margary had the road divert to the south-west so as to reach Bridport, Toller looked for and found evidence that it went straight ahead. From Loders westward, he recorded lidar and *agger* for a road heading directly into the Vale and bypassing Bridport to the north (see Fig. 3). Very significantly, he identified clearly visible lidar evidence at Copse Gate where the road makes a turn from north-west to west-south-west. This change of alignment enables the road to avoid the high ground to the south. The lidar continues across a number of fields and can still be seen in a forest towards a crossing of the River Char (Fig 4). Both *agger* and lidar are visible west of the River Char confirming the new alignment of the road. On the way to Wootton Fitzpaine, the road crosses a small stream. Toller notes that "in a boundary charter of 1044 this location is described as 'straetforda'".

Toller's road then merges with the A35 and Woodbury Lane to reach the fort. It is clearly a direct well-engineered road taking advantage of the landscape to find the shortest way. It should be regarded as the most probable Roman road between Dorchester and Exeter and an alternative route to Margary's RR4f.

Summarised from RRRA newsletter 26, Summer 2023.

#### Reference

Toller H., 2014: 'The Roman Road from Dorchester to Exeter" *Devon Archaeological Society Proceedings* No. 72, 2014.

### Two Gates to the Roman Fort at Waddon Hill, RR481(x).

This route runs northwards along the edge of the Marchwood Vale to the Roman fort at Waddon Hill. It leaves the road RR4f at Two Gates and makes a right turn, passing Eggardon hillfort to the east and heading northwards. To the west of the village of Hooke, the road follows a byroad in a north-west direction until it meets the modern road B3163 at Hackthorn Hill. Beyond the road junction, there is no further visible indication of the road, but the byroad at Hackthorn Hill is aligned towards the south-east entrance of the Roman fort at Waddon Hill. Field (1992) continued the alignment of the byroad and traced a probable course to a crossing of the river Brit south of Beaminster Church and on to the fort itself. Field does not report any continuation of the road beyond the fort. Possible confirmation of this route is provided by the lidar which shows what may be the continuation of the alignment across open ground to the west of Hackthorn Hill.

As indicated elsewhere in this volume, the new Margary number RR481(x) has been reserved for this route following the protocol laid out in Armstrong (2021, 282).

Summarised from RRRA newsletter 26, Summer 2023.

**Reference**

Field N.H., 1992, *Dorset and the Second Legion,* Dorset Books, Tiverton.

## Durham

### Reappraisal of the Stanhope to Eggleston 'Roman Road' RR821

*By Dave Armstrong*

This old road, thought to be Roman from its construction in short straight segments efficiently traversing the topography, has never been totally convincing. While the structure of the road, of a lightweight nature, is not dissimilar to some other Roman roads, it also has a very narrow width at approximately 4m or 12' without kerbstones or adjacent quarry pits that can be typically diagnostic of Roman roads. But equally, construction as an eighteenth century road relating to local lead mining is not an easy explanation. If constructed in the 1700s (the commitment and expense is not recorded in the London Lead Co. records) – why was it redundant and bypassed by the current road that was in use when the First Series OS map was surveyed in 1857?

To reconsider this conundrum and determine if more work was needed to convincingly determine the era the road was constructed, a joint field visit between members of Altogether Archaeology and the Roman Roads Research Association was conducted in March 2023. The focus was on three enclosed cultivation areas, long abandoned, that lidar revealed the road running through. The relative relationship of these and the probable dating of the rig and furrow cultivation could then determine which predated the other and thus what the likely construction era may have been.

Lidar in three prominent locations suggests that the old road was constructed over, and hence after, the rig and furrow was being cultivated. Observing where the old road cut through the enclosing embankment suggested that the embankment had been removed to allow the full width road through without any narrowing. Probing revealed that the hard surface of the old road was continuous through the gaps while not present in the embankment – the edge of the old road was consistent. All this suggested that the road post-dated the (redundant) embanked enclosures. The narrow and quite straight nature of the rig and furrow indicates that the ploughing was horse-drawn and therefore probably post-medieval. It therefore seems probable that Roman construction is highly unlikely.

**Present**

Altogether Archaeology; Martin Green, Rob Young, Janet Stirk, Rob Pearson.

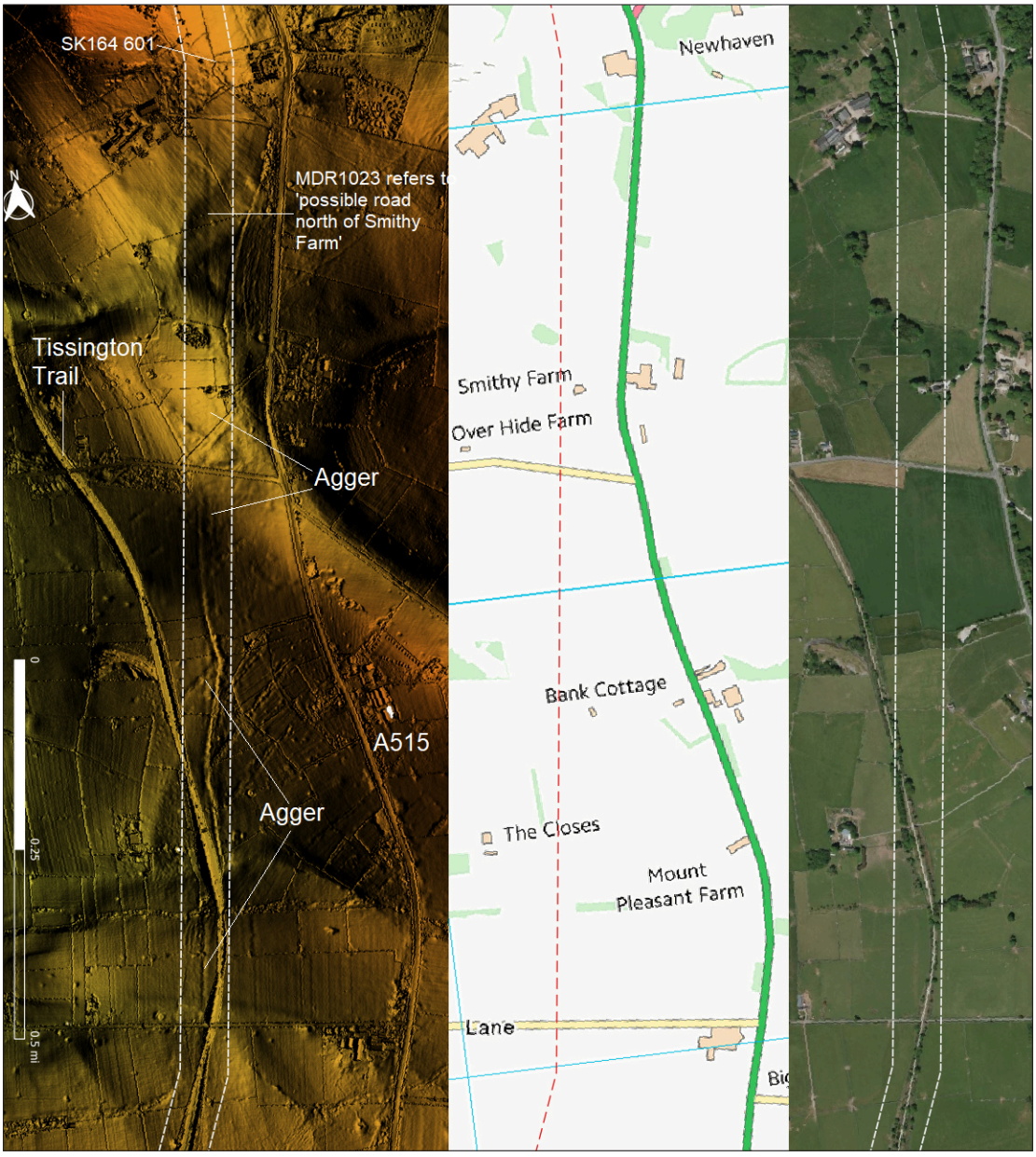
RRRA; Mike Haken, Dave Armstrong.

## Essex

*From Geoff Lunn of Colchester Archaeological Trust (CAT)*

### Colchester to Gosbecks Archaeological Park, Essex, TL 97538 23073, RR321

The Colchester to Gosbecks Roman road (RR321) was once again excavated over a short section to the rear of Hedges Drive in Colchester, by CAT, ahead of a new development of houses. As seen elsewhere, the road consisted of four ditches defining two narrow footways, c 2.6m wide, on either side of a wider central carriageway which was about 7.6m across.




*Newhaven to the Tissington Trail. Base lidar is © Crown Copyright 2022. Base Satellite map is copyright Microsoft Bing. Base map is Opendata copyright Ordnance Survey.*

In this location, the ditches were well defined and were 100% excavated for finds retrieval except for a small central baulk in the middle of the site. No trace of metalling was discovered as has been seen elsewhere along this route. This could be due to ploughing or possibly that the road was never metalled along its full extent, as evidence of metalling has only been found at the extreme ends of the road, near to Colchester, and near to Gosbecks Archaeological Park.

The Roman road linking the Roman town of Colchester to Gosbecks was projected to run through the development site as the course of the Colchester to Gosbecks Roman road is well known, originating from the major Roman road junction beneath the Colchester Royal Grammar School (2.14 km north-east of the development site) and running to the east side of the market, religious and likely administrative complex at Gosbecks (c 400 m south-west). Early aerial photographs had revealed a road consisting of four ditches, creating a main central carriageway with ancillary tracks to each side.

Work elsewhere along the route has shown that the road was widened at some point, probably in the early 2nd century, and the two inner ditches filled in. The reasons for this modification remain unclear, but it seems likely that there was probably an increase in traffic volume during the 2nd to 4th centuries.

HER Report ECC4765; Archive: Colchester Borough Council, CAT report 1917

## Gloucestershire

*Summaries provided by Ian Dean, west of the Severn and Chris Webb, east of the Severn*

### Land south of the A40, Churcham, Gloucestershire, RR61. Grid ref: SO 77917 18864, Map Sheet SO71NE, HER 24143

A geophysical survey and trenching evaluation (total of 326 trenches opened across 17 fields) were undertaken in two phases, in 2021 and 2022 prior to planning application for development. A Roman road and roadside ditches were identified during a 2021 geophysical survey/evaluation. Anomalies identified as possible archaeology relate to infilled ditches and pits, located either side of the Roman road and in an area to its south west.

The Roman road was more distinct in Field 12 and was identified in Trench 179 and additional trenches 325 and 326. In Trench 326 distinct northern and southern ditches were observed, with the lower layers of the road preserved between them. The northern ditch (32610) had a maximum width of 8.8m,a depth of 0.24m.and contained two distinct fills. The lower fill was concentrated to the northern extent of the ditch and consisted of a light greyish brown silty clay with occasional inclusions of small rounded pebbles and was covered by a fill consisting of a mid-greyish brown clay with abundant inclusions of small to medium rounded pebbles and rare slag.

The southern ditch fills were significantly stonier and had a much higher concentration of slag inclusions and had a width of 6.4m and a depth of 0.22m and contained three distinct fills. The southern lower fill consisted of a mid-red clay binding an abundant inclusion of rounded pebbles. The northern lower fill was a mid-greyish white silty sand containing stones that appear to have slipped in from the road. These were partially covered by a dark greenish black sandy silt with frequent inclusions of slag.

This road is considered to be heading from the *colonia* at Gloucester towards *Ariconium* (near Ross-on-Wye) and onwards towards Herefordshire, it is unclear if it goes via Mitcheldean and the iron working sites nearby on edge of Forest of Dean, and it is possible there is a sideroad from it near Churcham leading SW to Newnham and the main Gloucester to Caerwent to Caerleon road

#### Reference

Report no.17950 (Williams B, Worcestershire Archaeology) 2023 and Geophysical Report (Carrozzo F and Garst L, Magnitude Surveys) 2021.

**Land to the east of Newent Business Park, Newent, Grid ref: SO 73177 225796, Map Sheet SO72NW, HER 49885.**

A site on the eastern edge of Newent, to the south and east of Newent business park, Gloucester Street, and the B4215, was subject to an (unreleased) magnetometer survey in 2018 and a 2023 trenching evaluation (48 trenches across 8 fields) in advance of a proposed development. Activity identified was primarily Roman, with some undated later activity and occasional modern truncation. The site contained a substantial Roman settlement, comprised of rectilinear and curvilinear enclosures, ring ditches, extensive pitting and a road or trackway. The settlement contained abundant evidence for iron processing, but no evidence of iron working.

**Reference**

HER no. 15475, 2018 report by an unknown author.

**Land west of the A48, near the driveway to the Haie, Ruddle Court Farm, Newnham, Gloucestershire, Grid ref: SO 68 10, HER ref. 49786**

In advance of agricultural works a site of Romano-British date including a cremation cemetery was identified in 2018 through geophysical survey. This was followed by a trench evaluation the same year and an excavation over four areas of the site in 2019.

The features were interpreted as evidence of iron smelting and possible occupation of Romano-British to early medieval date, and the survey interpretations included dense concentrations of both linear and discrete features with dispersed magnetic debris. This has been interpreted as an area of metalworking activity and associated waste, possibly including at least one furnace. Isolated discrete positive anomalies have been interpreted as areas of burning.

In the north of the site a series of ditches including several boundary ditches were identified along with a number of pits, one with an associated stone-lined culvert. A group of four small pits/postholes ran in a line 10 m long, and possibly formed part of a building, and one pit/posthole had a gold coin of Vespasian (AD 69-79) interpreted as probably residual or curated. To the south were 7 cremation burials, one of which lay apart from the main group. Four were urned, one in a 1st/2nd century blue glass vessel within a stone-lined cut. The south of the site also contained pits, ditches, a possible trackway and an area of colluvium, which was overlain by two spreads of ironworking slag and associated debris. A possible furnace cutting colluvium consisted of an irregular pit containing charcoal and with signs of in-situ burning.

The 2021 excavation report concluded that the earlier phase of the site's development involving ditches, a stone-lined pit and culvert and a cremation cemetery was of early to middle Roman date. Ditches contained 1st to 3rd century pottery, animal bone, Roman ceramic building material, unworked burnt stone and slag, all broadly early to mid Romano-British but not all contemporary. A stone-lined pit/water tank appeared to have silted up naturally and its fills contained finds including slag and later C2nd-3rd pottery, whilst the associated culvert contained a sherd of broadly Roman pottery and charred spelt wheat. Four postholes formed part of a structure or fence, with fills containing pottery of late Iron Age to 3rd century date. Other finds from the postholes included Roman CBM, slag, 2nd/3rd century glass sherds, burnt stone as well as the gold coin of Vespasian (AD 69-79) believed to be either residual or curated. The feature appears to have gone out of use and been backfilled in the 3rd century. Samples from the postholes contained mainly oak and alder charcoal, with some ash. One early to mid Roman period pit contained later 2nd/3rd-century pottery, Roman

CBM and slag, and another contained charcoal, probable Roman glass, and amorphous fired clay fragments and possibly served as an oven or hearth.

The cremation cemetery was also of early to mid Roman date and consisted of four urned/two unurned cremations, an especial feature of one being a mid-2nd century, globular, Baetican Dressel 20 amphora containing a glass vessel also believed to be 2nd century, within which were the cremated remains. Other finds from the cremations included a piece of pottery re-worked to create a stopper, nearly 200 iron nails/small iron fragments, sherds of 2nd century pottery, and broken Gaulish amphora of mid-2nd-century date. Radiocarbon dates obtained from two of these burials, were of cal 91 BC-cal AD 63 and cal AD 127-238.As the artefactual evidence from the cremations was in line with an early to mid Roman date it is thought that the earlier radiocarbon date could have resulted from the use of old wood during the cremation process. The remains within the double-urned burial are believed to be those of an adult male, whilst the others (including some human bone fragments associated with the double-urned burial) are unsexed.

There is a second phase of the site's development dated to the later Romano-British period which pottery of 3rd century and later date, slag, iron nails and 3rd-4th century glass. A pit of this period had a clay lining suggesting a possible origin as a storage tank or well, and had been backfilled with deposits containing 3rd-century or later pottery, Roman CBM, unworked burnt stone, slag, animal bone, structural fired clay possibly originating from a hearth, and an iron fragment. A single cremation of this period (possibly of an adult male) was within a late 3rd or 4th century Dorset Black Burnished ware jar. Two large slag heaps in the south of site indicated iron production of 3rd-4th century date.

Also there are signs of post-Roman and early to later medieval iron-working on the site including a possible furnace or charcoal-burning pit/hearth containing a charcoal-rich deposit with alder charcoal with a radiocarbon date of cal AD 774-889, overlain by a deposit containing burnt unworked stone and alder charcoal with a radiocarbon date of cal AD 687-887.

Contributor's personal comment: This site is very interesting particularly because of its cemetery which may have been near the Roman road from Caerleon to Gloucester RR60a and potentially hints at its route hereabouts. Parts of the Margary/OS line for the road in the area are incorrect due to the uncritical assumption that the Roman road is represented by the line of the modern A48 almost everywhere. This cannot be correct in some nearby stretches where the A48 only gained its present line in the 18th/19$^{th}$ centuries. In the site area here there are two possibilities on the edge of Newnham with its Severn river ford for the Roman system and both routes seem to be converging within a very short distance of this site which is between the two.

**Confluence of the Roman roads between Gloucester and Dymock and Gloucester and Mitcheldean at Linton Farm, Highnam. RR61. Grid Reference SO 801 192. HER ref. 7122**
*Work by Substrata commissioned by Heritage Archaeology Limited*

Geophysical survey of land to the east of Linton Farm, Highnam in 2014 had revealed a probable Roman road north branching in a north westerly direction from the road from Mitcheldean to Gloucester (HER 7123 RR61). Other features, possibly indicating a small settlement alongside the road were also identified. In advance of a planning application, an archaeological magnetometer survey was undertaken in 2022 at Land at Linton court, Linton Farm, Gloucester. Magnetic enhancements and pit-like anomalies adjacent to the proposed road may be evidence of structures and/or occupation activity. Elsewhere two areas of magnetic dipolar response may be contemporary

industrial activity zones. Many linear anomalies in rectilinear patterns were detected north and south of the proposed road, which may be evidence of field systems and/or settlement foci, of uncertain date. Positive rectilinears and especially those north of the proposed roman road appear to run perpendicular to the proposed road which may suggest some contemporaneity however it should be noted that the alignment of the proposed roman road is preserved in a field boundary drawn on the 1840s tithe map and so some of these linears could be as late as the 19th century. The roadside settlement now extends from Linton Farm boundary to the east for at least 400 m and from the Roman road alignment at least 150 m to the north and south; with possible paddocks and structures along the roadside. The possible junction was not noted, that may be due to the survey area not going far enough to the west. In 2023 evaluation carried out with six trenches that targeted anomalies identified in the 2022 geophysical survey and confirmed them as features of a 1st to 4th century AD Romano-British settlement, with evidence of multiple phases of domestic, economic and mortuary activity on the site.

The east-west road between Gloucester and Dymock/Mitcheldean RR61 was identified crossing the site, with ditches running either side, although only intermittent traces of metalling survive.

Roman features were identified both to its north and south, including enclosure ditches with signs of maintenance and recuts, inhumations, large waste and cess pits, rubbish deposits, pits, postholes and a trackway. Buried soil horizons were identified in all trenches, in some being cut by Roman dated features and in other areas possibly sealing them, further suggesting that multiple phases of activity are present.



*View north across the Roman road showing the exposed ditches*

## Greater London

*Summary from Matt Sparkes*

### City of London, 6-8 Bishopsgate / 150 Leadenhall Street, EC3, TQ 3308 8116

*Work by Silvia Barlassina and Sadie Watson of MoLA (Museum of London Archaeology)*

Following the notice in *Itinera* 3 (269-70) work has continued at this central London location. 'A late 1st century AD main road, serving both the fort to the south of the site and local traders, ran across the site from east to west. There were several large quarry pits on the site where gravel and sand had been extracted to provide road surface metalling.' (Source: London Archaeologist 16 (S1) p4.)

### Borough of Tower Hamlets, 629-631 Roman Road, E3, TQ 3693 8353, RR30

*Work by Zoe Schofield of Touchstone Archaeology*

A metalled surface was uncovered, similar to that described in archaeological excavations at nearby Parnell Road and Lefevre Walk in the 1980s (interpreted at that time as part of the London to Colchester road, RR3a, but now reinterpreted as part of the Stratford to Great Dunmow road, RR30). No definitive edge to the feature was located, but pottery found elsewhere on the site gave dates ranging from AD 43-270, consistent with the AD 50 date of the road's construction. (Source: London Archaeologist 16 (s1) p32.)

### Borough of Havering, 90 New Road, Rainham, RM13, TQ 5087 8276, RR3a

*Work by Guy Seddon of Pre-Construct Archaeology*

The northern part of the site was close to the anticipated line of RR3a. No sign of the road was located, but a Roman ditch was found running parallel to the expected alignment. (Source: London Archaeologist 16 (S1) p15.)

### Borough of Hounslow, Brentford Waterside, Blocks B, C and K, Brentford High Street, TW8, TQ1755 7730, RR4a

*Work by Jess Bryan, Paolo Clemente and Marianne Cook of MoLA*

Roman features including a potential quarrying pit were located south of the known route of the London to Silchester Roman road. (Source: London Archaeologist 16 (s1) p16.)

### Borough of Hounslow, 65-67 Hanworth Road, TW3, TQ 1397 7568, RR4a

*Work by Audrey Charvet of L-P Archaeology*

The site is located approximately 50m south of the projected line of the London to Silchester Roman road. No archaeological features were observed. (Source: London Archaeologist 16 (s1) p17.)

### Borough of Tower Hamlets, 32 Whitechapel Road, Shadwell, E1, TQ 3422 8152, RR3a

*Work by James Aaronson of Compass Archaeology*

The site is believed to be located alongside the line of the London to Colchester Roman road, but no traces of pre-16th century archaeology were located. (Source: London Archaeologist 16 (s1) p33.)

## Hampshire

### Roman Road Winchester – Chichester, RR425(x)

*Summary provided by Richard Whaley of NEHHAS.*

Dig attendance was low thought to be due to the cost of living crisis, but we finished field work at the site of what we believe is *Clasusentum* which has the correct mileage with ITER VII with this direct route between these towns. The site is by the A32 at Exton, and the farmer on whose land much of it occurs invited us to direct him using his digger to take off the soils. A base line was selected which should give a good indication of the state of Roman development. This has been written up and can be seen at <https://www.nehhas.org.uk/sha19-22.htm>. The Map therein indicates the Street Grid is N – S, probably what the Romans could create using a sun dial. The Chichester Roman Road crosses the site in a SE direction as 3 spaced lanes. The Streets were largely composed of sand coloured clay containing a variety of materials and probably topped with a running surface of hard white chalk not occurring locally (except at some depth). What we call the Principal N – S and E – W Streets which show up clearly on lidar were found to have the Street material contained within the natural chalk. The other Streets were built on the natural chalk.

The Roman Road Lanes were built on the natural chalk some 30 – 40cms high of various types of chalk and probably topped with hard white chalk. However where a Lane was crossed by a Street the Roman Road material was replaced by the Street material – indicating the Streets were later.

Apart from a scatter of Roman pottery north of the Principal E – W Street there was little evidence of Roman development. The 2023 Bank Holiday digs were focused on trying to locate where the habitation was. When the A32 was constructed in the 1930s building work was seen. This is at the North end of the Principal N – S Street. This building was excavated in 1980s – 1990s by Winchester College, finding a large Roman house astride the A32 which was highly decorated, with a wall fallen down. Part of this wall was extracted and is on display at the British Museum. A coin of 350AD was found under this wall – several other coin sequences exist in this area, all ending around the same time. The Roman economy seems to have come to an end. The interpretation is that Saxon incursions caused the owner of this big house to retire to one of the cities. This period had the Roman Naval Saxon Shore Forts constructed to combat them. This house then appears to have been used as a barn before it fell down. Its owner was likely to have constructed the Street system which was never developed.

The Antonine Itinerary was produced around 200AD, so for *Clasusentum* to be included it would have to be offering travellers facilities from around 150AD. This is too early for the big house. The farmer had a theory that the lane leading to his farm (on the East of the above Map) was Roman, while the Roman Road Lanes are at right angles to it. Furthermore on lidar and air photos a line runs slightly west of this lane. The theory was explored that the original settlement was in this area, using the Roman Road Lanes as Streets, and constructing twin N – S Streets at right angles to them. The lidar image gave a width of just 4m for the line just west of this modern lane, and excavation found a Street of this width with ditches at both sides. It was a simple affair largely built up of chalk from the two ditches.

The theory is that a twin Street exists under the modern lane. For complex reasons this was confirmed by finding that the ditch on the East side of the excavated Street was full of human bones. There were at least four burials, two were children, with later burials disturbing earlier. The problem is complex because the farmer some decades ago discovered the first Saxon burial cutting a septic

tank in this region, which led to considerable archaeological activity finding a string of Saxon burials to the East of this modern lane. These were all individual burials. The report of these mentions finding a ditch, and states that the burials have a relationship with this ditch. The ditch is not shown on their plan and its not clear what the relationship is. However, NEHHAS will be publishing an analysis of this report – showing that a line drawn through skulls likely to be associated with the excavated Street is parallel to lines drawn through skulls likely to be associated with the Street under the modern lane. The only way these parallels can occur is for the burials to have relationships with the four ditches of these two Streets – of which 3 ditches have been seen.

If a settlement had existed from around 150AD we would expect some tiled roofs and floors - floor tiles were reported in the burial excavations. We used our magnetometer to search for continuous areas of house size and have found a number of house-size areas around the modern lane and Roman Road Lanes. These will be published in due course.

We also used our magnetometer over the excavated Roman Building by the A32. We did not find a continuous signal, but intense spikes. How the site was backfilled may be the cause. We have reported finding a Lake round 2 sides of this Roman House <www.nehhas.org.uk/clalake.htm>. It turns out that the boundary of this Lake is preserved as a Parish Boundary in what could have been the gardens of this Roman House. This produced Iron signals – which might be the remains of iron lakeside walkways and garden buildings or could be due to the Lake edge being made of iron stained flint – which give a high iron signals. We have found flints from this lake edge elsewhere.

Our last published report has the Road entering Coombe Wood on Chidden Down <https://www.nehhas.org.uk/rrch13.htm>. We have found the route through the wood as a light air photo line, crossing the deep coombe as a causeway. It comes out of the Wood as beautiful binocular image of 3 terraces, with the 40' terrace in the middle with a slight hollow way. Up to Coombe Wood this Roman Road has been followed by modern roads and foot paths. These leave the Roman Road on entering this Wood, and its character changes. – we get 3 *agger*s. Farming activity may flatten *agger*s into terraces.

## Kent

*Summary and research by Mike Haken*

A planning application for a proposed solar farm (centred at NU 1007 1137) between Ash and Richborough in Kent led to a re-assessment of the Roman road network approaching to the important Roman site at Richborough, in Roman eyes known as the gateway to the Roman province of Britannia. The role it played in the formation and development of the Roman province of Britannia, and by extension the history of this country, cannot be overstated, as demonstrated by the construction at *Rutupiae* in the late 1st century AD of one of the largest triumphal arches ever built in the Roman empire.

A complex picture of seven, arguably eight roads have previously been suggested in this area. However, there are just three roads for which there is sound evidence as illustrated in figure 1. and summarised below. The full report can be accessed at <https://romanroads.org/reports/sr011-richborough-little_south_solar_farm-haken_2024.pdf>.

### RR10, Richborough to Canterbury

Leaving the west gate of Richborough, the course is well established, crossing the neck of the former Wantsum Channel by a causeway towards Fleet Farm. It must be remembered, however, that Roman

occupation lasted three and a half centuries, and it seems quite possible that the channel west of Richborough that the channel was originally open, but became silted up at some point during the Roman period, and the road only constructed after that time. Indeed, the excavations by both Ogilvie (1968) and KAFS (2001) may support this suggestion, since they revealed that the road structure contained much re-used Roman material, such as Carrara marble, broken Roman brick and tile, quern stone fragments, and sherds of Roman pottery. This clearly raises the possibility that the road may not have been not the original route west from Richborough (see East Street to Richborough, below).

Whilst the route of the road between Richborough and Ash is known with reasonable confidence, there remains some uncertainty between Fleet Farm and Cooper Street. The most likely course keeps to higher ground just south of Fleet Farm where a possible length of *agger* is visible on lidar between TR30666028 and TR30606024. It would then head south of Chapel Cottages through a possible cutting at TR30466013, before heading south-south-west along the known straight alignment through Europa Greenhouses to Ash. At Ash, the road makes a sharp turn of about 73° to head west towards Canterbury, which may seem peculiar, however it allows the road to keep to high ground with a good field of view, whereas the direct route would have crossed several shallow marshy valleys creating an

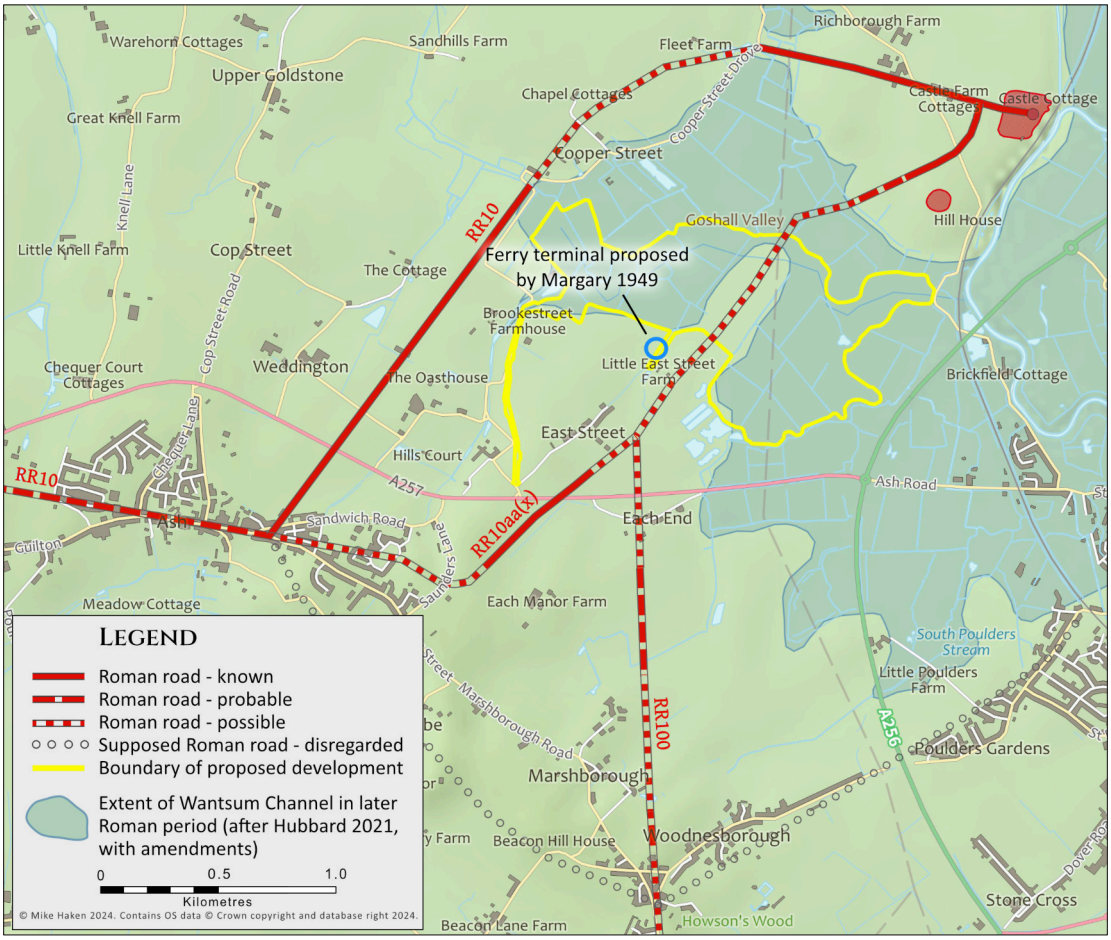



*Figure 1. Map showing the probable layout of Roman roads near Richborough.*

engineering problem to overcome, and potentially leaving a force on the march vulnerable to attack. There is, however, another explanation for the sharp turn at Ash, in that the road from Richborough could be meeting a pre-existing road which today runs east to west through Ash (fig. 1). Further west, the line of the road between Ash and Pine Woods has until recently been unclear, Margary's route being well to the south of the true line. The Street in Ash fossilises its course between the ends of Sandwich Road and Pudding Lane, the Roman line continuing along the same straight alignment for four kilometres, fossilised today by Nash Lane and Heart's Delight Road. West of Wenderton Lane it can be seen clearly on lidar imagery making an alignment change at TR24255923, before crossing the valley to head WSW through Wickhambreaux and on to Pine Woods and Canterbury.

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## RR10aa(x), East Street to Ash

In 1992, excavations took place (centred at about TR30405850) prior to the construction of the Ash by-pass (Hicks 1998). A previously unknown Roman road was revealed aligned roughly south-west to north-east, with adjacent roadside settlement probably dating from the mid second to the late third centuries, with evidence for some activity throughout most of the Roman period. The excavators suggested that the road was probably first constructed shortly after the Claudian invasion (ibid, 101), beneath it being an earlier rutted trackway with drainage gullies which was presumably in use until the route was formalised with an engineered road (ibid, 97). Coin evidence from deposits above the road suggested that the road went out of use in either the late third or early fourth century.

The excavators concluded that the light construction (15cm thick metalling) suggested that it was not intended for heavy use and that it was therefore merely a local road, however excavated examples of much thinner metalling are known over aggers of many other important *viae militares* in Britain.

The remains of the road can be seen on lidar imagery running for 830m from East Street at TR30625869 to about TR30005815 near Saunders Lane, where all trace is lost, however it is presumed that it skirted around the head of the small valley west of the lane (thus avoiding gradients of 1 in 5), where it would meet the extended alignment of RR10 from Ash to Wenderton Lane already described. This is essentially similar to the conclusion reached by the excavation report, although they were unaware that this road extended as far southwest as it does and of the true course of RR10 west of Ash. To the northeast, it is clear that RR100 from Dover (see fig. 2) meets this road near East Street, although what happens beyond that junction is less clear.

**Reference**

**Hicks**, Alison J. 1998: 'Excavations at Each End, Ash near Sandwich, 1992' *Archaeologia Cantiana* 118, 91-172

## RR100, Dover to East Street

Whilst often assumed to be associated with the early stages of Roman occupation, there is currently little evidence for Roman occupation at Dover (Dubris) before the early second century, and it therefore seems unlikely that this road was constructed any earlier than *c.* AD100. The road is set out along a single straight planning alignment which is followed by the *via principalis* of the Classis Britannica fort in Dover.

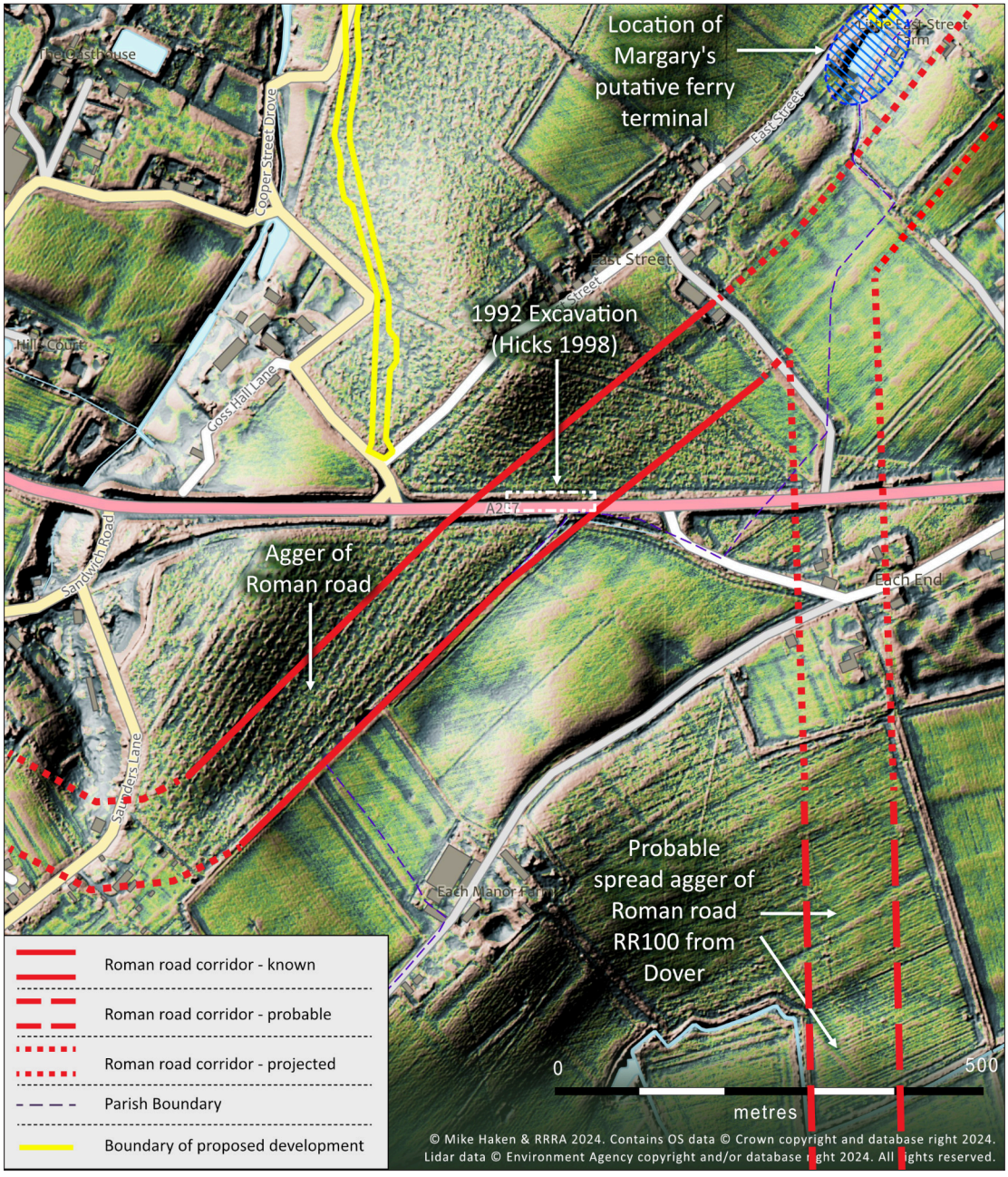



*Figure 2. Lidar visualisation showing the agger of part of the extension of RR10 towards East Street and its junction with RR100 from Dover. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

The route of the road northwards is a little sketchy leaving Dover, making a local deviation from the alignment as it climbed out of the valley of the R. Dour, after which it rejoined the alignment from Dubris which it then followed for eight miles. Today, the Roman line is often represented by modern road but with intermittent extant sections of surviving *agger*. The planning of this road is clearly

deliberate, keeping to higher ground wherever possible as is typical of Roman road planning and avoiding the low and wet valley to the south of Ash.

Since no trace was known north of Woodnesborough, it has been traditionally assumed that it turned north-west to head to Ash where it joined RR10 to head north-east to Richborough, but despite Margary's reasoned argument in favour of such a road to Ash, no evidence of it has ever been found. However, rather than skirting around the west of the Wantsum Channel to reach Richborough, as Margary suggested, lidar imagery strongly suggests that RR100 was laid out to join the earlier road (RR10aa(x)) at East Street in order to utilise an existing route to Richborough across the Wantsum Channel.

### East Street to Richborough .

The fact that there are almost certainly two important Roman roads meeting at East Street makes the former existence of a crossing of the Wantsum Channel somewhere between East Street and Richborough inevitable. The only questions that remain are by what method, and where? Margary originally suggested a possible ferry terminal in the area around Little East Street Farm (1949), which he quickly rejected in favour of his supposed route via Ash (1955, 33). Based on what is known about the likely date of the two roads approaching here, it is much more likely (but not certain) that the earlier road from Ash (RR10aa(x)) was dominant, the Dover road (RR100) butting up to it at a 'T' junction. Logically, RR10aa(x) would have continued north-eastwards along the low spur of land that projected into the channel (see fig. 1), and then either crossed the channel by ferry, or alternatively by a long bridge or timber causeway, often termed a *pons longus*. It is also possible that the crossing was originally by ferry, which was then replaced by a timber piled causeway as the channel began to silt up. However the crossing was made, the destination of the crossing is almost certainly known road which curves northwards through the extra-mural settlement at Richborough.

If this is indeed the original road to Canterbury, then its route joining the road leading from the west gate is initially hard to understand. One plausible explanation would be that this is a later rerouting of the road which occurred as the extra-mural settlement developed and well before the so-called Saxon Shore fort was built in the late 3rd century, and that it originally ran to the west gate of the fort. There are hints on a gradiometer survey (Martin 2002, fig. 2) in the area around TR32126002 and a little further north-east that could be interpreted as suggesting that this is the case.

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**Margary**, I.D. 1955: *Roman Roads in Britain* Vol. 1. London, Phoenix House

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## Leicestershire (& Rutland)

*Summaries and research by Mike Haken.*

### R582(x) – Thistleton - Kirby Bellars – Leicester

Lidar analysis, along with recent geophysical survey, has confirmed the existence of the long suspected road which links the probable Roman small towns of Thistleton and Kirby Bellars to Leicester (see Haken, this volume, 188 & Fig. 6).

### RR580 Ermine Street to Thistleton

First identified by O.G.S. Crawford in 1930, this road has been largely disregarded and ignored since the early 1960s. However, lidar has confirmed its line either side of the probable Roman small town of Thistleton and its existence is no longer in doubt. The northwards extension to Long Bennington known as Sewstern Lane does not display classic Roman engineering, but is a Romano-British road nonetheless (see Haken, this volume, 193-6).

## Lincolnshire

### RR2c Ermine Street, Bracebridge Green. ?Grange Farm, Waddington, Lincoln LN5 9NA, SK 979 661

*Summary by David Brear. Work by Anglian Water Services Limited - Strategic Pipeline Alliance*

Excavation in connection with the construction of the Elsham to Lincoln water pipeline disclosed a section of Ermine Street. Wheel ruts were visible on the surface. This was reported briefly in the TV programme Digging for Britain (Series 11, Episode 4).

HER: not yet recorded. Published report: awaited.

### RR274 Owmby Cliff to Normanby le Wold and High Street

*Summary and research by Mike Haken.*

This road has been disregarded in recent decades due to a lack of evidence. However, lidar imagery clearly shows almost its entire course from just east of the Romano-British settlement at Owmby Cliff on Ermine Street, as far as the Wolds scarp at Normanby le Wold (see Haken, this volume, 196).

### RR276(x) Worlaby

*Summary and research by Mike Haken.*

This short length of Roman road runs north-east from the top of the Wolds scarp above Worlaby along a single straight alignment for five kilometres and it is possible that this road ran from a wharf on a now dried up inlet off the R. Ancholme to an area of Romano-British settlement in Worlaby and then on to other settlements in the northern Lincolnshire Wolds (see Haken, this volume, 186-8).

### RR263 Stainfield? to Easton

*Summary and research by Mike Haken.*

A small length of Roman road was identified by Thomas Leman in 1818 near Inham, presumed by Margary to branch from King Street near Stainfield. Due to a perceived lack of evidence, it has in recent decades been disregarded, however lidar imagery has now confirmed the road over most of its course. Whereas Margary assumed that it turned north west near Burton-le-Coggles, in fact it heads almost due west to the Romano-British settlement at Easton. (see Haken, this volume, 196-7).

### RR273 Stixwould to Hemingby

*Summary and research by Mike Haken.*

Whilst no evidence could be found to support RR273 north-east of Hemingby, the four mile long straight section south-west of High Street could potentially be Roman (see Haken, this volume, 198).

### RR262 Sleaford to Lincoln, RR271 Caistor to North Kelsey, RR272 Sleaford to Lincoln, RR58b Ermine Street to Donington

*Summary and research by Mike Haken.*

No evidence could be found to support the existence of any of these roads and they should continue to be disregarded. RR58a should be considered to terminate at Ermine Street, not Saltersford. (see Haken, this volume, 191-2).

### RR58b & RR58bb(x) Cold Harbour to Ropsley

*Summary and research by Mike Haken.*

, lidar imagery has revealed a new road from Cold Harbour on Ermine Street, east of Grantham, to the modern village of Ropsley, which could potentially have continued to the Romano-British settlement at Sapperton (Haken, this volume, 184-6).

## Northamptonshire

### RR574(x), Northamptonshire and Rutland, Kettering via Laxton to Great Casterton, SP 8718 8060 via SP 9675 9741 to TF 0002 0880

*Lidar survey by Dr Wayne Kirk*

A Roman Road heading NE from the minor Roman town of Kettering towards RR57a (Via Devana) has been suspected since excavations in Kettering Roman town and Weekly Villa in the 1980's. Recent excavations at the Stanion villa and Priors Hall sites, examination of data from other villa sites and lidar survey data have definitively established a route from Kettering Roman town to Great Casterton, via Laxton. The 32km route (Figure 1) links Kettering to a series of villas, the major Roman iron

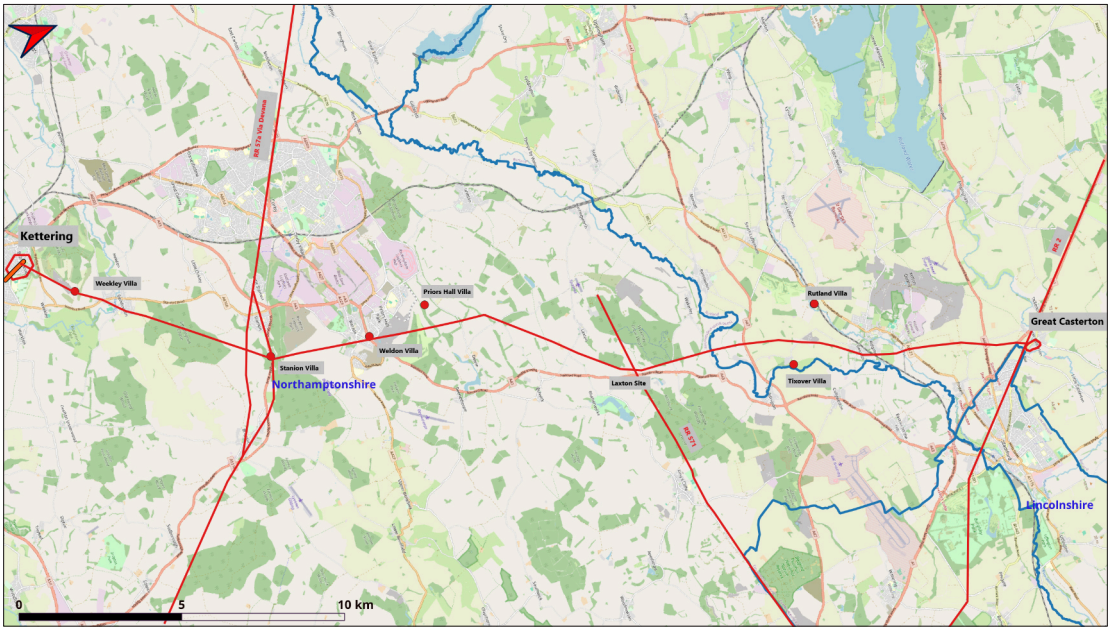



*Figure 1: Overview of route of RR574(x) from Kettering to Great Casterton*

working site at Laxton, where the route meets a newly identified extension of RR571 and continues northward onto Great Casterton.

A series of small sections of road have been identified in excavations at Weekly villa, the Stanion villa, the Weldon villa, and the Priors Hall site (which was the subject of an RRRA talk by Paddy Lambert on 11/01/2024). All sections of the excavated road head roughly NE and the fact that the Weldon and Priors Hall sites are north of Via Devana, clearly indicates that it is more substantial than just a Kettering to Via Devana link. The lidar data provides the firm evidence to link these excavations together.

Unfortunately, the residential development of Kettering and the iron workings around Weekly have destroyed any potential lidar evidence in this area. However, the first section identified in Geddington Chase and heading towards the Stanion villa has an excellent quality response (Figure 2). Back projecting towards Kettering using the lidar shows the route passes through Geddington along Wood St, across the River Ise near the Eleanor cross and former Medieval Royal Lodge, along Queen Street and back to the Weekly villa, where is obscured by iron workings after the junction with Kettering Rd.

The section approaching Stanion villa shows exact alignment with the excavated road section and a scatter of road debris is clearly visible in the field to the south. Interestingly, the lidar data does not clearly identify the purported route of RR57a Via Devana in this area and there is a possibility that

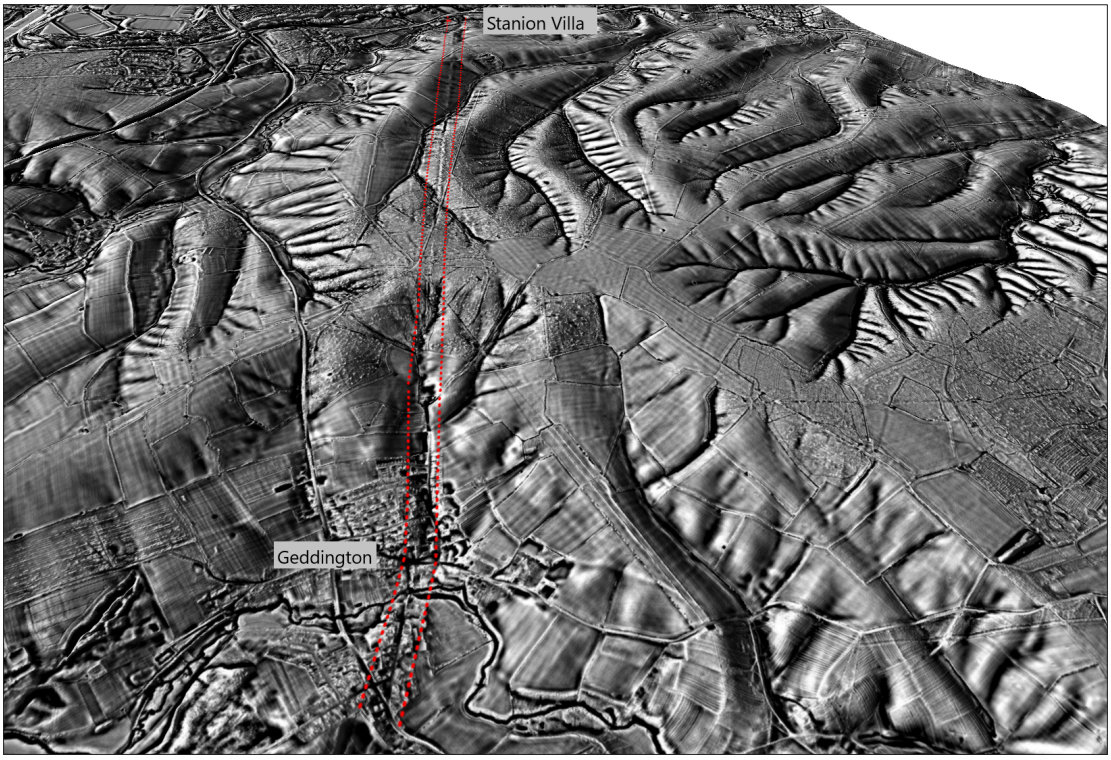



*Figure 2:. Lidar LRM perspective looking NE from Geddington towards Stanion. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

this road stays north of Harper's Brook going directly past the villa and avoids two crossings of the brook at Stanion and Brigstock.

Between Stanion villa and Weldon villa the route turns more northerly, switching from 040 deg to 010 deg. The route is mostly obscured by modern iron workings, but a section southeast of Weldon shows faint lidar evidence and a linear 800m cropmark is on the correct alignment (Northants HER 6701/1/1).

Beyond Weldon villa, the route continues along the same alignment towards the Priors Hall site, but the lidar is again obscured by iron workings to the south of the dig site. However, a 1.2km cropmark seen on aerial photos taken prior to quarrying is on the correct alignment (Northants HER 6701/1/2) and defines the route.

The excavation of the road at the Priors Hall site demonstrates that it was substantially constructed, repeatedly repaired with a possible military origin. Dates of use range from the 1st century AD to the 5th century AD, with little evidence of use beyond this. Through the site, the lidar survey shows a weak but consistent response to the road (Figure 3). The imaging is impacted by the road running alongside a small slope and later pits and quarrying.

To the north of Priors Hall, the road crosses Gretton Brook where there is another change in direction from 010 deg to 040 deg. Here the road immediately passes into another area of iron workings but shortly re-emerges with a clear lidar signal in Ferrels Wood. There is a strong lidar signal across fields

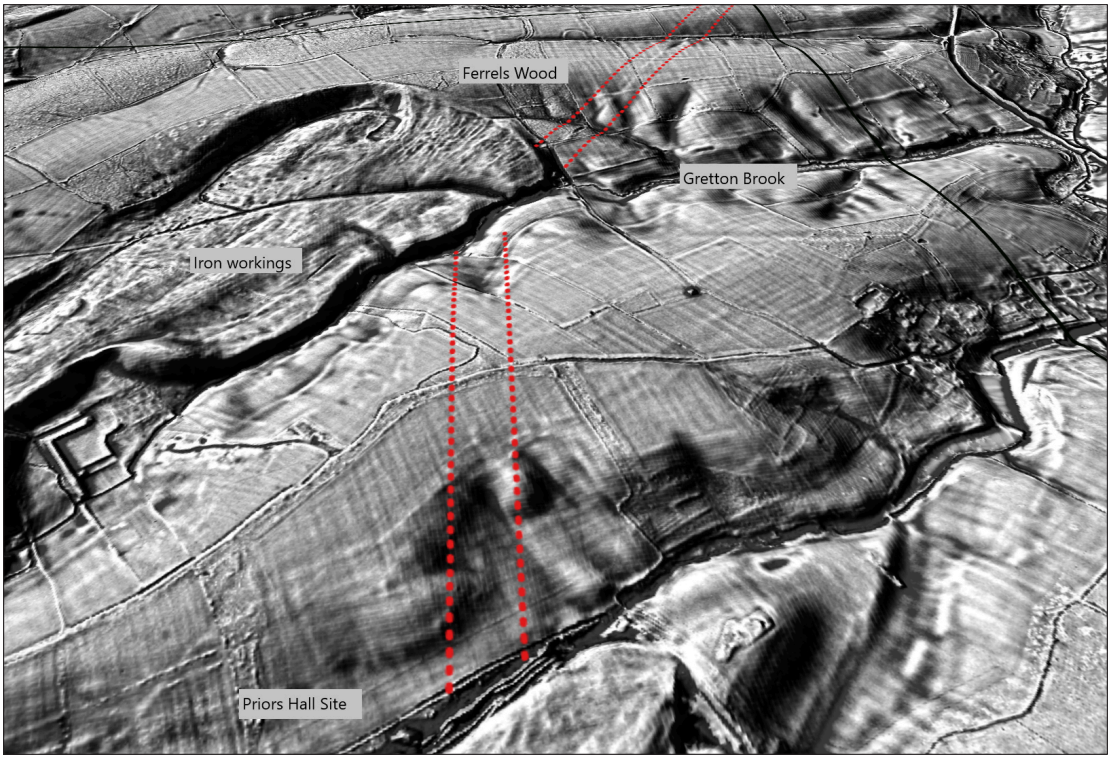



*Figure 3: Lidar LRM perspective looking NE across Priors Hall excavation site. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

to Fineshade Brook, through Church Farm and all the way to Laxton and the intersection with the RR571 extension (Figure 4).

The intersection is the site of a known major iron-working centre, Roman cemetery and nucleated settlement location known as Laxton. Here several furnaces of around 1.5m diameter have been found, some of the largest in Europe. The exact configuration of the roads here is complicated by the A43 road course, man-made lakes and minor quarrying activity but the road can be seen again in the lidar data around SP 9676 9753 where it is heading 5 degrees east of north (Figure 5). The road continues along the boundary of Wakerley Great Wood, where it follows a parish boundary towards Wakerley Oaks and onto an intersection with the river Welland. Here, both the Leicestershire and Northamptonshire HERs record finds of possible Romano-British wooden bridge piles discovered during the straightening of the Welland river at around SP 9692 9962.

Ascending from the river valley, the lidar indicates the road following the same course, to the west of St Luke's church Tixover and towards the A47. The route northwards beyond the A47 to Geeston is not well defined by the lidar data. There are several possible route options, none of which have any certainty. The route appears to have served the Tixover Villa and may have had a connection to the recently discovered "Rutland villa" at Cuckoo Lodge. The Leicester HER records a single ditch SW of Geeston (SK 979 033) and a second single ditch at (SK 981 033) which are cited as evidence of a possible Roman route.

Through Geeston, the route underlies Geeston Road and heads to a probable crossing of the River Chater near the end of Steadfold lane. The road then heads for Great Casterton as it follows Steadfold

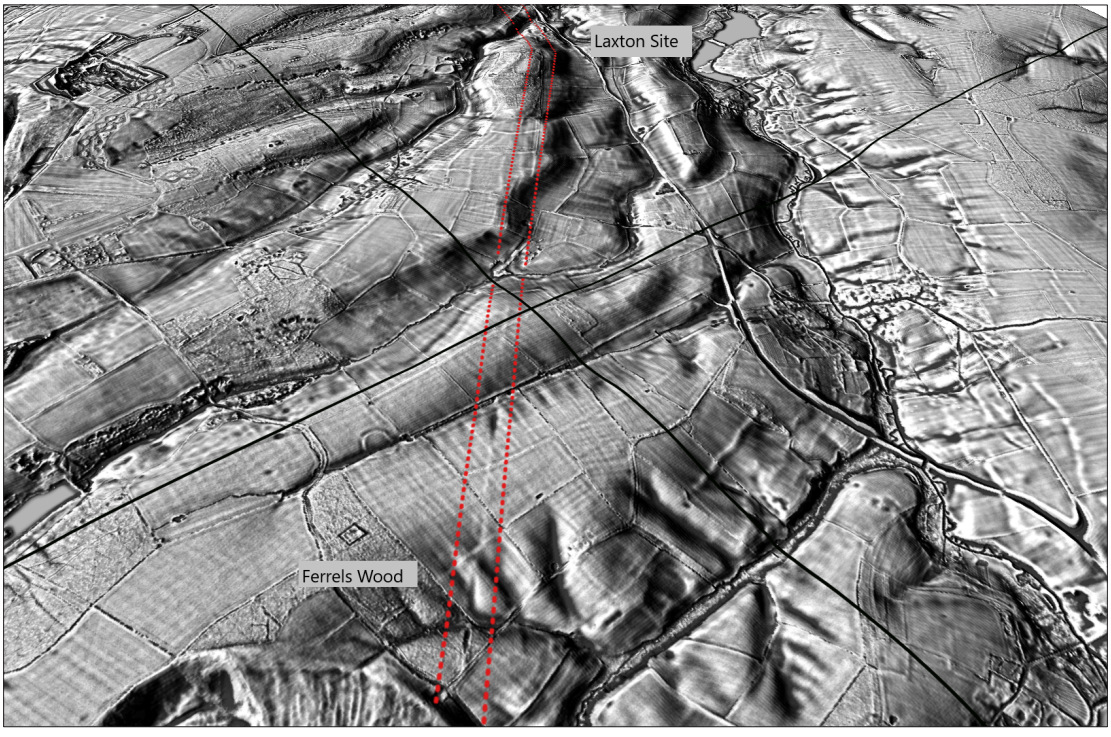



*Figure 4: Lidar LRM perspective looking NE from Ferrels Wood to Laxton Roman site. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

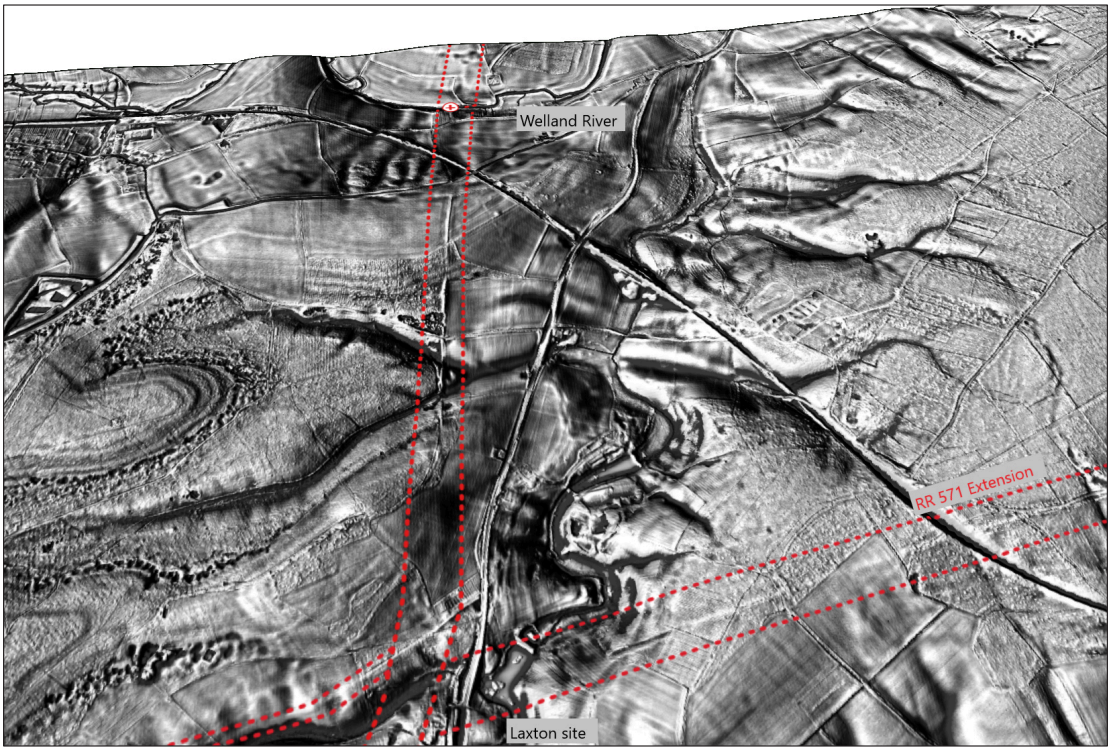



*Figure 5: Lidar LRM perspective looking N from Laxton Roman site to the Welland River. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

lane until its junction with the A606. After the intersection, the road then passes across open fields for the last kilometre with a faint lidar signal and evidence of *agger* in a small valley until finally reaching Great Casterton.

**RR571 extension, Northamptonshire and Peterborough, RR2 Ermine St near Ailsworth to Spanhoe Airfield, TL 1060 9906 SP 9410 9700**

*Lidar survey by Dr Wayne Kirk & David Ratledge*

RR571 has long been recognised heading from a junction with RR2 (Ermine St) near Ailsworth to a point just northeast of King's Cliffe, where it suddenly ends as it reaches Stamford Rd. New lidar survey data combined with analysis of the Northamptonshire HER shows that the road continues heading WSW from King's Cliffe, through West Hay and Lynn Woods to a junction with newly identified RR574(x) at the Laxton Roman site. A further westward extension of the route to Spanhoe Airfield and identified prehistoric iron workings is also observed, although with slightly less certainty than the King's Cliffe to Laxton section. The total road extension is approximately 7.2km.

Lidar analysis of the section of road from RR2 to King's Cliffe is in good agreement with the existing mapping for this segment. The Roman road underlies more modern roads as it leaves RR2 and skirts around the river Nene to the north of Wansford. It then assumes a straight course as it follows King's Cliffe road past Bedford Purlieus Woods which was the subject of a Time Team dig some years ago but didn't really focus on the road, so not much to add from that. After leaving the woods, it runs to the

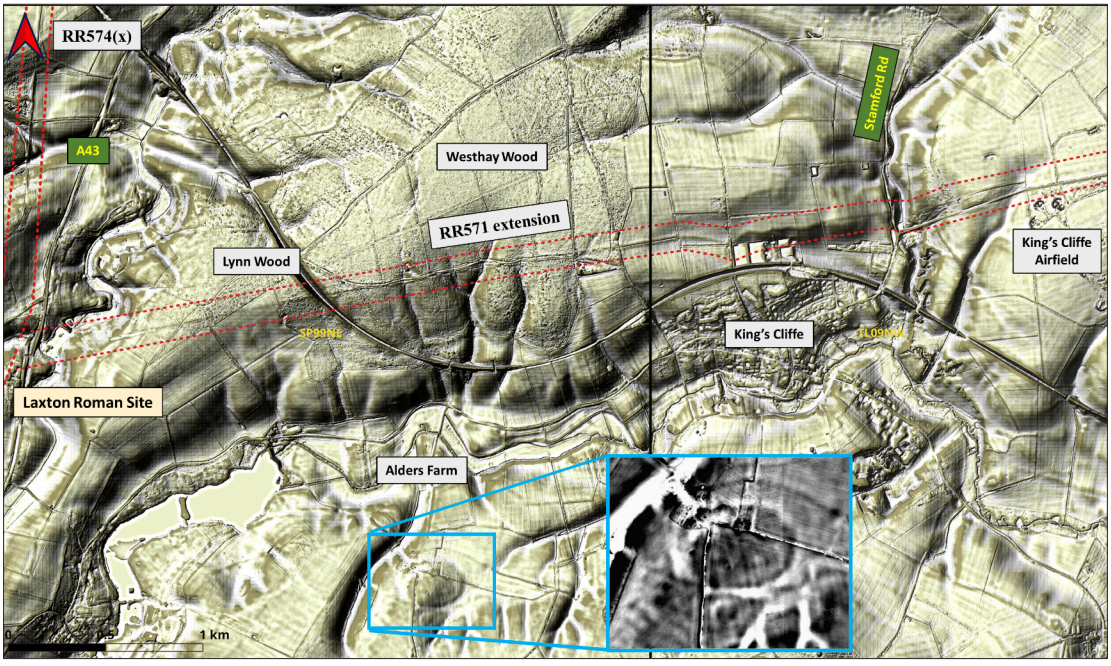



*Figure 1: Lidar shaded LRM of RR571 in the area of King's Cliffe and oval enclosure insert. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

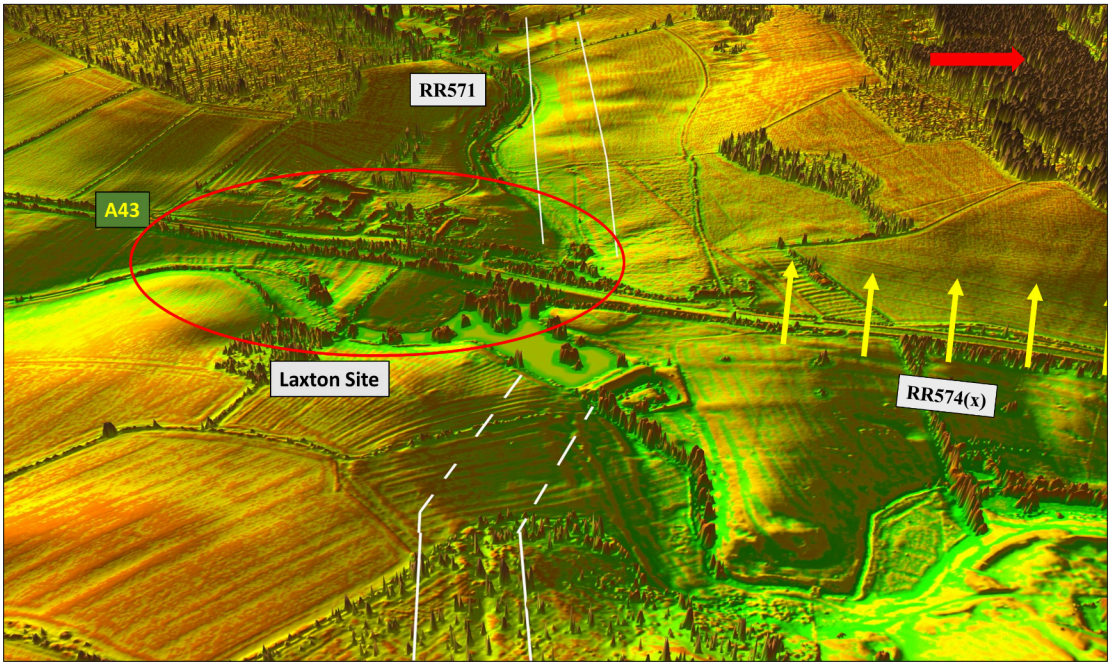



*Figure 2: Lidar LRM perspective looking west at Laxton junction with RR574x (courtesy David Ratledge Roman Roads in Cambridgeshire (twithr.co.uk)). Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

north of King's Cliffe airfield. Here, crop marks and the lidar data show the Roman Road running approximately 30m to the north of the modern road (Figure 1) as it approaches Stamford Rd.

Existing mapping has RR571 stopping as it reaches Stamford Road, probably because the route is obscured by quarrying in this area. The lidar data show it clearly continuing on its WSW orientation to the north of King's Cliffe, passing through Millennium Wood and into West Hay woods. The response is a positive feature on the lidar Local Relief Model (LRM) dataset, indicating it is raised above natural background levels. In the woods, it mostly underlies a modern woodland track but can undoubtedly be seen on lidar where the modern track bends off course. (Figure 1).

On leaving West Hay woods, the road crosses open fields for a short section at SP 9808 9746 where a scatter of limestone can be observed. The road then enters Lynn Wood for approximately 650m with some of the strongest lidar response around SP 9730 9729 where the road descends a steep slope towards and intersection with RR574(x) on the western side of the A43. Here, the road shows as cutting on the LRM dataset.

One further intriguing feature identified on the lidar in this area is what looks like a significant oval shaped enclosure, sitting on a hillside over-looking the Willow Brook valley and the Roman Road, approximately 400m south of Alders farm (Figure 1 insert). The enclosure is *c.*350m in diameter and has an area of around 7ha. The Northamptonshire HER has records of a significant scatter find of Romano-British pottery (HER 9465/0/0) in the area but not the enclosure feature. This may be an Iron Age enclosure possibly located, in part, to have access to the nearby iron ore deposits.

As the road reaches RR574(x), work by David Ratledge (Figure 2) indicates that the route continues almost straight across this junction, whereas the Northamptonshire HER record (HER 2870/1/6) suggests a slight offset, with the western portion of the road joining RR574(x) approximately 150m to

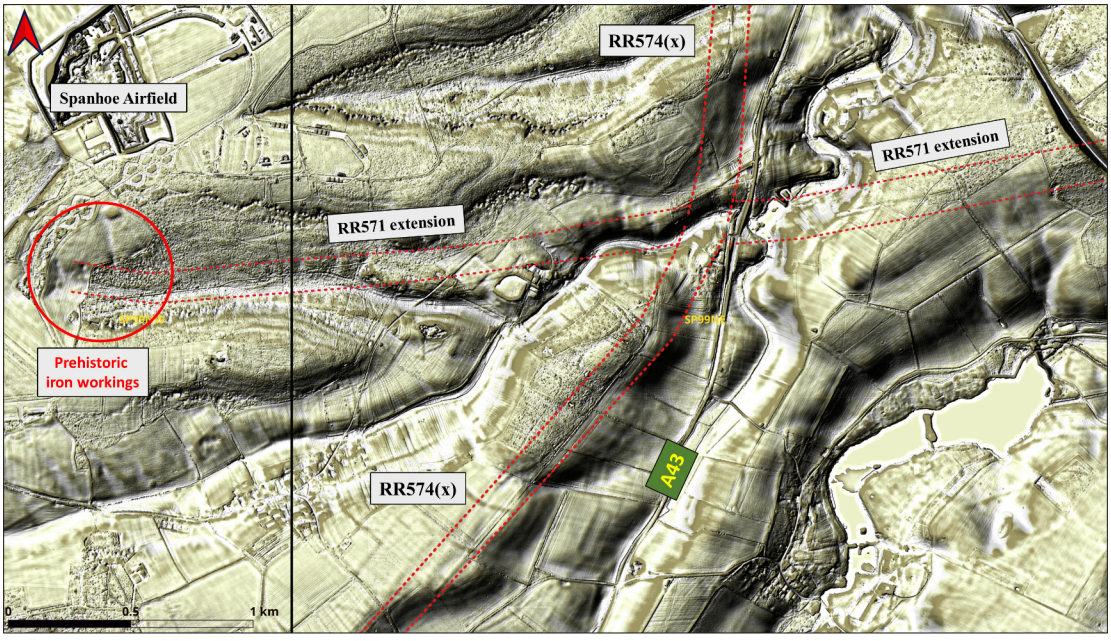



*Figure 3: Lidar shaded LRM of RR571 in the area of Laxton Hall and Wood. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

the north of the eastern section. Also seen in this image is the *agger* associated with the northward continuation of RR574(x) running along the side of a slope to the west of the A43.

The intersection is the site of a major ironworking centre, Roman cemetery and nucleated settlement location known as Laxton. The exact configuration of the roads here is complicated by the more modern A43 road course and man-made lakes. It is also reported that Roman era dumping of slag covered an area of 4000 sq. m and partially filled a small valley. Either or both interpretations of the route may be correct, but the road does appear to continue westward beyond RR574(x).

The lidar data allows the route to be defined more accurately for a 550m section from SP 9645 9722 to SP 9592 9712 as the road passes through the grounds of Laxton Hall (Figure 3). The route is then lost due to landscaping to the west of Laxton Hall but reappears following a modern trackway in Laxton/ Town Woods. It is interpreted to follow the trackway for c1100m until the lidar data suggest a possible slight northerly alignment change at SP 9444 9696.

The road can be traced to around SP 9410 9700 on the former Spanhoe airfield site into an area recorded in the HER as prehistoric iron-workings. Beyond this it would meet earthworks associated with the airfield and then a modern iron quarrying site. Beyond the modern quarry, the route would reach the deserted medieval village of Shotley before entering Harringworth but no lidar evidence is seen of a continuation beyond Spanhoe airfield. It may have continued down towards the Welland river - there are some further iron ore sites around there. Possibly they had routes which "funnelled back" to RR571 which aren't substantial enough to turn up on the lidar.

### RR575(x), Northamptonshire, Irchester Roman Town to Kettering Roman Town, SP 917 670 to SP 872 804. See also Cambridgeshire

*Lidar survey by Dr Wayne Kirk*

The Roman town of Irchester on the southern bank of the River Nene is an important hub for Roman activity in this area of the English Midlands between Watling Street and Ermine Street. Work by Margary and the Viatores shows RR170 heading south from the town towards Dungee corner and possibly onwards to Kempston with another branch to Olney. The town is also connected to Durobrivae and Thrapston (and RR57) by RR570 which runs SW-NE along the southern banks of the Nene and it may be connected to the Roman site at Duston in Northampton to the west.

A northern connection to the Roman town of Kettering has been suspected since the 1970's when a low linear earthwork/causeway (Northants HER 3141/1/5) was recognised crossing the floodplain to the north of the Nene (RCHME, 1979,96). This idea was supported in the late 1980's when the earthwork was further investigated and excavation in 1994 by Oxford Archaeological Unit definitively proved it to be of Roman age (Keevill and Williams, Northamptonshire Archaeology 1995, 26). Further evidence of the road has subsequently been found by geophysics and excavation during development of the Stanton Cross housing estate which lies just to the north of the causeway e.g., (Arkley and Walford, Mola, Report 18/155).

At the northern end of the route, excavations show that Kettering Roman town lies on an north-north-west to south-south-east alignment (Taylor, Kettering Roman Town, Extensive Urban Survey, 2002) which points towards a link back to Irchester Roman Town, although no archaeological evidence exists for the road heading south from Kettering.

The analysis of DEFRA lidar data helps to better define and expand the known extent of this 14.5 km road along the east bank of the River Ise through Burton Latimer and Barton Seagrave and onto a

junction with RR574x at Kettering Roman town (Figure 1) and indicates a slightly different route at the northern end to that proposed in the Northants HER (3141/1).

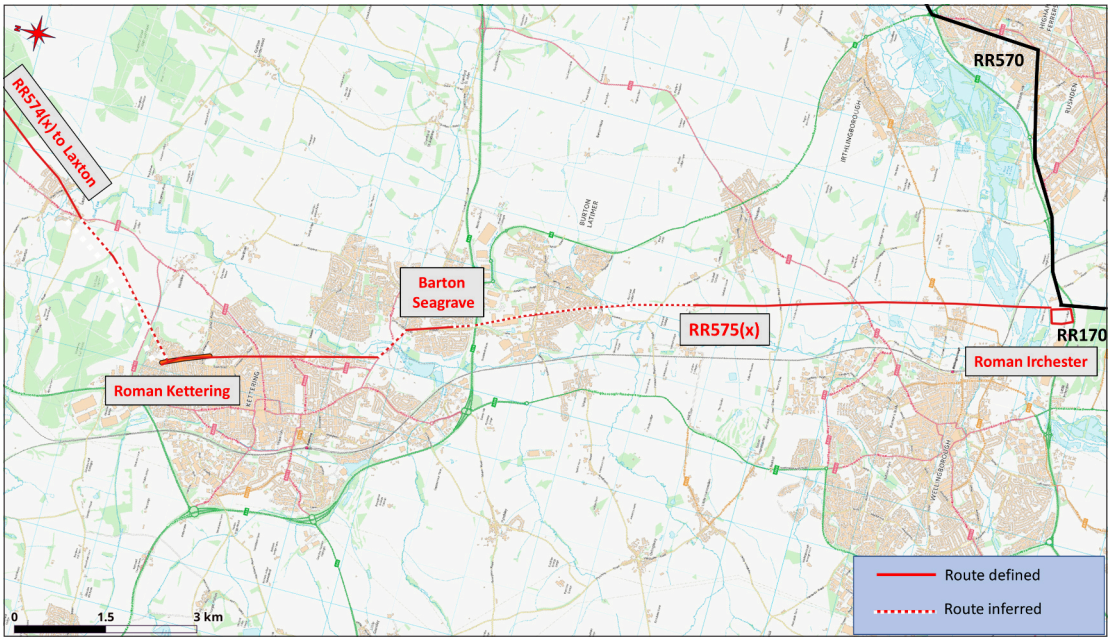



*Figure 1: Overview of route of RR575(x) from Irchester Roman Town to Kettering*

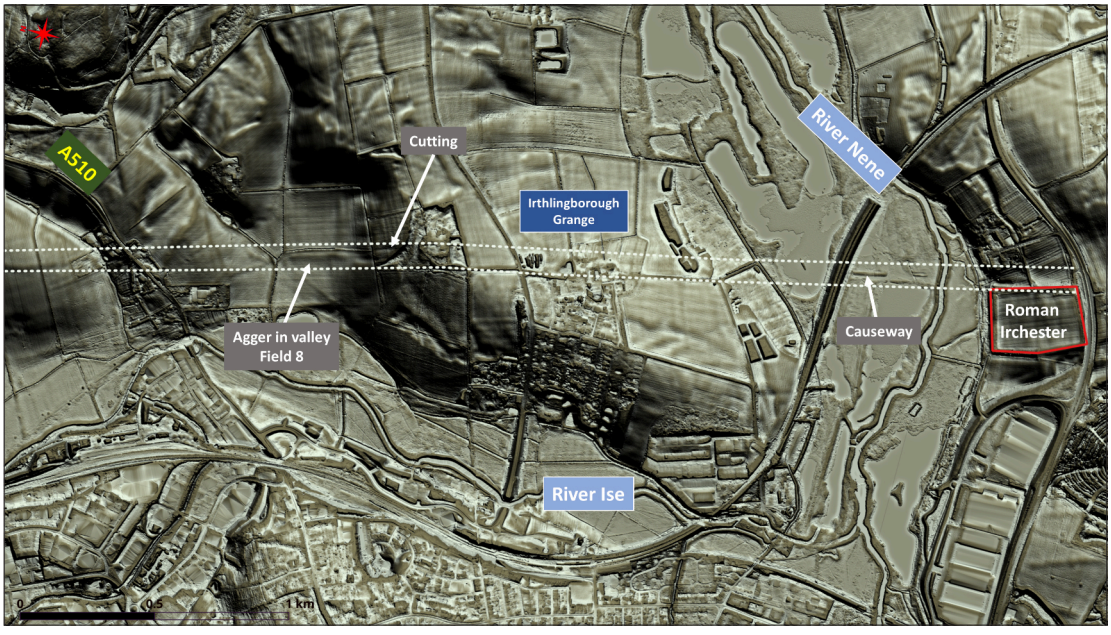



*Figure 2: Lidar shaded LRM at around the Stanton Cross housing development. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

The area in and around the walled Roman town of Irchester has been extensively studied as it has been developed for new roads, industrial sites and housing estates. Key to the understanding of the Roman roads in the area was a geophysical survey which identified a road (RR170) approaching the town from the south to the east of the town walls (Butler, 2004, Northamptonshire Archaeology Unit, A geophysical survey of land south of the A45, Irchester Roman Town). This is in direct alignment with the causeway and road to the north of the Nene.

The causeway can be clearly seen on lidar data (Figure 2) and excavations have measured it at up to 17m wide (varying between 11-17m) and 0.6m above ground level (Keevill and Williams, Northamptonshire Archaeology 1995, 26). The *agger* consists of brown loam up to 0.45m thick which is covered by a layer of gravel metalling around 0.15m thick. The metalling consists of limestone and ironstone nodules 50-100mm across with occasional large river pebbles in a gravel matrix. Two phases of side ditch were identified on the east side of the road and three phases on the west side with a width of between 18-20m. Dating evidence comes from six coins and an assemblage of pottery which give dates between the 2nd and 4th centuries AD.

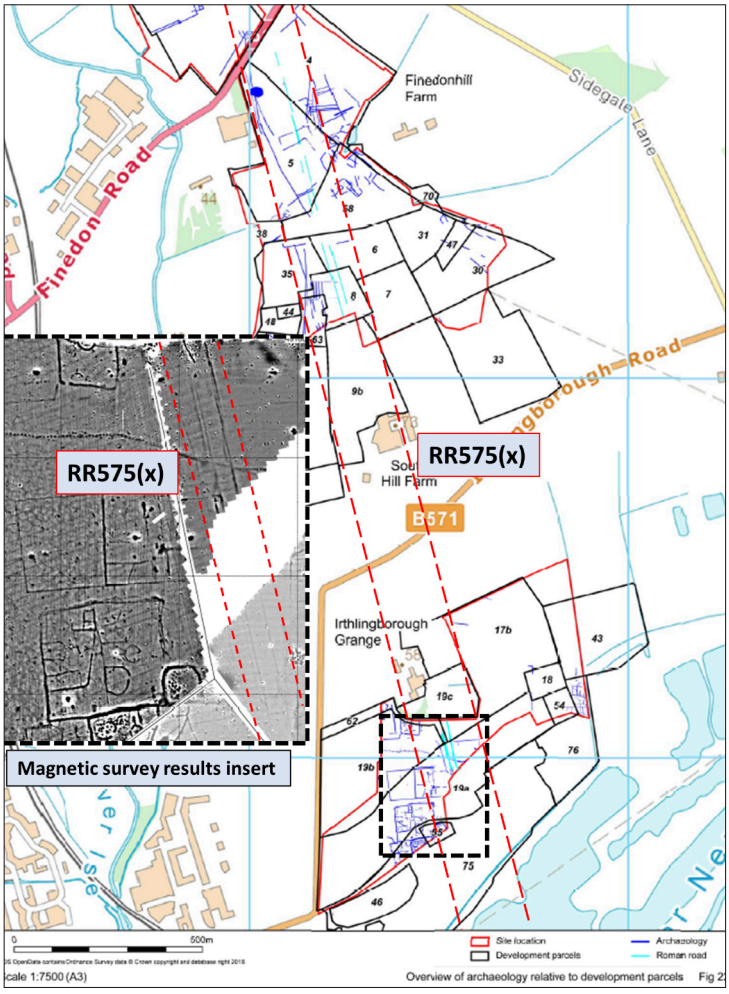



*Figure 3: Geophysical survey results from Stanton Cross (Arkley and Walford, MOLA, Report 18/155).*

Further north, the road enters the development area for the Stanton Cross housing estate which lies on the east side of the River Ise between the River Nene and the A510. The area has been extensively covered by geophysical surveys and some excavations undertaken. Figure 3 is assembled from a geophysical survey report (Arkley and Walford, MOLA, Report 18/155) and shows the road traversing the whole site and the insert gives an example of the magnetic response in the area just to the south of Irthlingborough Grange. The multiple side ditches can be seen with a width of *c.*17m, which is similar to the excavations of the road on the causeway.

The lidar response over this section is generally poor, except where the road passes into a slight valley in Field 8. Here, a

small cutting is observed along with a section of *agger* which runs parallel to a field boundary for *c.*350m (Figure 2). The overall muted lidar response is likely related to iron workings and poor preservation of the *agger*, as is evidenced by trial excavations either side of the A510 where only the roadside ditches are preserved (HER 3141/1 (13)).

North of the A510, there are no archaeological investigations, but the lidar data shows a linear feature on the correct orientation running from the A510 through Hillside Farm and onto Westfield Lodge SP 9088 7048 to SP 9037 7223 (Figure 4). Here a small cutting descends into a minor valley but then the road is not visible on the northern side of the valley in the fields heading towards Burton Latimer. This area has been affected by iron workings (e.g. HER 8432/2/1) which has disrupted the lidar signal from the Roman Road.

The road is expected to continue its course near to Barnfield Lodge Farm SP 8998 7357 and then on into the housing developments of Burton Latimer. The route through Burton Latimer is difficult to define but there is a subtle lidar linear ridge running from SP 8983 7413 to SP 8972 7446 which may indicate the location.

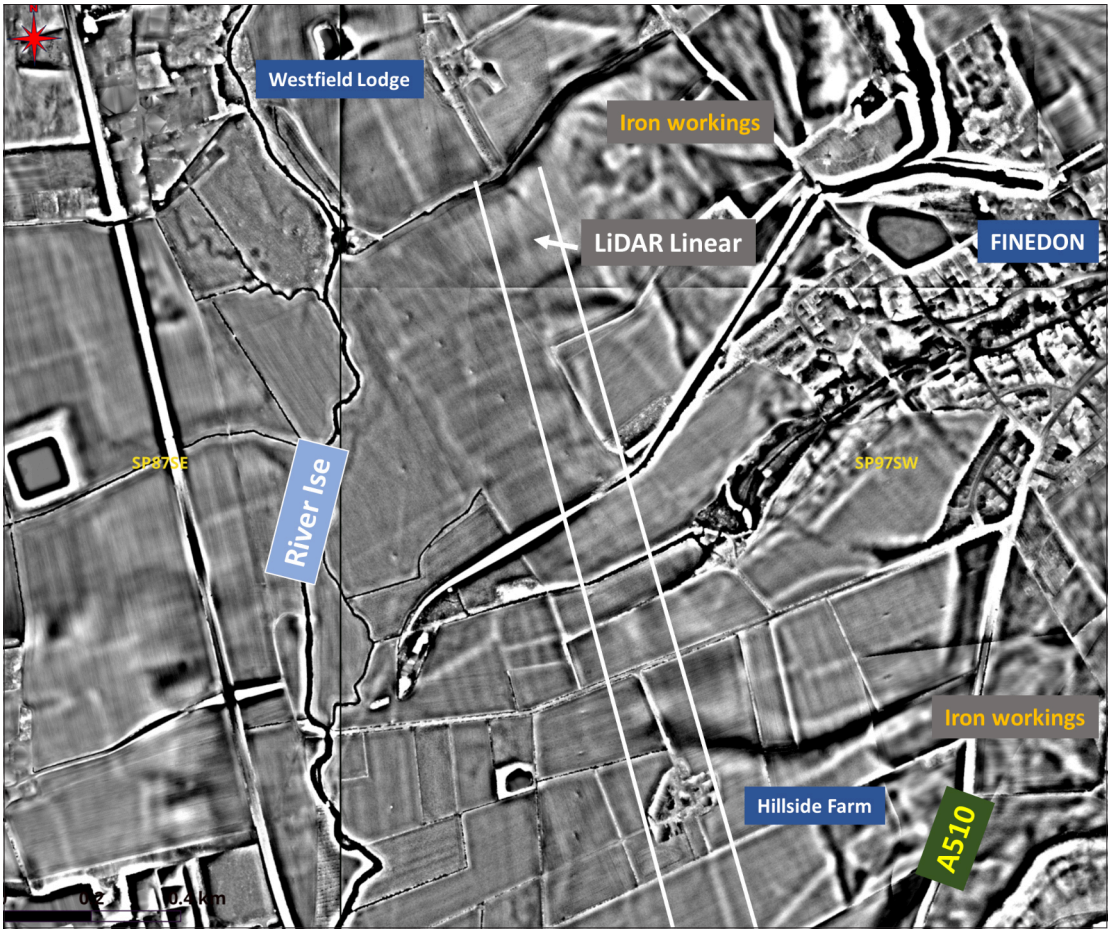



*Figure 4: Lidar LRM from A510 to Burton Latimer. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

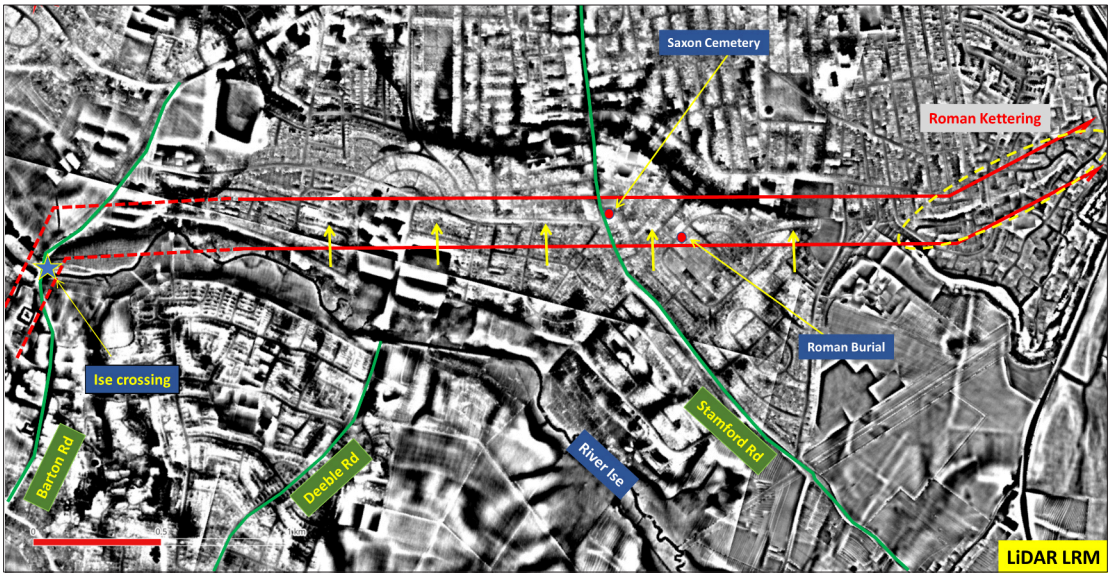



*Figure 5: Lidar LRM from Kettering Roman Town to Barton Seagrave. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

The route defined in the Northamptonshire HER runs slightly to the east of this, through a poorly defined possible IA/Roman settlement at SP 8952 7552, onto the Romano-British site at Templar Rd/ Churchill Way, Kettering (SP 886 780) and then crossing the River Ise near Deeble Rd (SP 883 784). Whilst this route is possible, there is no evidence in the lidar data and there is stronger evidence for a crossing of the Ise further south at Barton Rd, which would support a more westerly route.

The preferred route continues the orientation of the Burton Latimer lidar ridges, towards an early Saxon cemetery at SP 890 758 (HER 3771/1), along a straight section of Polwell Lane, which is adjacent to the Romano-British and Saxon settlement at Dales Lodge Farm (SP 885 765), to a crossing of the Ise near Barton Seagrave Castle and Wicksteed Park. The village of Barton Seagrave was in existence in AD c1050 and the church dates from AD 1130 indicating there was probably a river crossing by that time at least.

The earliest map recognised in this area is Brazier's pre-enclosure map of Kettering from 1720, which shows a river crossing at this location. This map also shows a significant linear feature on the west side of the River Ise called Church Headland, which has been identified as a possible route for the road south out of the Roman Town (Dix, Northamptonshire Archaeology, 1986-7,21). The area overlying the Roman Road route in Kettering is now completely developed but when the lidar data is processed to generate a Local Relief Model (LRM), a faint linear alignment is seen which is likely the remnants of Church Headland and/or RR575(x) (Figure 5) heading south from Kettering Roman Town towards the Ise crossing.

Excavations indicate that Kettering Roman town lies on an north-west to south-east alignment (Taylor, Kettering Roman Town, Extensive Urban Survey, 2002) and this is supported by the linear anomaly seen in the lidar data. The feature appears to turn more north-north-west to south-south-east around SP 872 804 and then heads for the Saxon cemetery at the junction with Stamford Rd, along Windmill Avenue for a few hundred metres and continues straight towards the River Ise and a

crossing at Barton Rd. Thomas Jeffery's map of 1779 shows a road from the NW entering the region of the Roman town, which then turns more north-north-west to south-south-east as it exits the area, so a later age for some of the features cannot be discounted, but it may be that this road uses older origins for its alignment. The road is not on the 1st series OS mapping but the alignments show as the parish boundary, which may support this idea.

An extension of the road further N/NW towards Corby and RR57 using the lidar data has not been possible to identify. The area just north of the Roman town has been seriously disturbed by iron workings and housing development, but some relatively undisturbed regions lie further north. An unmetalled trackway with side ditches has been identified at SP 874 813 (Dix, Northamptonshire Archaeology, 1986-7, 21) but no indication of a road is seen on the lidar across undisturbed areas on this alignment. There is also a possibility that the route continues more NW towards Barford Villa and Bath house at SP 848 331 (HER 3961/1) but again iron workings have likely destroyed any lidar evidence and no continuation is seen outside the undisturbed areas.

It may be that the major traffic from Kettering went north-east along RR574(x) (Kirk, this volume) towards the junction with RR57 at the Stanion Villa site and the road to the north or north-west was relatively minor. This would imply that the focus for trade was more towards the east i.e., Durobrivae and Durovigutum than Ratae to the west.

### RR576(x), Northamptonshire, Barton Seagrave to Geddington, SP 890 758 to SP 898 834

*Lidar survey by Dr Wayne Kirk*

A local Roman road of approximately 7.6 km between Barton Seagrave and Geddington has been identified which is believed to service a Roman villa in Warkton village. The road starts in the south at a junction with RR575(x) near the modern A14 in Barton Seagrave and heads slightly east of north through Warkton and the Boughton House estate to a junction with RR574(x) just north of Geddington village (Figure 1). The best lidar response is seen in the central section of the road, either side of Warkton village, but lidar anomalies on the correct alignment are seen throughout the route.

The road is interpreted to leave RR575(x) near the modern A14 and a substantial early Saxon cemetery at SP 890 758 (HER 3771/1), heading NNE along a lidar anomaly which follows the path of the old parish boundary between Burton Latimer and Barton Seagrave e.g., OS six Inch 1840-1880's. This is shown as a treeboard on the Barton Seagrave estate map of Viscountess Hood (1840's) but today lies in a housing estate.

The preferred route continues NNE through the housing estate to the area of Barton Seagrave Cricket Club, where it appears to follow an old field boundary (Figure 2). A geophysical survey of the fields immediately east of the boundary did not detect the road (Beaverstock, TVAS East Midlands, Land at Barton Rd Barton Seagrave Kettering, 2023) but the results around the route were reportedly affected by magnetic disturbance, so are probably not reliable.

The road then enters the Ise Lodge housing estate and is not seen on the lidar data. Figure 2 compares the OS six Inch 1840-1880's map (National Library of Scotland) with a 3D perspective view of the shaded lidar local relief model and shows the road passing through the former site of New Lodge Farm and following a series of straight field boundaries towards Warkton. Approximately 800m to the west of the road is the Romano-British site at Templar Rd/Churchill Way, Kettering (HER 3780/1, SP 886 780). The area immediately north of the Ise Lodge estate has been subject to archaeological investigation e.g. (Butler, Northamptonshire Archaeology Unit, Archaeological Geophysical Survey

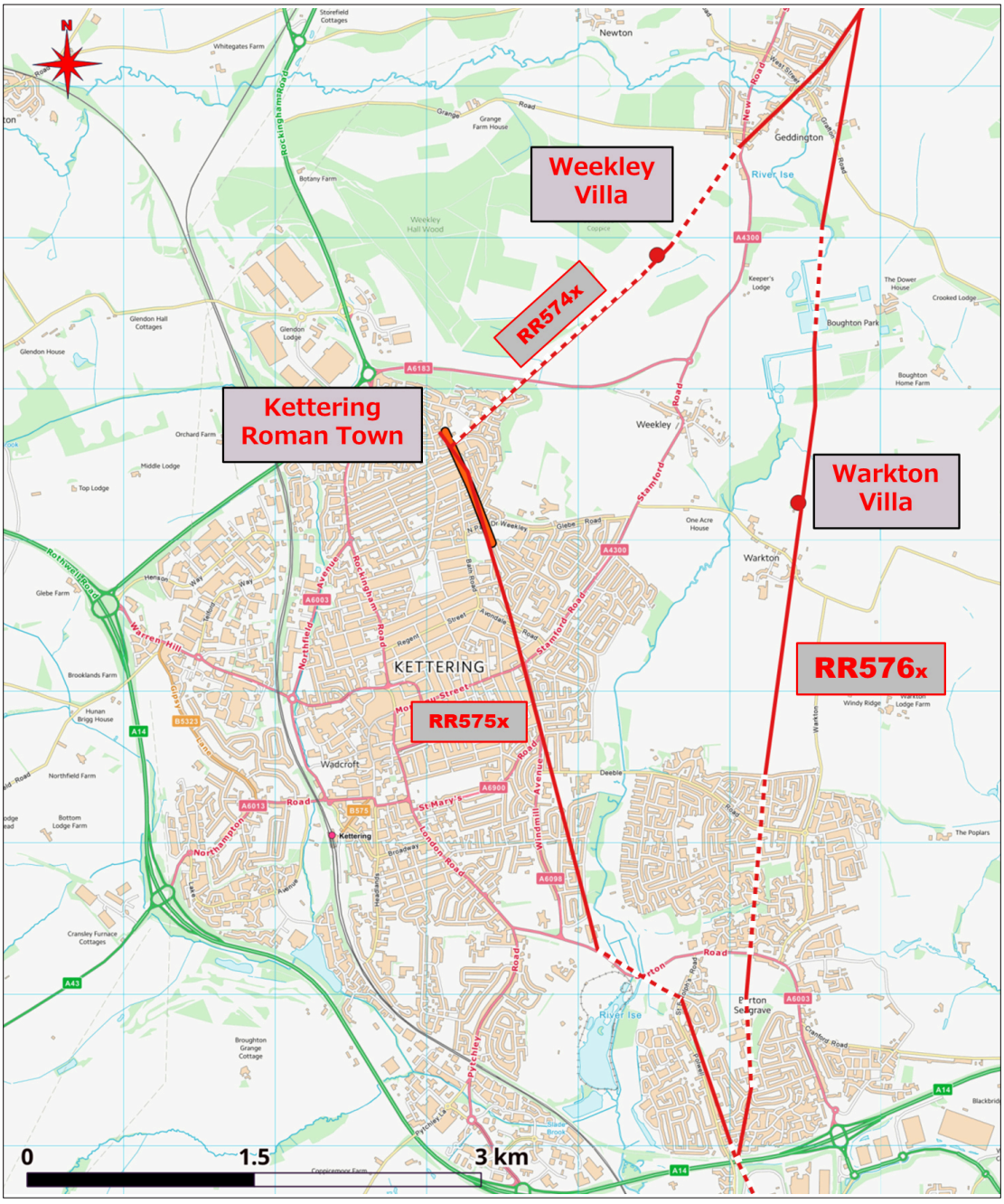



*Figure 1: Overview of route of RR576(x) from Barton Seagrave to Geddington*

on Land East of Kettering, Northamptonshire, 2011) which has not identified the road. However, as the road follows the field boundaries, it is not covered the geophysical surveys and any trial trenching avoided these areas.

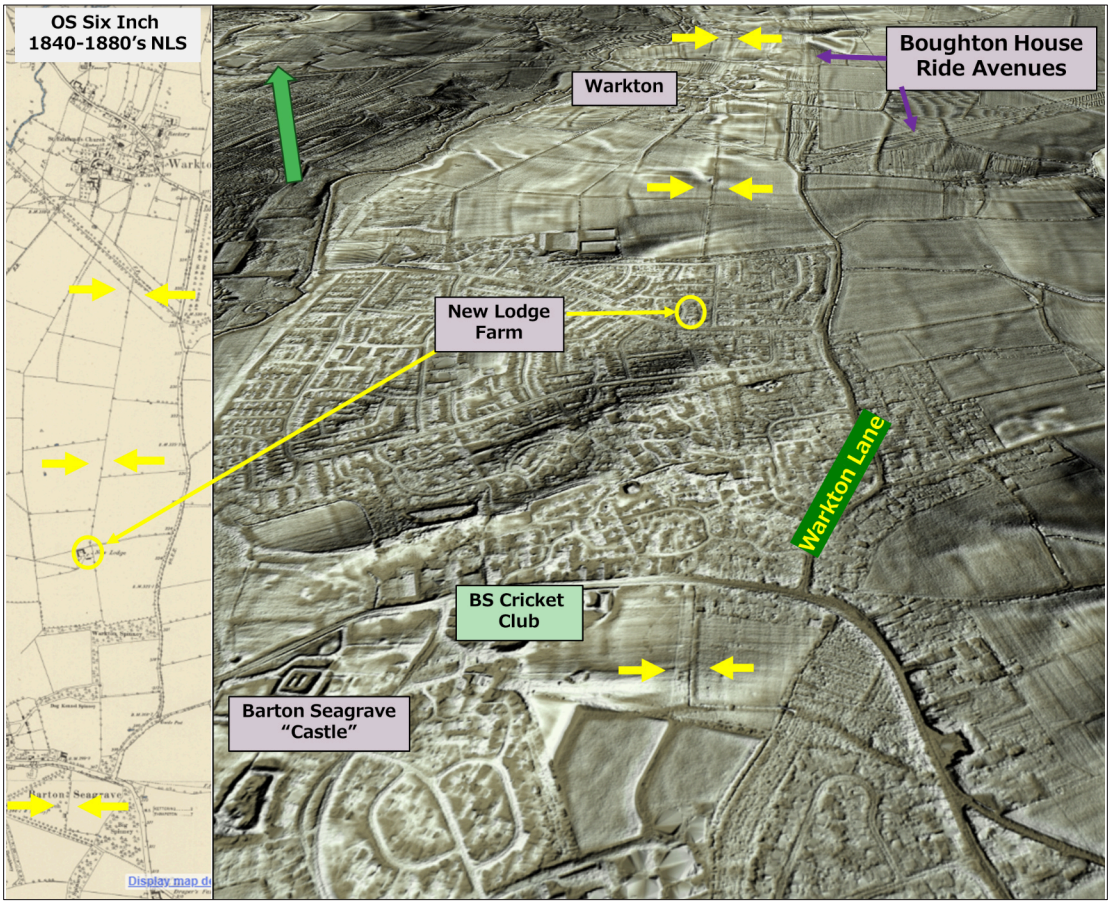



*Figure 2: Perspective lidar shaded LRM and OS Map across Ise Lodge housing estate. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

The strength of the lidar response increases as the road approaches Warkton village and the Roman Villa. It can be seen underlying one of the Boughton estate ride avenues just before it reaches the village. Also apparent in this area (SP 893 794) is a region that appears to have been quarried (Figure 3). The road passes through the village, the site of Warkton Roman villa and continues towards the water features of Boughton House.

The site of the villa at Warkton (HER 3902) is still in the early stages of investigation. The area contains extensive Roman finds including pottery, stone scatters and tesserae, indicating the site of a high-status Roman building and an initial excavation has been undertaken with a further dig planned in 2024. Geophysical evaluation of the site has identified the villa and other buildings and a *c.*250m linear feature which is *c.*10m wide in the same position as the lidar anomaly (D Errickson, pers com). The feature has not been excavated as yet but may be in future seasons.

After passing the villa, the route continues towards the NNE and Boughton House. Just before the Broadwater Lake, the road may take a slight turn more towards the north, but it is quickly truncated, so it is difficult to see with certainty. The road is lost for several hundred meters through the water

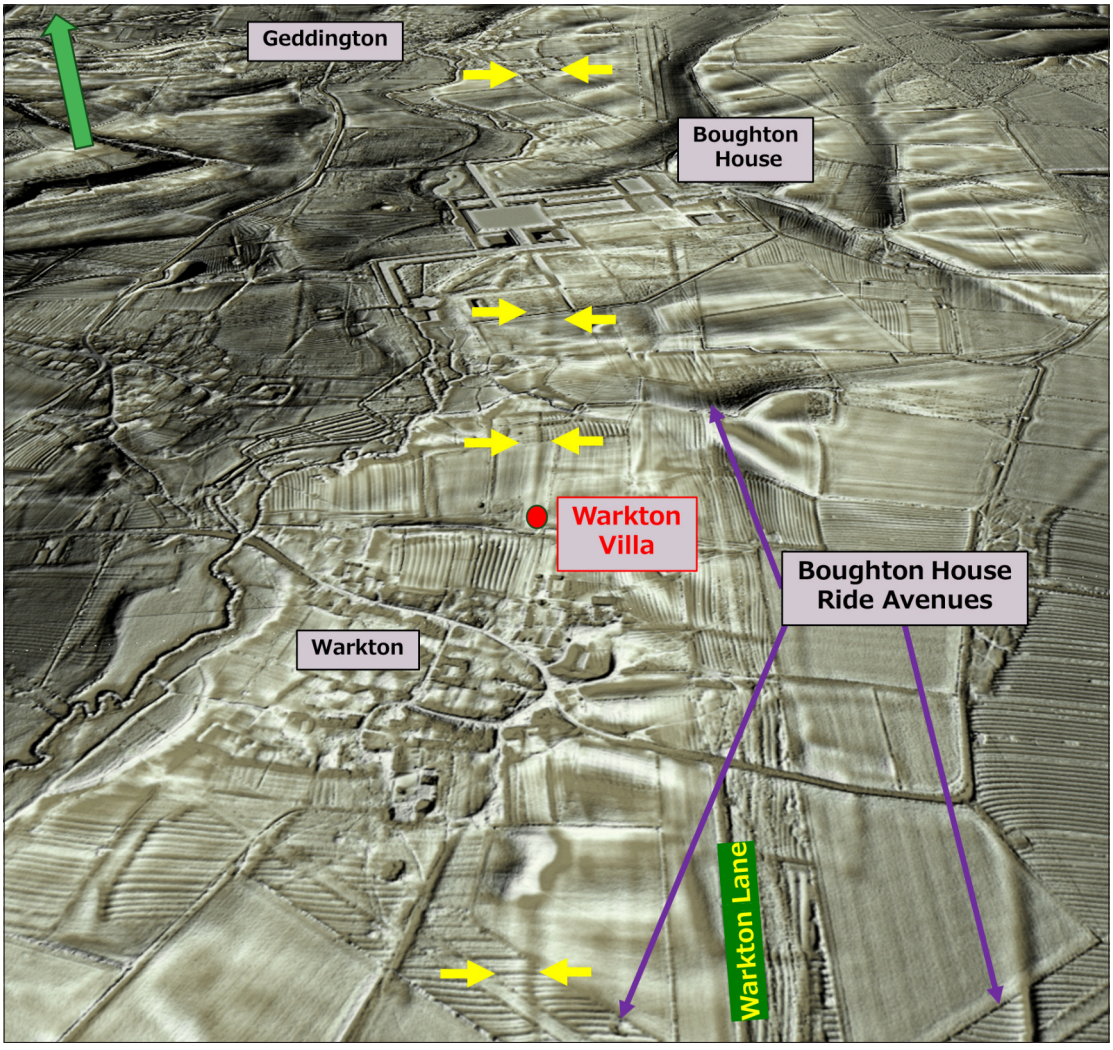



*Figure 3: Perspective lidar shaded LRM from Warkton to Boughton House. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

features and as the road approaches the River Ise, however, a linear lidar feature between SP 8960 8223 and SP 8968 8258 indicates the course further north (Figure 4). The alignment would suggest that the current Ise river channel is a few tens of metres further east today than it was in Roman times, otherwise the road would have been in the channel. This is not unreasonable looking at the topography and the fact the waterways have been disturbed during the construction of the Boughton estate. A final section of lidar alignment is seen in fields east of Wood St in Geddington, as the road approaches the junction with RR574(x) at SP 898 834.

It is possible that the road is a "by-pass" for the main RR574(x) and RR575(x) routes in and out of Kettering Roman town, providing the Warkton villa with a more direct link with Irchester to the south and RR57 to the north-west. The site lies on the Northampton Ironstone formation, as do the

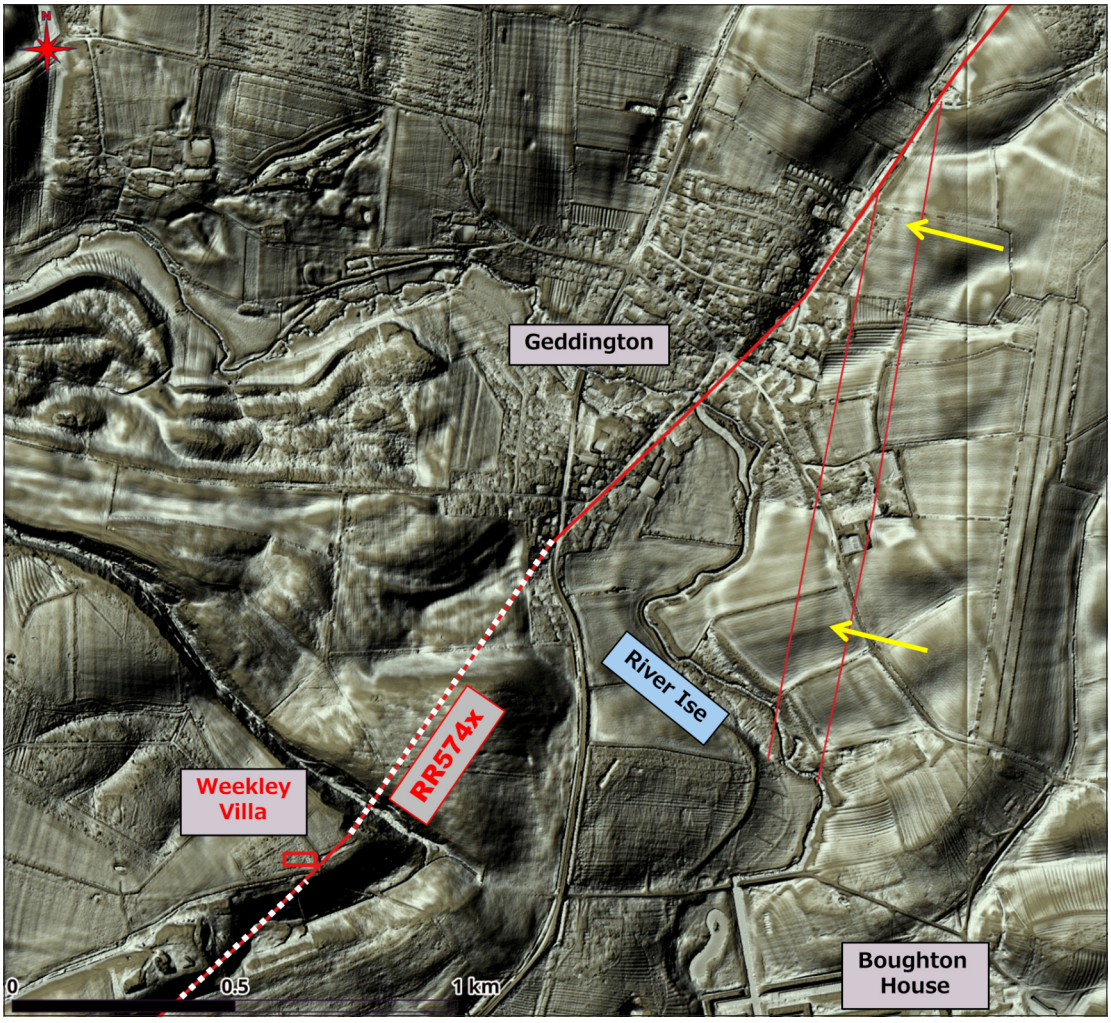



*Figure 4: Lidar shaded LRM from Boughton House to Geddington. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

majority of major Roman sites in the area, so it is possible that iron/iron products were significant in the villa location and activities. Hopefully, further investigation of the site will reveal more details.

There is also the possibility of a Roman road heading west from the Warkton villa to Kettering along the course of the modern-day roads. The Saxon charter for Kettering from 956 AD has 'Walcot' furlong names between the villa and the Roman Town and where the modern road Pipe Lane crosses the River Ise is interpreted as "Weekley Ford" in the charter (Foard and Ballinger, Kettering EUS, 2000), so the crossing here has existed for at least 1000 years. The lidar clearly shows a significant hollow way heading east-west from the site of the villa to the location of the Ise crossing (Figure 3), indicating that the east-west route through Warkton was once much straighter than the current roads but the route into Kettering is not obvious on the data. Work at the villa site may also shed more light onto the origins of this feature.

## Northumberland

*Summary by Dave Armstrong*

### Low Learchild fort site and road junction, RR87/RR88

In August 2022, Gradiometer surveys were carried out at two sites by volunteers from the Roman Roads Research Association (RRRA), the Holystone History and Archaeology Group, and others from the local community. The surveys aimed to better understand the Roman fort at Low Learchild (HER No. 4465, NU 1007 1137), and the supposed junction of the Devil's Causeway with the Roman road from High Rochester some 700m to the west (NU 0936 1116). These were part of a major RRRA project to examine the Devil's Causeway (see elsewhere in this volume) and the sites along it and confirmed the presence of two successive Roman forts. The road junction survey found possible evidence of the Devil's Causeway, but no junction. Closer interrogation of lidar suggests that the junction may be some metres to the north of where mapped, outside of the survey area. See elsewhere in this volume and a full report on the survey is available on the RRRA website <https://romanroads.org/reports/low_learchild_smx006_final.pdf>.

## Shropshire

*Summary by Paul Smith*

### RR6a, Watling Steet (West), Wroxeter, (The Roman city of *Viriconium*) to Whitchurch.

Grid Reference: Three trenches located across the line of RR6a were located in grid refs: SJ5616 & SJ5617.

Archaeological evaluation undertaken by Archaeology Warwickshire ahead of the installation of solar arrays, battery storage and associated infrastructure on land to the north-west of Roden, Shropshire.

Planning permission had been granted by Telford and Wrekin Council for the installation of solar arrays, battery storage and associated infrastructure on land to the north-east of Haughton, north-west of Roden and west of Poynton, Shropshire (planning reference TWC/2020/0851). A condition of the planning permission required the applicant to secure the implementation of a programme of archaeological evaluation to determine if there are any significant archaeological remains within the site.

Archaeology Warwickshire carried out a programme of archaeological evaluation in June and August 2023. There was potential for Roman remains within the site as the line of the Roman road from Wroxeter to Chester (HER 00066) was thought to run through the eastern edge of the Site. Geophysical work undertaken in 2020 found no signs of the road. However, the line of the road is visible on lidar running north-west to south-east in the south-eastern corner of the Site.

The area was evaluated by means of 5400m of trial trenching (108 50m x 1.8m trenches). Trenches 96, 101 and 108 were moved from the positions specified in the WSI to more effectively target the potential Roman road visible on lidar data and these trenches included hand excavated slots across the line of the road.

The remains of the road were uncovered in three trenches, where it survived as a metalled surface, with ditches flanking some sections of it. The surface was best preserved in trench 108, where it appeared to have been maintained and remained in use as a track into the 19th century. It was not so

well preserved in the other two trenches, where it seemed to have been disturbed by the creation of a boundary that followed its line until the late 19th century.

In Trench 108 the road consisted of a metalled surface (10807; Figure 3) constructed from frequent rounded stones and fragments of slag, with occasional angular stones and iron fragments also present. At its widest point it was 3.40m wide and ranged in depth from 0.22m to 0.40m. The road sat within a shallow irregular hollow, and was overlaid by clay layer, sandy silt layer, and pebbly silt layer. The slag recovered from the metalled surface has not been assessed, but it may be post-medieval or later, and a small and very abraded sherd of probable Roman Grey Ware pottery was found. The road was flanked by ditches and to the east and west. Both had steep sides and a rounded base, no finds were recovered from either ditch.

Trench 101 was laid across the line of the road, and here it consisted of a spread of medium-large pebbles in a dark brownish grey clayey silt (10107) and a concentration of small-medium rounded pebbles in a greyish brown sandy silt (10110). Both had unclear edges, but appeared to be roughly north-north-west to south-south-east oriented and were probably the metalled surface of the road.

Trench 96 was positioned at the southern end of the road within the Site, and it contained two spreads of small-medium pebbles in very compacted silty loam (9603 and 9604). Both had depths of around 0.10m and appeared to be the surviving metalled surface of the road. They were separated by

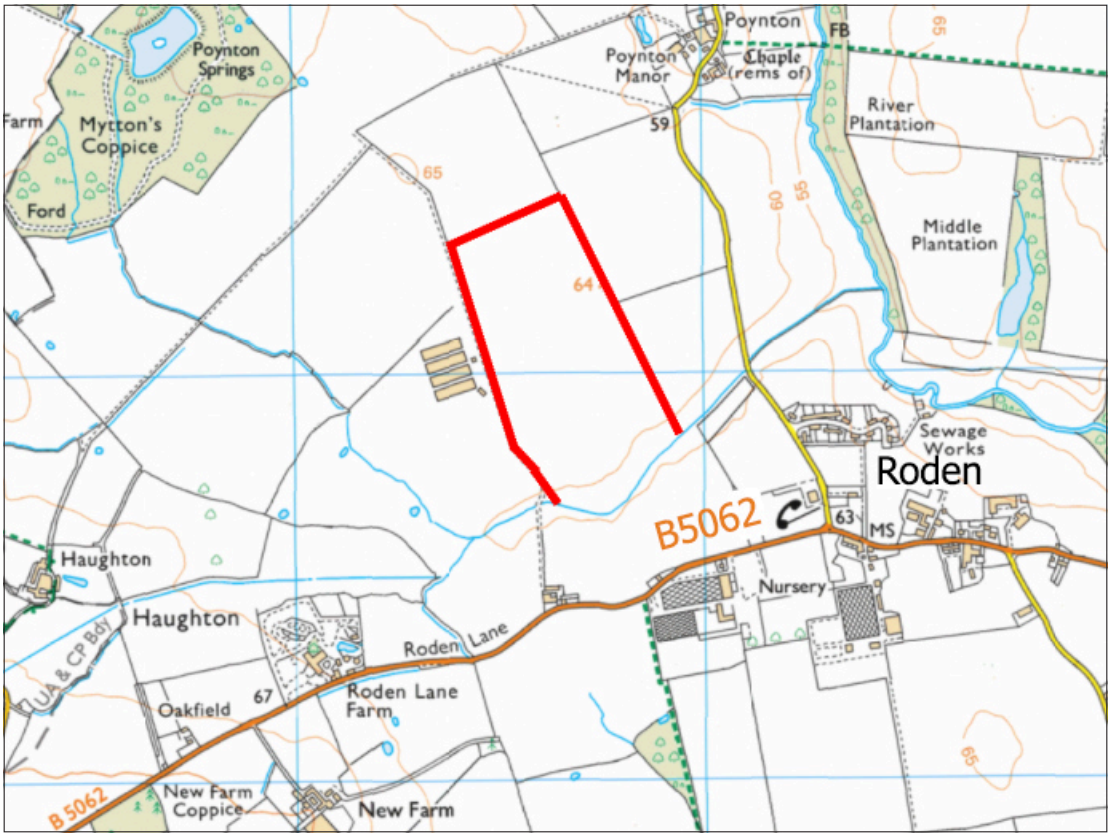



*Fig 1: The 3 trenches located across the line of RR6a were located in the field indicated in red. © Paul Smith. © Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation.*

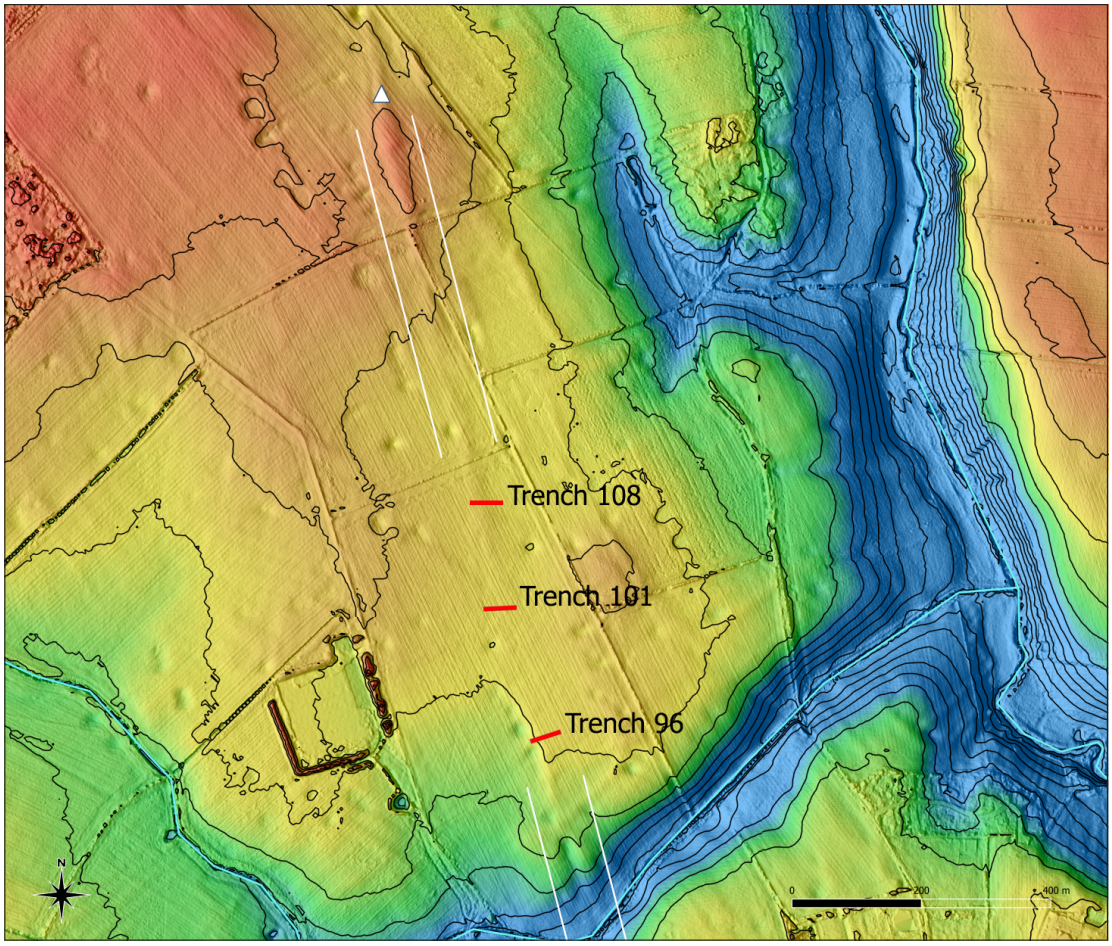



*Fig 2: The location of trenches 96, 101 & 108. The white tram lines indicate the agger of RR6a. The white triangle to the north shows the location of the cross section across the agger; see Fig 4 © Paul Smith 2024. Base lidar data is © Crown Copyright 2020.*

ditch 9605, which, like ditch 10108 in Trench 101, appeared to line up with the boundary shown on the Tithe map. Another ditch, 9607, was situated directly to the west of spread 9604 and may be a flanking ditch for the road, or part of the later boundary.

Correspondents Comment:

RR6a linked Wroxeter with Chester to the north and RR6b linked Wroxeter to Caerleon in the south. During the military operation in Wales and the Welsh Marches area must have been of key strategic importance. It was interesting to receive confirmation from Archaeology Warwickshire that the internal distance between ditches 10810 and 10812 in trench 108 is 3.68m.

This would seem to suggest that RR6a was much narrower than the normal width of a Roman road, yet a cross section created in QGIS and positioned approx. 650m to the north of Trench 108 shows that the *agger* here is 21m wide at a height of 0 to 0.2m above the surface of the rest of the field.



*Fig 3: The metalled surface of RR6a seen in trench 108 looking south. © Archaeology Warwickshire.*

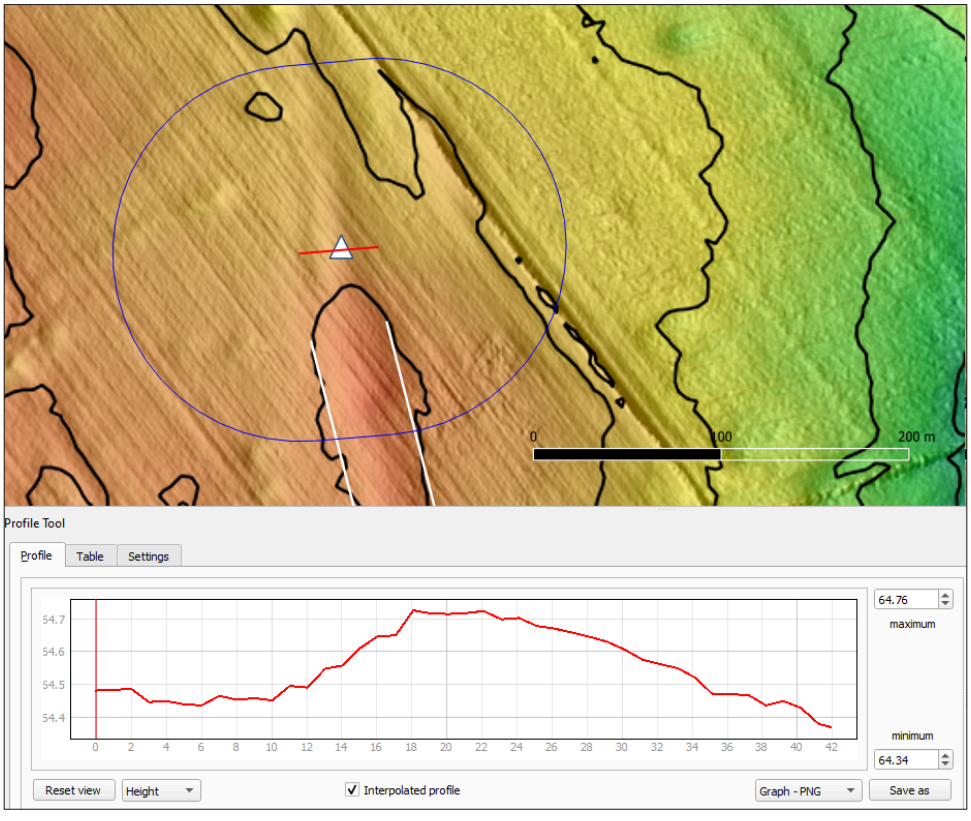



*Fig 4: Cross section of agger of RR6a, see Fig 2 for location. Top half of the image shows the location in close-up; bottom half of the image shows the variation in height over a distance of 42m. 4 © Paul Smith 2024. Base lidar data is © Crown Copyright 2020.*

## Somerset

*Summary by Elliott Moeuhli*

### Possible Rookham-Dalleston Road

*Lidar analysis by S. Fairburn*

The publication in 2023 of DEFRA's 2022 National Lidar Programme survey data has meant that for the first time, previously neglected upland areas such as Mendip Plateau now have full, publicly-accessible coverage. On Mendip specifically, lidar reveals a mostly-continuous, E-W linear earthwork, that can be traced with certainty from ST 545 486 near the hamlet of Rookham, which lies at the southern edge of the Mendip Plateau, a little north-east of the Iron Age/Romano-British farmstead at Hole Ground, Wookey Hole (Somerset HER: 24440).

From here, the earthwork heads eastwards, in a broadly straight line, with a few minor changes in alignment and the occasional gap, until it becomes near impossible to trace east of ST 598 495, between Green Ore and Binegar. It is possible however, that the earthwork's trajectory is continued by the eastern part of Whitnell Lane, in which case it may carry on even further, to join Turner's Court Lane (Fig. 1). Including this proposed eastern extension would make the hypothesised stretch of road 7.1km long. Interestingly, Tratman believed Turner's Court Lane to be part of a minor Roman Road which branched off north from the Charterhouse-Old Sarum road (RR45b), a little west of, and parallel

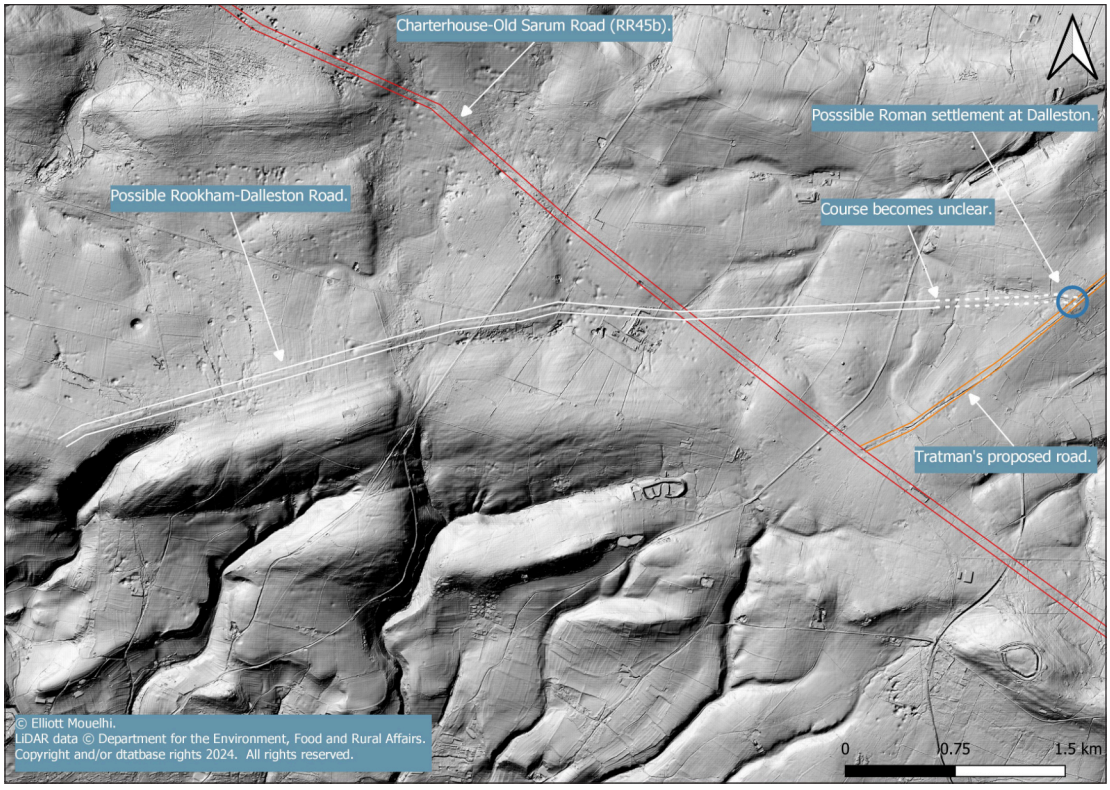



*Fig.1: 1m DTM lidar image showing course of possible Rookham-Dalleston road (white), in relation to the Charterhouse-Old Sarum road (red) and Tratman's proposed road (orange). Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

with the Foss Way (RR5b). Further, the hypothesised T-junction where the proposed road meets Turner's Court Lane would be at Dalleston, Binegar (ST 613 496), where a Roman coin and significant quantities of Roman pottery have been found, possibly indicative of a settlement (Somerset HER: 23151; 23468; 57162).

The earthwork's status as a road is nonetheless uncertain. The HER entry records that at "consistently about 10m in width, possibly with ditches to both N and possibly S forming a feature about 30m in width at its core", the earthwork would be unusually wide if it were indeed a Roman road, although given its relative straightness over such a considerable length, a geological explanation seems even more unlikely. Only a future excavation will be able to reveal the earthwork's true age and purpose.

Somerset HER: 48681.

### Iron Age/Roman/Sub-Roman Trackway, Congresbury

*Excavation by Cotswold Archaeology*

Excavation in January 2023 by Cotswold Archaeology, at a site Smallway, Congresbury, centred on ST 438 647, revealed an Iron Age/Roman trackway. The excavation followed an earlier geophysical survey, which showed the trackways a positive linear anomaly, with an overall SW-NE alignment, notwithstanding a short dog-leg. The trackway was caught by three trenches and was found to have a construction cut of varying width (5.08-8.5m). In one trench, Iron Age pottery was recovered from a silty fill that had accumulated over the trackway's stone pebble surface. It is possible that these sherds were residual, as seemingly Roman ditches (possibly field boundaries) run parallel to the trackway on either side, suggesting the route continued to be used during this period.

The projected north-eastern course of the trackway approaches Cadbury-Congresbury Iron Age hillfort from the south-west, where the hill's gradient is gentlest and its alignment suggests that it connected hillfort with the River Yeo. The hillfort is one of many in the South-West which was refortified and re-occupied during the late Roman/sub-Roman period and Mediterranean pottery, including North African red-slipped ware, has been found at Cadbury-Congresbury during past excavations. The River Yeo, leading out into the Bristol Channel, is believed to have been part of a long-distance trade route connecting the hillfort with the Mediterranean.

North Somerset HER: MNS9595.

#### Reference

Cotswold Archaeology (2023): *Land at Smallway, Congresbury, North Somerset: Archaeological Evaluation*. Unpublished report.

The following Somerset note is from Neil Godfrey, a part-time D.Phil student at the University of Oxford researching sacred space in later prehistoric and Roman Landscapes. He recently investigated RRX037, RR54b, RR46 and RR52 for a dissertation exploring the landscape context of Romano-Celtic temples in Somerset and Wiltshire. The dissertation was completed as part of the MSc Applied Landscape Archaeology at the University of Oxford, and can be accessed at: <https://ora.ox.ac.uk/objects/uuid:de69aaa8-1962-4181-ac09-11b31eea662d>.

### RR465(x), RRX037, Pylle Hill to Bruton, Somerset

*Research and summary by Neil Godfrey*

Ordnance Survey Archaeological Division (OSAD) archive files (1983a) record 'the probable course of a Roman road' (RRX037) - via soil, crop and relief markings on aerial photographs between between

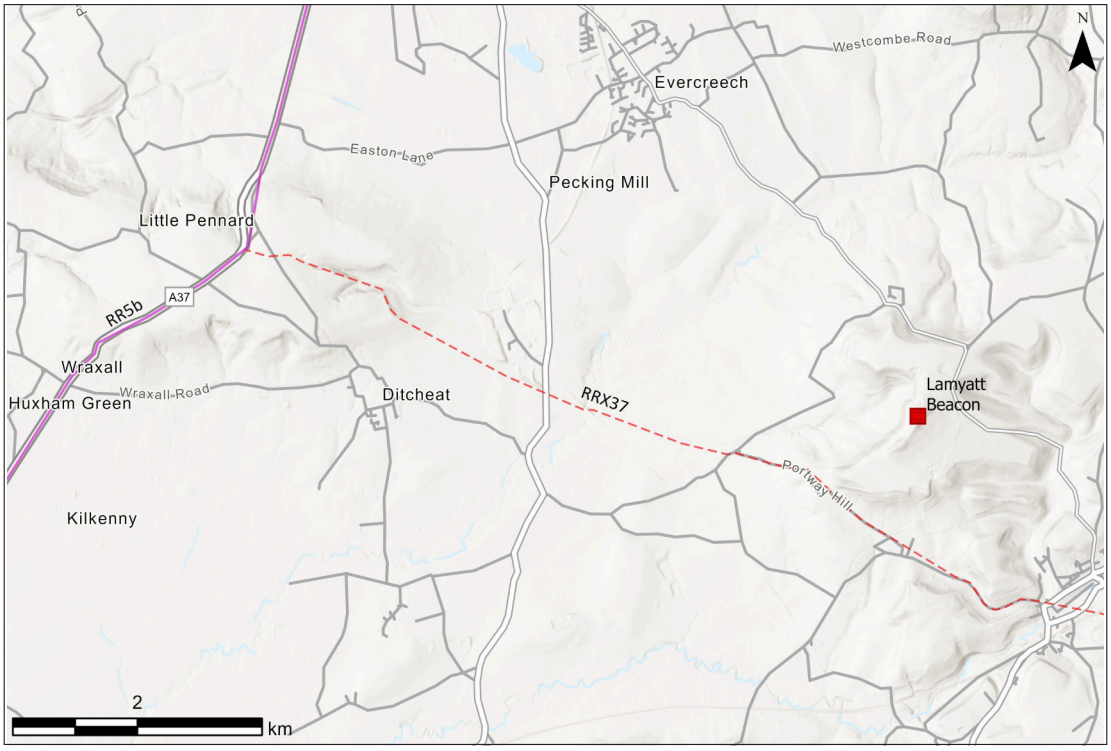



*Figure 1. Map showing the course of RRX037/RR464(x) from the Fosse Way, Pylle Hill to Bruton. Map data © ArcGIS Pro 3.02, World Terrain Basemap.*

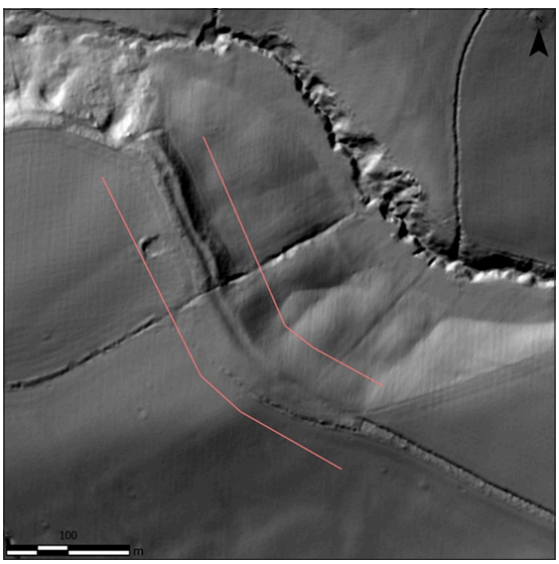



*Figure 2. Holloway preceding parish and field boundary line. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

Pens Pits, Somerset (ST 76701 31530) and Knapp Hill, Dorset (ST 85047 27116) - which was assumed to eventually join RR46 at Semley, Wiltshire. The focus of the present study was to explore the notion that the western starting point of RRX037 was at a junction with RR5b (Foss Way) at Pylle Hill, Somerset (ST 61597 37577), and that the road continued from here into Bruton (ST 67938 34676) (Figure 1). Just as RR5b is indicated by the boundary between the parishes of Ditcheat and East Pennard, Aston and Burrow (1982, 64) suggest that RRX037 can be traced by a mainly straight line of parish and field boundaries between Pylle Hill and Lamyatt. The first visible evidence of RRX037 may be preserved by a holloway (ST 62688 37093) that is visible on an aerial photograph (Google Earth, 2024a) immediately preceding the commencement of this straight line of boundaries. Furthermore, lidar shows that the holloway is partly concealed by woodland (ST

62770 36983) (Figure 2). As the route approaches Evercreech Junction, an aerial photograph (RAF, 1924) shows ridge and furrow aligned along the proposed road route at ST 63088 36806.

Hedgerow has occupied the course of the route from the holloway to Lamyatt since at least the 19th century. However, there is a break in the hedge line, immediately east of the A371 at Evercreech Junction where historic mapping indicates that there was previously a boundary continuing the conjectured line of RRX037 (ST 64089 36295). Furthermore, traces of what may be the road are very faintly visible on lidar here, and it seems likely that the road crossed the River Alham at this point. It is notable that Broomhead (1988, 1-2) records a concentrated scatter of over 300 sherds of mid 2nd-4th century Romano-British pottery that was recovered from the same field, which he suggests almost certainly represents an occupation site at ST 64060 36400. It may also be significant that a public footpath follows the parish and field boundary line from Evercreech Junction towards Lamyatt, although this also follows the course of a stream.

As it approaches Lamyatt, at the point where the straight line of parish and field boundaries ends, the Somerset HER (2023) suggests that the route appears to form the east-west axis for the subsequent formation of a now shrunken medieval village, with 15 house platforms fronting the road (ST 65109 35934). This, together with some remnants of ridge and furrow aligned to the road, is clearly visible on lidar (Figure 3). The OSAD (1983) suggests that the route subsequently follows the narrow lane of Portway Hill to the south of Creech Hill, until it reaches Crabtree Lane. At Crabtree Lane, the OSAD (1983a) notes a possible crop/soil marking of RRX037 (ST 66844 35094), which corresponds to a feature visible on lidar and which is also aligned with the present Portway Hill to the north-west, which occupies the conjectural route of RRX037. From this point RRX037 is likely to have followed the course of Shute Lane through the valley into Bruton. The route from Bruton to Pen Pits remains uncertain (Somerset HER, 2023), although the OSAD (1983) notes that '*an 18th century coach road of singular straightness may occupy the course of the Roman road*' (ST 71876 33409).

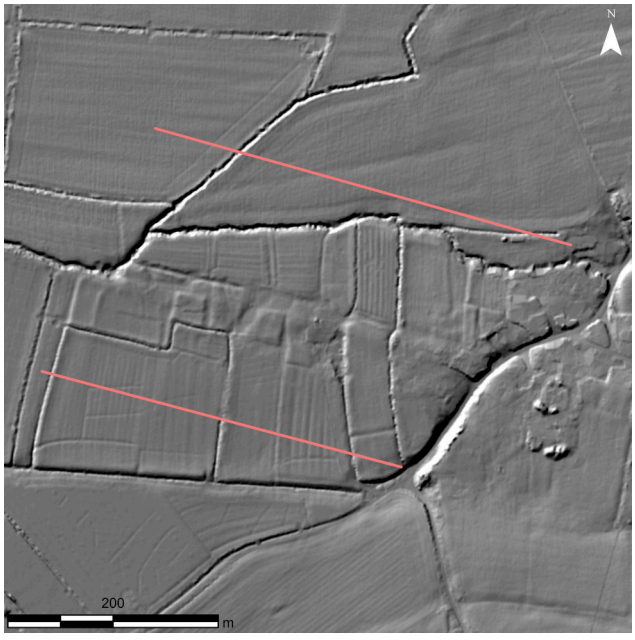



*Figure 3. Lidar trace of the shrunken medieval village and ridge and furrow aligned to route of RRX037 Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

Whilst requiring further investigation, the OSAD (1983a) evidence for the Pen Pits (ST 76701 31530) to Knapp Hill (ST 85047 27116) section appears to refute the repeated claim (Tratman, 1964 cited in OSAD 1983a; Aston and Burrow 1982, 64; Leech *et al.* 1986, 272), that RRX037 terminated at Lamyatt. Furthermore, whilst its likely junctions with both RR5b and RR46 suggests that it post-dated both roads, construction of RRX037 appears likely to have preceded the Romano-Celtic temple at Lamyatt Beacon (c. AD 300). Therefore, whilst the temple excavators (Leech *et al.* 1986, 272) suggest that RRX037 was built to serve and lead directly to the temple, it appears likely that its location was at

least partly selected for its proximity to the road. Furthermore, the discovery of portable votive objects at the temple site (Leech *et al.* 1986, 318), the limited pre-Roman finds recovered from the hilltop that might indicate pre-Roman significance of the location, together with its proximity of Lamyatt Beacon to both RR5b and RRX037, suggests that the temple may have been located to facilitate religiously oriented visitors. Indeed, the relationship between roads and temples is integral to the notion that some Romano-Celtic temples may have been pilgrimage destinations (Kiernan 2012, 83). Furthermore, GIS visibility analysis demonstrates that the distinctive Lamyatt Beacon hilltop is likely to have been visible from long sections of RR5b as well as from RRX037 as it approaches Lamyatt from Pylle Hill; which might suggest an intention to capitalise on the location to provide a visual focus for pilgrims travelling to a local cult centre. However, Lamyatt Beacon's accessibility and visual prominence may also have been valued for its potential to project a social display to road users, possibly bound up with the patronage of the native elite based at one of the nearby villas, such as that at Ditcheat.

As indicated elsewhere in this volume, the new Margary number RR465(x) has been reserved for this route, cross referenced to the OS RRX037, following the protocol laid out in Armstrong (2021: 282).

See also Wiltshire for RR54b, RR46 and RR52.

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## Staffordshire

*Summary by Paul Smith of work by Transforming the Trent Valley Scheme led by Dr. Mark Knight.*

### RR18c - Ricknild Street or Rycknield Street. Bean's Covert in Branston, to the south of Burton upon Trent. From SK 228 217 to SK 230 219

A report in *Itinera* III, page 290, described the removal of scrub and bramble from the known course of Ricknild Street, RR18c, in Bean's Covert. The removal of scrub and bramble revealed the top of the curve of the *agger* or convex road surface standing some 45cm higher than the level of the surrounding land surface, and approximately 8m from side to side. The adjacent ditches or fosses, either side of the road were also visible in places, although very silted due to accumulation of soil and



*RR18c in Bean's Covert , Branston, Staffordshire. © April 15, 2023. Mark Knight. TTTV.*

leaf litter over the centuries. The segment of road is 232m long and does not appear to have been damaged by ploughing.

Led by Transforming the Trent Valley Scheme, Branston Friends Group, working with local community groups and Burton Conservation Volunteers have managed to reduce the bramble growth on the road almost to nothing in 2023. It is hoped that, if sensitively managed, will allow celandine and other woodland wildflowers to carpet and protect the site. The trees on the site are protected by a tree preservation order.

Dr Mark Knight, Cultural Heritage Officer with the Transforming the Trent Valley Scheme comments that:

> *"Survival of Roman roads in this condition is rare in an urban setting; this remaining section of Ricknield Street in Bean's Covert deserves care and conservation for current and future generations."*

The RRRA believes that Roman roads could and should be conserved; progress with this project will be followed with keen interest.

For further information please visit; <www.thetrentvalley.org.uk/projects/tttv-heritage/conserving-a-roman-road-in-branston/> or contact Dr Mark Knight, Cultural Heritage Officer, with the Transforming the Trent Valley Scheme.

## Suffolk

*Summary by Geoff Lunn*

### Bridge Street, Alpheton, Suffolk, RR33a, TL87854911 RR33a

*By Colchester Archaeological Group (CAG), Long Melford Heritage Centre (LMHC)*

Since the days when Ivan Margary plotted the supposed route of RR33a, it has been assumed that the Roman road followed the High Street through Long Melford in Suffolk, and there is at least one




*Lidar image revealing the course of RR33a to the north of Long Melford. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

recorded instance of workmen having encountered what was assumed to be the surface of the road whilst digging in the High Street in the 1960's. Recent work in and around Long Melford by members of LMHC has however cast some doubt on that assumption, based on excavations and other surveys around the small town.

In 2023, Geoff Lunn of CAG noticed what appeared to be a section of RR33a to the north of Long Melford on lidar. Subsequent investigation also revealed tell-tale cropmarks of the road on Google Earth Pro. Traces of the road can clearly be seen on both lidar and aerial images heading south from Bridge Street to Spelthorne Wood at TL8765548275, and where the road enters the wood on the north side, two clear banks are visible from the ground along the line of the road. Faint traces of the road are also visible where it exits the wood on the south side, but these traces disappear after approximately 300m. It seems likely that the road is heading for the known Roman settlement to the south of Long Melford town, but no further traces have yet been identified.

Spelthorne Wood is a Protected Ancient Woodland and permission to excavate is therefore unlikely to be granted, however, LMHC are hoping, with the permission of the landowner, to conduct a small

exploratory excavation in the summer of 2024 to investigate the remains of the road in the fields to the north of the wood.

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

## Surrey

*Summary by Matt Sparkes*

### North Park Quarry, Bletchingley, TQ 318524

*Work by J Sanigar and F Wood of Wessex Archaeology*

A Romano-British trackway was located, defined 'by a pair or partially recut ditches, averaging 1m wide by 0.3 m deep, and set 14 m apart'. The trackway (previously mentioned briefly in *Itinera* 2, 328) has now been traced for 400 m and passes a Romano-British inhumation cemetery. If the unusually straight course is projected a short distance further to the south it appears to head for the site of a Roman building and hypocaust discovered in the early 19th century. The trackway runs approximately north-south, perhaps 3km west of the (also north-south orientated) RR150. (Sources: Surrey Archaeological Collections 104, 264-7, and 105, 258-60.)

### Ewhurst, RR 151, several sites including NGR 50875 146077.

*Work by David Calow (Surrey Archaeological Society) and Chris Gibson (Ewhurst Historical Society)*

Surrey Archaeological Society and Ewhurst Historical Society have continued their work tracing the route of the Rowhook to Farley Heath road, RR151. This is an eight miles long spur from the London to Chichester road (RR15) and apparently ends in the vicinity of the Farley Heath Roman temple. (See *Itinera* 3, 295-7 for an earlier notice on this project). By probing along a one-mile stretch of the route of RR151, the road was located at four locations, typically being found to be 25 cm below the ground surface. Following excavation the construction details of the road were considered to be more typical of a longer distance road than simply an 8-mile track leading to a temple. Work therefore continues in trying to trace the possible course of the road beyond the temple, which may continue either to the assumed London to Winchester route, RR400(x), or the London to Silchester road RR4a. Progress to date will be covered in a report in a forthcoming volume of Surrey Archaeological Collections. (Source: Gibson, C. *Surrey's Past* 495, 8-11.)

## Sussex

*Summary by John Ashcroft*

This review draws on recent records of finds in Sussex that may throw light on the network of Roman roads across the county, starting with East Sussex and moving on to West Sussex. It has relied heavily on the excellent co-operation of the three relevant Historic Environment Record Offices, covering East Sussex, West Sussex (excluding Chichester District) and Chichester District, for which I am immensely grateful. Note that it is the recording within the relevant HER that is recent, not necessarily the underlying archaeology. The HER numbers are given for each relevant entry.

As there have been relatively few new records relating directly to Roman roads, this review also summarises some finds relating to settlements which may shed light on the course of nearby roads. Even these are relatively limited as the extensive archaeology that has perforce taken place in recent

years has been mostly of the rescue variety at forthcoming developments or watching briefs, rather than targeted at places where particularly interesting archaeology might emerge.

## East Sussex

Starting with East Sussex, this review excludes developments in the excavations at Bridge Farm/ Culver Farm near Barcombe and Wellingham, including a new road thence to the southwest, as there is little relevant to report since the article on these excavations by Rod Wallace in *Itinera* Volume II (2022). The remaining entries that relate directly to known (Margary categorised) Roman roads broadly confirm what is already supposed, with the exception of some interesting new evidence at the western end of the RR142 Arlington to Pevensey road, as follows:

### RR13 Norton Farm, Battle (actually between Sedlescombe and Beauport Part at the north end of Hastings) (TQ 7840 1560 - MES37352):

The entry references a report of a section of Roman road between Oaklands and Beauport Park, noting that there is already evidence of this stretch of road including geophysics, confirming our understanding of the southern part of the RR13 (Rochester to Hastings).

### RR14 Isfield Place, Buckham Hill, Isfield (TQ 4466 1846 - MES 37777):

Excavation in 2020 located a couple of assemblages of Roman pottery which might suggest some kind of settlement in the area and which might therefore strengthen the case for Margary's route of the London to Bridge Farm/Barcombe road (RR14) which he was forced to conclude ran by Isfield despite consequential additional river crossings.

### RR142 Wootton Manor, Folkington (TQ 5634 0594 – EES19591):

Various types of archaeological fieldwork were undertaken in 2020 to check-out the course of the Arlington to Polegate (thence Pevensey) road (RR142) sometimes called 'Farne Street' which was first identified by Ivan Margary. They were unable to find any trace of a settlement but confirmed that the road took the course of the old coach road but then cut straight across a field which the coach road circumvented – in line with what one would expect from what is already known.

### RR142 Rattle Road Pipeline Scheme, Stone Cross to Pevensey – road at Westham (TQ 6334 0452 – EES 19686):

The archaeological intervention (by Archaeology Southeast in 2018/19) was about a kilometre west of the 3rd century Roman fort at Pevensey (*Anderitum*) from which it is known a road ran west (RR142). The entry records evidence of a Roman road that it declares (perhaps over-cautiously) to be 'perhaps a Roman road, comprising layer/s of stone and/or flint cobbles, at four locations'.

### Arlington to Pevensey road (RR142):

Recent archaeology helps to answer the question of why this road ran east of Arlington before the Saxon Shore fort was built at Pevensey (*Anderitum*) during the 3rd century. It strengthens two competing theories, as detailed in the following two entries.

**RR142 Land at Uplands Farm, Rattle Road, Stone Cross (TQ 6240 0426 - MES36786):**

An excavation in 2019 disclosed a concentration of late Iron Age or early Romano-British features indicative of settlement activity. As well as ditches there was a concentration of features containing pottery, and possible fragments of fired clay pedestals, indicating salt production or industrial activity. Finds from another part of the site suggest a more domestic function, with one ditch containing large fragments of wide-mouthed necked bowl/jar of probable mid-1st century AD date. This seems to be a southern continuation of a previously excavated settlement (can be referenced from EES18766). Overall, this would appear to be a significantly sized settlement of pre-Roman origin, which might by itself justify a road from Arlington, which it is on or close to the line of. The road could then have been extended to Pevensey fort once that was built. However, we may not need to assume that Stone Cross was the road's destination, should evidence be found that the Pevensey site was occupied before the fort. This is now emerging, see below.

**RR142 Ivymead, Pevensey (TQ 6443 0490 - MES37955):**

An entry in 2021 reported on a ditch emanating north from the Pevensey fort, containing late Iron Age or early Roman pottery, alongside some ceramic Roman building material. Taken together these suggest a settlement outside and pre-dating the fort (with quite probably plenty more buried underneath the fort). (There was also a Roman burial although this might date from after the fort being built). The finds could provide the first evidence that there was sufficient settlement at Pevensey to justify a Roman road running from Arlington (RR142) from the early Roman period, rather than as a later addition to the network. The Pevensey site lies on a spur into the Pevensey Levels, in Roman times a vast wetland area passable only by boat, and hence would most definitely have been the end of the road.

Whilst there has been little other archaeology in East Sussex referencing roads, some recent archaeology relating to settlements may strengthen, (or in one case weaken) the case for several more speculative roads mostly not identified by Ivan Margary.

An obvious gap is in the road network is the absence of any road linking the east and west of East Sussex across the Sussex Weald north of the intrusive Pevensey Levels, despite the extensive iron industry in the Weald which would be exported through the Channel harbours. Identifying where such a road (or roads) might run is made harder by the limited number of Romano-British settlements identified in this area, and the complete disappearance of settlement after the Romans left. Recent excavations (between 2018 and 2021) near Battle may, however, point to a possible settlement sufficiently important to have a road running through. These have centred on North Trade Road, Battle (TQ 7284 1595 - MES36369, EES18749, EES19151, EES20043 & MES38073). The site is over a km to the west of the post-Roman town of Battle. Evidence has emerged of Roman features (including a ditch, gully and artefact spread). There is evidence of small-scale iron production during the Romano-British period industrial activity. Taken together these excavations suggest that there might have been an extensive and important settlement here. This in turn might suggest that if there had been a road from Arlington on the RR142 in the west to the RR13 Rochester to Hastings road, and thence to Bodiam, hence connecting two important iron industry forwarding sites, it would surely have come this way.

Other reports of Romano-British settlement of possible interest are:

**RR143 Brodricklands & Hamlands Farm, Willingdon (TQ 5957 0363 - MES37820):**

A 2021 evaluation report documents extensive Roman period burials along with a Roman period barn and associated ditches. Many of the linear features run towards a previously excavated settlement of round houses. The site would seem to be close to the Stone Cross to Jevington road identified by Margary (RR143) adding to the evidence for it passing this way.

**Ewe Down, Exceat, Seaford (TV 5106 9992 - MES36480):**

Roman pottery sherds were recovered during an excavation at this location. Their location in topsoil is suggestive of their being washed down from a higher point which may have been close to a potential road from Jevington to the possible Roman harbour at Seaford. This would add weight to the idea that Margary's RR143, which he has terminating at Jevington, continued to Seaford, bearing in mind the absence of any good reason for Jevington itself being the terminus.

**Antony Close, Bishopstone (TQ 4670 0074 - MES36510):**

A large assemblage of Iron Age to Roman pot sherds was excavated. They 'undoubtedly' relate to activity from the nearby settlement, probably representing an unintentional refuse spread or deliberate manuring. This adds further weight to the case for a significant settlement in this vicinity (at Rookery Hill or Bishopstone village itself) and for a Roman road running this way from Gynde and the Roman town at Wellingham/Bridge Farm down to Seaford with its likely harbour. In this context it is interesting that further Romano-British remains have been found at two central locations in Seaford (MES36650 and 38048). That some of the pot sherds found were pre Roman suggests that this might have been a significant location from an early date.

**Lower Lodge Farm, Laughton Road, Ringmer (TQ 4641 1297 - MES38218):**

Evidence was found in 2020 and 2022 of late Iron Age and early Romano-British settlement including storage pits and pottery. It is thought that the settlement then moved to a drier site nearby. Disappointingly, no evidence was found of the possible road from Bridge Farm/Barcombe to Arlington (to be continued by RR142), which might have been expected to run through or near to this site. However, reference to a ditch on a NE/SW alignment might just relate to a Roman road headed into the weald associated with the remarkably straight road called the Broyle, although this was not suggested.

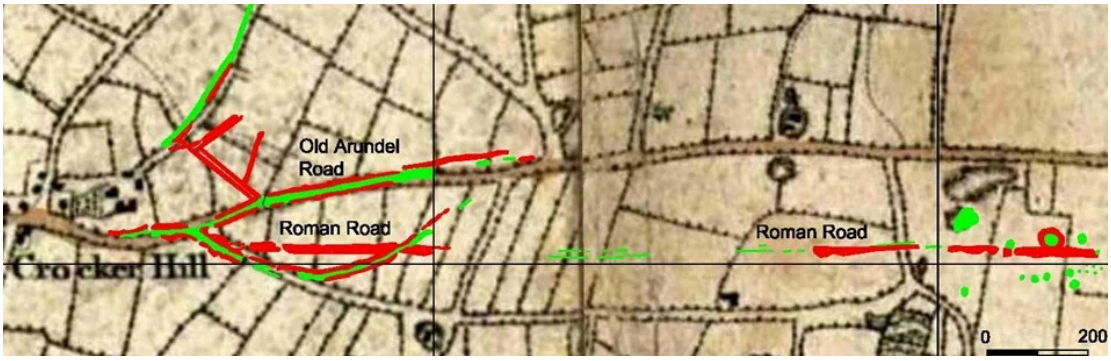
**Lewes Residential and Walwers Lane Sites, Lewes (TQ 4172 1007 - MES36468):**

Sporadic Roman finds were recorded across the Lewes Residential and Walwers Lane sites (associated with re-development activity), including tile, pottery, coin and jewellery, increasing the likelihood of a settlement in what is now Lewes town of sufficient size to justify road access. Some residual tile fragments have been found close-by (MES36535). These finds are relevant to discovery of a road running southwest to Offham, and quite probably Lewes, from the fairly recently discovered Roman small town at Wellingham/Bridge Farm, making the hypothesis that the road continued on to Lewes more likely.

## West Sussex (including Chichester District)

### RR153: Chichester to Portslade

Probably the most significant recent development in West Sussex has been the evidence reported in 2016 regarding the western section of the Chichester to Portslade road (RR153), postulated by Ivan Margary with limited evidence. The new evidence came from an aerial survey by Historic England for the Secrets of the High Woods Project (working in partnership with the South Downs National Park) combining aerial photography with lidar data. This appears to confirm Margary's view that the road from Chichester followed the course of Stane Street (RR15) to a point northeast of Westhampnett before branching off east along what became the Old Arundel Road, then continuing straight though parkland and across country where the Arundel Road takes a detour. It then picks up a woodland track before re-joining the modern Arundel Road and entering (what is now) Arundel town. Margary believed that the road crossed the River Arun (by ferry) from that point on the southeast causeway which still exists. That this is some way north of the modern riverside village of Ford suggests that the Romans sought to minimise the distance within the floodplain, a factor which may have concerned later generations less. This northerly course has been borne out in particular by lidar identification of earthworks in Binsted woods just 2km due west of Arundel town (NGRX: 489155 NGRY: 106628 - CD10259).




*The course of the Roman road RR153 east of Westhampnett and Crocker Hill mapped from lidar and overlaid on Yeakell and Gardener's 1778–83 map of Sussex. © Dr Dominic Fontana, University of Plymouth via Old Sussex Mapped <http://www.envf.port.ac.uk/geo/research/historical/webmap/sussexmap/sussex.html>. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

The case for the road RR153 taking the recently identified route has been strengthened further by the very recent (reported in 2024 and without an HER entry as yet) 14 hectare Roman site found at Tangmere (presumably) just south of the road and less than a km east of the divergence from Stane Street. More archaeology will be needed to clarify what type of site this is, but something this size, more small town than villa, and with pre-Roman origins, might by itself justify the course taken by the road. There is also significant recent (2023) evidence of an Iron Age through to late Roman period settlement at the Rolls Royce factory or close by the RR15/RR153 junction near Westhampnett (NGRX: 488783 NGRY: 106738 – CD10554). The settlement appears to have moved to be closer to Stane Street (where settlement evidence was reported by Archaeology Data Service in 2020) and the author speculates that given its proximity to the road it could have developed into a small roadside settlement. Being close by a junction might add further weight to this supposition. On the other hand

it is remarkably close to Tangmere – is it actually part of the settlement reported in newspapers as being at Tangmere, see above?

Few other Roman period settlements have been recently identified along the alignment of the RR153, contrasting with plenty of archaeology to the south, most notably in recent years at Barnham. The possible exception is 2019 and 2021 excavation of a Multi-Period Site East of Tye Lane, Walberton (SU 97345 06189 - MWS15289): This site is not that far south, of the recently evidenced course of the Chichester to Portslade road, and has a Romano-British NNE-SSW oriented trackway that might have connected to it. The site itself produced a considerable amount of late Iron Age and Roman (all period) artefacts especially pottery and also residue suggestive of a kiln. Building rubble, some high status, suggests a nearby Romano-British settlement of some kind –quite possibly a villa given the off- road location.

East of the Arun the course of the RR153 becomes more speculative. Whilst it is believed to have headed a bit southeast after the river crossing, it probably did not head as far south as the northern suburbs of Littlehampton, despite settlement evidence being uncovered here in recent years. In the absence of any recent evidence regarding the road, we can but fall back on some recent settlement evidence near where the road might have run:

### Land off Arundel Road, Angmering (TQ 0654 0533 - MWS15365):

Excavation in 2022 uncovered some Romano-British artefact evidence (pottery, ceramic building material and perhaps kiln) which might indicate nearby settlement. The RR153 could well have run close-by – maybe this was some kind of road-side settlement.

### New Monks Farm, Lancing (TQ 19051 05275 - MWS15007):

A 2019 excavation found Roman period archaeological evidence some of which suggested a settlement close-by the site's western edge. Such a settlement would likely be close to the RR153, a bit west of a possible crossing of the River Adur.

### RR155 Chichester to Silchester

Moving away from the coastal plain there has been a flurry of reports regarding the Chichester to Silchester road. Running south to north they are:

### Lavant Primary School (just south of) (NGRX: 485391 NGRY: 108441 - CD10413):

There is a 2018 report of a cropmark comprising ditches 16.2m apart, presumably forming part of this road.

### Binderton (NGRX: 484938 NGRY: 110386 - CD10414):

The same year there is a report of a similarly dimensioned cropmark just north of Lavant on the direct course up from the other site.

### Robin's Farm near Milland (NGRX: 484622 NGRY: 125509 - CD10396):

A Chichester District Archaeology Society Excavation in 2020 concluded that the originally supposed route of the RR155 around Robin's Farm was too steep and indicated an alternative alignment.

## Other roads

Elsewhere in the County, recently reported evidence relating to known Roman roads, is as follows (running east to west):

### RR150 Land East of Walnut Marches, East Grinstead (TQ 36158 39220 - MWS15239):

Excavation near Felbridge, west of East Grinstead, in 2019, disclosed a section of the NNE aligned Roman London to Portslade road (RR150) running through the south-east corner of the site, consistent with Margary's alignment. No other archaeological evidence was found, suggesting that this section of the road was in a remote part of the Roman landscape.

### RR150 Land at London Road, Hassocks (TQ 30493 16576 - MWS15325):

This archaeological site from 2021-23 is of interest not so much because the finds evidence is consistent with proximity to the known Romano-British settlement at Hurst Wickham, but because it sits astride the presumed course of the RR150 road, to the north of that settlement, but with no evidence of that road being found. Its course may therefore have differed from Margary's supposition, although maybe not to the west, given another recent excavation in that direction (MWS15320) which also does not report any road.

### RR140 Possible Road or Boundary, Steyning (between TQ 1909 1340 and TQ 1953 1339 - MWS11177):

Aerial photography in 2012 revealed a linear feature to the northeast of Steyning. This is possibly part of the Roman road RR140 (Greensand Way), thought to follow roughly this course from the end of the current track to Wyckham Cottage to a river crossing over the River Adur to the east.

### RR156 Road ditches at Chichester Golf Club, Sidlesham Common, near Hunston (NGRX: 485515 NGRY: 100387 - CD10409):

Geophysics in 2020 provided some confirmatory evidence for the excavation finding in 2014 of parallel ditches 17.5m apart believed to be part of a Roman road identified by Ivan Margary as RR156 with later confirmatory evidence on the file. Suggestively, the site is only a short distance north of the place called Street End, which might confirm a Roman road coming this way, and there is supporting artefactual evidence for a Roman date. One might suppose that any such road was headed towards some kind of hithe on Pagham Harbour. It might have continued to what became the site of the Saxon Selsey Cathedral. Indeed, it might have been extended by the Saxons to give access to the Cathedral from the important Saxon settlement (and Royal 'palace') at Whyke southeast of the old Roman city.

### RR421 Alfrey Close, Southbourne (NGRX: 476460 NGRY: 106020 - CD10449):

Evidence was reported in 2018 of some kind of early (50-150 CE) Roman settlement at which would have been a bit north of the Chichester to Bitterne road as postulated by Margary. Perhaps the settlement moved closer (south) to the road, hence explaining its limited existence on this site.

**Track-ways:**

**Lychpole Farm, Sompting (TQ 15676 07856 - MWS11565):**

A pre-Roman or Roman trackway has been identified by aerial photography in 2012 crossing the South Downs on a nearly N-S bearing. It ties in well with the track-way believed to run north, as Charmandean Lane, from the RR153 Chichester to Portslade road at Broadway in Worthing 'into the weald', maybe taking it up to the Greensand Way (RR140) north of Steyning. It constitutes a parish boundary for at least some of its course. Further aerial photographic evidence has disclosed other track-ways east of this one including a pre-Roman track-way on Annington Hill, Sompting (between TQ 1616 0792 and TQ 1598 0835 - MWS11566) with evidence of use in the Roman period. The remains of a settlement at Steep Down, Sompting include its own stretch of track-way (TQ 16289 07223 - MWS11573). A further track-way was found by aerial photography also on Steep Down (MWS11571). One of these track-ways was presumably the route that became allegedly the main coach road from London to Worthing until 1804. The problem is that all the track-ways seem to run on a broadly N-S alignment. Maybe the preferred alignments changed over time.

**Multi-Period Activity, Land at Wickhurst Green, Broadbridge Heath (TQ 14676 30715 – MWS11271)::**

This site, situated at the western edge of the suburbs of Horsham and around 4km from Stane Street (RR15 London to Chichester) may conceivably be of interest because of a Roman period hollow way found in the site which might have been part of a minor road running southwest from Stane Street, near the settlement at Alfondean, and maybe continuing further east. Roman period settlement evidence at this site is fairly limited and agricultural, declining after the early 2nd century, but the hollow way lasted somewhat longer. Of course, there might have been a more substantial settlement located (or re-located) nearby so as to justify a track-way from Stane Street.

## Wiltshire

*From Neil Godfrey a part-time DPhil student at the University of Oxford researching sacred space in later prehistoric and Roman Landscapes. See Somerset for RR465(x), RRX037.*

**RR45b, Stockton Wood to Maiden Bradley, Wiltshire**

RR45b was established soon after the Roman invasion to transport lead mined in the Mendips via Charterhouse to Old Sarum (Leach 2001, 22). Whilst Margary (1973, 101) and the Ordnance Survey Archaeological Division (OSAD 1983a) record parts of the route between Sherington Wood, Great Ridge (ST 94221 35885) and Monkton Deverill (ST 85726 37429) with some certainty, and a section on Pertwood Down is a scheduled monument (No.1020379), much of the Great Ridge to Maiden Bradley section remains conjectural (Figure 1). Indeed, Margary (1973, 101) attributes much of the remainder of the route to Sir Richard Colt Hoare, who acknowledged its uncertainty, especially from Kingston Deverill to Maiden Bradley.

From Sherington Wood (ST 94221 35885) until Point Pond Wood (ST 92579 36232) the OSAD (1983a) is certain about the route, which is confirmed by lidar revealing what appears to be the road, beneath the tree canopy (western section in Figure 2). Furthermore, lidar reveals a previously unconfirmed section of a field system nearby (ST 94152 36730), which may be connected with the Iron Age and Romano-British settlement at Stockton Earthworks. Whilst the OSAD (1983a) considers the route

from Scrubbed Oak (ST 92579 36232) to Pound Copse (ST 91101 36321) to be conjectural, lidar appears to show the continuation of the *agger* (Figure 2; eastern section in Figure 3). The OSAD (1983b) then has confidence about a short stretch of the road approaching the edge of the woodland (ST 91101 36321 to ST 90674 36383), and this appears to be confirmed by lidar (Figure 3), as is the previously unconfirmed course of the road as it begins to cross the fields beyond the woodland. The OSAD (1983b) route is then conjectural until it reaches Lower Pertwood. However, it can be confirmed by an aerial photograph as it approaches the A350 (ST 89282 36513) (Figure 4). After it crosses the A350, a restricted byway preserves the route and the *agger* is visible on the ground (ST 88700 36746). From this point the route is recorded as a scheduled monument for 1060 m. As noted by the OSAD (1983b) and Margary (1973, 102) the road then descends with the *agger* partly visible on the ground as well as in lidar, as it skirts the base of a hill (ST 87911 37070).

After the end of the scheduled section (ST 87698 37032), the OSAD (1983b) confirms the route as running through some woodland, north-east of Pen Hill Barn (ST 87229 37048). The road here is clearly visible on lidar and this section is also visible on an aerial photograph (Google Earth, 2024b), as it exits the woodland and descends a steep hill. As Margary (1973, 102) also notes, the *agger* is observable on the ground as it descends (ST 86678 37117). Beyond this point the OSAD (1983b) state that the route is lost, but suggest that the road may have continued west, passing just above the New Inn, crossing the river at a possible ford '*paved with chalk and flint*', before joining the present day Kingston Lane.

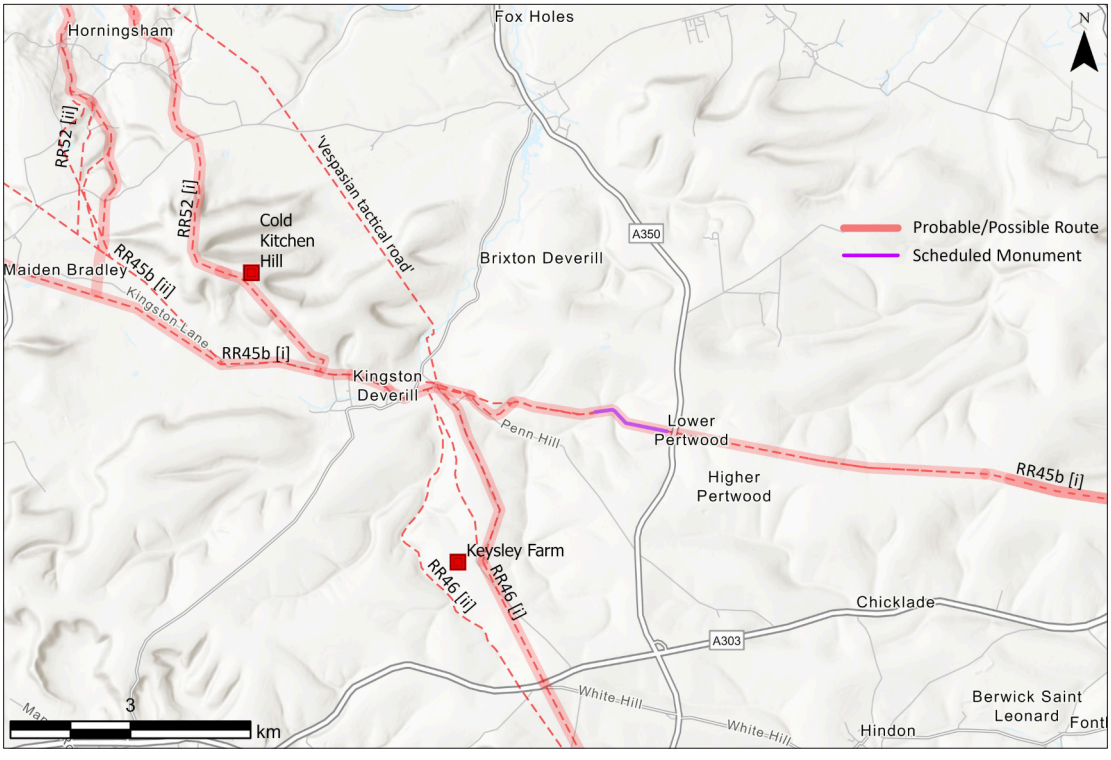



*Figure 1. Map showing the routes of RR45b, RR46 and RR52 with postulated alternatives with suffixes. Map data © ArcGIS Pro 3.02, World Terrain Basemap.*

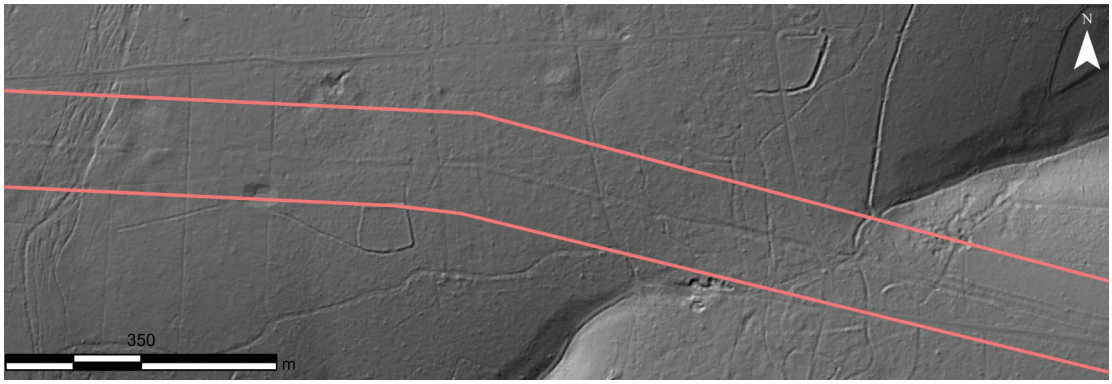



*Figure 2: Lidar image of route of RR45b in Great Ridge woodland, western section. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

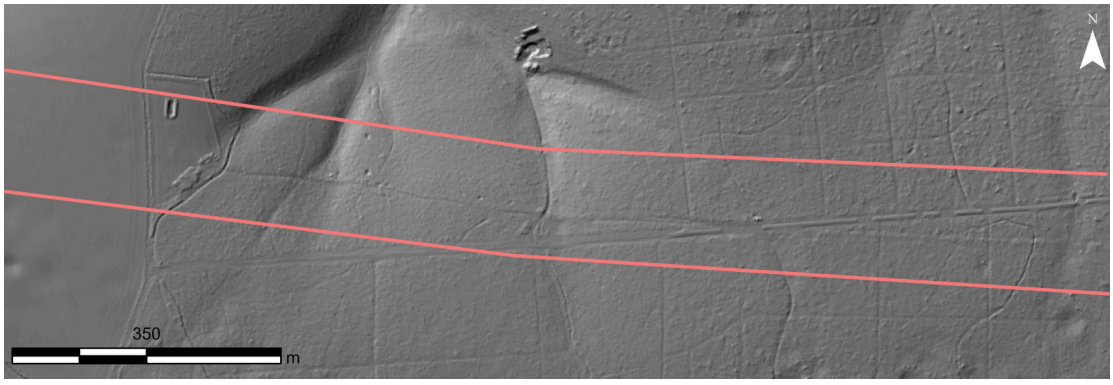



*Figure 3: Lidar image of route of RR45b in Great Ridge woodland, eastern section. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*



*Figure 4. Aerial photograph of RR45b (copyright Google Earth, 04/2001, 2024).*

However, only one ford appears on modern maps (close to Kingston Lane, ST 85119 37284), whilst the OSAD's mapped route appears to cross the river at ST 85485 37382. Margary (1973, 102) suggests a route to the south-west of Monkton Deverill Church and it seems likely that his route utilises the ford close to Kingston Lane. Assuming that the road crossed the river here, the excavation evidence discussed below for RR46 at ST 85810 37227, suggests that the route is likely to have crossed or skirted a hill (ST 86442 36945) before following the present day Hindon Road and then onto the ford, before joining the OSAD's (1983a) conjectural route along Kingston Lane. Whilst the OSAD (1983b) also suggest that the road may have taken a route bearing north-west of Maiden Bradley (RR45b suffix ii), its alternative suggested route RR45b suffix i towards and through Maiden Bradley (OSAD 1983a; Figure 1) appears more likely from this point, particularly in the context of the discussion of RR52, below.

**RR46, Keylsey Down to Kingston Deverill, Wiltshire**

Margary (1973, 107) and the OSAD (1983b) suggest that RR46 connected Badbury Rings with RR45b at Kingston Deverill. However, whilst well authenticated from Badbury Rings to the East Knoyle gap, from this point to its junction with RR45b, the RR46 remains conjectural (Henry et al 2021, 79-105), and the nature of its relationship to RR45b is a matter of debate.

The OSAD (1983b) suggests that the most likely route utilised a ridge over Keysley Down (RR46i) or alternatively, followed the bottom of a dry valley (RR46ii); with both routes passing the presumed Romano-Celtic temple site at Keysley Farm (ST 86054 35128). Margary (1973, 107) does not speculate on the route in this area, but does suggest that the road is likely to have met RR45b at 'the ford over the River Wylye'; whilst the OSAD (1983a) suggest that the junction was more likely to be close to Monkton Deverill church (ST 85589 37355) a little east of where it is suggested that RR45b crossed the river. However, excavation of a section of Roman road during the installation of a pipeline at ST 85810 37227 was aligned along a grid bearing of 332 degrees: '*almost parallel to the present road under which it was found*'. The orientation of this evidence suggests that it is RR46, and Peddie (1990) suggests that it is most likely to have approached this point via the track from Keysley Farm (ST 85900 37100; Figure 1). Furthermore, only one road was recorded, which leads to the suggestion that RR46 and RR45b had joined together south of the pipeline excavation: '*probably at the point at which the modern road intersects with the track to Keysley Farm*', from where it is suggested they continued as a single road towards Monkton Deverill before diverging at the fork in the road (ST 85700 37300) (Rawlings 1995, 37-38).

However, it seems equally possible that the road fork was the junction where RR46 joined RR45b, before it continued to the ford near Kingston Lane. Rawlings (1995, 37-38) and Peddie's (1990) interpretation appears to rest on the assumption that RR46 - which they name as the '*Vespasian tactical road*' - was constructed prior to RR45b and continued directly to Bath via the eastern side of Monkton Deverill. This is in contrast to the view of Margary (1973) and the OSAD (1983c), that the route to Bath continued via another road (RR52), which had a junction further along RR45b to the west (Figure 1).

**RR52**

Whilst RR52 can be traced from Bath as far as Woolverton (Margary 1973, 127), much of the route to the south of this remains uncertain, including the junction with the RR45b (Margary 1973, 127; OSAD, 1983c). The OSAD (1983c) proposes two routes from RR45b heading north, the first of which (RR52i), joins RR45b 1.6 km west of Monkton Deverill, at the start of a bridleway (ST 84270 37508) that traverses the southern slopes of Cold Kitchen Hill via a spur (Figure 4). It is suggested that this route

would involve an unnecessary climb, unless it was intended to serve the 'Romano-British settlement on Whitecliff Down' (OSAD, 1983b). This site dates to the Iron Age and is notable for the Cold Kitchen Hill Romano-Celtic temple (ST 83416 38735).

However, the Wiltshire HER (2023a) records an 'undated linear bank, possibly a Roman road' at Charlock, immediately before the steep ascent up Brimsdown Hill towards Whitecliffe Down (ST 82775 40014). Furthermore, an additional note on the Wiltshire HER (2023a) record suggests that is a road *agger*, running north-south for a length of approximately 350 m - which is visible on the ground and curving slightly as it rises to cross Brimsdown Hill - represented by a cambered surface located upon an *agger* or bank 14 m wide by 1.5 m high. To the north the road is cut by a post-medieval quarry, whilst to the south at the top of the slope a later cart track has deepened the road to a holloway disturbing the earlier Roman remains (ST 82745 39790; Figure 5).

The second potential route (RR52 suffixed ii) proposed by the OSAD (1983c) suggests that the road headed north from a junction with RR45b suffixed ii, 2.75 km north-north-west of Monkton Deverill, skirting the high ground of Cold Kitchen Hill; although four separate routes are proposed (Figure 1). However, the Wiltshire HER (2023b) suggests that an undated trackway, where a linear feature was identified on an aerial photograph directly south of RR45b suffix ii (ST 81514 38976) is potentially a Roman road.

Whilst it is suggested that this may be a section of RR45b, and not RR52; given its northerly alignment, the reverse is more likely to be the case. This would extend the junction of RR52 suffix ii and RR45b south of RR45b suffix ii. Therefore, RR45b suffix i would become the most likely route and given that the trackway aligns with one of the routes skirting the high ground to the west, suggests that this would be the most likely option of RR52 suffix ii (Figure 1). A third option has been proposed by Peddie (1990) and Rawlings (1995, 37-38), who argue that the pipeline excavation evidence from ST 85810 37227 suggests that rather than the route to Bath continuing via a separate RR52, the '*Vespasian tactical road*' continued, running to the east of Monkton Deverill and crossing the river at a ford, close to the pumping station (ST 85700 38000). From here, they suggest that it would have traversed the eastern flank of Cold Kitchen Hill and continued on towards Woodcombe Farm. However, there is no evidence beyond the pipeline excavation for this route, and as discussed in the context of RR46, it appears equally likely that the RR46 section of the Badbury Rings to Bath route

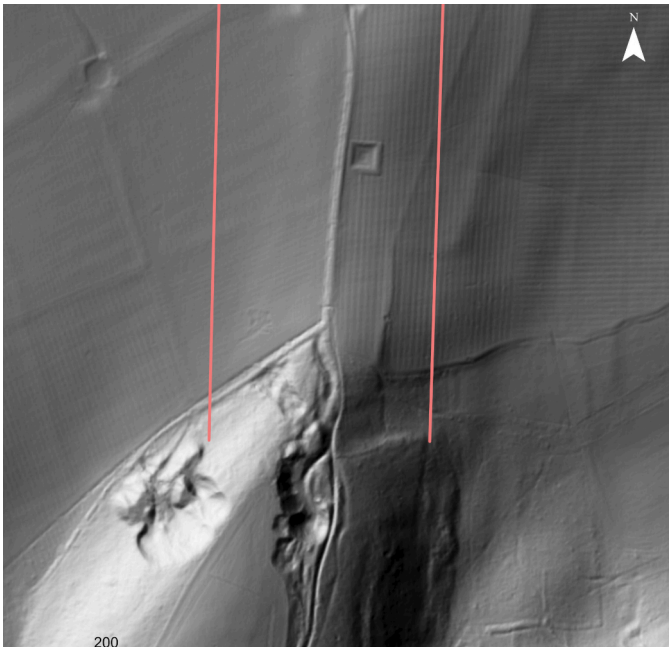



*Figure 5. Lidar image of RR52 suffix i at Brimsdown Hill. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

terminated when it joined RR45b at ST 85700 37300, and that the route continued to Bath, via RR45b and then RR52.

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*Digitised archive records accessed via Roman Roads Association. NB: Precise date unknown and therefore 1983 is provided as the date that OSAD ceased operations.

## Yorkshire

*Summary by David Brear*

### RR732(x), Feetham, Swaledale SD 99201 98965

*Work by West Yorkshire Archaeological Services (WYAS)*

In 2023 Yorkshire Dales National Park Authority (YDNPA) requested mitigation work in connection with a communications tower at Gallows Top, Feetham, to include excavation of an earthwork feature identified on lidar. Open area excavation revealed a loosely cobbled road surface (see photo), on the line of the terraceway referred to in <https://roadsofromanbritain.org/gazetteer/yorkshire/rr732.html>. Past activity in the area includes extensive modern lead mining operations but the position confirms that this is the Roman road first recorded in 1717 by John Warburton and more recently in 2013 by Hugh Toller, and now numbered RR732(x).



*RR732(x) under excavation at Feetham, Swaledale SD 99201 98965 by West Yorkshire Archaeological Services*

The road here is about 4.8m wide. First a shallow, side cut had been made into the subsoil and a clayey-sand layer deposited, probably as a levelling deposit. Above this lower fill, a layer of stones, mostly around 0.25m in size, had been deposited forming a rough surface. The north-western edge was formed by a rough kerb of larger stones.

YDNPA staff also report potential sections of the route visible heading south-west in the general direction of Askrigg in Wensleydale, and also northwards SD9875898282-SD9888698475, SD9891598514-SD9922299023, SD9902899371-SD9896399530, SD9895399567-SD9891399662, and possibly NY9910900396-NY9912500457 and NY9914700568-NY9919700859. The line then turns down to cross Old Gang Beck at/near Surrender Bridge as expected. No dateable material was recovered from the WYAS excavation.

This Roman road makes an interesting comparison with the potential example excavated higher up the dale at Thwaite in 2018 by NAA. Built on flatter ground rather than a hillside, that road was c5.4m wide and had been laid in three separate layers of angular limestone over an *agger* of gravelly sand, itself about 3.2m wide. The upper surface produced a Roman-period glass bangle fragment.

HER: not yet recorded. Archive: West Yorkshire Archaeological Services. Published report: Gallows Top, Feetham North Yorkshire Trial Trench Evaluation and Mitigation Excavation, Report no. 4047 (copy with Yorkshire Dales National Park).

**RR82, Gilling with Hartforth & Sedbury. NZ 164 078**

Two potential stone trackways were recorded in the vicinity of Carkin Moor fort. The first, in trial pit (TP) SBC41 had a surface constructed entirely of angular sandstone slabs, while the second in TP SBC42, appeared to have a kerb of large stones flanking a metalled surface, potentially constructed atop an earlier hollow-way. Only the edges of the features were revealed in their respective trial pits and no finds were recovered; however, they both appeared to run north-east to south-west, perpendicular to the route of the A66/RR82, and both were recorded in an area of known Roman archaeology. The potential trackway in TP SBC42 was located directly to the south of the roadside settlement excavated in 2016.

HER: MNY40703, MNY40704. Archive: North Yorkshire HER Digital Library. Published report: Northern Archaeological Associates. 05/2021. A66 NTP Bowes to Scotch Corner Geotechnical Investigations Archaeological Monitoring Report. Drinkwater, H. Report No. 21/26 RR82. Gilling with Hartforth & Sedbury and East Layton. Centred on NZ 159 084 Work in 2016 identified the Roman road partly to the south of the A66 for about 1km, deviating to cross Mains Gill, next to Mainsgill Farm, where an excavation recorded Roman kilns with near complete fourth century vessels. In 2022 further remains of this Roman roadside settlement were excavated, including kiln/oven /flue features, ditches, pits, cobbled surface, trackways and enclosure ditches. Two enclosures were carbon dated cal AD 130–330. Most evidence for activity within the settlement to the west of the fort was consistently dated to the 3rd–4th century.

HER: MNY40705. Archive: North Yorkshire HER Digital Library, North Yorkshire HER Parish File 1037. Published report: Wessex Archaeology. 04/2022. A66 Northern Trans-Pennine Project 3.4 Environmental Statement Appendix 8.6 Trenching Report(s). A66 Northern Trans-Pennine Upgrade Lot 3: Bowes Bypass, Cross Lanes to Greta Bridge, Stephen Bank to Carkin Moor. Post Excavation Assessment and Upgraded Proj. Valdes-Tullett, A.

**RR280, Newton Kyme**

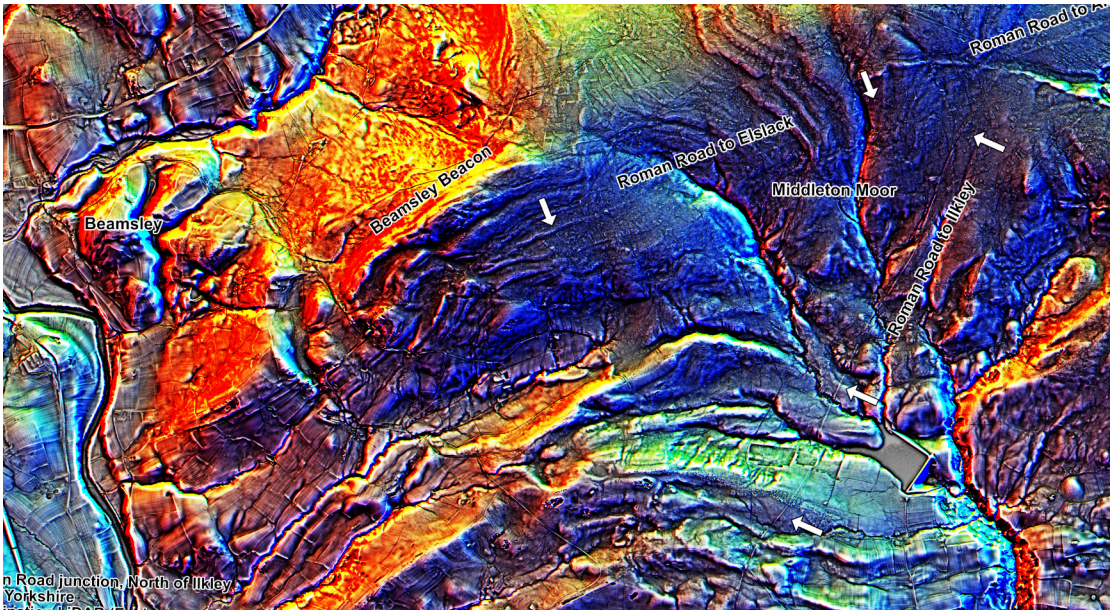
*Gradiometer survey by RRRA*

In 2023, a team of RRRA volunteers concluded a series of geophysical surveys immediately north of the R. Wharfe to determine the course of RR280 on its way north to join RR8a at Whixley. These have now demonstrated that the medieval road known as Rudgate, which crosses the Wharfe via St. Helen's Ford well to the west of the fort and substantial Roman-British settlement at Newton Kyme, does not represent the line of the Roman road in this area as was traditionally thought. Instead, it is now beyond doubt that the road passed directly through both the extra-mural settlement and the fort, continuing north through Walton Lodge Farm. A full report will be produced in due course.

**RR720b and RR720bb(x), Aldborough to Ilkley,**

*Summary of work contributed by Phil Barrett with additional information from David Ratledge and John Poulter*

It always seemed strange that the Roman road from Aldborough to Ilkley (RR720b) should take a pretty straight alignment for 90% of the way until just north of Ilkley when it takes a sharp deviation to the fort at Ilkley, especially considering that the final destination of the road was probably Ribchester (on the original alignment). investigation of processed Environment Agency lidar data soon showed that the deviation was, in fact, a junction and the perfectly straight alignment of the road did continue in the direction of Addingham (and Elslack fort and Ribchester) and was visible for approximately 3km to just below Beamsley Beacon where the land started to fall to the valley. Here




*Lidar image showing RR720b in the top right corner approaching Round Hill from the north east. Previous logic was that a turn was made here descending to Ilkley at the bottom centre of the image. This lidar shows that this was a junction and the road carries on towards the south west. Lidar data © Environment Agency copyright and/or database right 2020. All rights reserved.*

the more unstable land shows a number of possible routes down and a definitive route is not clear on the lidar. The road would have undoubtedly joined the Elslack to Ilkley road somewhere between Addingham and the Chelker reservoir (under which the Elslack – Ilkley road passes).

Summarised from RRRA newsletters 27 and 28.

After consideration it has been decided that while the new section of road from what previously appeared to be a turn at Round Hill does in fact continue onwards. It would be unwise and confusing to change numbers allocated by Margary. Thus, RR720b will remain for the leg down to Ilkley and RR720bb(x) has been awarded for the new segment south west from Round Hill following the protocol laid out in Armstrong (2021: 282).

**No road number. Barlby. SE 633 353**

*Work by Humber Field Archaeology*

Four linear ditched features were exposed. These were interpreted as a Roman trackway, associated with a 2nd-4th century domestic/military settlement recorded to the south and west in 2016. An assemblage 3rd-century pottery was recovered from one of the ditches.

HER: MNY40675. Archive: North Yorkshire HER Parish File 8016. Published report: Humber Field Archaeology. 2022. Archaeological Evaluation on Land West of the Junction of A19 and A163, York Road, Barlby, Selby, North Yorkshire. Kennedy, S.



*Excavation of the un-numbered road at Stamford Bridge. Image courtesy of ECUS Archaeology*

**RR Not allocated. Stamford Bridge, East Riding of Yorkshire, SE 71174 54458**
*Work by Ecus Archaeology*

Excavation in connection with the Yorkshire Water wastewater pipeline between Full Sutton and Stamford Bridge exposed a small area of heavily plough-damaged road foundation with roadside ditches, approximately 7m wide (outer ditch edge to outer ditch edge). Since the pipeline easement was just 10m wide the direction was difficult to ascertain but approximately NNW to SSE. The road was dated by a pottery sherd, believed Roman, incorporated into the road surface.

HER: not yet recorded. Archive: currently with Ecus Archaeology. Published report: awaiting report.


R·R·R·A

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# Newly Allocated Margary Road Numbers

By Dave Armstrong & Mike Holmes
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Following the protocol published by Armstrong (2021, 279-284), a number of new Margary road numbers have been allocated. These fall into two categories: new roads identified in 2023 since publication of Volume III of *Itinera* and numbers for new roads reported in this volume. All are laid out below. Numbers are either reserved, or fully awarded, using the status rating criteria laid out by Haken (2021, 285-318);

1 A Roman Road number is reserved where there is archaeological evidence sufficient that at least one road segment has the status *2. Road, probable*, i.e. some evidence of a Roman road.

2 A Roman Road number is awarded where there is sufficient evidence to have at least one road segment of status *3. Road, known,* i.e. convincing evidence of a Roman road.

These allocated numbers are recorded in RRRA's master register of Margary road number and cross references. The RRRA master database is securely retained and maintained by Mike Holmes. For any queries contact him on the above mail address. It is intended to make this information available for reference on our website, in due course.

## Margary Numbers allocated during 2023

**Two Gates to Waddon Hill, Dorset.** Status, possible road. (Holmes 2023 & this volume). **RR481(x)** reserved.

**The Street to Mapleton, Derbyshire.** Status, possible road. (Buckley 2023 & this volume). **RR716(x)** reserved.

**Ash to Richborough (via East Street Farm), Kent.** Status, known road. (Haken 2024 & this volume). **RR10aa(x)** awarded.

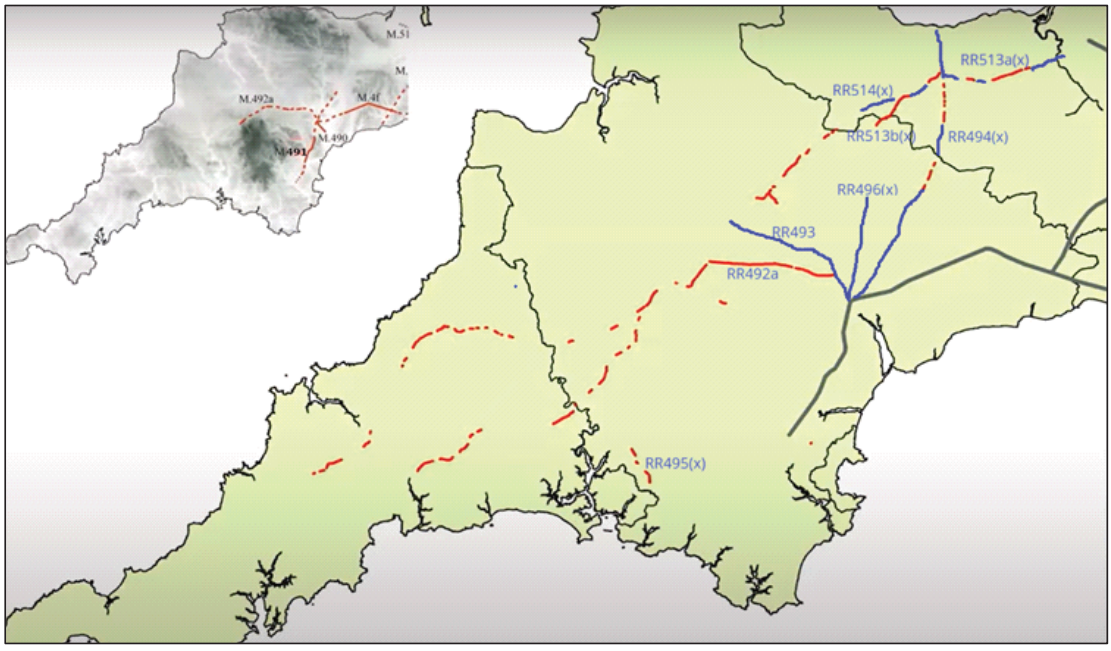
**South from Brough *(Navio)* heading up Bradwell Dale, Derbyshire.** Possible road. (Buckley 2024 & this volume after original work by Peter Wroe). **RR717(x)** reserved.

**Link from RR720a towards Beamsley, N. Yorkshire.** Status, known road. (Barrett 2023, Poulter and Ratledge 2024 & this volume). This new section of road continues the alignment of RR720b from Kettlesing south-west from Round Hill (north of Ilkley) from what had previously appeared to be a sharp turn but is clearly a 'T' junction, apparently heading to join RR72a. After consideration, it was felt it would be unwise and confusing to change the numbers allocated by Margary. Thus, RR720b and RR72a will remain unchanged, and we are awarding **RR720bb(x)** for the new segment.

# Margary Numbers allocated from work reported within this volume

The preceding Roman Roads in 2023 section, along with other papers in this volume, provides brief reports of new roads found recently. These are listed below with the new Margary number awarded or reserved.

As noted in previous volumes, there remains the potential for a previously unrevealed network of roads and Roman occupation in the three south-western counties of Somerset, Devon and Cornwall. Determining the connections between some of the isolated fragments of probable road has proved difficult with long lengths of road yet to be found and the connections often less than obvious. To give better clarity the sketch map below is annotated with the numbers so far allocated; un-numbered segments are also mapped.




*Map developed from a screen shot provided by Chris Smart. His team's work marked in red lines with other roads added by David Ratledge (this volume) marked in blue. Margary road numbers are marked where allocated. Routes down into Cornwall are still not clearly connected nor correspond with Margary's RR492b route, hence are not yet numbered.*

**Kettering via Laxton to Great Casterton, Northamptonshire.** Status, known road. (from the RRRA talks season, January 2024 by Paddy Lambert, available at https://youtu.be/aZCLlFwg4Ac?si=suNFHZ2TGSoXEshE> plus a wider write up, by Dr. Wayne Kirk, this volume). **RR574(x)** awarded.

**Irchester to Kettering, Northamptonshire.** Status, known road. (Dr. Wayne Kirk, this volume). **RR575(x)** awarded.

**Barton Seagrave to Geddington, Northamptonshire.** Status, possible road. (Dr. Wayne Kirk, this volume). **RR576(x)** reserved.

**Sandy to Thrapston, predominantly Cambridgeshire**. Status, known road. (David Ratledge, this volume, also at <http://www.twithr.co.uk/cambridgeshire/sandy-thrapston.htm>). **RR226(x)** awarded.

**River Trent to Loughborough, Lincolnshire.** Status, possible road. (Haken, this volume). **RR182b(x)** reserved.

**Worlaby north-eastwards, Lincolnshire.** Status, known road. (Haken, this volume). **RR276(x)** awarded.

**Thistleton to Kirby Bellars to Leicester, predominantly Lincolnshire.** Status, known road. (Haken, this volume). **RR582(x)** awarded.

**Brough (Crococalana) south-east to either River Witham or Ancaster, predominantly Lincolnshire.** Status, possible road. (Haken this volume). **RR592(x)** reserved.

**Ermine Street, Cold Harbour to Ropsley to Sapperton, Lincolnshire.** Status, known road. (Haken, this volume). **RR58bb(x)** awarded.

**Beaconsfield via the Wye Valley to the River Thames at Hambleden, Hertfordshire.** Status, possible road. (Rothwell, this volume). **RR163C(x)** reserved.

**Bridge Farm to Ardingley, Sussex.** Status, possible road. (Holmes, this volume). **RR142aa(x)** reserved.

**Lower Stoneham to Beddington, Sussex.** Status, possible road. (Holmes, this volume). **RR145aa(x)** reserved.

**Enmore to Cothelstone to junction with RR494(x)** at Elworthy, Somerset. Status, known road. (Ratledge, this volume). Previous work on this segment gained the number RR513(x) but the further extension beyond RR494(x) warrants extending the numbering with suffixes so this segment is re-awarded the number **RR513a(x)**.

**Junction with RR494(x) at Elworthy to South Combe, Somerset.** Status, known road. (Ratledge, this volume). **RR513b(x)** awarded.

**Rainsbury west over Haddon Hill, Somerset.** Status, possible road. (Ratledge, this volume). **RR514(x)** reserved.

**Exeter towards Tiverton, Devon.** Status, possible road. (Ratledge, this volume). **RR496(x)** reserved.

**Pylle Hill to Bruton, previously RRX037, Wiltshire.** Status, possible road. (Godfrey, this volume). **RR465(x)** reserved.

## Currently Disregarded

Not all roads listed by Margary are still believed to be genuine Roman constructions. Work by Haken within this volume has found no evidence supporting the existence of some Roman roads in Lincolnshire. These are to remain in the number schedule but be marked 'currently disregarded'. New evidence supporting their existence would promote them back into consideration.

Relevant numbers are; **RR590, RR58b, RR262, RR271 & RR272,** all Haken, this volume. Also **RR821,** Armstrong, this volume.

Others widely regarded as not Roman and now to be appended as 'Currently disregarded' are **RR74**, (High Street, Cumbria) and **RR81b** (Wade's Causeway, North Yorkshire).

### Romano-British Ways

It is clear from increasing observation (e.g. Haken this volume) that the fully engineered Roman roads were sometimes enhanced by a number of less well engineered but equally important roads which supported the needs of nucleated settlement, the *vici*. To provide awareness of these, the Margary number Register is being expanded with a new section RBW (Romano-British Way). These are roads or tracks not displaying classic characteristics of Roman roads but which have often been claimed to have been either 'Romanised' prehistoric trackways, or prehistoric routes that remained in use during the Roman period.

These were all re-examined and compared with evidence from lidar imagery to confirm their routes. Assessment was then made as to their likely use during the Roman period based mainly on their relationship (or lack of) with Romano-British settlement. These sinuous roads/tracks can be branches of more significant Roman roads and appear to run for long distances from nucleated/agglomerated settlements. This point is crucial in sentencing these as RBW and not earlier or later routes.

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