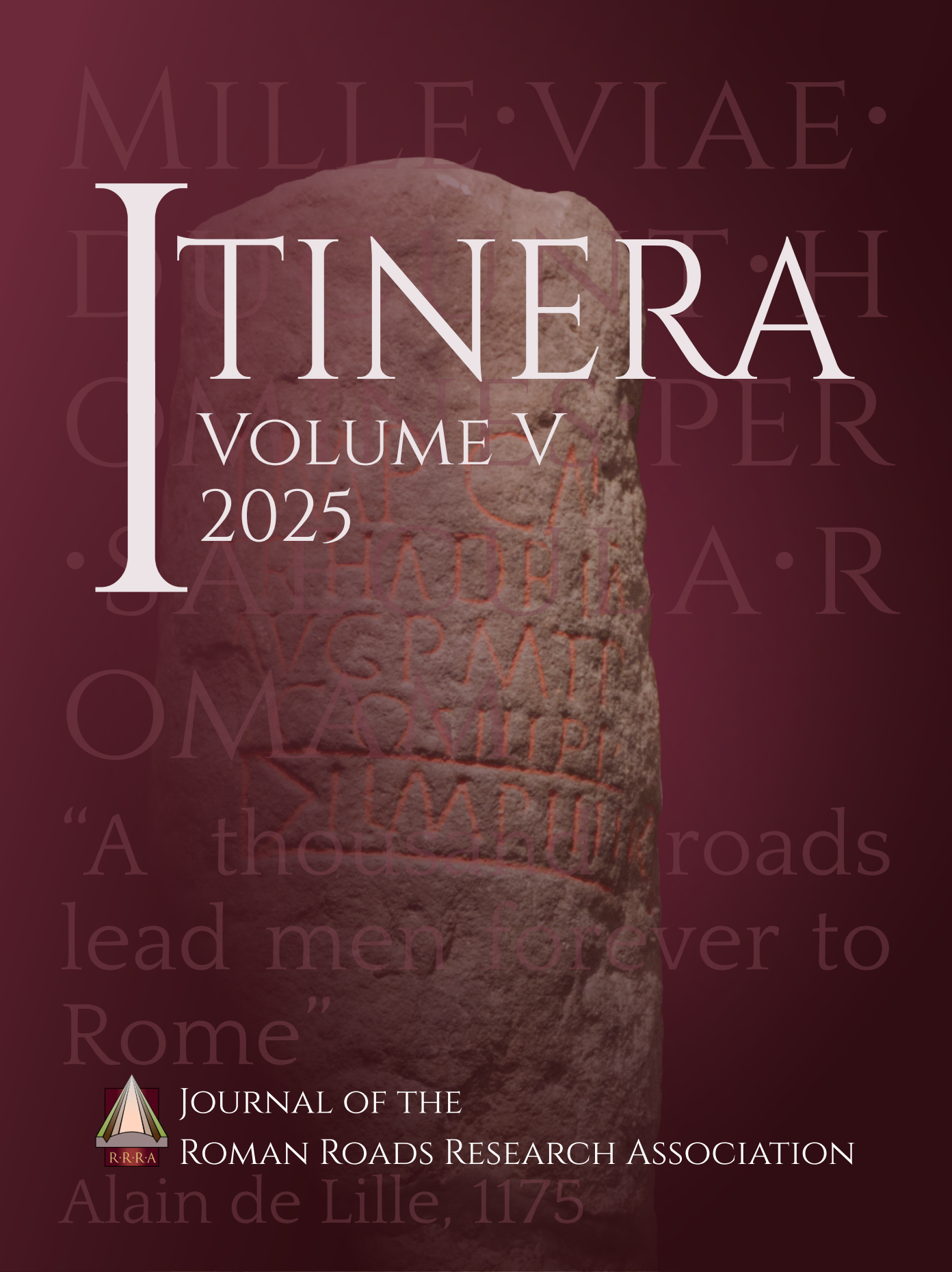


ITINERA

Volume V

2025

"A thousand roads lead men forever to Rome"

Alain de Lille, 1175

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Editorial

Robert Entwistle



Welcome to the 2025 edition of *Itinera*, Volume V. *Itinera* continues to hold a unique position among academic journals of Roman studies, with roots in both the academic and grassroots communities. We focus upon the study of Roman roads, transport technology and systems of surveying. We welcome reports and contributions from all researchers able to extend knowledge in these areas to professionals and the public alike, through the format of a formal academic paper.

Volume V, if slenderer than the bumper 2024 edition, is typical in its range of papers. Thus, Wayne Kirk extends our knowledge of Roman Northamptonshire in the light of modern findings, through a wide-reaching paper appraising its road network. Mike Luke, well respected for his excavations and publications on Roman Bedfordshire, shows how a developed understanding of the 'small town' of Sandy leads to an improved appreciation of the local roads. The same theme of road networks is explored in a different way by Keith Abbott, who argues that minor roads and trackways are seriously under-represented in our present appreciation of Roman roads.

Neil Godfrey, by contrast, addresses a wholly different issue: the relationship between roads and Romano-Celtic temples, with roads providing not only transport and passing clients, but also planned landscapes within which temples stood. My own paper is different again, examining ancient surveying methods through the features of extant surveyed works, classical literary sources, and modern surveying techniques. This methodological paper ends my series of papers on Long-distance Alignments. We are also pleased to have a paper from an independent researcher, Paul Smith – one of our own members – presenting his thesis of a road formed over time, from the Iron-Age into the Roman period and beyond.

In this volume we further welcome two authoritative papers from leading academics in Romania, demonstrating the growing understanding of Roman roads in a part of the empire that has received limited attention in the UK. In understanding the growth of road networks in a territory newly brought within the empire we see the link between conquest and road construction, and reflect on the impact of recent political change upon research.

As always, I warmly celebrate the work of our academic advisors and our willing team of volunteers who carry out many critical functions: proofreading, creating the Index, reporting updates from across the country, and managing distribution of printed copy. *Itinera* would not be possible without the willing labours of these individuals, and above all without the editorial team who manage the life of our journal across the year. The process moves from gathering papers and archaeological updates, through review, selection, editing and typesetting, through to final publication. Dr Mike Bishop – writer, publisher and archaeologist – was a founder member of our editorial team, guiding us through the formative first four years of our existence. His expert advice on publishing and all matters Roman helped steer us through a period when everything was new. His international contacts extended knowledge of our journal to contributors as far away as Spain (and most recently) Romania. *Itinera* owes him a great debt as he moves on to other things this year.

With Mike leaving, we are delighted to have welcomed to our team Professor James Gerrard of the University of Newcastle. James Gerrard brings great academic distinction, strengthening us with his experience and calm judgements. Already he has inspired the initiative of an annual Prize for the best Dissertation reflecting Roman Transport studies. Details of the prize (readily available on request)

have been distributed through SALON and the RRRA Newsletter and will shortly be available on the RRRA website. We hope to see this prize awarded for the first time in 2025.

I take this opportunity of warmly welcoming submissions, projected or actual, for Volume VI of Itinera, from all corners of Britannia and the wider empire. You will find '*Notes for Contributors*' on the RRRA website.

In the meantime, I invite you to enjoy everything within Volume V.

Robert Entwistle

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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 2024 since publication of Volume IV 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.

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. Similarly the road layout in Scotland and Wales are not certainly mapped. These gaps are being addressed and will be updated in future volumes.

Margary Numbers allocated during 2024

S**aham Toney to Stanford.** Status, possible road (Ratledge, 2024 (1) and this volume). **RR339(x)** reserved.

Godmanchester to Great Staughton. Status, known road (Ratledge, 2024 (2) and this volume). **RR227(x)** allocated.

Margary Numbers allocated from work reported within this Volume

The preceding Roman Roads in 2024 section, along with other papers in this volume, provide reports of new roads found recently. These are listed below with the new Margary number allocated or reserved.

Road through Salcey Forest, Newport Pagnell towards Northampton. Status, known road **RR172(x)** allocated (Kirk, this volume).

Irchester to Olney, Northamptonshire. Status, known road **RR175aa(x)** allocated (Kirk, this volume).

From the above work **RR170a**, **RR172a** , **RR175**, **RR172b** and **RR210** are withdrawn and are no longer supported.

Dere Street, Dalkieth to Falkirk(?). Status, known road, **RR8h(x)** allocated. (Haken, this volume).

North Walsham, Hampshire to junction with Port Way (RR4b). Status, known road **RR42aa(x),** allocated. (Staveley (1), this volume).

Rowlands Castle to Havant and Hayling Island. Status, known road, **RR425** allocated (previously by Margary). (Mike Holmes, this volume).

Winchester to Chichester(?). **RR425(x)** was reserved for this possible road. This number is now withdrawn and **RR426(x)** is reserved. (Mike Holmes, this volume).

Mancetter towards Grimstock Hill (and Metchley?). The south-westerly road from Leicester RR57b met RR1g at a tee junction at Mancetter. Staveley suggests that a Roman road continued across RR1g in the direction of the Roman fort at Metchley, Birmingham. He shows evidence of this continuation as far as Grimstock Hill and a particularly clear section at Butlers Wood. He notes that the Roman settlement at Grimstock Hill is possibly where the Roman road crossed the River Tame however the evidence for the crossing is not clear. RR57b does not form a crossroad with RR1g Watling Street and the new southward road is another junction slightly further north on Watling Street. Status, known road **RR184(x)** is allocated. (Staveley (2), this volume).

Dorchester-on-Thames to Aston Clinton. The Viatores (1964, 55-6) described a road they referred to as The Lower Icknield Way (RR168b) from Lewknor (Oxon.) to Aston Clinton (Bucks.), on Akeman Street, which they claimed to be a continuation of RR168c, a supposed 'contemporary trackway' from Streatley. There is no substantive evidence in support of the latter, but the road they numbered RR168b is a rare example of the Viatores getting it almost right. As an alternative route similar to what was described by The Viatores, this road has been allocated RR168b(x). (Haken, this volume).

Greensforge, Staffordshire to Newtown in Powys. Work reported within this volume suggests that this road has insufficient evidence to be classed as a Roman road. **RR193** is no longer supported but should be superceded by **RBW193**. (Smith, this volume).

Yaxley to Longthorpe fort. Ermine Street, RR2b bends near Yaxley to head towards Water Newton but the clear intent of the alignment was on the Longthorpe fort. Lidar suggests there was a continuation of the direct alignment towards Longthorpe. **RR2bb(x)** has been reserved for this possible road. (Ratledge and Haken, this volume).

Lake Farm eastwards. Geophysical survey by a team from Bournemouth University published in Britannia in 2020 showed that a road branches from RR4d and passes through the fortress at Lake Farm. It has been previously suggested that this might continue to an unknown destination to the east, possibly an inland port or wharf, although lidar analysis suggests it may turn to the southeast before it is lost under modern Oakley. The A341 may potentially fossilise its course towards Charminster, but this is pure speculation. **RR4dd(x)** has been reserved for this possible road. (Haken, this volume).

East Park, Sedgefield northeastwards. The various geophysical surveys in the 2000s at the settlement at East Park, Sedgefield, showed that it was a roadside settlement formed along Cade's Road (RR80a). However they also revealed a branch road heading northeast, alongside which settlement had also developed. Lidar shows a cutting east of Sedgefield on this alignment, and a short length of raised linear feature leading to the western edge of Howle Hope. Its course beyond this point is currently unclear. **RR805(x)** has been reserved for this possible road. (Haken, this volume).

Whinney Hill to Longshaws, Northumberland. Suggestions of a possible road have been observed on lidar imagery heading south-south-east from Whinney Hill, where the Devil's Causeway makes a major change in alignment. The recorded features are two short lengths of possible agger at NZ 1221 9211 and NZ 1305 9017 along with two probable cuttings at stream crossings at NZ 1273 9090 and NZ 1335 8916. If these represent a road, it seems to be heading to the fortlet at Longshaws, half a mile further on. No trace has been found south of the fortlet. This conceptual road was previously numbered **RRX110** by the OS. **RR873(x)** has been reserved and cross referred. (Haken, this volume).

Dorchester-on-Thames to Aston Clinton. Status, known road **RR168b(x)** allocated. (Haken, this volume).

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