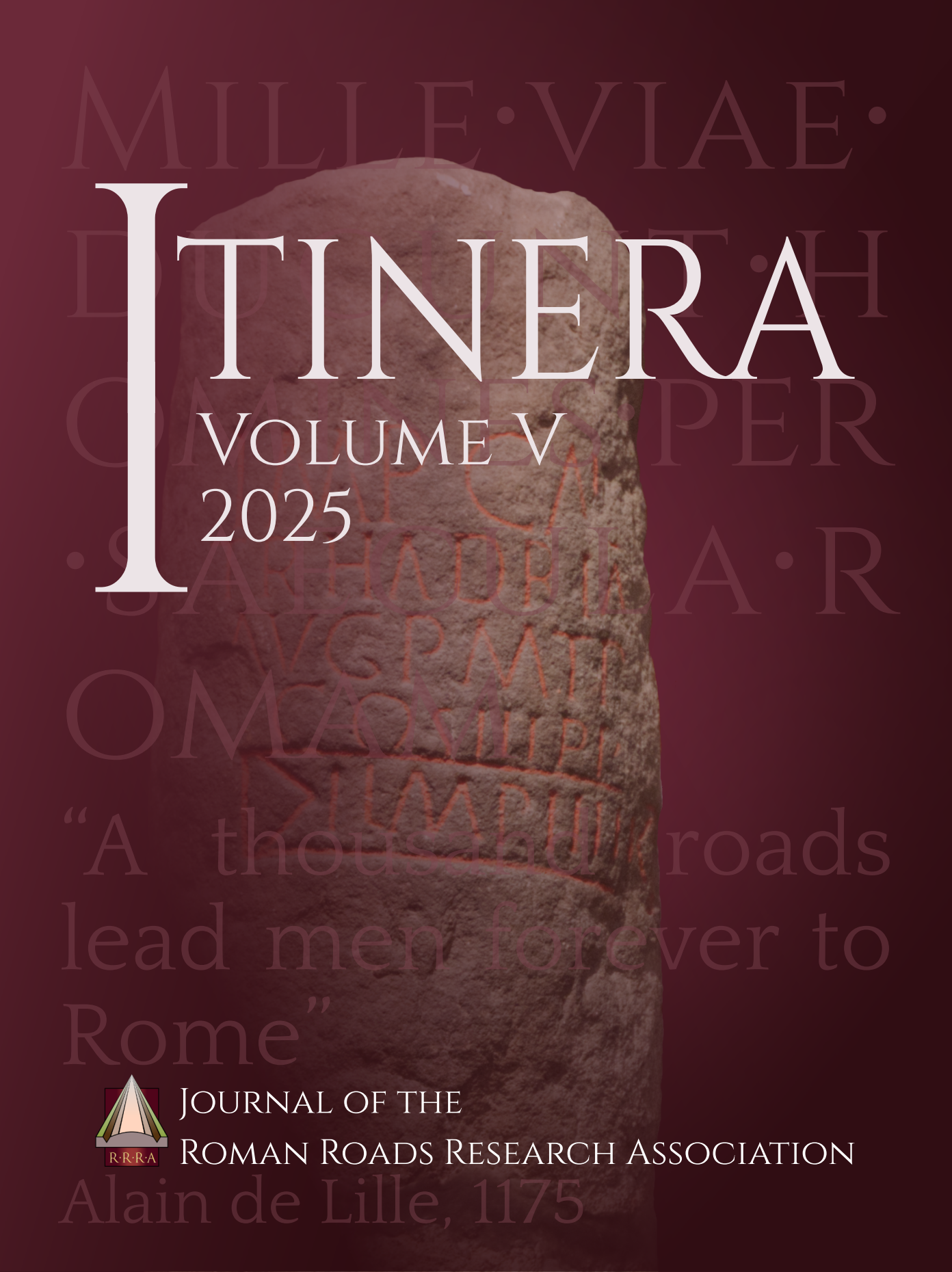


ITINERA

Volume V
2025

"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

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Contents

v Editorial

Articles

1 - 42 WAYNE KIRK, A Lidar Based Appraisal of the Roman Roads in Northamptonshire

43 - 74 NEIL GODFREY, Roman Roads and Rural Romano-Celtic Temples in Roman Britain - Perspectives and Case Studies

75 - 102 ROBERT ENTWISTLE, The Principles of Roman Surveying as Displayed in Long-Distance Alignments

103 - 126 FLORIN-GHEORGE FODOREAN, The Roman Imperial Road in Dacia: Lederata / Dierna - Porolissum. A General Overview

127 - 152 ADRIANA PANAITE, Roman Roads in Moesia Inferior: the History of Research and the Road Network

153 - 182 MIKE LUKE, A Review of Roman Roads within and from the 'Small Town' at Sandy

183 - 202 PAUL SMITH, A Review of the Status of RR193: Greensforge, Staffordshire to Newtown, Powys

203 - 220 KEITH ABBOTT, Trails of Breadcrumbs: Predictive Methodologies used to Enhance Analysis and Discovery of Past Movement across Roman Britain

Roman Roads in 2024

221 - 280 Roman Roads in 2024: a Review of Recent Research and Fieldwork

281 - 284 DAVE ARMSTRONG & MIKE HOLMES, Newly Allocated Margary Road Numbers

Reviews

285 - 288 J. Tanner & A. Gardner (eds.), *Materialising the Roman Empire*. (By Paul Booth)

289 - 290 William S. Hanson, Richard E. Jones & Nick Hannon, *Exploring the Antonine Wall with Terrestrial Remote Sensing.* (By John Poulter)

291 - 300 Index

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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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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

(Hon Editor, *Itinera)*

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Roman Roads in 2024

Collated by Dave Armstrong

dave.armstrong@romanroads.org

This section of *Itinera* briefly describes recent work on Roman roads, often in advance of formal reporting, in a similar style to Britannia reports. This data has been assembled by RRRA members in the local areas listed below and then collated by Dave Armstrong. For future years please contact these 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,
Eric Rose;	Wiltshire,
Elliott Mouelhi ;	Somerset,
Paul Smith;	Shropshire, Staffordshire, Warwickshire and West Midlands,
Geoff Lunn;	Essex, Suffolk and Norfolk,
Delwyn Matthews;	Devon and Cornwall,
Keith Abbott;	Berkshire,
Nigel Rothwell;	Buckinghamshire,
Chester Forster;	Cumbria,
Dan Murphy;	Glamorgan and Gwent,
John Byde;	Gwynedd,
Colin Adams;	Dyfedd,
Greg Morris;	Clwyd and Powys,
Paul Wood;	Mid Wales,
John Ashcroft;	East and West Sussex, Chichester,
Chris Webb;	Gloucestershire, east of the Severn,
Ian Dean;	Gloucestershire, west of the Severn,
Matt Sparkes;	Surrey and Greater London,
Ian Jardine;	Herefordshire,
Wayne Kirk;	Northamptonshire,
Peter Webb;	Hampshire,
Malcolm Fare;	Worcestershire,
Mike Luke;	Bedfordshire,
Paul Morris;	Scotland,
Dave Armstrong;	Durham, Northumberland and Tyne and Wear, as well as assisting with Cambridgeshire.

We are also grateful for contributions from Richard Whaley (NEHHAS Field Archaeology Branch) and the information in a series of YouTube blogs by David Staveley.

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

Itinera provides the information in this section in good faith. However, as it is collated from the contributions of our correspondents, we are not in a position to certify the accuracy or source of all data contained within it. Researchers can follow the links or contact the appropriate HER, commercial unit or Society direct.

Scotland

Stirling

Manor Powis and Manor Loan, NS 82753 94833

Summary by Paul Morris

Excavations at the site of Manor Powis Castle were led by Dr Murray Cook in 2024. These were at the site of a possible Roman fort on the north bank of the River Forth, at a point where the river may be forded at low tide (the River Forth is tidal to at least the city of Stirling). The crossing point and possible ford are located around 1 mile south of Dumyat, site of a significant hillfort of the Maeatae.

"*Logie; A Parish History*" notes that:

"The Manor Ford... dates back to the times of the Roman invasion. Some years ago the remains of a Roman causeway could be traced, leading south to Manor Ford, where there was a castellum, which was removed about one hundred and twenty years ago. This fact indicates that there has been little alteration on the bed of the Forth since the period of the Romans."

The excavation was undertaken on the location of the only recorded mapping point of the possible fort, illustrated in *Itinera* IV. This area has been extensively used for heavy industry, including coal mining, and no trace of the fort/fortlet was found. However, evidence of a ford is clear in the river bed at low tide: whether this was used by the Romans remains open.

It has been speculated that Manor Loan, a short road heading north from the site at Manor Powis towards Dumyat, may be Roman in origin. This will require further investigation. Excavations will continue in 2025 and beyond.

Reference: Fergusson, R. M., 1905. Logie; A Parish History, Paisley, pp103. Also available at <https://dn790002.ca.archive.org/0/items/logieparishhisto00ferg/logieparishhisto00ferg.pdf>, accessed March 2025.

Putative Milestone, Manor Powis, NS 82753 94833

Summary by Paul Morris

In 2024 a possible Roman milestone was investigated. This milestone, if found and positively identified, would potentially be linked to Roman activity at Manor Powis. A written record from the early 20th century, also noted in "Logie; A Parish History", contained in the text a description of a Roman milestone near to the East Lodge of Airthrey Castle – now on the grounds of the University of Stirling. The record noted that the stone had the letters "T V" inscribed.



The putative Manor Powis milestone, with Dr. Andrew Tibbs acting as an auxiliary ranging pole.

Investigations around the site of the East Lodge in 2024 identified a substantial stone which potentially fitted the description. After arrangements were made to lift the stone and investigate, it was concluded that the stone was in fact most likely a parish boundary marker. Research is scheduled to continue in 2025.

Reference

Fergusson, R. M., 1905. Logie; A Parish History, Paisley, pp103. Also available at <https://dn790002.ca.archive.org/0/items/logieparishhisto00ferg/logieparishhisto00ferg.pdf>, accessed March 2025.

Midlothian

RR8h(x) Dere Street, between Newbridge (NT 1119 7313) and Bridgend (NT 0629 7475), west of Edinburgh.

Research and summary by Mike Haken

It would be an understatement to say that the course of Dere Street near the Firth of Forth is very poorly understood. Until the late 20th century, the furthest it could be traced was the straight length of modern road from Pathhead northwest to Dalkeith, based solely on its straightness and references to it in that vicinity in two 12th century charters. The direction of this modern road led Margary and others to conclude that Dere Street had been going to Cramond (1973, 487). However, the discovery of the fort at Elginhaugh (from aerial photographs taken in 1978), with a major ESE-WNW aligned road leading through it (Maxwell 1983a, 172-6), raised the possibility that the original Flavian road may have headed west-north-west towards Camelon (possibly via Mumrills), rather than heading to Cramond. Indeed, a parchmark observed by Maxwell from aerial photos taken in 1973, cutting a bend in the modern A772 (then the A7), added more weight to the idea (Maxwell 1983a, 175). This tied in neatly with the realisation that Scotland's only known Roman milestone, suggested by the RCAMS in 1929 to have been found at Cramond, was in fact found at Ingliston in about 1690 (Maxwell 1983b, 382).

In 2007, less than 500m west of the probable findspot of the Ingliston milestone, excavations north of Edinburgh Road at Newbridge resulted in the chance find of a length Roman road, aligned ESE-WNW, although strangely the excavators saw it as a later extension of Dere Street linking the coastal forts of Inveresk and Carriden (Engl & Dunbar 2016, 1). An inspection of lidar imagery west of the Newbridge excavation has led to the discovery of almost four miles of previously unknown Roman road. The alignment of the 'new' stretch of road meets the projected line of the portion excavated in 2009 at the R. Almond (NT 1204 7289), confirming that they are part of the same road, with a dogleg and further change in alignment taking place at the crossing of the Niddry Burn at Faucheldean (NT 0796 7403). The practice of working from one watercourse crossing to the next is often seen in Roman road planning, for example RR274 in Lincolnshire, which is entirely set out that way.

Much of the road runs across fields, although the minor road west from Faucheldean roughly represents the course for 630m (NT 0783 7416 to NT 0725 7439), as does a modern track between NT 0674 7459 and NT 0634 7473, where the track bears south to Waterstone Cottage. Further west, there are occasional hints of the road, perhaps the most interesting being a partly terraced cutting at NT 0312 7592 on precisely the same alignment as the road from Faucheldean.

The new length of road has been given the new number of RR8h(x), to distinguish it from the rest of Dere Street numbered RR8g by Margary southeast of Dalkeith.

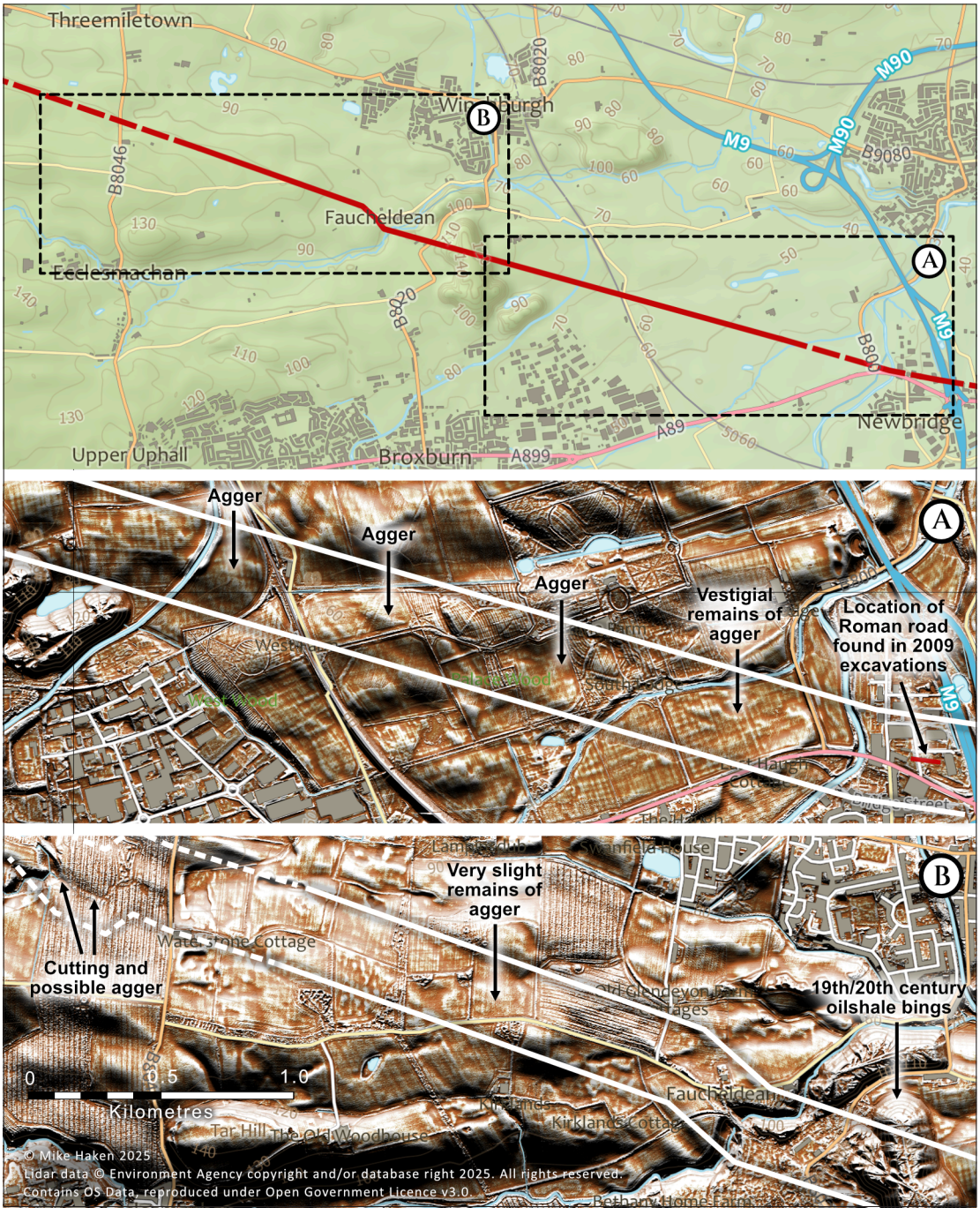
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Engl, Rob & Dunbar, Lindsay 2016: A Roman Road Runs Through It: Excavations at Newbridge, Edinburgh. Scottish Archaeological Internet Reports 59. Available at https://journals.socantscot.org/index.php/sair/article/view/3177/3156

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

Maxwell, G.S. 1983a: 'Recent Aerial Discoveries in Roman Scotland: Drumquhassle, Elginhaugh and Woodhead', Britannia 14, 167-181

Maxwell, G.S. 1983b: 'Two inscribed Roman stones and architectural fragments from Scotland', Proc Soc Antiq Scot, 113, 379-390



Map and lidar visualisations showing the course of RR8h(x) between Newbridge and Bridgend © Crown copyright Scottish Government, SEPA and Scottish Water (2012)

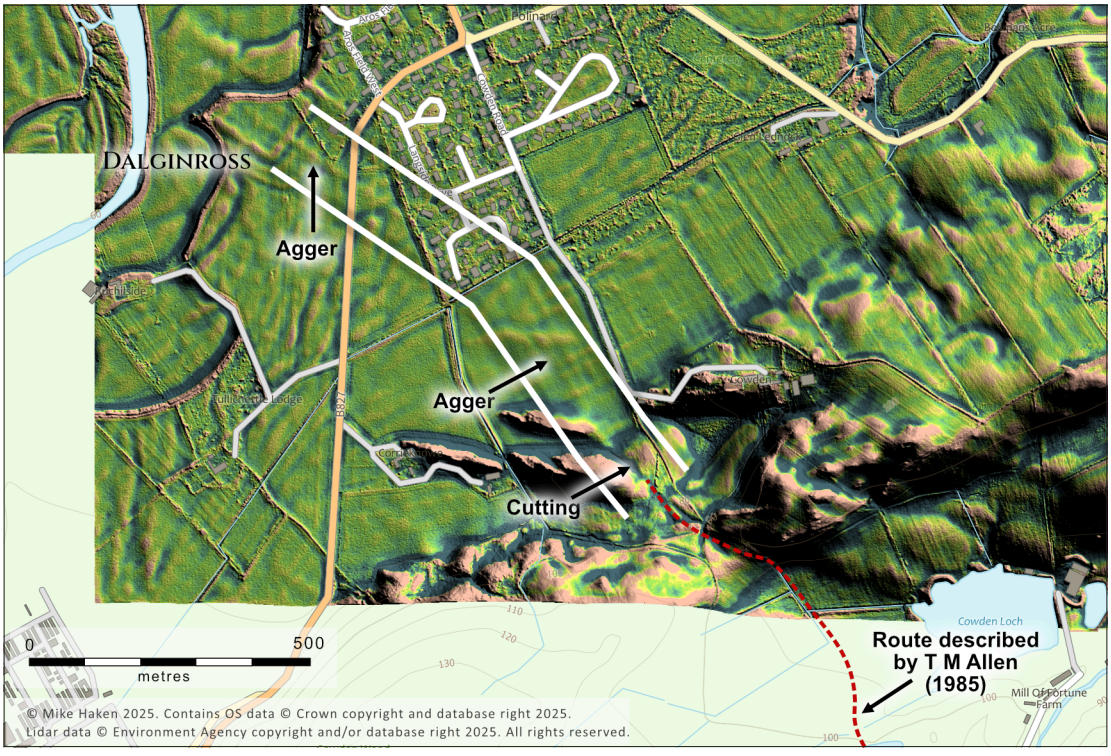
Perthshire

Potential road from Dalginross to RR9 near Muthill. NN 7734 2102 to NN 7799 2042

Research and summary by Mike Haken

A road heading southeast from the fort at Dalginross is known from aerial photography, however it is generally assumed to be a stub. Lidar imagery now suggests that the road may continue beyond the modern housing, turning southeast to meet a cutting at about NN 7792 2048 and continue southeast, where current lidar coverage runs out. This is not a recent idea, a similar route being described by Allan in 1985, although there seem to be errors in some of the published grid references. Topographically, Allan's route does make some sense, however much further work is needed on this putative road.

Allan, T. M. 1985: 'Roman Road Survey, Dalginross Fort : Strageath Fort and/or Kaims Castle Fortlet' Discovery and Excavation in Scotland, CBA Scotland, 51-52. Available at <https://www.archaeologyscotland.org.uk/wp-content/uploads/2022/05/1985.pdf>, accessed April 2025.

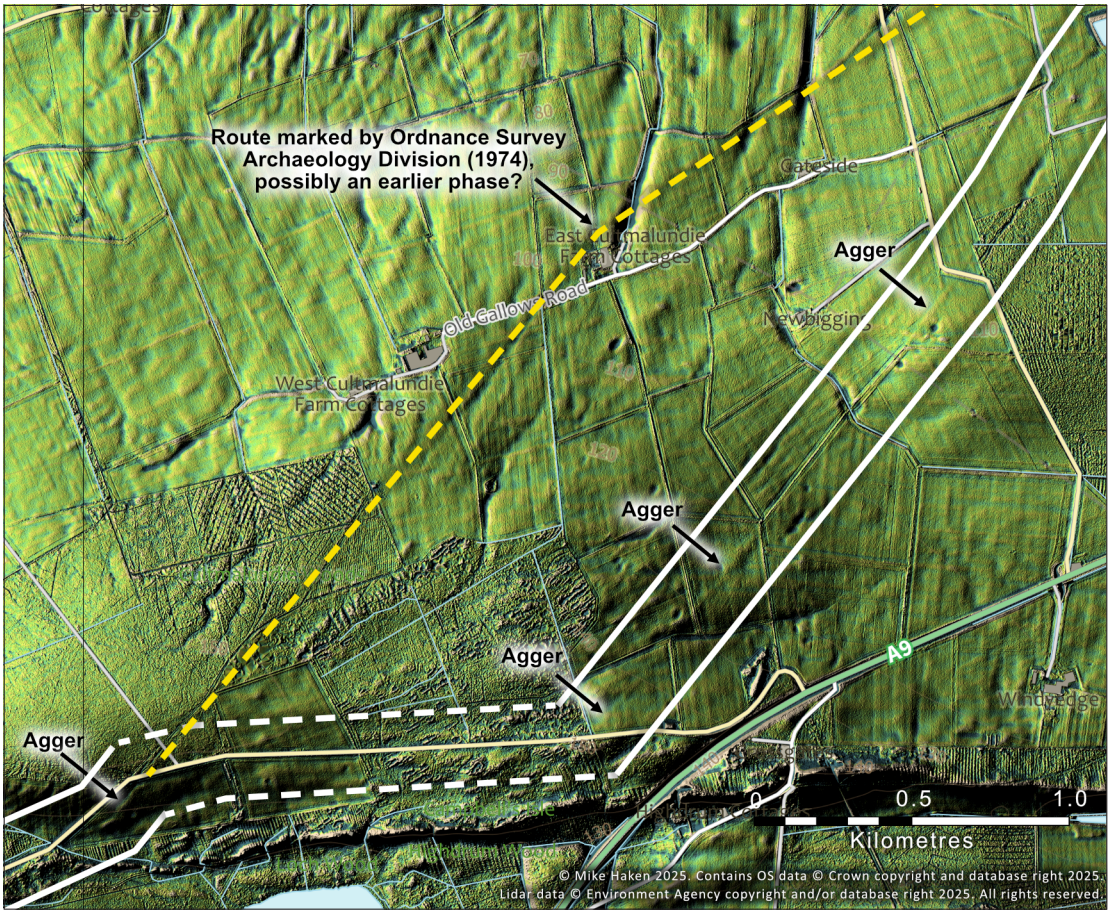


RR9b between May eld Wood (NO 0251 2058) and Blackruthven (NO 0721 2475)

Research and summary by Mike Haken

The Roman line from the south west is accepted as being beneath the modern road until NO 0251 2058, where a very obvious raised linear feature keeps straight for 170m, then turns northeast, after which

there has previously been uncertainty for the next 6km. Based on aerial photographic evidence, the OSAD presumed that the Roman line continued on that northeasterly line, however lidar imagery reveals a Roman road 1400m further east, traceable from NO 0424 2094 to NO 0634 2363. It is possible that both routes are correct (converging) at NO 0722 2476, the western lightly built one being Flavian, the eastern one Antonine, although this is of course speculation.



Lidar visualisation showing two possible courses of RR9b west of Perth, perhaps representing two phases. © Crown copyright Scottish Government, SEPA and Scottish Water (2012)

Kippen: possible Roman road. Centred on NS 650 947

Summary by Paul Morris

In 2023 a series of digs were undertaken in the historic village of Kippen. These digs provided an opportunity to investigate old routes and to photograph roadways in context.

Until a bridge was built over a gorge the main route into the village was via a roadway stretching up from the Carse and approaching from the south. This roadway could be Roman, but requires further investigation. Metalled surfaces were found close to the village and carbon dating of materials indicate that activity was present around the 1st to the 3rd centuries AD. The Statistical Accounts for



Potential Roman road to the south of Kippen

the area, published in the 18th and 19th centuries, indicate that there may have been Roman roads in the area, though further digs and the extension of lidar data to cover this part of Scotland will provide more solid information.

The roadway from Kippen to the Carse does indicate a possible route from Kippen to the Ford of Frew, which crosses the River Forth near to the village of Doune where a Roman fort has been excavated – with roadway. This was reported in *Itinera* II p310.

Source: Stirling Archaeology blog, available at <https://stirlingarchaeology.substack.com/p/the-birth-of-kippen-a0c>, accessed March 2025.

Wales and the Welsh Marches

Despite major advances in recent years thanks in no small part to the major re-assessments conducted by the four Welsh archaeological trusts in the early 2000s, when it comes to our understanding of the Roman road network in Wales, the comment by J. H. Randall in the *Archaeologia Cambrensis* centenary volume (1946, 105) remain as relevant today.

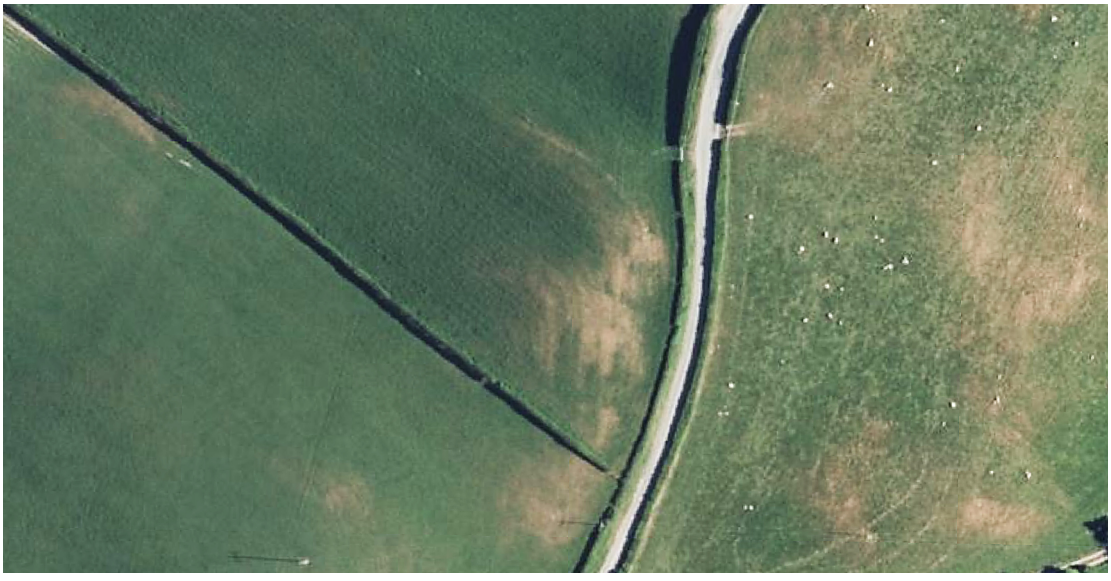
> *"The word that occurs most often in the small section of that work devoted to Wales is* 'supposed'*."*

As has been observed by many others before, the windows of opportunity within Wales can be limited given the climate and a less than forgiving terrain. However, during the hot dry summer of 2022, Bing aerial photography took place in many areas at just the right time. Taking advantage of this, Paul R Wood has carried out extensive investigations in Wales using Bing imagery, along with lidar analysis and a study of finds distributions recorded by the Portable Antiquities Scheme. This has not only brought to light new road segments but also shed light on some missing segments of previously known roads, with new possible fortifications being identified. A few examples of Paul's work are given below. Grid references have not been given for the two possible fortification sites to protect the anonymity of the location, but the full information can be supplied to the Association for members on request.

RR64 between Pen-y-Graig and Rhyd-y-Carw

Research and summary by Paul R Wood

A possible watchtower/fortlet site has been identified above Newtown, in Powys, with the northeast corner possibly showing amongst modern agricultural marks. The location makes sense, since it is possibly the only point a distant view can seen of the forts at Caersws and at Forden in either direction along the Severn valley.



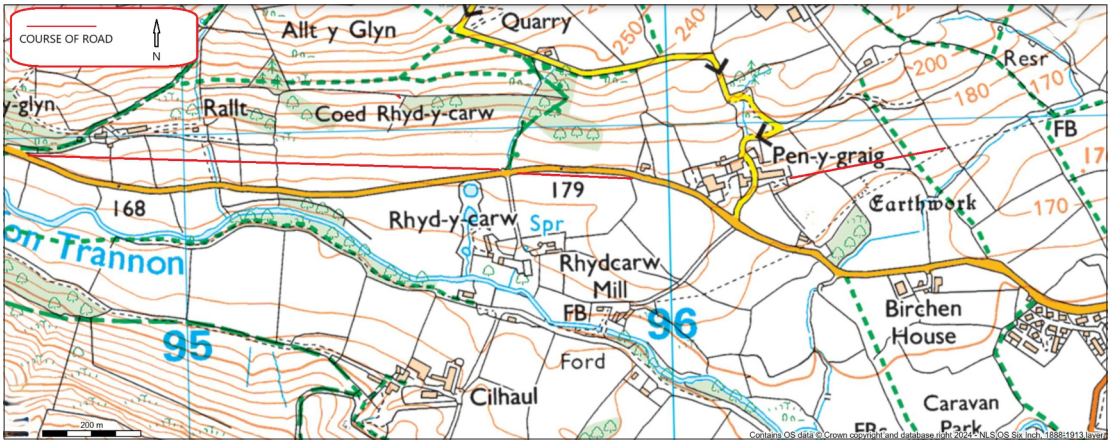
Potential watchtower or fortlet site near Newtown, Powys. © 2025 TomTom, © OpenStreetMap & © Vexcel Imaging.

RR64 between Pen-y-graig and Rhyd-y-carw, SN 9688 9102 to SN 9508 9094
Research and summary by Paul R Wood

RR64 west of Caersws is often referred to as the Caersws to Penycrocbren fortlet road. The hot dry summer of 2022 exposed the course of the road in a number of places where previously speculation suggested a slight dogleg as shown on the current OS map to the farm/mill Rhyd-y-Carw. It is now clear the road on its alignment to Pen-y-Graig and reappears on the west side of the farm where the road can now be traced most of the way to Penycrocbren as parch mark, earth work or on lidar.



RR64 revealed at Pen-y-Graig by a parch mark in the dry summer of 2022. © Bing maps.



The route of RR64 westwards (red line) from Pen-y-Graig, not as the OS map as it approaches the river at Rhyd-y-carw. OS base map © Ordnance Survey.

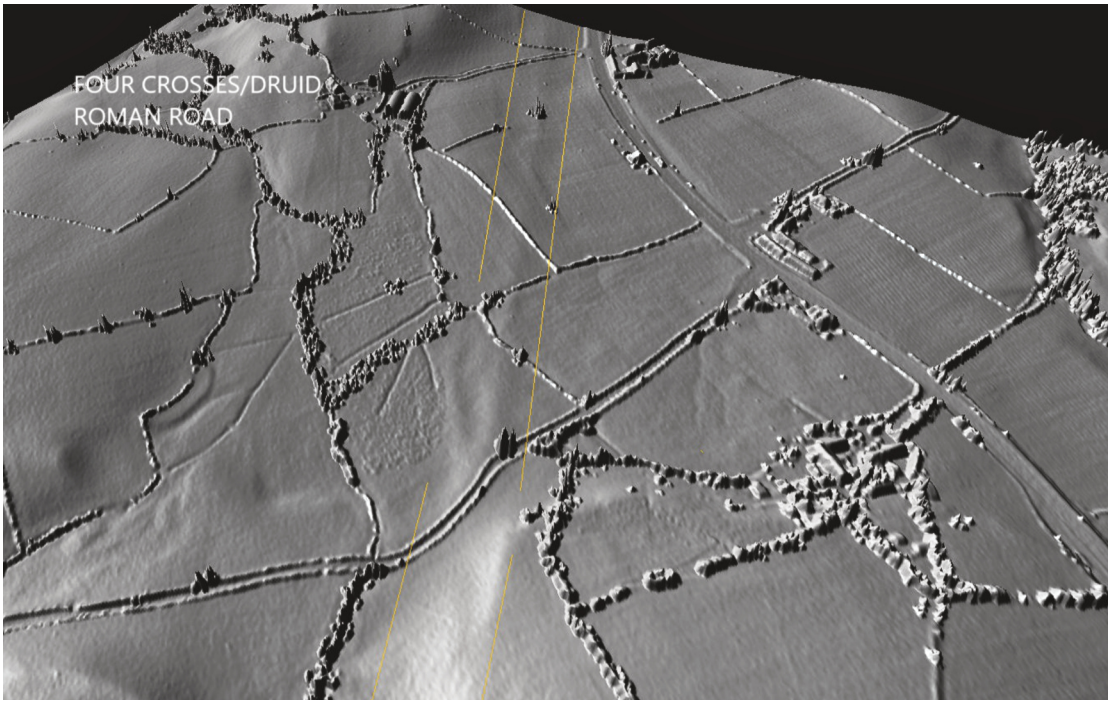
RR66a at Druid, near Corwen. SJ 0312 4303 to S J0373 4329
Research and summary by Paul R Wood

A Mid Wales road (RR66a) is now pinpointed between Four Crosses and Druid, near Corwen. Although it is generally accepted that a road existed, it has been one of the "proposed" routes. Bing aerial images from the dry summer of 2022 show a clear parchmark (as does lidar imagery), west of the

route recorded in the HER. These are consistent with a second length of agger identified from lidar imagery by Mike Haken, between SJ 0451 4376 and SJ 0558 4441. Both features are in need of much greater investigation.



Above: Parch mark of the suspected course of RR66a between Four Crosses and Druid. Image © Bing maps
Below: The same feature on lidar imagery.



New road?

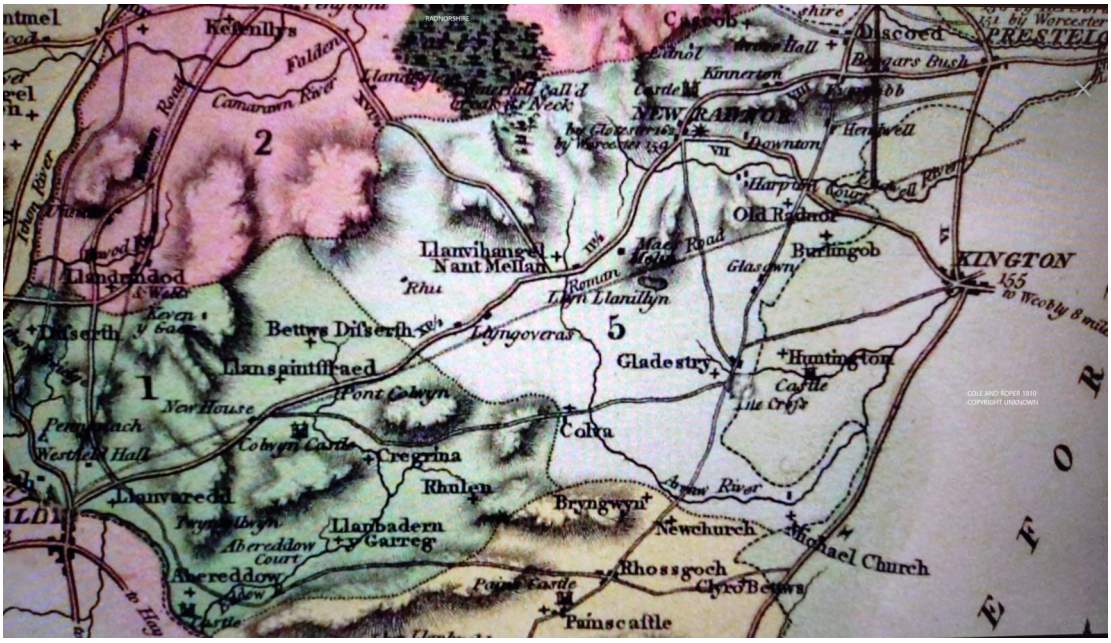
Research and summary by Paul R Wood

A possible new road stems from lidar and quizzing local metal detectorists at Hundred House near Builth Wells in Powys. It is well known that a roman fort sits under the medieval castle at Colwyn roughly seven miles (11.2km) east of Builth (CPAT SMR record PRN50273). In more recent years, the wider landscape around the fort and castle is revealing more Roman period material, in this case a possible road heading east to Hindwell fort (CPAT SMR PRN315) in Walton, Old Radnor, Powys eleven miles (18kms) to the east-north-east. Though heavily modernised and previously turnpiked, this section of the Roman road is still visible near Rhiw Villa farm. Metal detected finds and surface pottery finds strongly suggest Roman settlement in the area.

This brief but hopefully informing note is but a fraction of new material that is helping piece together a better picture of Roman Wales. There is a complexity of pipelines around the Edmund Waddelove and Margary RR67b routes near Betwys-yn-Rhos, Conwy or authenticating lengths of the Roman roads marked on the Cole and Roper map of Radnorshire in 1810 and exploring Beguildy. Also there is growing evidence for more than just a minor lead mining exploration where investigation has grown into another extensive area of Roman landscape.



Lidar image, © Houseprices, showing a holloway possibly marking the line of a Roman road between the Roman forts at Colwyn and Hindwell.



Extract from the 1810 Cole and Roper map of Radnorshire showing the course of a Roman road.



Potential fort/fortlet site near Kidwelly. © Bing.

England

Berkshire

Update collated by Keith Abbott and Lindsey Bedford

RR160. Silchester to Dorchester-on-Thames

Lidar analysis of the route of RR160c from Silchester to Dorchester-on-Thames across West Berkshire, Oxfordshire and Buckinghamshire, originally carried out by Hugh Toller in 2014, is summarised in an informative video presentation (Staveley, 2024). This research proposes an alternative route for RR160 from Silchester to Pangbourne and Goring which differs to that proposed by Margary (1973).

In July 2024, The Wallingford Historical and Archaeological Society (TWHAS) conducted a geophysical survey in the grounds of Brightwell-cum-Sotwell Primary School (SU 58211 90945, Fig.1) which confirmed the line of Roman Road RR160c.



Fig. 1 – Geophysical survey of RR160c and the surface of the road revealed by excavation (TWHAS, 2024; Google, 2020).

This led to an evaluation excavation along the line of the road in three places. The result of these was the exposure of a patchy 'cobbled' surface set in a sandy clay above a thick sandy gravel layer which was in turn above another possible layer of larger flint cobble stones. The presence of these water-worn stones at the lower level was interpreted as possible evidence for an earlier road surface. A subsequent test pit, approximately 8m south of the trench, revealed similar stratigraphy with the lower stones embedded in very wet and sticky Gault Clay (natural) at a similar depth of 1100mm. No side ditches were encountered but the trench length was limited so may have stopped short. Finds from the disturbed upper levels included Roman pottery, seven coins and hobnails. A formal report outlining the results of this excavation is in progress.

RR163. Silchester to St Albans

Work by David Ratledge and Mike Haken

Lidar analysis and fieldwork tracked the route of RR163 across Berkshire, South Oxfordshire and Buckinghamshire summarised in the RRRA Winter 2023/2024 edition newsletter, see Fig. 2. This was enhanced in an excellent animated YouTube video (Ratledge, 2024). This research in particular sheds new light on the likely location of where the road crosses the River Thames near Caversham in Reading shown in *Fig. 3*. The route is slightly different to that proposed by Rothwell in *Itinera* IV, p1-38, principally the route on the south of the Thames. As a consequence this route has been recorded as RR163. It could well be that there are parallel routes that may or may not have been contemporary.

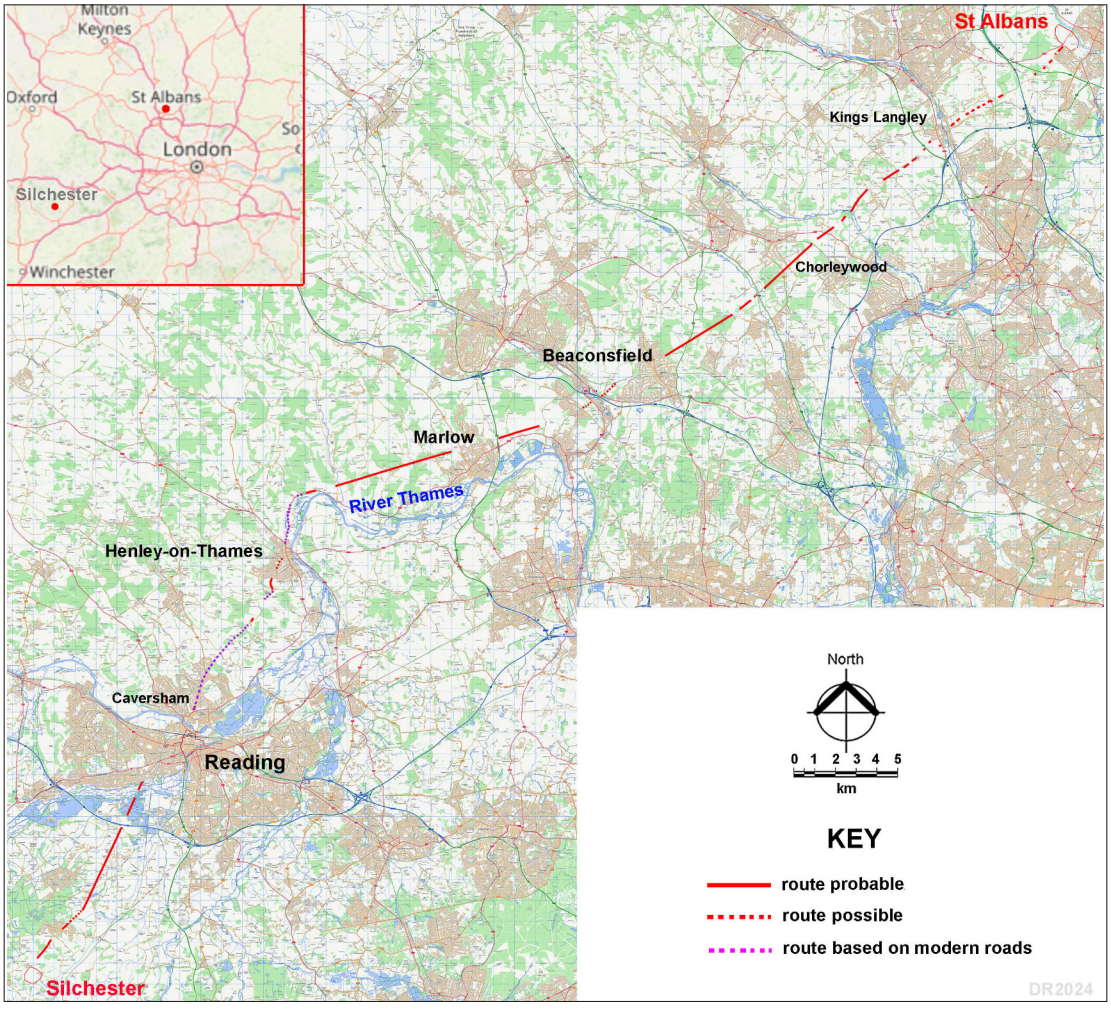


Fig. 2. The suggested route of RR163 angling around the Thames Valley to the north of Henley-on-Thames. Inset: location map. Contains Ordnance Survey data © Crown Copyright and database, 2024.

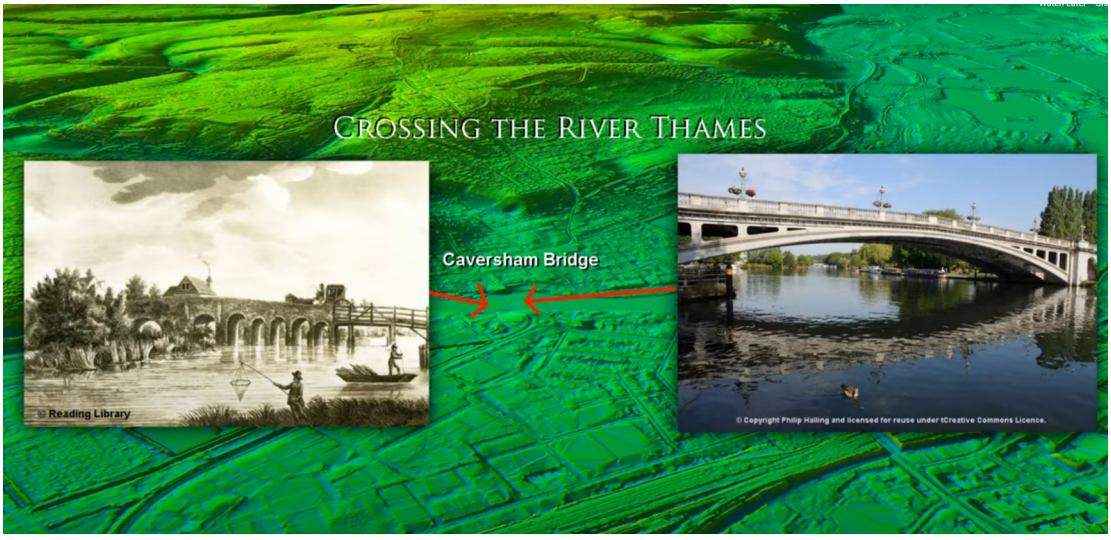


Fig. 3 – Likely location of where RR163 crosses the River Thames at Caversham, Reading (Ratledge, 2024).

RR41. Silchester to Cirencester (Ermin Street) and RR53 Road to Bath

Continued investigation by the Berkshire Archaeological Society at Wickham near Welford in West Berkshire (Abbott, 2024) has revealed further evidence of the intersection of the Road to Bath (RR53) with Ermin Street (RR41) at the Romano-British settlement that appears to have developed around it. Ermin Street was found to be located as projected by Margary (1973) and Fig. 4 shows the Road to Bath branching to the south from Ermin Street. The two sets of road ditches suggest that the width was different with Ermin Street (RR41) some 19m apart whereas the Road to Bath (RR53) are 15m apart. Future excavations of these road anomalies are being planned to explore the phasing of construction of the two roads, the morphology of the road intersection and to evaluate other nearby rectilinear



Fig. 4 - Gradiometer survey images of the intersection of Ermin Street (RR41) and the Road to Bath (RR53) (Abbott, 2024).

and circulation anomalies interpreted as enclosures, round house drip gullies and a lane branching off Ermin Street to the north.

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Toller, H. 2013: 'The Roman Road between Wickham (Speen) Berkshire and Fyfield, Wiltshire (Margary 53)', *Wiltshire Archaeological and Natural History Magazine*, Issue 106, p52-65.

Buckinghamshire

Summary provided by Nigel Rothwell

RR163B. Denham: Durdent Court, TQ 03464 89994

Excavation was undertaken in September and October 2020 in advance of HS2 construction on 0.14ha of land north of Denham Green and west of the River Colne. Two ditches, broadly parallel with the Shires Lane footpath to the north, which possibly represents the line of Roman Road RR163B, were dated as Romano-British.

Buckinghamshire HER Monument record 0436200000 Viatores Road 163B

Records of Bucks vol 62, p 289

RR16. Fleet Marston: Fleet Marston Cottages and Putlowes, SP 47807 21493

Work by COPA (Cotswold Archaeology, Oxford Archaeology, Pre-Construct Archaeology)

Between June and August 2020, COPA undertook a trial-trench evaluation measuring c.38.3ha between Fleet Marston Cottages and Putlowes, ahead of the construction of HS2. The evaluation was focused on the site of Fleet Marston Roman town and RR16 Akeman Street and comprised 119 trenches. The evaluation identified three main phases of activity: Middle Iron Age, Middle Roman (mid-2nd to mid-3rd century CE), and Late Roman (mid-3rd to 4th century CE). Judging by the level of pottery deposition, activity was concentrated in the central part of the site on either side of Akeman Street, and to the south-east in trenches targeting enclosures and other features either side of a minor road branching off Akeman Street on a SW-NE alignment. Parts of a Late Roman cemetery were exposed further to the south-east, inhumation graves being recorded in three trenches.

Buckinghamshire HER Monument record 0105000000 Akeman Street

Records of Bucks vol 62, pp 289-290

Bow Brickhill, South Caldecote, SP 89100 34170

Work by Albion Archaeology

Between May and November 2021 Albion Archaeology conducted a series of excavations in a c. 48ha development area on the east side of the A5 on the periphery of *Magiovinium*. Areas 1-3 revealed Late Iron Age and 1st-2nd century CE land allotments, a barrow, enclosure and roundhouses. Areas 4 and

5 revealed c. 1.5ha of enclosed Romano-British settlement, adjacent to a spur of RR1e Watling Street heading north from *Magiovinium*. The road, represented within the excavation by parallel ditches, had previously been identified to the south in a more substantial form with metalled surface by David Neal (Records of Bucks 29, 1-124).

Milton Keynes HER No. MMK5974

Records of Bucks vol 63, p 239

RR16. Aylesbury: Tring Road, SP 48288 21382

Work by Thames Valley Archaeological Services

Evaluation trenching in the former Tesco's car park in March 2022 revealed no sign of the expected line of RR16 Akeman Street, nor any features or finds of archaeological interest.

Buckinghamshire HER Monument record 0105000000 Akeman Street

Records of Bucks vol 64, p 247

RR173. Long Crendon: Larks Barn, SP 46964 20903

Work by John Moore Heritage Services

A watching brief was carried out during excavation for the foundations of a new building and boundary wall. The earliest features identified were three parallel ditches oriented NE-SW, parallel to the modern road, which is also the supposed route of the Viatores road RR173 which may suggest that the orientation of the ditches was influenced by the presence of the road, assuming the road exists.

Buckinghamshire HER Monument record 0203500000 Viatores Route 173A-D

Records of Bucks vol 64, p 250

Walton: Land adjacent to Walton Manor, SP 48871 23663

Work by Cotswold Archaeology

A watching brief identified Roman ditches forming part of a field system associated with an Iron Age to Roman settlement and a high-status Roman building previously recorded to the north of the site, approximately 1km east of RR175.

Records of Bucks vol 64, p 253

RR162. Granborough: Land at East Claydon, SP 4755 2251

Work by Museum of London Archaeology (MOLA)

A magnetometer survey was conducted over an area of c.40ha, between March and May 2023, commissioned by Statera Energy Ltd. Several sections of positive linear anomalies in the southwestern extremity of the site (Field F4) matched the proposed alignment of Roman Road RR162. These were interpreted as possible cuts and recuts of roadside ditches.

Buckinghamshire HER Monument record 0203400000 Margary Road 162

Manktelow, C (MOLA Northampton), 2023, Archaeological geophysical survey on land at Granborough, Buckinghamshire, unpublished report no. 23/049

Cambridgeshire

Collation provided by Ruth Beckley of Cambs. HER

East Park Solar – Great Staughton Roman town (ECB7446), TL 08004 63268

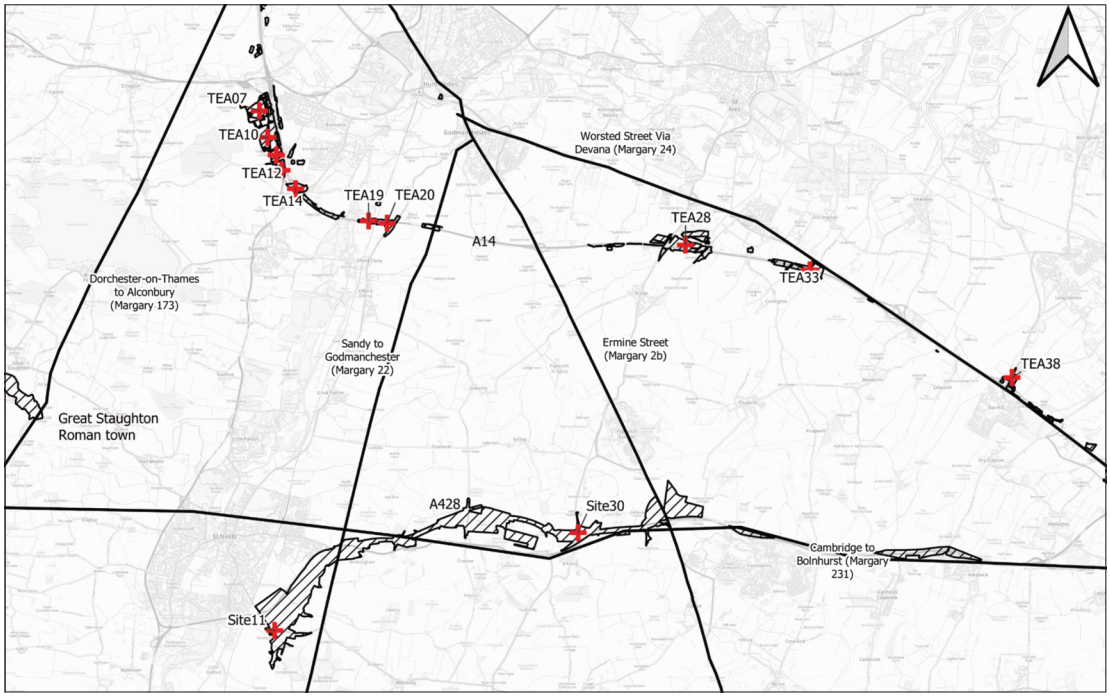
Work by Chimielowska, A. of AOC

Preliminary geophysical survey to inform a major solar scheme across Bedfordshire and Cambridgeshire identified an extensive Roman small town, now a scheduled monument (NHLE 1491190). Originally identified from cropmark remains evident in aerial imagery from the 2000s, the geophysical survey provided more detailed evidence of the settlement extending northwest from Margary RR173 Dorchester on Thames to Alconbury (see figure below). Numerous town roads and trackways were present in the survey results including a major road on a northwest-southeast alignment through the core of the settlement leading to Margary RR173.

A14 Cambridge to Huntingdon Improvement Scheme

Although this scheme was carried out between 2016-2020 (see figure below), final reports were completed in 2024. The scheme consisted of over 30 separate excavation areas that produced extensive archaeological evidence forming the final phase of a long running programme of archaeological investigation. Trackways or roads were identified at the following sites:

TEA7: East west aligned trackway of Early-Late Roman date recorded alongside road plots and three kilns. The trackway comprised two parallel ditches approximately 12m apart.



Sites recorded in the Cambridgeshire HER relating to roads or trackways. © Crown Copyright and batabase rights OS100023205

TEA 11/12: Early Roman small settlement including cemetery, kilns and structures with a trackway. Two ditches 6.5m apart with elements of a narrower section just 1.4m wide.

TEA10: Late Roman north-south aligned trackway comprising two parallel ditches 8m apart. Associated with several enclosures.

TEA14: Series of trackways and droveways established as part of a small early Roman settlement and kiln site. Principal trackway aligned east-west and identified over 500m on a relatively straight alignment. Consisted of two parallel ditches with evidence of multiple phases of recutting. approximately 6-10m apart. No evidence of a metalled surface but possible evidence of wheel ruts.

TEA19: Trackway associated with a field system and lazy beds with evidence of recutting. Two parallel ditches approximately 15m apart on a north-south alignment. Early-Middle Roman. Second possible trackway on a similar alignment at the southern end of the excavation area.

TEA20: Trackway on northwest-southeast alignment to the north of a field system. Following reorganisation of the site in the Middle Roman period a more narrow trackway on a north-south alignment was introduced associated with settlement in the area. In the late Roman period a probable villa site was established over earlier settlement activity with an east-west aligned trackway entering the villa on the eastern side. The trackway measured 7.5m wide with evidence of heavily disturbed metalling.

TEA28: Series of trackways bordering a wide complex of enclosures dating to the Mid to late Roman period. Trackway 17 lay to the eastern half of the excavation area on a north-south alignment. Trackway 15 on a similar alignment crossed the centre of the main excavation area, with two trackways perpendicular to, and adjoining it. Trackway 15 was picked up again in a second excavation area to the north where it merged with another trackway on a northwest-southeast alignment.

TEA33: Two early Roman trackways on a north-south alignment across the centre of the excavation area. Although the roadside ditches appeared well maintained, there was no evidence of a metalled surface.

TEA38: Identified a small Iron Age to Roman settlement. The Roman phase included a trackway along the eastern edge of the settlement. The trackway consisted of two parallel ditches that appeared to link two groups of enclosures.

A428 Black Cat to Caxton Gibbet Improvement Scheme

Series of excavation areas investigated between 2023 and 2024 with reports produced in 2024

Site 11: Evidence of a Late Iron Age to Roman trackway leading to a small enclosure settlement. Trackway comprised two parallel ditches on a northeast-southwest alignment approximately 15m apart.

Site 30: Evidence of two trackways as part of a small roadside settlement and field system. Trackway 1 extended north from the main settlement area while a second trackway crossed its northern end on an east-west alignment. The north-south trackway measured between 6.24 and 16.7m wide. The east-west trackway was a fairly uniform 10.8m apart.

Cambourne to Cambridge public transport project (ECB6988), TL 4031 5974
Work by Short, A. & Kesterton, H. LP Archaeology

Evaluation carried out in 2022-23 south of the present day A428 (Margary RR231: Cambridge to Bolnhurst) in order to inform a public busway identified several areas of probable Roman activity. The evaluation also crossed the supposed path of Akeman Street (Margary RR23a/b). Although no direct evidence of either major road was identified, several possible trackways were recorded close to Roman settlement at the University Sports Ground, Cambridge and west of the M11 at Coton.

Cambridge, Shelford Road (ECB7209), TL 45010 54241
Work by Pedro, R. PCA R17547

Excavation carried out in 2023 identified two parallel ditches that were interpreted as a possible trackway. Features on the same alignment were identified during earlier investigations to the northeast at Addenbrookes in 2007.

Litlington, Royston Road (ECB7278), TL 5322 2400
Work by M Collins, CAU 1591

A trackway originally identified by cropmark and earthwork evidence (MCB21087) and thought to be part of the Avenell Way. The routeway is primarily visible as a holloway, in parts flanked by banks, and is approximately orientated south-west to north-east for a total length of over 3.5km. Geophysical survey and subsequent evaluation over part of the route at Royston Road in order to inform a potential solar farm identified remains consistent with the trackway in a single trench. The features comprised a surface approximately 4.3m wide and 0.16m deep with traces of possible wheel ruts in the form of two gullies. Dating evidence was limited to a single sherd of Roman coarse ware.

Soham, King sher Drive (ECB7058),
Work by Pedro, R. & Desibio, L, PCA R15798

Evaluation undertaken in late 2023 as part of an archaeological condition on planning permission for residential development identified a trackway of possible Roman date in two trenches. The trackway consisted of two parallel ditches approximately 2.4m apart, dating however was extremely limited with just two fragments of white pipeclay type fabric recovered from the lower fill of one ditch.

Somersham, The Bank (ECB7289), TL 3700 7823
Work by Middleton, L. CAU 1596

Archaeological evaluation undertaken as part of a planning permission for residential development identified an Iron Age to Roman settlement. The Roman remains included structural remains of at least one granary/barn, several rectilinear enclosures representing possible paddocks and a small inhumation cemetery bordering a trackway on a north-south alignment.

Wimblington, Bridge Lane (ECB6985), TL 4133 9295
Work by Sharrock P & Sherman A. MOLA 23/113

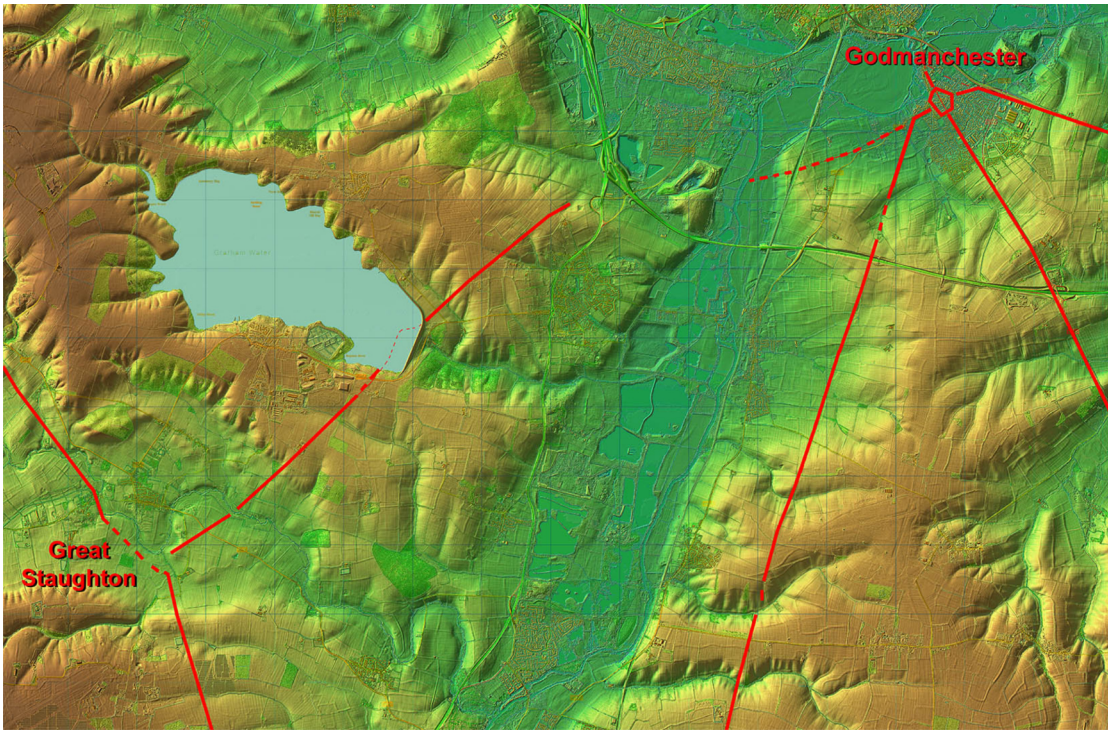
Archaeological excavation carried out following an earlier evaluation phase. A trackway on a northwest-southeast alignment was recorded across the centre of the excavation area. It consisted of

two parallel ditches approximately 6.5m apart with evidence of recutting and leading towards a watering hole in the north. Associated with a previously identified trackway to the south in 2018.

RR227(x). Godmanchester to Great Staughton

From lidar survey by David Ratledge

A new road linking Godmanchester to Great Staughton was described by David Ratledge within the Autumn 2024 RRRA newsletter, available at <https://romanroads.org/Newsletters/Members/Newsletter_30_Autumn_24.pdf> and his own site, <https://www.twithr.co.uk/cambridgeshire/godmanchester-gt-staughton.htm>. RR227(x) has been allocated for this new road.



Link road RR227(x) between Godmanchester and Great Staughton, courtesy of David Ratledge. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.

RR2bb(x). Yaxley to Longthorpe fort

Original work independently by Mike Haken and David Ratledge.

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. While this may have been the primary route, RR2bb(x) has been reserved for this possible road.

Cheshire

Collated by Neil Buckley

Suspected Roman Enclosure

Work by Chris Matthews and Nick Dawson.

A full report of the results of this community based September 2022 archaeological investigation was published in the 2024 edition of the Journal of the Chester Archaeological Society new series number 94, pages 93–107.

This enclosure was included in the Cheshire pages of the RRRA Roman Roads Gazetteer by David Ratledge in his analysis of Margary RR660, the branch road to the Roman industrial site at Holt. Because of its distinctive shape the enclosure is assumed to be the site of a fort but there are doubts, also it is not clear how it was connected to the road system. It is some distance from the conjectural route of RR660 and even further from RR6a the road to Chester.

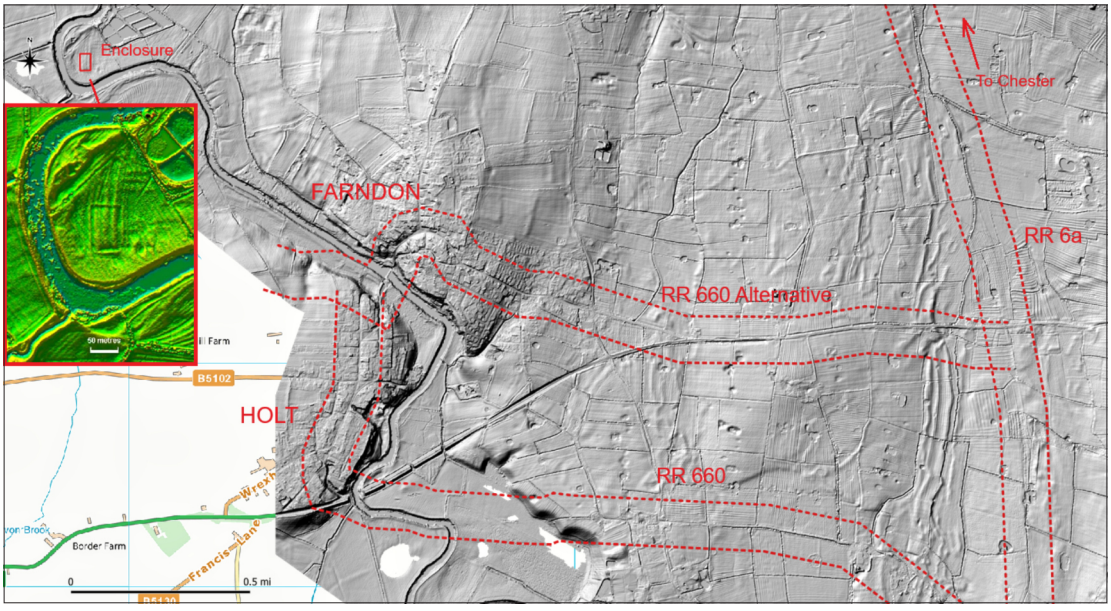


Fig. 1: Roman roads in the Holt/Farndon area as identified by David Ratledge. The enclosure site is north-west of Farndon. Lidar is © the Environment Agency 2021. Base map OS Openreach.

The investigation formed part of a community-based research project coordinated by the Holt Local History Society. The main aim of the excavation was to examine the archaeological deposits associated with the enclosure and establish a chronological sequence for the site. Guided mostly by the lidar map of the site, a magnetic gradiometer geophysical survey was carried out but the site was found to be magnetically very quiet. However there was an indication of what turned out to be industrial activity within the compound. Six trenches were opened to investigate the anomalies and features and as a result of these excavations a resume of the conclusions was as follows:

'As presently understood, the enclosure probably dates to the Roman period and may have been some form of temporary camp established during the late first and early second centuries AD, which also seem to have been the operational period of the Holt Roman tile and pottery works. This dating is based on the fragmentary but substantial presence of Roman materials from within the enclosure, although one diagnostic sherd could be as late as mid to late second century. '

The enclosure was also found to be the site of significant post Roman industrial activity including seventh century iron processing.

No progress was made in establishing access routes, no roads to the site were identified.

Chester Business Park, Excavation of a Late Prehistoric and Roman Rural Site 2002. Centred on SJ 3930 6286

Work by Dan Garner

An archaeological excavation in 2003 prior to a development at the Chester Business Park south of the city centre, revealed evidence of Iron Age and Roman activity. There were remnants of structures, cobbled surfaces, a field system covering almost a hectare, and a road. The dating evidence suggests

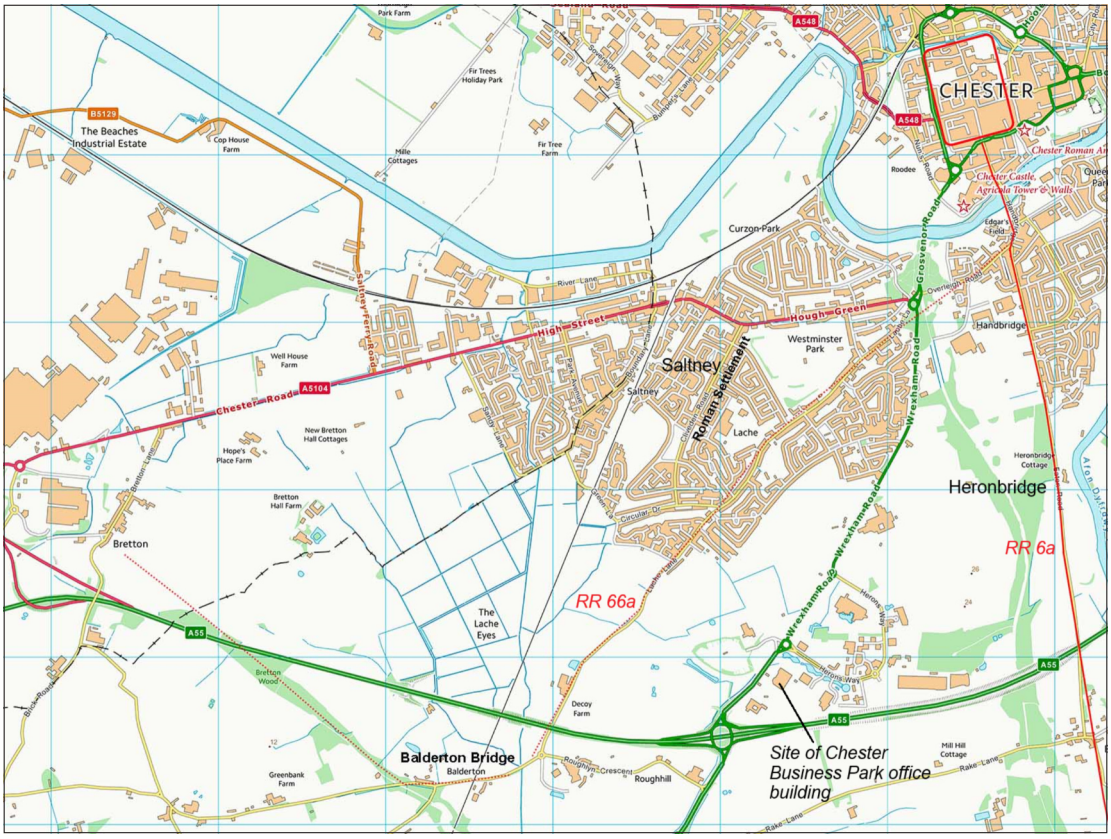


Fig. 2: Area map by David Ratledge showing the site of the excavation between RR 6a and RR 66a south of the Saltney & Heronbridge Roman settlements. Base map is OS Opendata.

that the main activity spanned the period from the mid to late Iron Age through to the end of the third century AD.

This article is intended to provide a summary of the results of excavations carried out by Network Archaeology in 2003 at Chester Business Park, prior to the construction of an office building. It is designed to put important site information into the public domain as full publication could not be achieved at the time. The full article was published in the 2024 edition of the Journal of the Chester Archaeological Society new series number 94, Pages 63-91. The report is written in five sections. The first section covers the site chronology and key dating information. The second section explores the site layout and provides an overview of the late Iron Age and Roman phases.

The dating evidence for the Roman period is primarily provided by the pottery assemblage which, on the basis of vessel forms and fabrics, spans the late first century to the third/fourth century AD. The road was found to have an east–west aligned metalled surface flanked by a pair of parallel ditches. The surface was poorly preserved in many parts of the excavation but it had been a relatively substantial design at between 5.0 and 6.5m wide. Pottery recovered from both the roadside ditches and the metalled surface suggests a date range from the late first to the late second century.

The road ran through an area characterised by numerous long, narrow fields, delineated by a combination of long ditches, gullies and short slots. There was some evidence of structures but the area appeared to be primarily agricultural. The regular field system was similar to that found at nearby Saighton although not as extensive.

If the road continued east on its excavated alignment, it would have joined the RR6a from Chester south of Heronbridge, going west it might have joined the RR66a heading for Belgrave Bridge and Wales. However it is possible that its function was merely as a local road, joining an agricultural settlement to the wider communications network.

Cumbria

Collated by Chester Forster

RR82, A66 North Trans Pennine Upgrade, Temple Sowerby to Brough (NY 624 262)

Work by Wardell Armstrong, M Jones

There were remains of archaeological interest in 77 trenches with 34 showing significant remains of the Roman Road RR82. These trenches, more or less on the line of RR82 showed higher concentrations of pits, gullies, ditches and post holes. Roman activity was found in six trenches and this may represent enclosures, tracks and field systems

Archive: Tullie House Museum

RR865 Askerton, Side Fell Common, (NY 5900 7300)

Work by Salford Archaeology, N Poundall

Signs of RR865 Birdoswald to Bewcastle road was identified in an assessment of the impact of peat restoration work in Side Fell Common The road, often erroneously called the Maiden Way, is fully described in *Itinera* 1 (2021) pp1-14 in a well illustrated article by David Ratledge. The proposed works were considered to have no impact on RR865 which is a scheduled monument.

Bowness on Solway, Bowness house Farm (NY2246 6270)

Work by Wardell Armstrong, A Buschmann

In a heritage statement on the impact of a proposed camping and car park adjacent to Bowness House Farm it was considered that despite the area having been subject to the formation of hard standing, the remains of hitherto buried Roman buildings and roads could still be affected by the new development.

RR7/RR85b? Carlisle Cricket Club, Edenside, Carlisle (NY 399 566)

Work by Wardell Armstrong

Further work on the west side of the Cricket Club site which has been earmarked for the construction of the new Carlisle Cricket Club pavilion revealed a further section, on a slightly different alignment, of the road uncovered in 2017, 2021 and 2023. The road previously uncovered revealed metalling up to 1.1 metres deep but the new section of road showed that it was of a much lighter construction with metalling only down to a depth of 20 to 30 cm.

This road may have been reconstructed for reasons which are not obvious but it was also noted that the drain from the main building -- the largest ever discovered adjacent to Hadrian's Wall,-- had also been rebuilt on the western side. The easterly section of drain yielded almost 70 intaglios and contained considerable amounts of fine silt. It was noted that both sections of drain respected the road alignment and the road was therefore earlier than the drains.

A new dig for 2025 is being undertaken in June 2025 which will investigate the eastward extension of the heavily metalled road.

RR74, Martindale, High Street (NY45 18)

Work by Eden Heritage

A community project to assess and record an embanked trackway and a holloway on Wether Hill was undertaken and consisted of a desk-based assessment, topographical and geophysical surveys and trial trenches.

Following the surveys this determined the positions of the trial trenches but no sign of the reputed Roman road could be found to the north of Wether Hill or the southern slopes of Loadpot Hill. Archaeological evidence was lacking to indicate any sign of a typical Roman road and it was concluded that the evidence indicated that the Romans may have used a pre-existing trackway which may have varied in composition over the course of the route.

RR752 Moresby Hall (NX 9855 2105 to NX 9800 2100)

Work by CFA Archaeology, M Kirby

This is in close proximity to the known Roman fort at Moresby and a geophysical survey was carried out in advance of road improvements to the A595. The survey revealed potential archaeological anomalies. These included a trackway which was shown on the first edition of the Ordnance Survey map of the area.

The trackway may be medieval or Roman in origin and several pit features were observed. Margary lists this road as RR752 Moresby to Papcastle. A watching brief was recommended during the construction groundworks.

Devon

Collated by Delwyn Matthews

RR492(x)? East of Mardles Farm, Colebrook

The line of the Roman road is clearly visible as a cropmark on aerial photos taken in 2016 and 2018, running across a broadly triangular field to the east of Mardles Farm. Aerial Photograph. Bluesky International Ltd/Getmapping PLC, 2015 onwards.

HER Monument ID MDV135451

Dorset

RR4dd(x). Lake Farm eastwards

Research and summary by Mike Haken

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.

Durham

RR805(x). East Park northeastwards

Research and summary by Mike Haken

The various geophysical surveys conducted on the Romano-British roadside settlement at East Park, Sedgefield, Durham, between 2005 and 2009, not only showed the main road coming up from York (RR80a), but also a branch road heading northeast out of the settlement. Crucially, the branch road has a number of plots and enclosures facing onto it, suggesting that it conveyed at least a modest amount of traffic and was not just an internal street. Lidar analysis seems to have gone some way to confirming this, since a length of probable *agger* leading from a cutting has been identified immediately southwest of Howle Hope, along with a possible fragment just northeast of the farm. The cutting aligns perfectly with the road leaving East Park, and suggests that the road could be continuing some distance, although there is no obvious destination, and it has not yet been traced further. The new length of road has been given the new number of RR805(x).

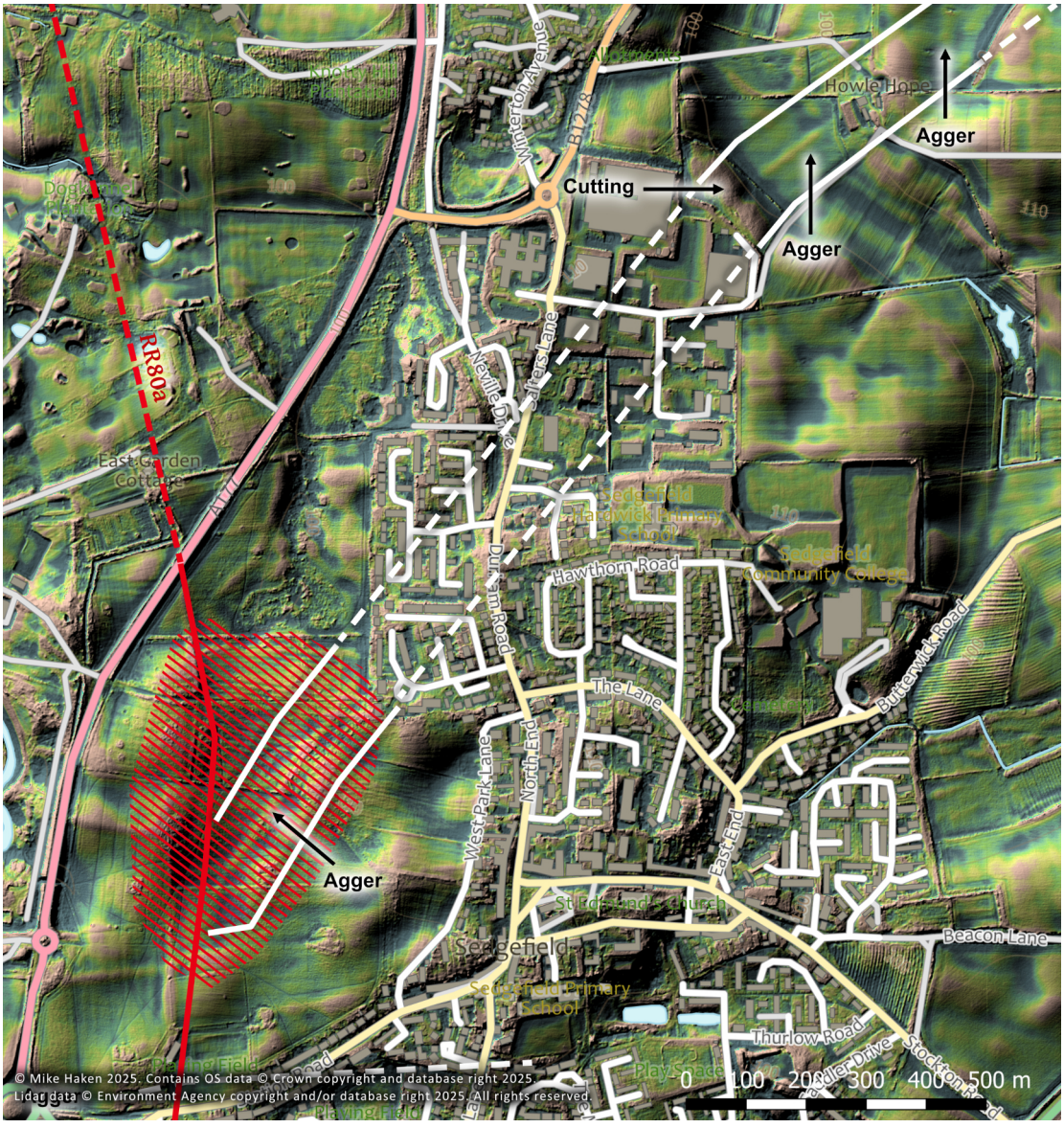
Essex

Collated by Geoff Lunn

RR323(x). Land west of Hill House Farm, Bromley Road, Essex TM 03215 26208

Work by Colchester Archaeological Trust Ltd. (CAT)

An archaeological evaluation (three trial-trenches) was carried out on land south-west of Hill Farm House, Parsons Heath, Essex, in advance of the construction of a new residential development. The



Lidar visualisation showing the probable course of RR805(x), branching from RR80a at the Romano-British Settlement at East Park, Sedgefield, Durham (see p. 247) . Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.

route of a Roman road (RR323(x)) thought to have linked Mistley with Colchester is projected to run through the southern part of the site, which also lies north-west of an area of ancient woodland, and south-east of the site of a former fulling mill dating back to at least the 16th century. No trace of the Roman road was found along its projected route. Two parallel ditches were uncovered in the northern half of the site, however, and it is possible that these represent the roadside ditches of this thoroughfare, although a lack of finds means this cannot be confirmed without further investigation.

HER Ref EHER 2573, **Archive** Essex County Council ARBR24, **Report** CAT Report No: 2033

RR329(x). Across Harlow, Essex

Work by David Ratledge

Work reported in the Winter 2024/25 RRRA newsletter, available at <https://romanroads.org/Newsletters/Members/Newsletter_31_Winter_25.pdf>, has clarified the route of RR329(x) across the centre of Harlow.



Ordnance Survey mapping old and new showing the locations of the sites referred to the text. Left map © 2024 National Library of Scotland under the terms of the Creative Commons Attribution (CC-BY) licence. Right map and inset contains Ordnance Survey data © Crown Copyright and database, 2024.

Gloucestershire

Collated by Chris Webb

Excavation at Manor Gardens in Barnwood Gloucester. SO 86390 17790

Roman period road or trackway found during an excavation at Manor Gardens in Barnwood Gloucester. Two parallel ditches running on a north east to south west alignment and approximately 10m apart and form part of an informal trackway running perpendicular to Ermin Street to the north of the site. The western trackway ditch, is truncated to the south by a demolished building footprint and runs for approximately 36 m where it is truncated by a service trench and does not appear again. The eastern ditch measures approximately 13 m and extends beyond the limit of excavation to the north and is truncated by a demolished building footprint and later medieval boundary ditch to the south.

Gloucs. HER source 18350.

Hampshire

Excavations at Exton

Work by Richard Whaley of NEHHAS FAB

Here is our 2024 work. Most of the new information relates to the section drawings and plans of our excavation at what we believe to be *Clausentum*, with the streets and Roman road lanes crossing it.

Much of the activity has been writing up the excavations at *Clausentum*, by the A32 at Exton. The farmer was keen to use his digger to take off the soils, so much more was achieved with the manpower available, but this does not help with the writing up, available at <www.nehhas.org.uk/sha19-22.htm>, sites 6 - 9 on the Base Line. The two principal streets, Sites 6 & 7, were cut into the natural chalk which held the Street material in place - the main components were chalk and sand coloured clay. A running surface of hard white chalk rounded lumps was apparent for 6m of the 11m for the E - W Street. For the N - S Street this running surface was best preserved and covered most of its width.

Site 8, Southern Street crossing the mid Roman road lane of mainly hard white chalk, but where the Street crosses the Roman Road material is replaced by the sand coloured clay street material.

Site 9 was initial machine trench experiments, first where no structures were expected, then over part of the Northern Roman Lane - which was made of hard white chalk 38cms thick, on the soft chalk natural which had been rammed. Later the rest of this Northern Lane was uncovered, but a basin had been cut into most of it, dated to sub Roman - Early Anglo-Saxon, which may have been active for some time as a ritual.

The only excavation we undertook was where 3 parallel feature come out of Chawton Park Wood, see <www.nehhas.org.uk/rd13-14j.htm> for map. The outside features are Roman Roads. The central feature is a 60 Roman feet wide ditch - which has stone running lanes built into both edges. There is also evidence of something in the middle of the ditch. The 2024 excavation found that orange material came up. There had been an earlier excavation through difficult woodland, but the photos showed the occurrence of this orange material, and its height is above the two running lanes. The interpretation has been that this is a water feature running from the top of the downs to a mill pond in the valley.

Possibly logs could be slid down the clay bottom of the ditch, assisted if necessary by horses on the running lanes. This will be written up and reported further. Other water features have been found around this Winchester - London Roman Road.

RR426(x). Possible Roman Road between Winchester and Coombe Wood.

Original work by NEHHAS. Summarised by Mike Holmes

NEHHAS Field Archaeology Branch report ongoing work to establish the course of this possible road. The following is the route suggested so far. The road left Winchester by Telegraph Hill and the present day A272. Excavations were made at Chilcombe zig-zag. Terrace-ways were identified at Exton. The suggested route then followed Old Winchester Hill to Teglease Down, Chidden Down and Coombe Wood (SU 673 180). NEHHAS suggest that the destination of this road may be Chichester. Alternatively, if it continues in an easterly direction, it may have crossed RR155 and joined with RR140 (the Greensand Way) at Hardham. Further work is awaited. In *Itinera* 1 page 378 the number RR425(x) was reserved for this possible road. This number is now withdrawn and RR426(x) is reserved. Information from Richard Whaley of NEHHAS FAB.

RR425. Probable Roman road from Rowlands Castle to Havant and Hayling island

Original work by Grahame Soffe and David Johnston. Summarised by Mike Holmes

Margary continued to collect information for newly discovered roads, and allocate new road numbers, between publication of the last edition of his book in 1973 and his death in 1976. These are not well recorded.

Following a report made in 1974 (Soffe and Johnston 1974, 114-116), the Ordnance Survey surveyed this possible Roman road in the NW quadrant of sheet SU70. The road was believed to run from SU 730 095 to SU 733 102. It is reported that the metalling was seen at SU 7272 0867 and at SU 7212 0719 in 1966. Margary allocated the number RR425 at that time but the report was too late to be included in Margary 1973. For further details see: OS Surveyors report RR425 on RRRA website at https://www.roadsofromanbritain.org/members/os/rr425.pdf, accessed April 2025.

Reference

Soffe G. and Johnston, D. E. 1974, *Route 421 and other Roman roads in south Hampshire*, RAH 2, Rescue Archaeology in Hampshire, published by the South Hampshire Archaeological Rescue Group.

RR42aa(x). Roman Road from North Walsham, Hampshire to junction with Port Way (RR4b)

Original work by David Staveley, summarised by Mike Holmes

RR42a is the well established Roman road from Winchester (*Venta Belgarum*) to Silchester (*Calleva Atrebatum*). Staveley has identified a previously unknown branch road which leaves RR42a near to North Walsham (SU 567 452) and takes a northward course until it meets the Port Way (RR4b) near Pamber Green (SU 594 596). He makes the observation that the purpose of the road is not clear. It duplicates RR42a and does not connect to any known Roman settlement. However, the lidar images are quite clear. Staveley also points out linear earthworks believed to be Iron Age to the east of RR42a. These earthworks are parallel to the Roman road and their purpose is not clear. RR42aa(x) has been allocated for this road. The Staveley blog can be viewed at: <https://youtu.be/lqtToiDTFe8?list=PL5U75tDHi68ufamyzGQx74wFTaOOR0M80>

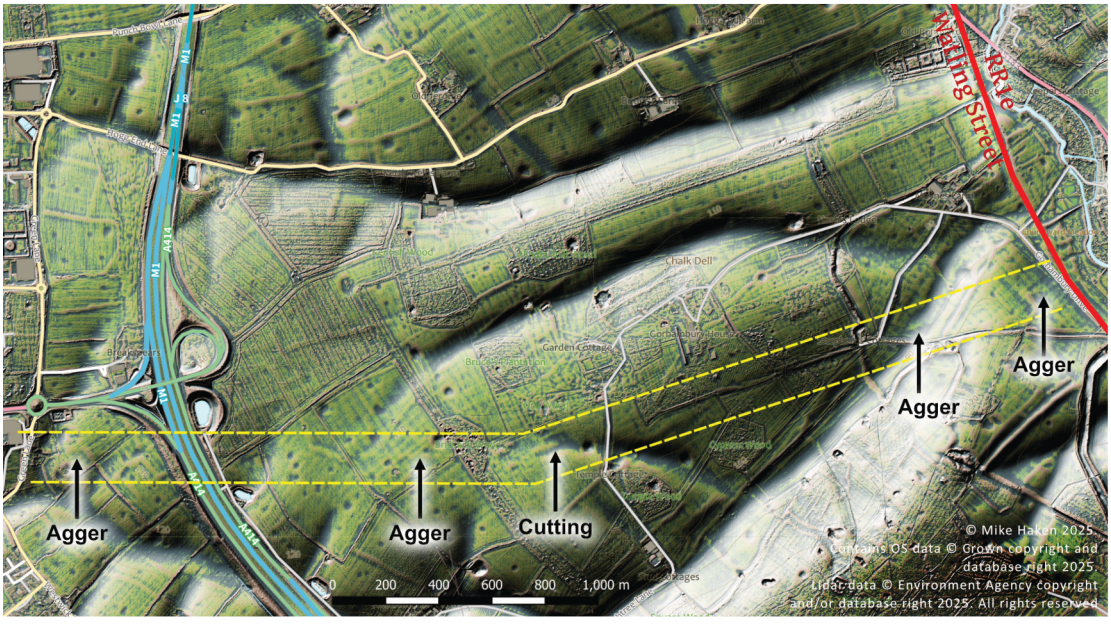
Hertfordshire

RR16 St. Albans to Alchester, eastern end.

Research and summary by Mike Haken, with a contribution by David Ratledge

There has long been a suspicion that this road branched from Watling Street north of St. Albans at Gormanbury and then headed west through Hemel Hempstead, rather than the nonsensical route proposed by the Viatores from the Silchester gate. Until now though, evidence has been thin. Lidar analysis conducted in summer 2024 revealed a broken linear feature leaving Watling Street at TL 1278 0805, following a straight alignment which takes in the known length of road (HHER 14626) west of Shepherd's Cottages. The former trackway between TL 1293 0784 and TL 1207 0782 (not highlighted on the illustration) has been suggested by David Ratledge to be a late Roman 'shortcut' running direct to the northwest gate of the late 3rd century defences.

Lidar shows the Roman line in a cutting across a low ridge at TL 1091 0743, after which it changes alignment (TL 1073 0737) to head almost due west. Again, this is just traceable on lidar (image attached) to about TL 0887 0740, west of the M1, confirmed by Google Earth imagery as a pair of parallel cropmarks 16m apart on Google Earth 22/5/18 and 24/3/20. Curiously these are reverse cropmarks in both images. It then disappears beneath Hemel Hempstead.



Lidar visualisation showing the faint remains of RR16a heading west from Watling Street.

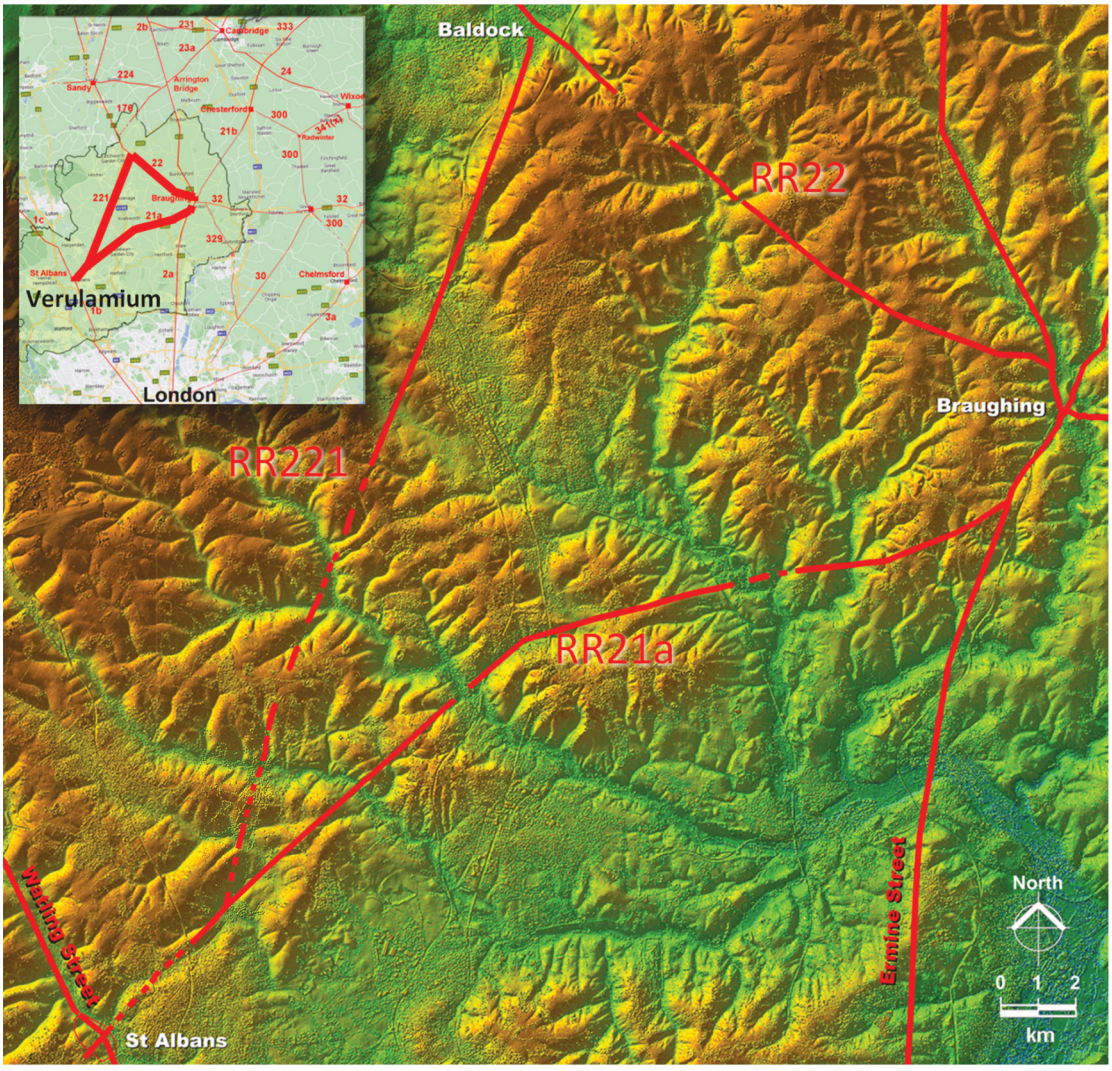
From this point westwards the line is mainly conjectural, although the line coincides with former field boundaries between TL 0509 0745 and TL 0509 0745, where Google Earth imagery from 30/6/2009 shows two parallel linear features, again about 16m apart. If this line is correct, there is no need to change alignment again until somewhere near TL 0357 0744, where it would have needed to turn WSW to avoid a steep sided valley. This segment does not reveal itself on lidar, however with the eye of faith there is a discontinuous and diffuse cropmark on Google imagery from March 2022 between

TL 0272 0724 and TL 0155 0697, although it could be nothing. The road would then cross the R. Bulbourne and turn again near TL 0097 0684 to run up the Bulbourne valley towards the settlement at Cow Roast.

RR21a, RR22, RR210a and RR221. *Verulamium*, Wheathampstead, Braughing and Baldock

Work by David Ratledge and Phil Sparrow

Two complementary articles in the RRRA 2024 Summer newsletter, available at <https://romanroads.org/Newsletters/Members/Newsletter_29_Summer_24.pdf>, considered the possible intersecting routes of these four roads.



Northwest of St Albans (Verulamium) were the small Roman towns of Baldock and Braughing, which were linked by RR221 and RR21a respectively. A third road connected the two small towns, R22, forming a triangle. Base Lidar data is © Environment Agency copyright and/or database right 2023. All rights reserved. Contains Ordnance Survey data © Crown Copyright and database, 2023.

Lancashire

Collated by Neil Buckley

RR70d. Walton-le-Dale to Lancaster. An archaeological excavation at Moons Farm, Catterall, (SD 50134 42738).

A private excavation by A Jackson in March 2022.

A private excavation was carried out by Andy Jackson at Moons Farm in Catterall in March 2022. The location was on the suspected alignment of the Roman road from Walton-le-Dale (RR70d), just north of a hedge line and track at Moon's Farm.

The road stones were encountered only around 150mm below the surface and there was a slight camber. There was only time to excavate about 4.5 metres of the road but its appearance was virtually identical to that excavated on the same alignment at Matshead Farm, Bilsborrow, south of Catterall. In view of its similarity to that at Matshead Farm, the exposed section was not disturbed and left intact. There was no reason to doubt that it would have been of the same or very similar construction i.e. 500mm thick (surviving) and 8 metres wide. Beyond this section, at the junction of the two roads, lidar shows a depression so the assumption is the road stones have been robbed away from there.

PRN43043 (ELA3352) Date 07/03/2022 - 07/03/2022

RR703, Ribchester to Kirkham. Archaeological Evaluation at the proposed Cottam Parkway Railway Station, nr Preston, Lancashire: (SD 4909 3150)

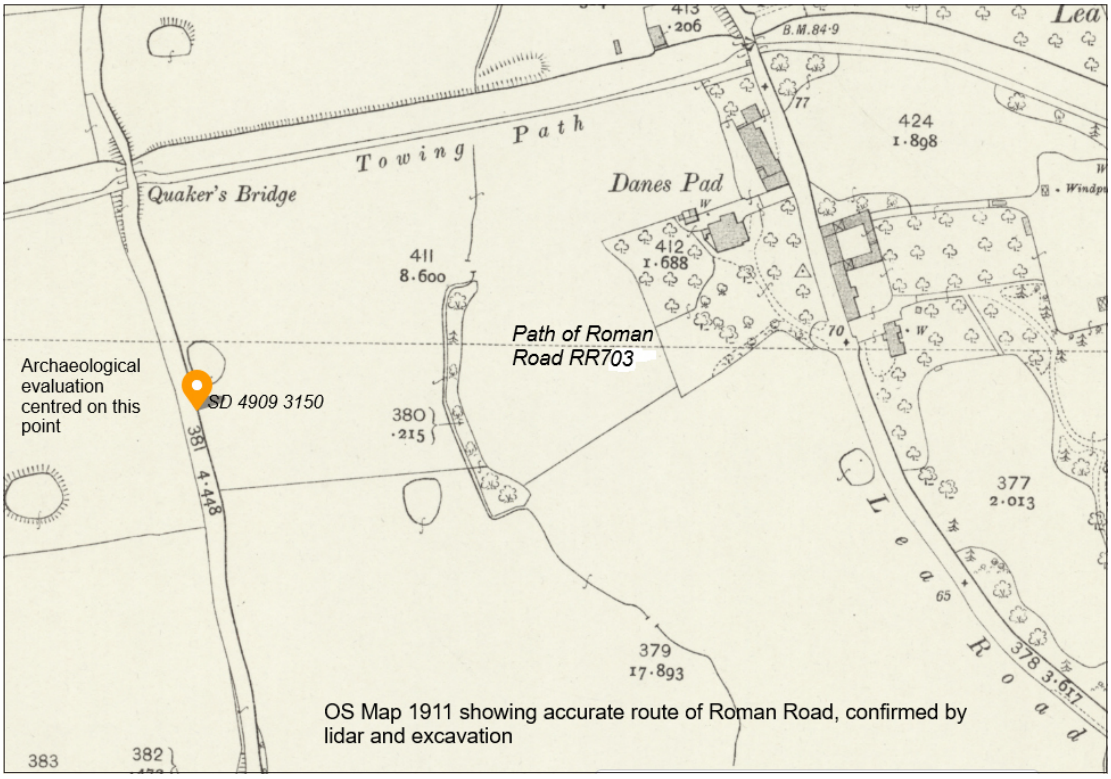
Excavation by Rocket Heritage & Archaeology Ltd

Rocket Heritage & Archaeology Ltd was commissioned by Lancashire County Council (LCC) to undertake an archaeological evaluation at land off Lea Road and Sidgreaves Lane, centred on National Grid Reference SD 4909 3150. The work was commissioned by LCC in response to conditions on Planning Permission Reference LCC/2022/0049. The proposed development is for the construction of a new railway station and associated works including access roads and a new bridge over the Lancaster Canal. This report presents the results of the archaeological evaluation, which was accompanied by a Strip, Map and Record excavation.

The work was undertaken over eight days between 16th and 25th October 2023. Two trenches were excavated measuring 30m by 2m. They were targeted on the suggested line of a Roman road (Margary RR703) between Ribchester and Kirkham.

No archaeological remains were identified which supported the presence of a Roman road or other Roman-period activity. The evaluation confirmed the long-term agricultural use of the site, with five furrows attesting to the historic ploughing regime. A further feature was interpreted as either a pond or marl pit.

Note by NB: The lidar map of the RR703 *agger* between Lea Road and Sidgreaves Lane confirms that it is badly damaged but still detectable, mostly behind Danes Pad House. In the field beside Sidgreaves Lane it is ploughed out. However the line on the OS Map from 1911 is accurate and places the road some 50m north of the dig site centred at SD4904 3150, so it was unlikely that the road would be uncovered at this location. The alignment indicated by lidar was confirmed by excavation at Ward's House Farm, Salwick in June 2022. (PRN44007 (ELA3617) Date: 16/10/2023 – 25/10/2023)



RR703 at Westleigh near Cottam, Lancs

RR70d. Possible Roman milestone.

Reported by David Ratledge

An article in the RRRA 2024 Autumn newsletter, available at <https://romanroads.org/Newsletters/Members/Newsletter_30_Autumn_24.pdf>, speculates that a cylindrical stone near RR70d in Garstang could be a previously unrecorded Roman milestone

Greater London

Collated by Matt Sparkes

RR1c. Borough of Southwark, Old Kent Road (junction with Ilderton Road), SE15, TQ 3520 7733.

Work by Dave Taylor (MoLA) and Chris Constable (Southwark Council)

In Summer 2024, a section of Watling Street was located under the Old Kent Road during the installation of underground pipes by utilities company Veolia. This was the first occasion in this part of London where Watling Street had been found to be located below the present road, with previous finds having been limited to locations where the modern road diverged from the original Roman line.

The road surface (exposed in a 2m transect) was found directly beneath the modern road surface and was described as 'well preserved'. The Roman fabric measured 5.8m wide and sat between areas where the remains had been destroyed by utility trenches. The original width therefore could not be established but had previously been found to be c.14m about 1km to the northwest at Cantium Retail Park (TQ 344 778), at which point the road surface was c.30m south of the Old Kent Road.



Watling Street revealed under Old Kent Road during the installation of services. Image courtesy of BBC

The construction of Watling Street at the junction of the Old Kent Road and Ilderton Road consisted of '*[a] solid foundation of compacted gravel sealed by two layers of chalk, [...] topped by another layer of compacted sand and gravel*'. This material measured, in all, 1.4m thick.

The project to install new pipes continues in the general area and it is hoped that further light may be shed on two topics of particular interest.

1) The section of the Old Kent Road where the present find was located runs very straight for c.1km and appears to represent the original Roman alignment. Further to the northwest, for example at Cantium Retail Park, the Old Kent Road runs at a similar bearing but apparently slightly to the north of (and parallel to) the Roman line. The find at Cantium Retail Park would seem to be on or very close to the Roman alignment running from the southeast, which would appear to suggest that the Roman road would be found consistently along that line. However negative evidence approximately halfway between the Ilderton Road and Cantium Retail Park finds indicates very strongly that this is not the case and that the Roman road must have shifted alignment at some point between these two locations. The exact course of Watling Street in this area thus remains to be firmly established.

2) About 400m to the northwest of the Old Kent Rd / Ilderton Road site is the presumed location of the junction between Watling Street and the London-Pevensey road (RR14). It is anticipated that work to the south of this location may shed light on the exact alignment of the northernmost part of RR14 and thus clarify the precise location of the junction.

(The text above is based largely upon discussion with Dr. Chris Constable, to whom my thanks.)

RR150. Borough of Croydon, Central Croydon and Purley Way Playing Fields.

Research by Matt Sparkes

An article published in Surrey Archaeological Collections volume 106 has reassessed the evidence for the course of RR150 (London-Hassocks) as it passes through Croydon.

The route originally proposed by Margary back in the 1930s had been increasingly overlooked by local archaeologists because the majority of Roman settlement evidence had been uncovered perhaps 400m to the east, along the line of the modern-day high street through the town. The high street was thus commonly suggested to represent the actual line of the Roman road, despite a marked absence of road evidence to support this theory.

The recent SyAC article points to two excavations (post-dating Margary's work) which were directly on Margary's proposed route and which uncovered evidence very similar to multiple established Roman road finds close to the Greater London / Surrey border. These two finds (located southwest of Croydon, on or close to Purley Way playing fields) were not recognised as Roman at the time of the excavations but can now be seen to be linked by a c.1km very straight lidar feature, which is apparently crossed by signs of medieval ridge and furrow agriculture.

Further evidence (including early maps, a medieval document, antiquarian accounts and the long-established Roman alignment to the north of the town) indicates that all sources are strongly in favour of the route originally proposed by Margary.

Margary's route passes through the part of Croydon inhabited in Saxon times, dominated by the extensive Minster/Palace complex (which dates back to c.800 AD and has been continuously occupied from then into the present day). This complex has not been subjected to significant archaeological excavation, which is suggested to be the reason that most of the Roman settlement evidence has been found further to the east along the High Street line.

The online version of the article is available at <https://archaeologydataservice.ac.uk/library/browse/details.xhtml?recordId=3257499>.

RR3a. Borough of Tower Hamlets, Iceland Wharf, Iceland Road, E3, TQ 3735 8370.

Work by Ross Johnson and Lee Waters of AOC.

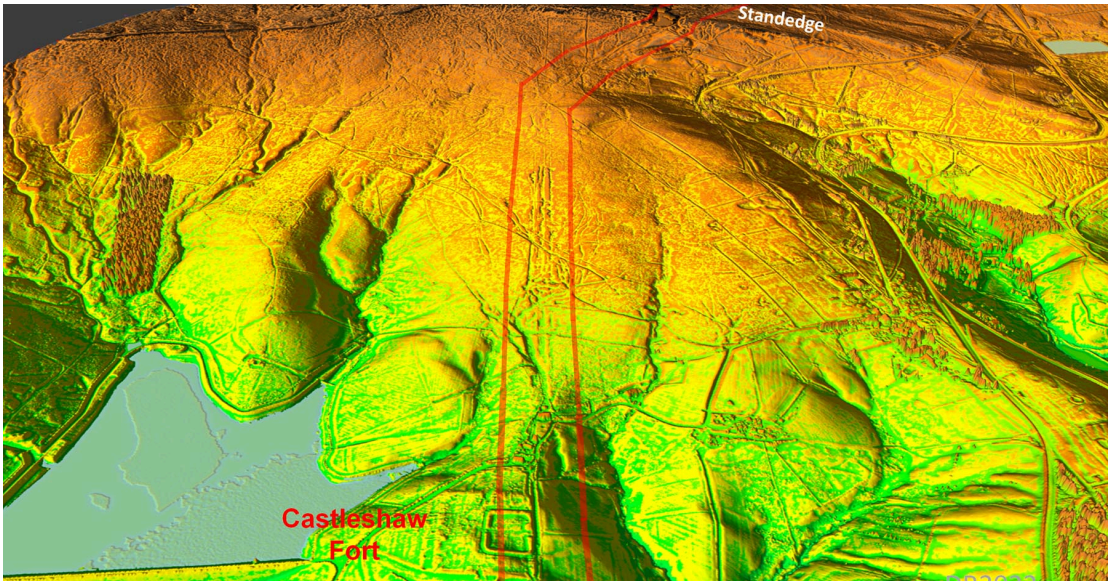
A small scale watching brief discovered (in at least two locations) a feature described as a '*hard gravel layer*', close to the assumed alignment of RR3a (London-Colchester). The location is close to the crossing of the River Lea. The existence of a Roman building in the near vicinity was interpreted as indicating '*either the presence of a Roman period waterfront or [a] support structure for the road as it crossed marshland*'. (Source: London Archaeologist 16 (s2) p69.)

Greater Manchester

RR712 Searching for the Roman Highway beside Castleshaw Roman Fort: Geophysics in Daycroft Field. SD 99870 09550

Work by Tim Jeffery with support from Phil Barrett and Norman Redhead

A series of geophysical surveys were carried out on a 270 m long and 30 m wide strip of Daycroft Field to the south of Castleshaw Roman fort in the summer of 2023. The project was instigated by the Friends of Castleshaw Roman Forts with the aim of determining the presence or otherwise of the Roman road termed Road 712 in Daycroft Field (Margary, 1973). The surveys were carried using earth resistance, gradiometer, and ground penetrating radar (GPR) techniques. The earth resistance survey work was carried out by Phil and Sarah Barrett on behalf of the Friends of Castleshaw Roman Forts. The gradiometer and ground penetrating radar surveys were carried out as part of an MA dissertation at the Department of Archaeology of the University of Sheffield (Jeffery, 2023). In addition, a re-examination of lidar data in and around Daycroft field was carried out to aid interpretation of the geophysical surveys.



A David Ratledge 3D visualisation of RR712 passing Castleshaw. Base Lidar data is © Environment Agency copyright and/or database right 2023.

The site comprises part of a pastoral field immediately to the south of Castleshaw Roman Fort, known as Daycroft Field, located at grid ref 399870 409550. Note that it forms part of the Scheduled Monument for which a Section 42 licence for the geophysical survey was granted on 17th April 2023.

The earth resistance survey was carried out between 20th May and 30th July 2023. The gradiometer survey was carried out between 20th and 22nd May 2023. The GPR survey was carried out between 26th May 2023 and 6th June 2023.

The reinterpretation of the lidar data provided strong evidence of RR712 at the western end of Daycroft Field and to the east of Castleshaw hamlet in the form of two parallel carriageways climbing towards the Standedge escarpment.

The earth resistance survey provided good contrast between low and high resistance features. Evidence for RR712 was most clear at the western end of the survey. The gradiometer survey provided evidence of activity to the south of the fort but with insufficient detail to distinguish individual features. The ground penetrating radar survey provided evidence of a larger number of features and gave approximate information on the depth of the features. This included agricultural features at shallow depths, evidence of buildings to the south of the fort and strong evidence of a deep southern ditch of RR712 connecting to the south gate of the fort.

The location seems to be where David Ratledge's lidar predicted in 2016.

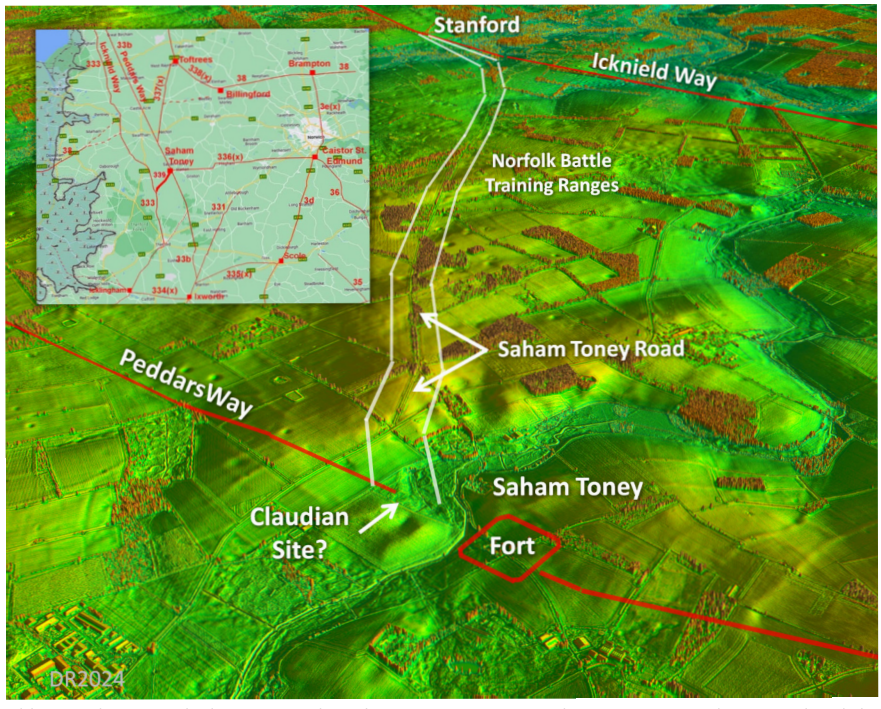
Reference: **Jeffery**, T., Barrett, P., and Redhead, N., 2024: *Searching for the Roman Highway beside Castleshaw Roman Fort: Geophysics in Daycroft Field*. Available at <https://www.castleshawarchaeology.co.uk/documents/Castleshaw_Daycroft_Field_2023_Geophysical_Survey_Report_Final.pdf>, accessed April 2025. See also other research documents relating to Castleshaw on The Friends of Castleshaw site <https://www.castleshawarchaeology.co.uk/documents.htm>, accessed April 2025.

Norfolk

RR339(x). Saham Toney to Stanford.

Work by David Ratledge

An article in the RRRA 2024 Autumn newsletter, available at <https://romanroads.org/Newsletters/Members/Newsletter_30_Autumn_24.pdf>, demonstrated that there was a linking road between Saham Toney and Stanford. RR339(x) has been allocated for this road.



Oblique Lidar image looking across the Saham Toney Roman settlement site towards Stanford and the Icknield Way. Lidar data is © Environment Agency copyright and/or database right 2023. All rights reserved. Inset: Location map - base map copyright Google 2024.

Northumberland

RR873(x) formerly RRX110. Whinney Hill to Longshaws

Original work by Mike Haken

Suggestions of a possible road have been observed on lidar imagery heading south-south-east from Whinney Hill, where the Devil's Causeway (RR87) 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 yet been found south of the fortlet.

If these indications are part of the long sought link road between Newcastle and the Devil's Causeway, previously allocated the OS number RRX110, (OS data available to RRRA members at <https://www.roadsofromanbritain.org/os/rrx/RRX110.pdf>), this could prove to be a valuable discovery. Road number RR873(x) has been reserved.

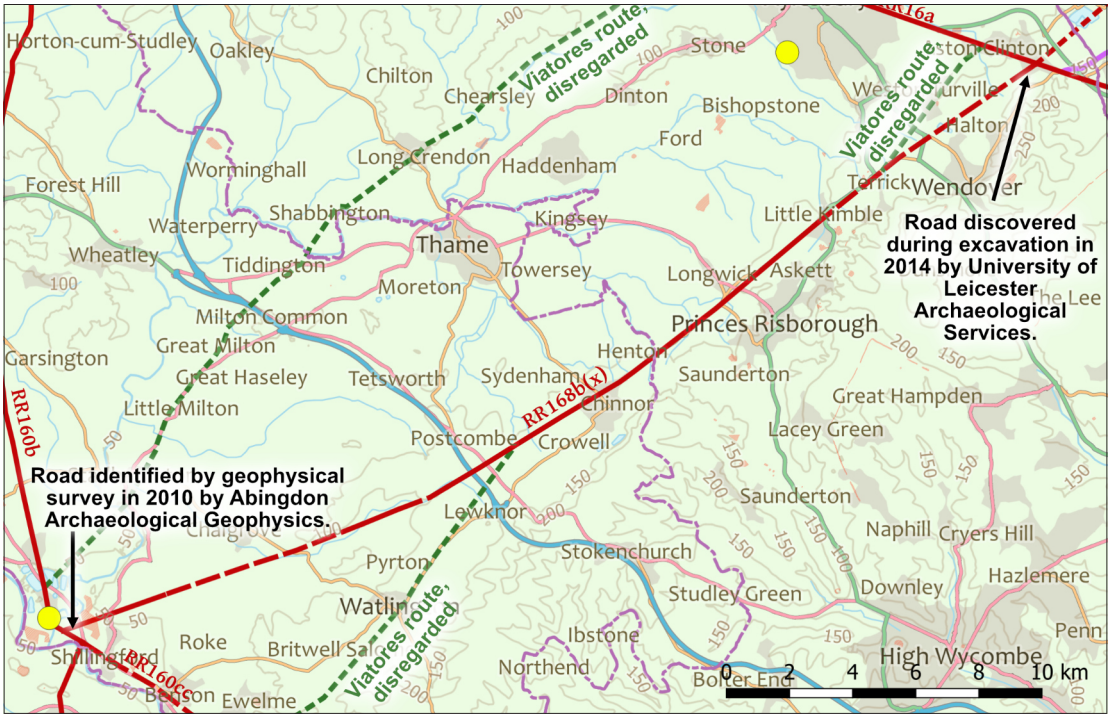
Oxfordshire

RR168b(x) Dorchester-on-Thames to Aston Clinton

Research and summary by Mike Haken

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. However, rather than starting in Lewknor, it was identified in a geophysical survey (Booth 2024, 83) branching from RR160cc in Dorchester-on-Thames, although not recognised at the time for what it was. It does not survive well here, the only length of *agger* visible on lidar imagery (on precisely the same alignment) being between SU 6081 9464 and SU 6126 9480, although former field boundary features between SU 6316 9545 and SU64179580 preserve the line. It appears to make a 3° turn more northeasterly just after the B480 crosses it, being visible again on lidar imagery for 1200m between SU 6768 9708 and SU 6880 9755, partly beneath modern field boundaries. It changed alignment more northeasterly again (about 10°) when crossing the stream at South Weston (SU 6983 9794), after which heavily truncated and fragmentary remains visible on lidar imagery confirm the new alignment which is then taken up by a modern trackway at SU 6983 9794, just north of Aston Rowant, where the route coincides with that recorded by the Viatores.

Mill Lane takes up the Roman line, becoming the B4009 in Chinnor, with another slight alignment change (about 5° more northeasterly) on a slight rise at SP 7583 0159 then keeping straight through Bledlow, Pitch Green and Smokey Row and presumably keeping straight where the modern road (A4010) deviates northwards at Little Kimble and Nash Lee, although there are no traces on lidar imagery. The final tweak in alignment (4.3°), this time southwards, seems to be at the stream crossing at SP 8433 0845, where the Viatores' supposed route diverges to the northeast. The *agger* is almost certainly entirely ploughed out here, as it was found to be when its truncated ditches were discovered by chance in 2014 during an excavation on the eastern edge of Aston Clinton, as the road approaches Akeman Street (Morris 2018).



Map showing the course and location of RR168b(x) in Oxfordshire and Buckinghamshire

Assessing all the evidence collectively, there can be no doubt that the course described represents a Roman road from Dorchester-on-Thames to Aston Clinton, incorporating fifteen kilometres correctly identified by the Viatores. There can be little doubt of the route, although it would be useful to have confirmation near Little Kimble and Nash Lee, perhaps by geophysical survey. It seems possible, even likely, that the road continued in some form northeast of Akeman Street to the Romano-British settlement at Dunstable, although for the time being at least that remains conjecture.

I am aware that David Staveley has released a video on the lidar evidence for this road, correctly identifying the southwestern section, however his route takes it to Cow Roast, not Aston Clinton, which given the 2014 excavation evidence at Aston Clinton (Morris 2018) seems improbable, although a branch road cannot be entirely ruled out.

Road number RR168b(x) has been allocated.

References

Booth, Paul, 2024: 'Aspects of the Roman Road Network in the Oxford Region', *Itinera* 4, 67-96. Available at <https://romanroads.org/*Itinera*/Vol4_2024/Roman-Road-Network-Oxford_Booth_2024-stitched.pdf>, accessed April 2025.

Morris, Mathew, 2018: *Uncovering the Lower Icknield Way: An Archaeological Excavation at Stablebridge Road, Aston Clinton, Buckinghamshire*, University of Leicester Archaeological Services. Available at <https://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-416-1/dissemination/pdf/universi1-281648_1.pdf>, accessed April 2025.

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

Shropshire

Collated by Paul Smith

RR64 near Wroxeter and Severn crossing

The author of this section is grateful to RRRA member Ed Griffiths and Secretary Dave Armstrong for drawing his attention to a Zoom presentation from the Council for British Archaeology about archaeological work in progress at several key National Trust sites including Wroxeter, Shropshire.

The Wroxeter Roman City (*Viroconium*) lies within the Attingham estate near Shrewsbury in Shropshire. Wroxeter was one of the largest cities in Roman Britain and a nodal point on the road network. I.D. Margary showed at least four Roman roads running into the town: RR1h Watling Street, RR6a to Chester, RR6b to Caerleon and RR64 to Caersws. In addition, at least three other roads have been postulated; Hugh Toller's route to the west, RRX5 leading from Wroxeter towards the Wrekin and an alternative to RR64 which would have seen travellers crossing a bridge south of Wroxeter and the proceeding to the west on a road located south of Toller's route.

Wroxeter was subject to one of the most intensive campaigns of geophysical survey during the 1990s; most of the area of the town was surveyed. In 2023/4 the survey was extended outside the city when the largest geophysical survey ever undertaken on National Trust land was carried out. Over 1,000 hectares (2,471 acres) of the Attingham estate were subject to a magnetometer survey undertaken by Magnitude Surveys. The survey was carried out to help the Attingham Estate plan for future nature

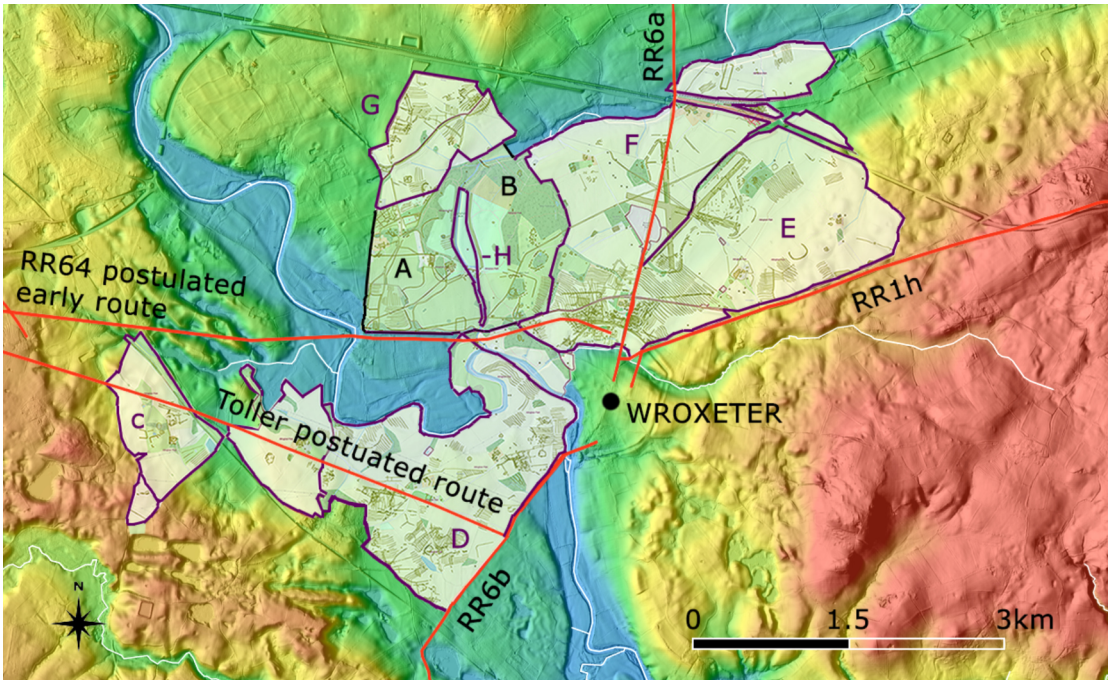


Fig 1: Known and postulated Roman roads leading to Wroxeter shown against a topographical map. The light coloured areas labeled A – H are the geophysical survey areas used by Magnitude Surveys © Paul Smith. © Crown copyright and database right 2024. Lidar data @ Environment Agency copyright and/or database right 2024. All rights reserved.



Fig 2. Magnetic Gradient (Region C (Detail). The orange line is Toller's postulated road. @ Magnitude Surveys 2024. Contains Ordnance Survey data @ Crown Copyright and database right 2024

conservation and tree-planting schemes across the landscape, as part of its ambitious targets to address climate change.

Janine Young, an archaeologist with the National Trust, said '*the extent of the discoveries was a surprise*'. Eight ditched enclosures were identified during the work, likely Iron Age or Romano-British farmsteads, along with two previously unknown Roman villas. Features here included floor plans with internal room divisions and associated outbuildings and each exhibiting evidence of at least two construction or occupation phases; this adds to the six other villas known in Shropshire. The survey also revealed new features associated with a known Anglo-Saxon Great Hall complex and provided further insights into RAF Atcham airfield, including runways and perimeter defences from the Second World War.

Of most interest to members of the RRRA were the conclusions drawn from the technical report on the second phase of the geophysical work which covered areas C – H as indicated on the *Fig 1* above.

Young advised that;

'*The geophysical survey identified a linear anomaly interpreted as the route of a Roman road, running se-nw near to Lower Betton. As can be seen in figure 2 the line of this road clearly lines up with the Roman Road identified and excavated at Sharpstones quarry* (route shown in orange)*, and further confirms the route postulated by Toller as discussed in the introduction to the article', An Engineered Iron Age Road, Associated Roman Use (Margary RR64), and Bronze Age Activity Recorded at Sharpstone Hill, 2009, by Tim Malim and Laurence Hayes in the Transactions of the Shropshire Archaeological and Historical Society, Vol 85, 2010.*' The

introduction is titled: '*Sharpstone Hill and Meole Brace in the Iron Age and Roman Periods: Introduction*' by Roger White and Andy Wrigley.

The authors of the introduction to the discussion of the excavation at Sharpstone Hill explain that RR64, which could arguably be seen as an extension of RR1h, was '*briefly established prior to the creation of Wroxeter fortress that crossed the Severn at Atcham*' (White 2006, 155). This was neither proved nor disproved by the discoveries reported on by Malim & Hayes. Following the diversion of Margary RR64 into Wroxeter consequent on the foundation of the fortress, Margary postulated a dog-leg that connected to the original route on the east side of Sharpstone and further south than Toller's postulated route as shown in Fig. 1. The evidence in the report on the excavation at Sharpstone Hill establishes:

'that this line is incorrect. Instead, the route recently (in 2010) independently established by Toller from crop mark evidence and shown on Figure I is to be preferred as this coincides exactly with the excavated evidence (H. Toller, pers. comm; Evans et al. 2010, 321).'

Mike Haken holds all Hugh Toller's aerial photos (along with his digital archive) however the photos have never been catalogued, and many are difficult to identify. There was no time to find the AP which Hugh used to support his postulated route as referred to by White and Wrigley, for inclusion in this piece. This must be considered work in progress. It seems certain more analysis will be required in the future.

Somerset

Collated by Elliot Mouelhi

RR5b. (Fosse Way), Bath

Trial trenching by Cotswold Archaeology

An evaluation by Cotswold Archaeology at the site of the former Homebase store on the south bank of the River Avon in Bath failed to locate either of the two proposed diversions of the Fosse Way (RR5b), whose roughly parallel projected lines cross the site. The westernmost of these diversions (Fosse Way early diversion) was located on a previous evaluation by Cotswold on the same site in 2019, when a metalled surface was uncovered at a depth of 2.13m below the extant ground level. As part of the more recent evaluation, a trench was placed across the projected line of the easternmost diversion (Fosse Way Wansdyke-Royal Crescent) down to a depth of 3.75m below ground level, without locating any traces of a Roman road. This suggests either that the projected course of the Fosse Way Wansdyke-Royal Cresent diversion is incorrect or that it has been completely truncated by modern development.

BaNES HER: 70869. Nowlan, J. (2024) Former Homebase Site, Pines Way, Bath, Bath and North East Somerset: Archaeological Evaluation. Cirencester: Cotswold Archaeology.

RR5c. (Fosse Way), Batheaston

Watching brief by J.L. Brigers

The installation of a 58m-long drainage pipe along the eastern edge of Fosse Lane, in the village of Batheaston, was monitored to see if any deposits associated with the original Roman road still survived. Along much of the trench, all archaeology had been destroyed by a modern sewer. In places however, several deposits, all consisting of small or medium limestone rubble in a clay matrix, formed

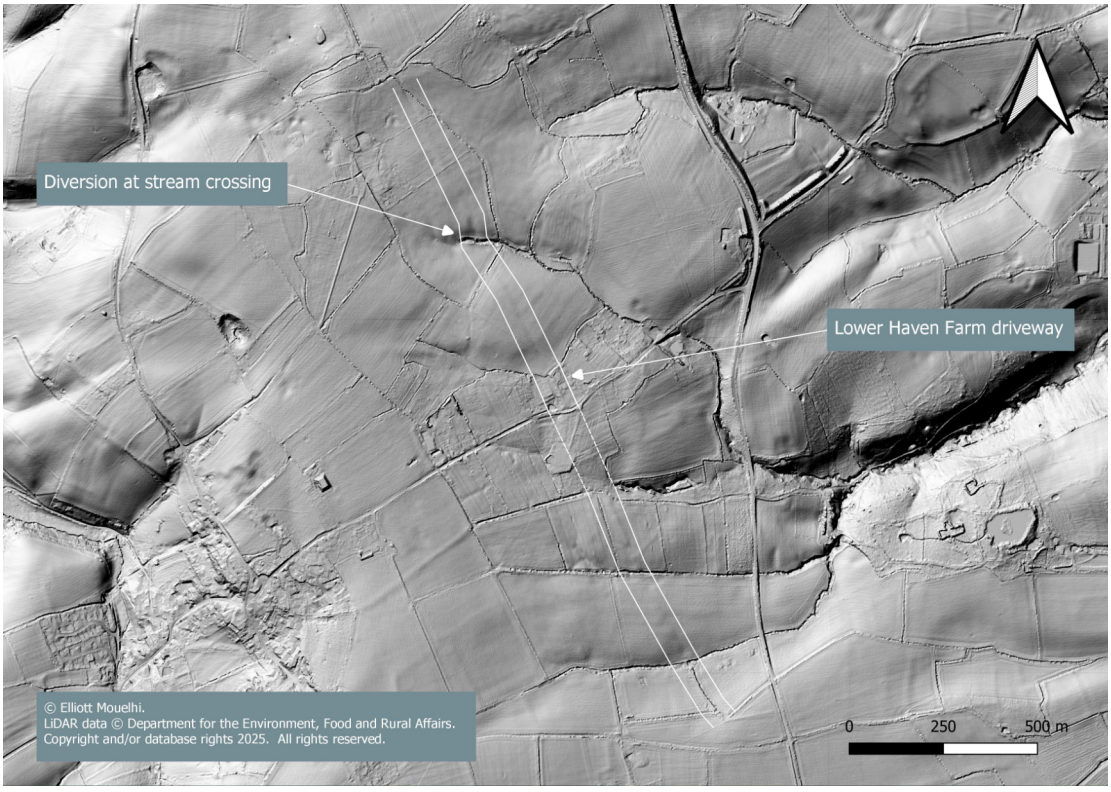
a thin spread directly overlying the natural geology. These were interpreted as possibly belonging to the very lowest layers of the original Roman road, the rest of which has been truncated. One particular metalling deposit was found to extend east of the road's edge, under the verge and possibly further still. This suggests the Fosse Way occupied a corridor wider than the one occupied by Fosse Lane today and that encroachment onto the eastern side of the road over the millennia may have preserved more substantial deposits beyond its extant limit.

BaNES HER: 70993. Brigers, J.L. (2024) Fosse Lane, Batheaston, Bath & North East Somerset: The Results of Archaeological Monitoring. Middlezoy: James L Brigers.

RR52. Norton St Philip

Lidar analysis by Mike Haken

A c.1.7km-long, intermittent but straight linear earthwork, probably marking the line of a Roman road leading south from Bath usually assumed to go to Kingston Deverill, and perhaps beyond to Badbury Rings (RR46) and Poole (RR4d), has been located east of the village of Norton St Philip. Examination of lidar imagery has confirmed that a short holloway, previously postulated as belonging to this road, was indeed part a longer earthwork.



Lidar image of RR52 at Norton St Philip. Base Lidar data is © Environment Agency copyright and/or database right 2023.

An *agger* is visible from ST 7786 5725 heading in a straight line southeast until a stream crossing forces it to pass through a cutting in the north bank of the combe, making a minor 'V' deviation before

returning to its alignment, typical Roman road planning. The holloway continues south of the stream until it is obscured by modern settlement around Farleigh Road, although it appears to align perfectly with the long driveway to Lower Haven Farm, which follows the line of a former field boundary that can be seen on the old OS maps. A prominent *agger* resumes south of Foxholes Lane, reverting to a negative earthwork again after it crosses another stream, before vanishing on the other side of the field at ST 7860 5575. However, the alignment seems to be continued by a short, mostly linear field boundary, southwards to ST 7870 5560.

The earthwork follows a more easterly path than the 'old' courses of this section of RR52, found on the Somerset HER map (24223) and OS file, though the route it took south of Norton St Philip remains unclear. Margary seemed quite sure it followed a green lane west of Woolverton (labelled "ROMAN ROAD (course of)" on the modern OS map), whose original northern extent all the way to the Frome Road can be seen on the tithe map. However, for this to join up with the newly-discovered length of road would require a significant change in alignment, which seems unlikely, though not impossible. Further south, the road may have crossed the River Frome at Oldford, where a section was claimed to have been exposed by groundworks in c.1999 (Somerset HER: 26295).

Somerset HER: 42076; BaNES HER: 60189.

RR494(x) Elworthy

Aerial photography analysis by S. Kaye

A close inspection of Historic England aerial photography taken in the exceptionally dry Summer of 2018 has located a short (c.190m), north-south aligned stretch of the Exeter-Watchet road between ST 0869 3597 and ST 0868 3617, north-east of Elworthy. An intermittent, linear parchmark indicating the road surface is flanked on both sides by verdant lines representing bounding ditches. Large, green patches along the route likely represent quarry pits. The road continues the general alignment of Maunsborough Lane to its south and runs closely parallel with Silverdown Hill, into which it eventually merges. The same aerial photography also reveals a sub-square enclosure c.100m to the west of the road. See Ratledge (2024, pp. 139-40) for a description of this section of the road prior to the discovery of the aerial photography, which has allowed for a slightly more precise route to be traced.

Exmoor HER: MEM24800; Somerset HER: 39966. Ratledge, D. (2024) 'Some Roman Roads around Exeter: A Tribute to the Late Hugh Toller', *Itinera*, 4, pp. 121-174.

RR540. Stanton Drew - Publow

Research by T. Richards, with contributions from E. Mouelhi

A NOTE FROM THE CORRESPONDENT: Independent research by Mr T. Richards, compiled in an unpublished report sent to the BaNES HER Officer in 2022, may have made progress in tracing the course of RR540 northeast of Stanton Drew. This work should have been mentioned in Volume II of *Itinera*, but was unfortunately missed by myself, for which I apologise. A brief summary of Mr Richards' research on RR540 follows. Occasionally his theories are supplemented by my own thoughts.

According to Richards, RR540 was accidentally exposed by a digger in May 2022 at Old Down, near the River Chew, though unfortunately an exact location is not provided. It apparently consisted of a shale surface with stone borders, somewhat similar to the section excavated by Rahtz and Greenfield in the

1950s under what is now Chew Valley Lake. Southwest of where RR540 crosses the River Chew here, its course is attested by an *agger* visible on lidar. To the north however, the road is not as easy to trace. Richards suggests that a terrace centred on ST 6180 6415 may represent its continuation. However, this seems unlikely for two reasons: firstly, lidar shows that this '*terrace*' is in fact a narrow trackway, whose crisp, well-defined outline suggests a modern origin; secondly, Richards' proposed road would climb up from the Chew's low-lying meadow, onto a steep spur and then back down again to the Chew, a course which seems improbably steep. It is more likely that after crossing the Chew, the road ascended the narrow dry valley at the northern end of Culvery Wood, where the gradient is much gentler than to the south.

Northeast of the valley, a very low, very broad, southwest-northeast aligned, linear earthwork is just about visible on lidar. This may be the continuation of the road, though this is purely speculation.

Richards' essential hypothesis is that the Wansdyke (a long bank-and-ditch earthwork thought to date to the sub-Roman or early medieval periods), deliberately incorporates RR540 into its design, forming a fanned gateway for the road to pass through. At Cottles Farm, north of Publow, the Wansdyke appears to turn south, with the bank running along the western side of a brook, which forms a natural ditch. Richards suggests that RR540 crossed the brook at around ST 6239 6480, where it appears the bank may have been engineered to incorporate a holloway that heads east from Publow Farm, which he postulates is the Roman road. Across the brook, the Wansdyke follows an easterly bearing, while Richards' proposed course of RR540 takes a slightly more northerly path, represented by some extant field boundaries skirting along the southern edge of a small combe.

Just as several Iron Age hillforts were refortified and integrated into the Wansdyke's defensive line, it seems highly plausible that the dyke may have been designed to incorporate the existing Roman infrastructure network. Therefore while many details remain uncertain, Richards' main thesis regarding the relationship between the Wansdyke and RR540 seems quite plausible and certainly warrants further investigation in the field.

BaNES HER: 67018; 62363. Richards, T. (2022) M540 Roman Road- Publow/Pensford. Unpublished.

Kingston Deverill (Wiltshire) to Trudoxhill - see Wiltshire, pp 274-5

Staffordshire

Collated by Paul Smith

RR181 through Stoke on Trent

A programme of archaeological investigation (DBA, geophysical survey, trial trenching and a watching brief) undertaken on a site located on the potential course of Ryknield Street (RR181) through Stoke-on-Trent. The site was located off Lordship Lane, Fenton (NGR SJ 88566 45458). The grid reference relates to the centre-point of the development area, the boundary of which included the probable course marked on the map. The course of the road has never been verified archaeologically within Stoke-on-Trent, although physical remains have been found just over the administrative boundary in Newcastle-under-Lyme. There are antiquarian references to its possible route through Stoke and I suspect the course shown on your map reflects that presented in the most oft-cited (and detailed) of these sources – Ward's '*The Borough of Stoke-upon-Trent*' (1843).

Unfortunately, fieldwork identified no traces of the road, but could not rule out the possibility that evidence might survive within an undeveloped area to the NE.

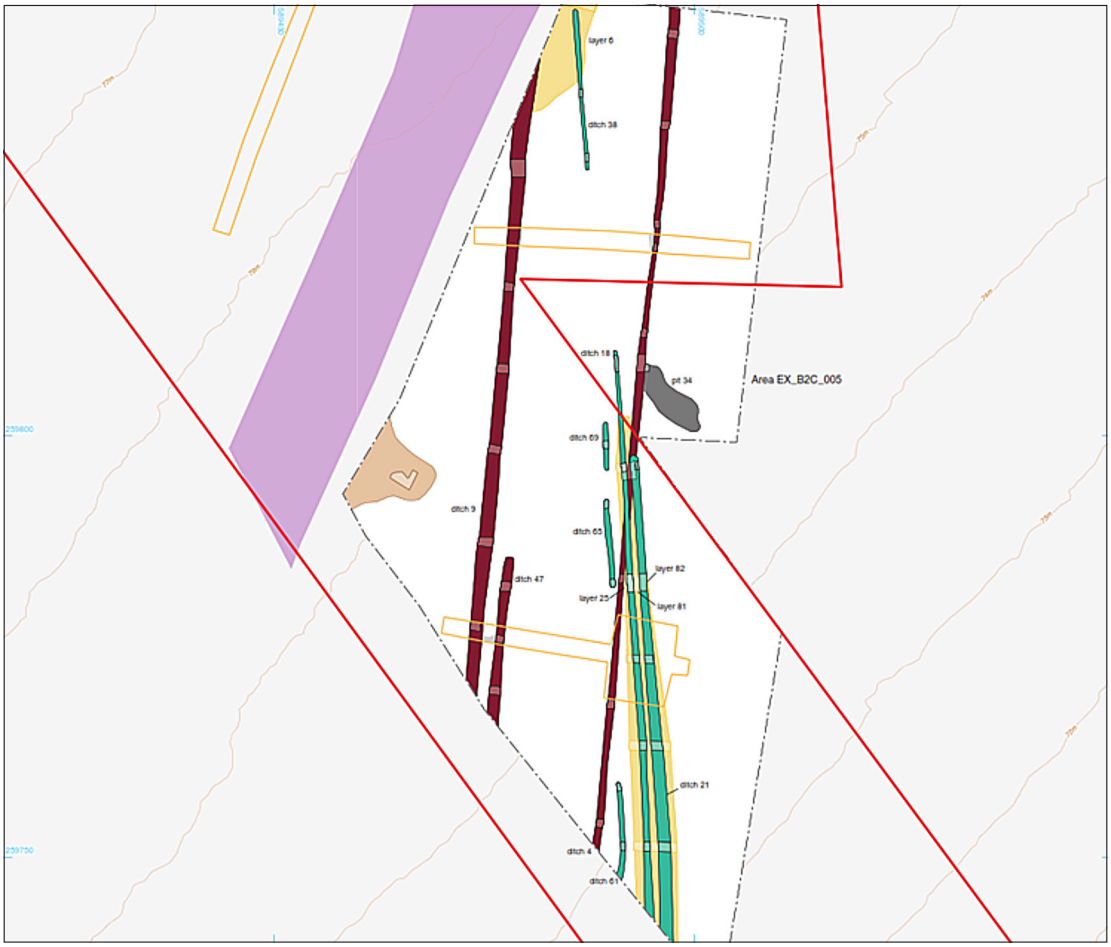
Suffolk

Collated by Geoff Lunn

RR33a. Part of the Anglian Water Pipeline scheme at Little Whelnetham, Suffolk TL 89410 59866

Work by Cotswold Archaeology (Suffolk) Ltd.

A section of Roman Road was excavated in Little Whelnetham as part of the wider Anglian Water Bury St Edmunds to Colchester Pipeline scheme. It was bounded by two ditchlines with a distance of 15.60m between them. No evidence of metalling remained, suggesting it was either highly truncated



RR33a at Little Welnetham as revealed by the installation of water pipes. Red is the site boundary and the chain line the extent of excavation. Roman parallel ditch lines as in maroon indicating the ditches of a Roman road. Post medieval in green. Image courtesy of Cotswold Archaeology.

or represented a less structured trackway. The road was recorded in Margary's *Roman Roads in Britain* as travelling between Long Melford and Pakenham (Margary 1973, 255).

HER Ref WLL019, Archive Suffolk County Council, Report Cotswold Report No: SU0636_1

RR33a. Geophysical Survey on land to the south of Thurston, Suffolk TL 91271 65182.

Work by Suffolk Archaeological Field Group (SAFG)

In 2024, members of SAFG were asked by Thurston Relief In Need Charity (TRINC) to undertake a geophysical survey of land to the south of the village of Thurston, Suffolk. The aim of the project was to see if any traces remained of the known Roman road (RR33a) which nearby cropmarks and lidar traces suggest would cross the field in question. The aim was also to evaluate if any traces of occupation or human activity could be seen adjacent to the road. Both magnetometer and earth resistance surveys were successful in showing traces of the Roman road-side ditches, and there is a possibility that a high resistance area between the ditch lines might have been as a result of compaction of lower soil levels due to construction of the metalled *agger* of the road. No trace of human occupation or activity was detected elsewhere on the site.

SHER Ref SUF098, Archive Suffolk County Council, Report SAFG

Surrey

Collated by Matt Sparkes

RR151. Rowhook to Farley Heath Road.

Research by David Calow and Emma Corke of the Surrey Archaeological Society

Previously mentioned briefly in last year's round up (*Itinera* 4, p.367), this interesting work regarding the nature of RR151 has now been published in Surrey Archaeological Collections volume 106 (pp217-230). RR151 runs approximately northwest from Stane Street, with the alignment conventionally being assumed to extend for c.13km, up to the vicinity of the Farley Heath Roman temple. Whether this represents the full extent of the road remains unclear, as a continuation of the known alignment would potentially link Stane Street to either RR4a (London-Silchester) or the assumed RR400x (London-Winchester).



Excavated surface of RR151. Image courtesy of Chris Gibson.

Recent investigations (via probing etc) led to the Roman road surface being exposed at three different locations (5 trenches in all). The metalled surface (of local sandstone and chert) was found to measure 3.6m wide and 15-25m thick, with indications of a camber of about 7cm (1:17). There was also '*evidence for side*

ditches and, in one place, an apparently contemporary adjoining area of stones that might be the base of a stone pile for road maintenance, a passing place or the entrance to an access track'. These excavations mean that the presence of the road has now been proven along 10.5km of the distance towards Farley Heath temple, 1.5km further than was previously the case.

An additional unusual feature are the two post holes seemingly constructed into the road structure rather than subsequently cut (marked by black circles on the nearby image).

A construction date in the 1st century AD has been suggested based on the engineering details and the link to Stane Street. It remains unclear whether the road remained in use throughout the Roman period. The lack of cart ruts and potholes may suggest that an alternative route was in use by the time that the nearby Rapsley villa was enlarged in the 3rd century.

Sussex

Collated by John Ashcroft

Update on archaeological excavations in 2023 and 2024 which may throw light on the Roman road network

The information in this update derives from Historic Environment Records supplied by East Sussex County Council, West Sussex Country Council and Chichester District Council, for whose rapid and helpful responses I am most grateful. The period covered is relatively short as the update in *Itinera* IV last year covered evidence from the previous decade or so.

In summary, no direct evidence of Roman roads has come to light in the last couple of years. A few reports do, however, throw some light on the possible course of roads, notably two on the edge of Hailsham in East Sussex:

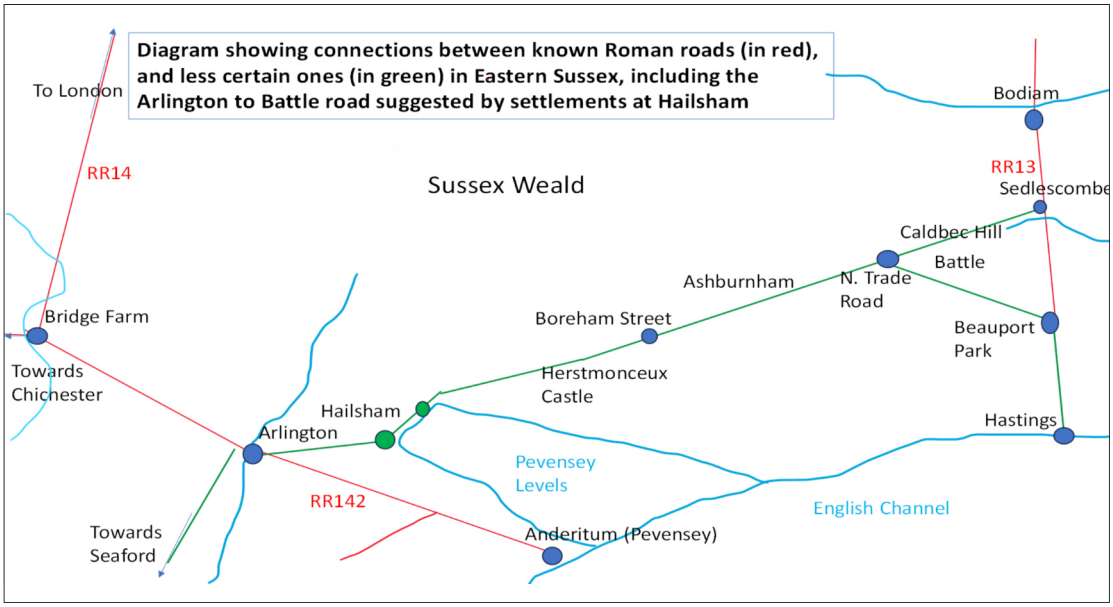
Cuckoo Fields and Ersham Park (TQ 59162 08373 - MES 39145/59431):

Excavation just south of the modern town, unearthed a large number of late Iron Age and Romano-British features indicating substantial occupational activity which was considered likely to extend well beyond the area covered. Finds included pits, pots and ditches, plus equipment associated with salt panning, which is not surprising given the Pevensey Levels sea-marsh close by.

It seems unlikely that a settlement this big, with presumed industrial activity, would be off the Roman road network. The most obvious road would connect to the Romano-British settlement at Arlington about 5km to the west. No traces are visible on the ground but much of the likely course is buried by forestry. Arlington was linked to the major settlement at Barcombe Mills (Bridge Farm) and thence by the Greensand Way towards Chichester (RR140) or by Margary's RR14 towards London. Roads also ran thence to *Anderitum* (Pevensey) (RR142), and probably Seaford, making Arlington quite a transport hub. It seems plausible that the road from Arlington did not end at Cuckoo Fields. Continuing it eastwards would help fill the major gap in the known network that currently exists between the far east of Sussex and the rest of the county.

Old Marshfoot Farm (TQ 60249 09467 - MES 39131/59260):

Excavation at this site east of Hailsham and 1.5km due NE from Cuckoo Fields revealed Late Iron Age/ Roman pottery, with multiple features indicated an isolated area of activity, suggestive of field



Sketch map showing the settlement pattern and postulated road layout in Sussex.

systems, from potentially different phases of Late Iron Age/Roman occupation. Any road headed east of Cuckoo Fields would have to start by heading NE to avoid the Pevensey Levels, taking it right past this site. Thereafter an ENE course to the substantial Romano-British site at North Trade Road, a little west of Battle, the subject of much excavation in recent years, would be plausible. En route there is evidence of a substantial settlement at the suggestively named Boreham Street which led Margary to speculate that a '*high level track-way*' ran thence eastwards to Battle and beyond, taking maybe the course similar to a road recorded on Gough's map of 1360. Artefact finds close to the potential route have also been reported in the vicinity of Herstmonceux and Ashburnham.

From the North Trade Road settlement, it is speculated that a road could have joined Margary RR13 somewhere near Sedlescombe and/or at the major industrial site at Beauport Park (Westfield) just north of Hastings (near which further finds have recently been unearthed, See in particular "*Early Eastern Sussex before 410*", K. Foord 2017, Battle & District History Society, 2017, available on-line at <http://www.bdhsarchives.com/Archives/Collectanea/R5.1%20Early%20Eastern%20Sussex%20to%20410.pdf>. The diagram below shows how the 'new' road joins the others. Incidentally, Battle's place within the Roman road network, assuming these roads were still usable, could explain why King Harold chose to await William of Normandy's army at Caldbec hill, about a km north of Battle and close to the putative route from North Trade Road to Sedlescombe. William could not have advanced further into England whilst Harold camped there controlling the roads and receiving reinforcement.

Turning to West Sussex, recent archaeology at a few sites in the centre and west, at Hassocks, Lavant, Billingshurst and Westhampnett add nothing to our knowledge of the Roman roads to which they were close (although a spectacular Roman timber-lined well was found at the last of these). More might be learnt from what three recent reports may tell us about the settlements that lay south of the

possible course of the road from Westhampnett (ex Chichester) to Shoreham/ Brighton (RR153), and the possibility of a more southerly road, as follows:

- Kingston Lane, Kingston near Angmering (TQ 07825 02720 - MWS 15502): An excavation has unearthed pottery from the first two centuries CE, suggestive of some kind of settlement, to join other settlement evidence found in the Angmering area.

- Land south of Barnham Station (SU 95679 04067 - MWS15665): An excavation has disclosed evidence of settlement including pottery assemblage on a scale significant enough to suggest an import business, which would presumably have needed connecting to the road network.

- Most relevantly, a gradiometer survey at Church Lane Climping (SU 99997 02030 – MWS 15473) has revealed a significant late Iron Age and Roman period laddered or ribbon settlement, with a track-way or road system traversing the site. It is well located relative to a potential crossing of the River Arun, being just 1.5km south of the village of Ford, a place-name suggestive of a crossing without recourse to a ferry.

The three settlements are sort of aligned and the latter two at least might be expected to connect to the Roman road network. However, they lie well south of the road Margary proposed, which has received support from lidar imaging, covered in *Itinera* IV. The alignment, however, has a dearth of significant Romano-British settlements, in contrast with dense settlement of the plain to the south (The substantial settlement reported at Tangmere would be an exception were it not that it was so close, (within a km) from the junction with the London to Chichester road at Westhampnett.

Excavation at Tangmere is scheduled to re-start in 2025). The crossing of the River Arun at Arundel is particularly problematic as the only settlement reported there is a villa located close to the presumed crossing place (were it to transpire that the settlement were larger than a villa this would change things, but excavation in this built-up part of the town is challenging). Crossing further up would require the road to traverse a cliff, and any river crossing here would, as Margary recognised, require a ferry, which is not attractive to the commercial traffic likely to be the road's main users. On the other hand, a ford near the newly identified Climping settlement would have been more convenient and better aligned to pass other settlements such as Barnham and Kingston - maybe a road should be sought here.

Warwickshire

RR184(x). Mancetter towards Grimstock Hill (and Metchley?)

Original work by David Staveley, summarised by Mike Holmes

The south-westerly road from Leicester RR57b met RR1g at a tee junction at Mancetter. Staveley suggests that the 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. As RR57b does not form a crossroad with RR1g Watling Street and the new southward road is another junction slightly further north on Watling Street, a new number RR184(x) has been allocated for this road. The Staveley blog, and others in his series, can be viewed at: <https://www.youtube.com/watch?v=ckY9StjZDg4>.

West Midlands

Collated by Paul Smith

RR18b. Prince Albert School, Perry Barr.

Work by Worcestershire Archaeology

An excavation at Prince Albert School, Perry Barr in Birmingham during the Autumn if 2019 on the line of the RR18b (Ryknild Street or Icknield Street). This excavation has not previously been noted in *Itinera*. RR18b led from the Roman fort at Metchley in Edgbaston, to the south of the excavation area, to the Roman military base at Wall (*Letocetum*) in Staffordshire to the north on Watling Street RR1g. The excavation was conducted by Worcestershire Archaeology at land to the east of Wellhead Lane and was reported in '*Archaeological excavation at D of E Prince Albert School, Perry Barr, Birmingham*,' March 2020.

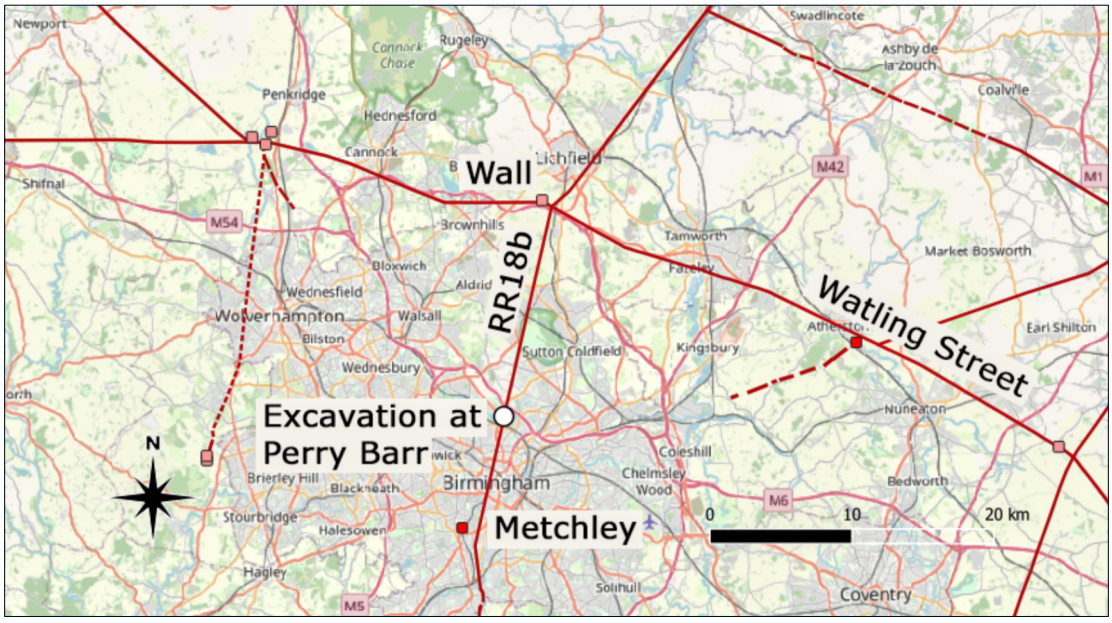


Fig 1. Map showing the location of the excavation at Perry Barr. Background image © OpenStreetMap

Archaeological excavation focused on a length of the possible road to the north-west of the site in the footprint of a proposed new secondary school. A subsequent geophysical survey of the site identified two linear anomalies aligned roughly north-south which were thought to derive from ditches flanking the road. Subsequently an archaeological evaluation of the site was carried out in which the truncated remains of the ditches were identified, although no dateable material was recovered.

The two ditches crossing the site from NNE to SSW were not clearly dated and interpretation of their function was not clear. They are perfectly parallel and a 18m apart which is very comparable to the distance between ditches on other sections of Ryknild Street (for example on the well preserved section of RR18b 4.9 km – 3.09 miles to the north in Sutton Park) and on a section excavated at the junction with RR1 Watling Street. However, no evidence of a road surface survives and an alternative



Fig 2. Plate 1 from 'Archaeological excavation at Department of Education Prince Albert School, Perry Barr, Birmingham' shows the site, looking north-east. The parallel ditches referred to in the text are indicated by red lines. © Worcestershire Archaeology, 2020

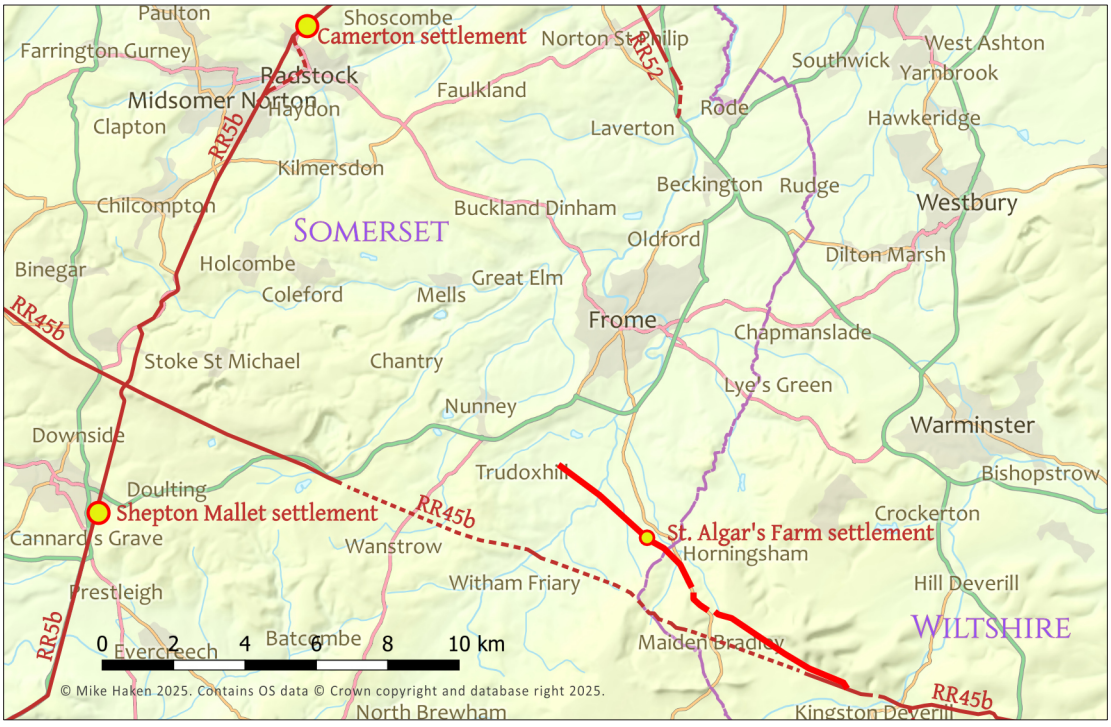
view was that the ditches had no relation to Ryknild Street and that the eastern ditch represents the remains of a section of a Bronze Age pit alignment. If this were the case the western ditch on exactly the same alignment is likely to have been contemporary, perhaps forming part of an enclosure or droveway.

Wiltshire

Kingston Deverill to Trudoxhill (Somerset)

By Mike Haken

A very obvious length of Roman road is visible on lidar imagery as a discontinuous raised linear diverging from the probable course of RR45b at ST 8382 3768. Substantial evidence for the feature was recognised by the Ordnance Survey Archaeology Division (OSAD) in the 1960s as far as ST 8129 3920 near Proutly Wood, and lidar imagery allows us to trace the 'new' road further to just beyond Partridge Farm after which the line is temporarily lost as the road negotiates the steep valleys north of Maiden Bradley, possibly masked by modern roads and tracks. Because of the alignment, the OSAD felt it doubtful that it could be part of RR45b. That conclusion has a slight flaw, since the 'accepted' route has gradients as steep as 1 in 5 crossing the difficult terrain in Great Bradley Wood, whereas our road skirts around the steepest slopes to the north. It is possible, therefore, that the 'new' road could still be part of RR45b until somewhere near Kate's Bench Farm (ST 7963 3999), where the two roads would then diverge, although there is currently no sign of such a junction.



Location map showing the 'new' road which seems to branch from RR45b at Kingston Deverill, traceable as far as Trudoxhill

Further northwest, where our road cannot realistically be part of RR45b, there is certainly evidence of an earlier road immediately east of the B3092, just north of Mill Lane, and fragments of agger are then traceable in a line north-west from ST 7928 4106 with a slight alignment change at ST 7922 4115 before it crosses a stream at ST 7911 4127 with a slightly terraced approach to the former bridgehead surviving on the eastern side, 1.5m above the stream. If any further proof were needed, it becomes conclusive west of St. Algar's Farm, where a small roadside settlement was observed in geophysical survey in 2009/10 (Lambdin 2011; see also Somerset HER 24463), probably associated with a nearby winged villa. The agger seems to survive best at about ST 7799 4218, just south of Shots Thicket, about 600m before it crosses a small stream at ST 7752 4261 near Broadway Farm, with typical shallow cuttings either side, then heading on to the crossing of the R. Frome at ST 7685 4320, again with the typical cuttings either side. All trace of the road ceases at a stream crossing at ST 7583 4393, northwest of which we have to assume it has been largely ploughed out. The destination of the road remains unclear, although the Romano-British settlement at Camerton, near Radstock, must remain a possibility.

Since we cannot be certain if the southern part of this road is a branch from RR45b, or actually RR45b itself, with equal uncertainty regarding the nature of the northern part, the numbering of this road has, for the time being, been deferred.

Reference:

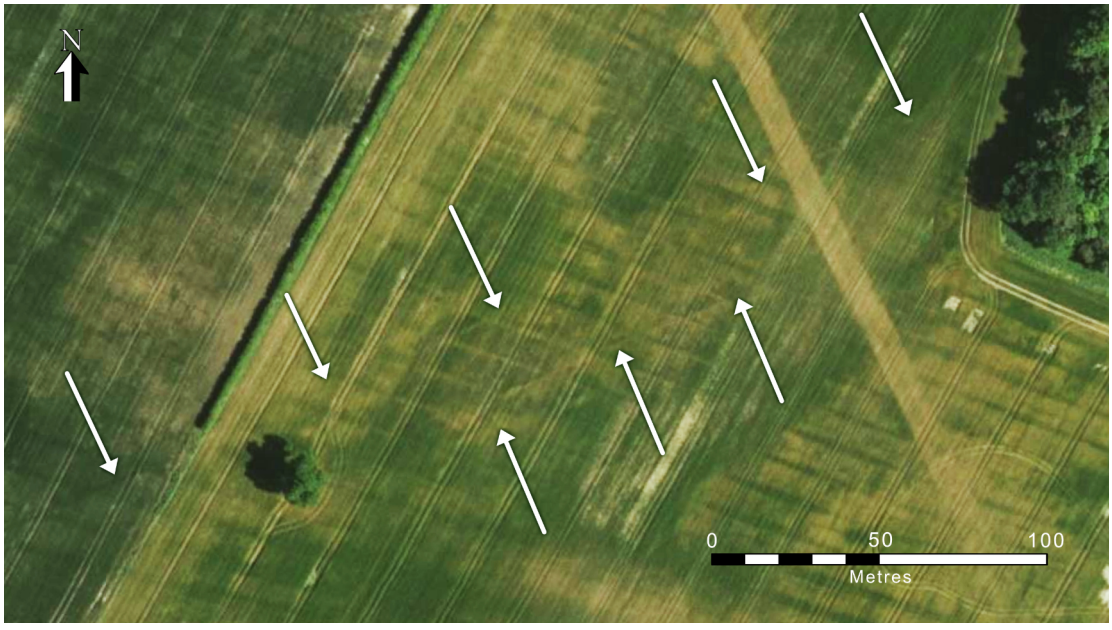
Lambdin, Ceri, 2011: 'The St Algar's Project.' Camertonia 49, 18 – 19. https://www.bacas.org.uk/wp-content/uploads/2017/08/2011-18-19.pdf

Yorkshire

Collated by David Brear

RR81a. Stamford Bridge, Hendwick Hall Farm, 2.21 km to the south-east of Stamford Bridge, centred on SE 69526 54027

Work by James Lyall of Geophiz.biz, for RRRA working with the Battle of Stamford Bridge Heritage Society



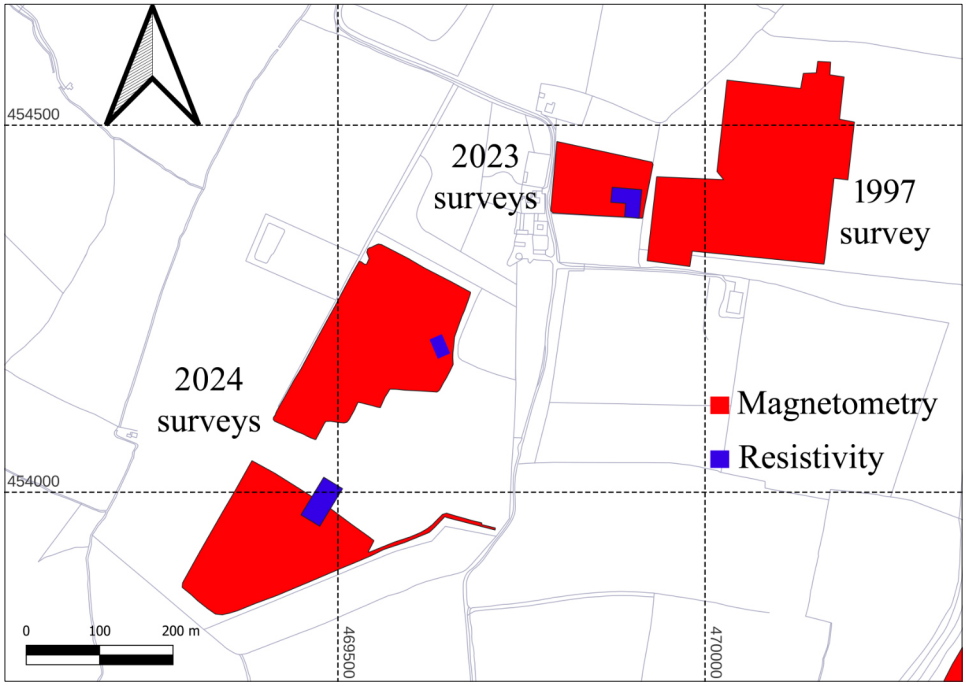
Above: Aerial photo centred at about SE 6952 5415 showing Roman road and roadside features highlighted with white arrows. This is in the field west of Scoreby Lane, the northernmost of the two red area titled '2024 Surveys' in the following map. © Bing maps.

Bing 2022 aerial photographs have revealed the course of RR81a and roadside features (as well as a number of what appear to be prehistoric features) in fields southwest of Stamford Bridge.

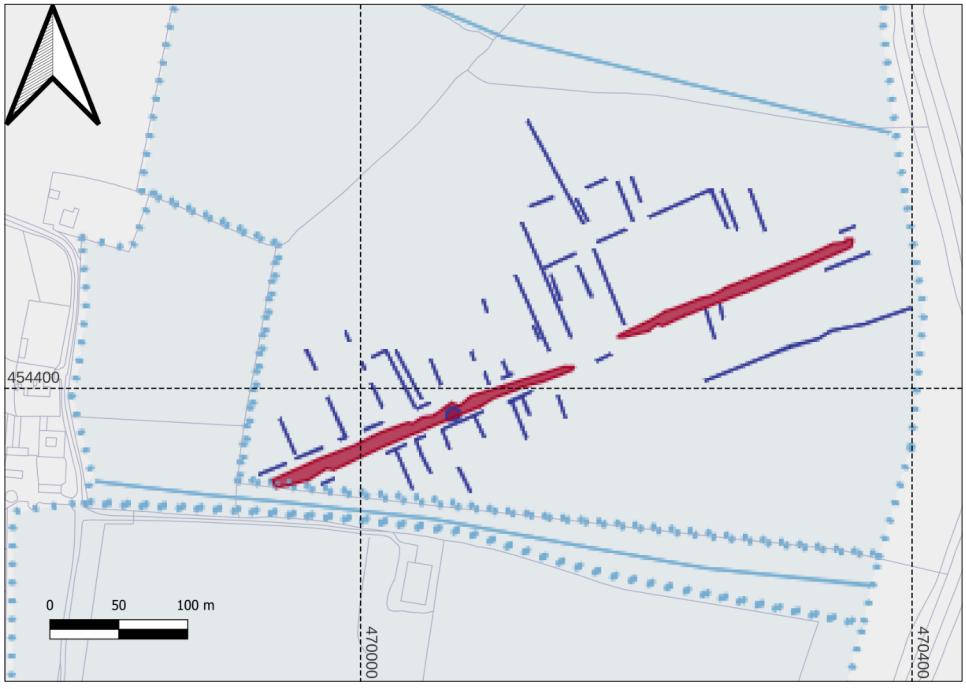
A total of 6.685 Ha was surveyed magnetically (shaded in red and titled 2024 surveys on the map below), and 0.24 Ha with the resistivity meter (shaded in blue). Note that these areas only refer to the 2024 surveys. indicated on the map below, which also shows previous surveys (from 1997 and 2023) which have been carried out near Scoreby Lane.

The final illustration shows the plot derived from the National Mapping Programme (part of the Vale of York project, completed in 2001). The cropmarks are derived from photographs taken predominantly in the early 1990's. The Roman road is shown in red, with the roadside settlement in blue.

What is also clear is that there are virtually no anomalies which might be associated with the Roman road. It is also relevant that none of the other known field boundaries were detected, so it is likely that the detected linear anomaly may have a more recent origin. Many of the aerial views (both Bing and Google Earth) show evidence of ridge and furrow ploughing across the field. The magnetic survey shows no hint of this, which is always a bit of a warning sign, because normally (though not always)



Map showing the various survey areas carried out at Scoreby Lane



Interpretation of the Roman road and roadside features east of Scoreby Lane, derived from the National mapping Programme. These features, and more were also recvealed in the 1997 magnetometer survey .

this form of cultivation can be detected magnetically. Having said this, we had already noticed this phenomenon in the 2023 survey, so it must now be assumed that magnetic survey is not responsive to archaeological feature detection, at least in the areas we have now surveyed.

Because of the lack of response from the magnetic surveys, it was decided to conduct two small scale resistivity surveys on the site, the first across the line of the Roman road (see Figure 12), and the second across one of the assumed prehistoric features in the south The resistivity survey across the line of the Roman road, was once again disappointing in terms of the results. Although a number of linear anomalies were detected, none of them were on the correct alignment, and all of them could be attributed to a modern origin.

In conclusion, it can be stated that the magnetic surveys were unsuccessful in detecting either the Roman road or the potential prehistoric features identified by the Bing 2022 aerial imagery. The resistivity survey also failed to detect the Roman road, but did detect eight anomalies, five of which could relate to archaeological features, a further two of which are the remains of ridge and furrow ploughing, and the final anomaly associated with a now removed tree plantation boundary. The RRRA Report is forthcoming.

RR810. Land north of Bad Bargain Lane, Osbaldwick, York YO31 0LA (SE 633 533)

Work by Allen Archaeology

In November 2023 Allen Archaeology Limited to undertake a geophysical survey using magnetometry on development land north of Bad Bargain Lane, Osbaldwick, York, prior to submission of a planning application for a residential development. A significant amount of Roman activity has been recorded within the development area: excavations associated with drainage work in the late 1950s and 1960s produced pottery findspots, identified the presence of a Roman road, and burials within the site, and excavation at Apple Tree Farm in 1987 revealed pottery kilns.

The survey disclosed boundary ditches and enclosures flanking the Roman road running from York to Stamford Bridge, together with settlement features, including enclosures and boundary ditches.

The report notes that the 1959 excavation revealed cobbling and gravel metalling of the road. The geophysics results do not appear to show a clear difference between the area between the flanking ditches and the surrounding areas, possibly indicating poor survival of metalling across the length of the road.

Reference:

Evershed, R. 2023: *Archaeological evaluation report: geophysical survey by magnetometry on land north of Bad Bargain Lane, Osbaldwick*, York, Allen Archaeology Limited, No. AAL2023147.

RR8a. South of New Lane, Green Hammerton, North Yorkshire YO26 8FU (SE 4645 67)

Work by the Green Hammerton Archaeology Society, under the supervision of Dr. Jon Kenny.

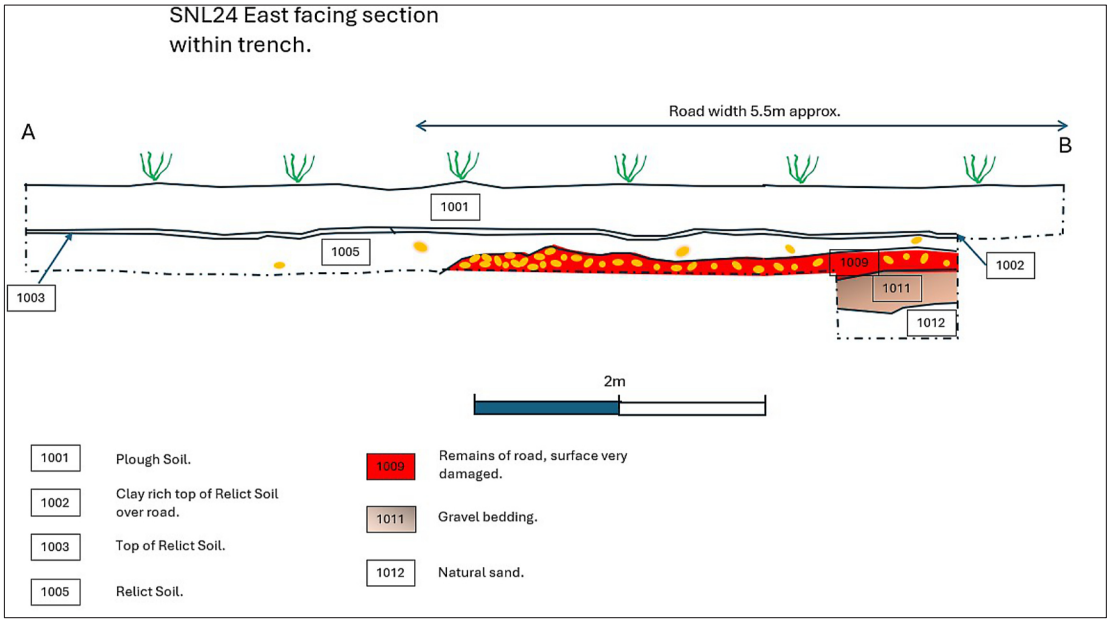
Preparatory field walking, and an excavation, has been carried out on the line of Dere Street east of Green Hammerton. A trench, 15m x 2m, disclosed both edges of the road, here 5.5m wide. A gravel bedding layer on the natural sandy soil supported a compacted cobbled surface. Time prevented a successful search for roadside ditches. Soil immediately overlying the cobbled surface contained Northern Gritty Ware (approximately twelfth century), suggesting the road fell out of use in the early medieval or Norman period.

The group plans further research to establish the route RR8a takes through the village before it meets RR280 (Rudgate) around 1 mile north of the village.

Unpublished excavations 1 km eastward in 2008-9 by Northern Archaeological Associates Ltd on the line of Dere Street, on the line of the Marton-Acomb water pipeline, found a previously unknown Roman roadside settlement with pottery kilns over an area of c.5ha., and exposed the road at Pool Lane, Skip Bridge Farm, Moor Monkton and Shirbutt Closes. At Pool Lane the road was defined by



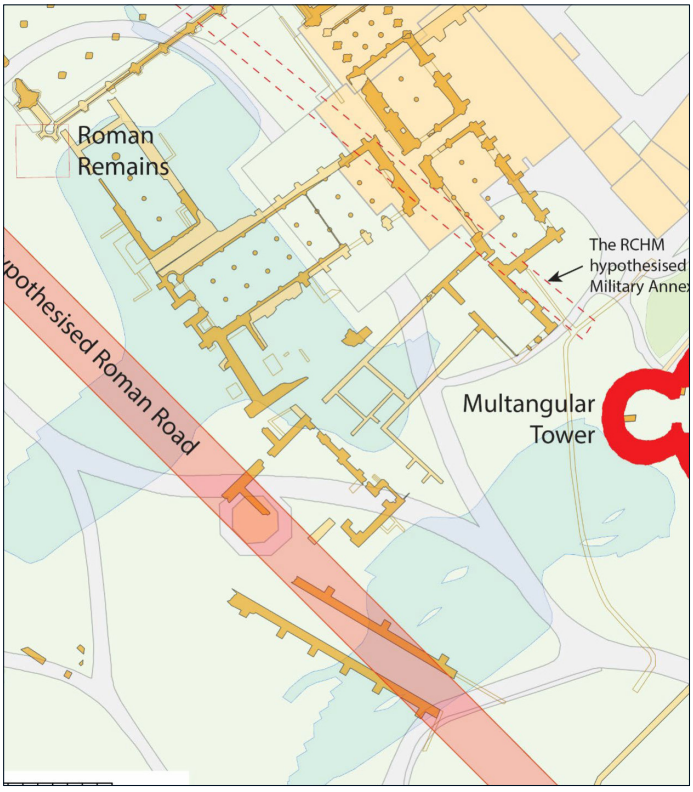
Above: Section through RR8a east of Green Hammerton. © Chris Holloway.
Below: Drawing of the section.



flanking ditches which delineated a series of cobble and pebble layers, with evidence that the foundations were constructed on organic material, possibly brushwood.

Reference: Ambrey, C., Cooper, O., Leary, R., and Hartley, K., 2017: *Roman Dere Street and an Associated Roadside Settlement, East of Green Hammerton, North Yorkshire*, Barnard Castle: Northern Archaeological Associates Ltd, Archive report.

RCHM Road 5. Museum Gardens, Museum St, York YO1 7FR (SE599520)



Ground Penetrating Radar Survey within the Precinct of St Mary's Abbey (York Museum Gardens) Image courtesy of Martin Millett, FSA.

Ground-penetrating radar survey found no evidence of the hypothesised road, shown in the RCHM *Eburacum* as road 5, running between the fortress south-west frontage and the River Ouse, north-west of the south-west gate. *Roman York: beneath the streets* notes that the slope down towards the river was always unlikely to accommodate a road in this area.

The line further north-west is secure, the road having been found at Greencliffe Drive, Water End and St Peter's School Swimming Baths.

Reference:

Creighton, J., Verdonck, L., Millett, M., and Boehmer, T.M. 2025 Ground Penetrating Radar Survey within the Precinct of St Mary's Abbey (York Museum Gardens): AHRC/University of Reading/University of Cambridge, GPR Report No. 2. Available at <https://doi.org/10.17863/CAM.115023>, accessed April 2025.