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NEWSLETTER

SUMMER 2019

MILLE·VIAE·DUCUNT·HOMINES·PER·SECU·LA·ROMAM

FROM THE EDITOR

THIS EDITION CONTAINS news of road excavations currently underway and the prospect of our own RRRA dig of a potential 'three lane' road near Aldborough, North Yorkshire. Also there's the significant finding of a wooden road pile excavated from a Roman road in the Netherlands with a unit inscription that indicates construction by the Roman army. Enclosed is the account of RR181, from discovery to achieving Scheduling, showing that it is possible.

The geophysics update is as interesting as ever, not only from the results in the temporary camp at Rokeby Park but also that this survey was undertaken by a new Durham based team. As suggested in previous reports, we're keen that the RRRA state of the art equipment is frequently deployed - and into new areas and that new teams are established.

Finally in this edition; we're approaching a run of Conferences and Lectures with a theme of Roman roads. This has re-opened the possibility of a RRRA Conference building on the success of the previous Portsmouth and York Conferences. Please let us know if this is really what you want and if you can help?

Newsletters wouldn't be possible without material, thank you to those who have contributed.

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Roman roads in Focus

Who built the roads?

From David Brear



Road pile with a carved inscription marking of COH II CR, courtesy Zuid Holland Provincial Council

We often read that Roman roads were built by Roman soldiers - usually legionaries, since these are the only units regarded as containing troops with the necessary 'professional' skills - surveyors and engineers. Illustrations normally show roads under construction by (remarkably few) bands of men, sensibly stripped down to *subligaria*, and supervised by legionaries who normally retain the full *lorica segmentata*. But who are those toiling troops? Legionaries, or mere auxiliaries, doing the hard work of war, or perhaps prisoners? Who should get the glory for building those thousands of miles of roads?

By one of those flukes that make an archaeologist's life worthwhile after all, a team in the Netherlands have hit on a possible answer, at least in one part of the Empire. A new motorway is under construction, the Rijnland Route, which will link Leiden with Katwijk, the northernmost point of the Rhine frontier, known in Roman times as *Lugdunum Batavorum*. Here ADC ArcheoProjects have uncovered no less than 125 metres of Roman

road, with an adjoining canal and burial ground. The road was supported by tall oak piles to stop it from subsiding and which are in remarkably good condition. Dendrochronological dating suggests



Chief archaeologist Jeroen Loopik with a pile, courtesy Zuid Holland Provincial Council

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Who built the roads? ..continued

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Clipped extract of the Peutinger Table showing Lugdunum Batavorum with associated road links. From [Archaeologie Online](#).

that the road was to have been built about the year AD 125, during the reign of the Emperor Hadrian. Of the more than 470 posts that have been lifted and examined, just one has an inscription: COH II CR - *Cohors II Civium Romanorum (equitata)*.

This was an auxiliary cohort of the Roman army, probably one of those raised in unusual circumstances by Augustus in AD 6-9 when hard pressed by the Illyrian revolt. There were a number of cohorts bearing the designation C.R., which was

VICTRIX·ET·I·NORICOR·C·R·ET·SVLPICIA·C·R·ET·I·FL
VIA·HISPAN·ET·I·LATOBI·ET·VARCIAN·ET·I·PAN
NONIOR·ET·DALMAT·ET·I·RAETOR·C·R·ET·I·CLASSIC
ET·I·LVCENS·ET·II·VARCIAN·ET·II·C·R·ET·II·HISPAN·ET
II·ASTVR·ET·III·BREVCOR·ET·IIII·THRAC·ET·VI·BRITT
ET·VI·BREVCOR·ET·VI·RAETOR·ET·SVNT·IN·GERMA
NIA·INFERIOR·SVB·L·COELIO·RVFO·QVINIS·ET·VI
CENIS·ITEM·CLASSIC·SENIS·ET·VICENIS·PLVRIB·VE

Transcript, from Werner & Paunov, of a Roman Discharge Diploma showing that COH II CR, here underscored in green, were based in the German Province in AD 127

later awarded as an honorific specifically signifying a block grant of Roman citizenship to an auxiliary unit. Here the lack of a tribal designation suggests that it was one of the original units. Little seems to be known of this cohort but it is recorded in military diplomas of AD 80 and AD 127 as part of the army in Germania Inferior, and also in Numidia.

Curator Jasper de Bruin of the RMO archaeological museum in Leiden called the find 'unique for the Netherlands. We did not know whether the Roman road was built by soldiers, civilians or perhaps slaves. Now we can conclude that 2,000 years ago the second cohort of Roman civilians built the Roman road near Valkenburg, from which the present-day Rijnland Route takes its course.'

Editors Note; Is this the only epigraphic evidence of a road construction unit anywhere in the Empire; let us know if you know different!

Further reading

Dutch.News.nl, 22nd July 2019 - [The second cohort was here: Roman marker found near Valkenburg](#)

BBC News, 28th Sept 2018. - [Archaeologists unearth Roman road in Netherlands](#)

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Roman roads in Focus

Investigation leading to the Scheduling of RR181

From Lucy Baker

& Mike Haken

Those who live in Langley Common, to the west of Derby, have always held the belief that a Roman road ran through the village and continued to the east. A planning application to develop an open field within the village, in line with the Roman road, highlighted the need to know more about this road. Applying the methods used when investigating roads to record them for the RRRRA gazetteer highlighted the known, and unknown, information about this road leading to the segment of road in Langley Common being Scheduled.

Numbered RR181 by Ivan Margary (Margary 1973, 309), this road has long been known to head almost due west from the Roman site of Derwentio (Little Chester, Derby), to the fort and settlement at Rocester, and then to the fort at Chesterton and settlement at Holditch, near Stoke-on-Trent. Its route is very well recorded for the most part, being largely marked by the courses of modern roads, with the notable exception of its first four miles as far as Langley Common, where no confirmed evidence of the road had ever been identified.

It seems likely that the route continued on beyond Chesterton to Middlewich in Cheshire, providing a cross country link from Derwentio to the Roman road network in the north west of England and North Wales, and crucially to the legionary fortress at Deva (Chester). Margary gave the Middlewich end of this possible link the number RR70a (Margary 1973, 302).

Margary recorded that the agger of the road was visible across the field in Langley Common (Margary 1973 309) in the mid 20th century, a fact confirmed by the Ordnance Survey's Archaeology Division whos' file noted that a ridge was visible on APs 541/481/3009-3011. Their annotated MS Strip map (Ordnance Survey 1981) also records "vestiges of a bank overlain by rig and furrow – prob. Rems of a terraced road, BHS 8.66" running across Langley Common, including this site.



Extract of Ordnance Survey map, current Explorer series, 1:25,000 showing Langley Common, Long Lane to the west and the land where development was being proposed.

From PPG16 requirements within the Planning process, in 2018 a fluxgate gradiometer survey conducted by Pre-Construct Geophysics Ltd. failed to find any evidence of the Roman road crossing the site. Subsequent archaeological evaluation by Archaeological Research Services Ltd, was carried out in October 2018, comprising five trial trenches (Halton 2018). The course of the Roman road was found to be reasonably well preserved in three of the trenches, being of a fairly typical construction, approximately 5 metres wide, flanked by two drainage ditches on either side. Most significantly, the two southern ditches were found to terminate at the same point in Trench 1. To the south of the road, outside the ditches, a deposit of water worn stones was revealed, the function of which remains uncertain. In February

2019 an earth resistance survey (resistivity) was conducted (Bunn 2019) which identified part of the Roman road and a roadside ditch in the east of the site. Zones of strong resistance were also identified along the line of the road, falling in a broad band over 30m across, and a further zone with a clearly defined north western edge at approximately 45 degrees to the road heading north east, in the eastern part of the site. Subsequent archaeological evaluation in March 2019 (Edgar 2019), revealed a cobbled surface which corresponded with the anomaly north of the road identified in the resistivity survey, and was interpreted as a possible yard. A truncated gully aligned with the road and therefore possibly coeval with it, along with retrieval of a small piece of burnt daub from the road surface.

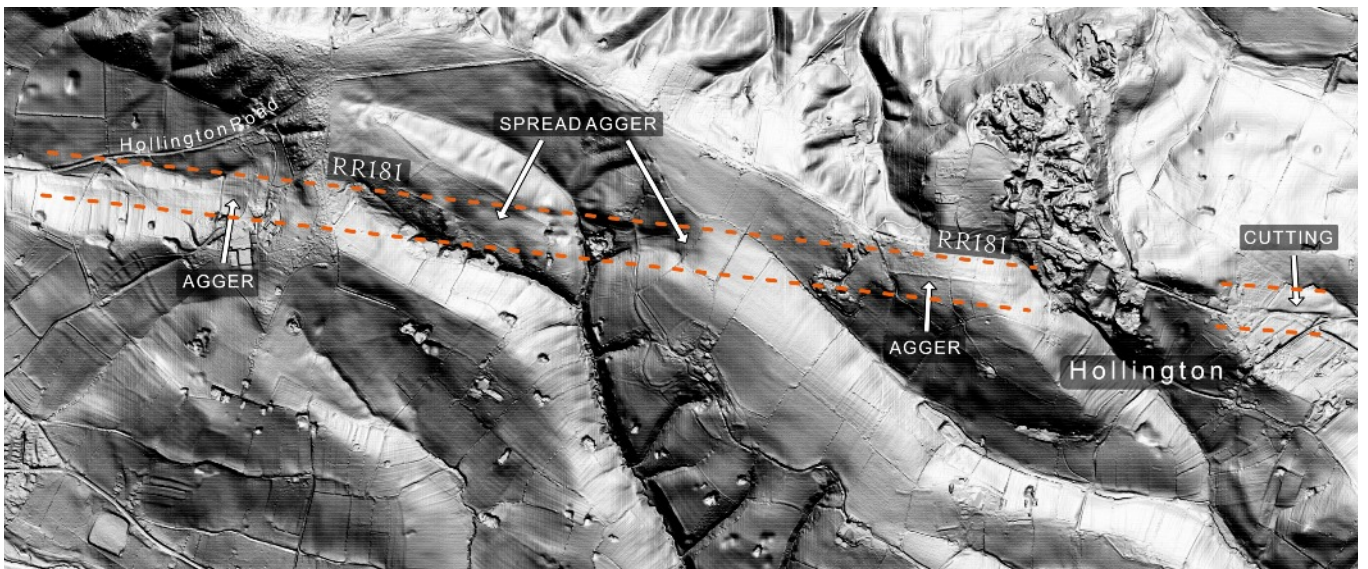
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Investigation leading to the Scheduling of RR181 ..continued

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Despite some suggestions that it may have branched from Ricknild Street nearly a mile south of the fort at Little Chester, Derby, and headed WNW close to Ashbourne Road, it seems most likely that the road followed a straight alignment westwards from the possible Roman bridge (Stukeley 1776, 54) which crossed the river Derwent just north of the fort. The

four mile long alignment passes through Markeaton, where it may be approximately followed for 200m by Markeaton Lane, then skirting the north of Mackworth, before passing through the site at Kirk Langley where the excavated portion of road falls upon it. Long Lane takes up the line precisely for about 680 metres to about SK 28347 37989, where a slight change in



Lidar showing the progression of RR181 at Hollington to the west of Langley Common. Lidar courtesy of Mike Haken

alignment takes place on a spur of high ground. Whilst there are two short lengths of modern road (parts of Brun Lane and Markeaton Lane), lengths of field boundary and former field boundary, possible hints of the road on aerial photography, and occasional stone scatter, all lying on the probable line of the road, no remains of the road have ever been positively identified along this initial alignment, until Langley Common. The common assumption that the Roman road must lie beneath the modern Long Lane it is just that, an assumption, the only archaeological evidence for survival along the first alignment is that now known on the proposed development site.

The second alignment continues almost due west for eight and a half miles, the first three miles being followed almost precisely by Long Lane. The modern lane then abandons the alignment for a mile and a half, returning to it very briefly before leaving it again for a further mile and a half near Alkmonon.

Environment Agency Lidar data is currently only available for the first of these diversions, where there is no indication of any survival of the Roman road, and there is no known evidence for survival in any part of the second section. Derby Lane and then Cubley Lane then roughly follow the alignment, although not precisely, to about SK 14680 38121.

The Roman road is then thought to turn WNW, followed initially by Cubley Lane, to head directly to the fort and settlement at Rocester, although apart from the line of Cubley Lane and a short length of Mill Street, there is no archaeological evidence to support this. West of Rocester, the road probably heads WSW as far as SK 08697 38742, marked by a short stretch of Hollington Road, where it meets an alignment clearly set out from the change of alignment of Cubley Road (SK 14680 38121), over three and a half miles to the east. This alignment is then followed for six miles, followed intermittently by Hollington Road.

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Investigation leading to the Scheduling of RR181 ..continued

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Trench 1 from the NE showing cobbled surface, courtesy R. Faulkner

Lidar coverage is complete here, and in all sections where the modern and Roman lines diverge, lidar imagery suggests that the Roman road survives at least to some degree.

The fourth main alignment commences at Totmonslow, marked almost in entirety by the old Uttoxeter Road as far as Meir, where the final alignment change takes place, the Roman line now aimed directly at the fort at Chesterton some seven miles away. Its line can still be traced in a few places in Stoke by the course of modern roads, notably by part of King Street, and was formerly followed by roads and tracks as far as the former Manor Farm (OS, 1900), now Fenton Manor. The road was obliterated by the railway and railway station, built in 1848, northwest of which, through Wolstanton as far as the Roman site at Chesterton, there are no indications that any of the road's course was still being followed by more modern roads or tracks in the late 19th century (OS, 1889). Any roads appearing to mark the course today in this area, such as part of London Road, are therefore likely to be coincidental. Survival of the road through modern Stoke-on-Trent is likely to be sporadic at best, due to 19th and 20th century development, unless, as elsewhere, it may survive beneath modern roads such as King Street. Where the Roman line crosses Queensway close to its junction with the A53, lidar reveals a substantial road cutting, now appearing artificially filled. It is conceivable that the Roman road survives well within the cutting.

In Wolstanton however, the road was excavated in several places in 1964 (Goodyear & Charlton 1967) where remains of the agger were then still visible, including on the edge of Wolstanton Golf Course and in the playing fields of what was then Wolstanton Grammar School, now Wolstanton High School. There are no indications on lidar that the road may survive at either site today, although given the lack of development on the sites since the early 1960s survival remains possible.

The recent surveys and evaluations on the site have now confirmed that the course of the Roman road is well preserved across the site. Whilst the road itself appears to be of a fairly typical construction, there are some interesting points to note. Firstly, the presence of a pair of ditches close together on either side is quite unusual. When Roman roads have two ditches either side, the outer ones are usually well spaced



Trench 1 from the NE showing cobbled surface, courtesy R. Faulkner

defining a possible road zone, usually approximately 20m across. When found close together, they may potentially be indicative of roadside activity or settlement, for example on RR8a at Green Hammerton (Ambrey & Cooper 2009). Furthermore, confirmed terminations of roadside ditches in open countryside are currently unknown, although they are known in settlements, so the discovery that both southern ditches terminate at one point on site is highly significant. This fact, taken with the tegula and daub fragments, along with the possible yard, truncated gully, and cobble deposit, are all highly suggestive of some form of roadside activity within the Roman period, as yet undetermined.

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Investigation leading to the Scheduling of RR181 ..continued

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Whilst it is usually assumed that the very straight modern roads have sealed the Roman levels beneath them, there are plenty of examples to demonstrate that this is not always the case, for example on Ermine Street (RR2d) north of Lincoln, where the modern and Roman lines are known to be side by side at several points (Haken 2017). Furthermore, even when the modern road fossilises the line of the Roman road, it does not necessarily follow that much, if any, of the Roman structure survives beneath. It is therefore dangerous to assume that parts of the original Roman structure necessarily survive just because the Roman line is today represented by modern roads. There is a clear lack of definitive evidence for the course of the road between Langley and Little Chesters and further work remains to be undertaken.

Thus, by applying the rigorous investigative techniques developed by the RRRA, an understanding of this Roman road and its significance has led onto, not only an increased understanding of its nature and alignment, but Scheduling of the remains.

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First hand experiences of Listing and Scheduling

From Lucy Baker

*The Roman Road runs straight and bare
As the pale parting-line in hair
Across the heath. And thoughtful men
Contrast its days of Now and Then,
And delve, and measure, and compare;*

So wrote Thomas Hardy and so it was, with this belief, that I decided to contact archaeologists from the Heritage and Design Service, Derbyshire County Council back in July 2018 to express my concerns about a planning application on fields under which, my community was convinced, lay a section of a Roman Road. I have always been interested in history and heritage but in the last year I have become militarised!

Below is a potted-summary of the steps I have taken and the bodies I have contacted together with some useful links. It is by no means exhaustive and I certainly cannot profess to be an expert, but hopefully my own experiences over the past 12 months may be of help should you find yourself 'fighting' a planning application on the grounds that a heritage asset is under threat.

1) Ensure that you inform archaeologists at your county/city council as soon as possible. In my experience, they are professional people who are incredibly dedicated to and passionate about preserving local heritage. They manage and maintain the Historic Environment Record (HER), and provide advice on archaeology and the historic environment to landowners, developers and members of the public. Whilst the letters that you write, as a member of the public, to Historic England, your local Planning Department and other bodies, may help to start the ball rolling and then to keep it in motion, it is these qualified professionals who will be key in ensuring that land owners and developers follow the letter of the law. In our case, they ensured that full archaeological evaluations of the site were conducted. They were also regularly on-site to monitor these excavations. Correspondence between themselves and the borough council should be accessible to members of the public via an online planning portal and this allows you to keep abreast of what is happening.

Information on the work and responsibilities of this important department do in Derbyshire can be found through their [online site here](#). No doubt similar services exist across the country.



Lucy Baker, during trial trenching October 2018, courtesy R. Faulkner

2) Contact Historic England. They provide excellent advice and guidance on their site '[How To Get Historic Buildings or Sites Protected Through Listing](#)'. They will be able to put your email on a list to ensure that you are kept informed of any developments during the listing process. Be prepared to be patient – our 'case' was submitted to H.E. in January by the development control archaeologist from Derbyshire County Council.

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First hand experiences of Listing and Scheduling ..continued

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The case was 'fast-tracked' and we received a decision in late July.

3) Familiarise yourself with The National Planning Policy Framework (NPPF). This sets out the [Government's planning policies for England](#) and how these are expected to be applied. It is a lengthy document, however section 16 Conserving and Enhancing the Historic Environment paragraphs 184 to 202 are of particular relevance, usually referred to as PPG16.

4) Find out about the state of your Council's Local Plan. In our situation, an inability to demonstrate a housing supply of 5 years meant that The NPPF's 'presumption in favour of sustainable development' applied. Whilst this does not mean that developers can plough up a scheduled monument, what it does mean is that they are more likely to pursue 'aggressive' tactics in acquiring and developing land as they will argue that the local council *need* to build more homes in order to meet Government targets. I found useful information on the Campaign for the Protection of

Rural England's website, in particular [this information](#) which details the difficult position that councils find themselves in when they do not have a 5 year housing land supply. "The NPPF's 'presumption in favour of sustainable development' encourages speculative developers to challenge community aspirations rather than to deliver those aspirations. It gives them reason to expect that random and unsustainable proposals will be approved. And it disempowers and demoralises both councils and communities, encouraging them to submit to the developers' plans rather than face the cost and trouble of defending communities' rights." (CPRE head of planning Matt Thomson). I found this of particular relevance as the site under threat was, in planning terms, in 'open countryside'.

5) Engage with the local community and keep them informed. Local people provide a wealth of information about the area in which they live. As mentioned previously, as a community, we were wholly convinced that a section of the RR181 lay underneath a field which formed part of a planning



Site of Archaeological Excavation in October 2018 showing Trench 1 open,

Drone image courtesy of O. Harding

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First hand experiences of Listing and Scheduling ..continued

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application for 38 houses. I established a mailing list (note GDPR regulations!) of 80 local residents and aimed to keep them informed of any developments with my investigations. I also sent out mailings which summarised any findings from the two Archaeological Evaluations (trial trenching) which took place, [in October 2018](#) and [March 2019](#). The reports are quite lengthy and people lead busy lives, so I aimed to keep people informed by providing them with key information and any relevant images. We raised money which we used to employ a qualified Planning Consultant to compose letters of objection to the proposed housing development on behalf of the community.

6) Write a letter of objection to the planning application outlining your concerns about the potential loss of or damage to a local heritage asset. In my case, I worked with 3 other neighbours to produce and deliver a flyer about the planning application and we held a public meeting to rally support and to encourage residents to write objections to the planning application. Numbers count and your local Planning Department *should* sit up and listen when the objections flood in. Do encourage people to be factual and objective, not emotional in their objections. [Online advice](#) outlines valid reasons (of which archaeology and effect on listed building and conservation area are included).

7) Find out if your parish / town have a Neighbourhood Development Plan. NDPs are a key part of the Localism Act (In our case, our Neighbourhood Plan is well-underway and soon to be sent to the community for a referendum when, hopefully, it will be adopted). If your community has a NDP (either fully adopted or in the throes of being written) the voluntary committee is likely to be a group of local people who are dedicating many hours of their time to research, document and protect your area's assets. A section about Heritage is a key part of a NDP and so it is important to make contact with the committee. In my case, I found them to be knowledgeable about the local area and committed to protecting local heritage. More information about Neighbourhood Planning is [available online](#).

8) Write to your Parish / Town Council. Since May 2019, I have been a local councillor on my Parish Council, which means that I have been able to keep them fully informed about Archaeological Evaluations on the site, progress with Historic England etc. However, at the start of each meeting, there should (by law) be opportunity for members of the public to speak, so why not go along and ensure that they are aware of any thoughts or concerns that you may have about a planning application that may affect a heritage asset?

9) Contact the RRRA! (or whoever the 'expert' body is for the feature) In my case, they were the fourth emergency service and I cannot thank Mike Haken enough for the many hours that he put in to researching and producing a comprehensive report about the RR181, summarised within this [newsletter](#), and why the section under threat should be considered of national importance, worthy of Scheduling. The Parish Council were able to use this detailed report in their representations to Historic England.

To conclude, I would urge you to remember that no (wo)man is an island and there are many organisations and bodies out there who have the means, the knowledge and the commitment to preserving our country's precious heritage. It might take a bit of 'legwork' to make and maintain contact with these bodies but, in my case, the final result was most certainly worth the effort! As I write, I have received a most timely email from Historic England to inform me that the Section of Roman road to the north-east of Moor Lane, Kirk Langley, Near Adams Road, Langley Common, Kirk Langley, Derbyshire has been Awarded Scheduled Monument Status (List Entry Number: 1462649). To see the listing click [here](#); this is what success looks like.



Roman roads in focus

The Roman Route South-West from London

From Anthony Durham

Roman roads and geographical names around Southampton are a big puzzle. My previous article started to tackle them and this second part was supposed to be a simple follow-on. In practice it turned out to be a big job, requiring a fundamental re-think.

The starting point for anyone working on Roman roads and named places must be *The Place-Names of Roman Britain* by Rivet and Smith (1979). It explains about the manuscripts and language used in a key ancient source, the Antonine Itinerary, whose *Iter* 15 reads thus:

Calleva – xv – Vindomi– xxi – Venta Velgarum – xi – Brige – viii – Sorbiodoni– xii –

Vindocladia – viii – Durnonovaria – xxxvi – Moriduno– xv – Isca Dumnoniorum

Leo Rivet worked at the Southampton headquarters of the Ordnance Survey, almost on the course of *Iter* 15. Colin Smith was an expert on Spanish, which is descended from Latin, the language of the Itinerary. And they took advice from the top Celtic scholar of their day, Kenneth Jackson. All that brain-power left some unfinished business.

In the 40 years since Rivet and Smith's book was published, lots of new information has become available, and readily accessible on the Internet, but the real key to making progress is to be pragmatic, not dogmatic, about language. Until recently, everyone believed that Britain's ancient proper names were almost all created in a language like very early Welsh. In reality, ancient names are best understood using more general Indo-European vocabulary, with descendants as often visible in English as in Welsh.

The meanings of ancient place names are recoverable, not with 100% certainty, but typically as a range of possibilities to be evaluated. Generally those meanings make sense in terms of human geography: the natural landscape, how people lived there, and organised their society. For brevity, I pass in silence over some of the worst nonsense that has made its way into books, plus some possibilities that have been considered but rejected. If that bothers you, please look up the relevant name on my *romaneranames* website and follow up its hyperlinks. Suggestions and corrections are always welcome.

Distances between two named places in the Itinerary are specified as numbers of miles. The Roman mile, used here and by the Itinerary, is usually taken to be 1.48 km (or 92% of a Statute Mile), but how precise was that? Were mileages measured from the front gate of a settlement, or its centre, or maybe even from a signpost at a junction? How much did roads wiggle, for example around wet ground or sacred sites? How far might a road-stop or *mansio* be from the geographical feature that provided its name?

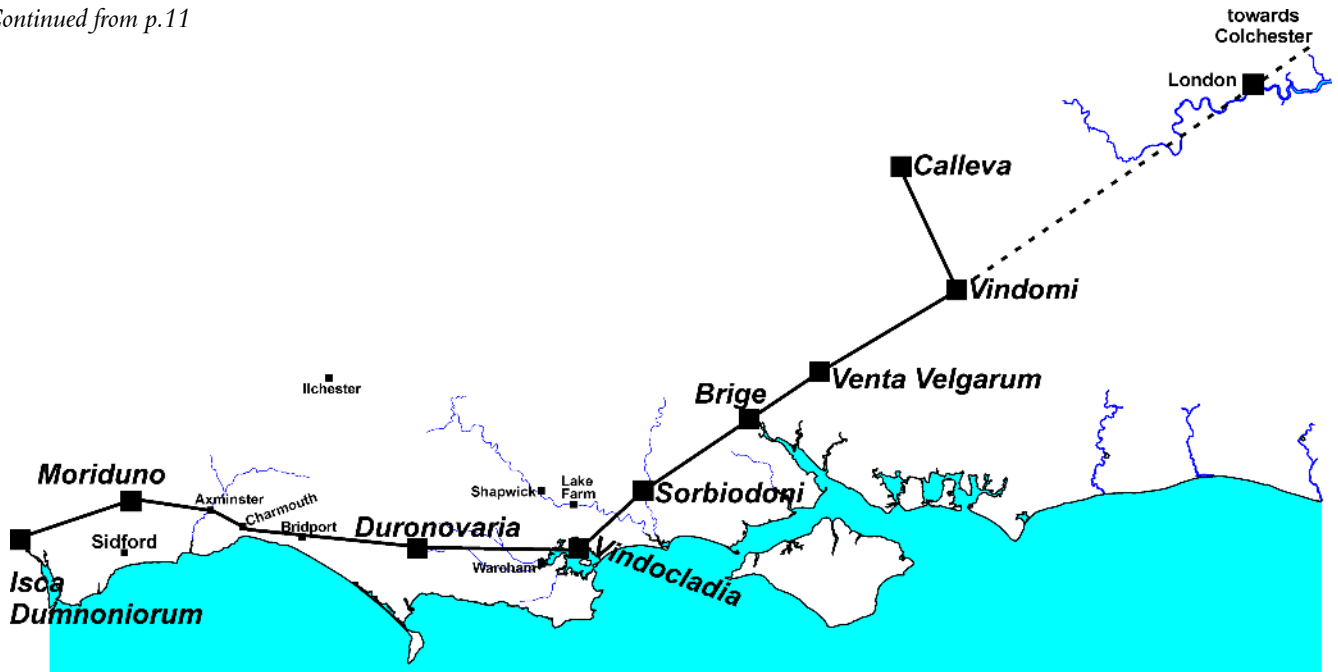
Calleva, the first name of *Iter* 15, was an important transport hub. This ancient town, whose ruins survive near modern Silchester, was almost unique among major Roman sites in not being near a significant river. Is that why its name has close parallels among later English place names based on a word that meant 'bald' when applied to people but 'bare' when applied to hills (compare modern callow, Latin *calvus*, and Calvary)?

The first leg of *Iter* 15 ran south (in the direction of Chichester) to meet the main route at *Vindomi*. This appears to be the Roman settlement near Cuckoo's Corner on the outskirts of Alton, at SU740412, though it is usually referred to as

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The Roman Route South-West from London ... continued

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Neatham, on the other side of the river Wey. The Itinerary states a distance from Silchester of 15 Roman miles, though the settlement's excavator stated 14.5 and I would have guessed 16, which gives an idea of the sort of distance uncertainty that is unavoidable. *Vindo-*, beginning the name, is probably best translated as 'fair', and the ending *-mi* is often associated with movement or exchange. So *Vindomi* looks like a Roman precursor of Welcome Break or Happy Eater!

Venta Velgarum was a gathering place of *Belgae* people, who had cousins in northern Gaul. The name element *Venta* has been much discussed, but most likely it referred to pleasant people, friends; compare Venus and winsome. No one has found a Roman road to fit the 21-miles leg of *Iter 15* from *Vindomi*, but that is because everyone assumed that this *Venta* was in the middle of Winchester. Ptolemy mentioned it as a *polis* 'city' of the *Belgae*. In Britain a *polis* was usually a hill-fort, which here means St. Catherine's Hill, on the southern outskirts of Winchester, just out sight above the modern M3 as it slices through Twyford Down. The Roman rest-stop would have been further south still, perhaps somewhere around

SU478245, where the road crossed the river Itchen. That would have been a key river port for the pre-Roman *Belgae*, but its exact location is uncertain, not least because the Itchen got made into a canal so barges could reach Winchester.

Iter 15 is essentially a straight line slicing across southern England, with *Calleva* and *Isca* off to the side, probably late additions to the basic planned route. Once I belatedly understood that it became obvious that the leg of *Iter 15* from *Vindomi* to *Venta* ran along the watershed between the river Wey, heading for the Thames, and the river Itchen, heading for the Solent. The Watercross Line railway approximates its start, and Hazeley Road into Twyford may approximate its end, but Lidar coverage seems to have a gap in the vital area. The modern A31 follows the same strategic course but runs further north, into Winchester.

Brige comes after 11 miles, partly along a known Roman road, Margary's RR422. *Brige* obviously resembles bridges, or the Belgian place Brugge, and, amazingly, it perfectly matches England's oldest known **bridges**, dating from about 1500 BC,

Continued on p.13



The Roman Route South-West from London ... continued

Continued from p.12

by Testwood Lake, SU345155, and the Nursling Roman settlement, near Southampton.

Sorbiodoni is nothing to do with Old Sarum and is probably best translated with a jokey 'soggy bottom', compounded of two elements related to adsorb and the river Don. This fits a crossing of the Hampshire river Avon south of Ringwood, at or near Wattons's Ford, SU138016. [Clarke \(2003\)](#) quotes a report that Margary's road RR422, similar to the modern A31, "extended beyond Stoney Cross, and it proceeds via Picket Hill, Hightown, to Wattons Ford on the Avon, and thence to the vexillation fortress at Lake Farm". *Iter* 15's distance of 8 miles does not work for that location, nor any plausible alternative. The real distance is 17 miles as the crow flies, so presumably the text has lost an X in manuscript copying, and meant to say 18 miles.

Vindocladia naturally means something like 'fair cutting', from *vindo-* as above, with second element *-cladia* related to Irish *clad* and Welsh *clawdd* 'ditch', plus Latin *clades* 'breaking' and Greek κλάδος 'branch'. The alternative ending *-gladia* may be due to Latin *gladius* 'sword'. Jackson suggested a meaning of 'white ditches' and Badbury Rings hill-fort as a location, which does not fit. I suggested adjusting the location to Shapwick, but that is no better. Then can anywhere fit the stated mileage? Neither Lake Farm Roman fort nor Christchurch harbour seems ideal.

It turns out that the straight line of *Iter* 15 points straight towards Poole, and 12 miles from the Avon river crossing it would reach the Lifting Bridge across the narrow channel which separates an inner basin of [Holes Bay](#) from the huge expanse of [Poole Harbour](#). That tidal waterway, technically a gat, is a perfect fit to the likely meaning of *Vindocladia*. On its east lies the Old Town Quay of Poole. On its west is Hamworthy, long suggested as the main Roman naval base for Vespasian's conquest of south-west England and now it has a modern cross-Channel ferry port. Poole Harbour

has a long history of development, including dredging and multiple bridges, before one even considers sea-level change and siltation, so it is not easy to guess what that channel was like in Roman times. Plenty of other Roman roads and Itinerary routes were interrupted by water gaps, some much wider, such as the Severn Estuary.

Durnonovaria has long been confidently identified with Dorchester, but the name is usually amended by taking out two letters, to yield ***Durnovaria*, and then given a geologically implausible Celtic translation. It is better to take out just one letter, to give **Duronovaria*. *Duro-*, related to door and through, occurred in many ancient names at river-crossing places. The **novaria* may be a compound of *nov-*, seen in many ancient river names, and *ar-* 'joint', as in arthritis. The natural meaning of 'across the joining rivers' perfectly suits the way that Dorchester sits in the valley of the river of the river Frome, where many old fords and bridges crossed the river's braided channels.

Dorchester probably had an early Roman fort, though none has been found and excavated. The huge native hill-fort of Maiden Castle is nearby, which Ptolemy appears not to mention, but perhaps it should claim his name Δουνιον (*Dunion*) instead of the hill-fort at Hod Hill. The Ravenna Cosmography has no name similar to **Duronovaria*, but it does contain the weird name *omire tedertis*, which may be a mangled description of the remarkable aqueduct that brought water into Roman Dorchester from a river offtake near Frampton.

Iter 15's stage length of 8 miles after *Vindocladia* is a problem, whose least bad solution may be to amend that distance to 18 miles. In other words, the **Duronovaria* line has lost an X from its mileage (the same copying error as two stages earlier) as well as gaining an extra N (discussed above). Other possible locations, such as Wareham around SY923874, or the Roman fort at Lake Farm or Christchurch harbour, seem much less likely,

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The Roman Route South-West from London ... continued

Continued from p.13

though it must be admitted that no Roman road from Poole to Dorchester has yet been recognised.

Iter 15's next leg, of 36 miles, is too long for soldiers to march in one day, or for a messenger to ride between rests. So there were probably stopping places along the route, not mentioned by the Itinerary, for which the best candidates are Bridport (possibly the *Cosmography's Alauna silva*) and the Roman fort at [Woodbury Farm](#) (near Axminster and the south-west end of the Fosse Way).

[Moriduno](#) might be either of two places, [Gittisham](#) Roman fort, at SY132993, or Sidford, near [Sidbury Castle](#) hillfort, at SY129913. Both are at the right distance of 15 miles from *Iter* 15's endpoint, Exeter. And both are at about the same distance from Dorchester, just over 37 miles as the crow flies, which could fit the Itinerary's stated mileage of 36 if it was measured from the edges of the settlements. For *Moriduno*, Rivet and Smith preferred Sidford, because *môr* means 'sea' in Welsh, but actually **mori-* in ancient place names shows up mainly near inland water, marshes and/or lakes. The Gittisham fort, beside the valley of the river Otter, which now has a beaver colony, as it probably did in Roman times, seems the most likely site. Margary's road RR4f twists and turns so much on this leg that its total length adds up to about 41 miles. This invites the speculation that a more direct Roman road remains to be discovered between Axminster and Gittisham. [Toller \(2014\)](#) investigated this section and discussed whether the Roman road actually went into, or bypassed, Honiton.

[Isca Dumnoniorum](#), 15 miles from *Moriduno*, is generally accepted as the big legionary base in modern Exeter, named from its river (now called Exe) and local inhabitants. The early names of

many rivers around Europe began with *Is-*, probably indicating an important travel route (waterborne or water-side), with a huge propensity for Roman forts to be built on their banks. Quite how *Dumnonii* evolved into Devonians is debatable, but it is likely that in Roman times West-Country people were (as Tacitus remarked of the Welsh) on average visibly darker than people on the North-Sea side of Britain.

Everyone who writes at length about early place names is fated to write some rubbish, because the available information is so fuzzy. Nevertheless, I am hopeful that the essential nature of *Iter* 15 has now been established. Extending its core straight line, from Poole to Alton, towards the north-east would pass through London and Colchester. This hints that Roman military planners for the invasion in AD 43 perhaps envisaged an initial Phase Line where the army could pause to consolidate. This was not a hard frontier any more than its successors, the Fosse Way, Stanegate, or Gask ridge, but construction of a long straight road could have been a high priority so that military units could communicate with and support each other.

Much of *Iter* 15 described here has not (yet) been detected archaeologically and no one has ever shown that there was a Roman extension into London, roughly along the modern A31 and A3. Presumably this is because the road network soon adapted towards peaceful trade rather than military strategy. And perhaps Romans took over pre-existing roads that were bendy. There are some obvious places to look for evidence. Field-walking in rural Dorset and Devon anyone? Or Lidar scans near Winchester? Or geophysics near Ringwood?

Editors Note; Anthony continues to challenge established thought on the Iters, number 15 in this instance. Although having the elegance and simplicity of directness, as he himself states, his route is not always along known Roman roads and physical evidence will need to be gathered to confirm this route. Helping on this Hugh Toller did trace a road between Dorchester and Exeter as reported in the [Proceedings of the Devon Archaeological Society, 72, 2014](#). However, this is a good thought provoking challenge with more available on [Anthony's own site](#). Other interpretations of the Iters are in Rivet & Smith or Mike Haken's own interpretation on the [RRRA website](#)

Other roads in the news; bits and pieces

RRRA to excavate Dere Street, RR8c near Aldborough, North Yorkshire *From Mike Haken*


In the later part of the first century AD, when the Romans had been occupying northern Britain for just a few decades, the Roman army built a major Roman road from their Fortress in York, leading north into Scotland, a road we know today as Dere Street. You may well have driven along part of its route, as the modern A1 between Boroughbridge and Scotch Corner, or perhaps the famous section of the A68 north of Corbridge.

Not all of it is beneath modern roads, however, and recent aerial photographs show that it seems to survive well as it crosses arable fields near Aldborough Moor Farm, a couple of miles south of Aldborough, in North Yorkshire. What's more, the photos show that it has three distinct sections and contrary to what most people think about Roman roads, it isn't very straight! The same photos show cropmarks nearby which suggest a small farmstead or settlement, already existing when the road was built. Was this road a three lane Roman super-highway, a grand approach to the Roman town of Isurium Brigantum (Aldborough), civitas capital of the Brigantes? Were two construction crews working in opposite directions and didn't line up properly? Did the settlement continue in occupation after the road was built? Could there have been industrial activity at the settlement - a pottery kiln perhaps?

The Roman Roads Research Association will be running an excavation over two weeks 21st September to 13th October, possibly extended to a third week if necessary, where you can help us find the answers.

The excavation is open to anyone over the age of 12 (children must be accompanied by a participating adult), regardless of previous experience. The project is led by a full time professional archaeologist, James Lyall, and unlike some other excavations, ours will always be FREE of charge.

There are opportunities to get involved in all aspects of the work, including excavation, site photography, drawing archaeological plans and finds processing, and will be showing the less experienced some of the more traditional techniques, and some of the most up to date. For example, whilst each trench will be drawn and photographed, we will also be using photogrammetry to create high resolution 3D images of each trench at various stages in the excavation. Not only that, but we will be using shots taken conventionally on the ground, and in the air using a drone (actually two drones!) and creating different models so we can compare which is most effective.



ROMAN·ROADS·RESEARCH·ASSOCIATION

EXPERIENCE ARCHAEOLOGY!

**DERE STREET
ROMAN ROAD
EXCAVATION**

Nr. Aldborough, N. Yorks

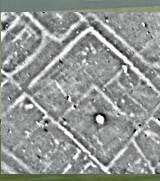
- *Is this road a three lane Roman super-highway?*
- *Did two Roman construction teams meet here?*
- *Is there a Romano-British settlement nearby?*

Come along and help us find out.
Opportunities to take part in both excavation and geophysical survey - no experience necessary.


For full details of the dig and how to book your FREE places go to Eventbrite - use the link on our homepage
www.romanroads.org

21ST SEPTEMBER - 6TH OCTOBER 2019

Dates subject to change and potentially extended to 13th October



Geophysical survey of part of a possible nearby settlement



Roman pottery sherds found near the site

Other roads in the news; bits and pieces .. continued

Continued from p.15

Opportunities for involvement don't end there though. Whilst we have already conducted a gradiometer survey of the site, we will be doing much more, and new volunteers are always welcomed. We will be surveying parts of the settlement again at 25cm resolution, which should give a little more sharpness and detail to some of the features in the settlement. Interestingly, whilst we know from aerial photography that the road survives well, it does not show at all on the gradiometer plot. We have some theories as to why this may have happened, mainly related to a substantial clay deposit, but in order to get a bit more clarity we will be doing some resistivity (sometimes called earth resistance) survey on the road. We will also be conducting resistivity on the settlement area, since it may provide information that supplements the gradiometer survey. And as if that wasn't enough, should we have enough manpower, the Roman fort site at Roecliffe a couple of miles away becomes available to us whilst the excavation is running.

If you would like to take part, booking is essential. Demand is high, and at the time of writing (19/8/19) almost half the available places have already been spoken for. Whilst we will try to give priority to RRRRA members, please don't leave it to the last minute to book as you may be disappointed.

Register through the [link at Eventbrite](#).

Cade's Road, RR80a revealed

From Dave Armstrong

Cade's road, RR80a, named after the antiquarian John Cade who first described its route, has little physical evidence of being a Roman road from its origin in Yorkshire through into County Durham. Time Team, Season 10, Episode 12, first shown March 2003, did confirm a road surface in East Park near Sedgfield as part of the excavation of the roadside settlement straddling the road.

Further excavation has been completed this summer by [DigVentures](#) under the supervision of Chris Scott and David Mason, the County Archaeologist, further to the south in the roadside

settlement with a new area of the road surface being exposed.

Geophysics from the Time Team event showed an unusual ditch like feature that cut across the road. This year's community based excavation was targeted with understanding this feature and how it related to the Roman era structures and boundary features.

There is potentially more archaeology still to be excavated in this area and it is hoped that funding can be obtained in 2020 to continue the work and complete the formal reporting of the results. However, on a visit to the site, the top surface of the Roman road was apparent, very wide with 11m to the edge of the trench with further width unexcavated. A cobbled foundation and graveled surface were built directly on top of the sand and gravel sub soil. A sondage had demonstrated the depth of the road make up and that two distinct surfaces were present, the lower perhaps being narrower. This is more substantial than found during the Time Team event. Early interpretation was that the ditch across the route of the road had been dug during the Roman occupation but then had been infilled and the second road surface remade over it.



Cade's Road RR80a exposed at East Park Sedgfield

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Other roads in the news; bits and pieces .. continued

Continued from p.16

RR704aa found near Catterall

From David Ratledge

Wyre Archaeology spokesperson David Hampson said, "This is probably our most successful and important dig. Our team has been able to reveal a previously unknown but significant element in the Roman road network in Lancashire. For amateur archaeologists it doesn't get much better than that!"

It's well known that a Roman road linked the Roman military depot at Walton - le -Dale (now under the Capitol Centre) with the important Roman fort

at Lancaster and it's accepted that a Roman road must have connected Lancaster to the Roman fort at Ribchester but its route has been a mystery until now. Most experts, including those of the Ordnance Survey have theorised that this route lay over Longridge Fell or east of Beacon Fell approaching Galgate from the direction of the village of Street. This recent discovery proves that theory wrong; as Roman road researcher and former Lancashire County Council engineer and surveyor (*and RRRA member!*), David Ratledge says; "The answer was simple – the road took a different course altogether – it went via Garstang. The route taken was in fact more sensible and economical, going via



Aerial view of road surface during excavation. North to top of picture. (Drone image courtesy of Chris Drabble, Wyre Archaeology)

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Other roads in the news; bits and pieces .. continued

Continued from p.17



Longridge and Inglewhite to Catterall where it joined the main South – North road from Walton-le-Dale.”

David’s discovery was made thanks to his research using imagery from the Environment Agency’s lidar surveys. He was reasonably certain of the route taken by this missing link road and had previously visited a promising site where test pits had increased his conviction, but to verify the discovery would need an archaeological investigation to confirm the existence or survival of the road under the modern ground surface.

The farmer, Derek Cornthwaite, near Bilsborrow was happy to let Wyre Archaeology go ahead once his crop was harvested and before his winter seed was sown, which gave the team a very short window in which to carry out the dig and it proved to be a resounding success. In two days in August, the diggers had revealed an 8 metre-wide section of road with 2 boundary ditches and had excavated to the natural surface beneath the road revealing its construction. David Ratledge said, “The road was probably built just after the Roman invasion in the 1st Century CE and is in a remarkable state of

preservation, given that it hasn’t been maintained since the Romans left 1600 years ago. We’ve solved a puzzle that nobody has been able to do in well over 150 years.”

Editors note; See the fuller description of RR704aa’s route on David’s Lancashire Gazetteer page

Archaeology in Mind, RR190

From Andy Gould

Roman road RR190 runs from the Roman fort and vicus Pennocrucium on Watling Street and headed south east, it’s destination is believed to be Metchley fort in Birmingham. Unfortunately, it has only been traced for a few miles from it’s beginning before disappearing under the West Midlands conurbation.

From a recent chance finding from a country park on it’s conjectured route whilst trying to install a palisade fence, farm workers experienced difficulty in sinking posts in a particular area and came down onto an impacted gravel surface. This is what AiM

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Other roads in the news; bits and pieces .. continued

Continued from p.18

have been asked to investigate and whether this is the course of the Roman road RR190?

AiM is a community based project in the West Midlands and Shropshire. We are a group of professional and amateur archaeologists that strive for professional excavations and regular community dig events. Everybody is welcome to become a member, whether you are a seasoned professional or a first-timer.

Our aims:

- To provide an opportunity to bring people together who are genuinely interested in archaeology.
- To encourage community participation in archaeology.

Our objectives:

- To work with local partners in our research of archaeological sites.
- To ensure local archaeology is investigated and recorded appropriately.
- To build on the previously recorded history of the local area.

For more information see [AiM's Facebook page](#).

RRRA members in the West Midlands or Shropshire areas may be interested in taking part or inputting their local Roman road knowledge. If you would like additional information about AiM's upcoming excavations, becoming a member, or you have any other questions, please send a message through the Facebook page

Roman road RR71b – Toddbrook dam

From Neil Buckley

Research for the Derbyshire pages of the RRRR Gazetteer has recently led to trying to locate the 1725 Act of Parliament that approved the Manchester to Buxton turnpike. This is one of the earliest turnpikes and built mostly on top of the RR71b. From this it should be possible to determine which bits that we can see are the Roman road and which are Turnpike modifications.

As it happens one of the vaguest areas is the route through Whaley Bridge, and this is taking some unravelling. The main problem is that the Roman road was probably covered by Toddbrook Reservoir. As I write this the town of Whaley Bridge is being evacuated because the reservoir dam looks likely to give way. It was built in the 1830's to supply the Peak Forest canal so there are no maps showing what was covered. Maybe we will get a chance to have a look what's down there if the worst comes to the worst, but let's hope not. Bramhall has been hit quite hard by flooding so I wouldn't wish a disaster on anyone. By the way, digital copies of old Acts of Parliament can be obtained at a modest cost from [The Parliamentary Archives](#) through [this email address](#).

Newington, Kent

From Dave Armstrong

Excavation in advance of a housing development has uncovered a previously unknown large settlement at Newington in Kent. This includes pre-Roman as well as Romano-British activity with Roman occupation from the earliest post AD43 invasion times. The layout includes a new segment of Roman road expanding a network around the main Watling Street RR1a through route. Read more about it [via this link](#).

Excavations at Binchester

From Dave Armstrong

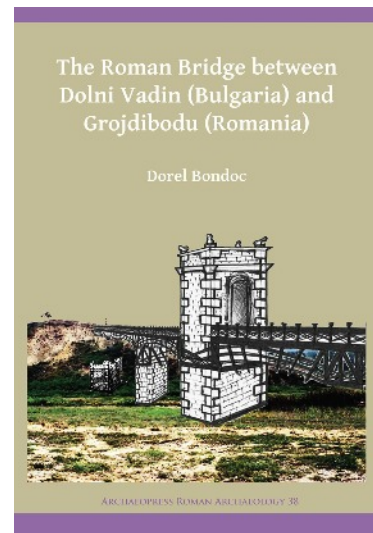
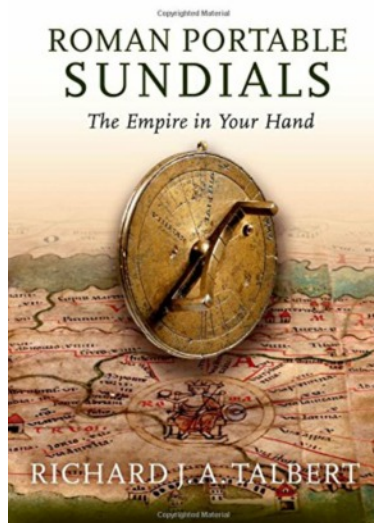
You'll recall the brief excavation report on the [RRRA summer 2018 newsletter](#) on the road leading out from the north east gate of Binchester fort. Excavations are underway again for the 2019 season through the guidance and work of [Northern Archaeological Associates](#) with local volunteers under the supervision of Durham County Archaeologist David Mason. Already the road surface is strongly visible along with the earlier period fort gate that the early road, on a slightly different alignment to the later period road, leads through.

Other roads in the news; bits and pieces .. continued

More Roman Roads books

From Dave Armstrong

Continuing a theme, here's two more Roman roads related books, note these aren't new publications but you may find them relevant to your research?



Roman Portable Sundials by Richard JA Talbert, available from Amazon [here](#) with a summary of;

In an unscientific era when maps were rarities, how did ancient Romans envisage their far flung empire? This was done by various means for certain, including with the aid of an ingenious type of portable sundial that has barely attracted notice. As the Romans understood before the first century BCE, to track the passage of the sun across the sky hour-by-hour one needed to know one's latitude and the time of year, and that, furthermore, sundials did not have to be fixed objects. These portable instruments, crafted in bronze, were adjustable for the changes of latitude to be expected on long journeys say, for instance, from Britain to Spain, or from Alexandria to Rome, or even on a Mediterranean tour. For convenient reference, these sundials incorporated lists of twenty to thirty names of cities or regions, each with its specific latitude. One of the insights of Roman Portable Sundials is that the choice of locations offers unique clues to the mental world-map and self-identity of individuals able to visualize Rome's vast empire latitudinally.

The sixteen such sundials known to date share common features but designers also vied to create enhancements. Comparison with modern calculations shows that often the latitudes listed are incorrect, in which case the sundial may not perform at its best. Richly enhanced with detailed photographs, line drawings, maps, a gazetteer, and a table of latitudes and locations, Roman Portable Sundials brings these overlooked gadgets out of the shadows at last to reveal their hitherto untapped layers of meaning.

The Roman bridge between Doni Vadin (Bulgaria) and Grojdibodu (Romania) by Dorel Bondoc, available from Amazon [here](#) with a summary of;

The Roman Bridge between Dolni Vadin (Bulgaria) and Grojdibodu (Romania) presents all the available data on the Roman bridge over the Danube which connected Dacia and Moesia at this point. The toponyms Vadin and Grojdibodu themselves mean 'ford', a crossing over water, in this case over the Danube. There have been no archaeological excavations at the feet of the bridge but the author has been able to propose positioning, scale and full reconstruction on the basis of a survey of existing remains, known road alignments, old maps and drawings as well as comparison with better-known parallels. The book also includes a catalogue of small finds deriving from the area of the bridge. This bridge has been ignored for centuries primarily due to the absence of any mention of it in ancient sources, literary or otherwise. It was probably eclipsed by the fame of the bridge from Drobeta, which was constructed by Emperor Trajan between the two Dacian wars, and by the bridge from Sucidava-Oescus which was built later, in the time of Emperor Constantine the Great. Additionally, the bridge is located in a rather obscure place, hardly accessible in the modern era. This work restores this river crossing to its proper significance.

Other roads in the news; bits and pieces .. continued

Forthcoming Conferences and Lectures

From Dave Armstrong

Roman roads are currently in focus for the themes of a number of conferences and lecture series coming soon. Here's a sample that you may be interested in;



Arbeia Society 28th Annual Conference 2019



Saturday 16th November, South Shields

ROMAN ROADS AND COMMUNICATIONS IN NORTHERN ENGLAND

Recent years have seen a revival of interest in the Roman roads of Britain, partly resulting from the analysis of airborne LIDAR data and the wider use of geophysical prospection. There is now a very active group which is promoting much of this research and disseminating its results (the Roman Roads Research Association). This year's Arbeia Society Conference will include talks from some of its members on research into Roman roads in Northern England. Speakers will be tackling not only the question of where the roads went but will also be looking at their historical significance, and there will also be contributions on the pre-Hadrianic system in north-east England, road bridges and site finds connected with land transport. Following last year's introductory talk on WallCAP, this year's conference will also include an update on the progress of this large-scale community archaeology project. For more information and booking follow [this link on line](#).

Royal Archaeological Institute



From October to May, the Institute presents a series of lectures by visiting speakers on the latest archaeological research. Lectures are held in the rooms of the Society of Antiquaries of London, Burlington House, Piccadilly, London at 3 p.m. Non-members can enter by prior arrangement. For more information and booking follow [this link on line](#).



8th April 2020: 3 p.m. Lectures; Work by the Roman Roads Research Association:

Changing the Map: lidar data is transforming our understanding of the Roman road network in NW England

By David Ratledge

Until recently, the network of Roman roads serving the dense concentration of Roman forts in North-Western England was only poorly understood, with long stretches where routes were lost. Traditional research methods, such as field walking and aerial-photography, had just about been exhausted.

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Other roads in the news; bits and pieces .. continued

Continued from p.21

Fortunately, imagery derived from LiDAR data can often reveal the surviving remains of the agger, terraces, side ditches and cuttings, where they cannot be easily identified through traditional fieldwork.

Using LiDAR, many missing pieces have now been found, along with previously unknown roads and some major surprises. In one instance, the destination of a supposedly well-known major road was shown to be incorrect and in another, a fort believed to be at the end of a cul-de-sac was found to be on two previously unknown routes into Scotland. Clearly, without an understanding of the Roman road network establishing the roles of forts can be fraught with errors.

New light on old roads: Watling Street, Stane Street and their children

By Rob Entwistle

No Roman roads in Britain are better known than Watling Street from Canterbury to London, and Stane Street from London to Chichester. This lecture explores the evidence for planning lines underpinning their routes, and what those may have to say about Roman strategic intentions in the earliest days of the new province. We examine and offer an explanation for the fabled accuracy of Watling Street in leading to Westminster, and of Stane Street in leading to Chichester East Gate, suggesting that both may be best understood as part of a network. If the analysis is correct it implies strategic planning that, from an unexpectedly early date, gave a role to the future site of London as the gateway to imperial control of Britain.

Pushing Forwards: new evidence for pre-Flavian Roman penetration into Brigantia

By Mike Haken

Until recently, it was generally accepted that apart from occasional incursions into the kingdom of the Brigantes to assist Queen Cartimandua, the Romans had no permanent presence in northern Britain until Brigantia was absorbed into the Empire in approximately AD71. However, the discovery of a substantial pre-Flavian settlement at Scotch Corner in North Yorkshire, during the recent A1 widening scheme, suggests that Imperial interaction with Brigantia whilst it was still a client kingdom of Rome might have been more intensive and complex than previously thought.

This lecture will examine on-going research by the Roman Roads Research Association, which includes broad scale geophysical survey and analysis of both recent aerial photography and LiDAR data. The research has already provided tantalising suggestions of a pre-Flavian Roman military presence within Brigantia along a corridor stretching from the so-called vexillation fortress at Rossington, near Doncaster, towards the oppidum at Stanwick, north of Richmond.

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Other roads in the news; bits and pieces .. continued

Continued from p.22



Royal Archaeological Institute & Roman Society Conference



Romans in NE England: Recent Research

Friday 29th November to Sunday 1st December

A joint event between the Royal Archaeological Institute and the Roman Society will celebrate recent and ongoing work on Roman North East England. Subjects to be discussed include; Aldborough, Corbridge, Scotch Corner, Indigenous settlement in the Tees valley, Dere Street York to Corbridge - a numismatic perspective, Piercebridge, Catterick, Binchester, Brough and Norton. For more information and booking details follow [this link](#).

Another RRRA conference?

Those that attended will remember the successful RRRA conferences in Portsmouth and York. Summaries and some of the presented papers are available on the RRRA site, [via this link](#). Under Mike's work and guidance RRRA have moved a long way forward since the last conference, and our knowledge, understanding and recording of Roman roads has increased. Talking with some members suggests to me there's an appetite for having another conference to share the latest Roman road information and make new contacts.

However, as you can imagine, a lot of work goes towards arranging a conference, including an agenda of lively speakers to engage and arrange. If a conference is really what you want, now seems an appropriate time to start working towards one happening over the winter months of 2019 / 2020. But is this what members want, and more crucially, would you be prepared to help with a part of the arrangements that make successful conferences happen? Our thoughts so far could be; a two day event located somewhere around London / Home Counties / Midlands to make it easily accessible from all parts of the country and to repeat the formula of our previous conferences with perhaps a mid morning start, an evening Margary Memorial dinner and concluding mid afternoon of the second day.

Please let me know if you'd be interested in such an event and also if you are able to help in some way; many hands make light work! Thank you, dave.armstrong@romanroads.org

RRRA Projects, update

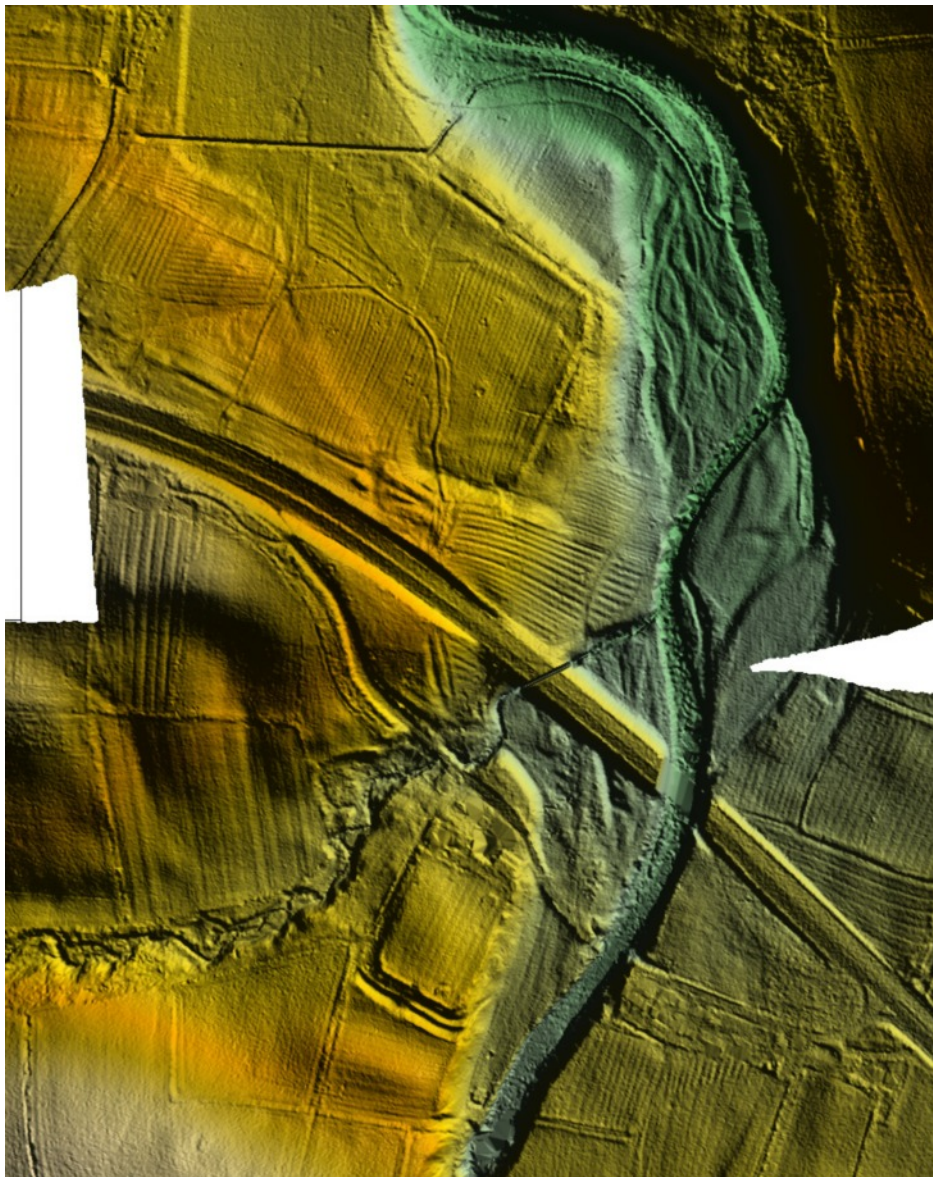
RRRA geophysics project – Durham Group & Rokeby Park

From Dave Armstrong

Things have been quiet in Yorkshire with harvesting underway but further plans are being drawn up for more geophysics once access can be made before re-seeding after the crops are in.

However the geophysics equipment has not been idle. Another group are up and running in the

Durham area. With the help of the experienced Richard Gibson of the Yorkshire group, David Brewer and of course Mike with our professional archaeologist James Lyall, members of the north east based Northern Archaeological Group have started surveying the recently discovered Roman temporary camp in the grounds of Rokeby Park



Lidar of the permanent fort Greta Bridge and the temporary camp in Rokeby Park to the top left. RR82 is approximately on the line of the dual carriageway

Continued on p.25

RRRA geophysics project – Durham Group & Rokeby .. cont.

Continued from p.24

near Greta Bridge. This is a very large camp with substantial ramparts and ditches, originally found by Bryn Gethin using lidar - as per the previous image. It has been recorded in the County Durham HER but isn't widely known about. It appears to be of the same class as three other camps along RR82 towards Carlisle; at Rey Cross in County Durham and Crackenthorpe and Plumpton Head in Cumbria. All of them had substantial ramparts and ditches setting them apart from most camps, and are characterised by an unusually high number of gates, possibly as many as eleven at Rey Cross, each protected by an oval or circular titulus. Each is separated by roughly a days march along the route of RR82, they appear for a continuous series.

Surveying is still underway and then the analysis and interpretation has to be performed before publication. However, to keep you abreast of progress, enclosed is an image of the early day's survey results with some brief informal annotation.

RRRA's state of the art geophysics equipment is intended for community based groups to develop their knowledge and confidence in modern archaeological techniques preferably as long as the work relates to the Roman road network and infrastructure. If you would like to form another geophysics group in a different area please get in touch.



Initial survey of the western side of the temporary camp in Rokeby Park



Membership

From Dave Armstrong, Membership Sec.

Newsletters probably get further circulation than to just our members. If so, and you'd like to become a member, please either complete the [on line process here](#), or print a copy and send with a cheque, to the address below.



APPLICATION FOR MEMBERSHIP

Thank you for joining the RRRA. Please complete the form in BLOCK CAPITALS

Please Select Membership Type					
Individual Adult	£14	<input type="checkbox"/>	Individual Life Membership	£250	<input type="checkbox"/>
Joint (2 adults at same address)	£22	<input type="checkbox"/>	Joint Life Membership (same address)	£400	<input type="checkbox"/>
Family	£28	<input type="checkbox"/>			
Under 18 or Full Time Student	£7	<input type="checkbox"/>			

First Member		Second Member (If applicable)	
Title	<input type="text"/>	Title	<input type="text"/>
First Name	<input type="text"/>	First Name	<input type="text"/>
Other Names	<input type="text"/>	Other Names	<input type="text"/>
Surname	<input type="text"/>	Surname	<input type="text"/>
Age (tick box)	Under 18 <input type="checkbox"/> 18 - 35 <input type="checkbox"/>	Age (tick box)	Under 18 <input type="checkbox"/> 18 - 25 <input type="checkbox"/>
	36 - 50 <input type="checkbox"/> 51 - 65 <input type="checkbox"/>		36 - 50 <input type="checkbox"/> 51 - 65 <input type="checkbox"/>
	66 or over <input type="checkbox"/> Rather not say <input type="checkbox"/>		66 or over <input type="checkbox"/> Rather not say <input type="checkbox"/>

Contact Details	
Address	<input type="text"/> <input type="text"/> <input type="text"/>
Town / City	<input type="text"/>
County	<input type="text"/>
Postcode	<input type="text"/>
Country	<input type="text"/>
Email Address	<input type="text"/>
Telephone	<input type="text"/>

General Data Protection Regulation 2016. I agree that the data supplied by me on this form may be held on a database used by the Association for communication and membership administration purposes during the course of my membership of the Association, and will not be disclosed to any third party. The Association may continue to hold this data for communication purposes should I cease to be a member. I understand that I have the right to ask RRRA to delete any personal data held about me by the Association at any time, which would result in my no longer receiving any communications from the Association.

Signature	<input type="text"/>	Date	<input type="text"/>
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Please return this form, enclosing a cheque to the value of your membership, to:-
Membership Secretary, Roman Roads Research Association, c/o 4, Stockley House Farm, Oakenshaw, Crook, Durham DL15 0TJ

If you would prefer to pay by BACS, please contact our Membership Secretary (dave.armstrong@romanroads.org), who will supply you with our bank details