



# ROMAN·ROADS·RESEARCH ASSOCIATION

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No.11

## NEWSLETTER

AUTUMN 2019

### FROM THE EDITOR

**B**IG NEWS IN this bumper Autumn edition is Mike's initial report of the recent Aldborough excavations that many of you have been involved in and enjoyed that have shed new insight, amongst other things, on the construction and use of a potential 'three lane' road.

Anthony Durham's Iter XV in the last, Summer, newsletter has sparked a response and an alternative assessment of the Iter route by Sally Woodlock. In addition we have a summary of potential roads east of Winchester that could also fit into the Iter XV route.

David Ratledge's family connections with Norfolk have prompted him to start assessing the routes of the Roman roads deploying all his lidar experience into a new county, we get a preview in this edition of where he's got to. Also we have a summary of the work of the Wirksworth Roman Project who are tracing the Roman roads around their Derbyshire village.

Finally, but certainly not least most, we have the release of member Rob Entwistles' new book '*Britannia Surveyed*'. Published by Mike Bishop, who has generously offered a discount to RRRRA members who wish to purchase a copy through him. Get your copy ordered!

With the weather already feeling like Winter I better make a start on the next newsletter; thank you to the various contributors to this edition and is there any new material for the next edition out there? Please pass it on to me!

[dave.armstrong@romanroads.org](mailto:dave.armstrong@romanroads.org)

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

## RRRA Projects, update

### RRRA Excavation of Dere Street, 2019

*From Mike Haken*

#### Introduction

The following is a brief account of our recent excavation at Aldborough Moor Farm, Marton-cum-Grafton, N. Yorkshire. The full report will be made available to members once completed, hopefully some time next year.

The general course of the Roman road (RR8a) from Eboracum (York) to Isurium Brigantum (Aldborough, North Yorkshire), is for the most part well established (Haken, 2017), and is marked for much of its length by the course of modern roads. At Aldborough Moor Farm, located where the modern bears towards the north west, the Roman line is marked on the 1895 6 inch to the mile Ordnance Survey map, carrying straight on across the fields until it's course towards Isurium's east gate is joined, and marked, by Dunsforth Road (fig. 1). In 2016, Tony Hunt took a series of photographs of

those fields with a drone which revealed a series of cropmarks marking the Roman road very clearly (A M Hunt, 2016, pers. comms). Whilst close to the line marked by the Ordnance Survey, they did not agree with precision, and appeared to suggest the possibility of three carriageways, along with some possible misalignment of the road. Further cropmarks a short distance west of the Roman road appeared to confirm features identified in 2011 in the National Monuments Record (Pastscape 2019) as a rectilinear enclosure and other linear ditches and field boundaries. Subsequent aerials taken with a drone by the author in the summer of 2018 (fig. 2) added further clarity.

Sometimes, fate takes peculiar turns that no-one could ever expect. Albert Hills, who takes care of all our permissions for geophysics and fieldwork, was totally unaware that his brother Derek had bought Aldborough Moor Farm a few years ago!

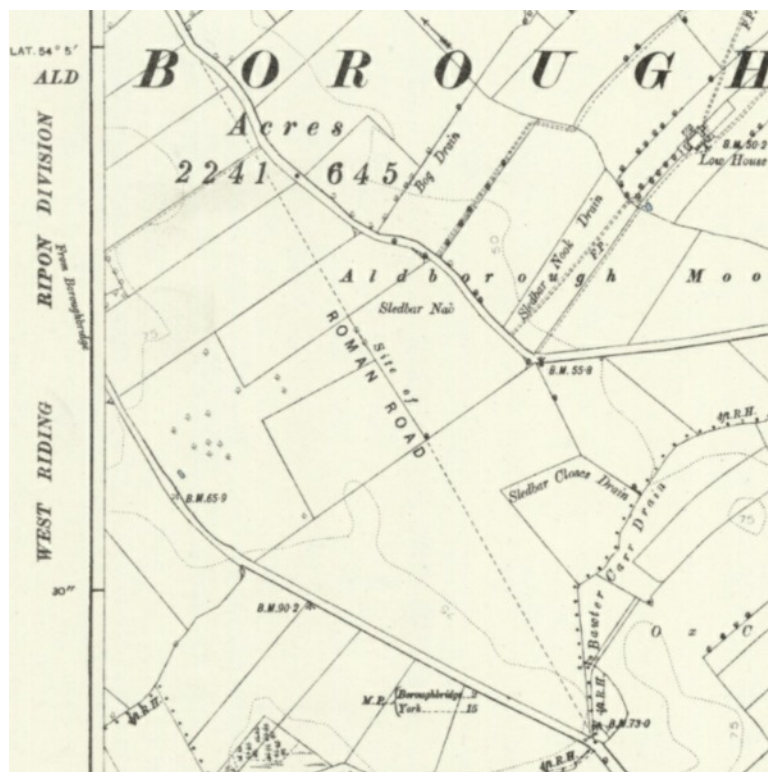


Fig. 1 Ordnance Survey, 1895, 6 inches to the mile, showing the course of the Roman road - Aldborough Moor Farm did not yet exist. Reproduced from the National Library of Scotland under CC-BY-NC-SA Licence

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## RRRA Excavation of Dere Street, 2019, continued

*Continued from p.2*



*Fig. 2 Orthomosaic photo of the site. © Mike Haken 2018*

Without any encouragement from Albert, Derek and his son Stephen are keen to know what lies beneath their land, so taking every advantage of this serendipitous coincidence, the RRRA undertook a geophysical survey of the field in question prior to our excavation which commenced in September 2019. A small snippet of the geophysical survey was published in the flier pictured in the Summer 2019 edition of this Newsletter (Haken 2019). This work was later supplemented in October by a survey of most of the field to the north west, in different ownership, the combined results being shown in fig. 3. It quickly became very clear that none of the road features showed at all on the gradiometer plot, an observation that had been made during a previous gradiometer survey on the road in this field by Nick Wilson, as part of his PhD research (N Wilson, 2019, pers. comms.). The superficial geology of the site is all glacial deposit, with belts of clay, sand, and gravels, and it was thought that the large

amorphous areas of high readings visible on the plot just where the road passes may have been caused by an iron rich clay deposit, which in turn may in some way have had influence over the results. It was also apparent that the rectilinear enclosure previously noted was actually much more complex than previously realised, and may well have been a small settlement placed alongside a trackway which branched off the Roman road.

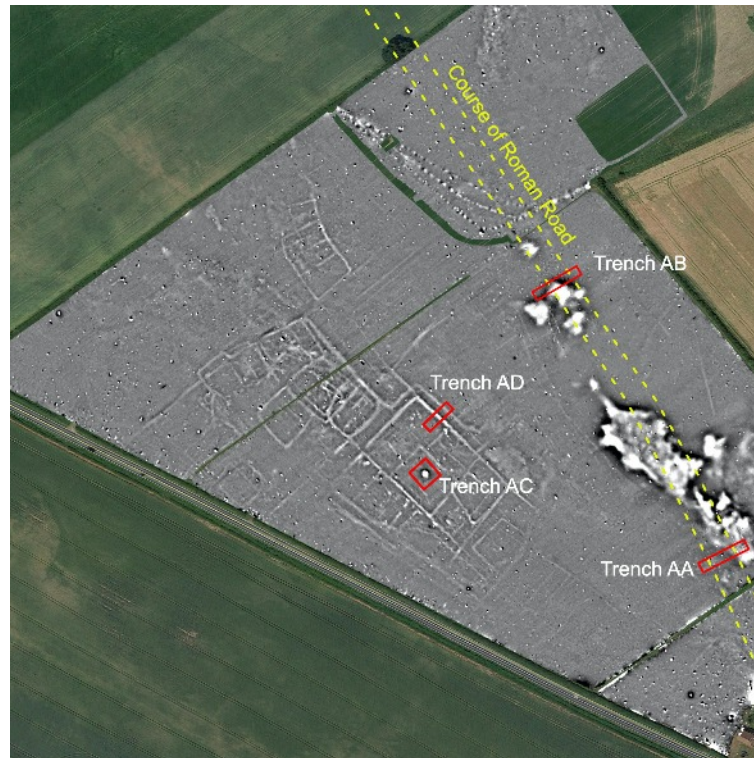
### The Metal Detecting Survey

After a thorough assessment of both the aerials photographs and the gradiometer survey, it was decided to conduct a thorough metal detecting survey on the settlement area, partly to attempt to glean potentially dating evidence from the ploughsoil, but also to discourage unwanted attention from nighthawks. Dunelm Metal Detector Club from Durham, known to be a responsible group who have done archaeological work before,

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## RRRA Excavation of Dere Street, 2019, continued

*Continued from p.3*



*Fig. 3. Gradiometer results from Aldborough Moor Farm and adjacent land, with the course of the Roman road and trench locations added. ©James Lyall & RRRA 2019*

were invited to undertake the survey of the enclosures area. About 1.2 Ha was divided into 2m wide strips, and two strips allocated to each individual detectorist. In theory, only non-ferrous objects were to be detected, although several iron objects were in fact recovered. As a matter of policy, all finds were recorded, irrespective of their likely date, and their findspots recorded with GPS. Results from the area of settlement were quite disappointing, with only six of some 81 finds recovered being possibly Roman, five coins, three of which were Roman and a brooch. Only one of the coins was identifiable, a so-called “campgate” of Constantine 1 (307 – 337 AD). A nicely preserved Victorian halfpenny from 1876 was also found, and also a very well worn 1686 halfpenny of James II, minted in Dublin – one wonders how that ended up in a field in north Yorkshire! Following the structured survey, the detectorists were then asked to turn their attentions to the area at the bottom of the hill near the Roman road, with some very unexpected results. On this occasion some 55

finds were recorded, of which 18 are probably Roman with a few more which could be. Two interesting brooches were recorded, one being a mid 1<sup>st</sup> century Langton Down type, and a second being a Headstud brooch with enamel decoration which lacks the pediment foot so characteristic of the type. Only four from some fifteen coins or fragments could be dated with any confidence, all early fourth century AD. Most interesting of all however was the distribution of the finds, the majority of Roman items coming from a narrow band at the foot of the slope adjacent to the south west edge of the Roman road. This led to speculation by a few detectorists of a roadside settlement, possibly shops or workshops of some kind. Such an interpretation did seem at odds with the location, in a hollow that is prone to flooding, as we were to discover only too frequently during the later excavation! All finds were initially retained by us for assessment, and will ultimately be returned to their respective finders.

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## RRRA Excavation of Dere Street, 2019, continued

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### The Excavation

The aim of the subsequent excavation was to answer some key questions

- Could we determine the original form of the Roman road, and its method of construction?
- Why was the Roman road across the field built with a distinct kink rather than on a straight alignment. Were two construction crews involved?
- Did the road have three carriageways, as implied by the aerial photography, and if so what purpose did this serve?
- Why did the Roman road fail to show on the Gradiometer survey, and could understanding this phenomenon help to explain why Roman roads are frequently

not found when sought for using this method?

- Could we find any evidence of some form of roadside activity south west of the road, as suggested by the metal detecting survey?
- Could we identify any evidence of human habitation within the area of enclosures?
- Could we ascribe any date to the enclosures area?
- What was the relationship between the enclosures and possible settlement and the road

Led by James Lyall, the excavation was to be open to all volunteers, not just RRRA members, with the hope that we would attract volunteers from the local community, which indeed we did. Apart from James, every other person involved in the dig was



*Fig. 4. The daily ritual - the team bailing out Trench AB. © James Lyall 2019*

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## RRRA Excavation of Dere Street, 2019, continued

*Continued from p.5*

a volunteer. That includes Rebecca Ellis, a PhD student at the University of Hull who acted as our Finds Officer and was present for almost every day, and in James's opinion (and mine) set new standards for finds processing on a "community" excavation. To reach the widest audience, we used Eventbrite as a booking system for volunteers, which worked well, especially as Eventbrite don't charge for free events. The excavation was planned to commence on 21<sup>st</sup> September, running for at least two weeks. Due to some truly awful weather, we actually had to extend the duration of the dig twice, running into a fifth week with five days and two half days lost to rain. For the latter part of the work, bailing out became a regular ritual for a couple of hours each morning (fig. 4).

The figures for attendance make fascinating reading. In total, we had 116 people register to attend, booking some 402 days between them. Of those, 28 people (24%) failed to turn up without cancelling. This might at first seem very disappointing (it was infuriating at the time), however most of the no-shows (none of whom were RRRA members I'm proud to add!) were only booked for a single day, so that when allowing for the five days lost to rain, only 42 person-days were actually lost to absenteeism from 347 booked

(12.1%). Most positively, 88 volunteers took part providing a huge 305 person-days of work!

To give people not actively involved a chance to view the site, we held an Open Day On Saturday 12<sup>th</sup> October with three guided tours around the site, explaining to visitors what had been found and the likely interpretation. Ninety people attended, and a collection raised £115 which will be used to pay for x-ray analysis of ironwork finds.

### Excavation of Dere Street

To enable us to investigate the issue of the road's lack of straightness on the site, it was decided to open two trenches across the Roman road, located at either end of the site (see fig. 3), so results could be compared. This might help us to assess whether or not the apparent inaccuracies were due to two different construction teams working in opposite directions.

Aerial photography suggests that the separation between the outer road ditches is between 18m and 20m across the site. To allow for error, and to ensure that we could understand the area beyond the outer ditches, two areas were opened, nominally 30m x 4m each. The topsoil was removed by machine, operated by local farmer, Mr.



*Fig. 5. Drone image showing volunteers at work in Trench AB. © Mike Haken 2019*

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## RRRA Excavation of Dere Street, 2019, continued

*Continued from p.6*



*Fig. 6. Possible wheel ruts in Trench AB, created during construction, forming orangey coloured stripes in the underlying clay layer. © RRRA 2019*

Andy Young, who volunteered for the task. Fig. 5 , showing Trench AB with part of the road structure exposed, gives an idea of the scale of the resulting excavations.

Both trenches yielded similar results, with a central road constructed from small stones and gravel, which had at some stage been repaired or resurfaced with cobbles or large pebbles. However, evidence for anything resembling the three lane highway of the aerial photos initially proved extremely elusive, and it was only in the third week of excavation that the picture of the whole structure suddenly started to become clear. By this time the weather had forced us to focus on just one of the two Roman road trenches, the north westerly one (Trench AB) being selected because it showed better survival, and was next to the belt of detector finds. Rather than describe the entire process of excavation, it is perhaps simpler to outline what we now think are the three main stages of the development of the road.

*Phase 1.* The lower parts of the original road structure appeared to survive reasonably well in both trenches, although both had been heavily impacted by post medieval and modern drainage

systems. The road was constructed as a fairly conventional agger, about 8m wide at the base, from rammed stones and gravel bedded on a levelling layer of dark grey clay. In Trench AA the layer of dark grey clay was over 250mm deep, used to stabilise the natural sand beneath. In Trench AB the layer was a maximum of 120mm, tailing off at the edge of the agger, this time sitting on artificially levelled natural clay (tool marks still visible), hence the lack of need for depth. No sign of any laying out features such as a central spine, or any kerbs, were apparent in the original construction. These results correspond with the construction found during excavation on the same road a few miles south at Green Hammerton (Ambrey & Cooper 2009). Most unexpected in Trench AB were linear depressions in the dark grey clay, on the south west side of the road only, which we could only interpret as wheel ruts formed during the road's construction, then filled with orangey yellow sandy clay which made them appear like stripes during excavation (fig. 6). Thoughts of taking "Abbey Road" type photos were only just resisted!

There may have originally been wide and shallow "scoop" ditches immediately adjacent the agger, less than 200mm deep and approximately 2m

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## RRRA Excavation of Dere Street, 2019, continued

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wide, although remains of only the south west ditch in Trench AB has to date been found. There were also much deeper outer ditches, and whilst recutting has made determining their original form difficult, it seems likely that they were spaced some 17.8m between centres, ie almost exactly 60 Roman feet. It is impossible to be certain that the outer ditches were part of the original construction, but their use elsewhere at this spacing suggests some standardisation so being part of the original scheme seems likely.



*Fig. 7. Lines of iron pan, formed in the base of former wheel ruts, the ruts themselves having been removed during later re-surfacing. © RRRA*

Evidence of wheeled traffic was provided in the form of lines of iron pan in Trench AA, preserving the base of former wheel ruts, buried beneath later resurfacing (fig. 7).

*Phase 2.* The scoop ditches were either filled or removed (the south western one in Trench AB was certainly filled) and a layer of small cobbles some

3m wide added either side of the agger, but not extending quite to the outer ditches. There was no sign of these cobbles being intended as a surface, rather it seems they acted as a solid base for a layer of sand which was then applied above. Such belts of sand to the side of Roman roads are not unknown, and are usually interpreted as providing a surface for the movement of animals. A 3m wide band, however, would be completely inadequate for the movement of herds of cattle or flocks of sheep, and in any case would not have needed a cobble base, natural clay being more than sufficient. We are suggesting that these sand “shoulders” were added specifically for use by cavalry. It is worth noting that clay shoulders found during excavation of the so-called Roman Ridge, RR28, near Wentbridge, retained hoofprints (Eric Holder, 2017, pers.comms.). It is the layer of cobbles, combined with the sand above, which causes the parching visible on aerial photographs and the appearance of possible outer carriageways (fig. 2.).

*Phase 3.* The outer ditches were backfilled with sandy clay, and the sand shoulders then substantially extended (without a cobble base) to widths of about 8.5 m either side of the agger. This change could potentially reflect a shift from purely military and logistical use, to one supporting agriculture and the movement of large numbers of livestock. The ditch fill is sufficiently similar to the underlying superficial geology, as to appear exactly the same to our gradiometer, hence making the ditches effectively invisible to our gradiometer survey.

Both trenches provided evidence of later repair or remodelling of the central road structure using larger flattish cobbles up to 130mm across, everything above having been removed over the centuries by the plough. There was further evidence from Trench AA that crude cobble kerbs may have been built at a later stage to help support the agger, at which time the running surface must have been reduced to about 4m. Whether this was late Roman or medieval work is impossible to determine.

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## RRRA Excavation of Dere Street, 2019, continued

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Initial conclusions are that we cannot support the idea of two teams, as the construction seems extremely consistent. We may, however, be able to explain the lack of straightness, and this could simply be down to the terrain. As we found out to our cost, when it rains heavily the belt of clay which underlies the road on the site seriously restricts drainage. What we noted however, was that whilst the areas to the sides of the road flooded, the road itself did not, the course of the road having been very carefully chosen to utilise the top of a very slight ridge which seems to correspond with the probably clay deposit visible on the geophysics. Looking across the field it became clear that the slightly kinked line may well have been to ensure that the road took the highest possible line, without having to deviate up the hillside. Detailed analysis of the topographic data gathered during the geophysical survey will hopefully shed further light on this.

Unusually for a road excavation, we did manage to recover a few finds. The south west outer ditch in Trench AB yielded a nice Roman pot base (Black-Burnished 2) at the bottom of the later backfill, and the foot of the ditch contained organic material including pieces of antler along with what look like hawthorn twigs. The sand layer above was also

found to contain animal bone, possibly deer. Whilst far from conclusive, these finds tend to support the hypothesis that there may have been some kind of roadside activity along the south west side of the road during the Roman period.

### Excavation in the Enclosure

Given our limited time and resources, it was decided to restrict excavation within the enclosures and potential settlement, to minimise any potential post-excavation costs. With this in mind, we focussed on the large rectangular enclosure, with one trench across the north east ditches with the aim of recovering datable evidence, and a further trench opened to examine the curious high anomaly in the middle of the enclosure.

We had aimed the trench across the ditches (Trench AD) to include both the inner and outer ditch, unfortunately the trench was slightly mislocated so only the inner ditch was excavated, which gave the highest response in the gradiometer survey. A second feature, identified as a small irregular pit, was also excavated in Trench AD. The ditch turned out to be substantial, being about 1.2m deep and 2.6m wide, "V" sectioned and with a so called "ankle-breaker" or cleaning slot at



Fig. 8. The enclosure ditch, showing the "ankle-breaker" or cleaning slot. © RRRA 2019

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## RRRA Excavation of Dere Street, 2019, continued

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*Fig. 9. The section of the large pit. © RRRA 2019*

the bottom (fig. 8). Whichever interpretation is correct, the ditch has clear Roman military associations, and whilst not enclosing a military site, it may well be that the enclosure was constructed by a veteran.

Trench AC was situated over the large anomaly, which turned out to be a very large pit. The pit was sectioned, and found to be roughly circular with a diameter of over 4m. It was excavated to a depth of almost 2m before work had to stop on safety grounds (see fig. 9.). The bottom, which seemed quite soft, was then augured in the centre, the augur reaching a depth of a further 1.2 m before hitting something solid. Without further work, the original function of the pit cannot be accurately determined, although it seems possible, even likely, that it is a well cone, and that the unknown object blocking the path of the augur is part of capping off of the well.

Our wish for datable evidence and evidence of Roman occupation was rewarded in spades – almost literally! All three features had at some point been deliberately filled with burned material containing building material, including many broken tegulae, stone flag (possibly also roofing material),

daub and pottery, with some animal bone. The most likely interpretation is that all three features were filled with material recovered from a nearby building which had burned down. Certainly, it would seem unlikely that it would have had been brought very far to be tipped into existing ditches and pits. Until a full analysis has taken place, we are being cautious about dates, but first impressions suggest a varied pottery assemblage in terms of both origin and date, possibly suggesting occupation of the site through much of the Roman period. What is certainly true is that some of the pottery was very fine tableware, including sherds from at least one, possibly two pieces of Moselkeramik folded ware from workshops in or near Trier, which was exported to this country between about 180 – 250 AD (Tyers, 2014). Two sherds that fit together were recovered from Trench AC (pit/well) some 60cm apart vertically, strongly suggesting that the pit was filled in one operation. Other finds include just two probable tesserae, one white, one green, and both very small, again suggesting high status.

### Resistivity Survey

As part of our attempt to assess why the road failed to appear on our gradiometer survey, further

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## RRRA Excavation of Dere Street, 2019, continued

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*Fig. 10. Mike Turpin coaching volunteers in the subtle skills of geophysics*

geophysics was carried during the course of the excavation using resistivity, with our trusty old RM15. The survey was led by Mike Turpin and conducted by several of our volunteers (see fig.10) covering 19 30m square grids. The work did

establish that the road shows well with resistivity in the arable part of the site, but not so much in the pasture, which was unexpected. It was interesting to observe changes in response as the ground got progressively wetter!



*Fig. 11. James Lyall explaining the pit/well to visitors at the Open Day © RRRA 2019*

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## RRRA Excavation of Dere Street, 2019, continued

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*Fig. 1.2 Volunteer Edward Playford being taught how to fly a drone © RRRA 2019*

### Conclusions

As an exercise in community and voluntary archaeology, the excavation was a huge success. We attracted volunteers with a huge range of experience, crucially including several who had never been on a dig before. Indeed, I can report that at least two of those have since gone on to volunteer on a different site, and we have also gained several new members as a result of the excavation.

From an archaeological perspective, whilst we are still waiting for detail to be added from specialist reports, we have answered most of our questions. We now know that the Roman road started life as a fairly standard road, laid out along the slightly higher ground and so not quite straight, and was later widened to accommodate cavalry (probably!) and then with further shoulder added for other livestock (again, probably!), when the outer ditches

were filled with clay preventing them from showing on the magnetometry results. It was never strictly speaking three carriageways. We found evidence which might support roadside activity south west of the road, and we can now state with confidence that there was at least one high status Roman building in or near the large rectangular enclosure. The only question outstanding is how the enclosures and presumed settlement relate to the Roman road. Further excavation is essential to have any chance of understanding that relationship, and we are already planning to do more on the site next year.

Crucially, we hope that we have established that in order to understand individual Roman roads fully, excavations need to be much bigger than is all too often the case. The all too frequently seen trial trenches of just one or two metres width, just long enough catch ditches either side of the supposed agger, will never yield the detailed understanding we are starting to glean from this site. What's more, it's not necessary to gain a lottery grant approaching £100K to undertake an excavation of this scale, our total costs being expected to be well under a tenth of that, funded entirely from a single donation. As I hope we have shown, organised the right way, with the right supervision, volunteer archaeology works!

### References

- Ambrey, C., & Cooper, O.; 2009; Poole Lane, Green Hammerton NAA Interim Report 09/09
- Haken, M; 2017;
- Haken, M. 2019; RRRA to excavate Dere Street, RR8c near Aldborough; in Armstrong, D (Ed.) RRRA Newsletter No. 10, July 2019, p. 15
- Pastscape, 2109 Monument No. 1462022, [http://www.pastscape.org.uk/hob.aspx?hob\\_id=1462022](http://www.pastscape.org.uk/hob.aspx?hob_id=1462022), accessed 19 November 2019

# RRRA Projects, update, continued

## Roman Roads in Norfolk

*From David Ratledge*

### Introduction

As a frequent visitor to Norfolk it was natural that I would start looking for Roman roads there. Until recently the lidar coverage was very patchy so progress was slow. But this year the Environment Agency have published a large swathe of new data for Norfolk, mainly in the east of the county so I could begin serious work. But, just to slow me down, the EA changed the format – they are providing their new data as tif files rather than ascii. I need to run a convertor to change the new files into ascii format so I can proceed as before. This

is very much a “work in progress” report as I have only examined a few roads so far and the west of the county still has patchy lidar coverage so that will have to wait.

The Roman road system of Norfolk is centred on Caistor St. Edmund (Venta Icenorum) just south of Norwich. However, we must not forget that communication then would not have been just by roads. Many of the rivers are navigable and the Romans would have exploited these too. Another complication is that the Saxon Shore forts at Brancaster, Caister on Sea and Burgh Castle were



Fig 1. The current state of my progress in locating the Roman roads of Norfolk. Regard this as a very much incomplete “work in progress” effort but it does indicate the locations referred to below

late in the Roman period so the road system would almost certainly have been set out long before they came into existence.

### Roman Road from Brampton to the South

My first target was the road heading south from the Roman Settlement of Brampton, about 10

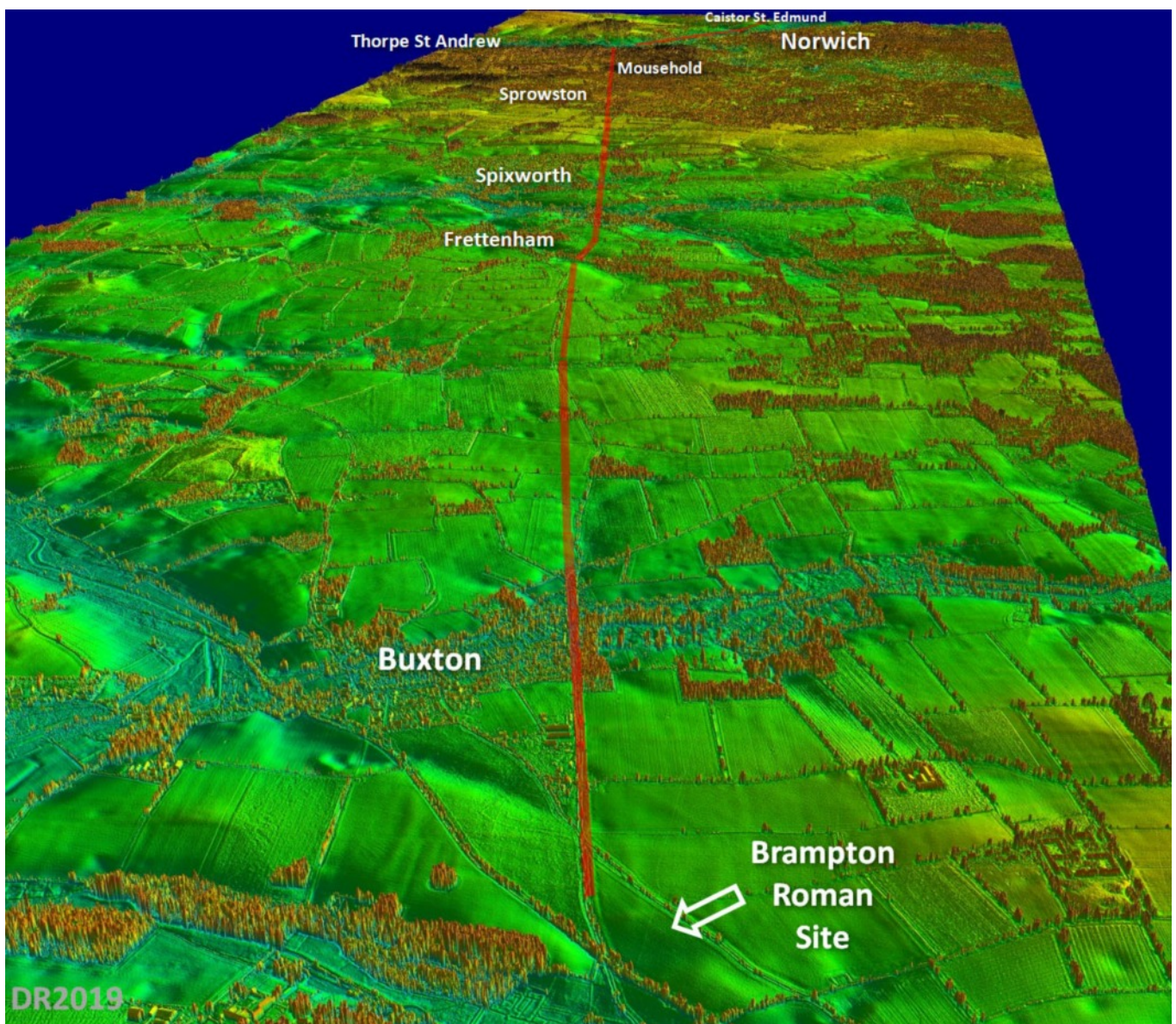
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## Roman roads of Norfolk .. cont.

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miles north of Norwich. Brampton was the Roman equivalent of the Potteries with around 130 kilns known there so communications to and from it would have been essential. The accepted and widely published route of the road south from Brampton was to Thorpe St. Andrew, a small settlement of the eastern side of Norwich. I had long

been suspicious of this as surely the primary market for the goods from the potteries would have been the Roman walled city of Venta Icenorum. Venta after all means market-place. Sure enough this was found to be the case.



*Fig 2. In this 3D LiDAR view we are looking south down the route of the road. The previously believed course of the road was that it turned left at Frettenham and headed to Thorpe St Andrew. The correct route to Caistor is shown*

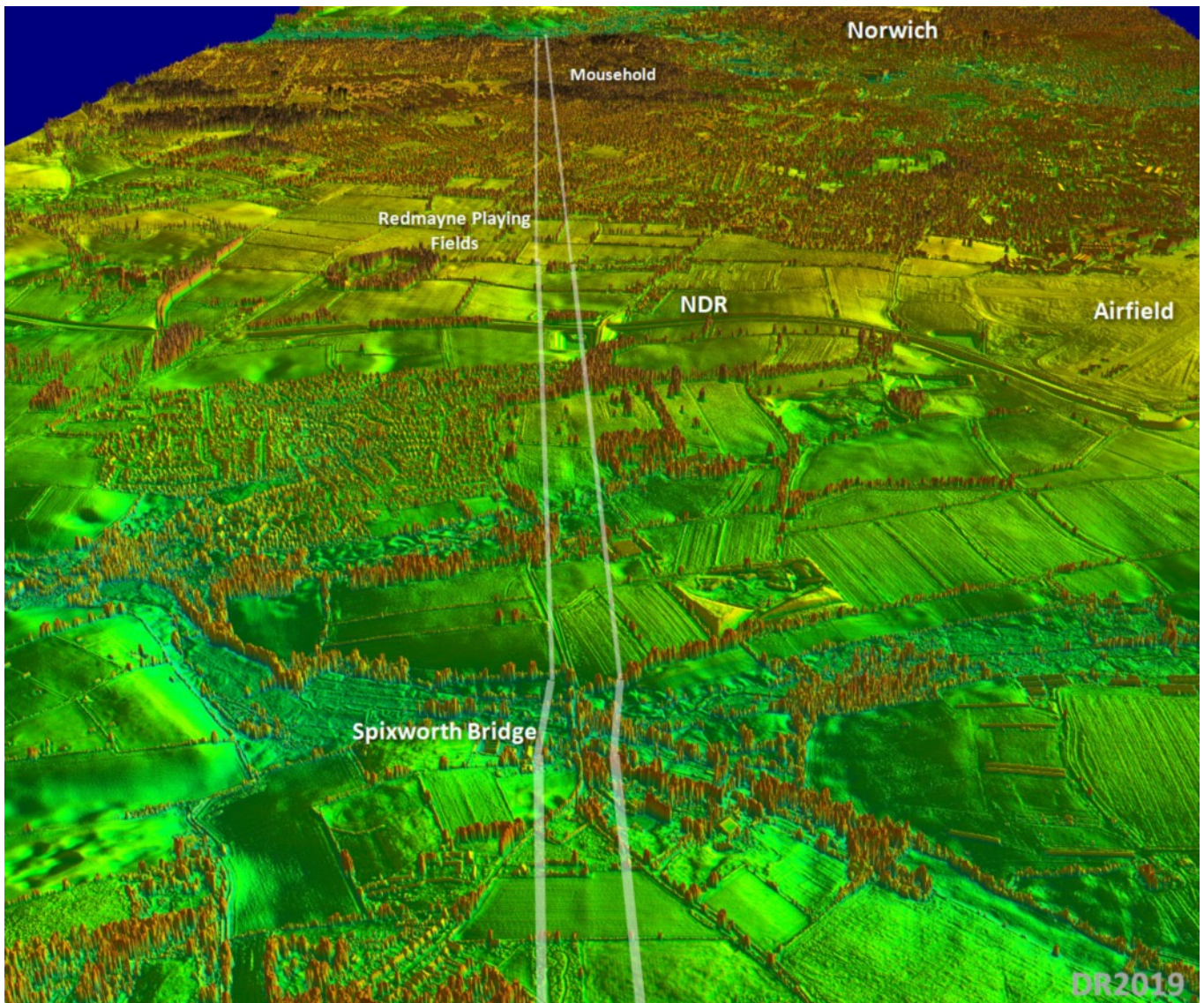
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## Roman roads of Norfolk .. cont.

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For the first 4 miles or so from Brampton the modern road through Buxton and down to Frettenham is shown in the HER to be the Roman course but it came as a surprise to see how little of the modern road actually coincided with the Roman line. LiDAR shows it clearly in the fields either side of the modern road taking a much straighter course. At Frettenham, the previously accepted wisdom

(and again in the HER) was that the road dog-legged to the east for a course towards Thorpe St. Andrew. Several years ago I visited the suggested marsh crossing (HER 22951) on this route at Beck Farm (Frettenham) but it was way too narrow to be Roman plus no LiDAR traces align with it. The road didn't go that way.



*Fig 3. The route was easily spotted heading to Redmayne Playing Fields. In this 3D LiDAR view part of the evidence has been destroyed by the Northern Distributor Road (NDR) but is visible in the earlier phase 1 LiDAR data*

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## Roman roads of Norfolk .. cont.

*Continued from p.15*

What there is however is considerable LiDAR evidence to show that the road continued straight on to Sprowston, as far as Redmayne Playing Fields (where my grandsons play rugby!). Beyond here I initially struggled as Norwich suburbia begins with dense housing covering the next several miles. However, extrapolating the course onwards it was obvious where the road was aiming – a natural valley to descend down to a crossing of the River Yare but could I prove it?

My course would take the road across Mousehold Heath, a large open woodland/parkland area

north-east of the city centre. This would be best chance to find the road but, and it was a very big but, Mousehold had been subject to intensive disturbance in the past. It was exploited by the locals to extract all manner of materials and today it is littered with old sand, clay and gravel pits. If that wasn't bad enough it was also used (abused?) as a military training ground, a race course, a United States Army Air Forces base, an aerodrome and a prisoner-of-war camp. But miraculously the road had survived all that!



*Fig 4. I couldn't believe my luck when I saw the LiDAR data for Mousehold Heath. There were at least 4 excellent surviving lengths of agger. I have played that golf course several times but had never noticed the Roman road*

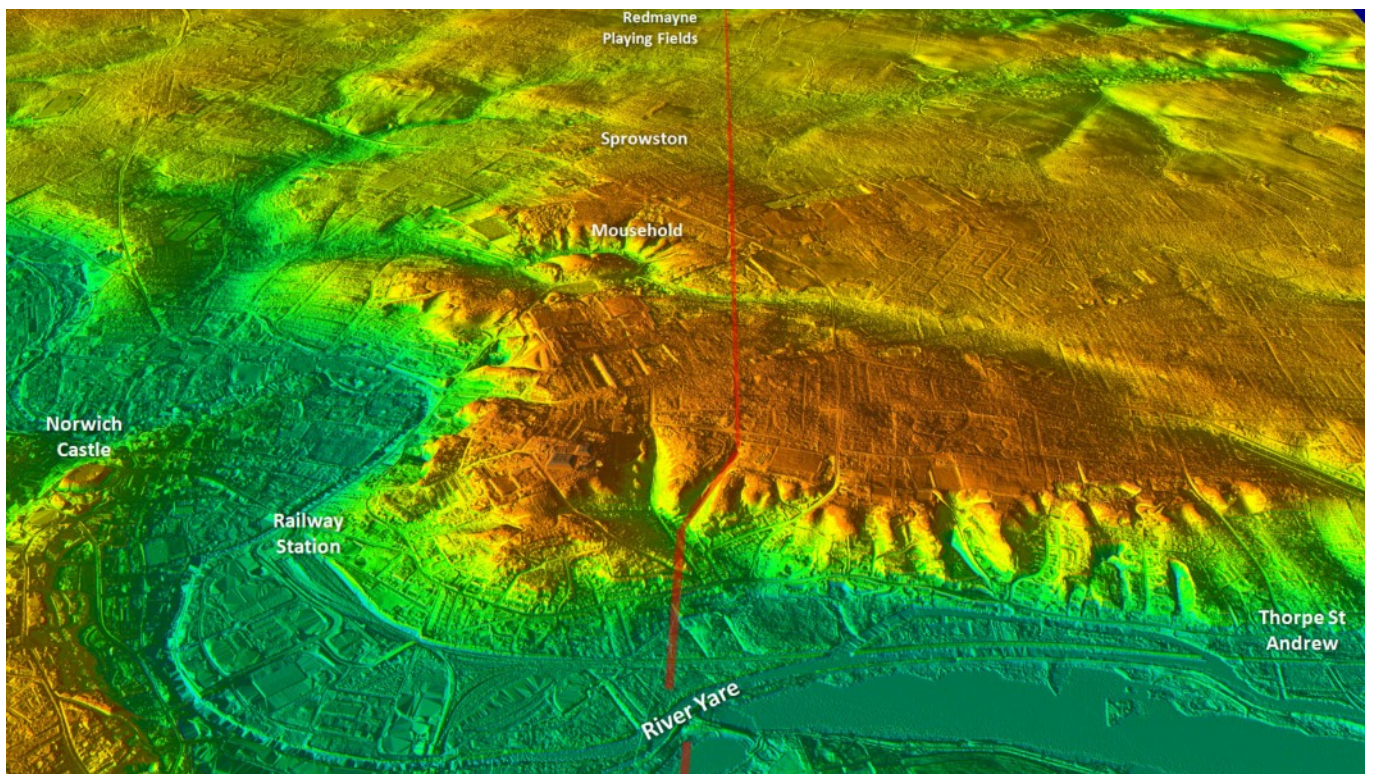
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## Roman roads of Norfolk .. cont.

*Continued from p.16*

What those surviving segments at Mousehold showed was that the road had continued on its straight alignment from Redmayne as suspected. The 50cm LiDAR data even revealed the full 4 ditch width of the road. But strangest of all, and I have never come across this before, the road was clearly visible across suburbia. The only assumption I could come to was that the good folk of Norwich don't like digging in their back gardens and so traces of the agger are still there. South of Mousehold, an old straight boundary on the OS First Edition Map and Lion Wood Road confirm the line.

A 3D LiDAR model showed exactly why the Roman's had taken this precise course. If they had moved the road to the west – in theory providing a shorter route to Caistor - then they would have had to descend and ascend several valleys of Moushold Heath. They sensibly skirted around them instead. Their alignment had targeted a natural valley in Lion Wood for the road's decent to the River Yare. Here in 1961, on the north bank of the Yare, was found what was referred to as a possible bridge approach (Norfolk HER 514). It couldn't have fitted together any better.



*Fig 5. We are looking north in this 3D LiDAR view from the River Yare. The natural valley the Roman's targeted for their descent to the river shows what superb local knowledge and engineering skills they possessed. The alignment of this road was excellently chosen*

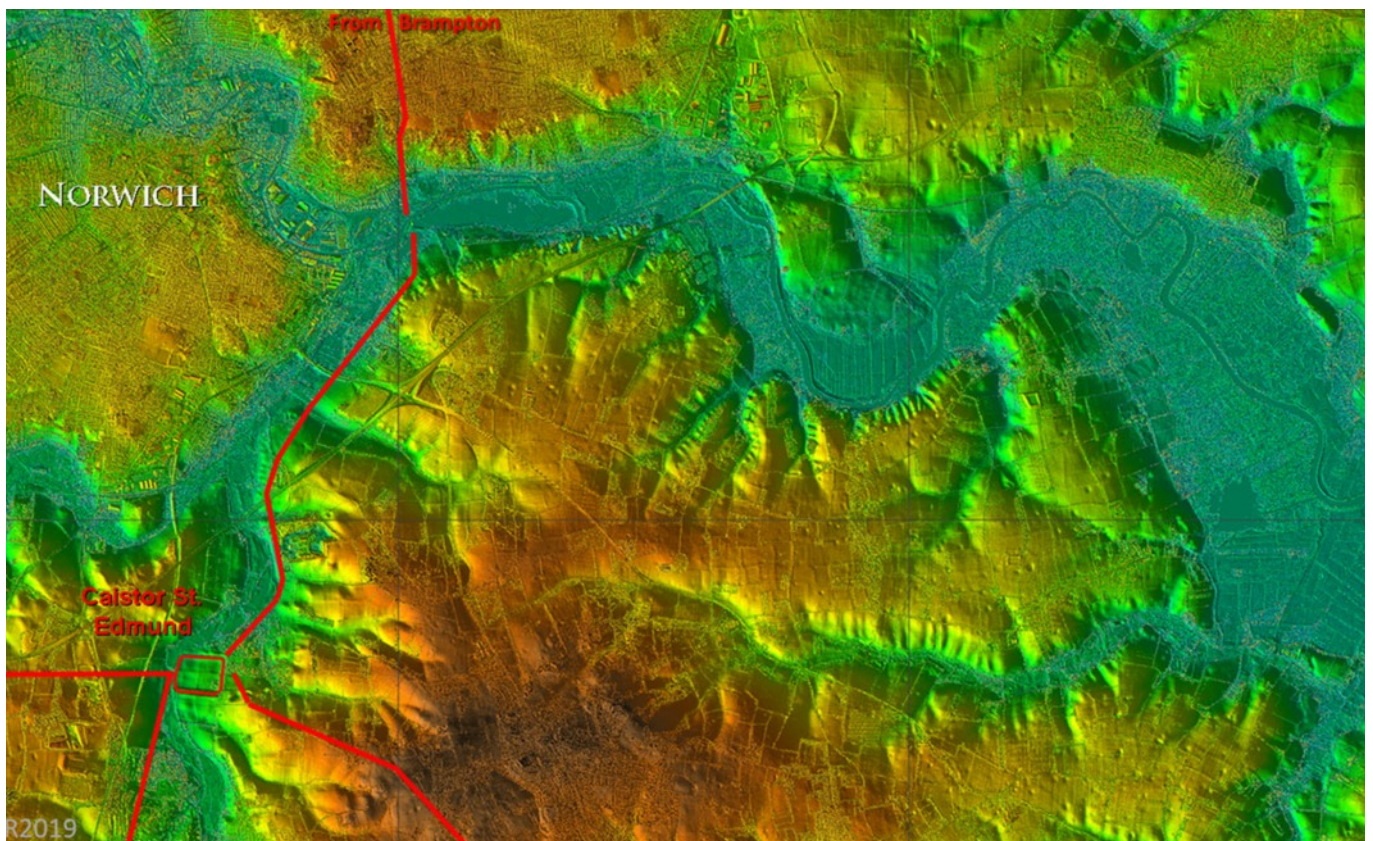
*Continued on p.18*

## Roman roads of Norfolk .. cont.

*Continued from p.17*

I From the River Yare crossing to Caistor then the route is somewhat speculative but probably followed the straight modern road, appropriately part of Boudicca Way. At the Caistor site, and predating the city walls, was a diagonal road heading north-east. This was pointing towards

Boudicca Way and our River Yare crossing so can only have been our road.



*Fig 6. Caistor was not only served by a road network but was also at the head of the Norfolk river system - a system that we know today as the Broads*

### Next Stage

To be continued .....

The plan is to produce comprehensive Gazetteer web pages for this and the other Roman roads of Norfolk. There has not been room in this article for detailed maps but these will be included on the forthcoming RRRRA web pages..

## Roman roads in Focus

*Editors Note. It's appropriate that we challenge established thought in our subject, this is the second such challenge to the accepted understanding of the Antonine Itinerary XV route and is, if anything, more radical than the previous one. Interpreting these routes does seem to involve quite a bit of supposition and I would like to see more evidence based assessments in what goes into the newsletter. As ever, it is up to you to form your own view where on the speculation/certainty spectrum anything is, be stimulated by the challenge, and react accordingly. Caveat emptor!*

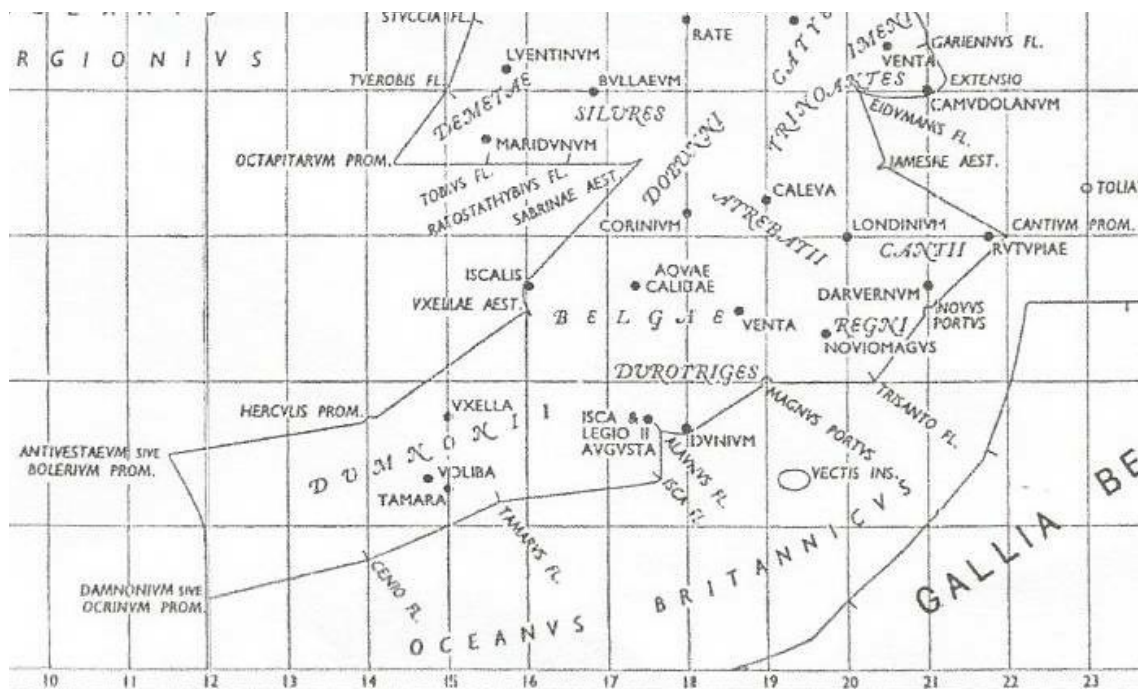
### Antonine Itinerary XV, an alternative interpretation

From Sally Woodlock

There is a further interpretation of the Antonine Itinerary XV (3<sup>rd</sup> century), an alternative to that of Rivet and Smith/RRRA website, and that from Anthony Durham in the Summer 2019 Newsletter No. 10. The mileages in the Rivet and Smith interpretation do not fit in all sections bar one. They have taken known Roman towns and roads, trying to find names for those towns, and have given names based purely on their choices, which have been "accepted". The Romans were pretty good at numbers, and would not have made that many mistakes in the mileages. The Anthony Durham's

interpretation, if he amends it to go from Poole to Lake Farm, then to Bridport and the Fosse Way, instead of continuing to Exeter, would fit the 136 Roman miles criteria, otherwise it is 146 miles.

However neither have appreciated that 1) Ptolemy put Calleva north west of Londinium/London, and east and slightly north of Corinium/Cirencester, I believe at Oxford; 2) the Roman road at Wantage if extended goes to Oxford and Old Sarum (Margary: RR164); 3) the mileage to Old Sarum is correct, and 4) some items of Roman pottery and Roman



Ordnance Survey Ptolemy Map, Southern section of Britain only (From Maps of Roman Britain, 3<sup>rd</sup> Edition)

Note: Position of Calleva; ignore the coastline as places mentioned are often inland sea ports.

Vectis = Isle of Wight, so Magnus Portus is obviously the northern end of Southampton Water.

Venta, Wilton Water, is in the correct position for this interpretation.

Continued on p.20



## Antonine Itinerary XV, an alternative interpretation .. continued

*Continued from p.19*

building materials have been found in Oxford (details later). In Itinerary number VII was the one reference to “Calleva Atrebatum” at a different distance to Venta than “Calleva” (Oxford), which could, just about, be Silchester, so they appear to be different places. (It is appreciated Venta is used as a place-name quite often, – it means “windy” from the Latin “ventus”) Thus the previous interpretations do not start in the right place.

Ptolemy, in the early 2<sup>nd</sup> century, gave the name of the pre-Roman Tribes and their towns with the

appropriate coordinates of latitude and longitude. Others have used those figures to produce maps:

There are too many Ptolemy whole numbers to be reasonable and so some could be “thereabouts” if the recorder was unable to provide Minutes.

Thus Calleva in this Itinerary XV is I believe at Oxford, not Silchester, according to Ptolemy.

There are some similarities in the three interpretations: Rivet and Smith also used the Roman road from Old Sarum to Bokerley Dyke as

<b>Antonine Itinerary XV (in Roman miles)</b>							
Antonine Itinerary Distance	Rivet & Smith, RRRR / M. Haken		Anthony Durham		Antonine Itinerary	This Suggestion	
Miles	Miles	Places	Miles	Places	Name	Miles	Places
		Silchester		Silchester	Calleva		Oxford
15	12	Wheatsheaf Inn	15	Alton	Vindomi	15	<b>Wantage</b>
21	12	Winchester	21	Twyford	Venta Velgarum	21	<b>Wilton Water</b>
11	6	Ashley	11	Nursing	Brige	11	Bulford
8	18	Old Sarum	18	Wattons Ford	Sorbiodoni	8	<b>Old Sarum</b>
12	23	Badbury Rings	12	Poole	Vindocladia	12	<b>Bokerley Dyke</b>
8	20	Dorchester	18	Dorchester	Durnonovaria	8	<b>Tarrant Hinton</b>
36	42	Gittisham	36	Sidford /Gittisham	Moriduno	36	<b>Bridport</b>
15	15	Exeter	15	Exeter	Isca Dumnoniorum	15	<b>Seaton/ Axminster</b>
126	148		146			126	
+10 miles? to give 136 total							
136	148		146			126	
<b>BOLD = on known Roman road</b>							
Note: mileage numbers totalled 126 miles, but total suggested was 136 miles							

*Continued on p.21*



## Antonine Itinerary XV, an alternative interpretation .. continued

*Continued from p.20*

Calleva was, I believe, at Oxford – a town like Bath, by the river where the ground level has been greatly raised to avoid flooding. H.E.R. for Oxford does report that a few sherds of Roman pottery of 3<sup>rd</sup> and 4<sup>th</sup> century (UAD 303; Booth 1995, and UAD 181; Radcliffe 1961/2:43) were found at the southern end of the 2<sup>nd</sup> gravel terrace. Then it says “Finds hinting at the presence of more substantial Roman buildings have been recovered from the central area .... tegulae and scored box tile at Christ Street, St. Ebbe’s (Hassall et al. 1989:196); Roman brick from near the Castle (Jope 1952/3: 99-100); mortar likely to be Roman in date from 24A St. Michael’s Street (Dodd 2003); a slightly higher than average collection of residual and stray finds in the vicinity of Peckwater Quad, Christ Church and All Saints church may indicate Roman settlement in this area (Blinkhorn, 2007); and a 1<sup>st</sup> century hearth at St. John’s college with a few sherds of Roman pottery.” At Cowley to the S.E. of Oxford there was much Roman pottery, and a kiln site on Annesley Road (Harden 1936:99). The spread of building materials in a number of streets indicates the potential for a Town or a Fort.

Bath stonework has remained because there are ample stones for further building in the surrounding hills, but at Oxford stones may well have been recycled, and so evidence in the town is deep and sparse. It is said that Oxford is a Saxon Town, but its layout of a long centre road with an off centre shorter road at right angles is reminiscent of the grid layout of Roman Towns and Forts. This is very obvious in a 1375 Map of Oxford accessed on line at <https://www.british-history.ac.uk/vch/oxon/vol4/pp3-73> page 16.

The word “Calleva” could be from the Spanish “Calle” and “va”, i.e. where “the road” “goes”, a junction point.

It could be argued that the 10 mile error in the addition of the Itinerary XV could place Calleva at Bicester/Alchester, not Oxford, increasing that distance from Wantage to 25 Roman miles. There is a big junction at Alchester, and much Roman material. However, it does not sit so well with other Itineraries i.e. Inter XIV where Calleva is 65 Roman

miles to Aqua Solis (Bath), allowing for a slight detour to Spinis (?) and putting Cunetione at Swindon, a known Roman settlement and junction (O.S. Roman Britain Map). “Cunetione” as per Anthony Durham, means “artificial water channel” and Swindon has historically been a junction of canals, being the Wilts and Berks Canal across the south, and the North Wilts Canal going northwards from it to join with the Cotswold Canal/River Thames. Could there be a Roman precedent for this?

There is a known Roman Road at Wantage (PastScape, Mon.1515993 from Wantage to Oxford, Margary RR164), which if extended in a straight line goes also to Old Sarum. Wantage is 15 Roman miles from Oxford, and could be Vindomi. The Latin “V” is pronounced “W”, so the beginning of those words: Wan... and Win... are not too far apart.

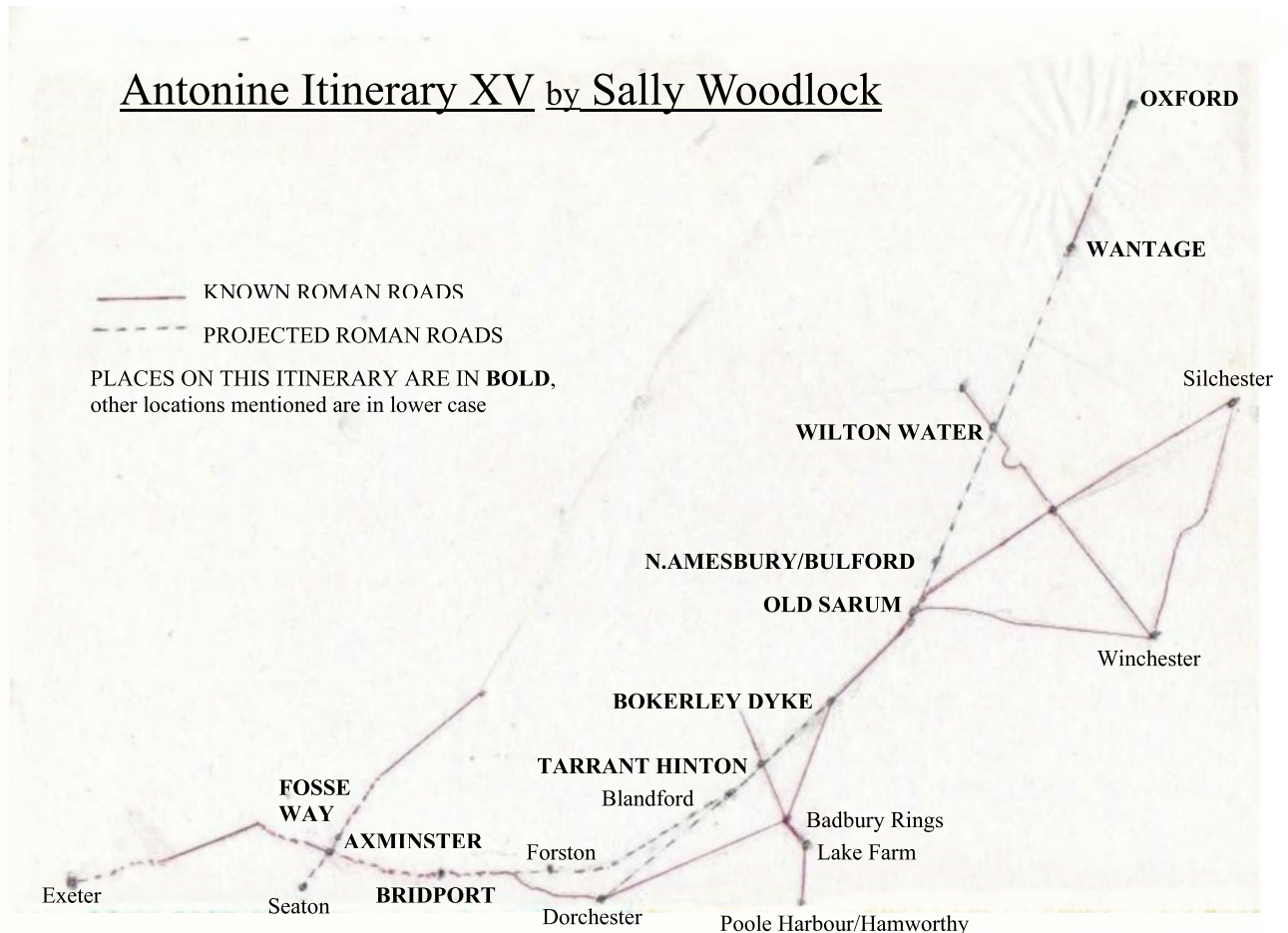
The Itineraries appear to give junction points rather than towns, and so Venta Velgarum (perhaps “windy Well/spring fortified”), 21 Roman miles further, could be at Crofton/Wilton Water where it crosses the known Roman road from Marlborough to Winchester (Margary:RR43). It is in the correct position on the Ptolemy map. The springs at Wilton Water provide the water for the highest point on the Kennet and Avon Canal. A high water source would have appealed to the Romans.

Brige, 11 Roman miles on, could be near Bulford – a military encampment site for centuries, and the Nine Mile River that flows east to west, requiring a bridge. Many Roman artefacts have been found in Bulford (PastScape Monument nos. 219081, 219098, 219104, 219132, 219156, 219335, 223718, 223721 and 915316), but seemingly no Roman road, although there are two straight tracks going north north east that may previously been Roman roads, and not yet identified as such. There are the 8 Roman miles to Sorbiodoni/Old Sarum – a known great junction of Roman Roads, (Margary’s RR4b & c, RR44, RR45a & b), however this road is not recorded, but could be an extension of the Roman road at Wantage.

*Continued on p.22*

## Antonine Itinerary XV, an alternative interpretation .. continued

Continued from p.21



General Pitt-Rivers suggested Bokerley Dyke as Vindogladia, being 12 Roman miles from Old Sarum on the known Roman road (RR4c), and suiting the “white ditches” scenario. Then 8 Roman miles further along a suggested Roman equivalent of the A354 is the Roman Villa/Mansio (?) site at Tarrant Hinton (Inventory of Historical Monuments, Dorset vol.4), a better placing of Durnonovaria than Dorchester. It is likely that there was a Roman equivalent of the A354, a straight continuation from the known Roman road from Old Sarum to Bokerley Dyke which turns off as Ackling Dyke where only 4<sup>th</sup> century finds have been made, however a Roman road stone, saying “IMP POSTVMO AUGG” in Dorchester gives a 3<sup>rd</sup> century date of approximately 269 A.D. that may be applicable (the late Bill Putnam’s book, 2,000 “The Romans”, by The Dovecote Press. Wimborne. P41); 1<sup>st</sup> and 2<sup>nd</sup> century Roman Coins from

Blandford St. Mary and Bryanston cemeteries, date from Trajan (Inventory of Historical Monuments Dorset) and Hadrian (19<sup>th</sup> century diaries by Julietta Forrester), and so a Roman road is probable, preceding the Toll Road which would have cleared away all other options. Both Bokerley Dyke and Tarrant Hinton have Roman roads going to Badbury Rings (RR4c and RR46), the latter on a route to Bath, and so are further junctions.

Why Durnonovaria, and why the greater distance of 36 Roman miles for the next section? Perhaps this is because there are two variable routes (Latin: vario, to vary) over the Dorset downs (Latin: durus = harsh, rough) probably weather dependant. One lower route that runs through Blandford to Winterborne Stickland (shown on Philip Lea map of 1690); then via a road on Robert Rowe’s Map of 1813 to Piddlehinton; to Romano British Settlement on Charlton Higher Down (SY694956, British

Continued on p.23



## Antonine Itinerary XV, an alternative interpretation .. continued

*Continued from p.22*

History Online); to north Charminster where sat a Roman Villa in Walls Field (SY66729492) with mosaics; to Forston (previously called Fossetown, described in C. Warne's "Ancient Dorset " 1872) a probable half-way stopping place but not a junction; and onwards to Frampton (Villa or Temple with 5 tessellated pavements; Historic England 2018, 1002683) picking up the known Roman road (Margary RR4f) a little to the west at the most northerly sharp bend in the known road from Dorchester (SY577937), meaning the road from Dorchester joins this east/west road, to Bridport (Moriduno, a Sea Fort), by the route described by Hugh Toller (Devon Proceedings: Toller 2014) There is no Roman road evidence before this point, albeit many Roman finds along it. This seems to be the weakest section of this postulated Itinerary XV route. Hugh Toller's research suggested a road was a little to the north of Bridport by LIDAR and satellite imagery, yet a few years earlier a Roman metalled surface was found under the A35 observed in 1990 (Heritage Gateway, Devon and Dartmoor HER No. MDV16014, SDV101648). In the 350 years of Roman occupation, roads would have been replaced, and two or more roads parallel should not be considered unusual.

Isca Dumnoniorum, at this time, 15 Roman miles further on the known Roman road (RR4e/f) would thus be the end of the Fosse Way, between Seaton and Axminster, Woodbury (?) still within that tribal territory, possibly using Hugh Toller's route, from Bridport/Bradpole, uncertain roadway to Copse Gate (SY 414964), then more certain to Wootton Cross (SY 376959), Monkton Wyld Cross (SY 329970), to Woodbury Lane and the south of Axminster/Fosse Way, or a Roman A 35.

The other higher route used the Dorset/Wessex Ridgeway from Tarrant Hinton to Bridport (Dorset Council website.). From Tarrant Hinton the route probably would have continued to Blandford, through the north of Winterborne Stickland to Bulbarrow Hill and the Ridgeway. The Ridgeway traversed through the Dorset Gap, around Cerne Abbas to Sydling St. Nicholas, through to Maiden Newton, and then continued to the hills north of Beaminster and to the southern edge of Marshwood some 5 miles from Axminster.

However the Itinerary route would not have gone northwards to circle Beaminster, but probably would have turned off at Maiden Newton to go south-west to north Bridport at Bradpole, passing near Eggardon Hill, picking up the Hugh Toller route. Cerne Abbas is approximately half way along this section, and may have been a place for changing horses. (The Sectional Preface of Vol1, from the Inventory of Historical Monuments, British History on-line says "the Cerne Giant is probably of the Romano-British period", – perhaps indicating a stopping place)

The Dorchester Aqueduct collapsed in 160 AD and may have swept away bridges, so a route bypassing Dorchester may have been sensible. Additionally crossing the River Frome before it was swollen by the Cerne River and Sydling Water also made sense.

Dorchester and Exeter were obviously important Roman places, but were not in this Itinerary. The Ravenna Cosmography would suggest Dolocindo as Dorchester, and Coloneas as Shapwick/Badbury Rings. As written earlier, the River Allen enters the River Stour opposite Lake Farm, Wimborne it is calculated as being "Mouth of the Alaunus" from Ptolemy, and Vxella possibly as Exeter (although its position seems wrong). Dunium (the Durotriges town) on the English Ptolemy version would be east of Lake Farm, perhaps as far as Avon Castle, but on the German version of Ptolemy could be at the north end of the Dorset Cursus or a little further east to near Damerham. Anthony Durham kindly gave me the German version of Ptolemy, which differs from the English version used by Ordnance Survey, in only a few places. (Stückelberger, A & Graßhoff, g.(2006) *Klaudios Ptolemaios Handbuch de Geographie* (volume 1 of 3). Schwabe Verlag, Basel). The German version also suggests that whilst ISCA is at Blandford/Hod Hill, that the Legion II Augusta was at Dorchester.

ISCA could stand for the Latin equivalent of Imperial Second Cohort Augusta, and thus lend itself to many Roman forts.

To sum up: the Rivet and Smith route just does not fit the quoted mileages and followed a haphazard

*Continued on p.24*



## Antonine Itinerary XV, an alternative interpretation .. continued

Continued from p.23

course; similarly Anthony Durham has added a couple of "X"s to correct postulated transcribing "Typo" errors and said that some other things are unknown, but he is challenging accepted thinking to try to resolve these problems. It should be remembered that Antonine Itinerary XII included this Itinerary with the same numbers, so those that say numbers were rubbed out because it was the last page on the last Itinerary need to think again. It could be argued whether the Itinerary XII route then proceeded to Exeter, or up the Fosse Way to the Mendips then west to Weston-Super-Mare and across the Bristol Channel to Wales, or elsewhere.

At least these mileages in this option of Itinerary XV agree, Ptolemy places Calleva and Venta correctly, and there are reasonable explanations for all of the places, very many being at junction points. Unfortunately a number of places such as Dorchester, Badbury Rings and perhaps Winchester etc. have had Roman names allocated to them solely on the basis of the Antonine Itinerary XV as per Rivet and Smith, and there will be much resistance to reallocate those names

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# Roman roads in Focus

## Roman Roads east of Winchester

From David Weston

*“Upon reaching Winchester the southern road again divided .... forming an almost complete radial network from this centre, which would indeed be quite symmetrical if the short straight road to the east were included, but as yet no continuation of this road has been found”* I. D. MARGARY i

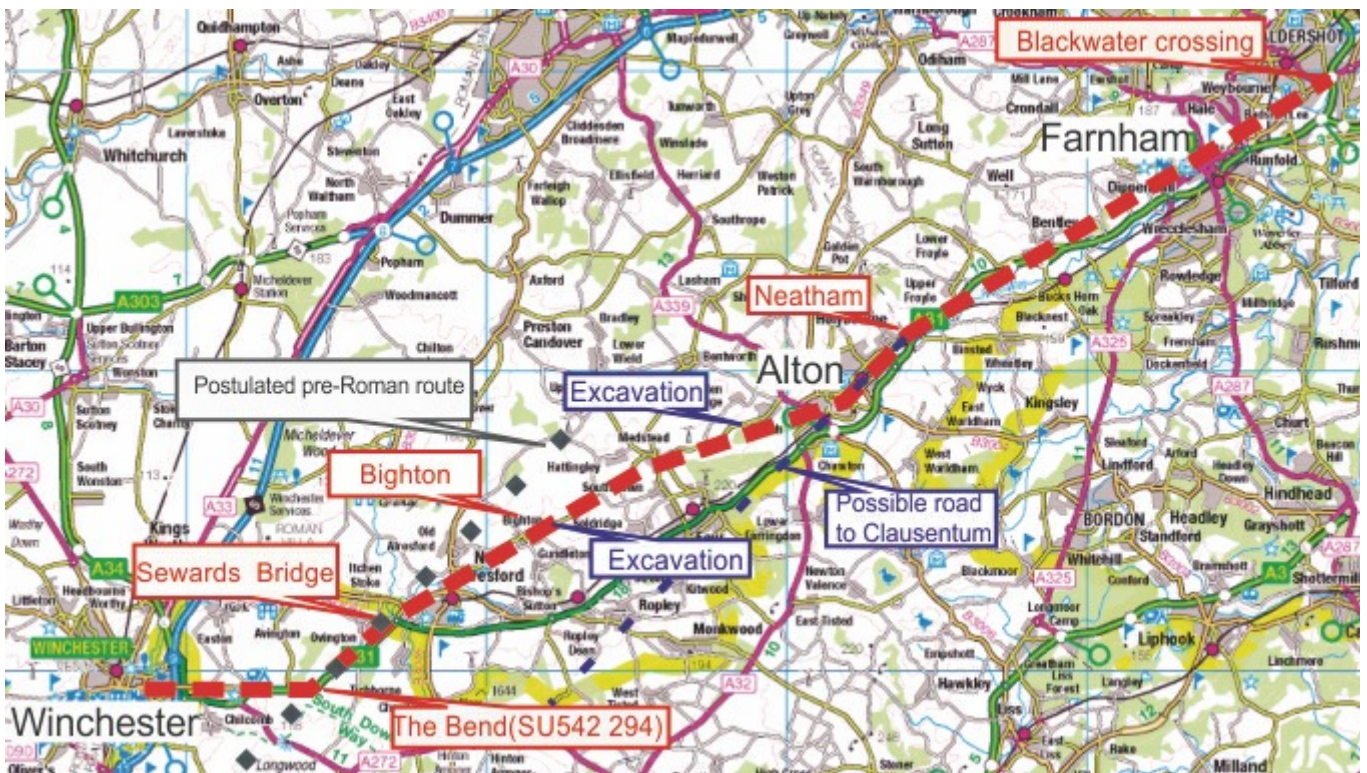
For many years there has been a belief in, but no evidence for, a Roman road from Winchester to London. As Margary said, the straight road eastwards from the city is an obvious candidate, but it appears to go nowhere. This article is designed to demonstrate that significant evidence (both circumstantial and actual) survives, indicating a possible route of the road between Winchester and Farnham, via Alton and the Wey valley.

Excavations at Cuckoos Corner, Neatham (a small Roman town just east of Alton) ii, indicated a

crossroads on the Silchester-Chichester road, with the south-westerly leg presumed to be the road to Winchester. Neatham has been tentatively identified as Vindomi, a town that appears in number XV of The Antonine Itinera, which was probably compiled in the third century AD, using older sources. The relevant entry reads:-

*“Likewise from Calleva to Isca Dumnoniorum 136,000 paces, thus written, Vindomi 15, Venta Belgarum 21...”.*

It may seem strange that any route from Silchester to Winchester should go via Neatham, given the existence of a direct road between the two, but Professor Rivet and others have pointed out that few of the itinera do in fact take the most direct routes iii. Any conclusive proof that Neatham is Vindomi would simultaneously prove that a road

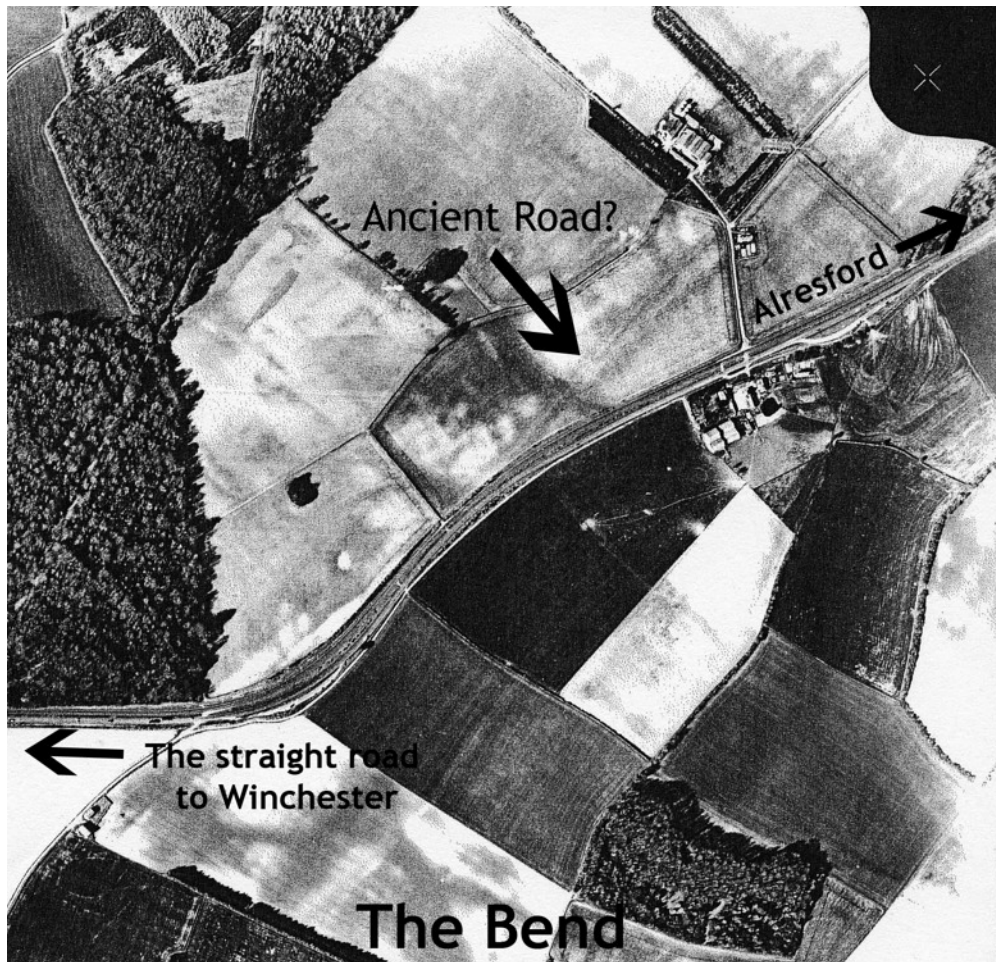


*Schematic of the proposed route superimposed onto Ordnance Survey Landranger map*

Continued on p.26

## Roman Roads east of Winchester .. continued

*Continued from p.25*



*The bend on the B3404, reproduced from Ref vi*

between Winchester and Neatham existed, but no such proof exists. If we accept the hypothesis that Neatham is Vindomi, then the route from there to Winchester should be 21 Roman miles. Unfortunately, a direct line between Neatham and Winchester is barely 19 Roman miles. Therefore, either Neatham isn't Vindomi, or the road did not take a direct route.

Although the straight section of road (now the B3404) from Winchester's east gate over Magdalen Hill Down has been suggested as a Roman road, Professor C.F.C. Hawkes, writing in the 1920s was not convinced <sup>iv</sup>. He believed that the straightness of the road was the result of its

construction as a turnpike in 1753. Evidence discovered since his time suggests that he was wrong and that this road is indeed Roman. In 1999 whilst cutting a trench to lay cables opposite Magdalen Hill Cemetery, a thick band of flint metalling was observed under the modern road. It was considered that this may have formed part of the surface of a Roman road heading east out of Winchester <sup>v</sup>. Other evidence comes from post-war aerial photographs in the area where the modern road ceases its eastward course ("the bend" at SU542 294) <sup>vi</sup>. These show soil marks of an ancient double ditched feature, assumed to be a road running north eastwards from the bend. It can

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## Roman Roads east of Winchester .. continued

*Continued from p.26*

also be distinguished physically on the ground as a faint terrace running towards the cottages (SU548 302) and coincides with the parish boundary. One cannot state that this feature definitely represents a Roman road, but it has all the hallmarks and is certainly ancient. The area around “the bend” undoubtedly holds the key to locating the subsequent route to Neatham but it is enigmatic. To continue eastwards towards Neatham the road would have had to descend into the very steep sided Itchen valley. Although by no means insurmountable, the descent would have required some form of engineering (probably a zig-zag), but nothing is obvious on the ground. Moreover, there is an abundance of good aerial photographs clearly showing archaeological and geological features in the area and none show any trace of a road. If other ancient features are visible but the road isn't, it implies that there was never a road there. With no evidence of a road east of the bend, one has to return to the likelihood that it turned sharply northwards at this point. However, this raises a serious question. Why build a road due east from Winchester to Neatham, only to abruptly change direction 3½ miles later, when a classic straight road could have been constructed between the two? I suggest that the answer is that “the bend” was not a bend at all initially and that this straight road was not built with Neatham in mind.

Any pre-Roman routes linking the areas of north east Hampshire with the estuaries on the Solent, would have to cross the River Itchen/Arle and then the line of the South Downs. An obvious place to cross the Downs is via the spur and notch at Cheesefoot Head (SU529 278). A good place to cross the Itchen/Arle is adjacent to their confluence just west of Alresford, at or near Seward's Bridge (SU574 322). There are strong north-east/south-west alignments around this point, clearly visible in aerial photographs and maps from Ogilby to the present day. An extension of those alignments to the northeast of the Arle correlates closely with the old ridgeway track, now called the Oxdrove Way. One could therefore postulate a pre-Roman trackway/proto-road system running NE-SW from

near Alresford to Cheesefoot head. For the new Roman city of Venta, it would have made good sense to intercept this route by building a short, straight road due east to it. It would help to ensure that traffic did not bypass the civitas capital on its way to or from the coast, and been a comparatively cheap way of improving communications from the new town to the surrounding interior. Once constructed, the old track over Cheesefoot Head to the coast would have become much less important and more difficult than the metalled road through the city. The junction would have rapidly become a bend. Later, the route north east of “the bend” would have been rebuilt as a fully engineered Roman road. This would explain why the east road appears to abruptly change direction after only 3½ miles. Unfortunately, the ancient road in the photograph at “the bend” ceases to be visible within a few hundred metres, and its subsequent course is far from clear. If it is Roman, it might be reflected in the parish boundary running towards Lovington House (SU557 318). A more likely route is to continue straight on towards New Cottages, and Ovington House (SU560 313). From there it could have kept to the south of the Itchen, bending around the valley at the base of the high ground, and making for Seward's Bridge. A current road following this course from Ovington is at least medieval in origin. A third possibility is that having avoided the steep slope immediately to the east of “the bend”, it ran in a fairly straight line to Seward's Bridge, much as the modern A31 does. This is the route that was used by the 17<sup>th</sup> century coach road, and the turnpike. Of the three possibilities, I currently favour the route through Ovington.

The current Seward's Bridge crossing probably dates from the 12th century. It was certainly in existence by the early 13th century. It is most likely that medieval builders would have chosen to cross the river at an established crossing point, and it is quite conceivable that Seward's bridge was the point that the Romans chose as their crossing point. Alignments north east of the bridge run within a few hundred metres of the villa site at Pinglestone Farm. A Roman crossing at Seward's bridge would

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## Roman Roads east of Winchester .. continued

*Continued from p.27*

have been a significant point, linking the hinterland of north east Hampshire with the new Civitas capital at Winchester. If at some later date the Romans had decided to build a road connecting Winchester with Neatham, the most obvious starting point would have been here, and not the city itself. A straight line from Seward's Bridge to Neatham would take it to the north of routes previously postulated, and would run through New Alresford and Bighton, crossing the Itchen/Wey watershed near Medstead and then running on through Alton to Neatham.

At Alton, a 3 mile straight alignment of roads running from Neatham through Four Marks (via Brislands & Blackberry Lanes, SU654 334 to SU674 351) could reflect an old road. Blackberry Lane's case for Roman origin is strengthened because it is known to be a very old road, and an extension of its alignment to the north-east goes to the very centre of Roman Neatham. However, its direction is much more south-westerly than would be expected for a road to Winchester. On the other hand, its south-westerly alignment does point at the very centre of Roman Clausentum (Bitterne) 30km or so away. It could be argued therefore, that if Blackberry Lane has a Roman origin at all, it might reflect a road between Neatham and Clausentum rather than one between Neatham and Winchester. Moreover, Blackberry Lane does not align with the straight east road out of Winchester. To link the two would require a significant bend to route it via the Ropley valley. If however, the alignments in Four Marks reflect a road to Clausentum, one could postulate that the road to Winchester split from it somewhere to the west of Neatham. Excavations in 2008 on the western edge of Neatham might add more credence to this. In this excavation, ditches were discovered that might be related to a road (no road was found). *"The site lay on the south side of the line of the suggested Roman road from Neatham to Winchester, although the orientation of the ditches may indicate that the course of the road differed from that previously assumed"* <sup>vii</sup>. The orientation of the ditches is more south-westerly than the previously assumed course to Winchester.

I propose therefore, that the road west of the Neatham crossroads initially ran towards Bitterne rather than Winchester. It is quite possible that this road to Clausentum was started but never finished, a spur to Winchester making it superfluous. Whatever the truth, it seems illogical to suggest that Winchester was the intended destination of any road aligned with Blackberry Lane in Four Marks.

There are historical reports of a Roman road between Alresford and Alton:-

*"From this place [Alresford] to Alton there goes all along a Roman Highway, part of which makes a Head to an extraordinary great Pond here at Alresford;"* **William Camden 1607.**

*"All along, a perfect Roman way from Aulton to Alresford"* **John Aubrey 1690.**

*"Here [Alresford] is a very large pond, or lake of water, kept up to a head, by a strong batterd'eau, or dam, which the people tell us was made by the Romans; and that it is to this day part of the great Roman highway, which leads from Winchester to Alton, and, as 'tis supposed, went on to London, tho' we no where see any remains of it, except between Winchester and Alton, and chiefly between this town and Alton."* **Daniel Defoe 1724.**

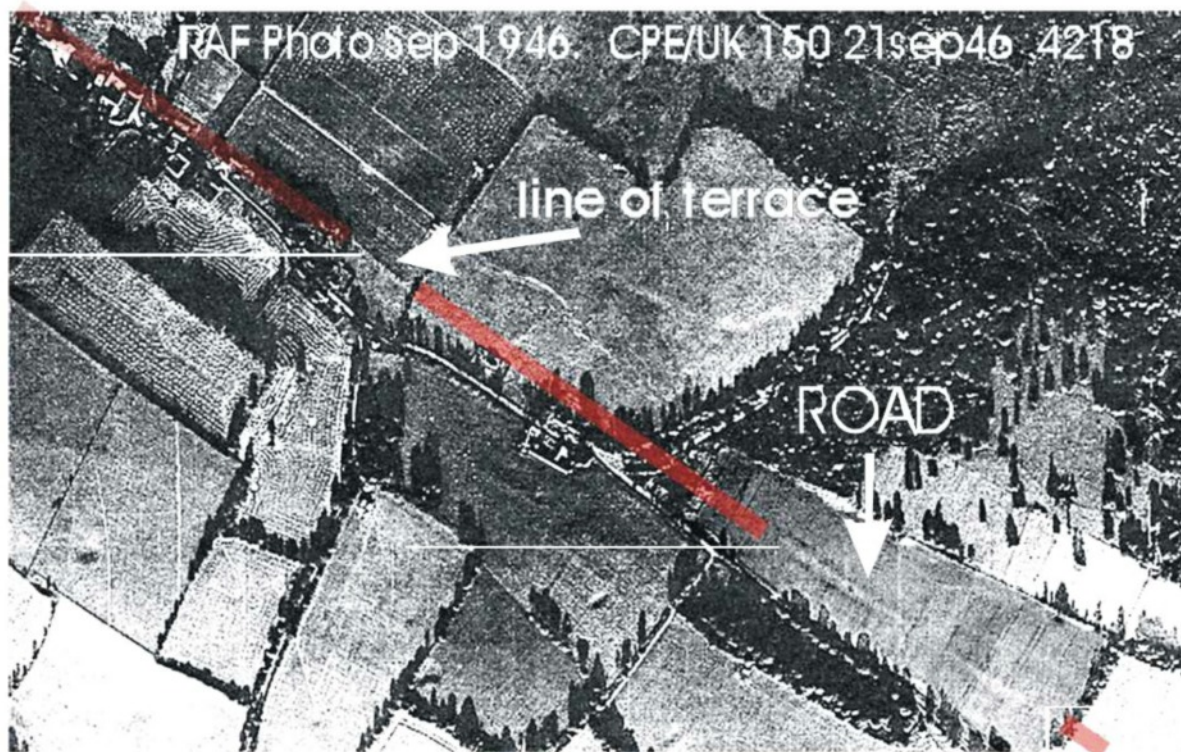
*"From this Place to Alton there goes a Roman Highway, of which part serves for an Head or Stank to a great Pond, or little Lake, at this Town":* **Thomas Cox 1738.**

There is insufficient space to discuss why people linked the Alresford dam (built in the early 13<sup>th</sup> century) with a Roman road. However, the dam crosses the proposed line of the road, and it may be that this is why a link was made. More importantly reliable witnesses claimed to have seen a Roman road between Alresford and Alton. The critical significance of their reports is that the road they themselves would have most likely been on (and from which they saw sections of a Roman road), was the road through Bighton (SU614 343). This was the main highway throughout the 17<sup>th</sup> century, and had been since the Middle Ages.

*Continued on p.29*

## Roman Roads east of Winchester .. continued

*Continued from p.28*



*Traces of the road through Bighton, reproduced from Ref ix*

The northern and southern boundaries of Bighton parish are almost parallel, and a greater number of extant and destroyed field boundaries run parallel or at 90 degrees to them than might be expected. Geography plays a significant part in these alignments, but cannot explain everything. A number of the boundaries seem to relate to Roman units of measurement. It is quite possible that the field boundaries and lanes are mirroring something much older. They might reflect a Roman road, or perhaps even a Roman estate system. If this were the case then it might be significant that the postulated route runs straight through the middle of the parish.

Behind the properties that front the medieval road through Bighton there is a low terrace. This terrace has been accentuated by the levelling of ground to build houses but aerial photographs and maps show that it is older than the buildings. This feature is within metres of the straight line between Se-

ward's bridge and Neatham. Approximately one mile to the east of the village (SU622 349) a 1946 aerial photograph <sup>ix</sup>, and photographs taken in 1970 and 1982, show a feature with all the hallmarks of a Roman road on exactly the same alignment. Subsequent photographs show increasing damage to it, with deposits spreading down the slope. Something similar, but much weaker, can be seen on the same alignment in a field to the west of the village. Field walking demonstrated a greater density of flints on the surface over the feature than elsewhere in the field. It was resistance surveyed, and excavated under the direction of David Calow of Surrey Archaeological Society during the summer of 2007<sup>x</sup>. On the basis of the excavations, survey and aerial photography, it was interpreted as a heavily damaged, engineered Roman road, about 5m wide, made from sorted and prepared flints, and cut into the chalk hillside. It is quite

*Continued on p.30*

## Roman Roads east of Winchester .. continued

*Continued from p.29*



*Traces of the road through Medstead, reproduced from Ref.x*

conceivable that this was what Camden, Aubrey and Defoe saw prior to its destruction.

If this object *is* the Winchester to Neatham road then the question of where it crossed into the Wey valley arises, as there is difficult terrain to negotiate on the eastern slopes of the watershed. A very small (approx 3°) change in direction would take it to a highpoint (Crooms Hill), just west of Medstead at SU652367. At this point tracks from 5 different directions meet; all of these paths appear on the oldest maps. The eastern extension of the Bighton feature points directly at the path running north-eastwards up the hill, which is itself a continuation of a small straight section (SU646 363) of the otherwise winding road between Bighton and Medstead. This highpoint is the sort of location that Roman road builders used as sighting points. It is approximately 200 metres north of the direct line between Seward's bridge and Neatham. A small

directional change at this high point (southwards by 6°), would not only have returned the road towards the direct line, but also would have kept it on a ridge, avoiding the steep ends and sides of the valleys at Beech and Chawton Park Wood. This proposed route is coincident with the lower section of the eastern track from the high point, another old track and Holloway (Foul Lane) just east of Medstead (SU661 370), and the rear boundaries of properties along the Beech road. Most significantly it coincides with a straight line feature, invisible on the ground, but clearly visible in 1984 aerial photographs in the field immediately south of Abbey Road (SU672 374) at Old Park farm. This feature, which extends for approximately 600 metres on aerial photographs, is also partially visible on a 1967 aerial. It was excavated during the summer of 2007 under the auspices of Surrey Archaeological Society. It was interpreted as an engineered flint, or flint and clay road,

*Continued on p.31*



## Roman Roads east of Winchester .. continued

*Continued from p.30*

approximately 5 – 7m wide which had been damaged to a greater or lesser extent over its length. East of Old Park Farm, it would run into Bushy Leaze wood, where an ancient park boundary-ditch and bank (probably medieval), makes a sharp turn onto the same alignment. The park pale may thereafter roughly reflect the line of the road, but further eastwards in an area of modern forestry and old brick works, the course is unclear. If it had continued above the southern edge of the Beech valley (where a terrace is visible) and descended into the Wey valley in the area south of Wyard's farm, the straight line from Seward's bridge could have been regained and the road could have turned directly to the crossroads at Neatham. However, if it continued straight on, it could have joined the previously postulated Neatham – Bitterne road somewhere in the middle of present day Alton. A recent image (best seen on Bing, but visible on Google Earth 2005 & 2008) shows a dark line feature to the south of Wyards farm at SU697384, which is on this line and is orientated perfectly to join the theoretical Bitterne – Neatham road just north of the Kings Pond in Alton.

From Neatham eastwards the route is elusive! As noted previously, even Defoe couldn't see it east of Alton. However, there are a number of features within the landscape that suggest a possible line, although none have so far confirmed a road. Two resistivity surveys over the proposed route have not yielded sufficient evidence, although one does show features that might be interpreted as side ditches.

I suggest that the line east of Neatham is in essence a continuation of the planning line west of Neatham. In general this course would keep it clear of the wet and flood prone River Wey valley. Interestingly, it would place the road on the edge of the escarpment which forms the southern boundary to Farnham Castle Park. It may be significant that the castle boundary coincides with this line. However, of more significance is that extremely close to the line, north east of central Farnham, is the large Roman pottery

factory/aqueduct/bath house site near the "6 Bells" pub. If the line is extended on past Farnham it would cross the Blackwater river, at approximately SU 882 498. This is a bridging point for the A323, known in the C19<sup>th</sup> as Ash Bridge. However, following excavations east of here near Flexford <sup>xi</sup>, this position takes on a much greater significance. The Flexford excavation revealed a Roman settlement adjacent to an east-west Roman road. The road surface and side ditches were clearly visible in four trenches stretching over 100m and, if the line of that road were extended westwards, it would cross the Blackwater at the very same point (SU 882 498). If projected eastward, the road would ultimately hit Stane Street somewhere near or at Ewell in Surrey. Many years ago, Dr David Bird (former Surrey County Archaeologist) postulated a road from Ewell to Neatham <sup>xii</sup>, and the road at Flexford runs close to that line.

In conclusion, my proposal is that the Winchester-London Roman road ran due east from the city until it intercepted a pre-Roman route, where it turned north-eastwards to cross the Itchen at Seward's Bridge. From here a straight line was planned to a crossing of the Blackwater River at SU 882498, east of modern Farnborough (a course of 060°T). This line was followed, with minor deviations, through Bighton, Medstead and Alton, until it joined a road running from Neatham towards Clausentum. It crossed the Silchester-Chichester road at Neatham (Vindomi), between a mansio and that road's crossing of the Wey. From there it continued on the same line to a crossing of the Blackwater, utilising the terrace above Farnham (the subsequent castle park boundary) to avoid wet terrain. From the Blackwater it turned eastwards, passing through the excavated site near Flexford, and joined Stane Street at or near Ewell. Finally, to return to the discrepancy in distances between the straight line from Neatham to Winchester and the Antonine Itinera quoted distance, the route suggested here is just over 20 Roman miles (29.8km), which compares favourably with the Itinerary's 21 miles.

*Continued on p.32*



## Roman Roads east of Winchester .. continued

*Continued from p.31*

In this article, I hope to have established that there is sufficient evidence to suggest that a major Roman road east of Winchester existed, and to indicate why it may not have pursued a direct course to Neatham. This theory does not preclude the possibility that other routes existed at different times during the Roman period. However, it seems extremely unlikely that more than one major Roman road linking Winchester with Neatham could have simultaneously existed. From Neatham eastwards the road has yet to be found, but the postulated route to the Blackwater and on to Ewell has merit.

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## Roman roads in Focus .. cont.

### The Street RR71a - The Wirksworth Roman Project

*From Anton Shone*

*& Neil Buckley*



Wirksworth is a fine old Peak District town, its charter is dated 835AD and there are Mercian remains in its church. Historically its prosperity came from lead mining and later quarrying. Lead has been produced in the area since Roman times but there is little evidence in the town of Roman origins. The route of The Street through the town is well established but until 2000 no archaeological work had confirmed its track because the local Roman road network had not been investigated.

For 200 years Derbyshire antiquarians have been searching for the location of "Lutudarum" a Roman town mentioned in the Ravenna Cosmology. A number of candidates for the location include Carsington, Crich and Chesterfield but The Wirksworth Archaeological Society suspected that the case for Wirksworth was strongest. The town's Mercian remains have been identified but so far no Roman remains have been found. Historical research into Wirksworth has been promising but, as excavation opportunities await demolition or development, the WRP team led by Anton Shone and Dean Smart, decided to investigate the Roman road network hoping that the search process would lead them to Lutudarum

Current evidence indicates that Wirksworth was connected to Little Chester (Derwentio) Buxton (Aqua Arnemetiae) and Brough (Navio). The best preserved section of these roads is The Street connecting Buxton to Longcliffe north of Brassington. Closer to Wirksworth the presumed course of the Street is joined from the north by another ancient route. Known locally as The Derbyshire Portway, this is thought to have been a

link between Wirksworth and the Roman fort at Brough.

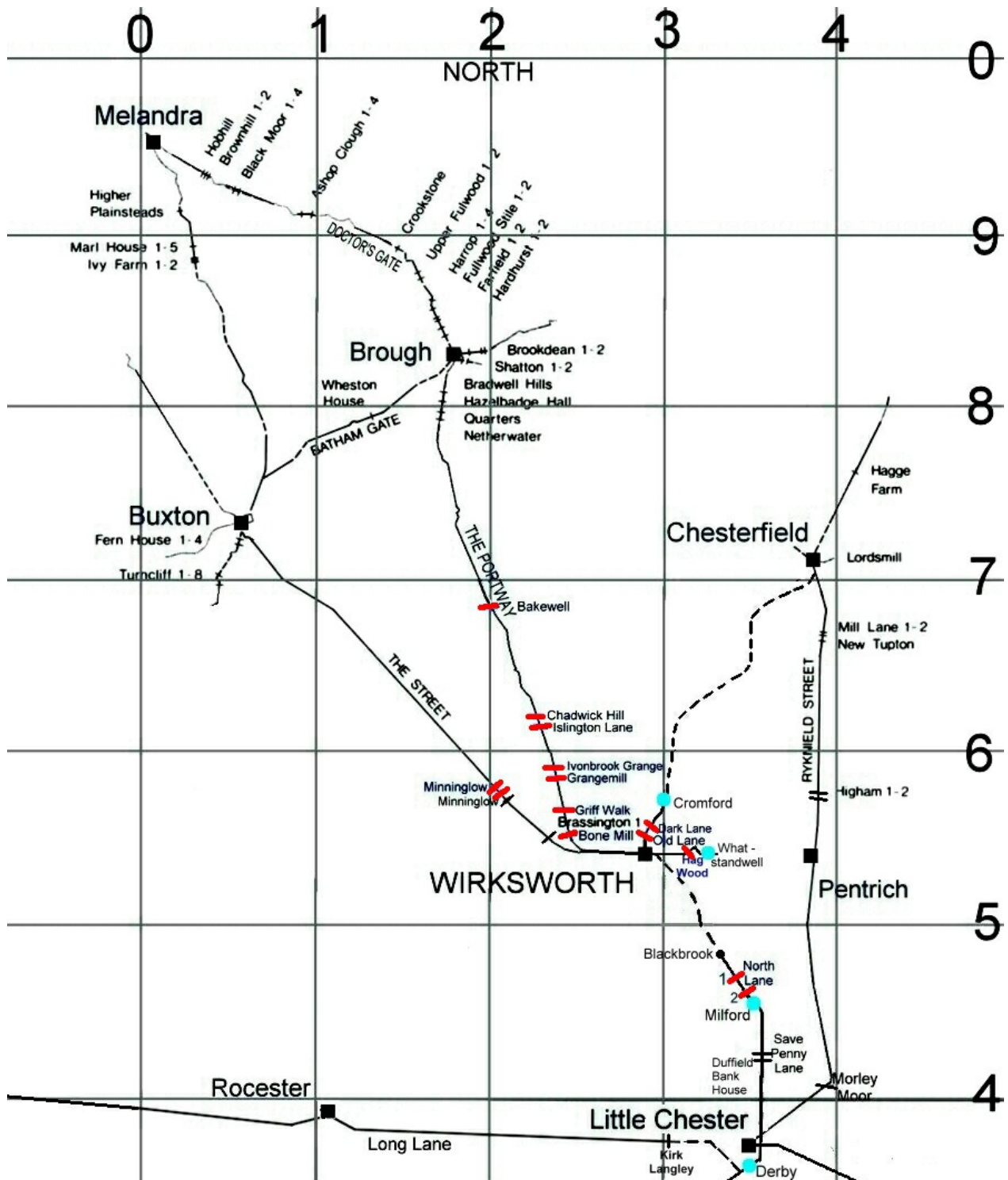
Dismissing the contemporary view that there was a straight alignment from Buxton to Little Chester (Derby) passing through Carsington, in 1973 Ivan Margary was satisfied that Wirksworth was on the most likely Roman route south and he gave it the road number RR71a. The road from Wirksworth to Little Chester, according to Margary, ran down the west side of the Derwent Valley, crossed a ford near Milford and continued to Little Chester on the east side where evidence of a road was found in 2017. Other possible Roman roads from Wirksworth have been found, the most significant being to Chesterfield where it joined Rykniel Street. The work of the WRP so far has concentrated on verification of the northerly roads but they will eventually be testing their theories on the road to Derby.

The WRP first investigated The Street about ten years ago, a report was published in 2008. Work continued and new evidence became available, prompting a re-evaluation of the route and an updated report was issued in 2019. Re-evaluation of The Street from Buxton has enabled some outstanding points of debate about its course to be resolved. South of Longcliffe though, a pronounced turn eastwards that has long been eluded but has not yet been fully identified. The 1723 Brassington Moor map and Burdett's 1767 map both feature it giving slightly different lines to its route past Manystones Tor, but they agree on it taking up the line of Manystones Lane passing through the Upper Harborough Field Gate. Tracing this curving

*Continued on p.34*

## The Street RR71a - The Wirksworth Roman Project .. continued

Continued from p.33



Archaeological examinations and Roman Roads in the Peak District to 2019 (After Hart, 1984) Sections after Mellor, Wroe and Hart, sources in the Derbyshire Archaeological Journal and from reports by ARS Bakewell in black.

Sections by Shone and Smart in red. Dashed lines: conceptual Roman routes. Light blue dots: crossings of the River Derwent.

Continued on p.35

## The Street RR71a - The Wirksworth Roman Project .. continued

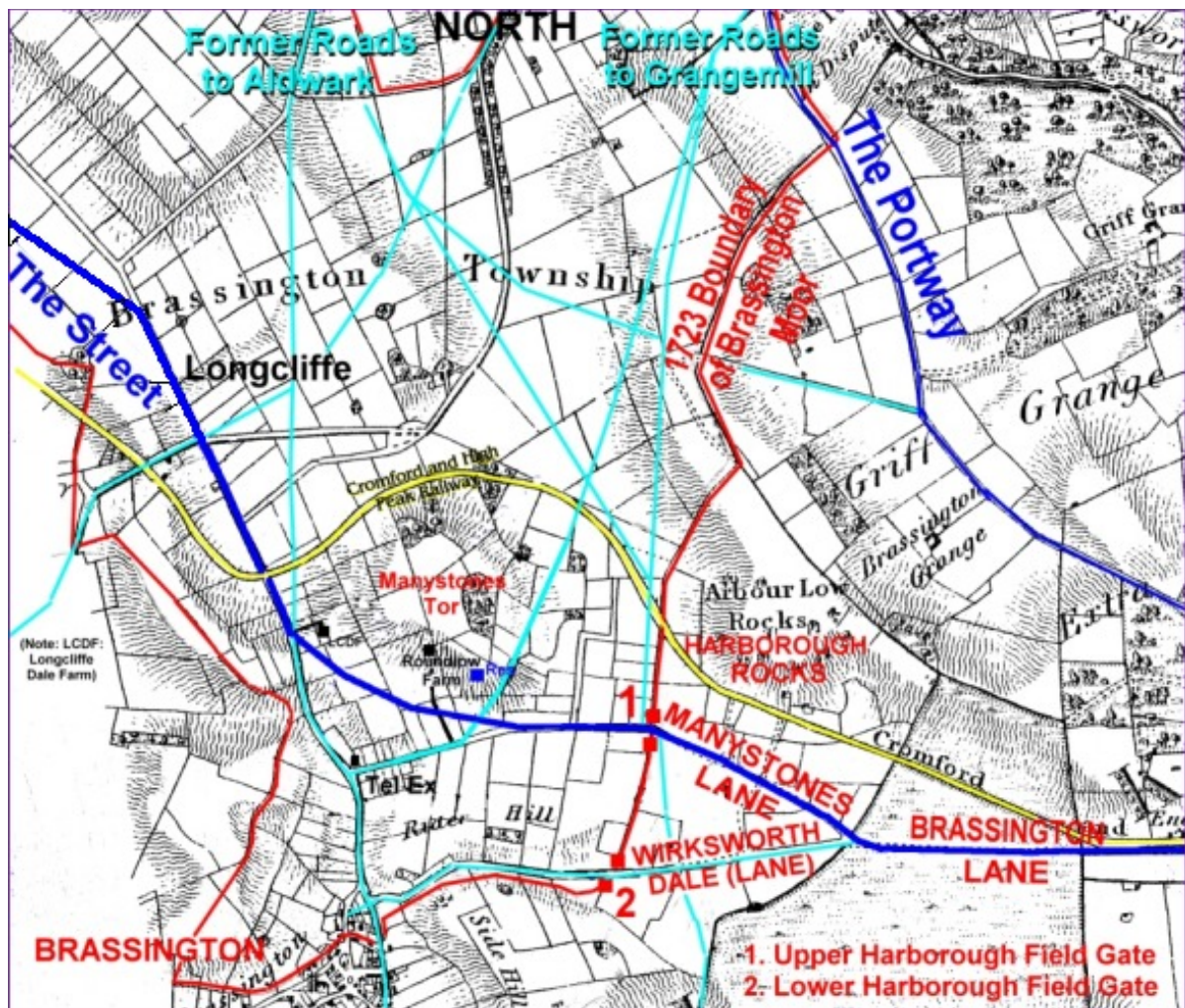
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route is not made easy by old lead mining and quarrying sites in the area but the WRP team has used lidar to help analyse the terrain. At the end of Manystones Lane The Street takes the route of Brassington Lane into Wirksworth.

When reviewing historical documents, the Project team found two previously unknown documents relating to Brassington Moor. The Brassington Moor Cummembris, a 1723 map, was found in the British Library. It is a pre-turnpike, pre-enclosure map showing The Street entering Brassington

Moor at Pikehall heading south-east to Minninglow Hill where it takes the east side. Below Minninglow Hill, The Street follows the borders of the Moor and current field and parish boundaries, it then takes the line of Manystones Lane and Brassington Lane into Wirksworth. A second newly discovered 1613 document showed Brassington Lane as “High Street”.

Although the case for RR71a passing through Wirksworth was strong, the WRP still needed to address the “evidence” for a straight route through



*The 1723 Map overlaid on the 1835 Sanderson Map and adjusted for Burdett.*

*Brassington Moor boundary in red. Street and Portway in dark blue.*

*Minor paths and ways in pale blue. High Peak Trail in yellow.*

*Continued on p.36*

## The Street RR71a - The Wirksworth Roman Project .. continued

Continued from p.35



*Manystones Lane looking west at the site of the Upper Harborough Field Gate*

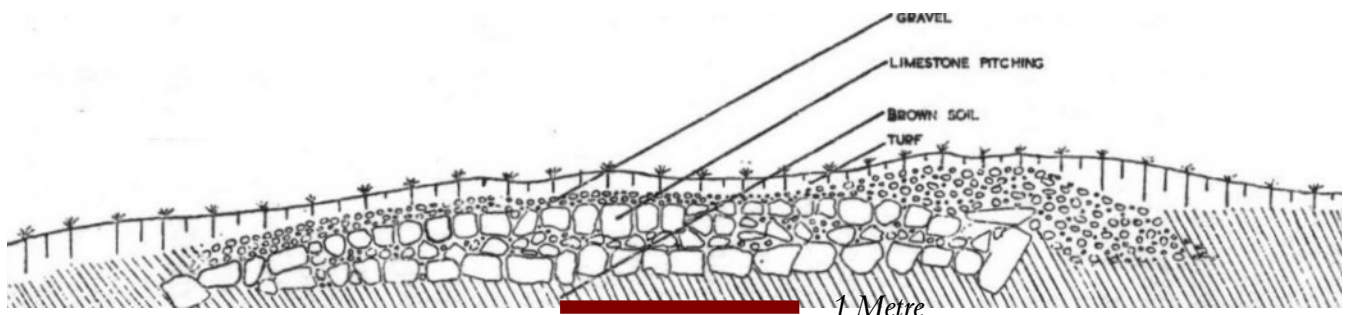
Carsington. From antiquarian reports they deduced what had probably been the original 200 year old source of a misconception that The Street crossed into Carsington en route to Derby. They tried to explain the conclusions of old archaeological investigations using field work and test excavations. They did find deposits that hint at a possible destroyed agger from Wirksworth to Brassington but a possible Roman fort at Brough Field was dismissed as a field once owned by the local Brough family. Finds at Carsington were interpreted as a Romano-British farm, definitely not military. The general conclusion was, The Street did not follow the Carsington route and did not go directly to Little Chester, it went through Wirksworth. See the full report

at:<http://www.wirksworthromanproject.co.uk/TheStreet3ed.df>

### Fieldwork at Minninglow and opposite Rockcliffe Farm

At Minninglow Hill, to assess the credibility of previous excavation work, the WRP team decided to cut a section near to where there had been two previous excavations: by Smithard in 1910 and Lomas in 1958. They found their section to be similar in all respects to that taken by Lomas but the road width in their section was surprisingly small .

Smithard and Lomas found agger sections of 3.75 metres and 4m respectively, so at 2.8m the WRP section seemed to be inexplicably narrow and this

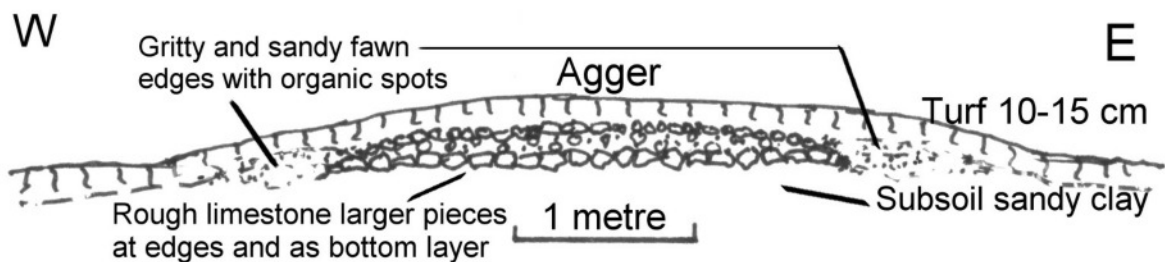


*Section of The Street at Minninglow. Excavated by Lomas, 1958.*

*Continued on p.37*

## The Street RR71a - The Wirksworth Roman Project .. continued

*Continued from p.36*



*The Street – width on dead level ground of 2.8 m*

needed to be explained. They measured another section 100m further north on a slight west-east gradient, and found the agger width was 3.8m. As the 2.8m section was cut across level ground and the wider sections were on gradients, one possible explanation for this was that a road's width on level ground may have been increased as it contoured up or down a slope in order to strengthen its outside edge.

### The Derbyshire Portway: RRX130a

This road was not mentioned in Margary's Roman Roads of Britain so it was not given a number. However, different sections of The Portway have been mentioned in Derbyshire's historical documents and charters since mediaeval times and it was historian W T Watkin quoting a Rev. J C Cox who in 1886 first drew attention to a possible road between Brough-on-Noe Roman fort (Navio) and Wirksworth. Good investigative work done by RWP Cockerton in the 1930s linked previously random sections but verification by excavations had to wait until the 1970s when Wroe and Mellor cut sections near Brough that verified the route from Brough to Windmill and by conjecture to Ashford-in-the-Water. As a result of this work the Ordnance Survey allocated the number RRX130a to this "unauthenticated road south from Brough". Forty years on and the Wirksworth Archaeological Society's WRP team decided to try to close the evidence gap from Windmill to its junction with The Street near Wirksworth and they are now convinced that it was indeed a Roman road.

The road left Brough fort by the south east gate, followed Batham Gate for about 100m and turned south-eastwards to cross the Bradwell Brook. It then made its way down Bradwell Dale to Windmill. Mellor and Wroe cut six sections across it between Brough and Windmill. The section at Nether Water (SK 1728 7887) was illustrated in the Derbyshire Archaeological Journal and Wroe stated that it was of Roman origin. Beyond Windmill the Project team followed the route along Trot Lane to Wardlow Mires where turnpike work had caused the route to be diverted. From there, on through Wardlow following Castlegate Lane (B6465) into Ashford in the Water.

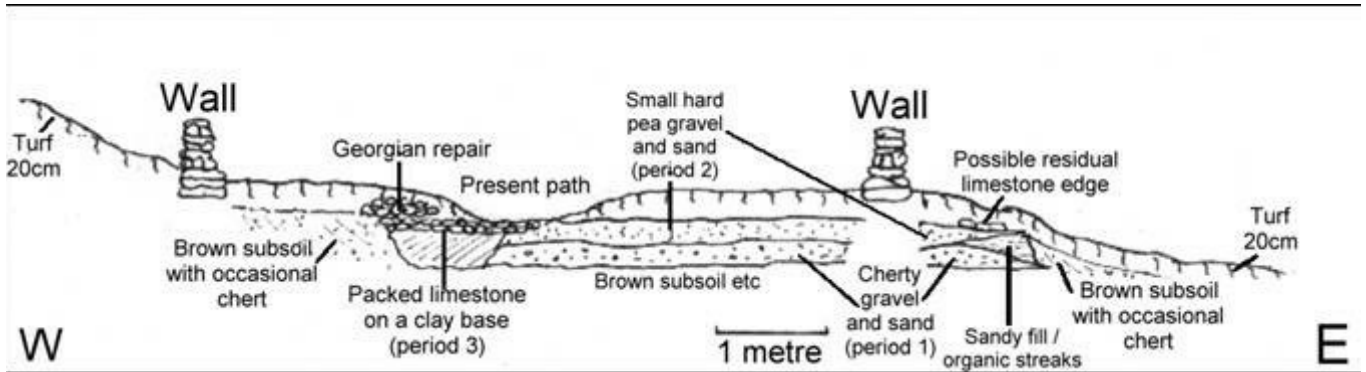
After crossing the Wye at Ashford the road, according to Cockerton, it came up through the top of John Bank Lane and crossed several fields (previously called Near and Far Derbygate) towards the turning to Crowhill Lane just west of Bakewell. An ancient guide stoop here points out the lost way to Winster in the fields following Crowhill Lane. The team tried to cut a section across the agger beyond the end of Crowhill Lane but were only able to dig a series of pits. Here evidence of a road at least 5.7m wide was found. The route then makes its way south east following footpaths and field boundaries to join Shutts Lane below Ditch Cliff. It then passes Norton Barn Farm until it leaves Shutts Lane to go straight across Haddon Fields, down Dark Lane to another ford at Alport.

From Alport the road follows an almost straight line to Robin Hood's Stride where there is evidence of a Romano-British settlement. South of here the

*Continued on p.38*

**The Street RR71a - The Wirksworth Roman Project .. continued**

*Continued from p.37*



*Section diagram for the Portway at Islington Lane; Road width 6m 20cm (from limestone on W edge to E edge)*

road follows the Limestone Way and then Dudwood Lane and crosses the Winster to Elton road and becomes Islington Lane. It follows Islington Lane to a junction west of Bank Top and then joins the modern B5056 little further south. The Project team excavated a small pit on the west side of Islington Lane and a section near Chadwick Hill where road construction gravel and limestone layers were found but also the disruptive effects of land enclosures and turnpike work were apparent.

The road follows the route of the B5056 as far as Wigley Meadow Farm just north of Grangemill. Here it veered gently right away from the modern road to leave the mill pond on the left. A surviving terrace climbed the small hill and descended into a farm yard behind the Hollybush Inn. An examination section was cut across the terrace behind the mill pond and a well constructed Roman road was exposed. An earthwork nearby has been investigated to establish if it was a Roman marching camp but it was inconclusive.



*The Portway on the west side of the mill pond looking south towards Grangemill. At this point the road runs on a terrace which falls away on the left.*

*Continued on p.39*



## The Street RR71a - The Wirksworth Roman Project .. continued

*Continued from p.38*

Beyond Grangemill the route is known as The Chariot Way, possibly a reference to the 18<sup>th</sup> century four wheeled carriages that were able to use it, suggesting the it was a pre-turnpike paved road. It was also locally known as "old Manchester Lane" implying that it was part of a long distance route. A section was cut on a terrace south of Grangemill where the road surface was found to overlie bedrock. The Chariot Way continues through Griffie Grange passing a number of Romano-British sites and joins Brassington Lane (The Street) near the Bone Mill works. From there it makes its way down to Wirksworth Market Place.

The Wirksworth Archaeological Society issued their report in June 2013 and it is available to read on their website at: <http://www.wirksworthromanproject.co.uk/ThePortway2.pdf>

In it Anton Shone and Dean Smart say, "At our current level of knowledge based on our fieldwork at Bakewell, Islington Lane, Ivonbrook Grange, Grangemill and Bone Mill together with Wroe's work near Brough and the occurrence of the Portway name in historical documents and charters, we feel that the balance of probability is that the Derbyshire Portway between Wirksworth and Brough is Roman".

### Wirksworth to Little Chester and the future of the Project

By 2019 the WRP had reviewed all of the roads running south from Wirksworth and only two are serious contenders as the possible RR71a route to Little Chester. These are the 1756 Wirksworth to Duffield turnpike via Blackbrook and the modern Wirksworth to Duffield road via Shottle. Further investigation of the latter route is probably a job for lidar mapping but the 1756 turnpike between Wirksworth and Blackbrook does look likely to have been a Roman route. Recent fieldwork south of Blackbrook near Farnah Green supports the theory that the Derwent was crossed near Milford. On the east bank the road possibly continued down Save Penny Lane between Makeney Hall and Duffield

Bridge and then through Little Eaton. This route is the subject of a continuing investigation.

The Wirksworth Roman Project's technique of following Roman roads to lead them to Lutudarum has had its rewards, they are now convinced that Wirksworth is indeed the most likely location of the Roman town. So now they are now searching for evidence of Roman occupation. Anton Shone says "we were looking for a fort or a bath house perhaps, but we have recently found a crop mark that looks like an amphitheatre".

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*Continued on p.40*



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*Continued from p.39*

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*Continued on p.*



## Other roads in the news; bits and pieces

### RR 7e at Fairhill, Penrith

*From Chester Forster*

In the 2019 edition of the Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society (CWAAS) there is an interesting article about the proving of the line of a Roman road in Penrith. The line of the road from the forts of Brougham (Brocavum) to Old Penrith (Voreda) had been postulated with a fair, degree of accuracy, for some time but lacked concrete evidence

However, the opportunity to test the position of the road arose in 2016 when a housing development was proposed in a field at Fairhill on the Northern outskirts of Penrith and on the putative line of the road. A total of 19 trial trenches were dug on the site, with five of them positioned over the projected line of the road and all five uncovered the road in various degrees of preservation.

It was discovered that the road followed a natural terrace for some distance and a 0.25m layer of

sand formed the base of the road which was 8.4 metre wide. The road structure was found to be 7m wide with kerbs and several different surfaces but as the road lay only 0.2 m below the surface, it had consequently suffered considerable plough damage over the centuries.

The article goes into considerable detail on the construction of the road and lists finds, not only of the Roman period but through the Anglo Saxon era, right up to the 18<sup>th</sup> century, indicating that the road was in use during all this time.

Considerable discussion is given on roadside activity in Roman times, small cobbled areas and the proposition that these areas could have been used to rest animals after the long uphill section from Brougham.

*See Transactions CWAAS Series 3 No 19: Archaeological Investigation of a Roman Road at Fairhill, Penrith, Cumbria by David Jackson, pp79-96.*

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### Some interesting snippets

*From David Brear*

David has highlighted to the editor a number of interesting snippets relating to Roman Roads;

In Laurence Keppie's *Understanding Roman Inscriptions* is a section (p60-69) on the inscriptions of Roman roads. This deals with building and maintenance inscriptions, the risks of travelling, bridges and milestones covering a lot of useful background information. It also includes an interesting reference 'A unique insight into the building of one road constructed on Trajan's orders in the new province of Arabia in 106 is provided by a papyrus letter from Egypt, in which a soldier reports to his father how he had avoided the hard labour of road-building in the hot sun by obtaining a posting to legion headquarters as a clerk.' Human nature being what it is Keppie then observes 'He can have been none too popular with his less astute comrades'.

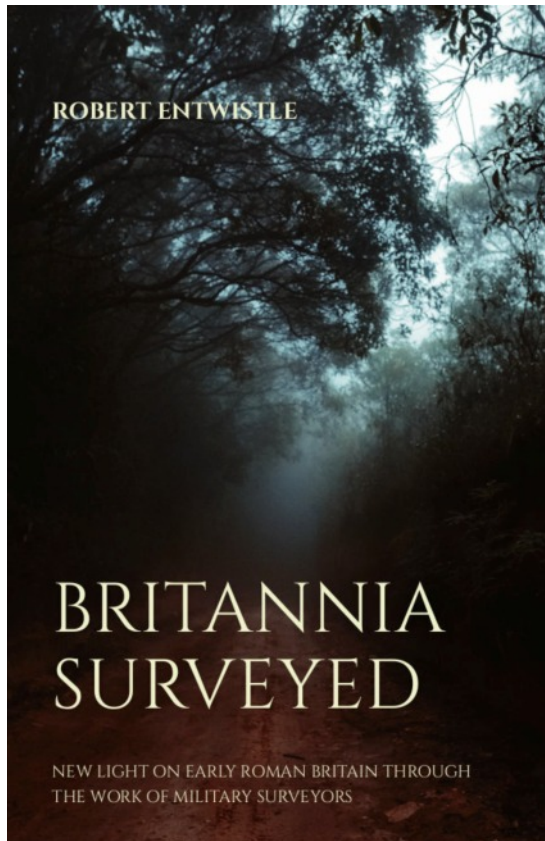
A network analysis of the potential use and commerce of the Britannia road network has been made by Orenge and Livarda reported through Sheffield

University as '*The seeds of commerce: a network analysis-based approach to the Romano-British transport system*'. This analyses the distribution of introduced foodstuffs and imported goods like amphora at locations on the British road network to suggest which were the major trade routes. An interesting and thought provoking read.

We have many archaeological and historical books on Roman roads but few from an engineering perspective? An interesting exception is '*The Romans and their roads, The original small element paving technologists*'. This is a presentation to a Conference dealing with paving solutions (is that block paving to you and me?). This has a good summary of constructional techniques across the Empire and includes the contemporary texts that give us some insight to how the Romans viewed roads. Unsurprisingly in light of the audience, the author suggests that the British roads were probably paved over the gravel metalling we now see, something I wouldn't necessarily concur with from the lack of evidence. It even mentions the editors village Brancepeth, though incorrectly spelt suggesting a lack of diligence that could run into other areas?

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

### More Roman Roads books - a new book from Rob Entwistle



### BRITANNIA SURVEYED

#### New light on early Roman Britain through the work of military surveyors

The story of the Roman Invasion and Conquest is familiar – yet uncomfortable gaps remain in what we know. This book offers new insights into unsuspected surveying achievements of the mensores (military surveyors), underpinning campaigns and consolidating control of territory.

Referencing recent academic research, the author carries the reader with him through an investigation which breaks new ground.

Contents include;

- Introduction
- Chapter 1. Order within complexity: the roads
- Chapter 2. The coming of the legions: strategic campaign support
- Chapter 3. Encompassing the early province: strategic consolidation
- Chapter 4. The King in the South: boundaries

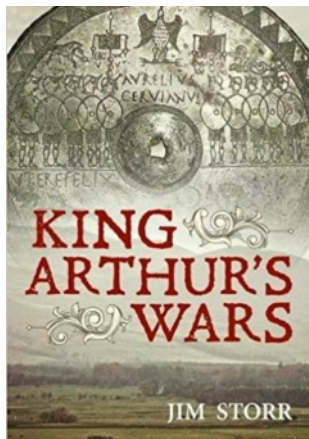
- Chapter 5. The Queen in the North: intervention and control
  - Chapter 6. The Art of Surveying: methodology
  - Conclusion
  - Bibliography
  - Index
- viii + 128 pp, 13 maps, 23 figures.  
ISBN 9781910238172

This book has just been released; Mike Bishop, RRRRA member, archaeologist, author and publisher has generously made a special offer to RRRRA members; **£10 plus £2.50 P&P** for UK delivery. Cheque's should be made payable to '**MC Bishop**' and sent to **Flat 1, 39-41 High Street, Pewsey, Wiltshire SN9 5AF**. Payment can also be made through PayPal, account [mcbishop@pobox.com](mailto:mcbishop@pobox.com).

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

### More Roman Roads books

From Anthony Durham & Dave Armstrong



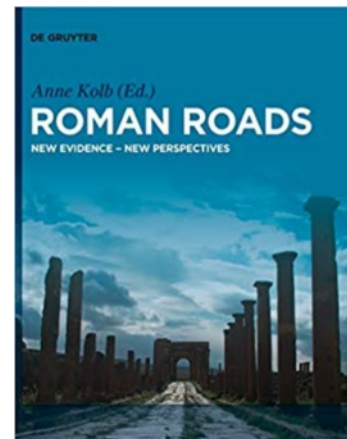
**King Arthurs Wars** by Jim Storr available from Amazon [here](#) with a review by Anthony Durham of

*This is a must-have book for anyone seriously interested in Roman roads. Everyone knows how much work and skill went into building Britain's early roads, but almost no one realises that even more effort later went into blocking those roads. Almost **all** the major travel routes of Roman Britain were deliberately cut at some point during the "Dark Ages" by dykes, i.e. long ditch-and-bank fortifications similar to the Antonine Wall or Offa's Dyke.*

*The function of a dyke was to stop a warband from attacking in a militarily effective formation across a tribal boundary, or from retreating with stolen cattle. To understand what remains in the modern landscape one must recognise which was the front of any dyke, and therefore who was defending, plus where its flanks were originally anchored on marshes, woods, or rivers. Storr has worked out (in eye-glazing detail) where 29 major routes were blocked by continuous dykes even where traces have been ploughed out.*

*At numerous Grim's Ditches, Devil's Dykes, etc, ex-soldier Storr analyses the likely tactical situations, the strategic goals involved, and how that may fit inter-tribal warfare described in the Anglo-Saxon Chronicle. Storr's thinking about Germanic "invaders" and about some proper-name meanings is out of date, but that is a minor quibble to set against his good ideas.*

*Most RRRRA members will ask what dykes can usefully reveal in their particular area of interest but this book could maybe answer that.*



**Roman Roads, new evidence, new perspectives** by Anne Kolb available from Amazon [here](#) with a summary of;

*This volume aims to present the current state of research on Roman roads and their foundations in a combined historical and archaeological perspective. The focus is on the diverse local histories and the varying degrees of significance of individual roads and regional networks, which are treated here for the most important regions of the empire and beyond. The assembled contributions will be of interest to historians, archaeologists and epigraphers, since they tackle matters as diverse as the technical modalities of road-building, the choice of route, but also the functionality and the motives behind the creation of roads. Roman roads are further intimately related to various important aspects of Roman history, politics and culture. After all, such logistical arteries form the basis of all communication and exchange processes, enabling not only military conquest and security but also facilitating the creation of an organized state as well as trade, food supply and cultural exchange. The study of Roman roads must always be based on a combination of written and archaeological sources in order to take into account both their concrete geographical location and their respective spatial, cultural, and historical context.*