ROMAN·ROADS·RESEARCH ASSOCIATION

MILLE·VIAE·DUCUNT·HOMINES·PER·SECULA·ROMAM

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FROM THE EDITOR, HANNAH COLLINGRIDGE

Welcome to the Spring newsletter with the constant changes in weather we should expect from a British spring and yet always take us by surprise. It's the season to start getting out there into the field and poking at things to check your winter theories.

Talking of getting out and seeing things, there's a little chunk on #RomanRoadsFriday at the end of the newsletter which is all about bits of Roman roads that are visible to all rather than just as Lidar. We are aware that our membership runs in experience from expert to amateur, and some of us have less experience than others about spotting things in the actual landscape. This is the start of an attempt to make some things more accessible to all. Let me know if you'd like more of this stuff or would like to contribute.

Expected soon is Volume Three of *Itinera* - there are more details of how to pre-order your copy on page 19. And if you are planning ahead for Volume Four, the deadline is mid-November.

Don't forget to send your newsletter bits to me via this mail link, although Dave will send things on if you forget and send them to him.

Enjoy the newsletter, and don't forget to share with your friends who will then want to be members of the RRRA themselves.

Cheers, Han

IN THIS EDITION

Roman Roads in Focus

Other News

ROMAN ROADS AROUND HARLOW, ESSEX - PART 2

David Ratledge

Introduction

As we saw in Part 1, three Roman roads were centred on Harlow. In this second part we trace the Roman road that connected Harlow to the Fort and Town at Braughing (fig. 1). The latter site was clearly positioned to be at the junction of Stane Street (Essex) and Ermine Street. Our road (RR329) forms a junction with Stane Street about 2 kilometres east of the Roman site. Confusingly this Roman site is sometimes referred to as Puckeridge. The actual road junction with Ermine Street is in Puckeridge but the fort and Roman town are both in Braughing.

The Roman Road from Harlow to Stane Street (for Braughing)

RR329 Distance: 8 miles

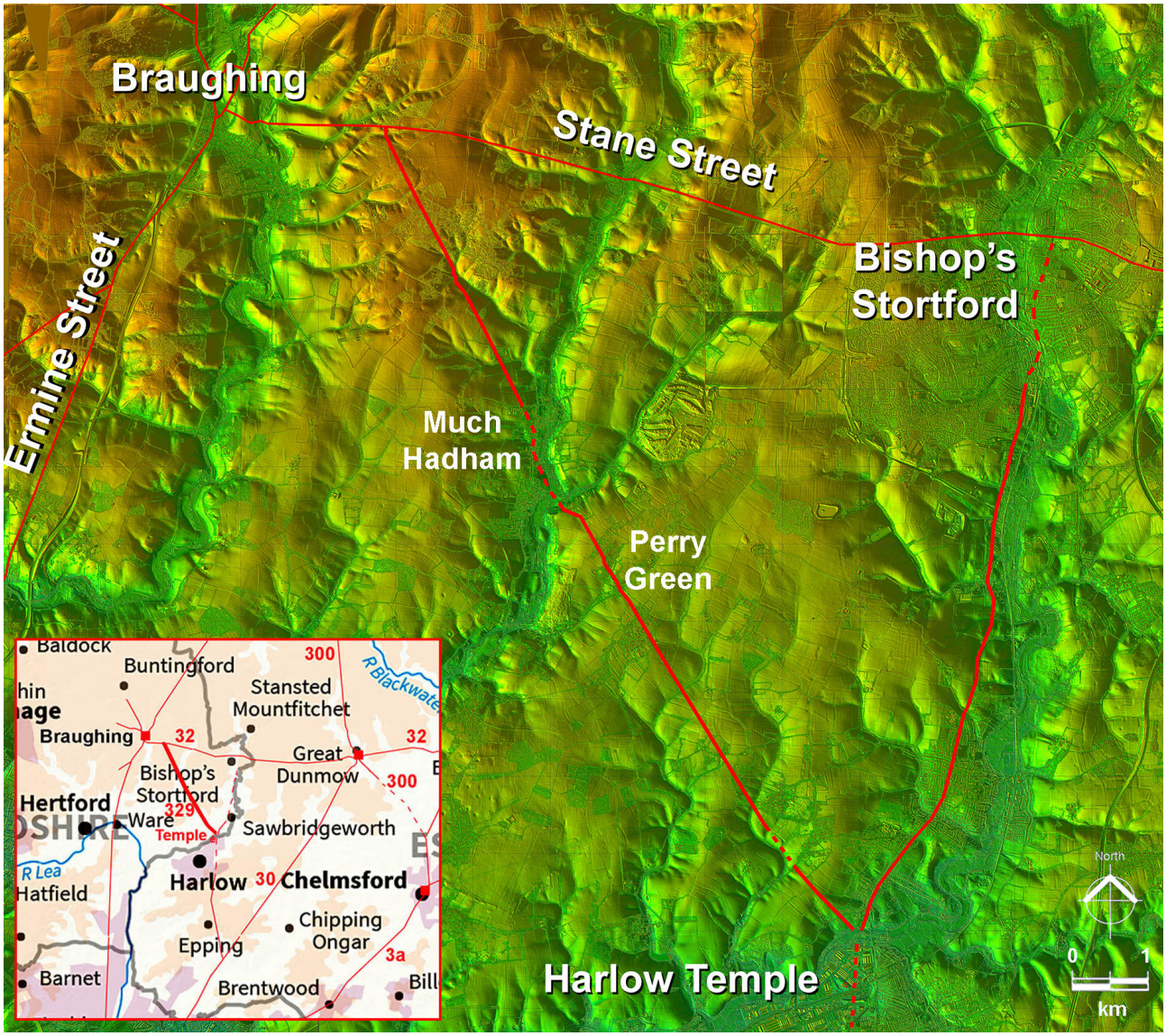

Fig 1: Location plan for the road. Base mapping is Opendata copyright Ordnance Survey.

Background

I shall describe the route working from the Harlow end. At first the road would have had to cross the River Stort, no doubt sharing a common bridge with that to Bishop's Stortford. Because of modern disturbance, primarily the construction of the River Stort Navigation and its associated locks, there are no obvious signs of the crossing having survived.

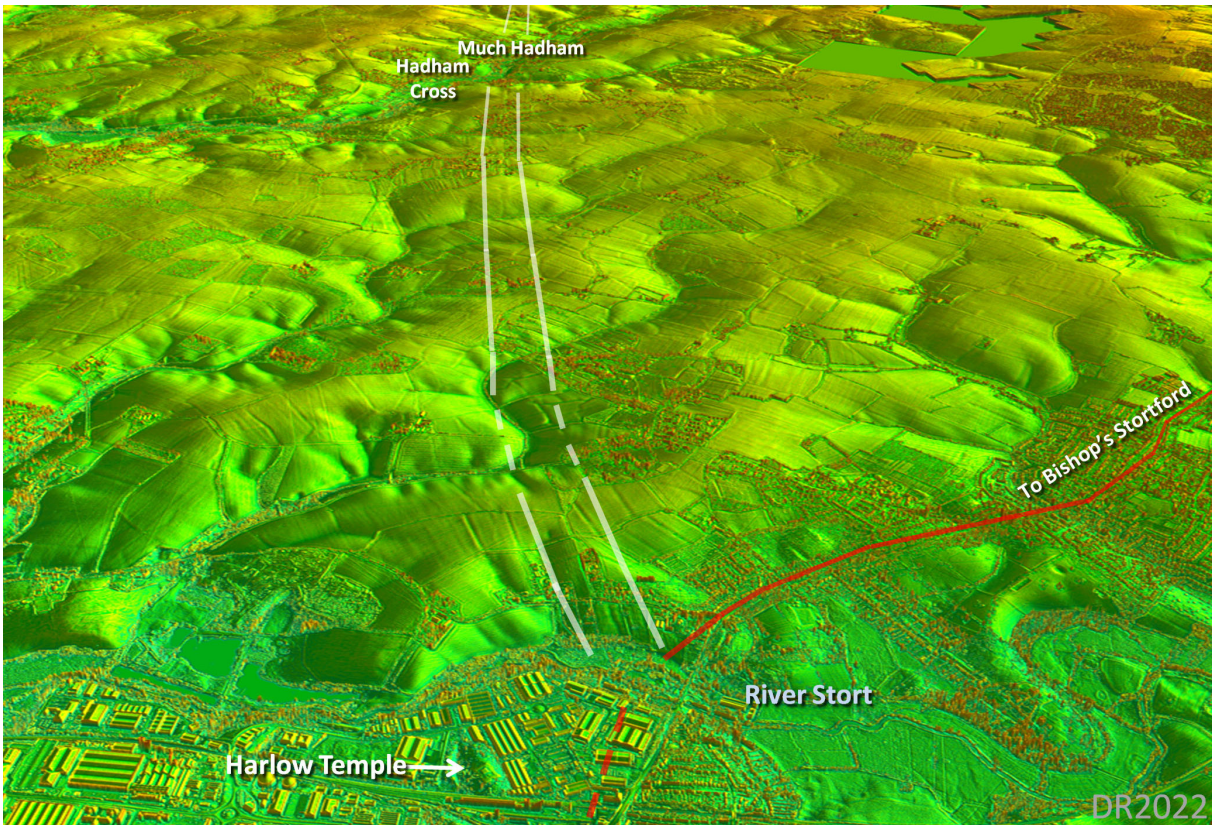

Fig. 2 (above) Oblique Lidar image looking from above the Temple site at Harlow along the line of RR329. Base Lidar data is © Crown Copyright 2022

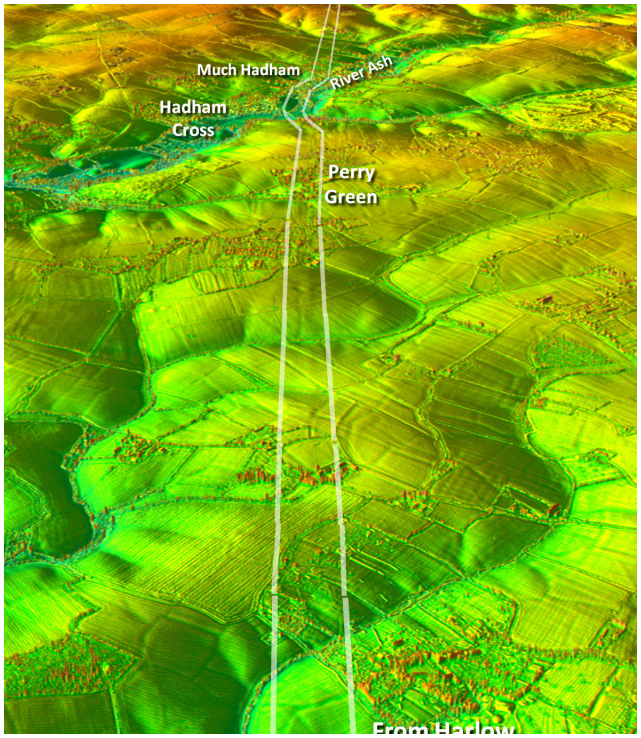

Fig. 3 (left) Oblique Lidar image looking towards Perry Green and Hadham. Base Lidar data is © Crown Copyright 2022

Beyond the river, the road initially had to negotiate a couple of valleys (fig. 2). Here it adapted to the contours (TL 46812 13125 & TL 46194 13808) with the first main alignment to Hadham beginning at TL 45776 14353. This is clear in the Lidar imagery and heads through Perry Green towards Hadham just as Margary suspected (fig. 3). The alignment wobbles a little bit through Perry Green due to two valleys there. In the village (hamlet) the modern road there is clearly built

Figure 4: Daneswood Valley/Cutting has clearly been deepened to provide an easy consistent gradient. This improvement to what was a natural valley was presumably carried out by the Romans. Image: Google Streetview

on top of the Roman agger, well above ground level with the west ditch surviving in places.

Margary could not trace the road across Much Hadham and Lidar only enables the route to be interpolated as there are only intermittent clues. Here it was impractical for the road to continue on its straight alignment due to the presence of the River Ash directly on that line. However Margary had noted the Daneswood valley (fig. 4) on the south side of the village and suspected it could be the route the Roman road took to descend down to the river from the higher ground south of the village.

The alignment from Harlow clearly was targeting the top of the Daneswood valley (TL 43399 18345) so we can be reasonably certain it was what they chose for their route down. It was most likely a natural valley adapted by the Romans with engineering only required to provide an easy and consistent gradient. At the bottom of the valley the modern road swings off line leaving a length of the Roman agger visible (TL 43092 18545). This is carrying straight on to its crossing of the River Ash (TL 43000 18670) and is today marked by a modern footpath (fig. 5).

Across Much Hadham, the Romans adopted a fairly common solution of theirs by diverting the road to the west for a short distance, where it would have run approximately parallel to the original alignment. Once the obstacle, i.e. the River Ash, was cleared then the road switched back on line.

ROMAN ROADS AROUND HARLOW, ESSEX - PART 2

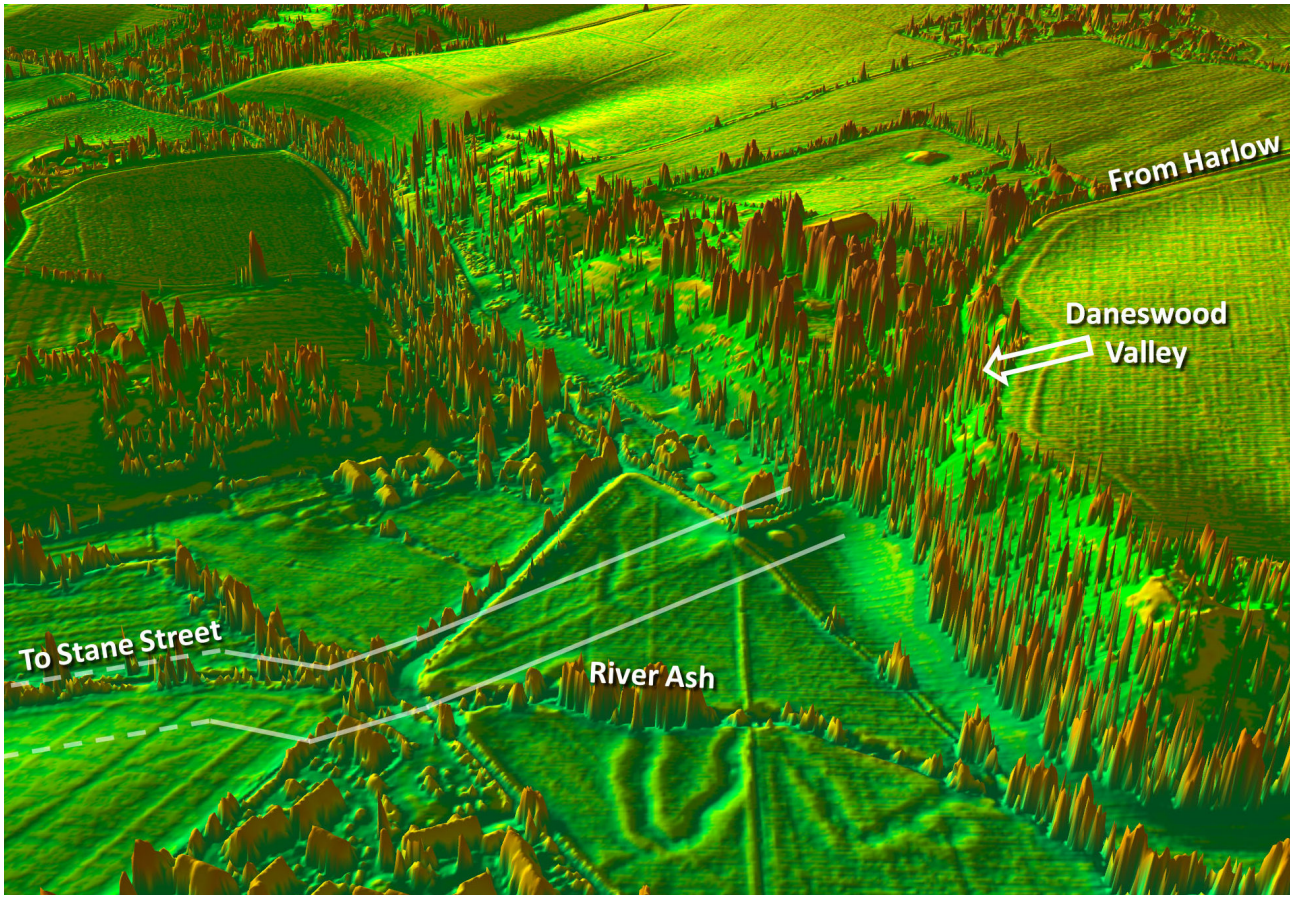

Fig. 5: At the bottom of the Daneswood Valley/Cutting the agger can be seen heading for a crossing of the River ash in this oblique 3D Lidar view. Old meanders of the river are visible but it appears that as far as the Roman road is concerned these have not changed the actual crossing point. Base Lidar data is © Crown Copyright 2022.

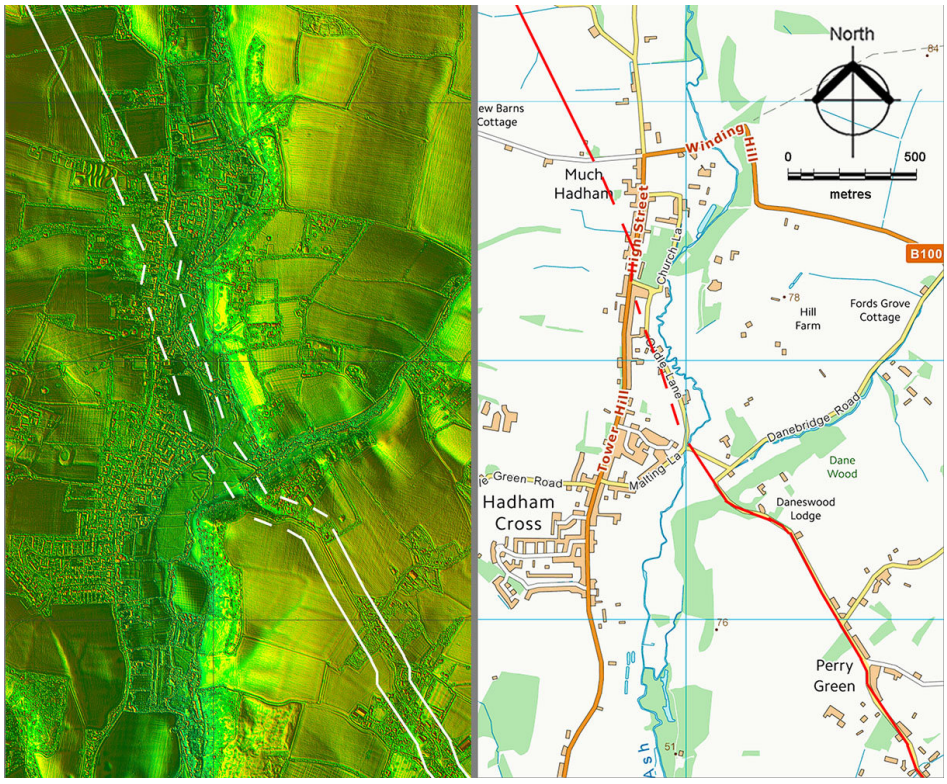

Fig. 6 (left) The likely route through Hadham. The River Ash was directly on line so a side-step solution was adopted and the alignment resumed once the River was passed. Base Lidar data is © Crown Copyright 2022. Base mapping is Opendata copyright Ordnance Survey.

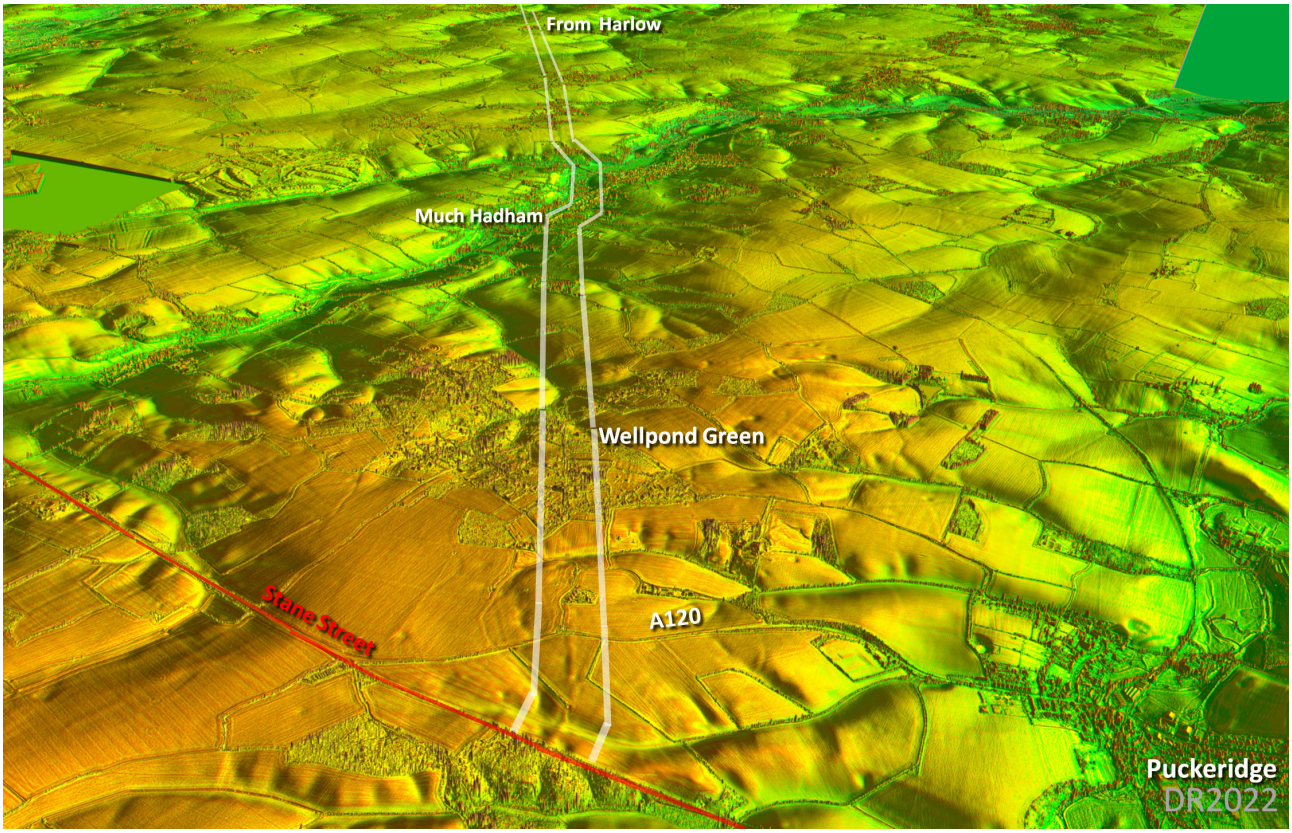

Fig. 7 Oblique Lidar image from above Stane Street looking South-South-East. The agger either side of the A120 was presumably what Margary had seen but today, on the ground, this is far from obvious. The turn to join Stane Street at right angles is also evident. Base Lidar data is © Crown Copyright 2022

The main alignment was probably regained around TL 42832 19490 although it must be admitted this is an interpolated position. This line continued on through the village of Wellpond Green (TL41403 22229). It then crossed the A120 main road where the agger is particularly clear (at least in Lidar imagery) and headed on to join Stane Street (TL 40868 23398). We are fortunate that the junction has survived and the Romans chose to turn the road so as to form virtually a right-angled junction with Stane Street (fig. 7). This is precisely how a current road junction would be configured in order to deal safely with modern traffic. It would appear the Romans had this solution nearly 2000 years ago!

From here it was around two kilometres along Stane Street to reach the Roman town at Braughing, located just to the east of Ermine Street.

References

Margary I. D., 1957, Roman Roads in Britain.

Kemble J., 2009, Prehistoric & Roman Essex.

Roman Routes in South-West Scotland

Anthony Durham

It is widely reported that the Ravenna Cosmography is "full of corruptions, with little evident logic in its ordering of names". That comment, and others like it, is, in my opinion, wrong, and must stop being repeated. To prove that point, I focus here on one sequence of 26 names in the Cosmography that can be located on the map by understanding what they mean, as written, and their logical order of listing. This gives useful insight into how the Romans acted in one interesting corner of Britain.

Here are those 26 names:

Maia Fanococidi Brocara Croucingo Stodoion Smetriadum Clindum Carbantium Tadoriton Maporiton Alitacenon Loxa Locatreve Cambroianna Smetri Uxela Lucotion Corda Camulossesa Presidium Brigomono Abisson Ebio Coritiotar Celovion Itucodon

Anyone can check exactly how those names were written in the three surviving manuscripts of the Cosmography, thanks to good photographs in a monograph by Ian Richmond and Osbert Crawford (1949), whose key parts I have posted online at www.romaneranames.uk/essays/cosmopix.htm. Despite difficulties in reading medieval handwriting, expanding abbreviations, and adjusting to modern typography, the core spellings of those names are not in doubt.

In about AD 700, the north Italian seaport of Ravenna had taken over from Rome as the capital of an empire, which was now Christian and fluctuating between Germanic and Byzantine control. An unnamed monk there seems to have been tasked to extract important names off old Roman maps of much of Europe, perhaps from some imperial archives. The nature and number of those original source documents are unknown, but they were probably centuries old and degraded in places.

The Cosmography is about average as ancient texts go. It raises plenty of questions about how well name spellings have survived from their earliest sources, but before you repeat that calumny about "full of corruptions" please consider how you might extract names from a battered First Folio of Shakespeare, which is 400 years old today and full of historic language. That would be much like the task assigned to the original compiler of the Cosmography.

What matters here is that the British section of the Cosmography supplies versions for 307 Roman geographical names, more than half of the total 580 or so names that have survived in and around Great Britain. Those numbers constitute manageable data sets, especially in our age of computers, within which we can look for cross-correlations. Some name elements occur often enough that they can be linked with particular features in the landscape, in Britain and sometimes elsewhere.

It soon becomes clear that place names arose in Roman times in much the same way as later, in Anglo-Saxon times. Name-givers had a lively eye for what really mattered, in economic and military terms, for human survival in the landscape. Mostly that meant topography and transport routes, with religion and land ownership less important than is sometimes suggested. A valuable heuristic trick for deciphering ancient names is to think about all the roles of nearby water.

Fig. 1 is a map of part of south-west Scotland, historically called Dumfries and Galloway, near the Solway Firth. A red dotted line shows the Cosmography's sequence of listing of 26 names, which are marked by black squares where Roman sites are known from archaeology or by black circles where unknown sites or significant landmarks must be hypothesised. We can imagine the Cosmographer's finger tracing across his source maps, on a track that only sometimes follows the course of engineered Roman roads, and generally does not cross back over itself. Names in blue are modern.

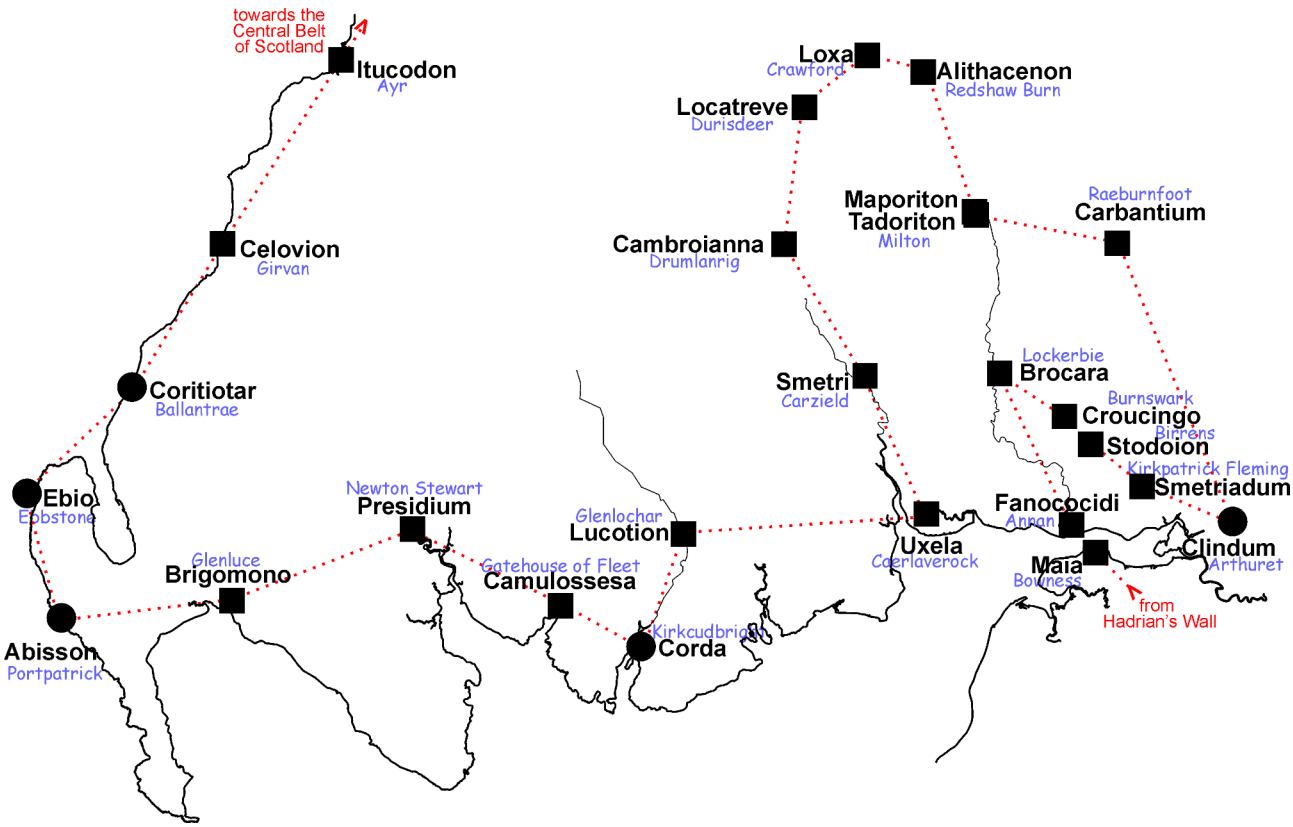

Fig. 1 Map of the names in the Ravenna Cosmography

Below are those 26 names, laid out in a table. The third column brutally abbreviates logic that is often quite complex down to only 40 or so characters, while the location column often names a main settlement rather than one or more Roman sites nearby. Each Roman name also has an entry at www.romaneranames.uk, which explains the full logic.

How much confidence can be placed in these locations and meanings? If pressed, I would rate these individual name analyses between 20% and 90% reliable – ranging from weak guesses up to near (but not total) certainty. *Uxela* and *Carbantium* are very likely to be correct, because they have near equivalents in Ptolemy's Geography, plus plausible meanings.

Maia has a nearly certain location, at the western end of Hadrian's Wall, but until now its meaning was unknown, along with the reason why the Cosmography lists another *Maio* just down the coast. Derivation from proto-Indo-European (PIE) **ma-* 'to wave' suggests that multiple signalling stations guided Roman ships into the Solway estuary from the Irish Sea. Linguistic parallels from Greek colonies around the Black Sea include маяк (*mayak* 'lighthouse') on a map of southern Ukraine.

Fanococidi is troublesome, because of two awkward facts: a Roman *fanum* 'shrine' often contained a fancy stone building, and most evidence of a god Cocidius (probably meaning something like 'blood red') came from soldiers on Hadrian's Wall well to the east. However, both those facts applied only much later, in a maturely Romanized Britannia, and our 26 names probably originated during the Romans' first offensive push into Scotland, when governor Agricola dreamed of invading Ireland.

Fanococidi was most likely an open-air, watery site somewhere near the mouth of the river Annan, with two possible theories for its function and four for its specific location. Anyone who knows this area well may be able to improve my logic for this name, and indeed for the others mentioned here.

Roman name	Location	Linguistic and geographical parallels
Maia	Bowness	signal station, compare маяк 'lighthouse'
Fanococidi	Annan	fanum 'shrine' + κοκκινος 'scarlet'
Brocara	Lockerbie	marsh junction, brook + harmony
Croucingo	Burnswark	battle site = 'ring-work cinch'
Stodoion	Birrens	στωιδιον 'storehouse'
Smetriadum	Kirkpatrick Fleming	smeþe 'smooth' + ρυαδος 'fluid'
Clindum	Arthuret	road junction, κλινω 'to turn aside'
Carbantium	Raeburnfoot	carpentum 'wagon', from carpo 'to gather'
Tadoriton	Annan crossing	Daddy + ρυτον 'flowing'
Maporiton	Evan Water crossing	son (like Welsh mab) + ρυτον 'flowing'
Alithacenon	Redshaw Burn	αληθης + κενος = 'really empty'
Loxa	Crawford	λοξος 'offset', double road junction
Locatreve	Durisdeer?	λοχος + τρεπω = 'ambush turning'
Cambroianna	Drumlanrig	καμπη + ροια + ναω = floodplain of river Nith
Smetri	Carzield	smeþe 'smooth'+ ρεω 'to flow'
Uxela	Caerlaverock	'uphill' lookout on Ward Law
Lucotion	Glenluce	lynxes: λυγχ + ωτιον = bright eyes + ear tufts
Corda	Kirkcudbright	corda 'late harvest'
Camulossesa	Gatehouse of Fleet	'low hill seat'
Presidium	Newton Stewart	'guard post'
Brigomono	Glenluce	*brig 'bridge' + mons 'hill'
Abisson	Portpatrick	αβυσσος 'bottomless', sea trench in North Channel
Ebio	Ebbstone	ειβω 'to fall in drops', as in Hebrides
Coritiotar	Ballantrae	χωριτης 'rural' + ουθαρ 'most fertile'
Celovion	Girvan	κελυφιον 'little sheath'
Itucodon	Ayr	ιτυς 'rim' + κωδων 'bell' = shape of bay

The important point is that locating *Fanococidi* near Annan allows all 26 names to be connected into a single path across the map that is credible as the order in which the Cosmographer read names off his Roman source(s).

With the first two names fixed, the investigation comes down to working out what place names might have meant to their creators and where they best match the local situations of candidate sites.

Most ancient place names are compounds of several elements, which were once ordinary words or grammatical affixes. For example, the present 26 names contain at least 40 distinct elements, whose ancient meanings we would like to know. Without hard evidence about the languages used,

we cannot expect exact translations of name elements, and must settle for "parallels", related words to supply approximate meanings.

With a little knowledge about the oddities of ancient spelling and handwriting, it is easy to find *Corda* and *Presidium* listed under *Chorda* and *Praesidium* in a big Latin dictionary, which has been available since 1879. Computerised searches through the Internet allow even a relative ignoramus (such as me) to track down Latin words and proper names that contributed to more than a quarter of Britain's early geographical names known from Roman times. It is appalling how many name analyses, in what one might call "extended Latin", top linguists have failed to find.

The problem arose from the widespread belief that Britain's earliest inhabitants were "Celtic", even though classical authors were clear that Celts lived on the Continent, not in Britain. So investigators hunted obsessively for name-element parallels in dictionaries of Welsh, Irish, and Breton, even though those languages were not called Celtic before about AD 1700, and are not attested in writing until long after Roman control of Britain ended.

Most historians would guess that indigenous Iron-Age people in Dumfries and Galloway spoke a language related to old Welsh, with some admixture of old Irish. However, among the 40 or so Roman name elements there, at most three have good parallels in medieval Celtic. More elements look Germanic, perhaps due to Roman soldiers recruited around the lower Rhine. It looks as if the locals were not much consulted about names that the Romans wrote down.

We could also enquire how many name elements seem generally European, best pursued via a PIE dictionary, and how they passed into the name-building vocabulary of the Roman Empire. But that would distract from the elephant in the room – Greek words written in Roman letters. Seven names end in *-on*, and 23 name elements can be quickly looked up in an online dictionary of ancient Greek. No amount of quibbling can shake that core observation and it needs an explanation.

See www.romaneranames.uk/essays/whygreek.pdf for a discussion of nine possible reasons for so many Greek-seeming names. Maybe Greek is a surrogate for other languages that have disappeared. Maybe Roman commanders, such as governor Agricola, had specialist cartographers, trained in the eastern Mediterranean, on their staff. And think about particular individuals: officials such as Demetrius of Tarsus, or cartographers such as Ptolemy, or navigators such as Pytheas.

Every one of these 26 place names has an interesting story to tell, but there is space here to discuss only a few. You can look up each name on my website www.romaneranames.uk, to see the sort of lateral thinking sometimes needed to understand names. That site is constantly updated in response to well-argued suggestions, so if you can improve any of its logic please get in touch.

Croucingo describes a ring-work fort (with the *crou-* part related to Welsh crug 'mound' and English church) enveloped by Roman siege works (the *cingo* 'to surround' part). Only quite recently has Burnswark been recognized as the site of a genuine battle. The same site may also show up in the Antonine Itinerary as *Blatobulgio* (literally 'bloody hill'), often misidentified because of a bad Celtic parallel.

Tadoriton and *Maporiton* are a father-and-son pair of nearby river crossings, which can be located very precisely, where a Roman road continued in use until quite recently. The names have parallels in modern Welsh *tad* 'father', *mab* 'child', and *rhyd* 'ford', but *tado-* is just the universal word Daddy. Welsh *mab* and the divine child *Maponos* have no clear roots, and the idea that ancient **ritu-* meant 'ford' is probably wrong. As written, *-riton* matches Greek ρυτον 'flowing'.

Ebio is the only name out of 26 that appears to have survived into modern times, at the Ebbstone, a tiny offshore pinnacle of rock. That sounds ridiculous until you think about early navigators in the

North Channel, off a lee shore where the sea is too deep (around the Beaufort Dyke) to let down an anchor – hence the name Abisson. Being related to Greek ειβω would also sound odd but for the well attested Εβουδαι (hence modern Hebrides) and the notion of islands scattered like droplets.

It would be silly to claim that all my name analyses (meaning and location) offered here are flawless. They result from nearly ten years of reading avidly about Roman activities in Dumfries and Galloway, not from ever setting foot there or being formally taught historical linguistics. Still, to paraphrase Samuel Johnson, these Roman names may not have been solved perfectly, but it is surprising to see them solved at all.

And now here is a list of 26 more Roman names that lay nearby, mostly on the coasts of Scotland and Cumbria, again all with background information on www.romaneranames.uk. They serve partly to show that I have not cherry-picked evidence, but mainly to recruit fresh eyes to look at the many intriguing puzzles and to help build up a fuller picture of Roman activity near the Solway.

Aballava, Αβραουαννου, Anava, Axelodunum, Bdora, Blatobulgio, Bribra, Castra Exploratorum, Congavata, Δηουα, Επιδιοι etc, Ιηνα, Ιτουνα, Λουκοπιβια, Luguvalium, Maromago, Μορικαμβη, Νοουανται etc, Νοουιου, Novitia, Olerica, Ρεριγονιον etc, Σελγοουαι, Tunnocelo, Ουανδογαρα etc, Ουξελλον

The main purpose of this article is to stress that that unknown Cosmographer in Ravenna was not a sloppy incompetent but an honest toiler who has left us valuable geographical information. His work fills in parts of the Roman map of Britain that other sources do not touch. The logic deployed here for Dumfries and Galloway also works well in the West Country, around the Severn, beside the Irish Sea and its islands, in north-east Scotland, and where many Roman roads end at England's harbours.

Editor's Comments

Many thanks to Anthony for his paper. However, as a linguist and one who has worked with both placenames and manuscripts there are a few things I'd like to explore.

Anthony mentions the phrase "full of corruptions" describing it as a "calumny" without delving deeper into what he means by that. From my own manuscript studies, I would argue that the more a text is copied the more mistakes and variants creep into it. A scribe may misread a word, a phrase, or even miss out a whole line of text; he may not be able to read another's writing so come up with his own best guess; he may update the spelling to his own variant current at the time of copying. There are multiple ways in which a copied text is not the same as the original. And the further in time a copy is from the original, and especially where we get copies of copies, the more these mistakes and variants are present. Precisely what is a variant and what is a corruption is a debateable distinction. Therefore, as the Cosmography places have been copied from older texts, it is likely there will be copying mistakes and spelling variants. That there are copies of the Cosmology also add to the likelihood of further textual errors and variants.

Anthony's approach to discovering the meaning of placenames is also too simplistic. Unfortunately, it is not just a case of looking up components of a word in a dictionary and fitting them together. We need the earliest spellings we can get, besides knowledge of sound shifts between languages, and be able to fit those names into a landscape before a place can be pinpointed. Toponymists are no worse nor any better than any other kind of specialist at giving or sharing firm conclusions.

As for his doubts about what language the inhabitants of Britain and Ireland used, I am unsure why he has these doubts. It matters not what these people were called, Celts or otherwise, nor when the name Celt was first applied. We do know from surviving literature, placenames and other linguistic evidence that the language used was (what we know as) Celtic which divides into Goidelic and Brittonic, or broadly speaking Gaelic and Welsh. There is no "guess" here. That the non-Roman inhabitants did not write everything down is merely a difference in culture of recording, indeed, written records may be considered more unusual than oral.

ROMAN ROAD REVEALED IN HOYLANDSWAINE, SOUTH YORKSHIRE (RR715X)

David Ratledge

Introduction

Grid Reference: SE26306 04731

I had previously found what was most likely the Manchester to Doncaster Roman road for as far as the village of Hoylandswaine, located to the west of Barnsley. Projecting its last certain alignment from west of the village then the road headed towards Barnsley Road and looked to pass under the Old Post Office (fig. 1).

Following the discovery of this road, local resident Steve Lapish generated considerable interest around the village encouraging residents there to start looking for the road. Route plans were distributed and it was not long before this was to pay off.

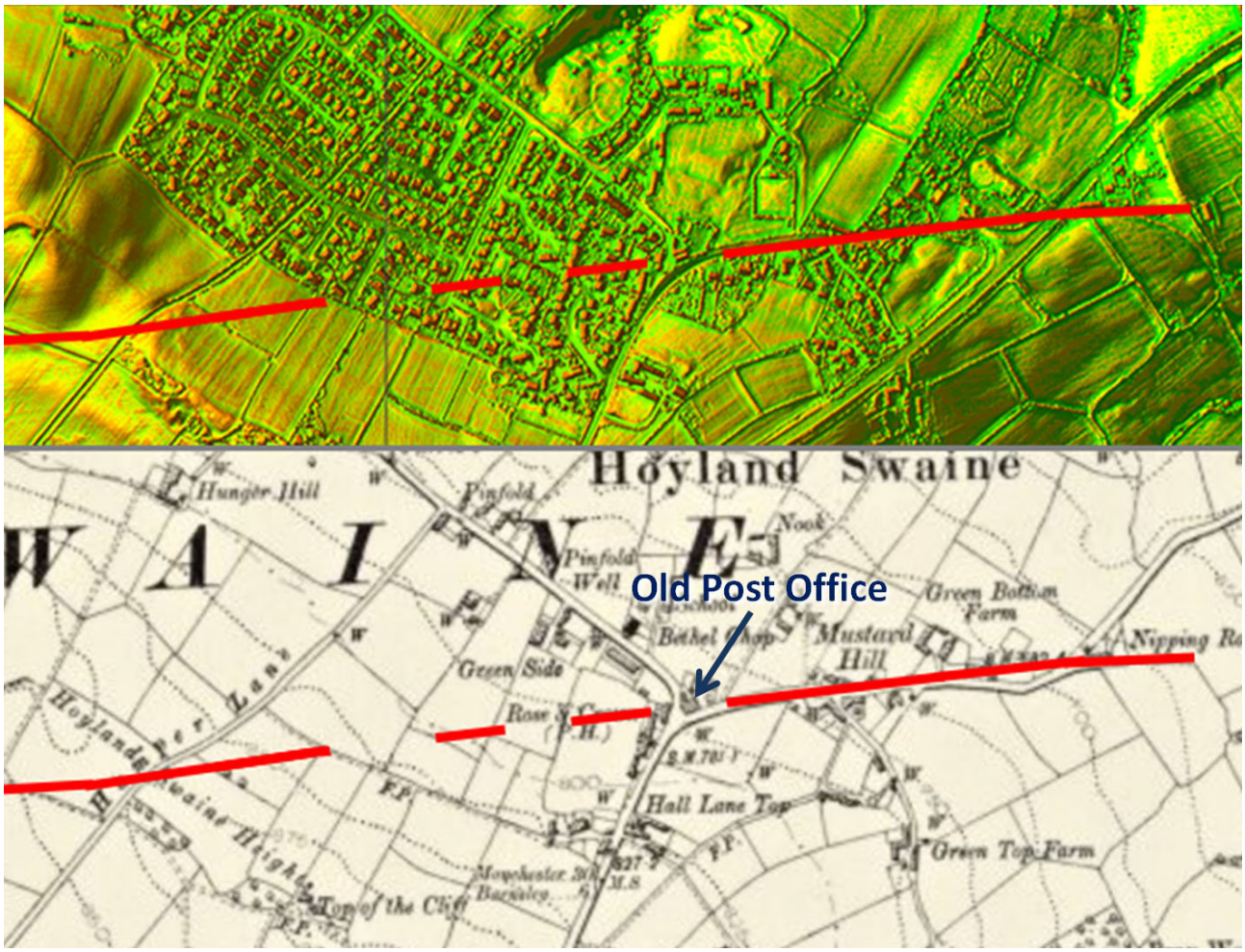

Fig. 1: Lidar plan and OS First Edition mapping showing the route of RR715 across Hoylandswaine. Base Lidar data is © Crown Copyright 2022. OS First Edition Mapping under creative commons attribution (CC-BY) licence.

The Road Revealed

As mentioned above the interpolated route of the road would take the road under the Old Post Office in Hoylandswaine before it merged into Barnsley Road. The Post Office was a masonry building of some age and had ended up well below the modern road, even with a railing protecting the drop down to it (fig. 2). However in January 2023 it was demolished and excavated down to its cellar level.

Fig. 2: The red arrow marks the assumed line of the road heading for the Old Post Office. Note how the terrace was very much below both current road levels. Image: Google Streetview.

Another local resident Philip Jones now enters the story, who being well aware that the Roman road ran under Hoylandswaine, spotted what looked like the remains of a stone road in cross section in the side of the excavated cellars of the Old Post Office.

What was visible was a very disturbed but obvious layer of sandstone slabs mixed in with some other stones. It did though look a long way down and was covered with a clay capping (fig. 3). This at first made me sceptical of interpreting this as the Roman road. But it was of the expected width at around 7 metres and of course was on the right line. I had also seen the foundation layer of another Roman road made of sandstone slabs in Lancashire. The explanation for the Roman road being at some depth soon became apparent.

It was known that Barnsley road was reconstructed when it was turnpiked which no doubt necessitated raising the road level considerably hereabouts. Resurfacing over the years would have only raised its level even more. The Old Post Office had been built at a time when ground levels were clearly much much lower. We should therefore have expected the Roman road to be well below current levels here. This is of course exactly what was revealed. There can be little doubt

Fig 3: The excavated cellars of the Old Post Office. The red arrow marks the 7 metre width of the surviving Roman road in the side of the excavation. Image by Philip Jones

now that this is indeed RR715(x) with the sandstone slabs being the surviving foundation layer. Thanks are due to Steve and Philip for their initiative.

Other News, Events, Updates & Miscellany

Newsflash - Raw Dykes, Leicester

from Steve Mitchell and John Poulter

In an exciting development, Steve Mitchell and John Poulter, both of them members of the Roman Roads Research Association (RRRA), will present their carefully researched and considered arguments in Volume 3 of *Itinera* for the existence of a Roman transport canal running into Leicester (*Ratae Corieltauvorum*). Mitchell has been working on the case for more than 20 years, whereas Poulter, with his engineering background, only became involved at the beginning of 2021.

The investigation was prompted by the remains of a large double bank and ditch which lies some 2km south of Leicester's town centre, and which has been known since the 1300s as the Raw Dykes (SK583026). This has long been thought to be part of a Roman aqueduct bringing water into *Ratae*, but Mitchell and Poulter – who both grew up in the modern city – propose that these remains were part of a transport canal which, as well as supplying water to *Ratae*'s public baths, enabled boats to bring building stone and other materials into the Roman town during its period of rapid growth in the second quarter of the second century AD.

Mitchell's researches have been considerably enhanced by Lidar images, sections and levels kindly provided by David Ratledge and Dave Armstrong of the RRRA, along with Rob Entwistle's interest and enthusiasm. Whilst not about roads, the involvement of key RRRA members, and the fact that the subject is important to the understanding of transport infrastructure in the Roman period, led to the publication of this article in *Itinera* rather than elsewhere.

The Raw Dykes looking north towards the centre of Leicester. Photograph taken about 1960 © John Poulter

Itinera

from Dave Armstrong

Talking of *Itinera*, it really is nearly publication time again. Lots of good stuff in there, as you can see from the Contents below. There is the usual mix of interesting and informative papers on road alignments and technical pieces on excavation and construction. A significant part is the Roman Roads in 2022 section covering recent Roman road work, with a larger number of reports and with better detailed content than in the previous two volumes.

DAVID RATLEDGE, The Roman Roads of Suffolk - a Lidar Reappraisal

DAVE ARMSTRONG, Gradients of the Roman Roads of Britannia

HOLLY DRINKWATER, RR72a: Further Investigations of the Roman Road at Worston, Lancashire. An Update on the Archaeological Investigations

STEVE MITCHELL & JOHN POULTER, The Case for a Possible Roman Transport Canal into Leicester

NIGEL ROTHWELL & EDWARD PEVELER, Roman Roads in the Chilterns Region: Observations on a Lidar Based Reassessment

MICHELE MATTEAZZI, Road Building in Roman Times: an Insight from Northern Italy

ELIZABETH LEGGE, The Malhata Fortress on the Roman-Judean Negev Frontier: Associated with a Roman Road, the Frankincense Trail and a Princely Fugitive

MATT SPARKES, The Roman Road through Croydon

Roman Roads in 2022: a review of recent research and fieldwork on Roman roads

Newly Allocated Margary Road Numbers

Book Review; CHRISTOPHER HADLEY, The Road, a story of Romans and Ways to the Past. (By Carlton Reid, of Forbes online)

The early bird offer with FREE P&P is now open on our site here. There are still copies of Volume 2 available if you need a copy and I believe there is even a single copy of Volume 1 left! Publication is expected to be early in June and orders will be delivered soon afterwards. The sale price will then increase with the (UK) P&P costs being added. If you need an international delivery or have other ordering or delivery problems, get in touch with our delivery expert, Gary, via this link.

And if you are planning ahead, like Steve and John, you can be thinking about papers for Itinera Vol. 4. Closing date is mid-November, but please make sure you read all the guidance here before submitting or contacting the editor, potentially saving everyone a lot of time.

Pre-processed lidar images

From Dave Armstrong

Not everyone can process the raw lidar data available from the DEFRA site, or the Welsh and Scottish equivalents. The HousePrices site was ground breaking a few years back, although despite now having a 3D and rotate facility the data coverage it hasn't kept pace with what is currently available through the National Lidar Programme. Our Summer 2020 newsletter (Issue 14), revealed how a lidar layer could be downloaded from the DEFRA site and laid over a GoogleEarth image. The downloaded file gave a good image and at that time there was quite a good coverage of England. Unfortunately, a few of you have dropped me a mail saying how this file no longer works. Mike Haken has received confirmation from the Environment Agency that they no longer support the

GoogleEarth kml file, although they offered no explanation and the links to this service (*ARCGIS Earth)* remain on their website.

However, there is an alternative, which can be found by heading to the EA's LIDAR Composite DTM 2022 - 1m page, which has all the same features and links as its predecessor. Click on the *LIDAR Composite DTM - 2022 - 1m - Hillshade - Image Service Endpoint* line and that takes you to a dedicated page. As already mentioned, the *ARCGIS Earth* link that used to send you the kmz file that opens in GoogleEarth Pro, no longer works. However, if you click on the *ARCGIS Online Map Viewer* link in the menu near the top of the page, it opens up a viewer with almost the whole of England now covered, with just the Cleveland Hills in North Yorkshire yet to be filled. The clarity and resolution of the imagery, whilst far from perfect, is acceptable.

With the layers as they first appear, navigation can be difficult, often leaving you 'lidar lost', not knowing where you are. There is a live Latitude and Longitude point capability behind the Measure and then Location buttons, however the easiest way to navigate is to use the underlying basemap. This is revealed if you uncheck the box next to the LIDAR layer ion the left hand panel, or alternatively, click on the 'more options' icon (three dots) beneath the lidar layer control, to reveal a transparency control. You can also increase picture quality here, although that will slow down loading. Various options for the Basemap can be selected on the top menu bar, including aerial imagery.

As our member David Brear pointed out in a previous newsletter, the National Library of Scotland has pre-processed Scottish lidar on their website here, available as a side by side viewer next to a series of historic maps, making it extremely useful. Select the ESRI/OSM/LiDAR category in the bottom right corner, and then select the map series LiDAR DTM 50cm - 1m - Eng, Scot, Wales, for the easiest results. The site is also good for Welsh lidar, with 100% coverage in the LiDAR DSM 1m - Eng, Scot, Wales map series: clearer, faster, and easier than DataMapWales.

2022 - 23 Talks

The 22-23 series of talks has concluded for the summer - the idea is that everyone rushes off in the better weather to do some research having been inspired over the darker months by what they've seen and heard. Our thanks go to all those who have presented and attended the series, with special thanks to all who chose to make donations to support next year's series. Most have been recorded and appear on our YouTube Channel once processed. We'll be announcing the next series dates and speakers when we have them but meanwhile if you have any ideas or leads for contacts, let us know.

Random Things from the Internet

I'm sorry but this darning tool story is still making me laugh months later. I'm not sure about you, but I can't think that's the best shape for a darning tool.

#RomanRoadsFriday

#RomanRoadsFriday is a hashtag used on our Twitter account, usually on a Friday although it depends on what else real life is throwing up. There's quite often some good stuff on there - feel free to join in so Phil Barratt and I don't just talk to each other. I have started a collection of people's favourite Roman roads which will maybe lead to a bit of a collection on the website longer term. This arises from a discussion about viewing Roman roads in the wild and how, so very often, you end up staring at a field not really knowing what you are looking at. It was thought it might be helpful if we started to compile a list of places you could see aggers, ditches, cuttings and the like.

Above RR73 from Bainbridge to Ingleton, here part of the Pennine Way and the Pennine Bridleway descending towards Dymond, bottom author's own. For more info see the RRRA page in the gazetteer

If there is a taste for this kind of stuff, let me know and we can try to do more of it. Also feel free to contribute your own suggestions.

So, for instance, Cam High Road coming up from Bainbridge is a great example. It was reused as a turnpike and now, in parts, is used by the Dales Way, the Pennine Way and the Pennine Bridleway and, last time I used it, also by the forestry wagons, although the section from the B6255 near Ribblehead towards Bainbridge has never been tarmacked in full. On a clear day there are great views of the Yorkshire Three Peaks too. Makes a cracking walk or ride.

Or how about the gap on RR712 that was cut through the sandstone capping of the Pennines? This is just off the Pennine Way in a fascinating area up on Standedge and very close to Castleshaw fort and fortlet. It's at SE 013 102, and you can also follow the line of both the Roman road and one of the turnpikes (there were three separate lines) down Thieve's Clough towards Pule Hill. Again there's more information about RR712 in the gazetteer. Consider also that under the hill are three railway tunnels and the longest canal tunnel in the UK.

the cutting on RR712 as it crosses the Pennines about a mile NE of Castleshaw fort and fortlet. Photo Joolze Dymond;, arm waving author's own.