

# ROMAN·ROADS·RESEARCH ASSOCIATION

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NO.14

## NEWSLETTER

SUMMER 2020

MILLE·VIAE·DUCUNT·HOMINES·PER·SECVLA·ROMANI

### FROM THE EDITOR

There are a number of new things going on in the RRRA as revealed in this edition, but before we get to that I'd like to thank Lucy Crosbie for putting together this summer edition. Lucy has volunteered to help me typeset the new RRRA Journal Itinera that you can read about in here from the Itinera editor Rob Entwistle.

Continuing the series on East Anglian Roman roads, David Ratledge has the first of a two part series illustrating more of the roads in this area. On a similar theme, Mike Haken our chairman, starts to describe some of the new discoveries in Devon and Cornwall. Completing the release of new RRRA resources is the relaunch of the RRRA Twitter account and Facebook pages by Reb Ellis giving us a broad spectrum of visibility to those interested in our subject.

Following on from the email sent round a few weeks back linking to organisations that have made their reference material open and freely available, thanks to Chester Forster; there's more table top archaeology opportunities in here with the latest release of lidar data, thanks to David Brear, a release of the Lake Farm geophysics report, thanks to Sally Woodlock and also the Chilterns Beacons to the Past Project, supported by Paul Seddon and Nigel Rothwell.

Thanks to those individuals and organisations behind these that are continuing to work and make these available to us. Lockdown can seem incredibly frustrating when you want to get out and about either to work or to pursue our interest. However, it has given us the chance to follow up on the things we'd like to do but never seem to get the time, and these days you can do so much archaeology from your kitchen table through the internet. I hope you're making some progress with your own research. I hope you and your families are safe and well and coping with these strange times. Thank you to all the contributors. This is the RRRA members newsletter, please let me know what you're up to? Thank you.  
[dave.armstrong@romanroads.org](mailto:dave.armstrong@romanroads.org)

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## RRRA Projects, update

### ***Itinera: A Journal is Born***

*From Rob Entwistle*

This year the RRRA takes a major step forward, marking a certain 'coming of age' for the Association, and for the place of Roman roads in academic research. A new annual Journal is planned – Itinera – intended for a range of materials. The Journal will welcome papers contributing to a better understanding of the road network and its place within the wider context of Roman studies, whether in the UK or internationally. The most important work taking place in Roman road studies will find a home here. The Journal is likely to include reports of digs, lidar discoveries, designation of 'new' routes through an expanded Margary system, and a range of peer-reviewed scholarly articles exploring the wider context of roads as related to military and civilian activity, forts, planning, surveying and all aspects of Roman life.

Itinera will take its place alongside other archaeological Journals covering Roman studies, both national and regional. Where relevant work is published elsewhere, we expect to see reference to it in Itinera as a 'one stop shop' for studies of this sort.

RRRA members will, as part of their subscription, receive free digital copies of Itinera. Printed copies will, at a cost, be available for individuals, libraries and organisations. The Journal will not in any sense replace the RRRA newsletter but will be complementary to it as a work of reference.

An Editorial Committee has been established, under Robert Entwistle as Editor, which draws upon the talents and services of well-known names in Roman archaeology and history. Papers are invited (with a deadline of 15 November 2020) for consideration for the first edition, which is expected to appear in Spring 2021. Notes for intending contributors, explaining the submission process and format required, are available on application to Dave Armstrong – RRRA Membership Secretary and member of the Editorial Committee.

We hope that RRRA members are as excited at this step as we are ourselves. Your comments are most welcome. [itinera@romanroads.org](mailto:itinera@romanroads.org)

## RRRA Projects, update

### New Discoveries in Devon and Cornwall

*From Mike Haken*

Readers may recall that Edition No.8 of this newsletter (Spring 2019) contained a short piece on the Roman road that had been identified between North Tawton and Okehampton, in Devon. A full account of that road, along with previously unpublished work on the road from Exeter to North Tawton (RR492a), has just been published in No. 77 of the Proceedings of the Devon Archaeological Society. Work on the Exeter to North Tawton section was started by our founder member Hugh Toller, who passed away in 2016, and it is fitting that he is listed as one of the authors of this work.

It is the road westwards which is of most significance, since no Roman road had previously been confirmed west of North Tawton apart from a short stretch leading west from the fort at Calstock, in Cornwall, and limited evidence of a road west of Okehampton. The newly published work describes in detail the route of the now proven road following a single alignment (with a few minor deviations) in a south-westerly direction as far as Trehill Farm (SX636973). Where excavated, the road has been shown to have been built on a foundation of river worn cobbles, with a second matrix layer of smaller stones and puddled clay, tamped firmly down with smaller cobbles and sharp quarried gravel to produce the road surface (Salvatore, et al., 2019, p. 311). Further work by Steve Kaye and Steve Stocker, as yet unpublished, is strongly suggesting that the alignment was followed as far as Church Hill Cross (SX629965). Kaye and Stocker suggest that the road then turns southwards before arcing westwards around the heads of the many steep sided stream valleys feeding the River Okement near Stockley Hamlet and the Corscombes (S Kaye, pers. comm., 26 May 2020.). A road is known to approach the fort at Okehampton from a slightly south of east (Rainbird, 2019), although whether or not this is the road direct from North Tawton, or a branch off it, is not yet known. Nor is it known where the immediate destination of this road may be, although Calstock would seem reasonable. Launceston is another possible destination (though no Roman site is proven there), as Ivan Margary had suggested with RR492a (Margary, 1973, p.



*Fig. 1 Lidar image showing part of the Roman road heading north-east from Restormel, following a similar course to the modern A390.*

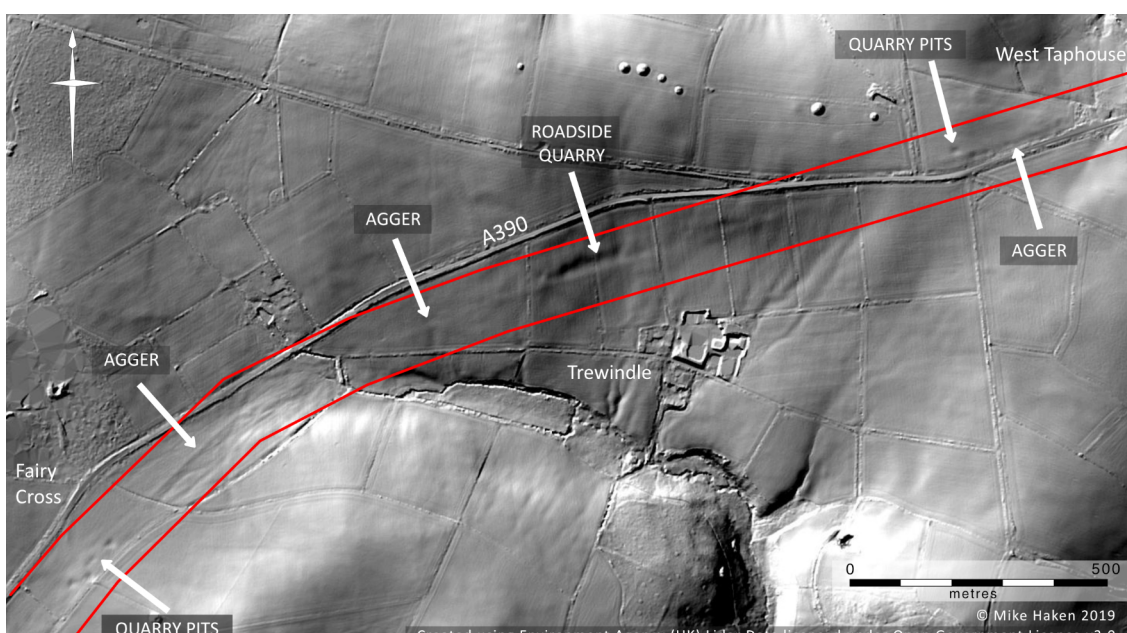
## RRRA Projects, update

### New Discoveries in Devon and Cornwall

120).

Anyone familiar with the terrain in western Devon and Cornwall will appreciate the difficulties the surveyors faced with a landscape dissected by a seemingly countless number of steep sided stream and river valleys, making planning any road in a straight line impossible. The Roman surveyors solved this problem by plotting a route which follows the watershed between the catchments of the Rivers Okement and Taw, and then skirts around the tributaries of the R. Okement to reach Okehampton. This seems to be a tactic employed throughout the region, and elsewhere in similar terrain. For example, ongoing research by the author has identified a length of Roman road which heads north east from the fort at Restormel, near Lostwithiel, which can be traced for about 8 miles to a point just north of Dobwalls (see Fig. 1 for an image of part of the route). The surveying of this road follows the same pattern, keeping as far as possible to high ground just above the heads of the many tributaries of the Rivers Fowey, Lerryn and West Looe, whilst also avoiding becoming too exposed on the very highest ground (Fig 2). It is a measure of the Roman surveyors' skills that the modern A390 utilises the same principles, and follows a very similar course as it's Roman predecessor. Another "new" road has also been recently found in Cornwall, running north east from Camelford and traced with certainty as far as Davidstow, potentially heading to Launceston and on to Okehampton. This road has been identified as part of a Lottery funded community archaeology project, "Understanding Landscapes", headed by Dr. Chris Smart of Exeter University, a project which has attracted much media attention this Spring (2020). Crucially, it's planning is exactly the same, following bands of high ground well above the heads of watercourses.

Coincidentally, one of our members, Gary Whitaker, has almost certainly identified the missing section of RR732(x) between the Stang and Bowes in Co. Durham, also completing work started by Hugh Toller. Just like the roads in Devon and Cornwall, it negotiates the crossing of the highest ground by utilising the watershed, although over a far shorter distance. All these discoveries will be published much more fully in due course, in our new journal *Itinera*.



*Fig. 2 Lidar image illustrating how the Roman road heading north-east from Restormel, possibly to Calstock, utilises the high ground to avoid deep stream valleys, but also avoids running along the highest ground where troops would be visible.*



## RRRA Projects, update

### New Discoveries in Devon and Cornwall

#### References

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

Rainbird, P., 2019. Okehampton, Romansfield, Crediton Road In J.P. Salvatore (ed.), Roman Britain in 2018, 8. South-Western Counties. Britannia, Volume 50, p. 449; 451.

Salvatore, J. P., Kaye, S., Stocker, S. & Toller, H., 2019. Observations on the Roman road between Exeter, North Tawton and Okehampton. Devon Archaeological Society Proceedings, Volume 77, pp. 297-320.

### Roman Roads in East Anglia – A LiDAR Reappraisal

*From David Ratledge*

#### Introduction

Following on from my investigations of the Roman roads in Norfolk, I have continued south into Suffolk and northern Essex. This has been helped enormously by the release of a large amount of Series 2 LiDAR data for East Anglia by Defra. In the last newsletter I reported on the discovery of a “new” Roman road linking Ixworth to Scole, which led to the almost certain identification of Ixworth as Sitomagus. Several other new roads have turned up but not all the puzzles have been solved by any means. Here we will look at the coastal roads and their ongoing conundrums. A feature of the Suffolk coast is the many estuaries that penetrate a long way inland forming individual peninsulas. A road along the coast was never a possibility.

# RRRA Projects, update

## Roman Roads in East Anglia – A LiDAR Reappraisal



Fig 1 The Roman Road network for East Anglia. Many gaps in Margary's roads have now been filled but there are still some puzzling missing links, so investigations continue.

## RRRA Projects, update

### Suffolk Coast Puzzle -Where are Margary 34, 35 & 36 Heading?

These 3 Roman roads head for east Suffolk with no known destination. There have been many suggestions over the years but what has not helped is that, although various small sites indicate a Roman presence, no major town warranting 3 major roads has turned up. Of course what has changed since Roman times is the coastline -there has been much land lost to the sea. A Roman town at Dunwich destroyed by coastal erosion is probably the most off suggested and surely is the most logical. At the time of the Domesday Book, Dunwich was one of 10 biggest cities in the country. There are apparently medieval references to Dunwich under the name of Dumnocaister, which certainly has Roman connotations (ref. The History of Dunwich by Katherine Chant, Dunwich Museum.).

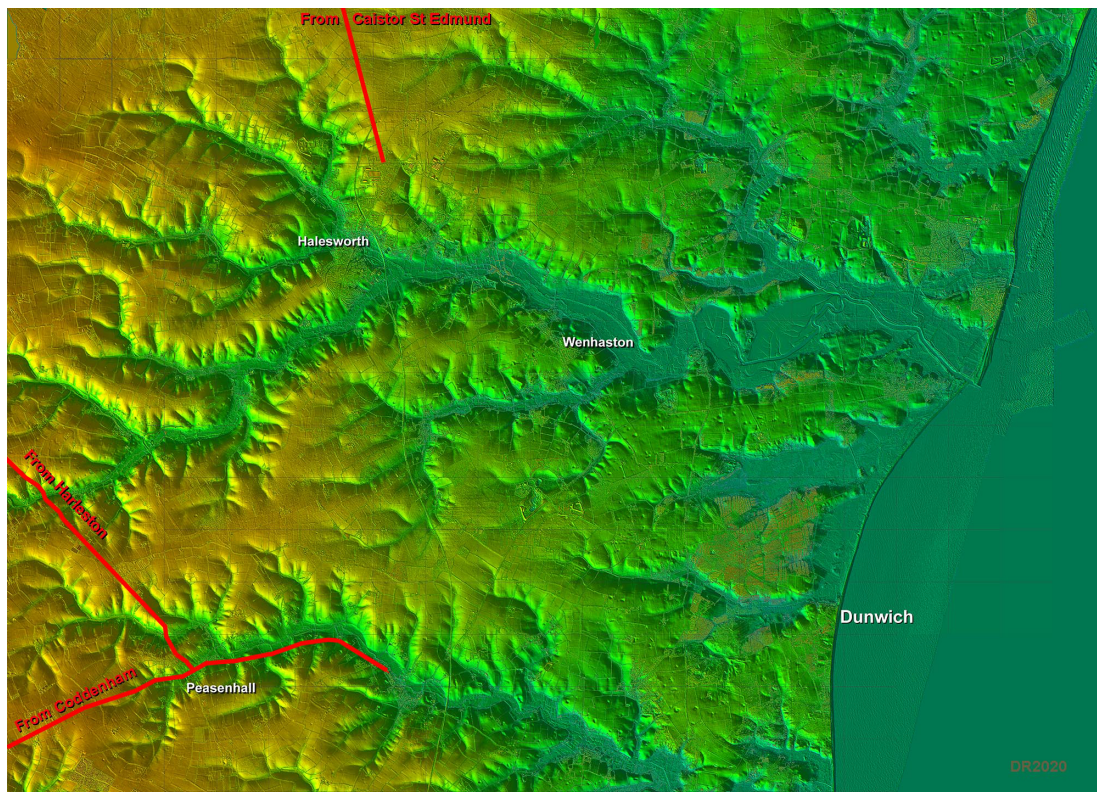
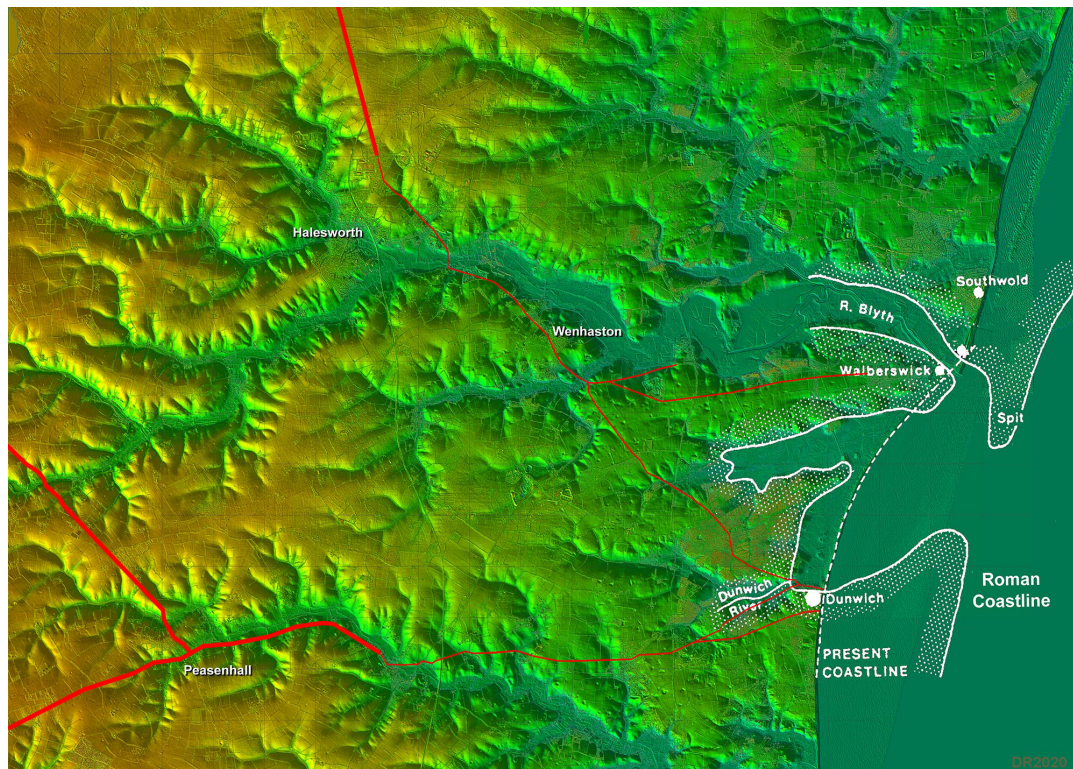


Fig 2 In this LiDAR map of east Suffolk, the extent of the Dunwich peninsular is clear from Minsmere in the south (bottom edge of image) and the Blythe estuary to its north. The courses of the three known Roman roads of eastern Suffolk are shown in red.

A study of the topography (fig. 2) indicates that the 3 Roman roads must surely have had the Dunwich peninsular, if not Dunwich itself, as their target. They make most sense when viewed as having a destination on that peninsular, i.e. somewhere between the River Blyth and Minsmere. In figure 3, the probable Roman coastline is shown in white (ref. Chant) and indicates what a good harbour Dunwich could well have been. It also indicates what a vast amount of land has gone -probably over 1 mile.

## RRRA Projects, update

### Roman Roads in East Anglia – A LiDAR Reappraisal



*Fig 3 The LiDAR image has been overlaid with several possible routes continuing onwards from the ends of the known Roman roads. The Roman era coastline (in white) is that suggested by Chant.*

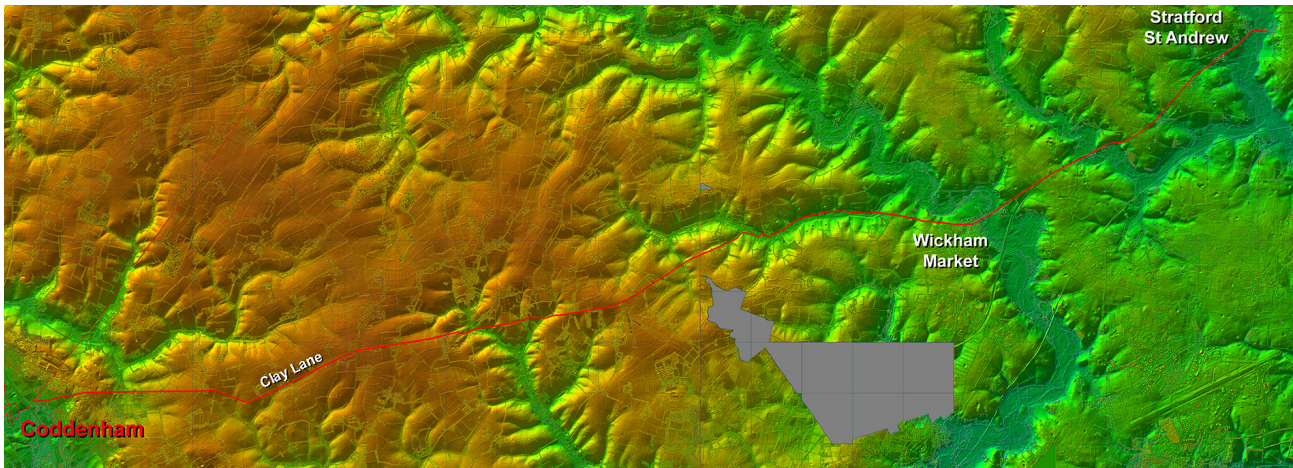
There are of course several traces of roads to Dunwich visible in the LiDAR imagery. It was an important medieval city so that was to be expected. But are these Roman in origin? I have shown the routes that I think are the most likely including ones at the north end of the peninsular via Wenhaston to Walberswick (fig. 3). Either or both destinations are possible as there are signs of an old road linking Dunwich to Walberswick around the estuaries. Some sections of these possible roads are braided i.e. they are more tracks than fixed engineered aggers so I was not confident enough to include them on my map of East Anglia (fig. 1). More work is needed I think before we can be certain they are from the Roman era but Margary 34, 35 & 36 must have been going somewhere, and somewhere important.

### Another Suffolk Coastal Problem –Margary 340

Deja vu - a certain road to another uncertain destination. Like Margary 34b, this road emanates from Coddendam but runs further to the south of that one so logically it should have a different destination. Otherwise why build two roads? I was able to follow the route with reasonable confidence to Stratford St Andrew. This name is a quite convincing clue in itself as to the presence of a Roman road. Beyond here though the road gets much more elusive. However, a route to Stratford St Andrew would represent the most practical course for a road heading for the Aldeburgh peninsular.

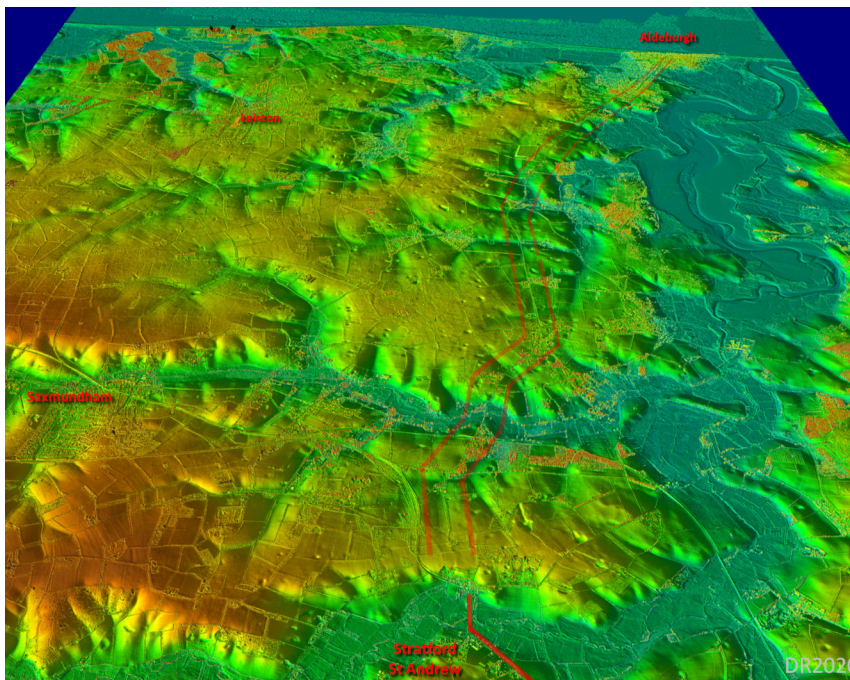
## RRRA Projects, update

### Roman Roads in East Anglia – A LiDAR Reappraisal



*Fig 4 The route of Margary 340 as far as Stratford St Andrew. Apart from a short stretch approaching Wickham Market the route is reasonably secure.*

The initial alignment from Coddensham to Clay Lane was unknown. However, with the advent of LiDAR we can now fill in this gap. The explanation was that it changed direction at the end of Clay Lane. The known alignment at Clay Lane aims well to the south of Coddensham, which had resulted in various (erroneous) suggestions as to where it actually connected into the Roman road network. LiDAR showed that Margary 340 branched off the road to Peasenhall (Margary 34b) just east of the fort and headed through Shrubland Park to Clay Lane. The missing link was found.

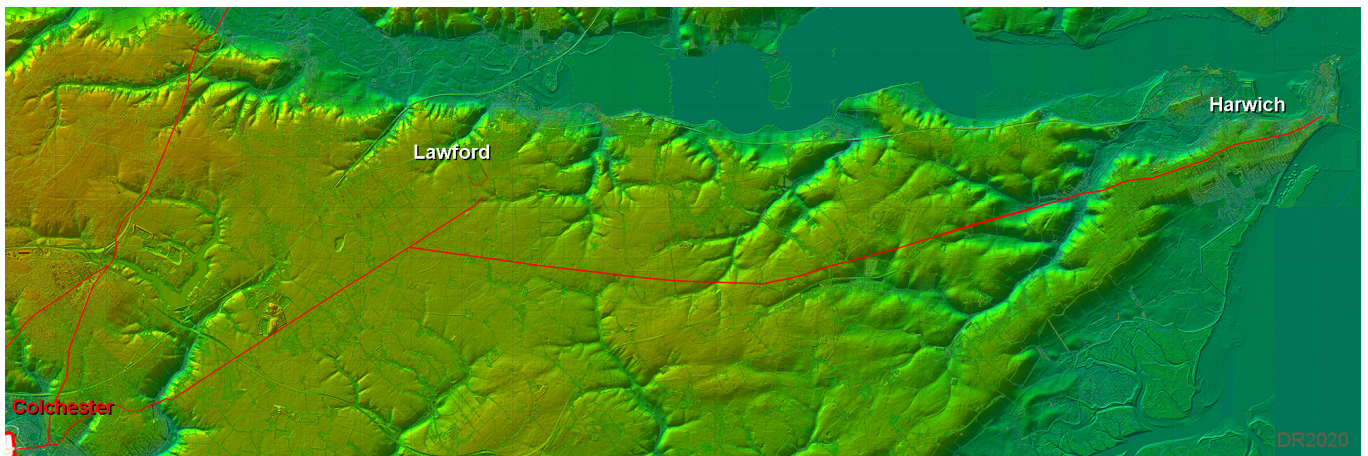


*Fig 5 The possible route onwards from Stratford St Andrew towards Aldeburgh looks very logical. It is clear Aldeburgh has been subjected to coastal erosion –it is at the end of a truncated peninsular.*

## RRRA Projects, update

### Roman Roads in East Anglia – A LiDAR Reappraisal

The route can be traced onwards passing Wickham Market as far as Stratford St Andrew where a bridge across the River Alde was likely. From here a destination on the Aldeburgh peninsular seems most obvious. There is a modern road which runs very directly to Aldeburgh so could be derived from a Roman alignment. Aldeburgh does appear to have lost much land to coastal erosion as it sits at the end of a truncated peninsular. An oblique 3D LiDAR view looking towards Aldeburgh (fig 5) is perhaps the most convincing argument for this course. As with Dunwich, any possible Roman site will have been long lost to coastal erosion.



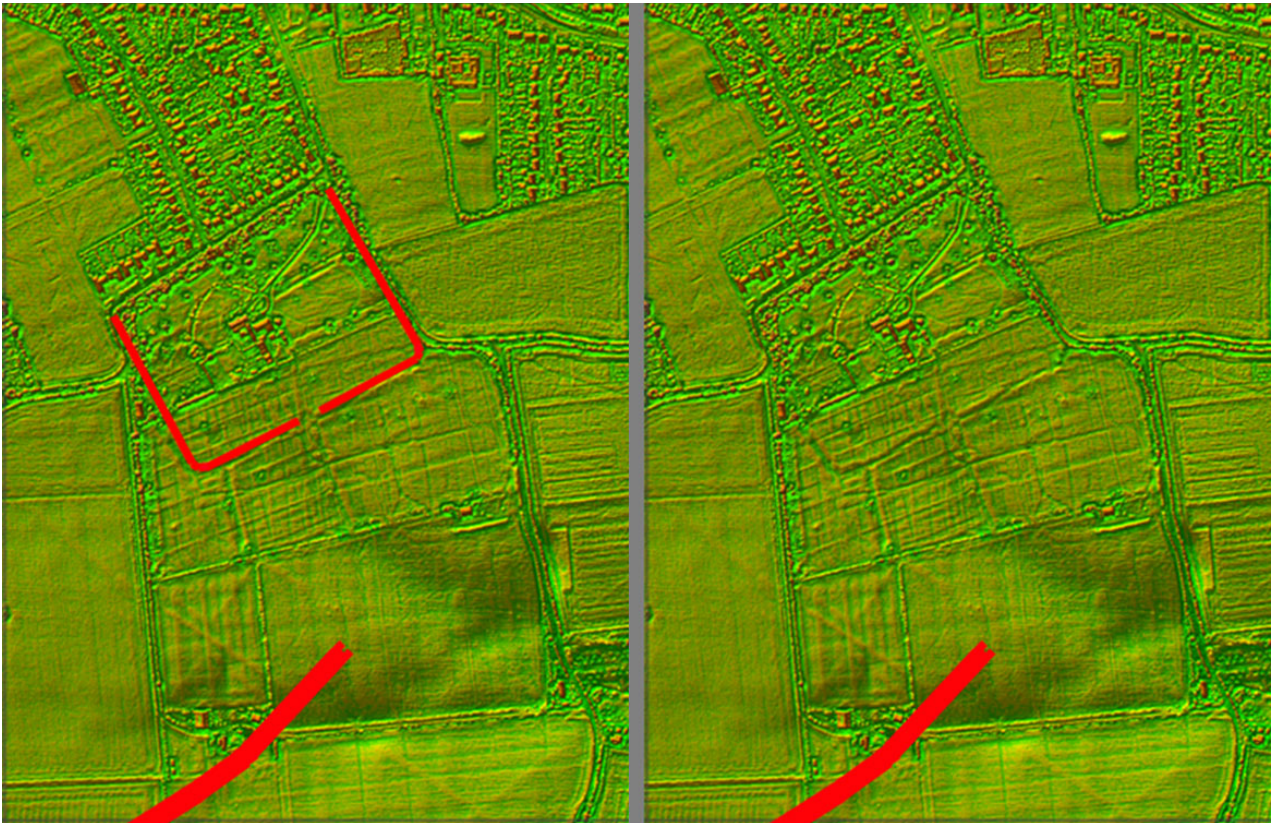
*Fig 6 LiDAR image of the Harwich Peninsular. The Roman road from Colchester to Lawford and the beginnings of a branch off it heading east were known. That branch though can now be extended all the way to Harwich*

### Colchester to Lawford and Harwich

A road north-east from Colchester was missed by Margary but recorded by Fairclough (Ref: Boudica to Raedwald, East Anglia's Relations with Rome, John Fairclough, 2010) and is included on the 2016 OS Roman Britain Map. Fairclough assumed the road would have crossed the River Stour estuary by a ford and headed further northwards in the general direction of modern day Ipswich. However, LiDAR shows the route clearly but only as far as Lawford House, where it seemed to turn slightly towards the house and then stop. I could see no trace of an agger on Fairclough's route onwards.

## RRRA Projects, update

### Roman Roads in East Anglia – A LiDAR Reappraisal



*Fig 7 The possible unrecorded Roman fort at Lawford House. The thick red line is the end of the road in from Colchester.*

Where the Roman road to Lawford apparently comes to an abrupt end then there is what appears to be a possible unrecorded fort visible in the LiDAR imagery. These are the grounds of Lawford House and although there has been much disturbance here what appears to be a south-eastern rampart and ditch with curving corners has survived. I have informed Essex HER (twice) but have so far had no response. I also showed this to Bryn Gethin who is renowned for being cautious! He didn't rule it out of hand which I took as perhaps a positive!

## RRRA Projects, update

### Roman Roads in East Anglia – A LiDAR Reappraisal

A branch off the road to Lawford was previously suspected but just for a short distance. We can now, with LiDAR, extend this all the way to Harwich with reasonably high confidence. Why Harwich? At Harwich then the “Harwich Stone Band” rock outcrops and is probably why this peninsula has survived coastal erosion. Stone outcropping here makes this part of the coast fairly unique being the only naturally occurring rocky shore from north of the Thames to the top of Norfolk. It is one of the few decorative stones native to Essex and was therefore a very important local resource. One of the Roman theatres in Colchester is believed to have used Harwich stone for its foundations. A Roman road to Harwich would therefore make perfect sense.

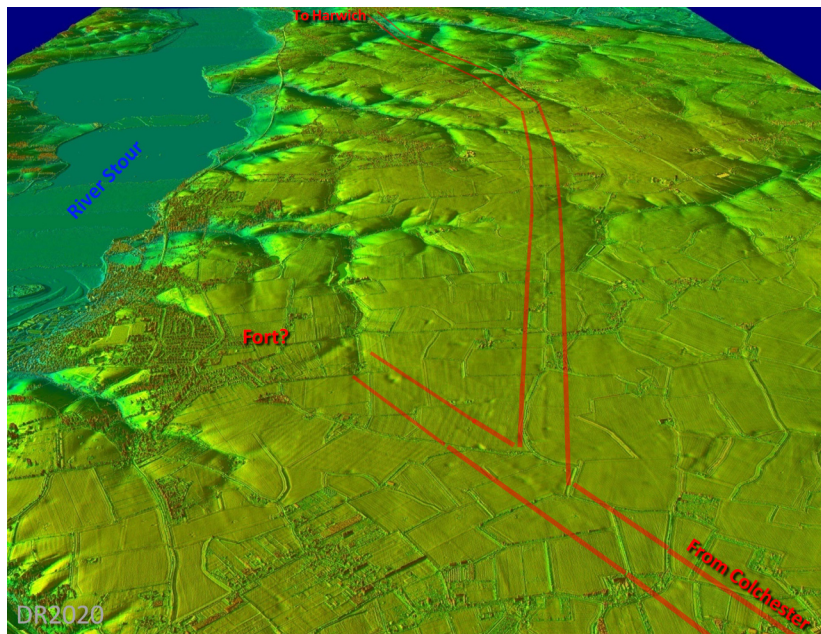


Fig 8 Oblique 3D LiDAR view showing the Roman road to Harwich branching off the road to Lawford. Harwich was an important local source of stone and this is probably the reason for this road.

### Conclusion

One road to the coast I have not covered is that to Felixstowe and the lost Saxon Shore Fort of Walton Castle. LiDAR has really not been able to add much to this road and the course suggested by Fairclough (ref: Felixstowe Roman Port by John Fairclough)

[http://suffolk institute.pdfsrv.co.uk/customers/SuffolkInstitute/2014/01/10/VolumeXLIIPart3\(2011\)\\_FelixstoweRomanfortJFairclough\\_253to276.pdf](http://suffolk institute.pdfsrv.co.uk/customers/SuffolkInstitute/2014/01/10/VolumeXLIIPart3(2011)_FelixstoweRomanfortJFairclough_253to276.pdf)

is still relevant. The only issue I would possibly disagree with him is that this road would more likely have been a branch off the Colchester-Coddenham road and crossed the River Orwell at Stoke Bridge in modern day Ipswich. In the next issue I hope to cover the inland Roman roads of this area where a few “new” routes have been located, several gaps filled in, and some suggested roads that probably would be best deleted.

To be continued.....[davidr@deep-sky.co.uk](mailto:davidr@deep-sky.co.uk)

## Other roads in the news; bits and pieces

### Social Media Relaunch

*From Reb Ellis*

Social Media Relaunch –our progress so far...I've been asked to write a couple of lines about our updated social media presence which I've been trying to renew over the course of lockdown. This is not just about what we're doing to update our online presence and where you can find us, but we're hoping to get more members involved!

I'm pleased to say that the Twitter page (@RomanRoadsRA) is alive and kicking. It has been wonderful to connect to the wider public as well as to other pages of interest, Portable Antiquities Scheme Finds Liaison Officers, professionals and academics with Roman specialisms. The page has been sharing not just little exploits from our past and recent work, but also sharing that of other interested parties. We have particularly been trying to keep up to date with weekly archaeological events, such as #FindsFriday where we are sharing some of the finds so far photographed from last year's excavation. Some of you may also like to know there is also a very popular Roman based #PhallusThursday, but until we find a better Barbotine or Samian pot with the appropriate picture we won't be joining that event anytime soon...



We are, however, planning at least two major social media events for the remainder of the year. Firstly, we are thinking of trying to develop our own hashtag event: #MilestoneMonday! It is assumed that before the 19th century, many milestones would have been taken up and used for their stone, hence very few survive today. All known Roman milestones in this country are relatively well recorded, but the Association don't have decent photographs of many of them. We would love it if you could get involved and take good quality photographs of any Roman milestones that you may have in your area (Covid-19 restrictions allowing). If we published one milestone photograph every Monday, we would have a Monday feature for the next two years! Additionally, when Covid-19 has subsided and we can get back out in the field, we will be sharing much more on-going work including our own RRRRA Dig Diary. If anyone would like to discuss more ideas I would love to hear from you.



## Other roads in the news; bits and pieces

### Social Media Relaunch

Our Facebook page has been a little more complicated due to lost password issues. Unfortunately, you may also have seen a troll attack via a fake account which, we have since found out, has also attacked other archaeological platforms in the past in a similar manner. We have reported this, but in the long term it doesn't matter because we have been forced to set up a brand-new page. This will be going live today and will be under the same name with the same banners. Facebook will also be used to advertise events and talks by not just our members, but also sharing those of other groups. Please feel free to share such events on this page if you are part of other societies and research forums.

<https://www.facebook.com/romanroads.org/>

I will be creating Twitter and Facebook contribution template sheets for brand new content you may like to share via the pages under the RRRA banner (although of course credit will be given to the authors). These will be on the members portal of the website to download in the next couple of weeks and will also include general guidelines. For other non-original online content, or for sharing your own personal exploits, you can always tag and share on our pages in the regular fashion.

I hope this has been of some help. Please my all means message me at [reb.ellis@romanroads.org](mailto:reb.ellis@romanroads.org) if you have any ideas or contributions you would like to present. The best social media platforms of groups are often those where more people contribute rather than just the admin!

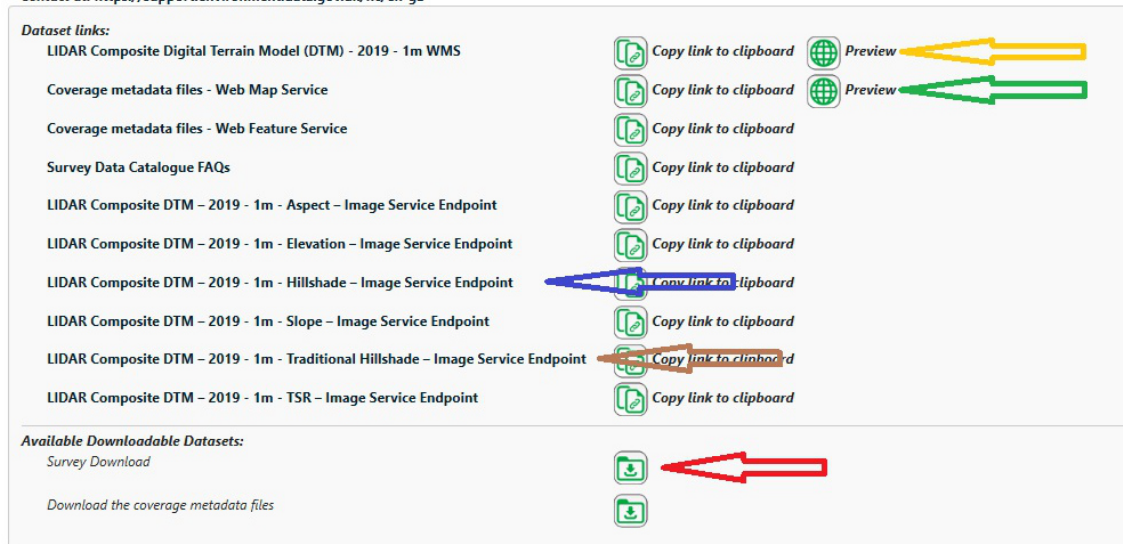
# Other roads in the news; bits and pieces

## Lidar Data Release

*From Dave Armstrong and David Brear*

Although there doesn't seem to have been any announcement, news has gone around like wildfire after David Brear alerted us that there's new data released by the Environment Agency with a lot more coverage. This is accessible at <https://environment.data.gov.uk/dataset/76363295-69d5-406b-90bf-d7b9e8bebfd9>. There area number of services available but the access portal is a bit clunky, you can only tell when you're in the right place for the data by zooming in on a UK map with a 'letter box' feel to the view with no full screen option.

Published by: Environment Agency.  
Contact at: <https://support.environment.data.gov.uk/hc/en-gb>



**Dataset links:**

- LIDAR Composite Digital Terrain Model (DTM) - 2019 - 1m WMS Copy link to clipboard Preview
- Coverage metadata files - Web Map Service Copy link to clipboard Preview
- Coverage metadata files - Web Feature Service Copy link to clipboard
- Survey Data Catalogue FAQs Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - Aspect - Image Service Endpoint Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - Elevation - Image Service Endpoint Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - Hillshade - Image Service Endpoint Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - Slope - Image Service Endpoint Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - Traditional Hillshade - Image Service Endpoint Copy link to clipboard
- LIDAR Composite DTM - 2019 - 1m - TSR - Image Service Endpoint Copy link to clipboard

**Available Downloadable Datasets:**

- Survey Download
- Download the coverage metadata files

A coverage map is available behind the Preview button of Coverage Metadata files-Web Map Service line—the green arrow in the enclosed screen shot. Tick the Environment Data WMS Service box and pull down the available options, ticking the National Lidar Programme Index Catalogue box and the coverage will appear. For those who prefer reviewing pre-processed lidar there's the service behind the LIDAR Composite Digital Terrain Model (DTM) –2019 -1m WMS preview button –the yellow arrow. In this, zoom in and tick the WMS box and in the pull down, tick the LIDAR Composite DTM 1m 2019 box and then tick a box with the same title in the subsequent pull down list. The pre-processed lidar has colour gradient applied but is a bit limited by the letter box image without a full screen option.



ArcGIS REST Services Directory Login

[Home](#) > [services](#) > [SURVEY](#) > [LIDAR Composite 1m DTM 2019 Traditional Hillshade \(ImageServer\)](#) Help | API Reference

JSON | SOAP

**SURVEY/LIDAR\_Composite\_1m\_DTM\_2019\_Traditional\_Hillshade (ImageServer)**

**View In:** [ArcGIS JavaScript](#) [ArcGIS Online Map Viewer](#) [ArcGIS Earth](#) [ArcMap](#)

**View Footprint In:** [ArcGIS Online Map Viewer](#)

**Service Description:** This is the 2019 1m DTM LIDAR hillshade model produced by the Environment Agency. A hillshade is a grayscale 3D representation of the surface, with the sun's relative position taken into account for shading the image. This function uses the altitude and azimuth properties to specify the sun's position. Please refer to the Open Government Licence (OGLV3) for reuse. Raw data can be downloaded from [www.environment.data.gov.uk](http://www.environment.data.gov.uk).

**Name:** SURVEY/LIDAR\_Composite\_1m\_DTM\_2019\_Traditional\_Hillshade

**Description:** This is the 2019 1m DTM LIDAR hillshade model produced by the Environment Agency. A hillshade is a grayscale 3D representation of the surface, with the sun's relative position taken into account for shading the image. This function uses the altitude and azimuth properties to specify the sun's position. Please refer to the Open Government Licence (OGLV3) for reuse. Raw data can be downloaded from [www.environment.data.gov.uk](http://www.environment.data.gov.uk).

**Single Fused Map Cache:** false

**Extent:**

- XMin: 80000
- YMin: 0
- XMax: 660000
- YMax: 665000
- Spatial Reference: 27700 (27700)

**Initial Extent:**



## Other roads in the news; bits and pieces

### Lidar Data Release

A similar grey hillshade is also available by clicking on the link behind the title of LIDAR Composite DTM 1m 2019–Hillshade –Image Service Endpoint, the blue arrow. Then select the ArcGIS Online Map Viewer hyperlink, the black arrow in the second screenshot and the zoomable map will appear. A similar image is available by clicking the title LIDAR Composite DTM 1m 2019–Traditional Hillshade –Image Service Endpoint, the brown arrow.

Both these give the potential to save a kmz file to overlay in GoogleEarth over the various historical AP views there. In the ArcGIS screen as per the second screenshot select the ArcGIS Earth option as per the purple arrow and you will be sent a .kmz file to save. If you open this, it opens up GoogleEarth with all the English lidar added as a separate layer that can be turned on or off. Downloadable data to process yourself is available behind the Survey Download button, the red arrow, zoom into the 5Km<sup>2</sup> square you're interested in and select Get Available Tiles and select the National Lidar programme DTM or DSM and the latest 2019 data will be available if there's coverage. These tend to come over as 5Km<sup>2</sup> .tif images but do load into virtual rasters and process in the same way as .ascii files.

There's something useful for everyone here; new data for those who prefer developing and manipulating their own lidar or pre-processed lidar for those who just wish to view and follow potential lines – all of this with more coverage, the north east of England seems (for once) to have received a lot of coverage, most of Durham and Northumberland plus the Hadrian's Wall corridor. There is also the potential to load the lidar as a separate layer into GoogleEarth.



## RRRA Projects, update

### Some Reading Material

*Collated by Dave Armstrong*

#### Lake Farm, Legionary Fortress, Dorset

[An open](#) link to a report on this Legionary base just published in Britannia has been shared with us by the author via Sally Woodlock. This covers an extensive geophysics survey of the known base which from our interest, also includes the local road network.

The work identifies the full scale of the Fortress and proposes that the base be upgraded from a vexillation fort to a full legionary fortress of Legion 2 Augusta during the early invasion years while still under the command of Vespasian, the future Emperor. There are a series of other articles available through Cambridge Core Share, try accessing them through this link: <https://www.researchinformation.info/product/cambridge-core-share>.

#### Chilterns Beacons of the Past project

A number of our members are working in this Heritage Lottery funded 'Citizen Science' project led by Ed Peveler based in the Chilterns Area of Outstanding Natural Beauty. 1400 Km<sup>2</sup> of high resolution lidar has been gathered with the principal aim of exploring the Iron Age landscapes of the Chilterns and environs but much more archaeology is showing up than that.

Without giving too much away prior to the formal reporting next year, a length of what could be a Roman road has been observed on the lidar that may be the elusive RR163, St. Albans to Silchester road. The project is still open for more volunteers and is intended to work with them to teach the wider public more about lidar and landscape archaeology through hands on experience and to help map the archaeology showing up. Information about the project is available via this link: <https://www.chilternsaonb.org/about-chilterns/historic-environment/hillforts/beacons-of-the-past.html>.

### Some Reading Material

Chester Forster has sent me a couple of links from the Victoria County History and CBA where reading and reference material is available on line, their normal charges have been waived and downloads are available free. Have a browse round these, there seems to be items for all round the country so something should catch your eye.

The CBA have made a large number of their publications free to download during the present situation. <https://new.archaeologyuk.org/books-and-publications>.

An article in the recent e-newsletter of the British Association for Local History suggested that we could apply our research skills to the current crisis and collect information for historians in the future (<https://www.balh.org.uk/news-daddy-the-treehouse-is-wobbling-or-local-history-in-lockdown-2020-04-16>). That got me thinking about the VCH, which of course should cover everything up to the time of writing. It would be worth recording, for example, any significant impact there has been on local businesses, or perhaps the local response to the crisis – groups established to help the community for example.



## Other roads in the news; bits and pieces

### Some Reading Material

Can I remind you that British History Online has made all its subscription only content freely available for a limited period. This includes access to the Calendar of Close Rolls (1244 to 1509). You can use the index to search for a place name, so it is worth doing. See also <https://www.british-history.ac.uk/using-bho/local-guide>.

Remember, BHO also hosts many other records useful to the VCH, including: Alumni Oxonienses 1500-1714: <https://www.british-history.ac.uk/alumni-oxon/1500-1714>

The Calendar of the Committee for Compounding: <https://www.british-history.ac.uk/search/series/compounding-committee>

The Letters and Papers of Henry VIII: <https://www.british-history.ac.uk/search/series/letters-papers-hen8>

Lyson's Magna Britannia for Cumberland: <https://www.british-history.ac.uk/magna-britannia/vol4>

If you want to brush up on your palaeography skills, the Institute of Historical Research (University of London) has a free, online palaeography course that focuses on Anglo-Saxon and medieval scripts: <https://port.sas.ac.uk/course/view.php?id=35>

For the early modern period, the BALH has also recently published Reading Early Handwriting, 1500-1700, priced £10 to non-members: <https://www.balh.org.uk/shop/book-reading-early-handwriting-1500-1700>

The National Archives has some audio recordings providing introductions to documents commonly used in family history research: <https://media.nationalarchives.gov.uk/index.php/tag/boredom-busters/>

For those of you interested in the railways and industrial history of west Cumbria, the Cumbrian Railways Association has published a new book: The Big Rigg Branch & Iron Ore Mines. The book is priced £7.50 and can be purchased from CRA Book Sales, 50 Tattershall, Toothill, Swindon, Wiltshire SN5 8BX, e-mail: [sales@cumbrianrailways.org.uk](mailto:sales@cumbrianrailways.org.uk) or online at the CRA website: [www.cumbrianrailways.org.uk](http://www.cumbrianrailways.org.uk)

### And if you're still bored in lockdown.....

Neil Buckley has recommended a YouTube programme: [https://www.youtube.com/watch?v=cG\\_dRGzKx6Y](https://www.youtube.com/watch?v=cG_dRGzKx6Y) Pompeii – recent discoveries covering the recent excavations – including something on road repairs.

And Alun Betty recommends a Channel 5 programme on Silchester which also includes something on the local road network, you may find it on catchup? Also from Alun – 5Select are screening Britain's Lost Roman Roads at 21:00 on Wednesday 1st July, and probably subsequently on catch up.