ROMAN·ROADS·RESEARCH ASSOCIATION

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MILLE·VIAE·DUCUNT HOMINES PER·SECULA·ROMAM

# FROM NOT THE EDITOR

It would appear that it's autumn again already with shorter days and less predictable weather. However, at least we've all been out and about a little bit more this year and there has been some digging and fieldwork. Which means that now is the ideal time to catch up on the more desk based research you have been meaning to do. With that in mind, there is now an RRRA YouTube channel where you can find the 2021 lecture programme already uploaded so you can catch up or rewatch at your leisure. If you want to be alerted when the latest video is uploaded then hit the subscribe button. RRRA on YouTube

If you've anything new from your summer work, let everyone else know by submitting it to dave.armstrong@romanroads.org for the newsletter. Short or long, all is considered, and we don't have a newsletter without your contributions.

And of course we are on the search for good material for the second volume of *Itinera* due out in 2022. Papers should be submitted by November 15 - full instructions about quality of material and the style guides are available on the RRRA website: *Itinera*. Please stick to the style guides as it makes it much easier for the editorial team.

Plus if you haven't got one already, you really should get yourself a copy of Dave Armstrong's new book, *The Hadrian's Wall Military Way, a Frontier Road Explored* and start making plans for having a good nosy next time you are up at HW.

Enjoy the newsletter.

Hannah Collingridge

# IN THIS EDITION

## RRRA Projects; Latest Updates



## Other Road news

# RRRA Projects, update

## A Roman Road from Manchester to… Doncaster?

*By David Ratledge davidr@deep-sky.co.uk*

### Introduction

Last year, following the spotting of a length of agger east of Manchester at Matley by my colleague Neil Buckley, we were able to determine, at long last, the route of the Roman road from Manchester to Melandra Castle. However, this may have solved one puzzle but created a new one. The alignment of the road was clearly not on Melandra Castle fort but targeted something much further east through the Longdendale valley. The road could be traced for a short distance into the valley before the lidar data ran out. With the release of a new block of lidar data the route can now be extended well into Yorkshire.

### The Route

The lidar coverage was, and still is, incomplete for the Longdendale valley but there was sufficient available for the road to be first spotted in the lower part of the valley by Glossop and Longdendale Archaeological Society. This needed a slight correction here and there, plus they aimed the road out of the valley heading north towards Holme. However, a Roman road into the valley was at least certain. The new National


*Figure 1: The route of the Roman road between Melandra Castle and Hoylandswaine. Inset: map showing the location of the main map with respect to Manchester, Melandra and Doncaster. Mapping is © OpenStreetMap contributors.*

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# Manchester to Doncaster? - continued

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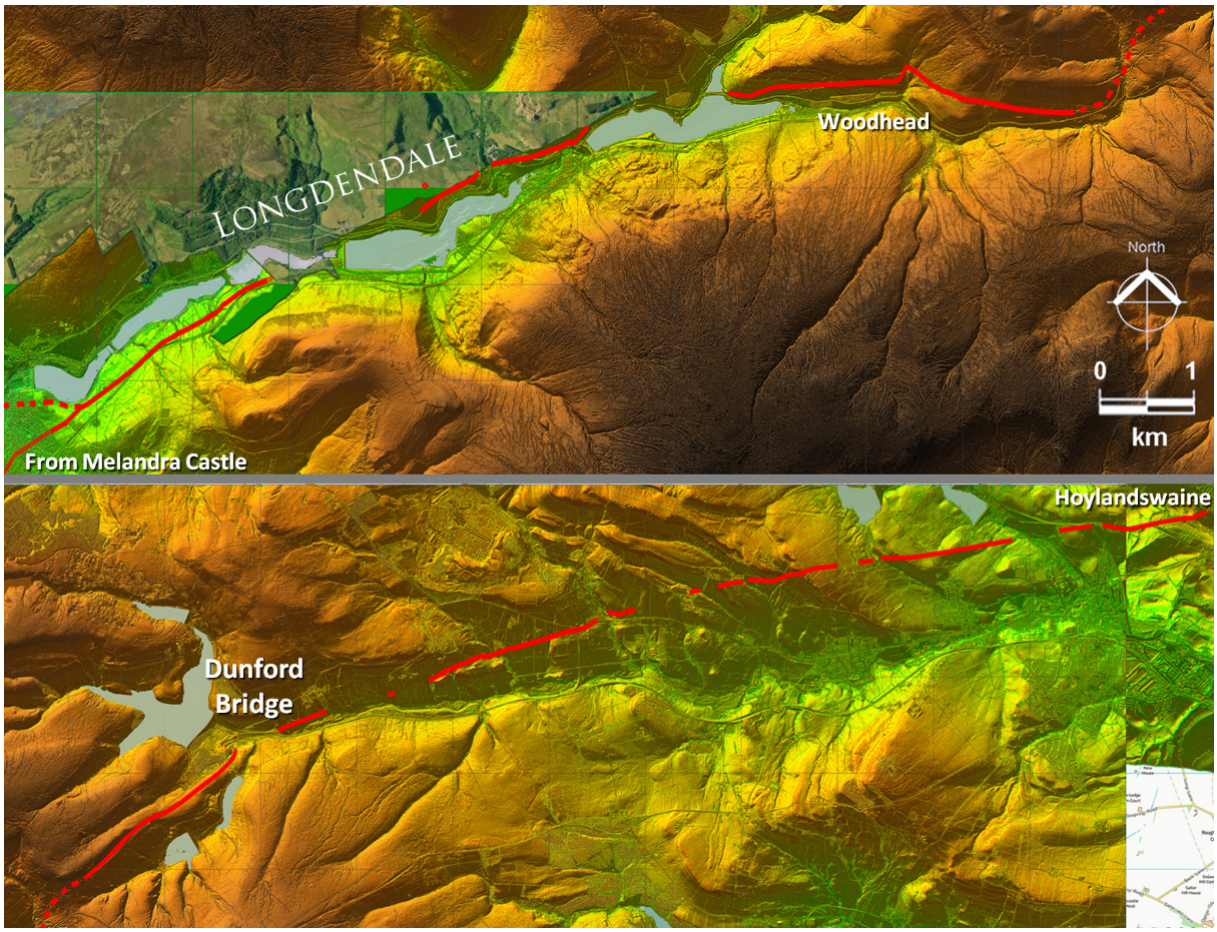


*Figure 2: lidar imagery with the route of the Roman road through the Longdendale and Don valleys overlaid in red. As the lidar imagery is still incomplete for the eastern end of Longdendale then the route shown there is best regarded as probable. The route along the Don valley is regarded as high confidence. Base lidar data is © Crown Copyright 2021. Aerial imagery © Bing.*

Lidar Programme block of lidar data did not include the missing part of the Longdendale valley so the precise route through the remaining part of the valley is best regarded as probable rather than certain. At the head of the valley, just beyond Woodhead, would the road head towards Stocksbridge or turn north into the Don valley? It may actually have done both with two Roman roads but what lidar has now revealed is that there was definitely a Roman road in the Don valley.

The first obvious signs of the road's agger are heading north-east to Dunford Bridge over Windle Edge. The route out of Longdendale at Salter's Brook Bridge is a little uncertain but the one shown is probably the most likely. However, on Windle Edge the agger is clearly visible, first on the west side and then on the east side of the modern

*Continued on page 4*

# Manchester to Doncaster? - continued

*Continued from page 3*

*Figure 3: In this view we are looking back towards the Longdendale Valley and the agger of the Roman road is clear on the modern road's west side. Also evident are cuttings on the right (high) side of the road to provide a level base for their road. Image: David Ratledge.*


*Figure 4 (above): Again we are looking back, this time from Brook Hill Lane. The Roman road is down towards the river and not obvious at all but the ascent it has to make up to Windle Edge is visible in the distance. David Ratledge.*

*Continued on page 5*

# Manchester to Doncaster? - continued

*Continued from page 4*

road (figs 3 & 5). Our road would have crossed the River Don at Dunford Bridge but multiple construction projects over the years – railways, reservoir and pipeline - appear to have destroyed all traces.

What is assumed to be the water supply pipeline from the reservoir has probably also destroyed the next section of the road but when the pipeline swings off to the north then an excellent stretch of agger has survived approaching the A616 and Sledbrook Bridge (figs 6 & 7). It was the spotting of this length (SE18864 03365) that confirmed the Romans had decided to take the road through the River Don valley. The road passes through the junction of the A616 and the B6106, just to the west of Sledbrook Bridge. For the crossing of this brook an obvious diagonal terrace is visible climbing its eastern bank (fig 8). From here the alignment is directed towards by far the easiest

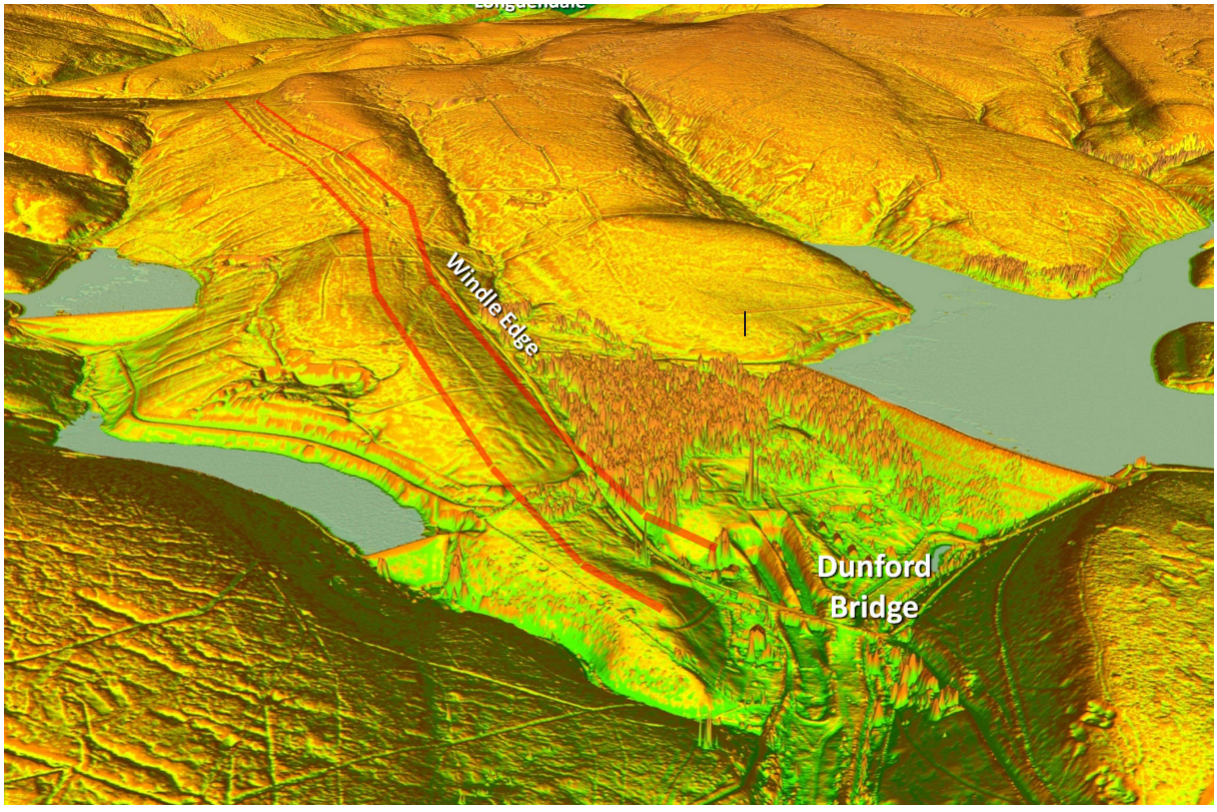


*Figure 5: Obique 3D lidar image showing the route of the road descending Windle Edge approaching Dunford Bridge. The abandoned railways tunnels are also visible. Base lidar data is © Crown Copyright 2021.*

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# Manchester to Doncaster? - continued

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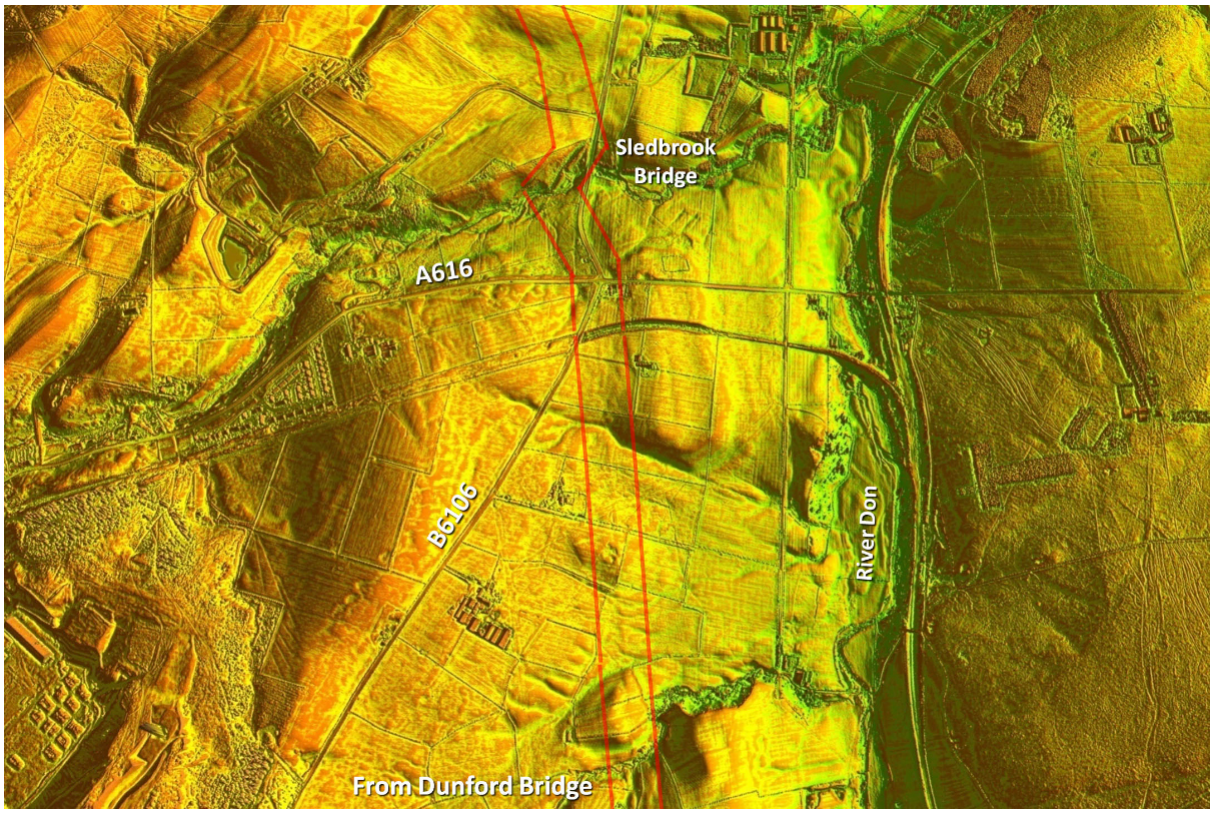


*Figure 6: This was the breakthrough lidar image that revealed the road in the Don Valley. Base lidar data is © Crown Copyright 2021.*

crossing point of Small Shaw Bank, a prominent ridge. There a natural valley in the ridge was exploited to negotiate it (SE21445 04049).

East of Sledbrook Bridge the traces are faint but frequent and as they all align (fig 9) we can be confident in the route all the way to Hoylandswaine, where the final trace is visible heading into the village (SE 25540 04638). lidar currently runs out here so extending the line is currently not possible.

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# Manchester to Doncaster? - continued

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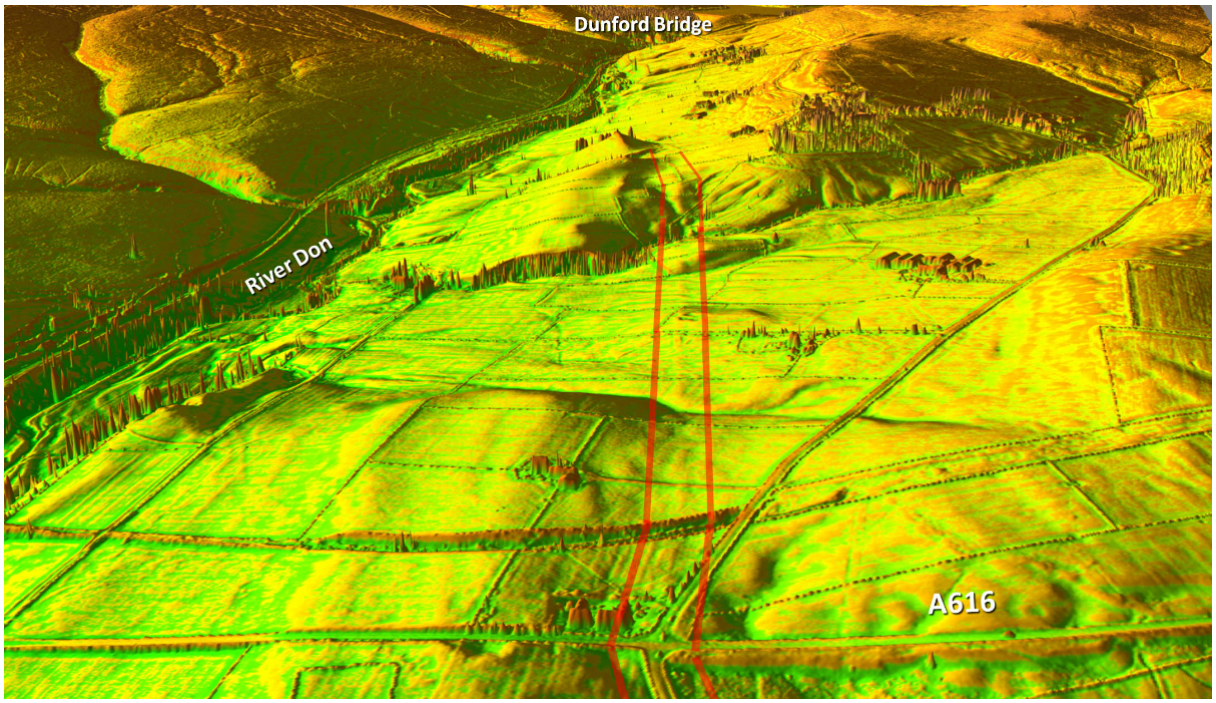


*Figure 7 : Obique 3D lidar image looking back towards Dunford Bridge from the junction of the A616 and the B6106. Base lidar data is © Crown Copyright 2021*


*Figure 8: A very obvious terrace climbing up diagonally from Sledbrook Dike. It would fit the Roman alignment but if Roman then why was it not spotted before? Image: David Ratledge.*

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# Manchester to Doncaster? - continued

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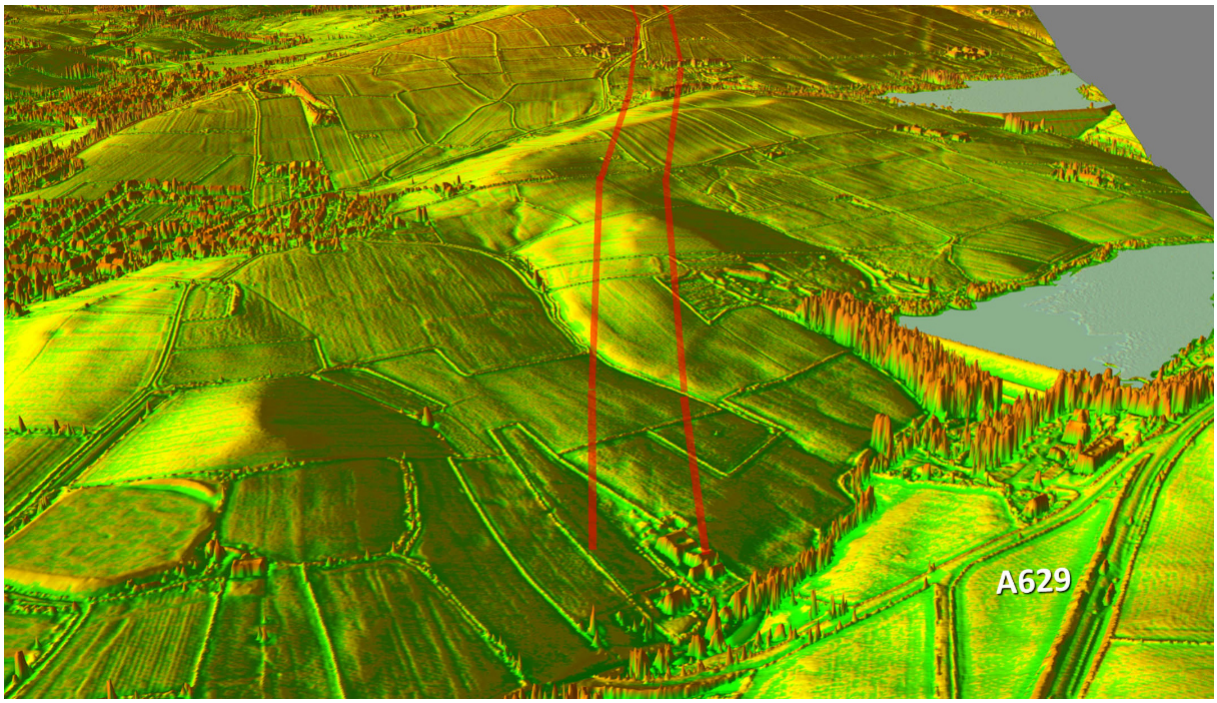


*Figure 9: Obique 3D lidar image looking back from just west of Hoylandswaine towards the ridge of Small Shaw Bank. Base lidar data is © Crown Copyright 2021.*

## Conclusion

There can be little doubt we have a 'new' through route from Manchester into Yorkshire. But what was its destination? By far the most logical destination would be the Roman fort and town at Doncaster. There is a possible agger between Barnsley and Doncaster approaching Thurnscoe (SE44059 05653) and another to the west of Hickleton (SE47373 05182). The latter is also supported by a prominent old boundary on the OS First Edition mapping. Both these lengths would imply a route heading down Barnsley Road (A635) to join RR28b (Roman Ridge) and then into Doncaster (fig 10). Also supporting this being an ancient route to Doncaster is an entry regarding Hoylandswaine in the Penistone History Archive: "*Hoylandswaine stands on an old salt track, so called because salt was the most important commodity carried along its route from Cheshire to Barnsley and Doncaster. The track has been in existence for at least 2,000 years...*" Remember that name we passed – Salter's Brook? The clues are fitting together.

Given the distance between the forts of Melandra Castle and Doncaster (around 40 miles) intermediate stations would to be expected. There is very likely a fortlet in the

*Continued on page 9*

# Manchester to Doncaster? - continued

*Continued from page 8*


*Figure 10: There is a considerable gap in the road across Barnsley. However, on its east side there are possible indications of a route heading to join the Roman Ridge road RR28b for what would be the final journey into Doncaster. Mapping is © OpenStreetMap contributors.*

Longdendale valley at Highstones (fig 1) although the Derbyshire HER is not quite so sure (HER14238). This site is around 15 miles from Manchester as would to be expected but another would be required for a Doncaster destination and a further 15 miles would suggest a site around Hoylandswaine. There is perhaps a hint of one alongside the road on Hoyland Swaine Heights (SE25611 04732).

Another outstanding issue is the possible fork in the road at Salter's Brook with a southern option heading towards Stocksbridge, also an old salt route. As for a Roman destination then this would be best explained by a route to Templeborough (Rotherham). Both these will probably have to await further lidar releases.

My thanks are due to Mike Haken and Neil Buckley for their assistance with this report. From the protocol laid out in *Itinera 1,* the Association have provisionally allocated the number RR715(x) for this road from Manchester to Doncaster with RR711 now being solely for Melandra to Brough.

# Roman Road near Hotton, Belgium

*From Ed Harkess*

A Roman road is known to run from the southern town of Arlon (*Orolaunum*) to Tongeren (*Atuatuca Tungrorum*). There has been little historical research of this route, Camille Van Dessel (1877) described the road in terms of the towns it passed by in "*Topographie des Voies Romaines de la Belgique*". Part of his routing seems to have been based on a sequence of long straight stretches of road near Hotton which were actually of recent construction. *Atuatuca Tungrorum* was in both the Peutinger Table and the Antonine Itineraries while *Orolaunum* was only in the Antonine Itinerary. The course of the road is easily traced using lidar and regular maps. However, there is a

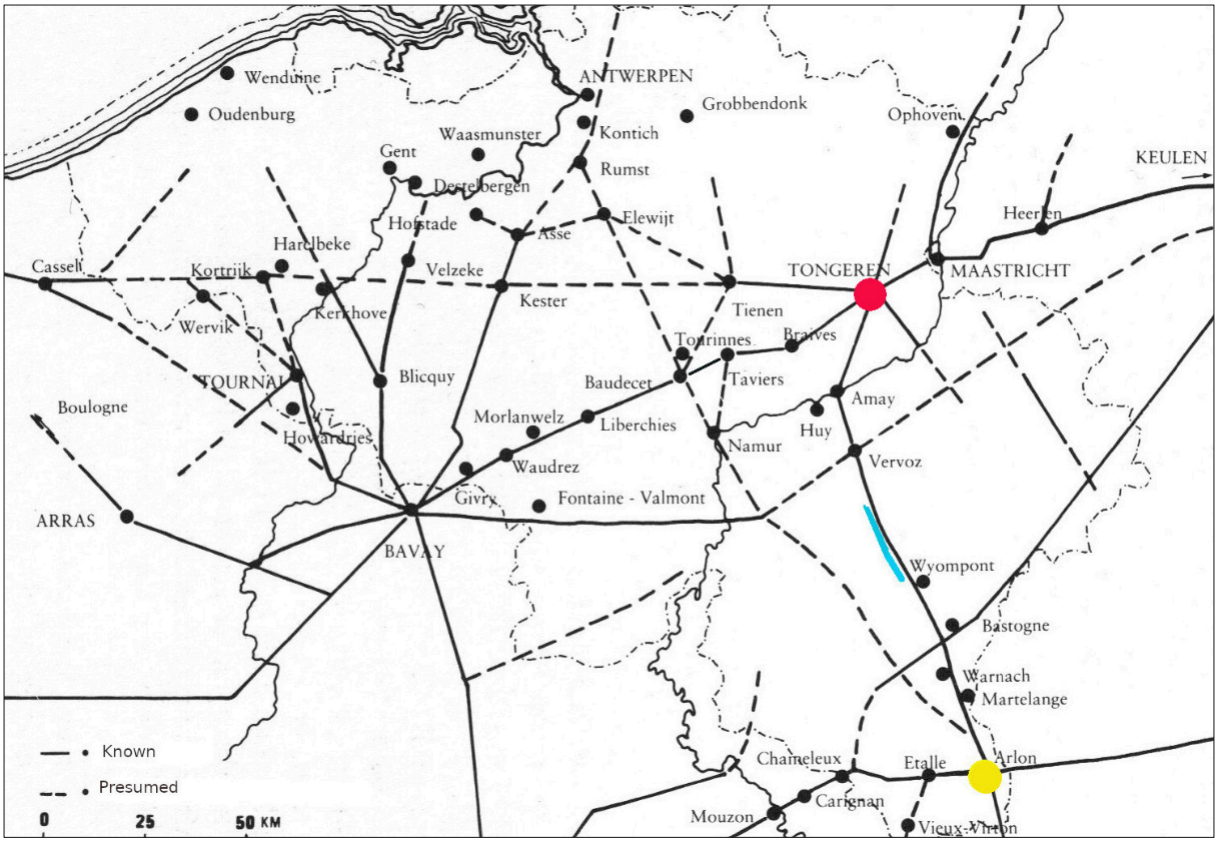


*Figure 1. The blue stripe indicates the stretch where the route is not obvious. (map courtesy of Helmer & Proos, 1990)*

30km stretch near the town of Hotton where the route of the road is uncertain. The known and surmised routes of Roman roads are shown in Figure 1. The maps in this document are based on imagery available at https://geoportail.wallonie.be/walonmap, which is hosted by the regional government of Wallonia and is © Walloon Region. Several historical maps and satellite imagery can be overlaid with the lidar, as can external maps. Lidar coverage is 100% of Wallonia, with DTM and DSM at 1m resolution, hill-shaded.

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# Roman Road near Hotton, continued.

*Continued from page 10*

## PART ONE: Remote Analysis

### The road south from Tongeren to Amay

For the first 2½ km out of the Roman provincial capital of Tongeren, the road to Arlon shares the route with the Romanised way to Braives and ultimately Bavay. Evidently this was to avoid the valley of the Jeker river, which also runs into Tongeren from the south-west. Having left the Bavay road and crossed the Jeker, the road to Amay runs in a straight line for some 15 km, mostly as the Chaussée Verte. Near Amay, the road deviates to the west and makes several turns, in order to make use of the confluence of several valleys to descend to the Meuse. Having crossed the river, presumably by a bridge, the road makes a few turns to ascend the southern bank, then from Strée-lez-Huy, it runs almost straight for 15 km to a point near the village of Bonsin. From there southwards, lidar reveals obvious indication of the trace. The area is beset with numerous hills and gorges, running predominantly south-west to north-east. In addition, it is heavily forested, and in Roman times the wooded areas were probably more extensive and denser plus the road surveyors were keeping to the highest ground to avoid the deep steep valleys, hence the rather sinuous route. Furthermore, the long and meandering River Ourthe cuts across the route.

Seeing no clear onward path southwards, it was decided to trace the road from Arlon northwards.

### The road north from Arlon

The modern N4 main road takes the path of the Roman road from Arlon until Attert. The Roman road descended and ascended there in order to cross the Attert river. It makes another small detour from the modern road further north at Rombach-Martelange, a distance of 23 km from Arlon, at the crossing of La Sûre river. At around 40km from Arlon, the modern road finally leaves the Roman trace 1 km south-west of Sainlez, and heads off to Bastogne. The Roman road passes about 3km to the west of Bastogne on a straight 4 km stretch, headed NNW, clearly apparent both on lidar and in the form of hedgerows and tracks. It then shifts to a NW direction towards Givroulle, where several long stretches of agger stand out on lidar, both to the south and north west of that town. Several kilometers further, the road descends a valley to cross the Western Ourthe at the village of Wyompont. From there, the road climbs the valley side obliquely, and at the top, regains its NNW heading. For 4 km, it is indicated by tracks and roads, then, at a point some 500m west of Cens, lidar shows the agger turning northwards, and ascending towards the long ridge to the west of Hives. But at 5.5631°E, 50.1245°N, a line which could pass as an agger veers off to the north-west.

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# Roman Road near Hotton, continued.

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*Figure 2. Line veers off to the north-west.*

Referring to Figure 2, the distracting divergent trace stops just by the blue lines. But there is little doubt that the actual road continued northwards, instead of peeling off to

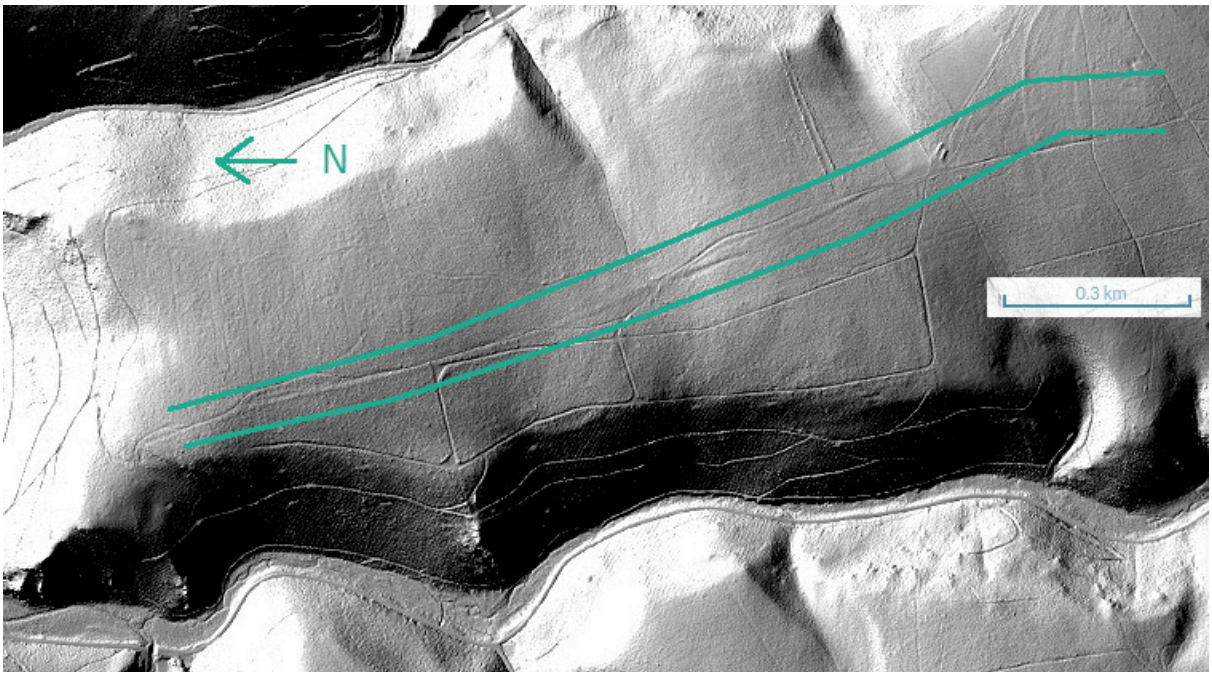


*Figure 3. Road on the ridge west of Hives.*

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# Roman Road near Hotton, continued.

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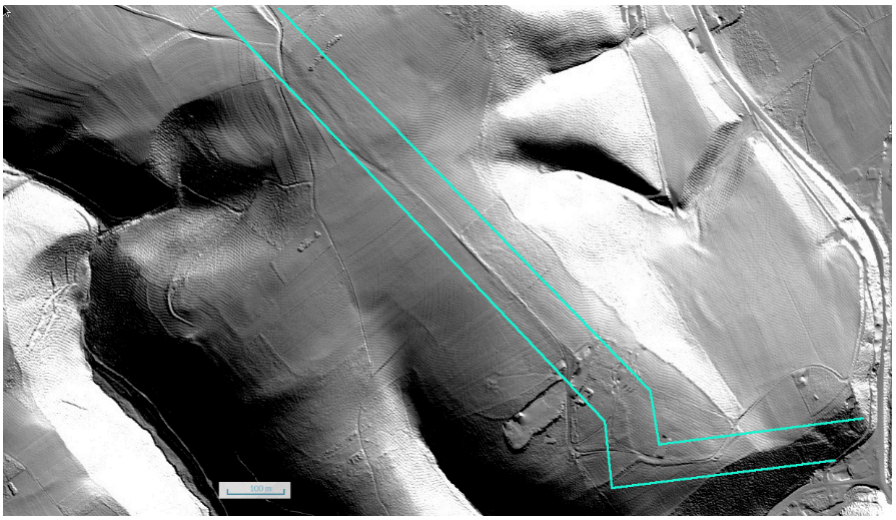

*Figure 4. Straight trace from Vecpré.*

the north-west and running into more rugged country, and a larger number of valleys crossing its path.

The path of the agger is shown in green on Figure 2. From there it turns to almost due north, but is not noticeable on lidar until somewhat further north, when from 1km west of the hamlet of Lavaux it is clearly visible on the forested ridge (c.f. Figure 3) , after which it changes direction to slightly west of north. The agger remains visible on lidar until just before the road makes a zig-zag descent to cross a small river.

On the opposite bank of the river, the road follows the side of a small valley running from the north, and climbs gradually. Once on higher ground, it continues in a straight line for 1km, marked by tracks and boundaries, with a short length only apparent on lidar. At the end of this straight section, near Beausaint, the road probably descended to the hamlet of Vecpré, at the mouth of a small tributary to the Ourthe. The road ascends by a zig-zag to the other side of the valley, where a clear straight trace runs north-west for some 800 meters, ending near Warisy. The onward route is not obvious.The route further north is unclear, and through very difficult terrain, whichever path it takes.

## PART TWO: Field Visit, August 2021

The first area visited was where the straight road from the direction of Amay ends, 1½ km south-west of Bonsin, enclosed by the green rectangle in Figure 5.

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# Roman Road near Hotton, continued.

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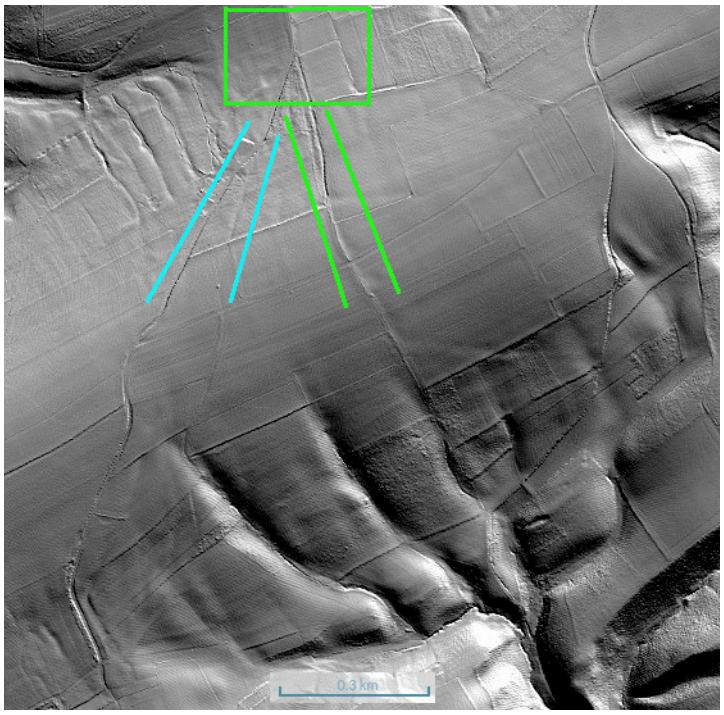


*Figure 5. End of the straight road near Bonsin.*

Figure 5 shows the direct line (marked in green) which is the straight alignment to Wyompont, where the road from Arlon enters the area. This direct line would involve immediately negotiating a series of steep-sided wooded valleys. lidar shows little indication of any obvious route, other than to the south-west, shown in blue in Figure 5.

Figure 6 shows the comparison between lidar, and maps of 1850 and 1865: The track at 'C' appears to be a continuation of an old track coming from the west, and therefore this track is unlikely to be a turn across the slope by the Romans, for no suitable traces appear on lidar, and the terrain in that direction (SE) is uneven and pitted with steep valleys.

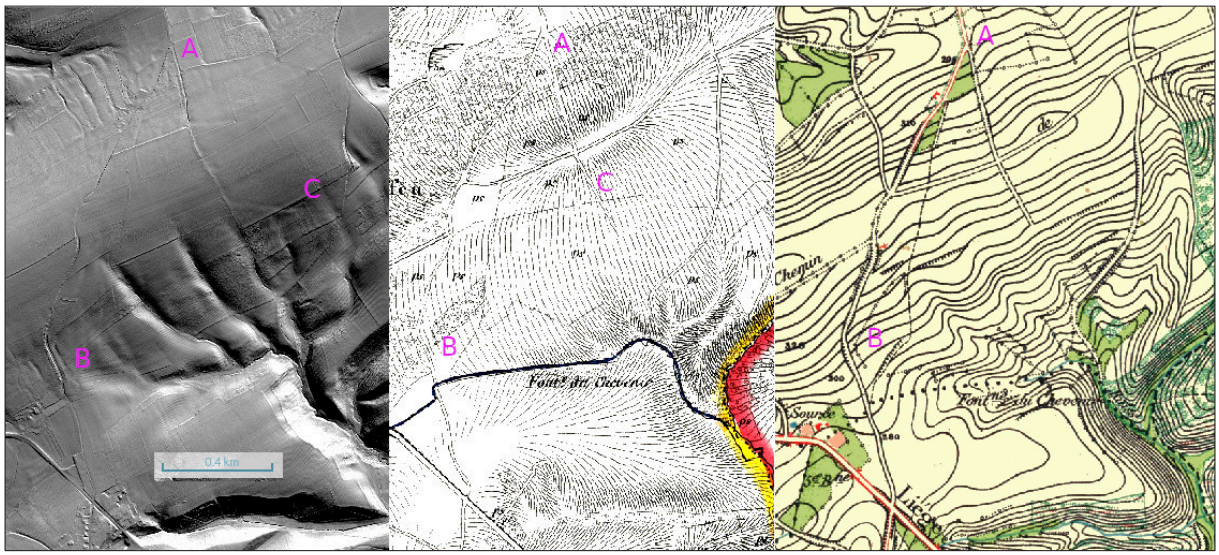


*Figure 6. Three views for the route from Bonsin: lidar, 1850, 1865.*

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# Roman Road near Hotton, continued.

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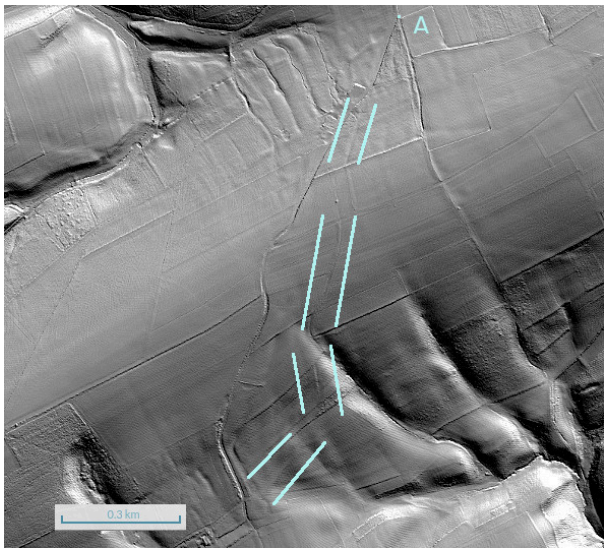


*Figure 7. Possible path of road*

On the modern road running SW from A, an old track diverges to the SSW, which is visible on lidar for most of its length, shown in Figure 7:

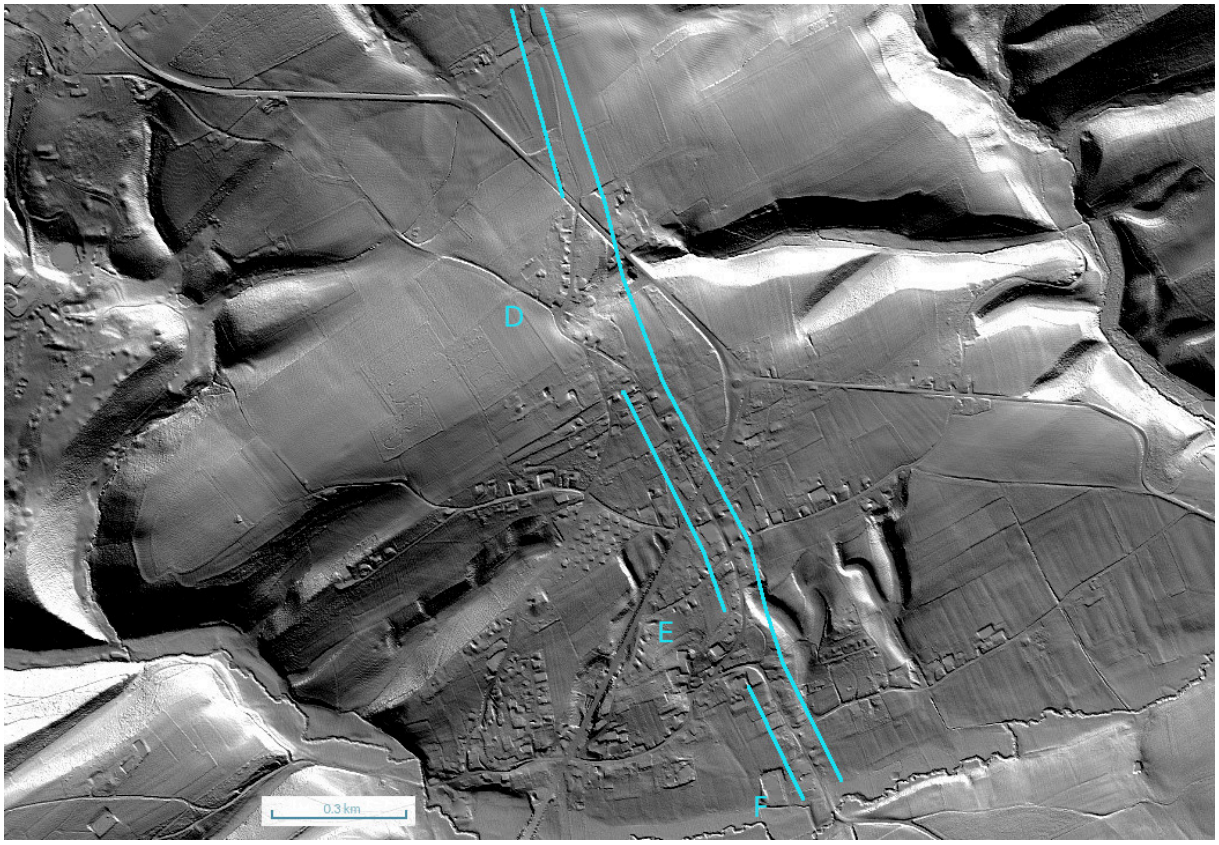


*Figure 8. Descent towards the Ourthe river.*

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# Roman Road near Hotton, continued.

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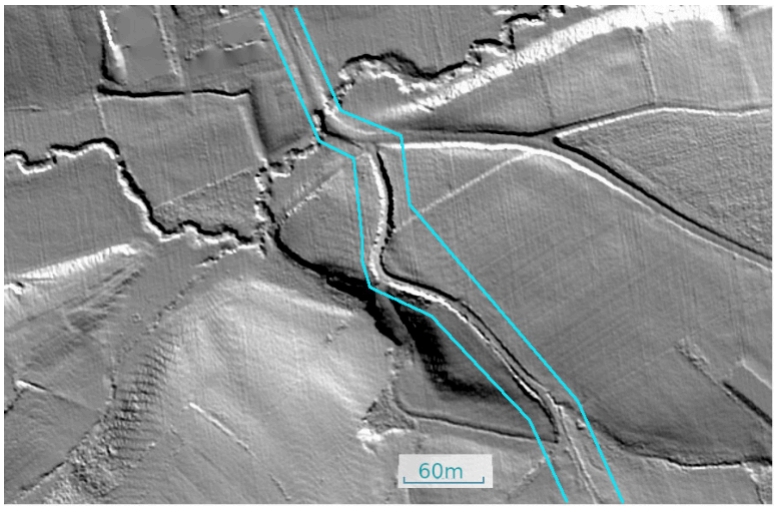


*Figure 9. Somme river and onwards south.*

The track also appears on the two old maps, as does the modern road. The track may indicate its course. Either way, it is likely that after leaving point A on a SSW heading for 1½ km, the Roman road turns to roughly south-east, and descends on a easy slope towards the Ourthe river.

At 'D' on Figure 8, the modern road swerves around a spring. lidar shows a trace - also shown as a track on the 1865 map - at the southern end of the kink, which is in alignment with the road just to the north of the kink.

*Figure 10. Side view of rut in track.*

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# Roman Road near Hotton, continued.

*Continued from page 16*

At ‘E’, the modern road turns off from the straight line in a westerly direction for 150m, and then switches back to rejoin the line. Interestingly, just as the modern road takes the sharp bend to go off the line, an old track takes the more direct but steeper route down the hill. It is possible that the Roman road took this steeper shortcut.

Point ‘F’ on Figure 8 marks where the road crosses a small river - the Somme. After crossing the river, the road continues in the same direction, in the form of a track, whilst the modern road sweeps off to the east, as shown on Figure 9.

The track is made of broken stone, and in parts, has a surface of grit. The subsurface in the region is stony or actual bedrock. Farm tracks are usually paved with broken stone.

The track is rutted in parts. Figure 10 is a side view of a rut in the track, approximately 1½ feet deep. The road appears to be made up of a bed of  roughly fist-sized broken


*Figure 11. Road down to the Ourthe*

*Continued on page 18*

# Roman Road near Hotton, continued.

*Continued from page 17*

stones, with a covering of smaller stones, then grit. The track is the more likely route of the Roman road, rather than along the modern road - the “Rue du Pays-du-Roi”.

The probable route of the Roman road continues beyond the stony track directly onto a modern road which descends gradually to the Ourthe river, zig-zagging just before reaching the flood plain. The course of this meandering river in the flood plain as it was 2000 years ago may have been quite different to its course today.

Figure 12 shows a paved track (at point X in Figure 11) running towards the bank of the Ourthe at Petit Enneille. The blue line at the top indicates the approximate level of the river bank. Old maps confirm that there was a ford here, marked as a “Passage d’eau”. On the opposite bank, the track to the river can be seen in Figure 13, when the bend in the river was much less than now.

*Figure 12. Track leading directly to the Ourthe at Petit Enneille.*

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# Roman Road near Hotton, continued.

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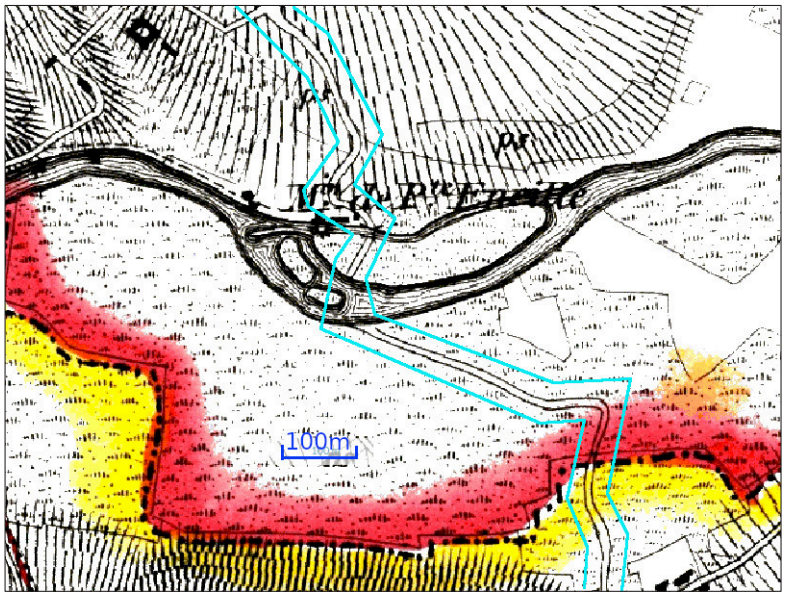


*Figure 13. Ford at Petite Eneille in 1850.*

Figure 14 shows a satellite view of the road in 2020. The track on the right (southern) bank of the river has become much shorter, due to the meander in the river having increased. The zig-zagged track at the top of Figure 14 is paved. The road ascends

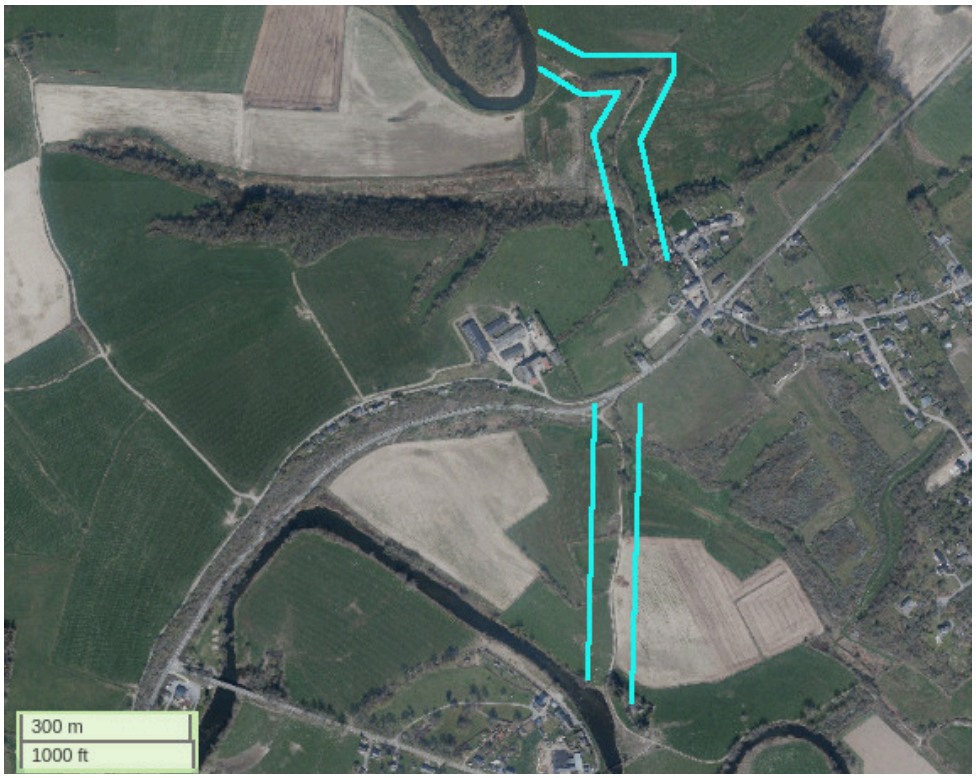


*Figure 14. Fording points near Petite Eneille.*

*Continued on page 20*

# Roman Road near Hotton, continued.

*Continued from page 19*

some 15m above the flood plain, and cuts across a spur within a large meander of the river. It then descends to the flood plain in the lower half of Figure 14. The road marked by the vertical lines runs straight to an old ford across the Ourthe, at the village of Deulin, visible at the bottom of the image. This second ford is at a point where the river is unusually wide, and is therefore shallow.

Once across the river at the ford in Deulin, taking a direction almost due south, the

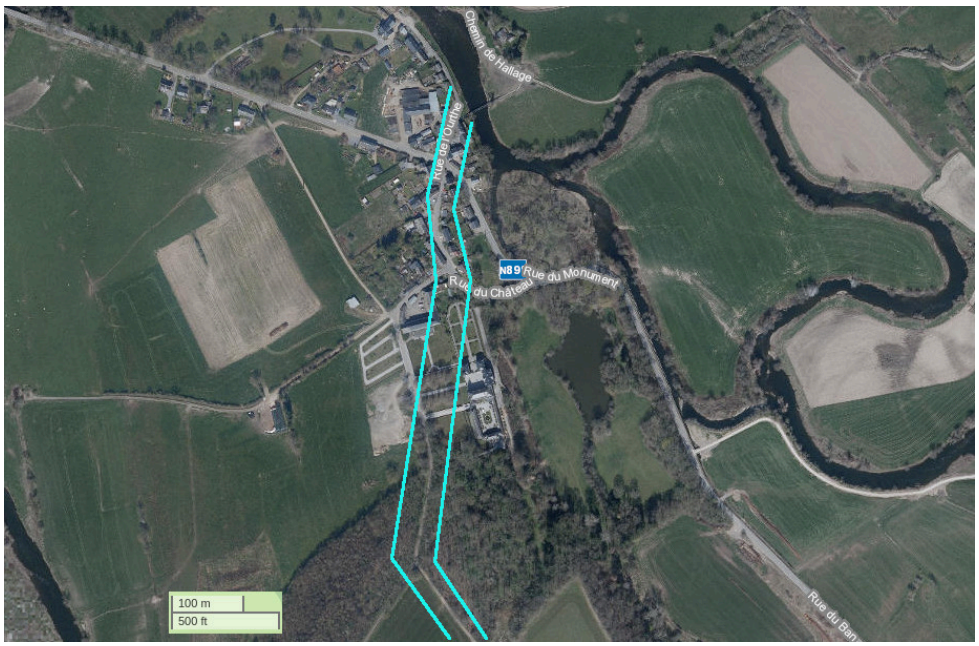


*Figure 15. Ascent from the ford at Deulin.*

likely Roman road makes a 60° degree turn to the south-east after it has ascended a ridge running NW-SE, in an ideal direction for the road. Figure 16 shows the route from the ford up to the ridge. The track runs along the ridge, and for most of the way that is open, the form of a road is apparent, as are ditches running along each side. Unfortunately, huge military training grounds sit astride much of the presumed road, thus it is only possible to inspect the route for the first kilometer.

Figure 16 shows the likely route of the road on the ridge.

The accessible section of the probable road on the ridge is paved with stones, and has ditches running along the sides throughout. Here the roadway is about 3½ meters wide, and the ditches are about 5½ meters apart. It is odd that the road runs close to but not adjacent to the wood. It is likely that the road was previously of importance to and formed part of the estate of the castle at Deulin, le Château de Deulin.

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# Roman Road near Hotton, continued.

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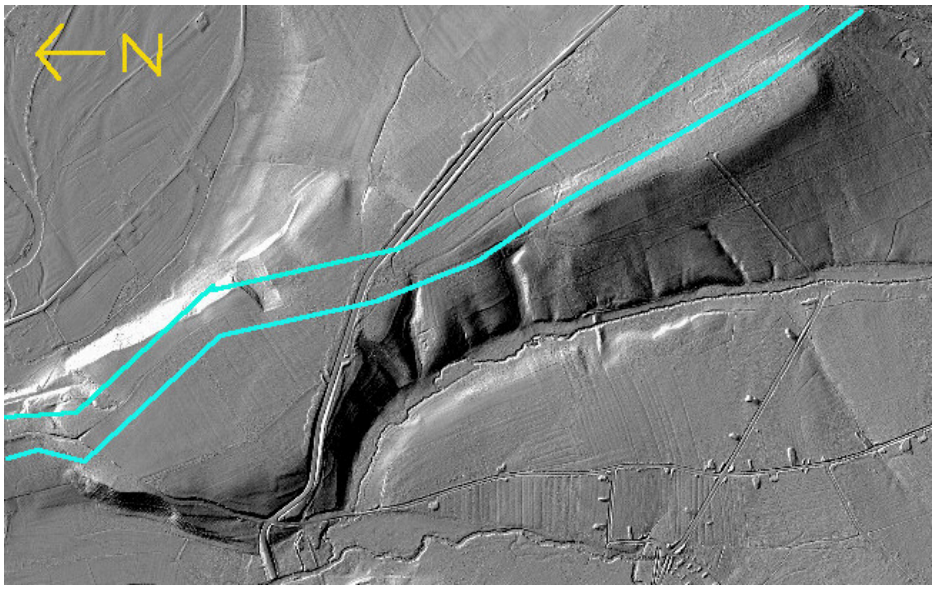


*Figure 16. Route along the ridge near Fronville, towards Hotton.*

Figure 17 shows the probable course of the road as it descends the ridge near the village of Melreux, near Hotton.

From this point on, the route to join up at Warisy with the likely route from the south, outlined above, becomes very difficult. Any vaguely direct line to Warisy involves negotiating several steep valleys. Figure 18 illustrates the problem.

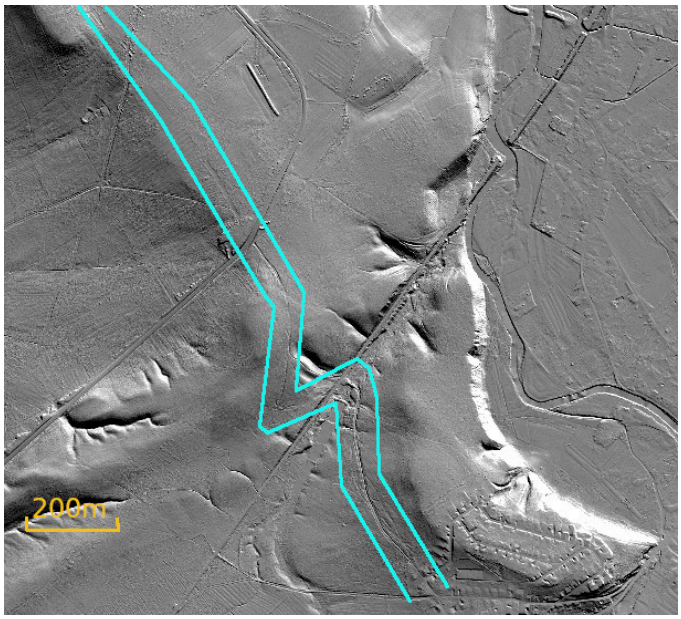


*Figure 17. Descent from ridge at Melreux.*

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# Roman Road near Hotton, continued.

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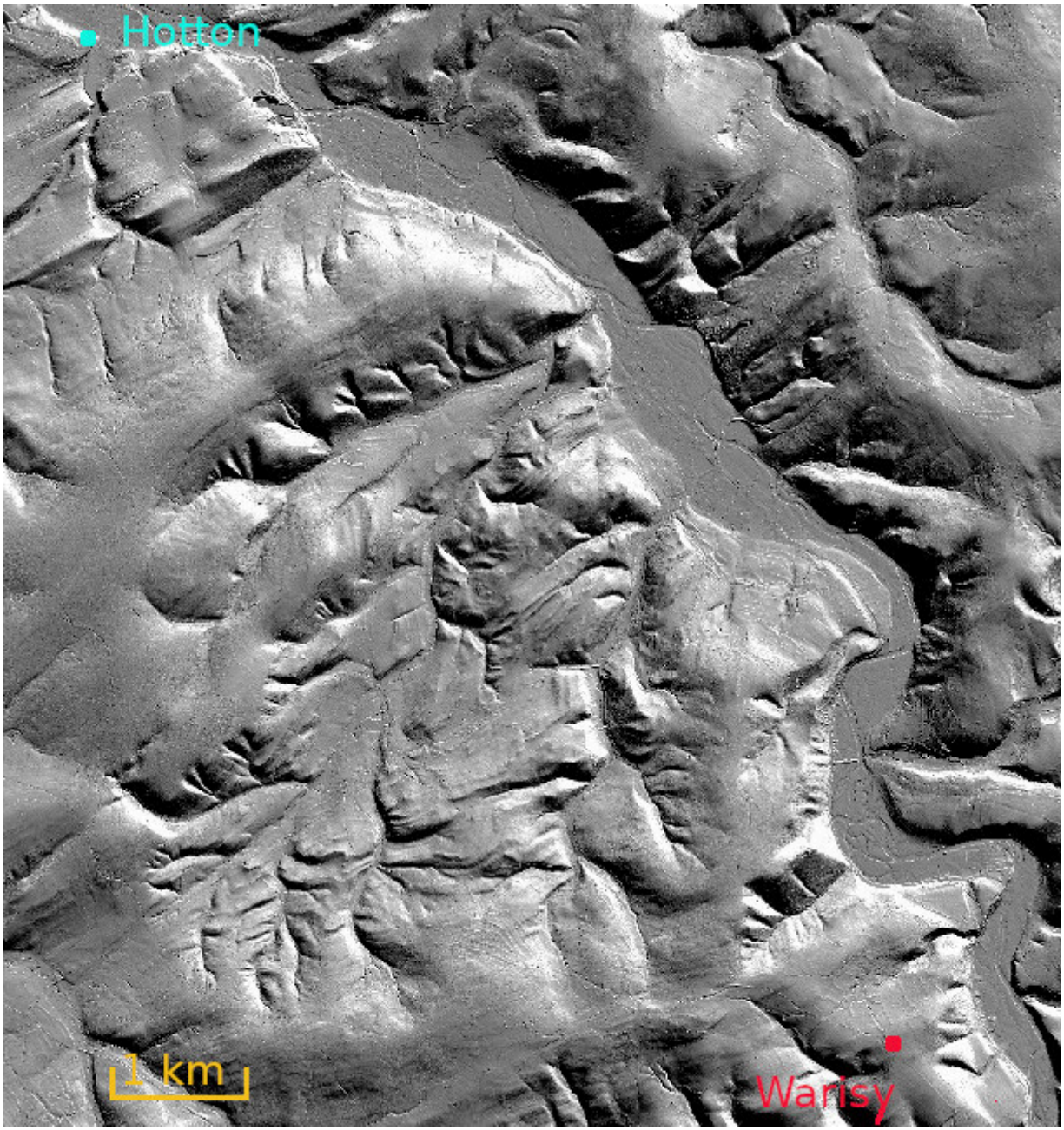


*Figure 18. How best to traverse the 9 km between Hotton and Warisy?*

It is probable that a Roman road would take a fairly direct but often steep and winding route, parts of which were visited. This part is described in a south to north direction. Between Warisy and Hotton there are no discernible straight traces, but there are

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# Roman Road near Hotton, continued.

*Continued from page 22*

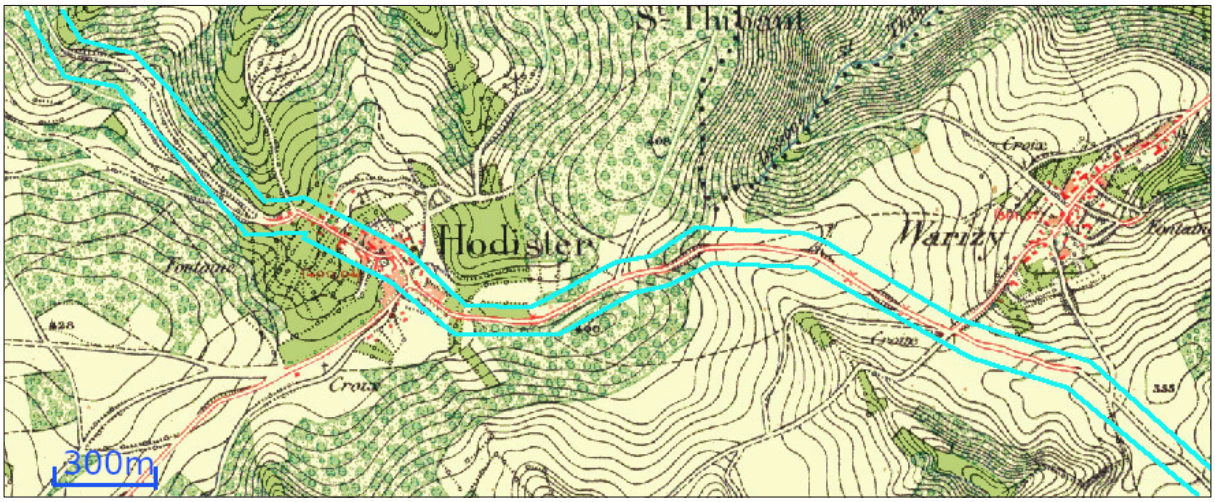


*Figure 19. Warisy to Hodister, 1865 mapping, contour lines are 5m apart..*

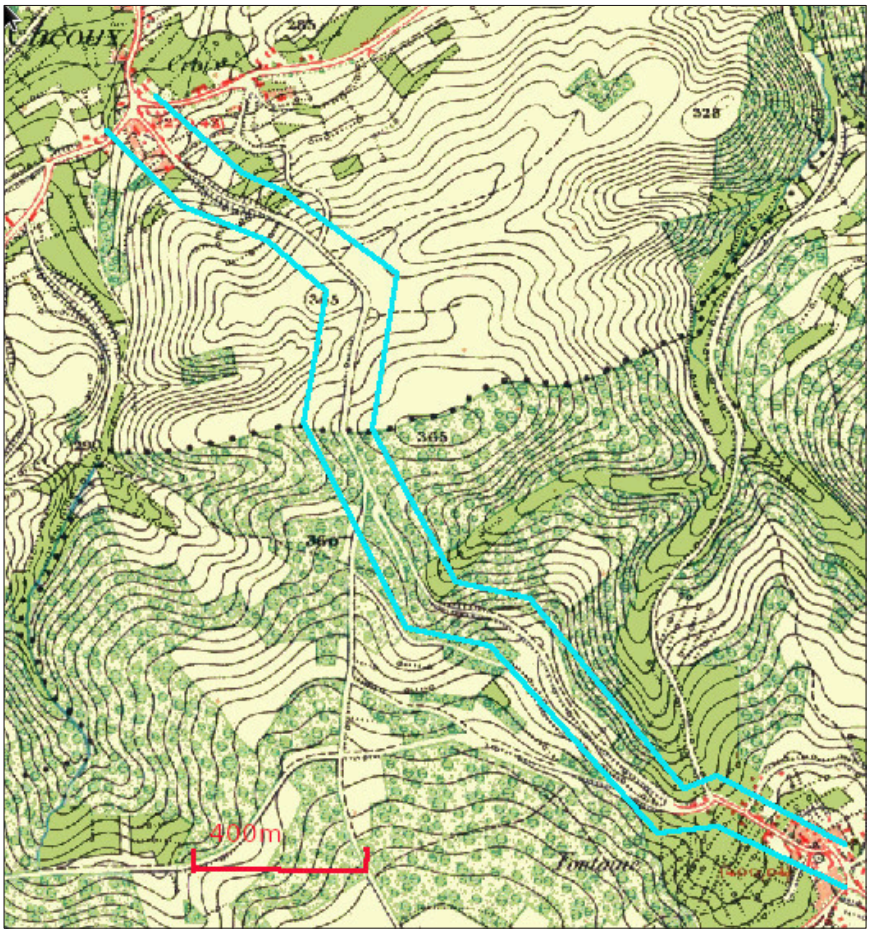


*Figure 20. Hodister to Cheux.*

*Continued on page 24*

# Roman Road near Hotton, continued.

*Continued from page 23*

some tracks and roads, many of which negotiate hills and valleys in such a way as to avoid steep climbs much steeper than about 1 in 10. Heading north from Cheux, the postulated route veers a little to NNE on account of the slope.

At Waharday the really difficult section begins.

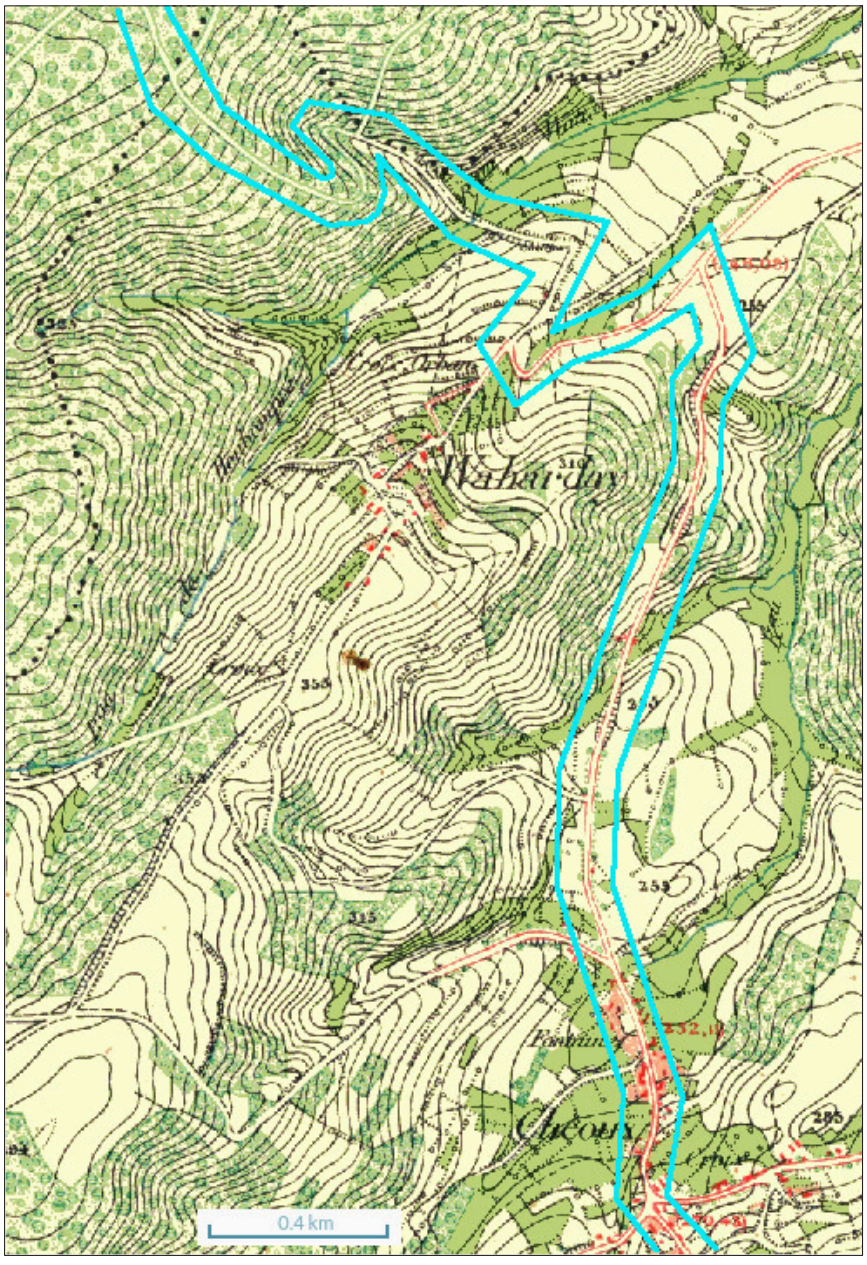


*Figure 21. Cheux through Waharday.*

*Continued on page 25*

# Roman Road near Hotton, continued.

*Continued from page 24*

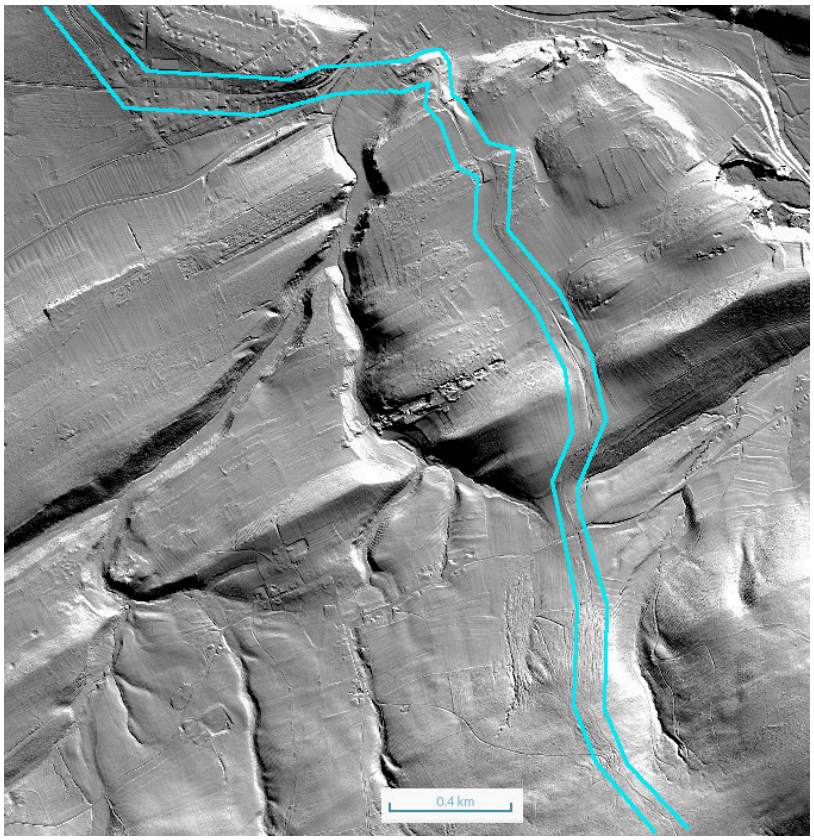


*Figure 22. Hill above Waharday to Hotton*

Any alternative to the possible route of Figure 21 would involve either a large detour to the west, itself fraught with topsy-turvey terrain, or a convoluted route along the flood plain of the Ourthe to the east. The route marked seems the most plausible.

The track which zig-zags up the slope at the top of Figure 21 continues in a fairly direct path down the other side of the hill (c.f. Figure 22), and with a few minor changes in heading, descends and meets the road coming from the north after it descends the ridge near Melreux, close to Hotton (c.f. Figure 17). Figure 22 is the follow on to Figure 21. The tracks in the forest are indeterminate on lidar. Figure 22 shows the probable Roman road cross the small river at Hotton, thereby completing the suggested route between Bonsin and Wyompont.

## References

Helmer, H.J., & Proos, R.H.P., 1990, *Langs Romeinse en Middeleeuwse Wegen*, (In Dutch; Along Roman and Medieval Ways), Utrecht, Kosmos.

Van Dessel, C, 1877, *Topographie des Voies Romaines de la Belgique*

# Newly Allocated Margary numbers

*From Dave Armstrong*

Following the protocol laid out in *Itinera* 1 (Armstrong 2021, 279-284) recent work revealing new roads has resulted in some new Margary numbers being issued. Our intent is to have the full number series, including newly allocated numbers and cross references to the OS, Scottish and Welsh series all on our site. Until then we will make these numbers visible through newsletter updates with an annual summary within each volume of *Itinera.* To query the current master spreadsheet, please get in touch with myself.

These numbers have been recently allocated. The notes give a brief summary of the terminal points, the allocated number, the researcher and where the details can be found. Back in the day, it was quite a badge of honour to have a road number allocated by the man himself for ones work.

Stanegate west of Carlisle to Kirkbride – RR85c(x), by David Ratledge, RRRA Summer2021 newsletter.

Stanegate to Burgh branch RR858(x), by David Ratledge, RRRA Summer2021 newsletter.

Second Stanegate route east of Carlisle via Warwick Bridge - RR85bb(x), by David Ratledge, David's own site.

Kirkbride to Bowness on Solway – regarded as an extension of RR755(x) from Old Carlisle to Kirkbride, by David Ratledge, RRRA Summer2021 newsletter.

Manchester to Yorkshire via Longdendale – RR715(x), by David Ratledge, Article in this newsletter.

Saham Toney to Caistor St Edmunds - RR336(x), by David Ratledge, RRRA Winter 2020 newsletter.

Caistor St Edmund to Brampton – RR3e(x), by David Ratledge, RRRA Autumn 2019 newsletter

Billingford to Toftrees – RR338(x), by David Ratledge, RRRA Summer 2021 newsletter

Ixworth to Scole – RR335(x), by David Ratledge, RRRA Spring 2020 newsletter

Ixworth to Icklingham – RR334(x), by David Ratledge, RRRA Autumn 2020 newsletter

Toftrees to North Pickenham – RR337(x), by David Ratledge, RRRA Summer 2021 newsletter

Radwinter to Wixoe - RR341(x), by David Ratledge, RRRA Spring 2021 newsletter

Ipswich to Walton Castle – RR342(x), by David Ratledge, RRRA Summer 2020 newsletter

Colchester to Manningtree - RR323(x) and RR324(x) for the onwards leg to Harwich, by David Ratledge, RRRA Summer 2020 newsletter and RRRA Winter 2020 newsletter.

# Other road news

## RRRA Seminars

Our seminars continue on a monthly basis and are becoming increasingly well supported and attended. Along with previous seminar recordings, the most recent; *Hadrian's Wall Military Way, a Frontier Road Explored*, by Dave Armstrong and *Identifying Roman Roads* by Mike Haken are available on YouTube catch up via our webpage. Our future schedule and links for Eventbrite booking are on the same page including the October seminar, *Roads around Colchester* by Geoff Lunn, get booked!

## Colchester road

A Roman road has been located and uncovered at the former Lexden Road Essex County Hospital site in Colchester. Our local members of the Colchester Archaeological Society, Roman Roads section are aware of this and are working with the authorities on the way forward which may not be a glass cover as the news piece suggests.

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# Other road news, continued

*Continued from page 27*

## Right place at the right time

*From David Ratledge*

We often bemoan that things happen just as don't want them, etc. Well … it doesn't always work out like that. David Ratledge was out walking on the course of RR70d at Forton Hall (How many of us often walk along what we know or believe to be Roman roads?) and the farmer had just cut a drainage trench across what David thought to be the course - and there was all the large stone bottoming material in the drainage trench confirming his line. He recorded a short video of this. At the end he does, rightly, look quite pleased with the result. What a pity about the many other thousands of similar drainage cuttings made across other roads that we didn't have a member walking by?!

## Flemish road, Oudenburg to Antwerp

*From and translated by Ed Harkess*

The compulsory archæological investigation of the site of a new supermarket in Adegem has revealed the Roman road that ran between Antwerp and an important fort at Oudenburg in north-west Belgium. The road was known to be in the area, but its precise route was not known.

"*It was one of the most important routes in the entire region*", explained archæologist Johan Hoorne. "*It was a road to Antwerp that ran across the sand spur of Oudenburg.*" Two important Roman roads crossed at Adegem. One was the north-south link from Kerkhove to Aardenburg. and the other was the east-west road between Oudenburg and Antwerp, which is what was found at the building site. "*The Roman roads in the sand area are not well known, since they were not paved.*"

*Continued on page 29*

# Other road news, continued

*Continued from page 28*

The archæologists documented the site, took samples, and searched for relics. The road was then re-buried and construction of the supermarket could start.
*Note: The width of the road between the outside edges of the ditches appears to be just over 10 meters. Pity there aren't any more details of its construction.*

## 'Romans on the Waterfront', the Dutch Limes

*From Robbert Jan Hageman*

You'll have heard that the Lower Germanic Limes has gained UNESCO World Heritage status quite recently. A report summarising 'The Romans on the Waterfront', the Dutch part of this frontier, has been released, written in English. This includes information on the supporting road network and interestingly these roads have been dated by using OSL technology, perhaps something we in *Britannia* need to catch up on?

## Limes Conference 2022

*From Elizabeth Shipp*

Also in this area, at Nijmegen in August 2022 will be the next Limes Conference. This regular series of conferences review the state of knowledge about all the Roman frontiers looking for similarities and ideas for research topics. I wonder if there will be on-line access?

## Roman Army School Conference

Continuing a conference theme; after the 2020 and 2021 events being cancelled, the next Roman Army School Conference is to be held in March 2022 based in Durham. This is a Friday to Monday Conference considering reconstructions of the forts of Hadrian's Wall including a visit to *Arbeia* (South Shields).

## *Itinera*

Work is now underway to build the second volume of *Itinera*, our annual journal. It is not too late to submit a paper for inclusion, please visit the *Itinera* page on our site for more details and how to contact the editor. Copies of Volume 1 are still available for immediate dispatch, contact our sales expert Gary via the same *Itinera* page.

## OmnesViae, ORBIS, Vici and DARE

Many of you are probably aware and familiar with these on-line mapping resources of the Roman world. Omnes Viae is an interactive route planner of the Roman world using the Peutinger Table as the base route source. ORBIS from Stanford University attempts to map out all the significant Roman roads/routes and Vici similarly mapping out all the significant Roman sites across the Empire. DARE, Digital Atlas of the Roman Empire from the University of Gothenburg Sweden, is a comparable Creative Commons resource. For those that haven't yet discovered them here are the links.

*Continued on page 30*

# Other road news, continued

*Continued from page 29*

OmnesViae ORBIS Vici DARE

## More mapping

*From David Brear*

Further interesting and useful mapping links have been noticed and forwarded to us by the ever resourceful David Brear.

Historic England have just released an interactive map viewer, that gives details of all completed elements of their National Mapping Programme, from aerial photographs and lidar. What's more, the more recent ones are fully interpreted and digitised with links through to details from either the relevant HER or Historic England research data. Sadly, the early parts of the programme were created on paper and not yet fully digitised, and only have links to the relevant overview reports.

On a lighter note is a map of the major *Britannia* roads laid out in a London Underground style.

## Journal of Computer Applications in Archaeology

Those who are into the technical aspect of modern archaeology are probably aware of this journal, available on-line. It is worth a browse to see how the technology and applications are progressing at pace.

## Dere Street from the A1 upgrade work

*From David Brear and Carlton Reid*

Northern Archaeological Associates have carried out a large series of excavations in advance of the A1 upgrades through Yorkshire in recent years as previously reported in this newsletter. Further reports are now available;

Ross, S. and Ross, C. 2021. *Cataractonium: Establishment, Consolidation and Retreat*. Northern Archaeological Associates. Two volumes available on-line here.

Fell, D. W. and Johnson, P. G. 2021. *The Evolution of Dere Street from Routeway to Motorway: Evidence from the Dishforth to Barton A1 Motorway Improvements.* Northern Archaeological Associates. Available on-line here

These are comprehensive reports analysing the route from the recent extensive excavation. They do take a while to download.

## Revitalising Redesdale

*From Des Kelly*

A community project has, with professional guidance, been analysing and excavating around the Hadrian's Wall outpost fort of High Rochester. An interesting report can be downloaded from their site. One new and the full very large dimensions of a previously known temporary camp have been noted.