THE PLACE-NAME EVIDENCE FOR A ROUTEWAY NETWORK IN EARLY MEDIEVAL ENGLAND

(IN TWO VOLUMES)

BY

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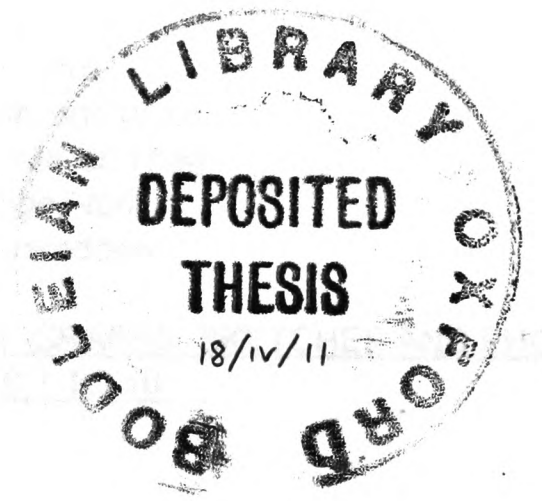
VOLUME II



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APPENDIX SECTION 1

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKWAYS

Since the basis of this thesis is that settlements named from certain categories of place-names are nearly always found close to Roman roads or well recognised ancient tracks, it is important to quantify just what the phrases 'nearly always' and 'close to' mean. How often is 'nearly always' and how near is 'close to'? To do this it is necessary to know what proportion of the land surface of England, excluding Cornwall, is within (and hence beyond) particular distances of the Roman road and ancient track system: distances such as one or two kilometres or one mile. Once this is known, there are three ways which have been used to show whether a category of place-name is 'nearly always found close to a Roman road or ancient track' or not, and therefore whether it is important for identifying old routes.[1]

The calculations were based on the O.S. Map of Roman Britain, 4th edition, with the addition of the short stretch of M160c (Dorchester to Silchester) linking Streatley to Sulhamstead, and were done in kilometres as the map is based on the metric system. First the area of each 100km grid square was found. Where the square was wholly land the area was 100 x 100 km^2 = 10,000 km^2, e.g., squares SE and SU. If the grid square was part land - part sea, or only partly in England, then the area was estimated by counting squares. This proved quite accurate enough for the purpose when the total was compared to the known area of England. Cornwall was omitted from the study since it has neither Roman roads nor many OE place-names. Next, the lengths of all the Roman roads in each square were measured and totalled, and the same done with ancient tracks. To find the area (in square kilometres) within 1 kilometre either side of a Roman road, the length of the Roman roads was multiplied by two. This was, in fact, an overestimate because at road junctions there is an overlap of areas. Where roads cross at right angles there is an area 2 by 2 km. that is counted twice, once for each road. Therefore, the area of overlap for some other road junctions, namely, roads crossing at 45^0, T-junctions, three roads meeting at approximately 120^0 and five roads meeting at 72^0 was calculated and an average taken. It was approximately 4.24 square km per junction. Therefore the number of junctions per 100 km square was counted and multiplied by 4.24. This was the overestimate of area within 1 km of a Roman road for each 100 km square and had to be deducted from the first estimate, (the correction factor for the area 2 km either side of a Roman road was 18, and for 2.5 km was 26.5). Beyond about 3 km the junctions begin to overlap and introduce another source of error, which, without correction, make the calculations for greater distances increasingly inaccurate, and although presented here they were not used. Having now got the total area for each square and the corrected area within 1 km of a Roman road, the percentage of land within and beyond 1 km could be calculated. The results for most whole or nearly whole 100 km squares were quite similar. The grand totals for all England (except Cornwall) could be calculated and then turned into percentages. The calculations are set out in fig.1.1. It emerged that about 10.55% of England is within 1 km of a Roman road, therefore with a random distribution of any particular place-name group about 10.5% are likely to be within 1 km of a Roman road.

Similar calculations were carried out to ascertain the area within 2, 3, 4 and 5 km of Roman roads, and within 1, 2, 3, 4 and 5 km of Roman roads and ancient tracks (figs 1.2 – 1.8). By interpolation the areas within 1, 1½, and 2 miles could also be worked out, although at a distance of 2 miles the figures were becoming unreliable. The results are shown on fig.1.9

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[1] The term 'ancient track' is used for the non-Roman roads shown on the O.S. Map of Roman Britain. Other early roads are referred to as 'old roads' or 'old routes'.

If the proportions of the surface area within and beyond distances of over 3 km/ 2 miles needs to be ascertained a different approach to gathering the data can be used, namely, strips of tracing paper with a central line representing a given distance each side of a route can be laid on the O.S. map of Roman roads, and the area not covered by the strips can be worked out by counting squares. This was done on the 100 x 100 km squares as before using a distance of 5 km either side of a Roman road or ancient track. The results are shown on fig.1.10. As before, squares SS and SX, largely Devonshire, are anomalous because of the paucity of Roman roads west of Exeter. The results showed that 50.34% of the land surface of England, excluding Cornwall, is more than 5 km (3.1 miles) from a Roman road and 47.78% is more than 5 km from a Roman road or ancient track, or, as a useful rule of thumb, half of the land surface is within 5 km of a Roman road or ancient track, and half beyond. As the data for individual grid squares shows this is only an average. Squares such as NY and NZ which are mountainous, and TF which had a high proportion of un-drained marshland have a lower proportion of land within 5 km than TL, ST and SU in southern England where Roman activity was greatest. These results gave a rough check on the percentages derived from the previous method; there being a difference of 2.7% at a distance of 5 km, and while neither method is wholly accurate they are good enough for the purpose to which they were put.

Having ascertained these areas and percentages it is now possible to apply some quantitative analysis to the groups of place-names. This can be done in three ways: (approximate imperial equivalents are given).

1. The actual proportions of places named 'x' within a given distance of a Roman road/ancient track can be compared with those which would occur if they were randomly scattered, and if the two proportions are similar then 'x' as an indicator of Roman roads and ancient tracks in use is unlikely to be worth pursuing, e.g. *āc-tūn* has only two of its twenty-five examples within 1 km (0.62 miles) of a Roman road or ancient track i.e. 8% instead of the expected 12%. If it is very different, e.g. thirteen out of thirty-two examples (40.6% instead of 12%) within 1 km (0.62 miles), or 72% instead of 22% within 2km (1.25 miles)), in the case of Compton (*cumb-tūn*) then it is worth investigating further.

2. A quick visual way of investigating a potential correlation is to draw a dispersion graph plotting distance from route against the number of examples (see figs 1.15 – 1.17 for example). The median, upper and lower quartiles can be identified, the former giving an idea of the usual distance from a route, and the difference between the upper and lower quartiles a measure of the scatter: the smaller this inter-quartile range is the more clustered are the places in their distances from a route and the more likely there is to be a relationship. For some places, e.g. those incorporating *grēot*, the median at 4.2 km (2⅝ miles) is sufficiently far from routes, and the inter-quartile range at 6.2 km (3⅞ miles) is so large that it seems hardly worth pursuing as a route-indicating name any further, whereas *ǣwiell* and *ǣwielm* with a median of 1.2 km (¾ mile) and an inter-quartile range of 2.6 km (1⅝ miles) are clearly worth further investigation (but see below).

3. The chi-squared test can be used to measure how likely a given distribution is compared to a random one. If the chance of a given distribution being similar to a random one is high, then there is little or no likelihood of a correlation between the place-name group and the route-way system. If the chance of a given distribution being very different from a random one is low then there is likely to be a correlation, and so that place-name group will be helpful in identifying routes. To do a chi-squared test the data needed are the area in which the place-name group might be significant (e.g. within 1 km of a Roman road), and the area beyond, together with the number of examples within the former area, and the number within the latter area. These, and the numbers expected with a random distribution, must be substituted in the general formula:

$$\chi^2 = \Sigma \frac{(O-E)^2}{E}$$

Where, in this case, O^1 is the observed (actual) number within 1km of a Roman road
O^2 is the observed (actual) number beyond 1 km of a Roman road
E^1 is the expected (random) number within 1 km of a Roman road
E^2 is the expected (random) number beyond 1 km of a Roman road
The resulting number must then be looked up on a probability graph.

In this case there is one degree of freedom i.e. only two areas under consideration. With three areas there would be two degrees of freedom etc. Any number over about eleven indicates a chance of less than 1 in a 1000 that this is a random occurrence (i.e. a 99.9% chance that there is a correlation). Any number above about 6.5 indicates a chance of over 99% that there is a correlation. Some results of chi-squared tests appear below. (For data see fig. 1.18 and for calculations see below).

strǣt-tūn: 37 usable examples. See fig. 2.1		χ^2
Probability of 32 being within 2 km of a Roman road or ancient track	<1 in 1,000	101.82
Probability of 33 being within 3 km of a Roman road or ancient track	<1 in 1,000	65.58
Probability of 32 being within 1 mile of a Roman road or ancient track	<1 in 1,000	131.40
Probability of 32 being within 1½ miles of a Roman road or ancient track	<1 in 1,000	79.20

cumb-tūn: 39 usable examples. See fig.7.4		
Probability of 19 being within 1 mile of a Roman road or ancient track	<1 in 1,000	23.93
Probability of 23 being within 1½ miles of a Roman road or ancient track	<1 in 1,000	22.04

cyninges-tūn: 66 usable examples. See fig. 1.14		
Probability of 22 being within 1 mile of a Roman road or ancient track	c. 1 in 1,000	10.51
Probability of 28 being within 1½ miles of a Roman road or ancient track	c. 1 in 1,000	9.26

mōr-tūn and mōr-cot: 73 usable examples. See figs 5.20		
Probability of 22 being within 1 mile of a Roman road or ancient track	between 1 in 100 and 1 in 1,000	7.28
Probability of 30 being within 1½ miles of a Roman road or ancient track	between 1 in 100 and 1 in 1,000	8.65

grēot: 29 usable examples. See fig. 1.12		
Probability of 2 being within 1 mile of a Roman road or ancient track	> 10 in 100	2.43
Probability of 10 being within 1½ miles of a Roman road or ancient track	> 10 in 100	1.08

halh-tūn: 27 usable examples. See fig. 1.13		
Probability of 5 being within 1½ miles of a Roman road or ancient track	very high	0.39

hēg: 48 usable examples (but not all are settlement names). See fig. 5.17		
Probability of 10 being within 1 mile of a Roman road or ancient track	c. 10 in 100	0.13
Probability of 18 being within 1½ miles of a Roman road or ancient track	5 in 100 to 10 in 100	2.60

mersc-tūn: 34 usable examples. See fig. 5.23

Probability of 8 being within 1 mile of a Roman road or ancient track	very high	0.71
Probability of 12 being within 1½ miles of a Roman road or ancient track	very high	1.53

āc-tūn: 24 usable examples. See fig. 1.11

Probability of 8 being within 1½ mile of a Roman road or ancient track	very high	0.67

For several elements the numbers are too small to make a valid calculation at ½ or 1 mile. In fact, for *halh-tūn*, *mersc-tūn* and *āc-tūn* the probabilities are many more than 10 in 100.

If the distribution is random the chance of so many *strǣt-tūn*s being so close to Roman roads is very remote, much less than 1 in 1,000. The chi-squared test has demonstrated that there really is a very close correlation between *strǣt-tūn*s and Roman roads. Less dramatically, the results for the *cumb-tūn*s also show a very close correlation between their sites and Roman roads and ancient tracks. At the other end of the scale the *grēot*s, *hēg*s, *mersc-tūn*s and *halh-tūn*s are shown to have a very high likelihood of a random distribution with respect to Roman roads and ancient tracks. The *cyninges-tūn*s and *mōr-tūn*s are between these two extremes, their results suggesting that further investigation could be helpful.

This exercise was a useful starting point, particularly in establishing that the widely held view that *strǣt-tūn*s were on or very close to Roman roads was mathematically demonstrable. However, by the end of the study it was evident that many more roads seemed to be in use than those shown on the O.S. Map of Roman Britain and the chi-squared test as used here made no allowance for this, and so it was not a good measure of whether certain place-name corpora correlated with roads-in-use or not. To remedy this it would be possible to calculate the areas within and beyond the roads-in-use as identified in this study and re-calculate the chi-squared tests. However, this would be difficult owing to the bendiness of the non-Roman routeways and the more complicated overlaps at junctions, and so this time-consuming exercise was not done. The dispersion graphs were used instead.

The first dispersion graphs that were drawn showed how many examples of a given corpus of place-names lay at ¼ mile-apart distances from the routes shown on the O.S. Map of Roman Britain. By the end of the study, when various other routes such as salt ways, minor Roman roads and some Gough and Ogilby routes were identified as being in use, it seemed desirable to go back, re-examine and re-draw these graphs. In most figures each place-name corpus has two dispersion graphs, the first showing the distribution with respect to the O.S. Map of Roman Britain routes and the second showing the distribution with respect to the roads shown on the final roads-in-use map. Roman roads are shown by X and other routes by O or as shown in the keys. In a few cases, coastal sites are shown by C and riverside sites by R. Two differences became apparent: firstly, that the upper quartile is considerably lowered and the inter-quartile range reduced. This is to be expected, because, as the road network becomes denser, there are fewer areas at greater distances from a route than before. Some corpora with a fairly good correlation with the O.S. Map routes have an even better correlation with the roads-in-use routeways (*cumb-tūn* for instance, fig.7.6). Secondly, it becomes apparent that some corpora tend to correlate better with non-Roman than Roman roads: this is very evident with the *mersc-tūn*s (note all the 'O's on the dispersion graph: fig. 5.25). There is also a considerable lowering of the inter-quartile range. The change in the distribution pattern between the first and second versions of the graph is enough to warrant some further investigation of the *mersc-tūn*s. There is a similar change on the *mōr-tūn/mōr-cot* graphs. Both are discussed in chapter 5, as to what their function might be and why so many are by routes. A comparison of the pairs in the *āc-*

tūn, grēot, halh-tūn and *hēg* graphs shows much less change: the upper quartile is lowered but there is no particular clustering of places within a mile or so of a road-in-use (figs 1.15 and 1.16).

The *cyninges-tūn* graph, fig.1.17 based on the list provided by Jill Bourne (fig. 1.14) shows a fair degree of correlation with the roads on the O.S. map: the correlation was greatly improved when the distances from all roads likely to be in use were plotted. The median and inter-quartile ranges were both much reduced when distances from non-Roman roads were included. Although it seems clear that the *cyninges-tūn*s are related in some way to the routeways of early medieval England, the subject is not pursued further here as this is part of Jill Bourne's ongoing research.

The outcome of the investigation into measuring the proximity of certain places to the road system, particularly that shown on the O.S. Map of Roman Britain, is that the chi-squared test is of limited use in the context of this study. Although the data needed to apply the test (the areas within and beyond certain distances from roads) could be improved by including routes identified as being in use in this study, there is a danger of it becoming a circular argument, unless those roads could have been shown to have been in use on other than place-name grounds. The same criticism could be levelled at the dispersion graphs, although the additional (to the O.S. map) roads-in-use have generally been identified by more than one corpus of place-name along them, and some were known from other evidence: Roman roads from archaeology, salt ways from salt place-names, and some from charter boundaries. In this respect the *cyninges-tūn*s, which were not used in my identification of roads-in-use, act as confirmation that those routes were likely to have been extant and of some importance at the time when the *cyninges-tūn* names were coined.

CALCULATIONS FOR CHI SQUARED TEST

STRÆT-TŪN 2 KM FROM ROMAN ROAD

$$\chi^2 = \Sigma = \frac{(O-E)^2}{E} + \frac{(O-E)^2}{E}$$

$$= \frac{(32-7.42)^2}{7.42} + \frac{(5-29.58)^2}{29.58}$$

$$= \frac{(24.58)^2}{7.42} + \frac{(-24.58)^2}{29.58}$$

$$= \frac{604.2}{7.42} + \frac{604.2}{29.58}$$

$$= 81.40 + 20.42$$

$$= 101.82$$ Probability of less than 1 in 1,000

STRÆT – TŪN 3 KM FROM ROMAN ROAD

$$\chi^2 = \Sigma = \frac{(33 - 10.68)^2}{10.68} + \frac{(4 - 26.32)2}{26.32}$$

$= 46.65 + 18.93$

$= 65.58$ Probability of less than 1 in 1,000

STRÆT – TŪN 1 MILE FROM ROMAN ROAD

$$\chi^2 = \Sigma = \frac{(32 - 6.11)^2}{6.11} + \frac{(5 - 30.89)^2}{30.89}$$

$= 109.70 + 21.07$

$= 131.40$ Probability of less than 1 in 1,000

STRÆT – TŪN 1½ MILES FROM ROMAN ROAD

$$\chi^2 = \Sigma = \frac{(32 - 8.88)^2}{8.88} + \frac{(5 - 28.12)}{28.12}$$

$= 60.19 + 19.01$

$= 79.20$ Probability of less than 1 in 1,000

CUMB- TŪN 1 MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(19 - 7.02)^2}{7.02} + \frac{(20 - 31.98)^2}{31.98}$$

$= 20.44 + 4.49$

$= 24.93$ Probability of less than 1 in 1,000

CUMB-TŪN 1½ MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(23 - 10.14)^2}{10.14} + \frac{(16 - 28.86)^2}{28.86}$$

$= 16.31 + 5.73$

$= 22.04$ Probability of less than 1 in 1,000

CYNINGES – TŪN 1 MILE FROM ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(22 - 11.88)^2}{11.88} + \frac{(44 - 54.12)^2}{54.12}$$

$$= 8.62 + 1.89$$

$$= 10.51$$ Probability about 1 in 1,000

CYNINGES – TŪN 1½ MILES FROM ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(28 - 17.16)^2}{17.16} + \frac{(38 - 48.84)^2}{48.84}$$

$$= 6.85 + 2.41$$

$$= 9.26$$ Probability between 1 in 100 and 1 in 1,000

MŌR-TŪN AND *MŌR-COT* 1 MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(22 - 13.14)^2}{13.14} + \frac{(51 - 59.86)^2}{59.86}$$

$$= 5.97 + 1.31$$

$$= 7.28$$ Probability between 1 in 100 and 1 in 1,000

MŌR-TŪN AND *MŌR-COT* 1½ MILES FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(30 - 18.98)^2}{18.98} + \frac{(43 - 54.02)^2}{54.02}$$

$$=6.40 + 2.25$$

$$= 8.65$$ Probability between 1 in 100 and 1 in 1,000

GRĒOT 1 MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(2 - 5.22)^2}{5.22} + \frac{(27 - 23.78)^2}{23.78}$$

$$= 1.99 + 0.44$$

$$= 2.43$$ Probability more than 10 in 100

GRĒOT 1½ MILES FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(10 - 7.54)^2}{7.54} + \frac{(19 - 21.46)^2}{21.46}$$

$$= 0.80 + 0.28$$

= 1.08 Probability more than 10 in 100

HALH-TŪN 1½ MILES FROM ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(5 - 7.02)^2}{7.02} + \frac{(22 - 19.98)^2}{19.98}$$

= 0.29 + 0.10

= 0.39 Very high probability that the distribution is random

HĒG 1 MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(10 - 8.64)^2}{8.64} + \frac{(38 - 39.36)^2}{39.36}$$

= 0.21 + 0.05

= 0.26 Probability of about 10 in 100

HĒG 1½ MILES FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(18 - 12.48)^2}{12.48} + \frac{(30 - 35.52)^2}{35.52}$$

= 2.44 + 0.86

= 3.30 Probability of 5 in 100 to 10 in 100

MERSC – TŪN 1 MILE FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(8 - 6.12)^2}{6.12} + \frac{(26 - 27.88)^2}{27.88}$$

= 0.58 + 0.13

= 0.71 Very high probability that the distribution is random

MERSC – TŪN 1½ MILES FROM A ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(12 - 8.84)^2}{8.84} + \frac{(22 - 25.16)^2}{25.16}$$

= 1.13 + 0.40

= 1.53 Very high probability that the distribution is random

ĀC – TŪN 1½ MILES FROM ROMAN ROAD OR ANCIENT TRACK

$$\chi^2 = \Sigma = \frac{(8 - 6.24)^2}{6.24} + \frac{(16 - 17.76)^2}{17.76}$$

= 0.50 + 0.17

= 0.67 Very high probability that the distribution is random

Fig. 1.1

PROXIMITY TO ROMAN ROADS: 1 KM EACH SIDE

100km sq	Area in sq km	Length of R.Rd A.T	Area within 1km of R.Rd	Correction for junctions 4.2 per junct	Corrected area within 1 km of R.Rd	Area > 1km from R.Rd	% area within 1km of R.Rd	% area beyond 1km of R.Rd
NU + NT	1,850	92	184	1 4.2	179.8	1,670.2	9.72	90.28
NY + NX	8,150	482	964	12 50.4	913.6	7,236.4	11.21	88.79
NZ	5,050	243	486	5 21.0	465.0	4,585.0	9.21	90.79
SD	7,100	354	708	3 12.6	695.4	6,404.6	9.79	90.21
SE	9,980	612	1,224	14 58.8	1,165.2	8,814.8	11.68	88.32
TA	2,025	16 25	32	0 0	32.0	1,993.0	1.56	98.42
SJ (part)	6,800	442	884	8 33.6	850.4	5,949.6	12.51	87.49
SK	10,000	578 51	1,156	10 42.0	1114.0	8,886.0	11.14	88.86
TF	6,775	295 78	590	6 25.2	564.8	6,210.2	8.34	91.66
TG	1,825	38	76	0 0	76.0	1,749.0	4.16	95.84
SO (part)	6,800	398	796	8 33.6	762.4	6,037.6	11.21	88.79
SP	10,000	588 61	1,176	10 42.0	1134.0	8,866.0	11.34	88.66
TL	10,000	786 127	1,572	22 92.4	1479.6	8,520.4	14.79	85.2
TM	3,625	202	404	2 8.4	395.6	3,229.4	10.91	89.09
SS (part)	3,125	0	0	0 0	0	3,125.0	0	100
ST	7,575	378 51	756	8 33.6	722.4	6,852.6	9.54	90.46
SU + SZ	10,800	610 196	1,220	10 42.0	1178.0	9,622.0	10.91	89.09
TQ + TV	9,300	556 96	1,112	12 50.4	1,061.6	8,238.4	11.42	88.58
TR	1,300	137 26	274	4 16.8	257,2	1,042.8	19.78	80.22
SX (part)	3,200	42 0	84	1 4.2	79.8	3,120.2	2.49	97.51
SY	1,700	140	280	2 8.4	271.6	1,428.4	15.98	84.02

TOTALS

For R.Rds	126,980	6,989 711	13,978	138 579.6	13,398.4	113,581.60	10.55	89.45

Fig. 1.2

PROXIMITY TO ROMAN ROADS: 2 KM EACH SIDE

100km sq	Area in sq km	Length of R.Rd A.T	Area within 2km of R.Rd	Correction for junctions 18 per junct	Corrected area within 2km of R.Rd	Area >2km from R.Rd	% Area within2km of R.Rd	% Area beyond 2km of R.Rd
NU + NT	1,850	92	368	1 18	350	1,500	18.92	81.08
NY + NX	8,150	482	1,928	12 216	1,712	6,438	21.01	78.99
NZ	5,050	243	972	5 90	882	4,168	17.47	82.53
SD	7,100	354	1,416	3 54	1,362	5,738	19.18	80.82
SE	9,980	612	2,448	14 252	2,196	7,784	22.00	78.00
TA	2,025	16 25	64	0 0	64	1,961	3.16	96.84
SJ (part)	6,800	442	1,768	8 144	1,624	5,176	23.88	76.12
SK	10,000	578 51	2,312	10 180	2,132	7,868	21.32	78.68
TF	6,775	295 78	1,180	6 108	1,072	5,703	15.82	84.18
TG	1,825	38	152	0 0	152	1,673	8.33	91.67
SO (part)	6,800	398	1,592	8 144	1,448	5,352	21.29	78.71
SP	10,000	588 61	2,352	10 180	2,172	7,828	21.72	78.28
TL	10,000	786 127	3,144	22 396	2,748	7,252	27.48	72.52
TM	3,625	202	808	2 36	772	2,853	21.30	78.70
SS (part)	3,125	0	0	0 0	0	3,125	0.00	100.00
ST	7,575	378 51	1,512	8 144	1,368	6,207	18.06	81.94
SU + SZ	10,800	610 196	2,440	10 180	2,260	8,540	20.93	79.07
TQ + TV	9,300	556 96	2,224	12 216	2,008	7,292	21.59	78.41
TR	1,300	137 26	548	4 72	476	824	36.62	63.38
SX (part)	3,200	42	168	1 18	150	3,050	4.69	95.31
SY	1,700	140	560	2 36	524	1,176	30.82	69.18
TOTALS								
For R.Rds	126,980	6,989 711	27,956	138 2,484	25,472	101,508	20.06	79.94

Fig. 1.3

PROXIMITY TO ROMAN ROADS: SUMMARY AND CALCULATIONS.

Distance	Total area	Length of R.Rd	Area within x km	Correction for junctions	Corrected area	% within x km	% beyond x km
1 KM	126,980	6,989	13,978	579.6	13,398	10.55	89.45
				(138 at 4.2)			
2 KM			27,956	2,484	25,472	20.06	79.94
				(138 at 18.0)			
3 KM			41,934	5,244	36,690	28.89	71.11
				(138 at 38.0)			
4 KM			55,912	9,384	46,528	36.64	63.36
				(138 at 68.0)			
5 KM			69,980	14,628	55,262	43.52	56.48
				(138 at 106.0)			

Fig. 1.4

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS: I KM EACH SIDE

100 km sq	Area in	Length of		Area within	Correction for		Corrected	Area > than	% within	% beyond
	sq km	R.Rd	A.T.	1 km of route	junctions		area within 1	1km from route	1km of	1km of
					4.2 per junct		km of route		route	route
NU + NT	1,850	92		184	1	4.2	179.8	1,670.2	9.72	90.28
NY + NX	8,150	482		964	12	50.4	913.6	7,236.4	11.21	88.79
NZ	5,050	243		486	5	21.0	465.0	4,585.0	9.21	90.79
SD	7,100	354		708	3	12.6	695.4	6,404.6	9.79	90.21
SE	9,980	612		1224	14	58.8	1,165.2	8,814.8	11.68	88.32
TA	2,025	16	25	82	0	0	82.0	1,943.0	4.05	95.95
SJ (part)	6,800	442		884	8	33.6	850.4	5,949.6	12.51	87.49
SK	10,000	578	51	1,258	12	50.4	1,207.6	8,792.4	12.07	87.92
TF	6,775	295	78	746	9	37.8	708.2	6,066.8	10.45	89.55
TG	1,825	38		76	0	0	76.0	1,749.0	4.16	95.84
SO (part)	6,800	398		796	8	33.6	762.4	6,037.6	9.89	88.79
SP	10,000	588	61	1,298	11	46.2	1,251.8	8,748.2	12.52	87.48
TL	10,000	786	127	1,826	25	105.0	1,721.0	8,279.0	17.21	82.79
TM	3,625	202		404	2	8.4	395.6	3,229.4	10.91	89.09
SS (part)	3,125	0		0	0	0	0	3,125.0	0	100.00
ST	7,575	378	51	858	9	37.8	820.2	6,754.8	10.83	89.12
SU + SZ	10,800	610	196	1,612	17	71.4	1,540.6	9,259.4	14.26	85.74
TQ + TV	9,300	556	96	1,304	16	67.2	1,236.8	8,063.2	13.30	86.70
TR	1,300	137	26	326	5	21.0	305.0	995.0	23.46	76.54
SX (part)	3,200	42		84	1	4.2	79.8	3,120.2	2.49	97.51
SY	1,700	140		280	2	8.4	271.6	1,428.4	15.98	84.02

TOTALS

For R.Rds	126,980	6,989	711	15,400	160	672.0	14,728	112,252	11.60	88.40
and A.T.s									

Fig. 1.5

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS: 2 KM EACH SIDE

100 km sq	Area in	Length of		Area within	Correction		Corrected	Area >2km	% area	% area
	sq km	RR	AT	2km of route	for junctions		area within 2	from route	within 2 km	beyond 2km
					18 per junct		km of route		of route	of route
NU + NT	1,850	92		368	1	18	350	1,500	18.92	81.08
NY + NX	8,150	482		1,928	12	216	1,712	6,438	21.01	78.99
NZ	5,050	243		972	5	90	882	4,168	17.47	82.53
SD	7,100	354		1,416	3	54	1,362	5,738	19.18	80.82
SE	9,980	612	0	2,448	14	252	2,196	7,784	22.00	78.00
TA	2,025	16	25	164	0	0	164	1,861	8.10	91.90
SJ (part)	6,800	442		1,768	8	144	1,624	5,176	23.88	76.12
SK	10,000	578	51	2,516	12	216	2,300	7,700	23.00	77.00
TF	6,775	295	78	1,492	9	162	1,330	5,445	19.63	80.37
TG	1,825	38		152	0	0	152	1,673	8.33	91.67
SO (part)	6,800	398		1,592	8	144	1,448	5,352	21.29	78.71
SP	10,000	588	61	2,596	11	198	2,398	7,602	23.98	76.02
TL	10,000	786	127	3,652	25	250	3,202	6,798	32.02	67.98
TM	3,625	202		808	2	36	772	2,853	21.30	78.70
SS (part)	3,125	0		0	0	0	0	3,125	0.00	100.00
ST	7,575	378	51	1,716	9	162	1,554	6,021	20.51	79.49
SU +SZ	10,800	610	196	3,224	17	306	2,918	7,882	27.02	72.98
TQ +TV	9,300	556	96	2,608	16	288	2,320	6,980	24.95	75.05
TR	1,300	137	26	652	5	90	562	738	43.23	56.77
SX (part)	3,200	42		168	1	18	150	3,050	4.69	95.31
SY	1,700	140		560	2	36	524	1,176	30.82	69.18

TOTALS

For R.Rds	126,980	6,989	711	30,800	160	2,880	27,920	99,060	21.99	78.01
and A.Ts										

Fig. 1.6

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS: 3 KM EACH SIDE.

100km sq	Area in	Length of		Area within	Correction		Corrected	Area > 3km	% area	% area
	sq km	R.Rd	A.T	3km of route	for junctions		area within	from route	within 3km	beyond 3km
					38 per junct		3km of route		of route	of route
NU + NT	1,850	92	0	552	1	38	514	1,336	27.78	72.22
NY + NX	8,150	482	0	2,892	12	456	2,436	5,714	29.89	70.11
NZ	5,050	243	0	1,458	5	190	1,268	3,782	25.11	74.89
SD	7,100	354	0	2,124	3	114	2,010	5,090	28.31	71.69
SE	9,980	612	0	3,672	14	532	3,140	6,840	31.46	68.54
TA	2,025	16	25	246	0	0	246	1,779	12.15	87.85
SJ (part)	6,800	442	0	2,652	8	304	2,348	4,452	34.53	65.47
SK	10,000	578	51	3,774	12	456	3,318	6,682	33.18	66.82
TF	6,775	295	78	2,238	9	342	1,896	4,879	27.99	72.01
TG	1,825	38	0	228	0	0	228	1,597	12.49	87.51
SO (part)	6,800	398	0	2,388	8	304	2,084	4,716	30.65	69.35
SP	10,000	588	61	3,894	11	418	3,476	6,524	34.76	65.24
TL	10,000	786	127	5,478	25	950	4,528	5,472	45.28	54.72
TM	3,625	202	0	1,212	2	76	1,136	2,489	31.34	68.66
SS (part)	3,125	0	0	0	0	0	0	3,125	0.00	100.00
ST	7,575	378	51	2,574	9	342	2,232	5,343	29.47	70.53
SU + SZ	10,800	610	196	4,836	17	646	4,190	6,610	38.80	61.20
TQ + TV	9,300	556	96	3,912	16	608	3,304	5,996	35.53	64.47
TR	1,300	137	26	978	5	190	788	512	60.62	39.38
SX (part)	3,200	42	0	252	1	38	214	2,986	6.69	93.31
SY	1,700	140	0	840	2	76	764	936	44.94	55.06

TOTALS

For R.Rds	126,980	6,989	711	46,200	160	6,080	40,120	86,860	31.60	68.40
and A.T.s										

Fig. 1.7

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS: 4 KM EACH SIDE

100km sq	Area in sq km	Length of R.Rd	A.T	Area within 4km of route	Correction for junctions 68 per junct		Corrected area within 4 km of route	Area >4km from route	% area within 4km of route	% area beyond 4km of route
NU + NT	1,850	92	0	736	1	68	668	1,182	36.11	63.89
NY + NX	8,150	482	0	3,856	12	816	3,040	5,110	37.30	62.70
NZ	5,050	243	0	1,944	5	340	1,604	3,446	31.76	68.24
SD	7,100	354	0	2,832	3	204	2,628	4,472	37.01	62.99
SE	9,980	612	0	4,896	14	952	3,944	6,036	39.52	60.48
TA	2,025	16	25	328	0	0	328	1,697	16.20	83.80
SJ (part)	6,800	442	0	3,536	8	544	2,992	3,808	44.00	56.00
SK	10,000	578	51	5,032	12	816	4,216	5,784	42.16	57.84
TF	6,775	295	78	2,984	9	612	2,372	4,403	35.01	64.99
TG	1,825	38	0	304	0	0	305	1,521	16.66	83.34
SO (part)	6,800	398	0	3,184	8	544	2,640	4,160	38.82	61.18
SP	10,000	588	61	5,192	11	748	4,444	5,556	44.44	55.56
TL	10,000	786	127	3,704	25	1,700	5,604	4,396	56.04	43.96
TM	3,625	202	0	1,616	2	136	1,480	2,145	40.83	59.17
SS (part)	3,125	0	0	0	0	0	0	3,125	0.00	100.00
ST	7,575	378	51	3,432	9	612	2,820	4,755	37.23	62.77
SU + SZ	10,800	610	196	6,448	17	1,156	5,292	5,508	49.00	51.00
TQ + TV	9,300	556	96	5,216	16	1,088	4,128	5,172	44.39	55.61
TR	1,300	137	26	1,304	5	340	964	336	74.15	25.85
SX (part)	3,200	42	0	336	1	68	268	2,932	8.38	91.63
SY	1,700	140	0	1,120	2	136	984	716	57.88	42.12

TOTALS

For R.Rds and A.T.s	126,980	6,989	711	61,600	160	10,880	50,720	76,260	39.94	60.06

Fig. 1.8

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS: 5 KM EACH SIDE

100km sq	Area in	Length of		Area within	Correction		Corrected	Area > 5km	% area	% area
	sq km	R.Rd	A.T.	1km of route	for junctions		area within 5	from route	within 5km	beyond 5km
					106 per junct		km of route		of route	of route
NU + NT	1,850	92	0	920	1	106	814	1,036	44.00	56.00
NY + NX	8,150	482	0	4,820	12	1,272	3,548	4,602	43.53	56.47
NZ	5,050	243	0	2,430	5	530	1,900	3,150	37.62	62.38
SD	7,100	354	0	3,540	3	318	3,222	3,878	45.38	54.62
SE	9,980	612	0	6,120	14	1,484	4,636	5,344	46.45	53.55
TA	2,025	16	25	410	0	0	410	1,615	20.25	79.75
SJ (part)	6,800	442	0	4,420	8	848	3,572	3,228	52.53	47.47
SK	10,000	578	51	6,290	12	1,272	5,018	4,982	50.18	49.82
TF	6,775	295	78	3,730	9	954	2,776	3,999	40.97	59.03
TG	1,825	38	0	380	0	0	380	1,445	20.82	79.18
SO (part)	6,800	398	0	3,980	8	848	3,132	3,668	46.06	53.94
SP	10,000	588	61	6,490	11	1,166	5,324	4,676	53.24	46.76
TL	10,000	786	127	9,130	25	2,650	6,480	3,520	64.80	35.20
TM	3,625	202	0	2,020	2	212	1,808	1,817	49.88	50.12
SS (part)	3,125	0	0	0	0	0	0	3,125	0.00	100.00
ST	7,575	378	51	4,290	9	954	3,336	4,239	44.04	55.96
SU + SZ	10,800	610	196	8,060	17	1,802	6,258	4,542	57.94	42.06
TQ + TV	9,300	556	96	6,520	16	1,696	4,824	4,476	51.87	48.13
TR	1,300	137	26	1,630	5	530	1,100	200	84.62	15.38
SX	3,200	42	0	420	1	106	314	2,886	9.81	90.19
SY	1,700	140	0	1,400	2	212	1,188	512	30.12	69.88

TOTALS

For R.Rds	126,980	6,989	711	77,000	160	16,960	60,040	66,940	47.28	52.72
and A.T.s										

Fig. 1.9

PERCENTAGE AREAS WITHIN AND BEYOND ROUTES

DISTANCE FROM ROUTES	% OF PLACES WITHIN X KM OF A ROUTE	% OF PLACES BEYOND X KM OF A ROUTE
1 km Roman roads	10.55	89.45
2 km " "	20.06	79.94
3 km " "	28.89	71.11
4 km " " becoming inaccurate.	36.64	63.36
5 km " " " "	43.52	56.48
1 km " " and ancient tracks	11.6	88.4
2 km " " " " "	21.99	78.01
3 km " " " " "	31.6	68.4
4 km " " " " " becoming inaccurate	39.94	60.06
5 km " " " " " " "	47.28	52.72
5 km " " " " " (second method)	52.22	47.78
	% OF PLACES WITHIN	% OF PLACES BEYOND
By interpolation to nearest 0.5%	X MILES OF A ROUTE	X MILES OF A ROUTE
0.5 miles Roman roads	8	92
1.0 miles " "	16.5	83.5
1.5 miles " "	24	76
2.0 miles " "	31.5	68.5
0.5 miles " " and ancient tracks	9.5	90.5
1.0 miles " " " " "	18	82
1.5 miles " " " " "	26	74
2.0 miles " " " " "	33	67

The figures in the second column are those which would be expected if the distribution of a particular corpus of place-names was random.It could be argued that the routes taken by the Roman roads, particularly in the uplands, is not random, and that as they often follow valleys, just as settlement sites are attracted to valleys, the two features may not be purely random but bear some degree of correlation for reasons of relief.

Fig. 1.10

PROXIMITY TO ROMAN ROADS AND ANCIENT TRACKS : MORE THAN 5 KM DISTANT. SECOND METHOD

100 km sq	Area in sq km	Area > 5km from R.Rd	Area > 5km from R.Rd or A.T.	% area > 5km from R.Rd	% area > 5km from R.Rd or A.T.	% area < 5km from R.Rd	% area < %km from R.Rd or A.T
NU + NT	1,850	1,125	1,125	60.8	60.8	39.2	39.2
NY + NX	8,150	3,975	3,975	64.6	64.6	35.4	35.4
NZ	5,050	2,725	2,725	54.0	54.0	46.0	46.0
SD	7,100	3,675	3,675	51.8	51.8	48.2	48.2
SE	9,980	4,500	4,500	45.1	45.1	54.9	54.9
TA	2,025	1,650	1,475	81.5	72.8	18.5	27.2
SJ (part)	6,800	2,975	2,975	43.8	43.8	56.2	56.2
SK	10,000	4,875	4,675	48.8	46.8	51.2	53.2
TF	6,775	3,800	3,350	56.1	49.5	43.9	50.5
TG	1,825	1,375	1,375	75.3	75.3	24.7	24.7
SO (part)	6,800	2,900	2,900	42.7	42.7	57.3	57.3
SP	10,000	4,450	4,125	44.5	41.3	55.5	58.7
TL	10,000	3,500	2,850	35.0	28.5	65.0	71.5
TM	3,625	1,700	1,700	46.9	46.9	53.1	53.1
SS (part)	3,125	2,900	2,900	92.8	92.8	7.2	7.2
ST	7,575	3,775	3,550	49.8	46.7	50.2	53.3
SU + SZ	10,800	5,425	4,800	50.2	44.4	49.8	55.6
TQ + TV	9,300	4,450	3,900	47.9	41.9	52.1	58.1
TR	1,300	350	300	26.9	23.1	73.1	76.9
SX (part)	3,200	2,700	2,700	84.4	84.4	15.6	15.6
SY	1,700	1,000	1,000	58.8	58.8	41.2	41.2
TOTALS / AVERAGES	126,980	63,925	60,675	50.34	47.78	49.66	52.22
OMITTING SS + SX	120,655	58,325	58,325	48.34	48.34	51.66	51.66

Fig. 1.11
THE ACTON CORPUS. (*ĀC-TŪN*)

	COUNTY	SETTLEMENT	GRID REF	DISTANCE FROM		DATE FIRST	DISTANCE FROM
				R.Rd A.T.	R.Rd A.T.	EVIDENCED	ALL OLD ROUTES
				MILES	KILOMETRES		MILES
1	CHE	Acton	SJ 630530	on	on	DB	on Roman road
2		Acton Hall	SJ 593758	3½	5.6	e.13	3¼ salt way
3		Acton Farm	SJ 860756	9	14.4	1352	2¾ salt way
4		Acton Grange	SJ 625535	on	on	1194-1211	on Roman road
5		Agden Hall	SJ 714854	1½	2.4	Hy 3	1½ Roman road
6	CMB	Aikton	NY 283529	2¾	4.4	c. 1200	2¾ Roman road
7	GLO	Iron Acton	ST 680835	1	1.6	DB	1 Roman road
8	HRE	Acton Beauchamp	SO 679503	5	8	727	close to salt way
9	LNC	Aighton	c. SD 6740	?	?	DB	?
10		Aughton	SD 391054	11	17.6	DB	11 Roman road
11		Aughton	SD 550673	1	1.6	c. 1330	1 Roman road
12	MDX	Acton	TQ 197802	4	6.4	1181	on Gough
13	SHR	Acton Burnell	SJ 534019	¾	1.2	DB	¾ Roman road
14		Acton Pigott	SJ 542027	¾	1.2	DB	¾ Roman road
15		Acton Reynold	SJ 535232	1½	2.4	DB	1½ Roman road
16		Acton Round	SO 634956	8	12.8	DB	½ Ogilby
17		Acton Scott	SO 454893	¾	1.2	DB	¾ Roman road
18		Stone Acton	SO 506937	2½	4	1242	
19		Acton	SO 314849	6¾	10.8	1255	2 minor Roman rd
20		Boreatton	SJ 412233	7¾	12.4	1291-2	7¾ Roman road
21		Shotatton	SJ 361228	8½	13.6	1291-2	8½ Roman road
22	STF	Acton Trussell	SJ 936180	5	8	1002? DB	½ minor Roman rd
23	YER	Aughton	SE 701386	7¾	12.4	DB	7¾ Roman road
24	YWR	Aughton	SK 453867	c. 2½	c.4.0	DB	near salt way ?
25		Ackton	SE 412219	2¼	3.6	DB	2¼ Roman road
26		Aketon	SE 352521	7¼	11.6	12th	3 salt way

26 examples. 25 with 6-figure grid refs. Acton Burnell and Acton Pigott were one estate in DB. Therefore there are 24 usable examples.

Fig.1.12

THE 'GRAVEL' CORPUS: OE *GRĒOT, GRĒOTE, GRĒOTEN, GRĒOSN*

	COUNTY	SETTLEMENT	GRID REF.	DISTANCE FROM R.Rd AT MILES	DISTANCE FROM RRd AT KILOMETRES	DATE FIRST EVIDENCED
1	BDF	Girtford	TL 164498	1¼	2.0	1247
2	CAM	Girton	TL 423623	¾	1.2	c.1060 (c.1350)DB
3	DEV	Girt	SS 596474	c. 30 ?	c. 48 ?	1198
4		Gourt	SS 822284	c. 19 1¼*	c. 30.4 2.0*	1270
5	DOR	Girt	c. ST 5704	?	?	1327
6	DUR	Greatham	NZ 492275	9	14.4	1196
7	GLO	Greet	SP 025303	1½	2.4	1185
8		Gretton	SP 006305	2	3.2	12c.
9	HMP	Greatham	SU 773304	1¼	2.0	DB
10		Gritnam	SU 283066	3½	5.6	DB
11	KNT	Greatness	TQ 540568	1½	2.4	821
12		Greet	TQ 925553	1¾	2.8	1240
13	LIN	Greatford	TF 086120	1½	2.4	DB
14		Greetham	TF 308708	2	3.2	DB
15		Greetwell	TF 013716	1¼	2.0	DB
16	NTP	Greatworth	SP 553424	8 ¾*	12.8 1.2*	DB
17		Gretton	SP 899945	4 and on*	6.4 and on*	DB
18	NTT	Girton	SK 825662	3	4.8	DB
19	NFK	Gressenhall	TF 959155	c. 1½ ?	c. 2.4 ?	DB
20	RUT	Greetham	SK 924146	1½	2.4	DB
21	SHR	Greete	SO 577708	5½	8.8	1196
22		Gretton	SO 514953	2¾	4.4	DB
23	SSX	Greatham	TQ 044150	1	1.6	DB
24		Grittenham	SU 942215	5¼	8.4	DB
25	STF	Gratton	SJ 933562	c. 7½	c. 12	1199
26		Gratwich	SK 029317	4¾	7.6	DB
27	WAR	Griswold	SP 204600	3	4.8	1227
28	WLT	Grittenham	SU 017837	7¾	12.4	850 (14th)
29	WOR	Greet	SP 101839	2½	4.0	1255
30		Greethurst	SP 102830?	2½ ?	4.0 ?	1221

Entries marked by * refer to distances from Roman roads or old routes which are not shown on the O.S. Map of Roman Roads.

30 examples. 29 with 6-figure grid refs. Therefore 29 usable examples

Fig. 1.13
THE *HALH-TŪN* CORPUS

	COUNTY	SETTLEMENT	GRID REF	DISTANCE FROM		DATE FIRST	DISTANCE FROM
				R.Rd A.T.	R.Rd A.T.	EVIDENCED	ALL OLD ROUTES
				MILES	KILOMETRES		MILES
1	BUC	Halton	SP 874101	1¼ ½	2.0 0.8	c. 1033 (13c)	½ Icknield Way
2	CHE	Haughton	SJ 590565	c. 4	c. 6.4	Hy 3	1¼ Ogilby/salt way
3	DUR	Haughton le Skerne	NZ 308159	2¼	3.5	c.1050	2¼ Roman road
4	LEI	Hallaton	SP 785965	1¾	2.8	DB	1¾ Roman road
5	LIN	Halton Holegate	TF 418651	3	5	DB	3 Roman road
6		East Halton	TA 142184	12	19	DB	7½ old route
7		West Halton	SE 904208	1¾	2.8	DB	1¾ Roman road
8	LNC	Haighton	SD 563347	1	1.6	DB	1 Roman road
9		Halton	SD 499647	c.2	c.3.2	DB	by R. Lune
10		Haughton Green	SJ 933935	3¼	5.2	1307	¾ salt way
11		Houghton Green	SJ 621919	1½	2.4	1253	1½ Roman road
12		Westhoughton	SD 652060	c. 2	c.3.2	1210	c.2.0 Roman road
13	NTB	Haughton Common	NY 919729	2¼	3.6	1177	1½ Hadrian's Wall
14	NTT	Halloughton	SK 690518	4	6.4	958 (14th)	4 Roman road
15	OXF	Holton	SP 605064	3	4.8	956, DB	½ Gough
16	SHR	Lady, Hill and Priors	SO 492753	5½	8.8	1327	5½ Roman road
		Halton					
17		Haughton (UptonMagna)	SJ 552163	1	1.6	DB	1 Roman road
18		Haughton (Oswestry)	SJ 376269	c. 11	c. 17.6	1285	c.11 Roman road
19		Haughton (Shifnal)	SO 679959	10	16	1281	1¼ minor R.Rd
20	SOM	Holton	ST 685268	7½ 1½	12.0 2.4	c. 1200	1½ Harroway
21	STF	Haughton	SJ 685204	3½	5½	DB	3½ Roman road
22	WAR	Halloughton Hall	SP 226937	4¼	6.8	1233	2½ Ogilby
23	YOW	Halton (Leeds)	c. SE 346336	c. 2	c.3,2	DB	c. 2 Roman road
24		East Halton	SE 043539	1¾	2.8	DB	1¾ Roman road
25		West Halton	SD 845543	2¾	4.4	12c.	2¾ Roman road
26		Halton Gill	SD 880766	4¾	7.6	1457	4¾ Roman road
27		Great Houghton	SE 432066	6	9.6	DB	6 Roman road
28		Little Houghton	SE 422057	6½	10.4	DB	6½ Roman road

28 examples.
Great and Little Houghton were one estate in DB.
Therefore 27 usable examples.

Fig. 1.14

THE KINGSTON CORPUS. (*CYNINGES-TŪN*)

	COUNTY	SETTLEMENT	GRID REF	DISTANCE FROM			DATE FIRST
				R.Rd A.T.	R.Rd A.T.	OLD ROUTE	EVIDENCED
				MILES	KILOMETRES	MILES	
1	BRK	Kennington	SP 522023	1¼	2	1¼ R Rd	821(c.1200), DB
2	BRK	Kingston Bagpuize	SU 407981	2¼	3.6	2¼ R Rd	976 (c1240), DB
3		Kingston Lisle	SU 326876	¾	1.2	¾ AT	1220
4		Kingston Winslow	SU 263857	1	1.6	1 Gt Ridgeway	1252
5	CAM	Conington	TL 320661	1	1.6	1 R Rd	c.975, DB
6		Kingston	TL 345550	1½	2.4	1½ R Rd	c.1080,DB
7	CNW	Kingston	SX 362757	c. 7¼?	11.6	c. 7¼ R Rd	1317
8	DEV	Kingston	SX 635478	distant	distant	2½ Halwell route	1242
9		Kingston	SX 846540	distant	distant	½ Halwell route	1438
10		Kingston	SX 904515	distant	distant	near sea	1292
11		Kingston	SY 065877	5¼	8.4	2 herepaeth	1227
12		Kingsdon/Kingston	SY 251941	1	1.6	1 R Rd / herepaeth	1539 (late)
13	DOR	Kingston Maurward	SY 720910	¼	0.4	¼ R Rd	1244
14		Kingston	ST 750098	3	5.2	3 Gt Ridgeway	1580 (late)
15		Kingston	SY 958797	12¾	20.4	near sea	DB
16		Kingston Lacy	ST 978013	¼	0.4	¼ R Rd	1191
17		Kingston Russell	SY 582913	¾	1.2	¾ R Rd	1212
18		Winterb'n Kingston	SY 862976	on	on	on R Rd	DB/1194
19		Kington Magna	ST 763232	4½	7.2	4½ R Rd	DB
20	GLO	Kenton Green	SO 775150	2¼	3.6	1 Severn	1263-84
21		Kineton	SP 097265	3¼	5.6	2¾ salt way	1185
22		Kingston	SO 619019	on	on	on	10c
23		Kingston Farm	SO 733038	1	1.6	1 R Rd	Hy 2
24		Kingsweston	ST 539780	1¼	2.0	1 minor R Rd	1248
25		Kington (Kyneton)	ST 620904	1¾	2.8	1¾ R.Rd	1322
26		Kyneton	SO 621897	1½	2.4	1½ R.Rd	1248
27	HMP	Kingston	SU 655013	4¼	6.8	Portsea Island	1202
28		Kingston Cross	SU 149020	11	17.6	on Avon valley route	1194
29	HNT	Conington	TL 180859	¾	1.2	¾ R.Rd	957, DB
30		Wistow (Kingstun)	TL 279810	5½	8.8	5½ R Rd	974 (c. 1350)
31	HRE	Kingstone	SO 424357	1	1.6	1 R Rd	DB
32		Kingstone	SO 631246	½	0.8	½ R Rd	DB
33		Kington	SO 291568	6	9.6	on Ogilby (A 44)	DB
34		Kinton	SO 409747	¼	0.4	¼ R Rd	1249
35	IOW	Kingston	SZ 480814	no known r'd	no known r'd	no known road	DB
36	KNT	Kennington	TR 022452	1¼	2	½ minor R Rd,	1072
37		Kingston	TR 198513	½	0.8	½ R.Rd	11c
38	LEI	Congerstone	SK 366054	6	9.6	6 R Rd	DB
39	LNC	Church Coniston	SD 303977	3½	5.6	3½ R Rd	1157-63
40	NTB	Kenton	NZ 225675	2¾	4.4	2¾ R Rd	1242
41	NTT	Kingston House	c. SK 5984	?	?	?	1308
42	OXF	Kingston Blount	SU 739995	¾	1.2	¾ Icknield way	DB
43	SFK	Kenton	TM 191659	2¾	4.4	2¾ R Rd	DB
44		Kingston	TM 270475	5¼	8.4	Deben estuary	1050, DB
45		Coney Weston	TL 955781	½	0.8	½ R Rd	DB
46	SHR	Kinton	SJ 370195	6	9.6	6 R Rd	1203-4
47	SOM	Keinton Mandeville	ST 547301	¾	1.2	¾ R Rd	DB
48		Kingsdon	ST 515263	½	0.8	½ R Rd	1194

Fig. 1.14 cont.

THE KINGSTON CORPUS (*CYNINGES-TŪN*)

	COUNTY	SETTLEMENT	GRID REF	DISTANCE FROM					DATE FIRST
				R.Rd	A.T.	R.Rd	A.T.	OLD ROUTE	EVIDENCED
				MILES		KILOMETRES		MILES	
49	SOM	Kingston Seymour	ST 400668	9¼		14.8		marshland near coast	DB
50		Kingston St Mary	ST 223297	9¾		15.6		3 Quantock ridgeway	1155-8
51		Kingstone	ST 400135	1½		2.4		1½ R Rd	?
52	SRY	Kennington	TQ 310777	¼		0.4		¼ R Rd	DB
53		Kingston	SU 891491		¼		0.4	¼ Pilgrims Way	1288
54		Kingston on Thames	TQ 179693	4		6.4		on Gough route	838, DB
55	SSX	Kingston	TQ 086020	8½		13.6		2½ minor R Rd	1312
56		Kingston	TQ 392082	3¼		5.2		coastal	1121
57		Kingston by Sea	TQ 235052	5½		8.8		¼ minor rd, by Adur & sea	DB
58		Kingston Croft	TQ 255384	6¼		10.0		3¼ Wealden Roman track**	1261
59	STF	Kingstone	SK 060295	6		9.6		5 Ogilby	1166
60		Kingstone Hill	SJ 940233	8		12.8		3¼ Ogilby	? c.1209
61	WAR	Kineton	SP 335511	2¼ (Fosse)		3.6		2½ Ogilby, 3½ sw,	969 (18c.), DB
								3¼ Ditchedge Lane	
62		Kineton Green	SP 125815	4½		7.2		1 Monkspath	972 (c.1050), DB
63		Kingston	SP 360562	2		3.2	0.8	2 R Rd, ½ salt way	1262
64		Kington Grange	SP 180642	5¼		8.4		1½ salt way	DB
65	WLT	Kingston Deverill	ST 845370	¾		1.2		¾ R Rd	1206
66		Kingston Langley	ST 923768	5¼		8.4		½ Draycot Cerne r'd	1636 (late) *
67		Kington St Michael	ST 903773	4		6.4		on Draycot Cerne r'd	934, 1185
68		West Kington	ST 813776	¾		1.2		¾ R.Rd	1195
69	WOR	Kington	SO 990559	5½		8.8		1¾ salt way	972 (1050), DB
70	YWR	Coniston Cold	SD 903554	3½		5.6		¼-½ minor R Rd	DB
71		Conistone	SD 982675	c. 10		c. 16.0		½ Mastiles Lane(monastic)	DB

* *Langhelei* in DB. Kington from Kington St Michael nearby.

This list was kindly supplied by Jill Bourne in May 2009. It includes both certain and possible examples of *cyninges-tūn*. I have modified some of the grid references to refer to the present settlements' churches or road junctions to conform with the other corpora.

In plotting the dispersion graphs those examples with a post-1500 date of first evidence were omitted.

In calculating the median, and upper and lower quartiles all pre-1500 examples except the three whose distances are unknown were used.

** As described by I.D. Margary in *Roman Ways in the Weald*

71 examples. 70 with 6-figure grid refs. 3 with post 1500 dates. 1 with no date

Therefore 66 usable examples.

Fig. 1.15

DISPERSION GRAPHS SHOWING THE NUMBERS OF SETTLEMENTS AT GIVEN DISTANCES FROM VARIOUS ROUTES IN MILES AND KM

		O.S.MAP R'TES *ĀC-TŪN*	ALL OLD ROUTES *ĀC-TŪN*	O.S.MAP ROUTES *GRĒOT*	ALL OLD ROUTES *GRĒOT*		
	Distant			X X	X	Distant	
	Over 12					>19.2	
M	12					19.2	K
I	11¾					18.8	I
L	11½					18.4	L
E	11¼					18.0	O
S	11	X	X			17.6	M
	10¾					17.2	E
	10½					16.8	T
	10¼					16.4	R
	10					16.0	E
	9¾					15.6	S
	9½					15.2	
	9¼					14.8	
	9	X		X	X	14.4	
	8¾					14.0	
	8½	X	X			13.6	
	8¼					13.2	
	8	X		X		12.8	
	7¾	**X** X	X X	X	X	12.4	
	7½	~ UQ		X	X	12.0	
	7¼	**X**				11.6	
	7					11.2	
	6¾	X				10.8	
	6½					10.4	
	6¼					10.0	
	6					9.6	
	5¾					9.2	
	5½			X ~ UQ	X	8.8	
	5¼			X	X	8.4	
	5	X X				8.0	
	4¾			X	**X**	7.6	
	4½					7.2	
	4¼				~ UQ	6.8	
	4	X		X		6.4	
	3¾					6.0	
	3½	**X**		X	**X**	5.6	
	3¼	~ M	O			5.2	
	3		**O** ~ UQ	X X	X X	4.8	
	2¾	**X**	O **X**	**X** ~ M	X	4.4	
	2½	X X?	X	**X**	X	4.0	
	2¼	X	X			3.6	
	2		X	O X	**O** X ~ M	3.2	
	1¾			O	**O**	2.8	
	1½	**X** X	**X** **X** ~ M	O **X** X X O ~ LQ	O X X? X O	2.4	
	1¼	~ LQ		X X X	X O **X** **X** ~ LQ	2.0	
	1	X **X**	X X	X	X	1.6	
	¾	X X	X X	X	X O	1.2	
	½		**O** **X** ~ LQ			0.8	
	¼		O? O?			0.4	
	0	X X	X O O		X	0	

Median 3 1/8 miles. 5 km	Median 1½ miles. 2.4 km.	Median 2 5/8 m. 4.2 km	Median 1 7/8 m. 3.0 km
Interquartile Range 6¼miles.	Interquartile Range 2 3/8 m.	Interquartile Range	Interquartile Range
10 km.	3.8 km	3 7/8 m. 7.6 km	2 7/8 m. 4.6 km

X distance from Roman road	O.S. routes	X distance from any Roman road	All old
O distance from ancient track	"	O distance from salt ways, Gough and	routes
		Ogilbyroads and ancient tracks etc	

Fig. 1.16

DISPERSION GRAPHS SHOWING DISTANCES OF SETTLMENTS FROM VARIOUS ROUTES IN MILES AND KM

		O.S. MAP ROUTES *HALH -TŪN*	ALL OLD ROUTES *HALH - TŪN*	O.S. MAP ROUTES *HĒG**	ALL OLD ROUTES *HĒG**	
	Distant			X	X	Distant
	Over 12			X	C R	Over19.2
M	12	X				19.2 K
I	11¾					18.8 I
L	11½					18.4 L
E	11¼					18.0 O
S	11	X	X			17.6 M
	10¾					17.2 E
	10½					16.8 T
	10¼					16.4 R
	10	X				16.0 E
	9¾			X		15.6 S
	9½					15.2
	9¼			X		14.8
	9					14.4
	8¾					14.0
	8½					13.6
	8¼					13.2
	8			X?	O	12.8
	7¾					12.4
	7½		O			12.0
	7¼					11.6
	7			X	X?	11.2
	6¾					10.8
	6½					10.4
	6¼	X	X			10.0
	6	X	X			9.6
	5¾					9.2
	5½	X	X	X		8.8
	5¼			O	O	8.4
	5			X		8.0
	4¾	X X ~ UQ	X X ~ UQ			7.6
	4½	X	X	X X	O X X	7.2
	4¼	X				6.8
	4	X X	X	X		6.4
	3¾			X		6.0
	3½	X		X X ~ UQ	X	5.6
	3¼	X	X			5.2
	3	X X ~ M	X	O X X	X	4.8
	2¾	X	X	X	X X X	4.4
	2½		O	O X X	X X ~ UQ	4.0
	2¼	X	X	X X	X X	3.6
	2	X X X	X X X ~ M	X X X X X ~ M	X X X X	3.2
	1¾	X X X ~ LQ	X X X	O X X	O X X	2.8
	1½	O X	O X	X X O X	X X O X ~ M	2.4
	1¼		O X ~ LQ	O X O X ~ LQ	O X O X	2.0
	1	X X X X	X X X	X X	O X X X O X ~ LQ	1.6
	¾		X	O	O	1.2
	½	O	O O	O X X X	O X X X O X X	0.8
	¼					0.4
	0			X X X	X X X	0

Median	3 miles. 4.8 km.	Median 2 miles. 3.2 km.	Median 2 miles. 3.2 km.	Median 1½ miles. 2.4 km.
Interquartile Range 3 miles. 4.8 km.		IQ Range 3m. 4.8 km.	IQ Range 2¼ m. 3.6 km.	IQ Range 1½ m. 2.4 km.
C = coastal R = riverside			*Includes non-settlement examples	

Fig.1.17

DISPERSION GRAPHS SHOWING THE NUMBERS OF KINGSTONS AT GIVEN DISTANCES FROM ROUTES IN MILES AND KILOMETRES

MILES	From O.S. map routes	From all identified old routes	KILOMETRES
Distant	X X X	C C R C R C C	Distant
Over 12	X		over 19.0
11¾			18.8
11½			18.4
11¼			18.0
11	X		17.6
10¾			17.2
10½			16.8
10¼			16.4
10	X?		16.0
9¾	X		15.6
9½			15.2
9¼	X		14.8
9			14.4
8¾			14.0
8½	X		13.6
8¼			13.2
8	X		12.8
7¾			12.4
7½			12.0
7¼	X?	X?	11.6
7			11.2
6¾			10.8
6½			10.4
6¼	X	X	10.0
6	**X** X X X	X X	9.6
5¾	~ UQ		9.2
5½	X X **X**	X	8.8
5¼	X X X		8.4
5		O	8.0
4¾			7.6
4½	X X	X	7.2
4¼	X		6.8
4	X X		6.4
3¾			6.0
3½	X X	X	5.6
3¼	X X	O	5.2
3		O	4.8
2¾	**X** X ~ M	O X X	4.4
2½		O **X** O ~ UQ	4.0
2¼	X X X	X	3.6
2	X	O	3.2
1¾	X	X O	2.8
1½	X X X	X X X O	2.4
1¼	X X O	X	2.0
1	O X X X	O **X** **X** X X O ~ M	1.6
¾	O X X O X **X** **X** ~ LQ	O X X O X X X	1.2
½	X X X X	O **X** X X X X O O ~ LQ	0.8
¼	X X X X O	X X X X O X X	0.4
0	X	X O O O O	0

Median 2¾ miles. 4.4 km
IQ range 5 m. 8.0 km

Median 1 mile. 1.6 km
IQ range 2 m. 3.2 km
excluding R and C examples
R = riverside. C = coastal

Fig. 1.18
DATA FOR CHI SQUARED TESTS

Distance from Roman road	No. of e.g.s within	No. of e.g.s beyond	Estimated number within	Estimated number beyond	Chi squared	Chance of distribution being random
strǽt-tūn	including 4 examples with no known Roman road					
1 km	31	6	3.9*	33.10	~	~
2 km	32	5	7.42	29.58	101.82	< 1 in 1,000
3 km	33	4	10.68	26.32	65.58	< 1 in 1,000
½ mile	29	8	2.96*	34.04	~	~
1 mile	32	5	6.1	30.90	131.4	< 1 in 1,000
1½ mile	32	5	8.88	28.12	79.20	< 1 in 1,000

Distance from Roman road or ancient track	No of e.g.s within	No. of e.g.s beyond	Estimated number within	Estimated number beyond	Chi squared	Chance of distribution being random
cumb-tūn	39 usable examples					
½ mile	10	29	3.7*	35.29	~	~
1 miles	19	20	7.02	31.98	24.93	< 1 in 1,000
1½ miles	23	16	10.14	28.86	22.04	< 1 in 1,000
cyninges-tūn	66 usable examples					
½ mile	10	56	6.27	59.73	2.45	> 10 in 100
1 mile	22	44	11.88	54.12	10.51	1 in 1.000
1½ miles	28	38	13.16	48.84	9.26	1 in 100 to 1 in 1,000
mōr-tūn and mōr-cot	73 usable examples					
½ mile	14	59	6.93	66.07	7.97	1 in 100 to 1 in 1,000
1 mile	22	51	13.14	59.86	7.28	1 in 100 to 1 in 1,000
1½ miles	30	43	18.98	54.02	8.65	1 in 100 to 1 in 1,000
grēot	29 usable examples					
½ mile	0	29	2.66*	25.34	~	~
1 mile	2	27	5.22	23.78	2.43	> 10 in 100
1½ miles	10	19	7.54	21.46	1.08	> 10 in 100
halh-tūn	27 usable examples					
½ mile	1	26	2.57*	24.43	~	~
1 mile	3	24	4.86*	22.14	~	~
1½ miles	5	22	7.02	19.98	0.39	very high probability
hēg	48 usable examples					
½ mile	7	41	4.56*	43.44	~	~
1 mile	10	38	8.64	39.36	0.13	c. 10 in 100
1½ miles	18	30	12.48	35.52	2.60	5 in 100 to 10 in 100
mersc-tūn	34 usable examples					
½ mile	4	30	3.23*	30.77	~	~
1 mile	8	26	6.12	27.88	0.71	very high probability
1½ miles	12	22	8.84	25.16	1.53	very high probability
āc-tūn	24 usable examples					
½ mile	2	22	2.28*	21.72	~	~
1 mile	6	18	4.32*	19.68	~	~
1½ miles	8	16	6.24	17.76	0.67	very high probability

* too low a value for a valid calculation

APPENDIX SECTION 2

Fig. 1.19 Sheet 1

TOPOGRAPHICAL 'ELEMENT + TŪN' NAMES BY COUNTY

	BEKKR	BRŌC	BURNA	ĒA	FLĒOT	MERE	POL	WELLE	ĒG	FENN	HAMM	HOLMR	MERSC	MŌR	MOS	BRYCG	FORD	HŸTH	PÆTH	STRÆT	WEG	BOTM(N	CUMB	DALR	DENU	HALH	HOP	TOTALS
BDF	~	~	~	1	~	~	~	~	1	~	~	~	1	~	~	~	~	~	~	1	~	~	~	~	~	~	~	4
BRK	~	~	~	2	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	2	~	~	~	~	5
BUC	~	2	~	2	~	~	~	~	~	~	~	~	2	1	~	~	~	~	~	~	~	~	~	~	~	1	~	8
CAM	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0
CHE	~	~	~	1	~	2	3	~	2	~	~	~	1	2	1	~	~	~	~	2	~	~	~	~	~	2	~	16
CMB	~	~	~	~	~	~	~	1	~	1	~	~	~	~	~	~	~	1	~	~	~	~	~	~	1	~	~	4
DEV	~	~	~	~	~	1	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	1	~	~	~	~	3
DOR	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	4	~	~	~	~	5
DRB	~	2	~	1	~	~	~	~	4	1	~	~	2	1	~	~	~	~	~	1	~	~	~	~	~	~	1	13
DRH	~	~	~	~	~	~	~	~	~	~	~	~	~	5	~	~	~	~	~	~	~	~	~	2	1	1	~	9
ESX	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	1
GLO	~	~	~	~	~	~	1	~	~	~	~	~	1	3	~	~	~	~	~	1	~	~	3	~	~	~	~	9
GTL	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1
HMP	~	~	~	~	~	1	~	~	~	~	1	~	~	~	~	~	1	~	~	1	~	~	1	~	~	~	~	5
HNT	~	1	~	~	1	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	4
HRE	~	~	~	3	~	~	~	~	~	~	2	~	2	2	~	~	~	~	~	2	~	~	~	~	~	~	1	12
HRT	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1
IOW	~	~	~	~	~	~	~	~	~	~	~	~	1	1	~	~	~	~	~	~	~	~	~	~	~	~	~	2
KNT	~	~	~	~	~	1	1	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	1	~	2	~	~	6
LEI	~	2	~	~	~	~	~	~	1	~	~	~	1	~	~	~	~	~	~	2	~	~	~	~	~	1	~	7
LIN	~	~	~	~	~	3	~	3	~	2	~	~	1	3	~	~	~	~	~	3	~	~	~	~	1	3	~	19
LNC	~	3	~	~	~	3	3	~	~	~	~	~	~	~	1	~	1	1	~	~	~	~	~	2	2	5	~	21
MDX	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0
NFK	~	~	~	1	~	1	~	~	~	~	~	~	1	1	~	~	~	~	~	2	~	~	~	~	1	~	~	7
NTB	~	~	2	~	~	~	~	~	~	1	~	~	~	1	~	~	~	~	~	1	~	~	~	2	1	1	~	9
NTP	~	~	~	~	~	~	~	1	~	~	~	~	2	1	~	~	~	~	~	~	~	~	~	~	~	~	~	4
NTT	~	1	~	~	~	1	~	~	~	1	~	~	~	2	~	~	~	~	~	1	~	~	~	~	~	1	~	7
OXF	~	2	~	2	~	1	~	~	~	~	~	~	1	2	~	~	~	~	~	1	~	~	~	~	1	1	~	11
RUT	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	1
SFK	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	2	3
SHR	~	7	~	6	~	~	~	~	5	~	~	~	~	5	1	~	1	~	~	1	~	~	~	~	~	5	6	37
SOM	~	1	~	~	~	~	~	1	~	~	~	~	2	~	~	~	~	~	~	3	~	~	7	~	~	1	~	15
SSX	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	1	~	1	~	~	3
STF	~	2	~	1	~	~	~	~	1	1	~	~	2	3	~	~	1	~	~	2	~	~	1	~	~	1	1	16
SUR	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	1	~	~	~	~	2
WAR	~	1	~	1	~	1	~	~	~	~	1	~	6	2	~	~	~	~	~	4	~	~	5	~	~	1	~	22
WLT	~	1	~	2	~	1	~	1	~	~	~	~	3	~	~	~	~	~	~	1	~	~	3	~	~	~	~	12
WML	~	~	~	~	~	1	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	2
WOR	~	1	~	~	~	1	~	~	~	~	~	~	~	2	~	~	~	~	~	~	~	~	~	~	~	~	~	4
YOE	~	~	~	~	~	2	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	3
YON	~	3	~	4	~	4	~	~	~	~	~	~	~	4	~	~	~	~	~	~	~	~	~	~	~	~	~	15
YOW	~	1	~	~	~	2	~	~	~	1	~	~	1	1	~	~	~	~	~	1	~	~	1	1	1	5	1	16
TOTALS	0	30	2	27	1	26	8	8	14	9	5	0	33	47	3	0	4	2	0	33	0	0	31	14	13	29	12	

Fig. 1.19 Sheet 2

TOPOGRAPHICAL 'ELEMENT + TŪN' NAMES BY COUNTY

	BEORG	CLIF	CRŪG	DŪN	HEAFOD	HLITH	HŌH	HRYCG	HYLL	NESS	ŌRA	SCELF	GRÆFE	HANGRA	HYRST	LĒAH	SCEAGA	THVEIT	WALD	WUDU	ÆCER	FELD	LAND	SUBTOTAL	CARRIED OVER from 1	TOTALS
BDF	~	1	~	~	~	~	2	~	~	~	~	2	~	~	~	~	~	~	~	1	~	~	~	6	4	10
BRK	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	1	5	6
BUC	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	2	8	10
CAM	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	0	0
CHE	~	1	~	~	~	~	1	~	~	1	~	~	1	~	~	~	~	~	~	~	~	~	~	4	16	20
CMB	~	1	~	~	~	~	4	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	6	4	10
DEV	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	3	3
DOR	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	3	~	~	~	4	5	9
DRB	~	1	~	~	~	1?	1	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	4	13	17
DRH	~	~	~	~	~	~	3	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	4	9	13
ESX	~	~	~	1	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	2	1	3
GLO	~	1	~	~	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	2	~	~	~	4	9	13
GTL	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	1	1
HMP	1	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	2	~	~	~	4	5	9
HNT	~	~	~	~	~	~	1	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	2	4	6
HRE	~	~	~	1	~	~	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	1	~	3	12	15
HRT	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	1	1
IOW	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	1	3	4
KNT	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	1	5	6
LEI	~	~	~	1	~	~	1	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	3	7	10
LIN	1	~	~	~	~	~	4	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	6	19	25
LNC	~	3	~	~	~	~	5	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	9	21	30
MDX	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	0	0
NFK	~	~	~	1	~	~	3	~	~	~	~	1	~	~	~	~	~	~	~	4	~	~	~	9	7	16
NTB	~	1	~	~	~	~	2	~	~	~	~	~	~	~	~	~	~	~	~	2	~	1	~	6	9	15
NTP	~	~	~	~	~	~	2	~	~	~	~	~	2	~	~	~	~	~	~	1	~	~	~	5	4	9
NTT	~	2	~	~	~	~	1	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	4	7	11
OXF	~	2	~	~	~	~	~	~	~	~	~	1	1	~	~	~	~	~	~	1	~	~	~	5	11	16
RUT	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	1	1
SFK	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	0	3	3
SHR	~	~	~	2	~	~	~	~	~	~	~	2	1	~	~	~	~	~	~	4	~	2	~	11	37	48
SOM	~	~	1	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	2	~	1	~	5	15	20
SSX	~	~	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	3	4
STF	~	1	~	~	~	~	~	~	2	~	~	1	~	~	~	~	~	~	~	2	~	~	~	6	16	22
SUR	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	1	~	~	~	1	2	3
WAR	~	1	~	1	~	~	~	~	~	~	~	1	1	~	~	~	~	~	~	3	~	~	~	7	22	29
WLT	~	~	~	1	~	~	~	~	~	1	~	~	1	~	~	~	~	~	~	2	~	~	~	5	12	17
WML	~	1	~	~	~	~	2	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	~	3	3	6
WOR	~	1	~	~	~	~	~	~	~	~	~	~	2	~	~	~	~	~	~	~	~	~	~	3	4	7
YOE	~	~	~	~	~	~	1	~	~	~	~	1	~	~	~	~	~	~	~	~	~	~	~	1	6	7
YON	~	1	~	~	~	~	17	~	1	~	~	4	~	~	~	~	~	~	~	2	~	~	~	25	18	43
YOW	~	3	~	~	~	1?	5	2	~	~	~	2	1	~	~	~	~	~	~	~	~	~	~	14	17	31
TOTALS	2	23	1	8	0	2?	59	2	6	2	0	18	12	0	0	0	0	0	0	38	0	5	0			529

Fig. 2.1

STRÆT - TŪN

DISTANCE OF CHURCH OR CENTRE FROM ROMAN ROAD

	County	Name	Grid Ref.	Date first evidenced	Church present	Age of Church	Distance from road in miles km of church	Distance from road in miles km of centre	Route in use	Status of route
1	BDF	Stratton	TL 206437	DB	no	-		3/16 0.3	yes	A road
2	CHE	Stratton	SJ 620827	Hy 2	no	-		on	yes	Minor road
3		Stretton	SJ 447527	12.c	yes	19.c.	on		yes	A road
4	DOR	Stratton	SY 651938	1212	yes	Norman	on		yes	A road
5	DRB	Stretton	SK 392613	c.1002	?	-	1/16 0.1		yes	A road
6		Stretton Hall	SK 376627	DB	yes	Norman		1 ? 1.6?	yes	Bridle Way
7	GLO	Stratton	SP 012038	DB	yes	Norman		on	yes	A road
8	HMP	Stratton, East	SU 542401	903(18c) DB	yes	1885-90	3/8 0.6		yes	A road
9		Stratton, West	SU 529403	DB	no	-		3/8 0.6	yes	A road
10	HRE	Stretton Grandison	SO 633441	DB	yes	Decorated	1/8 0.2		yes	A road
11		Stretton Sugwas	SO 466429	DB	yes	1877-8*	¼ 0.4		yes	Minor road
12	LEI	Stretton en le Field	SK 303119	DB	yes	Perpendic.	?		no road	
13		Stretton Magna	SK 657005	DB	yes	19 c.*	on		yes	Minor road
14		Stretton Parva	SK 668003	DB	yes	Norman	3/16 0.3		yes	Minor road
15	LIN	Sturton	SE 968048	DB	no	-		5/8 1.0	yes	Minor road
16		Great Sturton	TF 215766	DB	yes	Norman	7/8 1.4		yes	Dirt track
17		Sturton by Stow	SK 890805	DB	yes	1879	on		yes	Minor road
18	NFK	Long Stratton	TM 196923	DB	yes	Decorated	on		yes	A road
19		Stratton St Michael	TM 205936	DB	yes	Perpendic.	3/8 0.6		yes	A road
20		Stratton Strawless	TG 221208	DB	yes	14/15c	1¾ 2.8		minor	disused
21	NTB	Sturton Grange	NU 215070	c.1220	no	-		2½ 4.0	no road	
22	NTT	Sturton le Steeple	SK 788839	DB	yes	Norman	¼ 0.4		yes	Minor road
23	OXF	Stratton Audley	SP 608260	DB	yes	Norman	9/16 0.9		yes	A road
24	RUT	Stretton	SK 949157	DB	yes	Norman	3/8 0.3		yes	A road
25	SFK	Stratton Hall	TM 244388	DB	no	-	?		no road	
26	SHR	Stony Stretton	SJ 383096	1255	no			1/8 0.2	yes	B road
27		All Stretton	SO 460953	1261-2	yes	1902	3/8 0.6		yes	A road
28		Church Stretton	SO 453936	DB	yes	Norman	¼ 0.4		yes	A road
29		Little Stretton	SO 444915	1261-2	yes	1903	1/8 0.2		yes	A road
30	SOM	Stratton on the Fosse	ST 660508	DB	yes	15c.	1/16 0.1		yes	A road
31		Over Stratton	ST 434152	DB	no	-		on	yes	Minor road
32		Stony Stratton	ST 656393	1065	no	-		2¼ 3.6	no road	
33	SSX	Strettington	SU 893073	DB	no	-		on	yes	A road
34	STF	Stretton	SJ 885115	DB	yes	Norman	¼ 0.2		yes	A & M rds
35		Stretton	SK 254264	942 (13c)	yes	1895-7	½ 0.8		yes	A road
36	SUR	Stratton	TQ 352511	964-75(12c)	no			on	yes	Minor road
37	WAR	Stretton Baskerville	SP 420912	DB	no			on	yes	A road
38		Stretton on Dunsmore	SP 407726	DB	yes	1835-7**	¼ 0.4		yes	Minor road
39		Stretton on Fosse	SP 223383	DB	yes	1841	¼ 0.4		yes	A road
40		Stretton under Fosse	SP 451815	1303	no			3/8 0.6	yes	Minor road
41	WLT	Stratton St Margaret	SU 179872	DB	yes	late 13 c.	1/8 0.2		yes	A road
42	YOW	Sturton Grange	SE 422332	DB	no			½ 0.8	yes	A road
43		Stirton	SD 971527	1120-47	no			3/16 0.3	partly	Footpaths

* Incorporates older bits

** A rectory existed in 1690.

Fig. 2.2

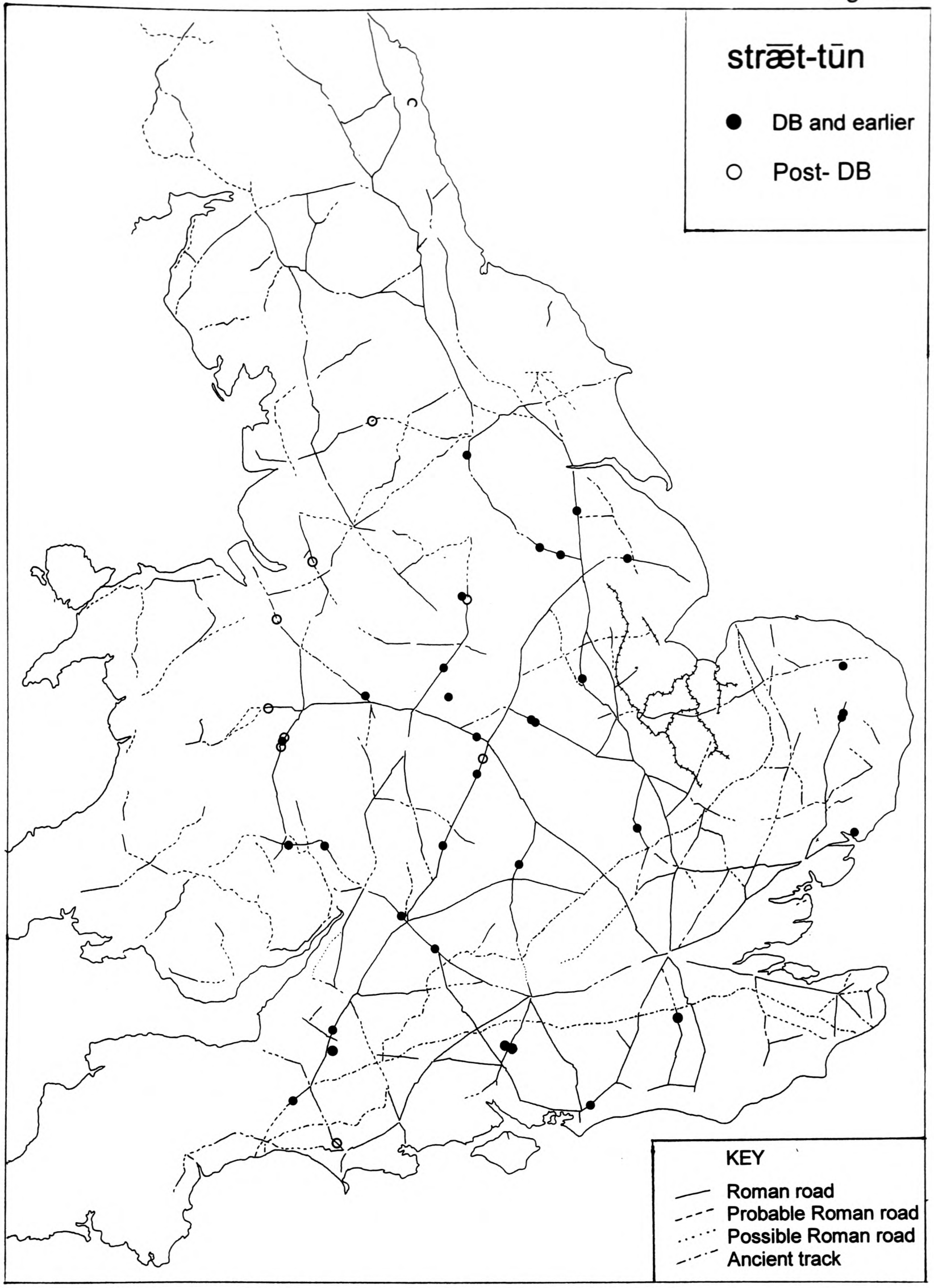

strǣt-tūn
DB and earlier
Post- DB
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 2.3

STRÆT: DISTANCE FROM ROMAN ROADS IN MILES AND KILOMETRES

STRÆT-TŪN

MILES													
	Dist unkn	X	X										
	Over 2	2½	2¼										
M	1 9/16-2	1¾											
I	1 1/16-1½												
L	1												
E	15/16												
S	14/16	X											
	13/16												
	12/16												
	11/16												
	10/16	X											
	9/16	X											
	8/16	X	X										
	7/16												
	6/16	**X**	**X**										UQ
	5/16												
	4/16	X	X	X	X	X	X						
	3/16	**X**	**X**	X									M
	2/16	X	X	X	X								
	1/16	X	X										
	0	X	X	X	X	X	X	X	X	**X**	**X**	X	LQ

Median 3/16 miles (0.3 km) in bold type

Interquartile range68/16 miles (0.6 km) in bold type

STRÆT-FORD

X	X	X	X											
													>3.2	
													2.5-3.2	K
													1.7-2.4	I
													1.6	L
													1.5	O
													1.4	M
													1.3	E
X													1.2	T
													1.1	R
													1	E
													0.9	S
X													0.8	
													0.7	
													0.6	
													0.5	
X	X												0.4	
X	**X**											UQ	0.3	
													0.2	
													0.1	
X	X	X	X	**X**	X	X	X	**X**	X	X	LQ	M	0	

Median 0.0 miles (0.0 km) in bold type

Interquartile range 3/16 miles (0.3 km) in bold type

STRÆT + GENERIC OTHER THAN *FORD* OR *TŪN*

MILES								
	Dist unkn	X	X	X				
	Over 2	3½	4½	6¾				
M	1 7/16-2	1¾	2					
I	1 1/16-1½							
L	1	**X**						UQ
E	15/16							
S	14/16	X						
	13/16							
	12/16							
	11/16							
	10/16	X						
	9/16							
	8/16	X?						
	7/16							
	6/16	X	**X**	X				M
	5/16							
	4/16	X	X	X				
	3/16							
	2/16							
	1/16							
	0	X	X	X	X	X	**X**	LQ

Median 3/8 miles (0.6 km) in bold type

Interquartile range 7/8 miles (1.4 km) in bold type

STRÆT (SIMPLEX)

X	X	X	X	X	X	X							Dist unkn	
2½	4	10											Over 3.2	
													2.4-3.2	K
1½													1.7-2.4	I
													1.6	L
													1.5	O
													1.4	M
													1.3	E
													1.2	T
													1.1	R
													1	E
													0.9	S
													0.8	
													0.7	
X													0.6	
													0.5	
X	**X**	X											0.4	
													0.3	
													0.2	
													0.1	
X	**X**	**X**	**X**										0	

Bold type denotes DB or earlier

X =Roman road O= Ancient track.

Fig. 2.4

STRÆT - FORD

DISTANCE OF CHURCH OR CENTRE FROM ROMAN ROAD

	County	Name	Grid Ref	Date first evidenced	Church present	Age of church	Distance from road in miles km of church	Distance from road in miles km of centre	Route in use	Status of route
1	BDF	Stratford	TL 183477	1325	no			on	yes	Track
2	BUC	Fenny Stratford	SP 883341	1252	yes	18c.	on		yes	A road
3		Stony Stratford	SP 787405	1202	yes	Perpendic	on		yes	A road
4		Water Stratford	SP 652343	DB	yes	Norman	on		yes	A & M r'ds*
5	ESX	Stratford	TQ 390844	WDB	yes	19c.	on		yes	A road
6		Dunmow Ford olim Stf	TL 633219	13c.	no			on	yes	A road
7	GLO	Stratford	SO 881387	1182	no			on	yes	A rd+disus'd
8	HRE	Stretford	SO 444557	DB	yes	Norman	3/16 0.3		yes	A road
9	LNC	Stretford	SJ 834976	1212	yes	19c.	c. on		yes	A road prob.
10		Trafford	SJ 801950	c.1200	no			? Built-up	yes	A road
11	MDX	Stratford atte Bow	TQ 370835	1325	yes	?	on		yes	A road
12	NTP	Old Stratford	SP 779412	1287	?	?	?		yes	A road
13	OXF	Stratford Bridge	SP 443186	c.1200(13c)	no		on		yes	Minor
14	SFK	Stratford St Andrew	TM 358602	DB	yes	Norman	?		road not known	
15		Stratford St Mary	TM 043343	c.995	yes	Perpendic	?		yes	A road
16	SRY	Stratford Farm	TQ 066574	c.13c	no			3/16 ? 0.3	yes ?	A 3
17	WAR	Old Stratford	SP 1756	1285	no		with no. 18			
18		Stratford on Avon	SP 201546	691 (18c.)	yes	Early Eng	½ 0.8		yes	A road
19		Stratford	SK 210017	1253	no		on		yes	A road
20	WLT	Stratford sub Castle	SU 131327	1091	yes	13c.	¾ 1.2		yes	Track
21		Stratford Tony	SU 092264	793-6(12c)DB	yes	13c.	¼ 0.4		yes	Bridle Way
22	YON	Startforth	NZ 047159	c.1050	yes	DB site,19c	¼ 0.4		yes	A road

* One mile stretch absent near railway

Fig. 2.5

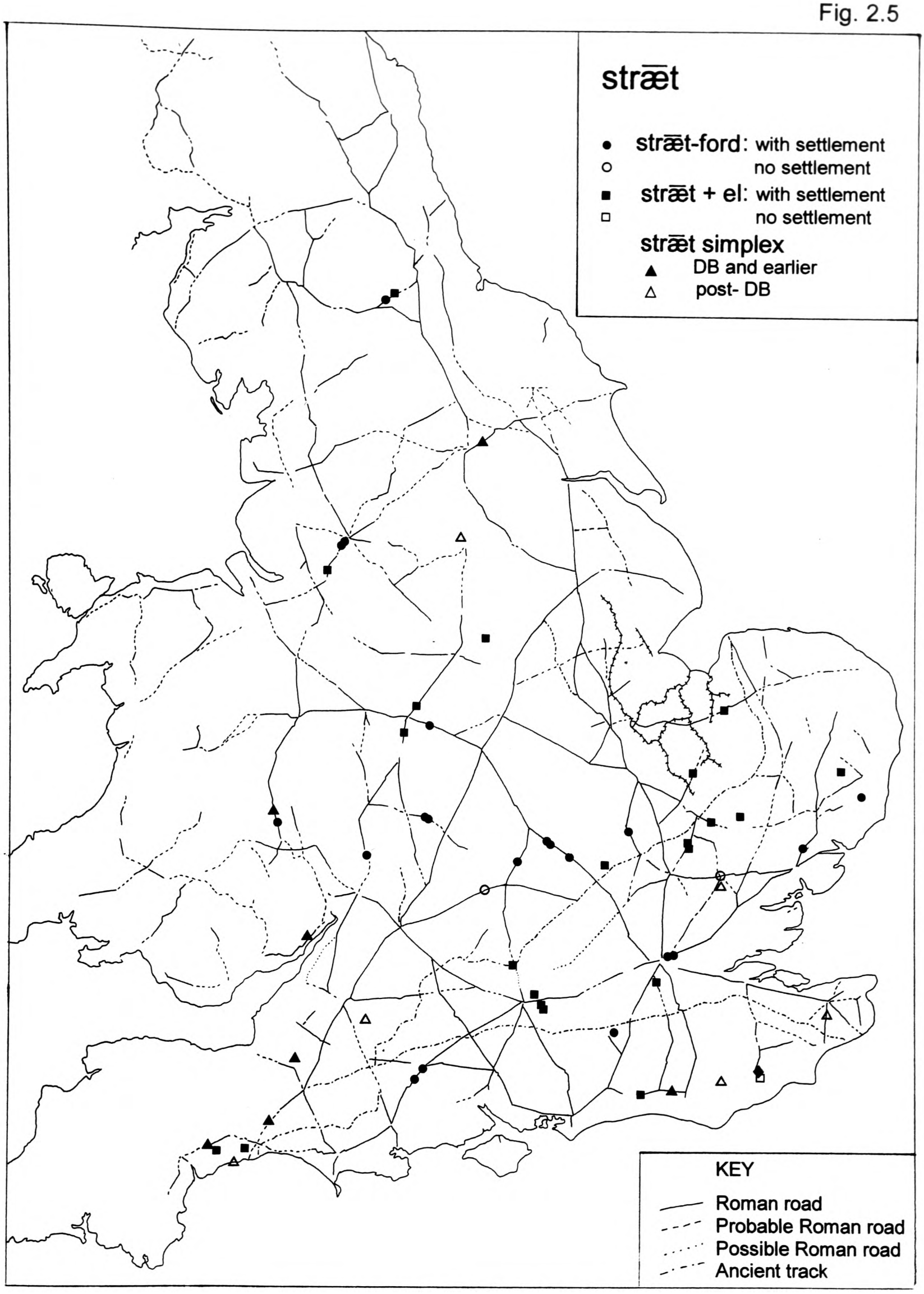

strǣt
strǣt-ford: with settlement
no settlement
strǣt + el: with settlement
no settlement
strǣt simplex
DB and earlier
post- DB
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 2.6
STRÆT + GENERIC OTHER THAN *FORD*

	County	Name	Grid Ref	Date first evidenced	Generic	Distance from road in miles	km	Route in use	Status of route
1	SFK	Stradbroke	TM 231740	DB	*brōc*	3½	5.6	no road	
2	BRK	Stratfield Mortimer	SU 668642	DB	*feld*	1	1.6	partly	Bridle way
3	HMP	Stratfield Saye &	SU 695614	DB	*feld*	7/8.	1.4	partly	or track
4		Stratfield Turgis	SU 690600	DB	*feld*	1¾	2.6	partly	" (all three)
5	SSX	Streetfield Wood	TQ 785205	c.1230	*feld*	no settlement		yes	B road
6	DEV	Straitgate Farm	SY 070956	1333	*geat*	5/8.	1	yes	A road
7	CHE	Stretehay	lost	1393	*(ge)hæg*	?		?	
8	DEV	Streathayne	SY 224949	1330	*(ge)hæg*	2 (minor)	3.2(minor)	yes	A road
9	STF	Streethay	SK 142105	1262	*(ge)hæg*	on	on	yes	A road
10	SFK	Stradishall	TL 748526	DB	*(ge)sell*	4½	7.2	no road	
11	NFK	Stradsett	TF 668057	DB	*(ge)set*	¼	0.4	yes	Aroad
12	ESX	Strethall	TL 485398	DB	*halh*	3/8.	0.6	partly	Dirt track
13	CAM	Stretham	TL 512746	c.975, DB	*hām/hamm*	on	on	partly	Footpath
14	SSX	Streatham	TQ 201136	1180-1204	*hām/hamm*	¼	0.4	no	
15	SUR	Streatham	TQ 302717	727 (13c), DB	*hām/hamm*	on	on	yes	A road
16	CHE	Strethul	lost	c.1200	*hyll*	?	?	?	
17	CHE	Strettle (lost)	c.SJ 722827	late 12c.	*hyll*	½ ?	0.8 ?	yes	A road
18	BDF	Streatley	TL 070286	c.1053(1250),DB	*lēah*	on	on	partly	Minor rd
19	BRK	Streatley	SU 594808	c690(c1200),DB	*lēah*	on	on	yes	A road
20	CAM	Streetley End	TL 614481	DB	*lēah*	3/8.	0.6	yes	Fp & dirt tr
21	CHE	Strettelegh	c. SJ 7279	1316	*lēah*	?	?	?	
22	DUR	Streatlam Park	c.NZ 085195	1050	*lēah*	on	on	partly	A road
23	ESX	Stretley Green	TL 490384	1004	*lēah*	3/8.	0.6	yes	Dirt track
24	NTT	Strelly	SK 506422	DB	*lēah*	6¾	10.8	no road	
25	WAR	Streetly	c.SP 095992	957	*lēah*	¼	0.4	no	

Fig. 2.7

STRÆT -SIMPLEX DISTANCE TO ROMAN ROAD OR ANCIENT TRACK

	County	Name	Grid Ref	Date first evidenced	Distance to Roman road miles metres	ancient track miles metres	Route in use	Status of route
1	CHE	Le Strete (lost)	SJ 463510	1257	not a settlement			
2	DEV	Street	SY 188887	1333	(1½ 2.4)		(minor Roman road)	
3		Strete	c. SX 8050	1244	distant		no nearby road	
4		Strete Raleigh	SY 046955	DB	¼ 0.4		yes	A road
5	ESX	Street Farm	c. TM 1430	1255	> 5 > 8		no nearby road	
6		Street Farm	c.TL 5842	1387	0--3¼ 0-5.2		?	
7		Streets	TL 628181	1443	1 1/8 1.8		yes	A & B rds
8	GLO	Stroat	ST 573997	1061-5 (12c)	on		on	A road
9	HMP	Street	c.SZ 1693	1248	~	~	means highway	
10	HRE	Street Court	SO 424602	DB	¼ 0.4		no	
11	KNT	Street End House	c. TR 0441	1254	?		?	
12		Street End	TR 145535	1240	3/8 0.6		yes	B & minor
13	LNC	Street	c.SD 5609	1284	0-1 1/8, 0-1.8		? route uncertain	
14	SOM	Street	ST 488372	725 (13c)	on		on	A road
15		Street	ST 352073	DB	on		on	B road
16	SSX	Streat	TQ 350152	DB	¼ 0.4		no	
17		Street Farm	c. TQ 1019	1296	1-3 1.6-4.8		? route uncertain	
18		Street End	TQ 605236	1279	10 16	7/8 minor 1,400	track in use	A road
19	WLT	Street	ST 816569	1327	2½ 3.2		no nearby road	
20		Street	c. SU 1787	1442	0-1 1/8, 0-1.8		? route uncertain	
21	YOW	Street	SK 401986	1293	4 6.4		no nearby road	
22		Street House	SE 527454	DB	on		yes	Bridle way

PERSONAL NAME + *STRÆT*

	SSX	Lordine Court	TQ 802227	DB	9		yes	Minor

Fig. 3.1

WEG SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING AND MEANING	DATE	
						DB	POST DB
BDF	Mixeshill	163	Stopsley	c. TL 1023	*Mix(e)weye,* dung		1276
	Wickey	20	Little Staughton	TL 102613	*Wicheweia,* dairy fm		1208
BRK	Broadway	522	Harwell	SU 491886	*Bradewe,* broad		1270
CAM	Buckingway Ho	173	Swavesey	TL 357661	*Bokkyngweye,* of the		1287
					people of Boxworth		
CHE	Whaley Hall	1.176	Yeardsley cum Whaley	SK 010815	*Walegh (1290)* clearing		c.1211-25
	Sandiway Fm	3.208	Weaverham	SJ 623708	*Sondeway,* sandy		1379
DEV	Way Barton	120	St Giles in the Wood	SS 556205	*la Weye*		1309
	Way	178	Bridestow	SX 494897	*Weia*	DB	
	Way, E &W	397	Thelbridge	SS 826136	*atte Weye*		1333
	Way	453	Throwleigh	SX 689899	*la Weye*		1281
	Way Fm	458	Whitestone	SX 880933	*atte Weye*		1330
	Way	573	Thorverton	SS 937059	*atteweye*		1306
	Waye Barton	427	Chagford	SX 688869	*Waye*		1435
	Waye Barton	514	Ipplepen	SX 834644	*atte Weye*		1333
	Waye	464	Ashburton	SX 770719	*la Waye*		1244
	Waymoor	111	Little Torrington	SS 491146	*Waye*		1347
	Waytown	50	Kentisbury	SS 618446	*la Weye*		1249
	Waytown	68	Shirwell	SS 587365	*atte Weye*		1333
	Waytown .	245	Walkhampton	SX 544716	*atte Weye*		1314
	Whey Fm	339	Chittlehampton	SS 617248	*atte Weye*		1330
	Backway	109	Shebbear	SS 459076	*Badekkkeweye,* Beaddeca's		1330
	Boohay	507	Brixham	SX 899520	*Bogheweye,* curved		1330
	Crackaway Barton	40	West Down	SS 531418	*Crakewey(e),* uncertain		1242
	Farway	625 *	Farway	SY 182956	*Fareweia,* danger	DB	
	Greenaway	439	Gidleigh	SX 664882	*de Greneweyesfote,* green		1244
	Greenway	511	Churston Ferrers	SX 877548	*la Grenewey,* green		1328
	Greenway Fm	642	Luppitt	ST 164053	*Grenoweia,* green	DB	
	Hatway Cot.	596	Sidbury	SY 152920	*Hitteweye,* personal name		1301
	Holloway Fm	499	Kenn	SX 893854	*Holeweie,* hollow		1238
	Holways Fm	580	Whimple	SY 049977	*de Holeweye,* hollow		1333
	Hookway	407	Crediton	SX 852984	*Hokeweye,* curved		1210-12
	Narraway	433	Drewsteignton	SX 693928	*Bynortheweye,* north of		1333
	Nethway Ho.	509	Brixham	SX 903522	*Nythewaye,* beneath		1384
	Northway	101	Monkleigh	SS 446222	*Bynortheweye,* north of		1330
	Northway	529	Widdicombe	SX 723768	*Bynorthewey,* north of		1330
	Norway	457	Whitestone	SX 866940	*Bynortheweye,* north of		1344
	Oldaway	289	West Alvington	SX 713424	*Yolleweye,* old		1330
	Orway Fm	565	Kentisbeare	ST 082073	*Orrawia,* ridge or pers n.	DB	
	Radway	489	Bishopsteignton	SX 905744	*Radeweye,* red		1361
	Reddaway	166	Sampford Courteney	SX 630954	*Radeweye,* red		1238
	Ridgeway Fm	609	Awliscombe	c.ST123028	*Rigweye,* ridge		1330
	Roadway	53	Morthoe	SS 473425	*Radehida -weye,* red	DB	
	Rudway Barton	445	Rewe	SS 942016	*Radewei,* red	DB	
	Southaway	243	Tamerton Foliat	SX 480610	*Bysoutheweye,* south of		1333
	Southway	457	Whitestone	SX 861927	*Bysoutheweye,* south of		1334
	Southway	529	Widdicombe	SX 724766	*Bysoutheweye,* south of		1333
	Spurway Barton	388	Oakford	SS 892210	*Espreuweia,* brushwood	DB	
	Spurways Fm	544	Tiverton	SS 986181	*Spyreway,* brushwood		1443
	Tottiskay Fm	632	Southleigh	SY 201935	*Tottekesweye,* Tottec's		1330

	Fig. 3.1 cont.						
DEV	Waxway Ho	606	Ottery St Mary	SY 112927	*Wakeswey,* Waecc's		1249
	Whiteway Barton	479	Kingsteignton	SX 884753	*Witeweia,* white	DB	
DOR	Holway Fm	M 89	Cattistock	ST 586012	*Holeweia,* hollow		1206
	Sandway	3.3	Bourton	ST 773306	*Sandwey,* sand		1292
	Waytown	M 151	Netherbury	SY 470978	*atte Weye*		1327
	Whiteway Fm	1.103	Tyneham	SY 874821	*Whitewey,* white		1327
	Whiteway Fm	1.9	Church Knowle	SY 924813	*Wyteweye,* white		1284
DRB	Bradway	283	Norton	SK 334805	*Brad(e)wei,* broad		c. 1260
	Holloway	360	Dethick, Lea & Holloway	SK 327564	*Hol(e)way,* hollow		1200-10
	Lindway Fm	323	Wessington	SK 359583	*Lindweye,* lime tree		1236
	Ridgeway Fm	655	Repton	SK 313262	*Ruggeweye,* ridge		1325
	Ridgeway Ho	206	Barlow	SK 318750	*Roggwaygate,* ridge		13c.
DUR	Garmondsway	W 48	Extra parochial	NZ 341346	*Garmundesweye,* Garmund's		1140
ESX	Stanway	398	Stanway	TL 940243	*æ Stanwægun,* stone	DB, c,1000(11th)	
GLO	Greenway	3.225	Little Dean	SO 673144	*Grenewey,* green		1276
	Greenway Fm	3.72	Wick and Abson	ST 711722	*Grenewey,* green		1327
	Rodway Hill Fm	3.99	Mangotsfield	ST 664757	*Ruggewey,* ridge		1314
	Stantway	3.204	Westbury on Severn	SO 728137	*Stanetteweye,* stony		1221
	Stanway	2.24	Stanway	SP 061323	*Stan(e)weye,* stone		1105
HMP	Broadway Fm	G 57	Catherington	SU 677131	*Brodweye,* broad		1350
	Farewell Fm	G 92	Hawkley	SU 752289	*Fareweye,* uncertain		1327
	Holdway	G 159	Faccombe	c. SU 3857	*Haldewey,* sloping?		1436
	Markway	G 167	Grateley	c. SU 2741	*Mertwey,* boundary		c. 1270
	Weyhill	C 174	Penton Grafton	SU 318467	*Leweo, weoh* - idol? or *weg*		c.1270
	Whitway	G 152	Burghclere	SU 457596	*Wytewey,* white		1245
HRE	Stanway	CC 23	Adforton	SO 399710	*Stanewei,* stone	DB	
HRT	Barkway	172	Barkway	TL 383355	*Bercheuuei(g),* birch	DB	
	Rossway Fm	49	Northchurch	SP 958073	*Rothewey,* clearing		1432
	Shootersway Fm	49	Northchurch	SP 975075	*Shokersweye,* robber		1357
IOW	Hillway	M 60	Bembridge	SZ 638867	*Holdewaye, slope*		15c.
	Redway	M 86	Arreton	SZ 536848	*atterideweie,* reed		1302
KNT	Broadwaygreen Fm	PNK 546	Petham	TR 123510	*Bradewey,* broad		1240
	Chartway Street	PNK233	East Sutton	TQ 834503	*Cherweye,* rough ground		1226
	Danaway	PNK 260	Newington	TQ 862630	*Denewei,* valley		c.1230
	Greenway Court	PNK 218	Harrietsham	TQ 853541	*Greneweie,* green		1240
	Ridgeway Fm	PNK 511	Herne	TR 188654	*Rigweye,* ridge		1226
	Sandway	PNK 226	Lenham	TQ 885511	*Sandweie,* sand		13c.
	Waystreet Fm	PNK 304	Hernhill	TR 060616	*la Wey*		1240
LEI	Sauvey Castle	2. 283	Withcote	SK 787053	*Saluee,* sallows		1211
NTB	Flotterton	B 30	? Tosson	NT 999025	*Floteweyton,* floating		1160
	Hartington	B 32	Rothley	NZ 023881	*Hertweiton,* stag		1171
OXF	Hanwell	398	Hanwell	SP 435436	*Haneweye,* Hana's	DB	
	Woodway Fm	104	Aston Rowant	SU 729986	*Wodeweyeforlong,* wood		1260-70
	Woodway Fm	404	Sibford Ferris	SP 349367	*Wudeweia, wood*		1185
SHR	Stanway	1.278	Rushbury	SO 532915	*Staneweie,* stone	DB	
SOM	Broadway	DEPN	Broadway	ST 330160	*Bradewei,* broad	DB	
	Halsway	DEPN	Crowcombe	ST 130378	*Healswege,* pass	DB c.1080	
	Holway	DEPN	Corton Denham	ST 631206	*Holeweie,* hollow		1225
	Rodway	DEPN	Cannington	ST 257402	*Radeweye,* fit to ride on		1241
	Stowey	SRS **	Cutcombe	SS 948392	*Staweye,* stone		1285
	Stowey	HMC***	North Curry	c.ST 3125	*Stawey,* stone		c.1263
	Stowey	DEPN	Stowey Sutton	ST 599595	*Staweie,* stone		1246
	Stowey,Nether, Over	DEPN	Stowey	ST 195396	*Stawei,* stone	DB	

	Fig. 3.1 cont.						
SOM	Wayford	DEPN	Wayford	ST 405066	*Waiford,* ford		1206
SUR	Ridgeway Ho	175	Farnham	SU 817462	*Riggweye,* ridge		1346
WAR	Barley Leys Fm	212	Haselor	SP 131556	*Barlecheweye,* barley		t Hy 2
	Holloway Fm	267	Wasperton	SP 273596	*Holowey,* hollow		1353
	Holloway Ho	203	Bidford	SP 096501	*Holanweg,* hollow		872 (11c)
	Radway	272	Radway	SP 368481	*Radwei,* red (probably)	DB	
WLT	Broadway Fm	251	Bishops Cannings	SU 023611	*Bradeweye,* broad		1258
	Fullaway Fm	315	Stert	SU 034592	*Foleweye,* foul		1327
	Highway	269	Hilmarton	SU 042745	*Hiw(e)l,* hay	DB	
	Holloway	176	East Knoyle	ST 874304	*Holeweye,* hollow		1279
	Kingway Barn	51	Malmesbury without	ST 914826	*Kingweye,* king		931 (14th)
	Roundway	253	Roundway(created 1894)	SU 012633	*apud Rindweiam,* cleared		1149
	Trow Lane Fm	67	Brinkworth	SU 026812	*Troweye,* tree		t.Ed 3
	Westway Fm	78	Castle Combe	ST 849766	*atte Weye*		1341
WOR	Broadway	191	Broadway	SP 094374	*Bradanuuege,* broad	DB c.860c. 1200	
	Hayway Fm	191	Broadway	SP 092399	*Hegeweie,* hay		709 (12c)
	Hollow Court and	323	Hanbury	SO 977585	*Holewei,* hollow	DB	
	Hollowfields Fms			SO 976615			
	Meadows Mill	58	Lindridge	SO 692676	*Medeweye,* meadow		1240
	Sharpway Gate	361	Stoke Prior	SO 953654	*Scearpweg,* sheep		770 (11th)
YON	Wayworth	149	Guisborough	NZ 646097	*Wayewathe,* ford		1301

* see Gelling and Cole, '*Landscape*', pp. 70-1.
** see *The Honour of Dunster*, (ed.) H.C. Maxwell-Lyte, Somerset Record Society Vol 33, (1918), p. 63.
*** see *Calendar of the Manuscripts of the Dean and Chapter of Wells,* HMC Wells Vol.1, (1907), p. 321.

Fig. 3.2

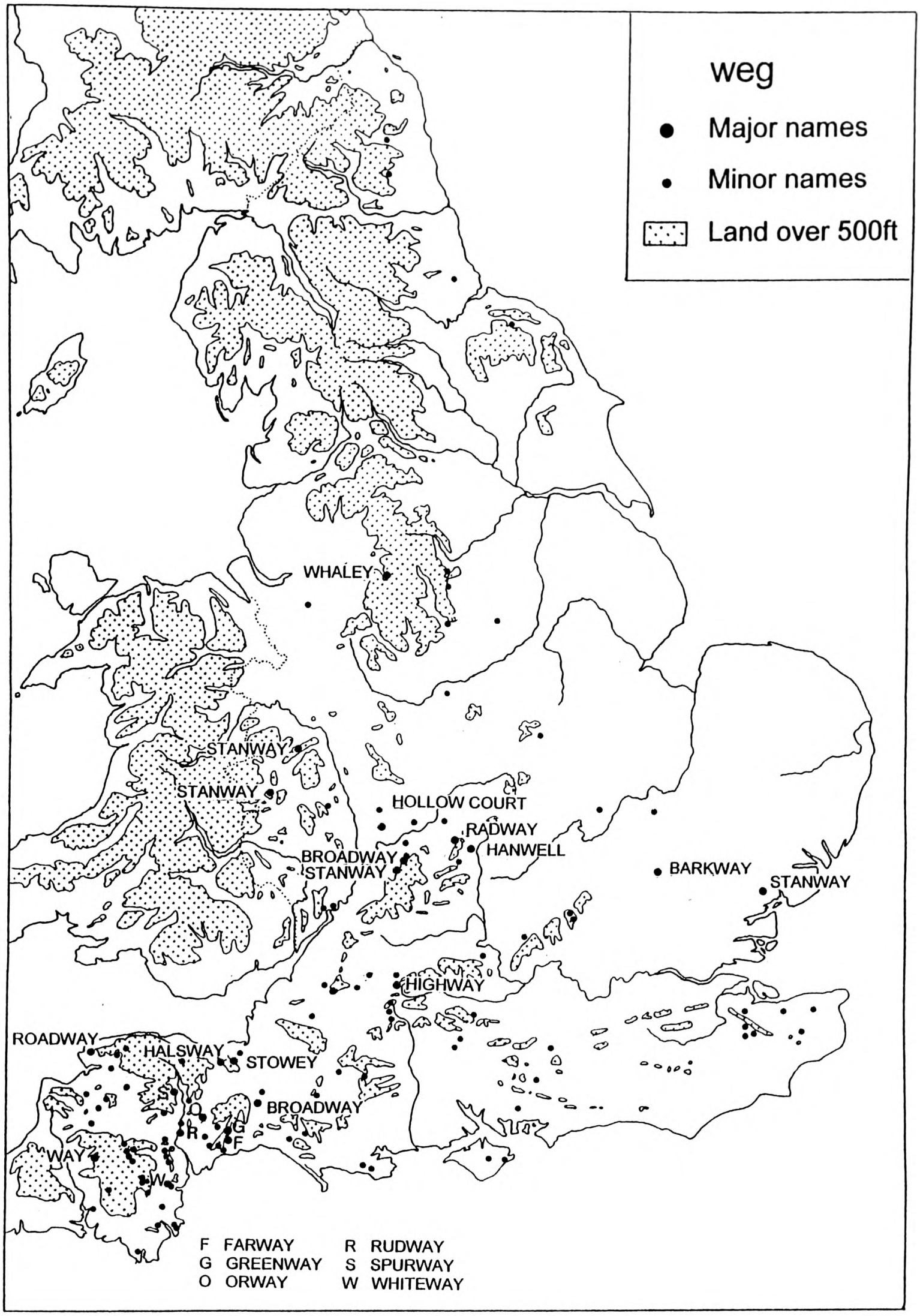

weg
Major names
Minor names
Land over 500ft
WHALEY
STANWAY
STANWAY
HOLLOW COURT
RADWAY
HANWELL
BROADWAY
STANWAY
BARKWAY
STANWAY
HIGHWAY
ROADWAY
HALSWAY
STOWEY
BROADWAY
O
R
G
F
WAY
W
F FARWAY
G GREENWAY
O ORWAY
R RUDWAY
S SPURWAY
W WHITEWAY

Fig. 3.3
GRADIENTS OF *WEG* S
DB AND PARISH *WEG* S

COUNTY	NAME	GR	LOWER CONTOUR FEET	UPPER CONTOUR FEET	DISTANCE YARDS	GRADIENT	NOTES
CHE	Whaley Hall	SK 010815	675	800	500	1 in 12 ?	route uncertain
DEV	Way	SX 494897	475	650	550	1 in 9.4	
	Farway	SY 182956	500	700	450	1 in 6.75	
	Greenway Fm	ST 164053	350	775	1100	1 in 7.3	
	Orway Fm	ST 082073	700	900	500	1 in 7.5	
	Roadway	SS 473425	300	500	360	1 in 5.4 ?	route uncertain
	Rudway Barton	SS 942016	100	150	1200	1 in 72	
	Spurway Barton	SS 892210	500	700	550	1 in 8.25	
	Whiteway Barton	SX 884753	125	300	760	1 in 13	
ESX	Stanway	TL 940243	80	133	900	1 in 51	
GLO	Stanway	SP 061323	400	900	1,300	1 in 7.8	
HRE	Stanway	SO 399710	500	575	350	1 in 14	
HRT	Barkway	TL 383356	350	425	600	1 in 24	
OXF	Hanwell	SP 435436	350	475	900	1 in 16	
SHR	Stanway	SO 532915	450	750	850	1 in 8.5	
SOM	Broadway	ST 330160	400	875	2430	1 in 15.3	
	Halsway	ST 131378	475	1025	1800	1 in 9.8	
	Stowey, Nether	ST 197396	375	1025	2400	1 in 11.1	
	Wayford	ST 405066	375	650	750	1 in 8.2	
WAR	Radway	SP 368481	400	700	950	1 in 9.5	
WLT	Highway	SU 043745	375	550	650	1 in 11.1	
WOR	Broadway	SP 094374	400	875	1900	1 in 12	
	Hollow Court	SO 977585	175	219	400	1 in 27.2	

POST DB *WEG* S: LOCATIONS KNOWN

COUNTY	NAME	GR	LOWER CONTOUR FEET	UPPER CONTOUR FEET	DISTANCE YARDS	GRADIENT	NOTES
BDF	Wickey Fm	TL 102613	*	*	*	nearly level	
BRK	Broadway	SU 491886	275	350	680	1 in 27.2	
CAM	Buckingway Ho	TL 357661	*	*	*	nearly level	
CHE	Sandiway Fm	SJ 623708	150	200	180	1 in 10.8	
DEV	Way Barton	SS 556205	325	500	550	1 in 9.4 ?	route uncertain
	Way, E & W	SS 826136	550	650	390	1 in 11.7 ?	route uncertain
	Way	SX 689899	725	775	250	1 in 15	
	Way	SX 880933	375	450	300	1 in 12	
	Way	SS 937059	150	350	480	1 in 7.2	route uncertain
	Waye Barton	SX 688869	625	800	570	1 in 9.9	
	Waye Barton	SX 834644	100	200	400	1 in 12	
	Waye	SX 770719	475	725	900	1 in 10.8	
	Waymoor	SS 491146	400	500	600	1 in 18	
	Waytown	SS 618446	750	875	580	1 in 13.9	route uncertain
	Waytown	SS 587365	500	600	500	1 in 15	
	Waytown	SX 544716	475	675	500	1 in 7.5	
	Whey Fm	SS 617248	150	200	200	1 in 12	
	Backway	SS 459076	375	475	500	1 in 15	
	Boohay	SX 899520	383	450	330	1 in 14.8	route uncertain
	Crackaway Barton	SS 531418	575	700	700	1 in 16.8	

Fig. 3.3 cont.

	Greenaway	SX 664882	975	1100	500	1 in 12	
	Greenway	SX 877548	0	175	900	1 in 15.4	
	Hatway	SY 152920	400	600	600	1 in 9	
	Holloway Fm (B'ton)	SX 893854	400	500	550	1 in 16.5	
	Holways Fm	SY 049977	*	*	*	gentle	
	Hookway	SX 852984	150 (175)	225 (325)	180 (640)	1 in 7.2 (or 12.8)	route uncertain
	Narraway	SX 693928	650	800	650	1 in 13	
	Nethway	SX 903522	383	450	330	1 in 14.8 ?	route uncertain
	Northway	SS 446222	75	225	420	1 in 8.4	
	Northway	SX 723768	800	1300	1430	1 in 8.6	
	Norway	SX 866940	450	525	180	1 in 7.2	
	Oldaway	SX 713424	200	250	130	1 in 7.8	
	Radway	SX 905744	600	675	200	1 in 8	
	Reddaway	SX 630954	*	*	*	*	route uncertain
	Ridgeway Fm	c.ST 123028	500	825	960	1 in 8.9	
	Southaway	SX 489607	100	300	580	1 in 8.7	
	Southway	SX 861927	*	*	*	*	route uncertain
	Southway	SX 724766	800	1300	1430	1 in 8.6	as Northway
	Spurways Fm	SS 986181	675	925	850	1 in 10.2	
	Tottiskay	SY 201935	275	475	500	1 in 7.5	
	Waxway Ho	SY 112927	600	750	330	1 in 6.6	route uncertain
DOR	Holway Fm	ST 586012	375	500	650	1 in 11.1	
	Sandway	ST 773306	350	400	300	1 in 18	
	Waytown	SY 470978	125	200	175	1 in 7	
	Whiteway Fm	SY 874821	250	600	1,500	1 in 12.9	
	Whiteway Fm	SY 924813	200	270	350	1 in 15	
DRB	Bradway	SK 334805	525	625	430	1 in 12.9	
	Holloway	SK 327564	600	700	250	1 in 7.5	
	Lindway Fm	SK 359583	600	850	600	1 in 7.2	
	Ridgeway Fm	SK 313262	*	*	*	*	route uncertain
	Ridgeway Ho	SK 318750	650	800	560	1 in 11.2	
DUR	Garmondsway	NZ 341346	375	500	700	1 in 12 ?	route uncertain
GLO	Greenway	SO 673144	400	500	700	1 in 21 ?	route uncertain
	Greenway Fm	ST 711722	300	375	875	1 in 32	
	Rodway Hill Fm	ST 664757	*	*	*	moderate	route uncertain
	Stantway	SO 728137	50	100	225	1 in 13.5	
	Stanway	SP 061323	400	900	1300	1 in 7.8	
HMP	Broadway Fm	SU 677131	200	325	1480	1 in 35.8	
	Farewell Fm	SU 752289	300	500	830	1 in 12.4	
	Weyhill	SU 318467	300	350	200	1 in 12	
	Whitway	SU 457596	450	500	50	1 in 3 (briefly)	
HRT	Rossway Fm	SP 958073	500	550	430	1 in 25.8 ?	route uncertain
	Shootersway Fm	SP 975075	*	*	*	*	route uncertain
IOW	Hillway	SZ 638867	50	100	270	1 in 16.2	
	Redway	SZ 536848	50	150	280	1 in 8.4	briefly steeper
KNT	Broadwaygreen Fm	TR 123510	250	400	1000	1 in 20	
	Chartway Street	TQ 834503	*	*	*	nearly level	
	Danaway	TQ 862630	150	225	260	1 in 10.4	
	Greenway Court	TQ 853541	300	375	440	1 in 17.6	
	Ridgeway Fm	TR 188654	*	*	*	nearly level	
	Sandway	TQ 885511	325	375	520	1 in 31.2 ?	NE - SW route
	Waystreet Fm	TR 060616	*	*	*	gentle	

	Fig. 3.3 cont.						
LEI	Sauvey Castle	SK 787053	525	588	280	1 in 13.3 ?	route uncertain
NTB	Flotterton	NT 999025	*	*	*	nearly level	
	Hartington	NZ 023881	600	700	710	1 in 21.3 ?	route uncertain
OXF	Woodway Fm	SU 729986	375	500	1650	1 in 39.6	
	Woodway Fm	SP 349367	400	525	520	1 in 12.5	
SOM	Holway	ST 631206	200	325	300	1 in 7.2	
	Rodway	ST 256402	c.25	91	300	1 in 13.6	
	Stowey (Sutton)	ST 599595	225	450	1300	1 in 17.3	
	Stowey (Old)	SS 956384	850	1100	850	1 in 10.2	
	Wayford	ST 405066	375	650	750	1 in 8.2	
SRY	Ridgeway Ho	SU 817462	250	350	700	1 in 21	
WAR	Barley Leys Fm	SP 131556	200	325	1000	1 in 24	
	Holloway Fm	SP 273596	*	*	*	gentle	
	Holloway Ho	SP 096501	125	150	180	1 in 20 approx	
WLT	Broadway Fm	SU 023611	400	450	450	1 in 27 or less	route uncertain
	Fullaway Fm	SU 034592	275	350	550	1 in 22 ?	route uncertain
	Holloway	ST 874304	450	525	250	1 in 10 ?	route uncertain
	Kingway Barn	ST 914826	*	*	*	*	nearly level
	Roundway	SU 014633	500	725	680	1 in 9.1	
	Trow Lane Fm	SU 026812	300	400	280	1 in 8.4	
	Westway Fm	ST 849766	250	400	400	1 in 8	
WOR	Hayway Fm	SP 092399	200	250	360	1 in 20.1	
	Meadows Mill	SO 692676	*	*	*	nearly level	
	Sharpway Gate	SO 953654	200	325	1,100	1 in 26.4 ?	route uncertain
YON	Wayworth	NZ 646097	600	700	300	1 in 9	

Fig. 3.4
GRADIENTS OF *STRÆT - TŪNS*

	COUNTY	NAME	GR	LOWER CONTOUR FT	UPPER CONTOUR FT	DISTANCE YARDS	GRADIENT	NOTES
1	BDF	Stratton	TL 206437	125	*	*	c. level	
2	CHS	Stretton	SJ 620827	275	*	*	c. level	
3		Stretton	SJ 447527	100	125	500	1 in 60	
4	DOR	Stratton	SY 651938	250	350	800	1 in 24	
5	DRB	Stretton	SK 392613	500	525	600	1 in 72	
6		Stretton Hall	SK 376627	500	525	600	1 in 72	
7	GLO	Stratton	SP 012038	400	550	1,400	1 in 28	
8	HMP	Stratton, East	SU 542401	275	350	650	1 in 26	
9		Stratton, West	SU 529403	275	350	650	1 in 26	
10	HRE	Stretton Grandison	SO 633441	200	250	475	1 in 28.5	
11		Stretton Sugwas	SO 466429	225	*	*	c. level	
12	LEI	Stretton en le Field	SK 303119	*	*	*		no known road
13		Stretton Magna	SK 657005	375	425	575	1 in 34.5	
14		Stretton Parva	SK 668003	375	425	450	1 in 27	
15	LIN	Sturton	SE 968048	100	125	900	1 in 108	
16		Great Sturton	TF 215766	150	225	1,450	1 in 58	
17		Sturton by Stow	SK 890805	25	50	1,250	1 in 150	
18	NFK	Long Stratton	TM 196923	150	175	1,675	1 in 201	
19		Stratton St Michael	TM 205936	100	150	900	1 in 54	
20		Stratton Strawless	TG 221208	50	*	*	c. level	
21	NTB	Sturton Grange	NU 215070	*	*	*		no known road
22	NTT	Sturton le Steeple	SK 788839	50	*	*	c. level	
23	OXF	Stratton Audley	SP 608260	300	350	450	1 in 27	
24	RUT	Stretton	SK 949157	350	375	400	1 in 48	
25	SFK	Stratton Hall	TM 244388	*	*	*		no known road
26	SHR	Stony Stretton	SJ 383096	375	*	*	c. level	
27		All Stretton	SO 460953	600	625	700	1 in 84	
28		Church Stretton	SO 453936	600	625	700	1 in 84	
29		Little Stretton	SO 444915	600	625	700	1 in 84	
30	SOM	Stratton on the Fosse	ST 660508	525	625	1,500	1 in 45	
31		Over Stratton	ST 454152	100	200	1,100	1 in 33	
32		Stony Stratton	ST 656393	*	*	*		no known road
33	SSX	Strettington	SU 893073	75	100	700	1 in 84	
34	STF	Stretton	SJ 885115	300	350	1,150	1 in 69	
35		Stretton	SK 254264	150	*	*	c. level	
36	SUR	Stratton	TQ 352511	325	550	950	1 in 12.7	
37	WAR	Stretton Baskerville	SP 420912	325	400	625	1 in 25	
38		Stretton on Dunsmore	SP 407726	250	300	300	1 in 18	
39		Stretton on Fosse	SP 223383	300	350	350	1 in 21	
40		Stretton under Fosse	SP 451815	300	375	575	1 in 23	
41	WLT	Stratton St Margaret	SU 179872	325	*	*	c.level	
42	YOW	Sturton Grange	SE 422332	225	250	600	1 in 72	
43		Stirton	SD 971527	400	500	450	1 in 13.5	

Fig. 3.5
GRADIENTS OF *STRÆT* + ELEMENT OTHER THAN *TŪN*

COUNTY	NAME	GR	LOWER CONTOUR FEET	UPPER CONTOUR FEET	DISTANCE YARDS	GRADIENT	NOTES	DATE
BDF	Streatley	TL 070286	450	500	260	1 in 15.6		1053, DB
BRK	Stratfield Mortimer	SU 668642	200	250	350	1 in 21		DB
	Streatley	SU 594808				nearly level		690, DB
CAM	Streetley End	TL 614481	300	375	1580	1 in 63.2		DB
	Stretham	TL 512746	25	50	450	1 in 54		975, DB
CHE	Stretehay	lost	*	*	*	*		1393
	Strethul	lost	*	*	*	*		c.1200
	Strettelegh	c.SJ 7279	*	*	*	*		1316
	Strettle	c. SJ 722827	185	212	1650	1 in 173		late 12th
DEV	Straitgate Fm	SY 070956	300	500	1100	1 in 16.5		1061
	Streathayne	SY 224949	*	*	*	*	no R Rd	1330
DUR	Streatlam Park	NZ 085195	475	625	800	1 in 16		1050
ESS	Strethall	TL 485398	200	300	950	1 in 28.5		DB
	Stretley Green	TL 490384	275	375	480	1 in 14.4		1004
HMP	Stratfield Saye	SU 695614	200	250	350	1 in 21	as Stratfield	1053-66,DB
	Stratfield Turgis	SU 690600	200	250	350	1 in 21	Mortimer	1053-66,DB
NFK	Stradsett	TF 668057	66	100	1950	1 in 172		DB
NTT	Strelly	SK 506422	*	*	*	*	no R Rd	DB
SFK	Stradbroke	TM 231740	*	*	*	gentle	2 R Rds	DB
	Stradishall	TL 748526	*	*	*	*	no R Rd	DB
SSX	Streatham	TQ 201136	*	*	*	nearly level		1180-1204
STF	Streethay	SK 142105	225	250	1000	1 in 120		1262
	Streetly	c. SP 095992	475	500	260	1 in 31.2		957
SUR	Streatham	TQ 2972				gentle		675, DB

Fig. 3.6
GRADIENTS OF *PÆTH* - NAMED SETTLEMENTS

COUNTY	NAME	GR	LOWER CONTOUR IN FEET	UPPER CONTOUR IN FEET	DISTANCE IN YARDS	GRADIENT	NOTES
CNW	Dupath	SX 374693	c. 500			gentle	route uncertain
DEV	Gappah	SX 862773	150	225	240	1 in 9.6	
	Parford	SX 713899	500	575	250	1 in 10	
	Smythapark	SS 629384	650	650	900	almost level	
	Sticklepath	c.SS 555328	75	150	320	1 in 12.8	
	Sticklepath	SX 640940	725	800	480	1 in 19.2	
DUR	Brancepeth	NZ 223377	300	350	200	1 in 12	
	Peth House	NZ 172475	400	575	410	1 in 7	
	Urpeth	NZ 237540	175	275	150	1 in 4.5	
GLO	Bagpath	ST 805950	550	675	350	1 in 8.4	
NTB	Hudspeth	NY 948943	550	575	680	1 in 81.6	route uncertain
	Morpeth	NZ 197861	125	200	280	1 in 11.2	
	Soppit	NY 922934	525	600	250	1 in 10	
OXF	Horspath	SP 587047	325	500	700	1in 12 ?	or level ?
SHR	Pave Lane Fm	SJ 760165	325	*	*	almost level	
SOM	Pathe	ST 379305	c. 15	*	*	almost level	
	Panborough	ST 472456	c. 25	*	*	almost level	
	Sticklepath	ST 303125	400	625	680	1 in 9.1	
WAR	Alspath Hall	SP 265825	450	500	350	1 in 21 ?	route uncertain
	Monkspath Pr'y	SP 133770	425	*	*	almost level	
	Pathlow Fm	SP 177586	250	350	1,150	1 in 34.5	
WML	Patton Hall	SD 547960	400	550	480	1 in 9.6	
YOW	Painley	SD 842501	400	475	1,070	1 in 42.8	route disturbed
	Pateley Bridge	SE 158658	450	600	1,200	1 in 24	plural, two
	" "		500	900	640	1 in 4.8	tracks

NON-SETTLEMENT *PÆTH*S

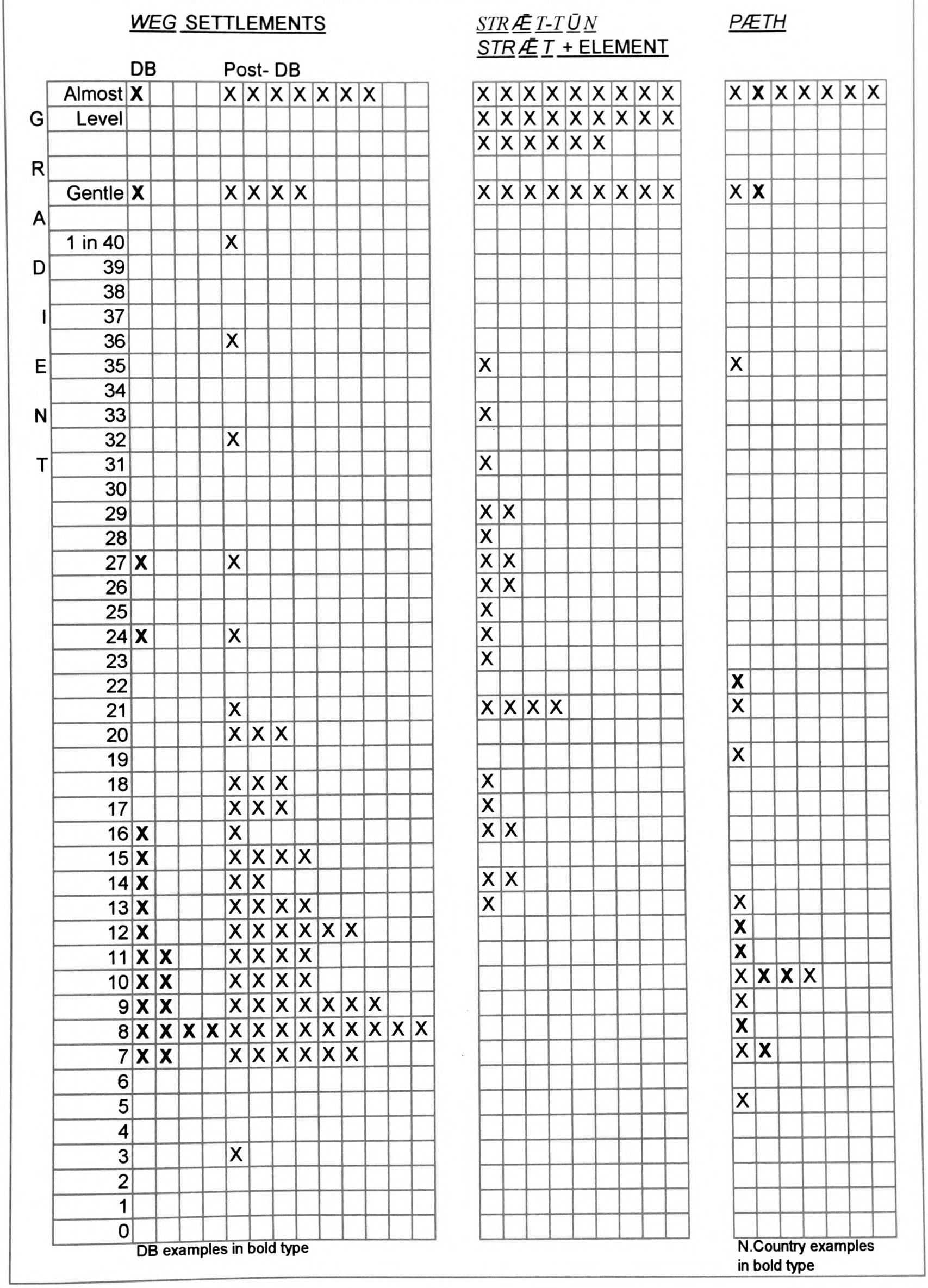
HRT	Tolpits	c.TQ 090946	c. 160				toll ME?
DUR	Ragpath Side	NZ 147447	500+				? No dates
	Ragpath Wood	NZ 205423	500+				? No dates
NTB	Doepath Fields	c.NY 9964	?				lost
	Gamelspath	NT 8007	1250-1600				track
	Yarnspeth	NT 8813	1400-1500				track
YON	Roppa	SE 586910					track

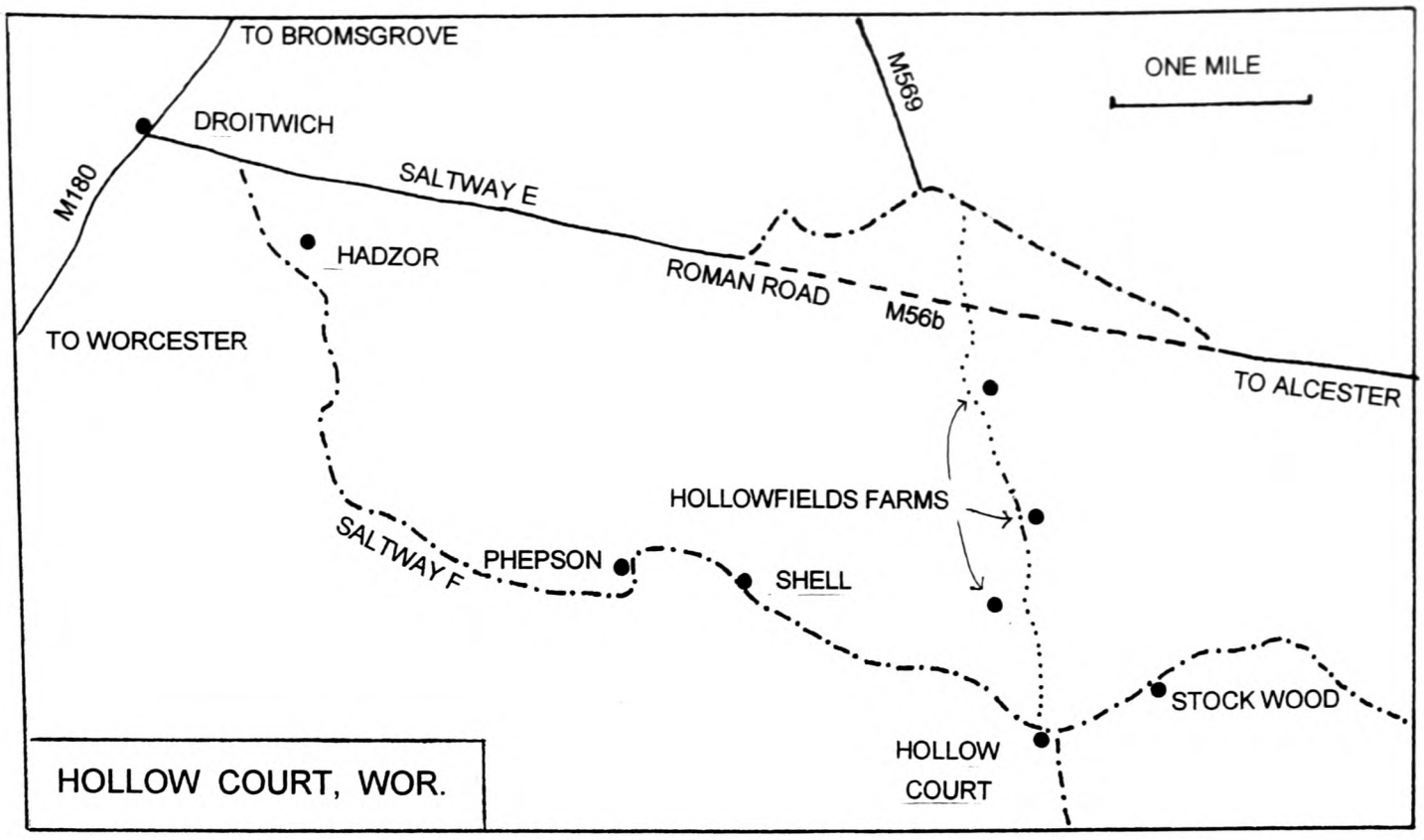
Fig. 3.7
GRADIENTS OF *WEG* S IN CHARTER BOUNDARIES

COUNTY	NAME	ESTATE	ALMOST LEVEL	VERY GENTLE SLOPE	GENTLER THAN 1 in 20	1 in 10 - 1 in 20	STEEPER THAN 1 in 10	NOTES
BRK	*Ærnincg*	Brightwell cum Sotwell	X					
	Bric	Brightwell cum Sotwell	X					
	Ealdan	Curridge		X				
	Ealden	West Woolstone	X					
	Ealden Wudu	Hardwell				1 in 12		
	Ealden Hord Wyllæs	West Woolstone				1 in 10		briefly
	Hig	Wootton & Sunningwell			1 in 38			
	Holan	Brightwell cum Sotwell				1 in 20		
	Hrycg	Shellingford		X (1 in 84)				
	Hwitan	Farnborough				1 in 20		
	Hwitan Holan	Aston Upthorpe				1 in 11		steepest p't
	Pættes	Fyfield	X					
	Port	Wootton				1 in 20		
	Port	Longworth	X					
	Smalan	Farnborough				c. 1 in 20		
	Smalan	Lockinge	X					
	Smalan	Blewbury		X				steep end
	Stanihtan	Aston Upthorpe			c. 1 in 30			
	Stanweges	Blewbury			c. 1 in 30			
	Stific	Stanmore		X (1 in 65)				
	Suðeran	Farnborough			c. 1 in 30			
	Swin	Blewbury			c. 1 in 30			
	Weg Cocce	Waltham St Lawrence		X				
WAR	*Bradan Wæn*	Longden (Tredington)		X				
	Ealde	Oldberrow				1 in 12		
	Ealdan	Aspley (Tanworth)				1 in 12		
	Ealdan	Arley				1 in 12		
	Grenan	Bishopton				1in 20		
	Grenan	Ladbrooke & Radbourne	X					
	Grenan	Ruin Clifford	X					
	Hrycg	Wormleighton		X				
	Hrycg	Tiddington & Alvington		X				
	Oflic	Aspley (Tanworth)		X				
	Rah	Tredington					1 in 6	briefly
	Scir Holtes	*Teodeceslæge*			1 in 33			
	Weg	Tiddington & Alvington	X					
	Weges	Tidmington		X				

Fig. 3.8

DISPERSION GRAPHS: GRADIENTS OF *WEG*, *STRÆT* AND *PÆTH*

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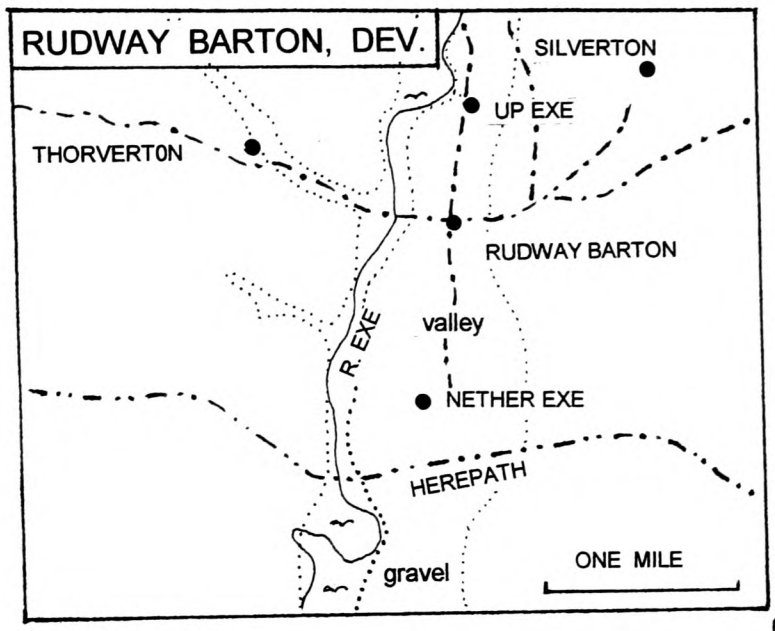
M180
SALTWAY E
M569
ONE MILE
HADZOR
ROMAN ROAD
M56b
TO WORCESTER
TO ALCESTER
HOLLOWFIELDS FARMS
SALTWAY F
PHEPSON
SHELL
STOCK WOOD
HOLLOW
COURT
HOLLOW COURT, WOR.


RUDWAY BARTON, DEV.
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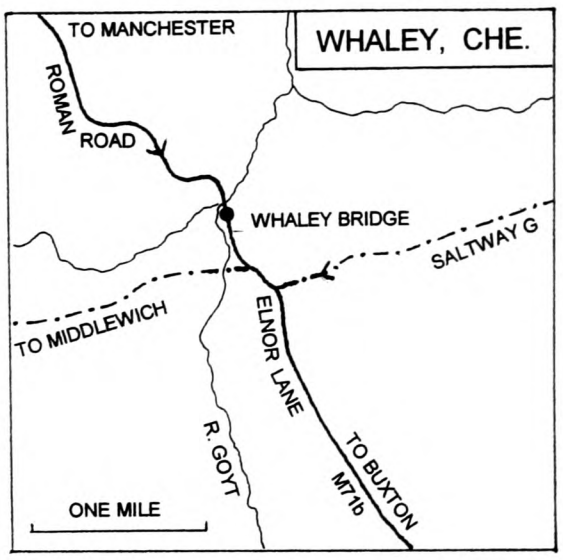
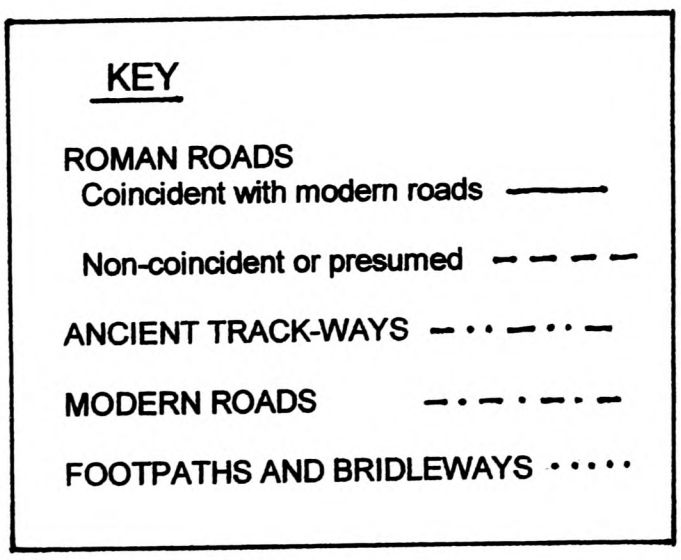
UP EXE
THORVERTON
RUDWAY BARTON
valley
R. EXE
NETHER EXE
HEREPATH
gravel
ONE MILE


TO MANCHESTER
WHALEY, CHE.
ROMAN
ROAD
WHALEY BRIDGE
SALTWAY G
TO MIDDLEWICH
ELNOR LANE
R. GOYT
TO BUXTON
M71b
ONE MILE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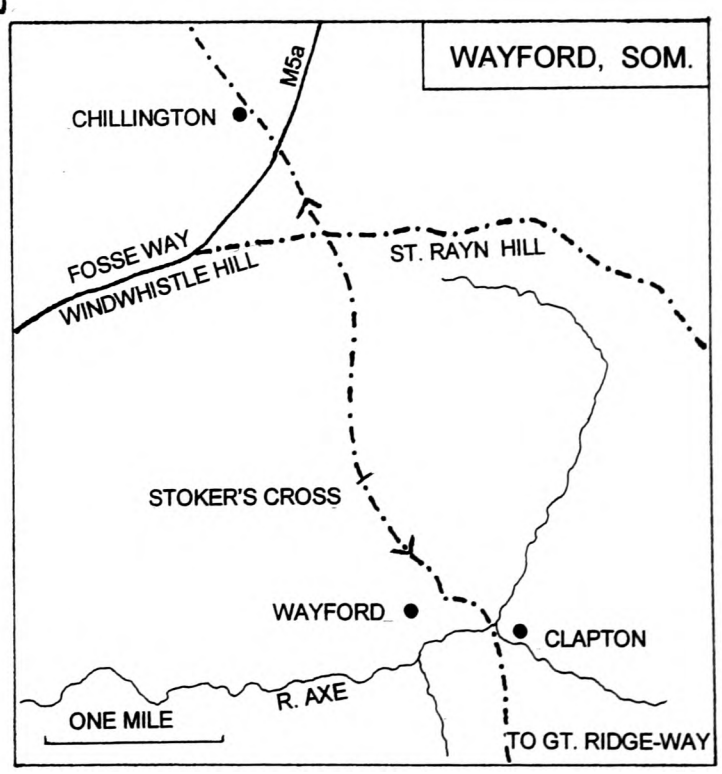
ROMAN ROADS
Coincident with modern roads
Non-coincident or presumed
ANCIENT TRACK-WAYS
MODERN ROADS
FOOTPATHS AND BRIDLEWAYS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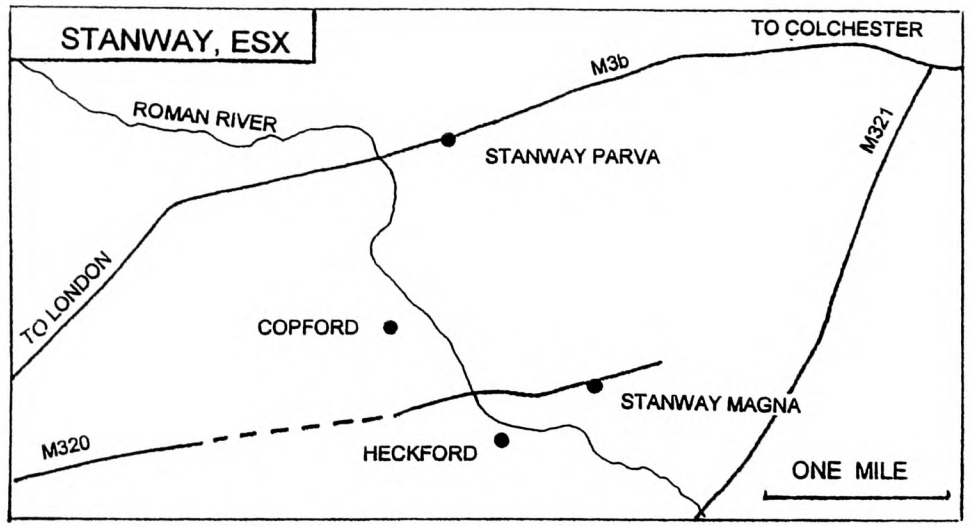
M5a
CHILLINGTON
FOSSE WAY
WINDWHISTLE HILL
ST. RAYN HILL
STOKER'S CROSS
WAYFORD
CLAPTON
R. AXE
ONE MILE
TO GT. RIDGE-WAY

Fig. 3.9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STANWAY PARVA
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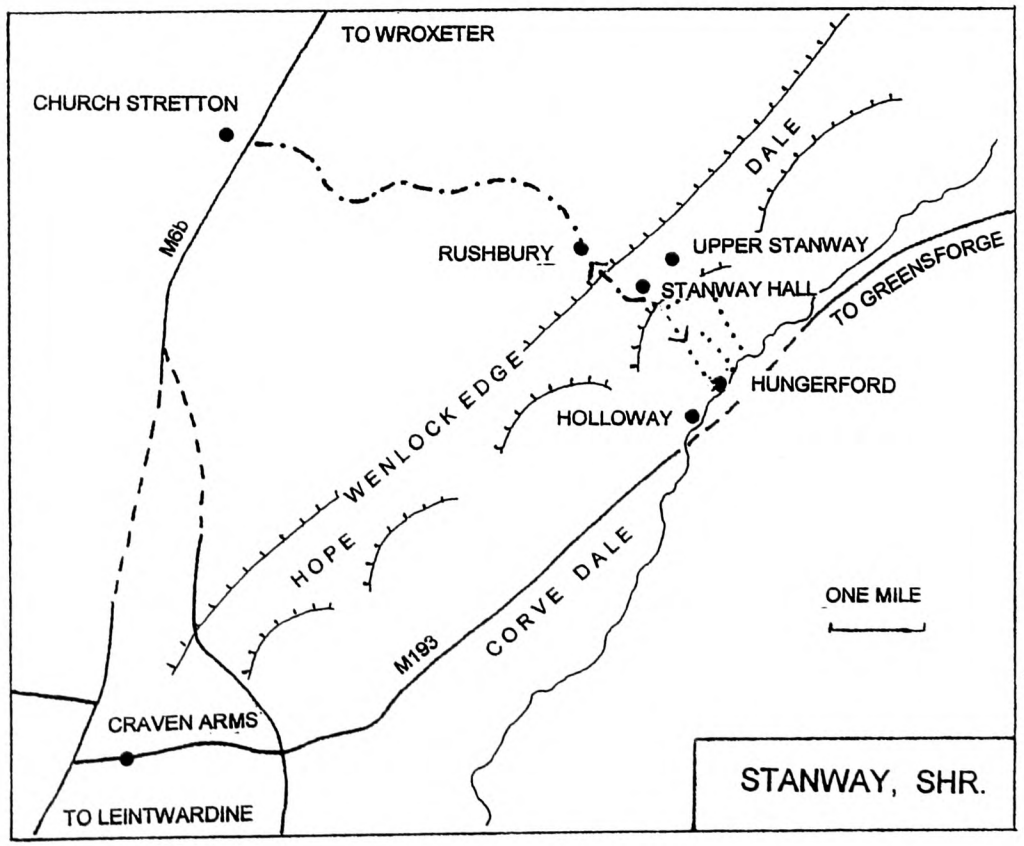
TO LONDON
COPFORD
STANWAY MAGNA
M320
HECKFORD
ONE MILE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CHURCH STRETTON
DALE
M6b
RUSHBURY
UPPER STANWAY
STANWAY HALL
TO GREENSFORGE
HUNGERFORD
HOLLOWAY
HOPE WENLOCK EDGE
ONE MILE
M193
CORVE DALE
CRAVEN ARMS
TO LEINTWARDINE
STANWAY, SHR.

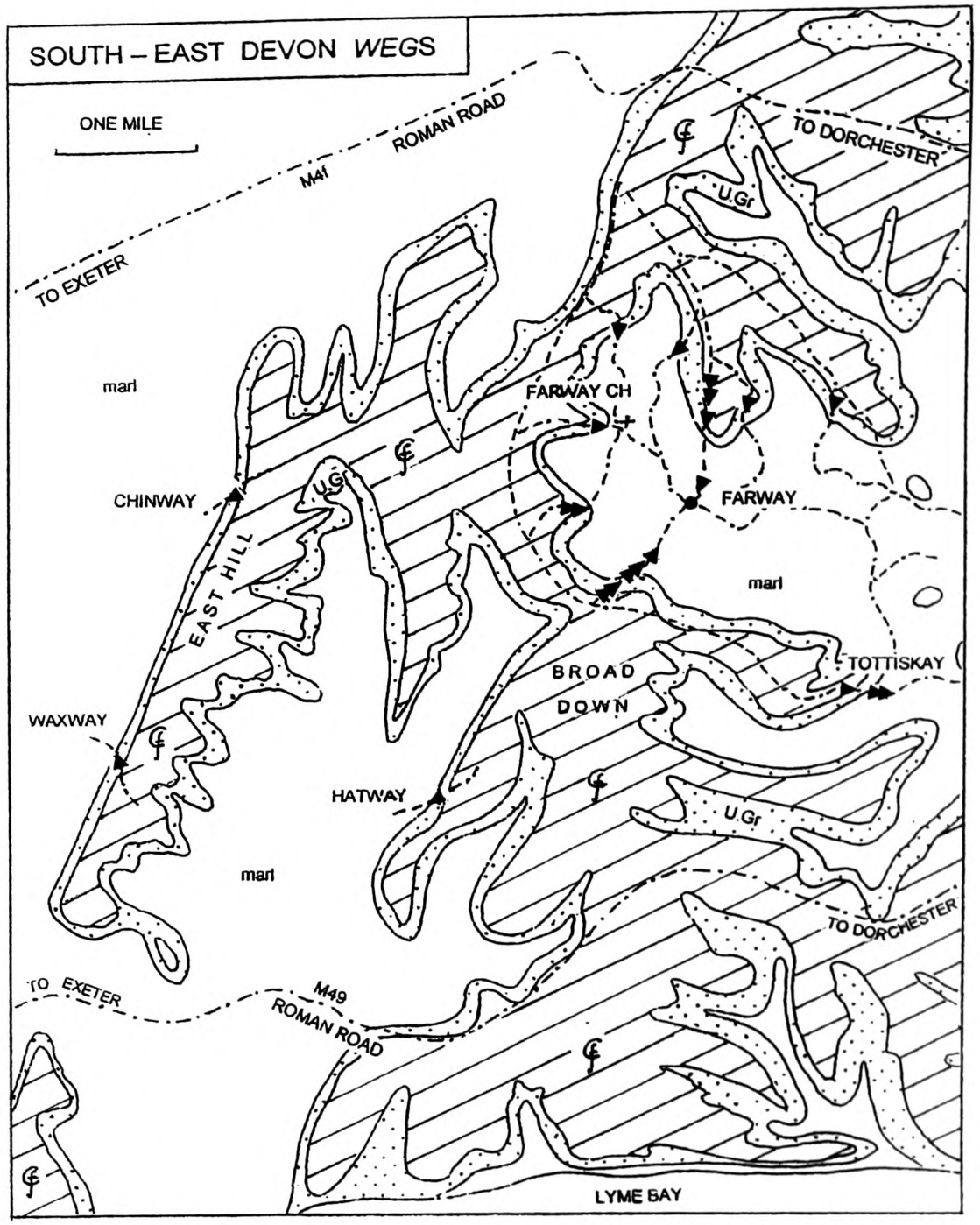

SOUTH – EAST DEVON WEGS
ONE MILE
M4r
ROMAN ROAD
TO EXETER
TO DORCHESTER
U.Gr
marl
FARWAY CH
CHINWAY
FARWAY
EAST HILL
TOTTISKAY
BROAD
DOWN
WAXWAY
HATWAY
TO DORCHESTER
TO EXETER
M49
ROMAN ROAD
LYME BAY

Fig. 3.10

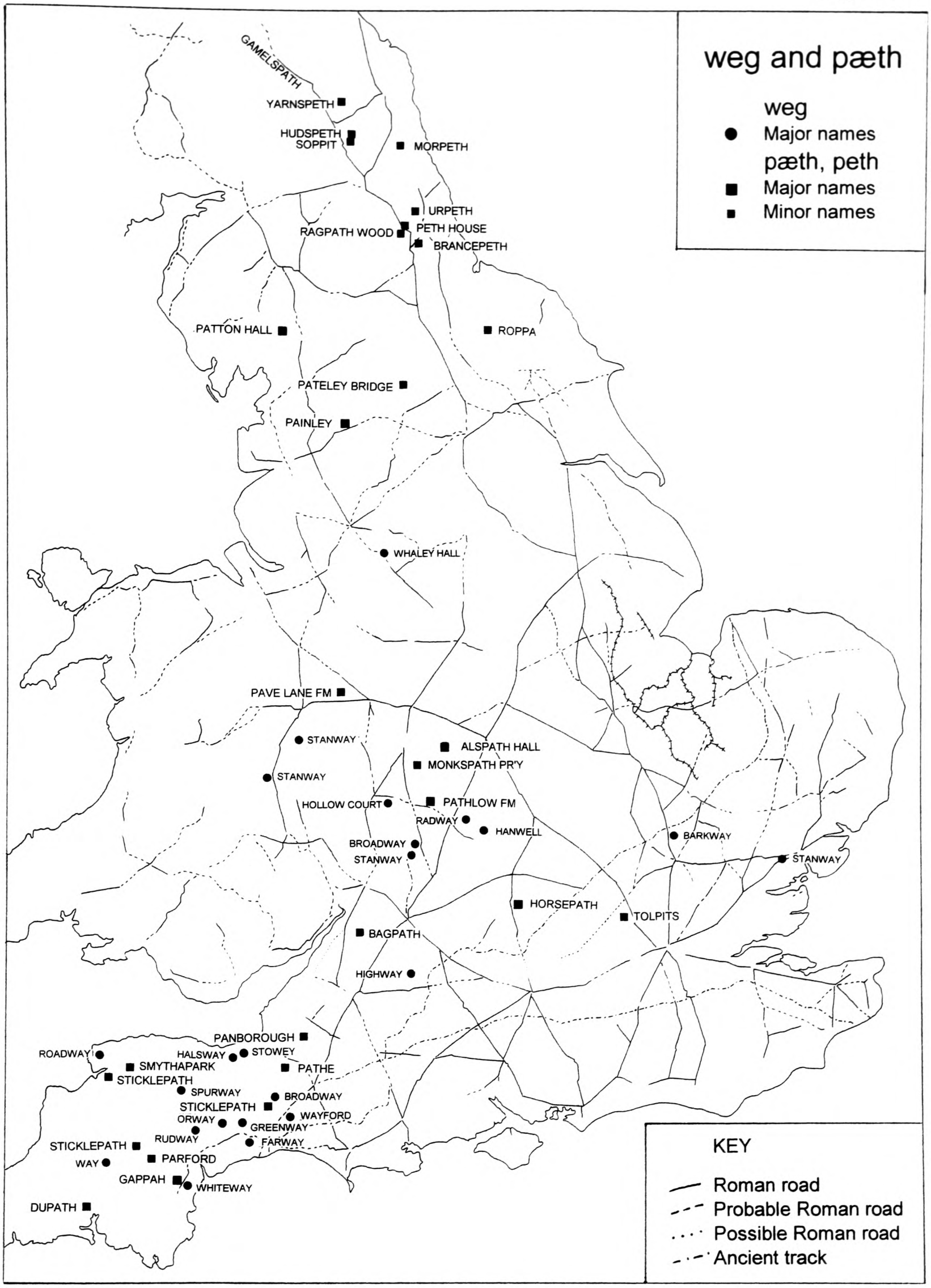
Fig. 3.11

PÆTH : SETTLEMENTS AND TRACKS

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DATE		SPELLING AND MEANING
					DB/Pre DB	POST DB	
CNW	Dupath	S 84	Callington	SX 374639		1195	*Thieuespath(e)* , thieves
DEV	Gappah	479	Kingsteignton	SX 862773	DB		*Gatepada:* goat
	Parford	432	Drewsteignton	SX 713899	739 (11th)		*Pathford:* ford
	Smythapark	64	Loxhore	SS 629384		1270	*Smethepath:* smooth
	Sticklepath	27	Barnstaple	SS 555328		1280	*Styklepeth:* steep
	Sticklepath	166	Sampford Courtenay	SX 640940		1280	*Stikelepethe:* steep
DUR	Brancepeth	W 16	Brancepeth	NZ 223377		1170	*Brantespethe* : Brand's
	Peth House	W 94	Lanchester	NZ 172475		1284	*Peththe* : simplex
	Urpeth	W 128	Chester le Street	NZ 237540		1183	*Vrpath* : aurochs
	Ragpath Side	W 17	Lanchester	NZ 205423		?	?
GLO	Bagpath	2.239	Newington Bagpath	ST 805950		1174	*Baggepath(e):* badger
HRT	Tolpits	106	Watford	TQ 090946		1365	*Tolpade:* toll
NTB	Doepath Field	EPNE	Corbridge	c. NY 9964		c.1290	*Dapeth* : does
	Gamelspath	B 31	Coquet Head	NT 800075		1180	*Kenylpethfeld* : Gamel's
	Hudspeth	B 35	Elsdon	NY948943		1252	*Hodespeth* : Hod's
	Morpeth	DEPN	Morpeth	NZ 197861		1200	*Morthpathe* : murder
	Soppit	B 43	Otterburn	NY 922934		1292	*Sokepeth* : wet, drain
	Yarnspeth	B 48	Kidland	NT 8813		1233	*Hernispeth* : eagle
OXF	Horspath	178	Horspath	SP 587047	DB		*Horspadan* : horse
SHR	Pave Lane	S 723	Chetwynd Aston	SJ 760165	963		*Pæthe* : simplex
SOM	Pathe	S 251	Othery	ST 379305	725		*Pathes* : simplex
	Panborough	DEPN	Wedmore	ST 472456	956/971?		*Patheneberghe* : hill
	Sticklepath	CDEPN	Combe St Nicholas	ST 303125		?	*Stikelepath:* steep
WAR	Alspath Hall	64	Meriden	SP 265825	DB		*Ailespede* : Ælle's
	Monkspath Pr'y	294	Tanworth	SP 133770		13c	*Monekespathe:* monks
	Pathlow Farm	197	Aston Cantlow	SP 185587	(DB)	c 1200	*Pathelawe:* tumulus
WML	Patton Hall	1.145	Patton	SD 547960	DB		*Patun* : settlement
YON	Roppa	72	Helmsley	SE 586910		1160	*Rauthepathe* : red
YOW	Painley	6.17	Horton	SD 842501	DB		*Padehale:* nook
	Pateley Bridge	5.149	High & Low Bishopside	SE 158658		1175	*Patleiagate* :wood/clearing

S = Sawyer number

Fig. 3.12


weg and pæth
weg
Major names
pæth, peth
Major names
Minor names
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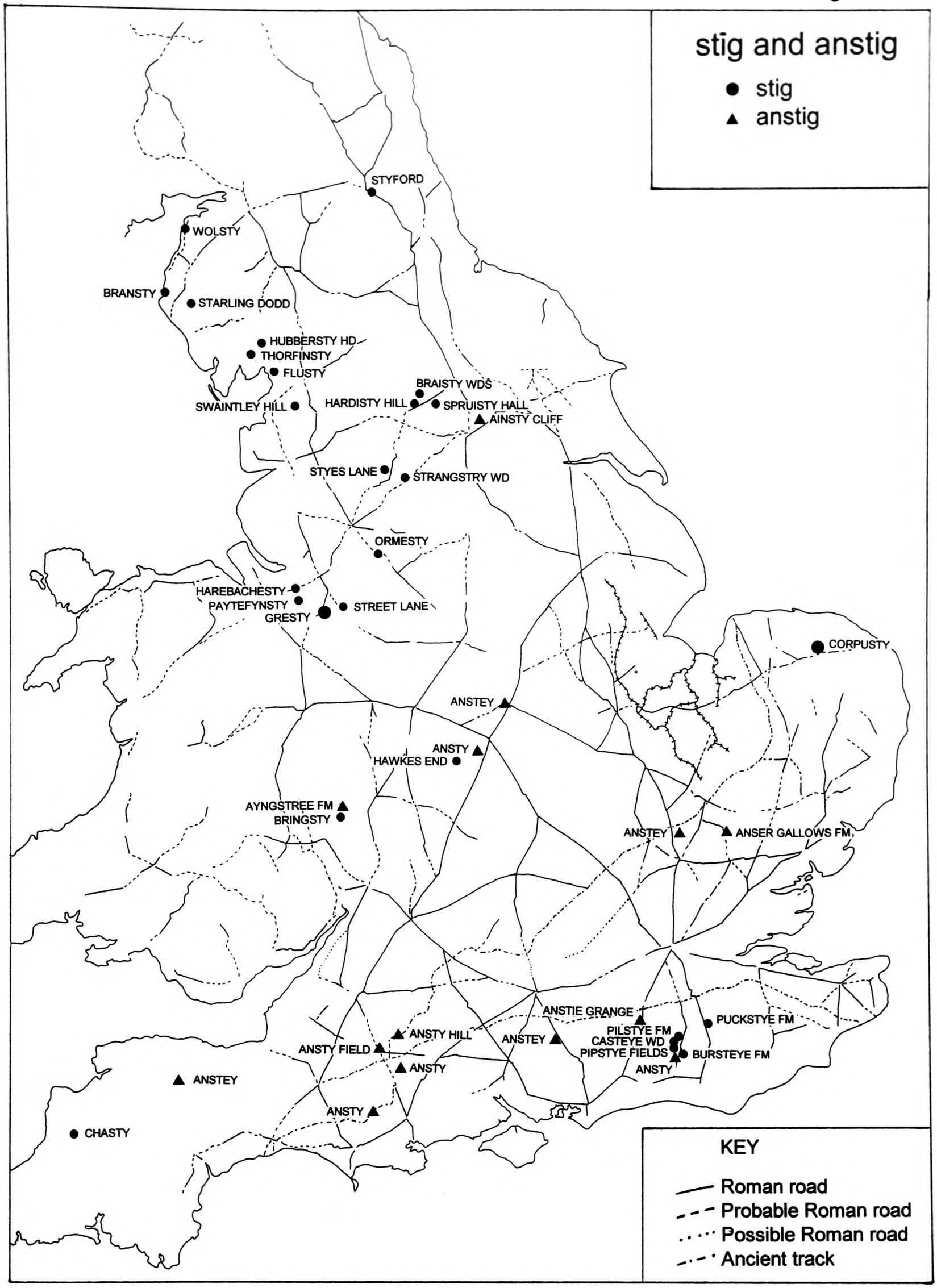
YARNSPETH
HUDSPETH
SOPPIT
MORPETH
URPETH
RAGPATH WOOD
PETH HOUSE
BRANCEPETH
PATTON HALL
ROPPA
PATELEY BRIDGE
PAINLEY
WHALEY HALL
PAVE LANE FM
STANWAY
ALSPATH HALL
MONKSPATH PR'Y
STANWAY
HOLLOW COURT
PATHLOW FM
RADWAY
HANWELL
BARKWAY
BROADWAY
STANWAY
STANWAY
HORSEPATH
TOLPITS
BAGPATH
HIGHWAY
PANBOROUGH
ROADWAY
HALSWAY
STOWEY
SMYTHAPARK
PATHE
STICKLEPATH
SPURWAY
BROADWAY
STICKLEPATH
WAYFORD
ORWAY
GREENWAY
RUDWAY
FARWAY
STICKLEPATH
PARFORD
WAY
GAPPAH
WHITEWAY
DUPATH
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 3.13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stig
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STYFORD
WOLSTY
BRANSTY
STARLING DODD
HUBBERSTY HD
THORFINSTY
FLUSTY
BRAISTY WDS
SWAINTLEY HILL
HARDISTY HILL
SPRUISTY HALL
AINSTY CLIFF
STYES LANE
STRANGSTRY WD
ORMESTY
HAREBACHESTY
PAYTEFYNSTY
GRESTY
STREET LANE
CORPUSTY
ANSTEY
ANSTY
HAWKES END
AYNGSTREE FM
BRINGSTY
ANSTEY
ANSER GALLOWS FM
ANSTIE GRANGE
PUCKSTYE FM
PILSTYE FM
CASTEYE WD
PIPSTYE FIELDS
BURSTEYE FM
ANSTY
ANSTY HILL
ANSTEY
ANSTY FIELD
ANSTY
ANSTEY
ANSTY
CHASTY
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 3.14

PÆTH - SUMMARY

	NAME	DISTANCE TO ROUTE MILES	UPLAND	LOWLAND	INTER-MEDIATE	STEEP	GENTLE	DATE
LINK TO ROMAN	Gappah	1	X			X		DB
ROAD/ PART OF	Brancepeth	1¾	X			X		1170
ROMAN ROAD	Peth Ho	¾	X			X		1284
	Ragpath Wood	part of	X			X		none
	Bagpath	1 3/8	X			X		1174
	Gamelspath	part of	X			*	*	1180
	Patton Hall	part of ?			X	X		DB
LINK TO ANCIENT	Dupath	½	X				X	1195
TRACK OR	Parford		X			X		739?
RIDGEWAY	Smythapark	¾	X				X	1270
	Sticklepath (Ba)	part of		X		X		1280
	Sticklepath (SC)		X			X		1280
	Morpeth	part of		X		X		1200
	Horspath	¼	X			?	?	DB
	Panborough	on		X			X	956
	Sticklepath (SOM)	3	X			X		?
	Alspath	½ or on	*	*			X	DB
LINK TO DROVE	Yarnspeth	part of drove	X					1233
OR PACKHORSE		monastic						
ROUTE	Monkspath	monastic					X	13c.
	Roppa	monastic	X			X		1160
	Pateley Bridge	pack horse	X			X		1175
		monastic						
NO APPARENT	Urpeth		X			X		DB
LINKS	Hudspeth		X				X	1252
	Soppit		X			?		1292
	Pave Lane		X				X	963
	Pathe			X			X	725
	Pathlow		*	*			X	DB, c.1200
	Painley		X			X		DB

Fig. 3.15
STĪG: SETTLEMENTS AND TRACKS

COUNTY	NAME	PAGE	PARISH/T'NSHIP	GR	DATE	SPELLING AND MEANING
CHE	Harebachesty	3.208	Cuddington cum	SJ 596704	1276	*Harebachesty:*
			Weaverham			hare+stream
	Gresty	3.69	Shavington cum Gresty	SJ 706535	1308	*Graysty :* badger/wolf
	Ormesty	1.271	Disley	c SJ 9784	1286	*Ormisty*: Ormr's (O Sc)
	Paytefynsty	1.43	near Sandiway	SJ 5765-6072	1275	*Peytevinnisti*:Poitevin's (OFr)
	Street Lane	2.309	Odd Rode	SJ 805587-	c.1270	*Rodesti:* clearing
	(perhaps Rodesti)			810578		
CMB	Bransty	452	Whitehaven	NX 975194	1215	*Bransti:* steep
	Wolsty	294	Holme Low	NY 104503	1348	*Wolmsty, Woluisty:* wolf
	Starling Dodd	411	Loweswater	NY 142158	1230	*Styalein*: Alein's, (Breton)
DEV	Chasty	147	Holsworthy	SS 343027	1238	*Chagkesti*: brushwood
HRE	Bringsty	CC 204	Whitbourne	SO 705551	1219-34	*Brinkestye:* brink
LNC	Swaintley Hill	E 170	Roeburndale	SD 586626	1350	*Swyn(e)styclogh:* pig
	Thorfinsty	E 200	Cartmel	SD 415863	1275	*Thorfinsty*: Thorfinnr's
NFK	Corpusty	3.79	Corpusty	TG 115295	DB	*Corpestih*: Korpr's
NTB	Styford	B 44	Bywell St Andrew	NZ 019621	1212	*Styfford:* ford
SSX	Bursteye Fm	252	Ardingley	TQ 348276	1287	*Byrechenestye:* birches
	Casteye Wood	256	Balcombe	TQ 303306	1296	*Cattestye:* cat
	Pilstye Fm	264	Cuckfield	TQ 306284	1296	*Pillstie*: Pila's
	Pipstye Fields	253	Ardingley	TQ 332320	1253	*Pipestye*: Pyppa's
	Puckstye Fm	368	Hartfield	TQ 462383	1287	*Pukestie:* goblin
WAR	Hawkes End	153	Allesley	SP 297827	1389	*Haoukestiestrete:* hawk
WML	Flusty	1.69	Beetham	c SD 4983	1184-90	*Flokesti*: Floki's
	Hubbersty Head	1.81	Crosthwaite	SD 426915	1283	*Ub(b)erstede*: pers name ?
YNR	Hunters Sty	135	Westerdale	c NZ 6605	1301	*Huntersty:* hunter
YWR	Braisty Woods	5.146	Hartwith	SE 205637	1216	*Breresty:* briars
	Hardisty Hill	5.123	Fewston	SE 170558	1379	*Hardolfsty*: Hardulf's
	Spruisty Hall	5.100	Killinghall	SE 293584	1301	*Spruristy:* sprout
	Strangstry Wood	3.44	Elland	SE 126216	1394	*Strangstigh:* arduous
	Styes Lane	3.155	Sowerby	c SE 0423	1492	*Styes*

Fig. 3.16
ANSTIG, ĀNSTĪG

COUNTY	NAME	PAGE	PARISH	GR	DATE	SPELLING	ROUTES
DEV	East Anstey	335	East Anstey	SS 867265	DB	*Anesti(n)ga*	¼ m from Old Way. 1¼ m S of AT: Moles Chamber to Brushford
	West Anstey	336	West Anstey	SS 853276	DB		1½ m from Old Way. ¾ m S of AT: Moles Chamber to Brushford
DOR	Ansty	M 28	Hilton	ST 770036	1219	*Anesty(e)*	¼ m from Great Ridgeway
ESX	Anser Gallows Fm	511	Hempstead	TL 629366	1221	*Anestie*	1¼ m E of Roman road, M 300
HMP	Anstey	C 24	Alton	SU 720400	DB	*Hanstige*	1½ m SW of Roman road, M 155
HRT	Anstey	170	Anstey	TL 403328	DB	*Anestei*	1 m E of Barkway (*herepæth*)
LEI	Anstey	CDEPN	Anstey	SK 549085	DB	*Anstige*	On lost minor RRd: Shepshed to Leicester. 3 m W of M5e/5f
SUR	Anstie Grange	270	Dorking	TQ 161443	DB	*Hanstega*	¼ m W of Stane Street, M15
SSX	Ansty	261	Cuckfield	TQ 291243	1313	*Anstigh*	1¾ m NW of Roman road, M 150
WAR	Ansty	96	Ansty	SP 400836	DB	*Anestie*	3¼ m W of Fosse Way, M 5d
WLT	Ansty	183	Ansty	ST 955265	DB	*Anestige*	On *herepæth*. 1 m from Salisbury Way
	Ansty Field	168-9	Horningsham	c. ST 8440	1310	*Anstye*	DMV. ½ m E of Roman road, M 52
	Ansty Hill	171	Knook	ST 958431	1334		DMV. 1½ m from AT; Imber to Heytesbury.
WOR	Ayngstree Fm	43	Clifton on Teme	SO 722596	1275	*Anestie*	8½ m NW of Roman road, M 180
YOW	Ainsty Cliff	4.216	Bilbrough	SE 528460	DB	*Anestig*	Wapentake meeting place. ½ m from RRd, M 28c.

Fig. 3.17

DISPERSION GRAPHS SHOWING THE NUMBERS OF *STĪG*S AND *ANSTIG*S/*ĀNSTĪG*S AT GIVEN DISTANCES FROM ROMAN ROADS AND ANCIENT TRACKS IN MILES AND KM

STĪG

MILES									
	unknown	*	*	*	*	*	*	*	
	over 8½	X	*					~	UQ
M	8½								
I	8¼								
L	8								
E	7¾								
S	7½								
	7¼								
	7								
	6¾								
	6½	X							
	6¼								
	6								
	5¾								
	5½								
	5¼								
	5								
	4¾								
	4½	X							
	4¼								
	4								
	3¾								
	3½								
	3¼								
	3	X							
	2¾								
	2½								
	2¼								
	2	X							
	1¾								
	1½	**X**							
	1¼							~	M
	1	X	X	X	**X**				
	¾	**X**	X					~	LQ
	½	O	X	**X**					
	¼								
	0	X	X	X	X				

Median 1 ¼ miles, 2 km
Interquartile Range over 7 miles,11.2 km

ANSTIG/ĀNSTĪG

						KILOMETRES
					unknown	
					over 13.6	
X					13.6	K
					13.2	I
					12.8	L
					12.4	O
					12.0	M
					11.6	E
					11.2	T
					10.8	R
					10.4	E
					10.0	S
					9.6	
					9.2	
					8.8	
					8.4	
					8.0	
					7.6	
					7.2	
					6.8	
					6.4	
					6.0	
					5.6	
X					5.2	
					4.8	
					4.4	
					4.0	
					3.6	
					3.2	
X					2.8	
X	O		~	UQ	2.4	
X					2.0	
O					1.6	
O				M	1.2	
X					0.8	
X	**O**	O	~	LQ	0.4	
X	O				0	

Median 7/8 miles, 1.4 km
Interquartile Range 1¼ miles,2 km.

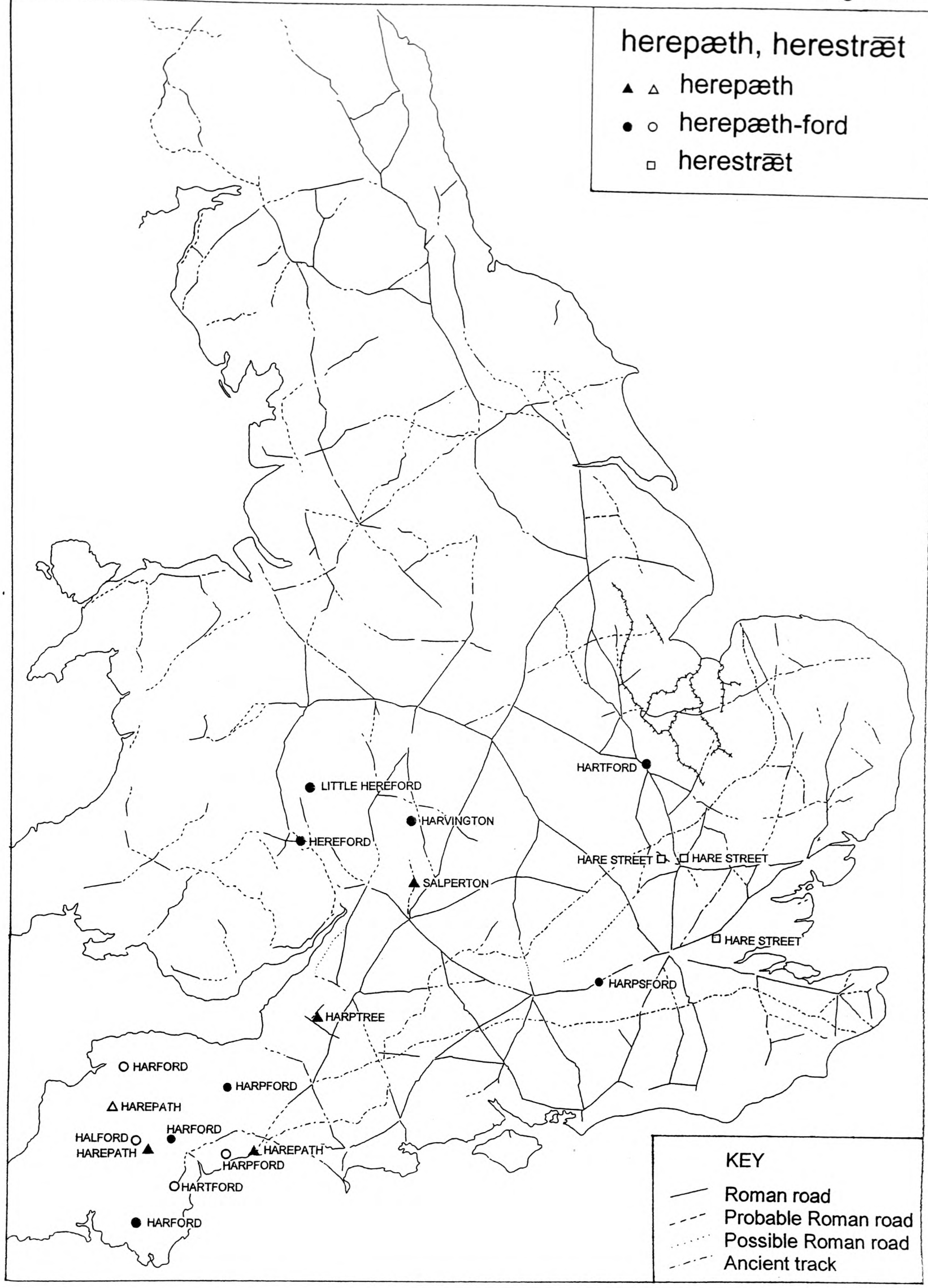
X = distance from Roman road O = distance from ancient track
* no Roman road or ancient track nearby

Fig. 3.18

HEREPÆTH, HERESTRÆT AND *HEREFORD* IN SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH	GR	SPELLING	OE ELEMENTS	DATE
DEV	Halford	165	Sampford Courtenay	SX 649977	*Herpeford*	*Herepæth-ford*	1242
	Harepath	87	Beaford	SS 555140	*Harepath*	*Herepæth*	1330
	Harepath	432	Drewsteignton	SX 717922	*Herepath*	*Herepæth*	739(11),1330
	Harepath Fm	630	Seaton	SY 244920	*Herpoth*	*Herepæth*	1005(12),1301
	Harford	405	Crediton	SX 813963	*Herepathford*	*Herepæth-ford*	739(11),1593
	Harford	342	Landkey	SS 602317	*Bradeharpeford*	*Herepæth-ford*	1228
	Harpford	590	Harpford	SY 091903	*Harpeford*	*Herepæth-ford*	1167
	Hartford Fm	476	Ilsington	SX 813746	*Herpadforda*	*Herepæth-ford*	c.1200
GLO	Salperton	CDEPN	Salperton	SP 077198	*Salpretvne*	*Salt-herepæth-tun*	DB
HRT	Harpenden	37-8	Harpenden	TL 133144	*Herpedene*	*Herepæth-denu?*	c. 1060
	Harpsfield Hall	94	St Peters	c.TL 1408	*Herpesfeld*	*Herepæth-feld*	tHy 2
	Hartsbourne	64	Bushey	c.TQ 143935	*Herpesbourne*	*Herepæth-burna*	1342
SOM	Harpford Fm	CDEPN	Langford	ST 109211	*Herpothford*	*Herepæth-ford*	899-909(16)
	Harptree, East	CDEPN	Harptree	ST 565560	*Harpetrev*	*Herepæth-treow*	DB
	Harptree, West	CDEPN	Harptree	ST 560569	*Herpetrev*	*Herepæth-treow*	DB
SRY	Harpsford	121	Egham	SU 977688	*Herpesford*	*Herepæth-ford*	675(13)
ESX	Hare Street	118	Romford Rural	TQ 525897	*Herstrate*	*Herestræt*	1344
HRT	Hare Street	151	Ardeley	TL 310285	*Harestrete*	*Herestræt*	1498
	Hare Street(now	179	Great Hormead	TL 390298	*Herestrete*	*Herestræt*	1472
	Langport)						
DEV	Harford	275	Harford	SX 638595	*Hereford(a)*	*Here-ford*	DB
HNT	Hartford	208	Hartford	TL 255726	*Hereforde*	*Here-ford*	DB
HRE	Hereford	CDEPN	Hereford	SO 510398	*Hereford*	*Here-ford*	958, DB
	Little Hereford	CDEPN	Little Hereford	SO 553680	*Ivtelonhereford*	*Here-ford*	DB
WOR	Harvington	134	Harvington	SP 057488	*Herefordtun(984(12))*	*Hereford-tun*	709(12),DB

Fig. 3.19


herepæth, herestræt
herepæth
herepæth-ford
herestræt
LITTLE HEREFORD
HARVINGTON
HEREFORD
SALPERTON
HARTFORD
HARE STREET
HARE STREET
HARE STREET
HARPSFORD
HARPTREE
HARFORD
HARPFORD
HAREPATH
HALFORD
HAREPATH
HARFORD
HAREPATH
HARPFORD
HARTFORD
HARFORD
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Stanway, SHR.

This deep-cut track climbs the dip slope of Wenlock Edge. It is floored by the Wenlock Limestone which is inclined at almost the same angle as the track, giving the path its smooth, slabby appearance.

Fig. 3.20

Drayton, HMP.

This hollow way was once a main road to London from the Winchester area. It passed through Alresford and then Drayton in Bighton shortly before reaching this muddy stretch so difficult to negotiate even today.

Fig. 4.1

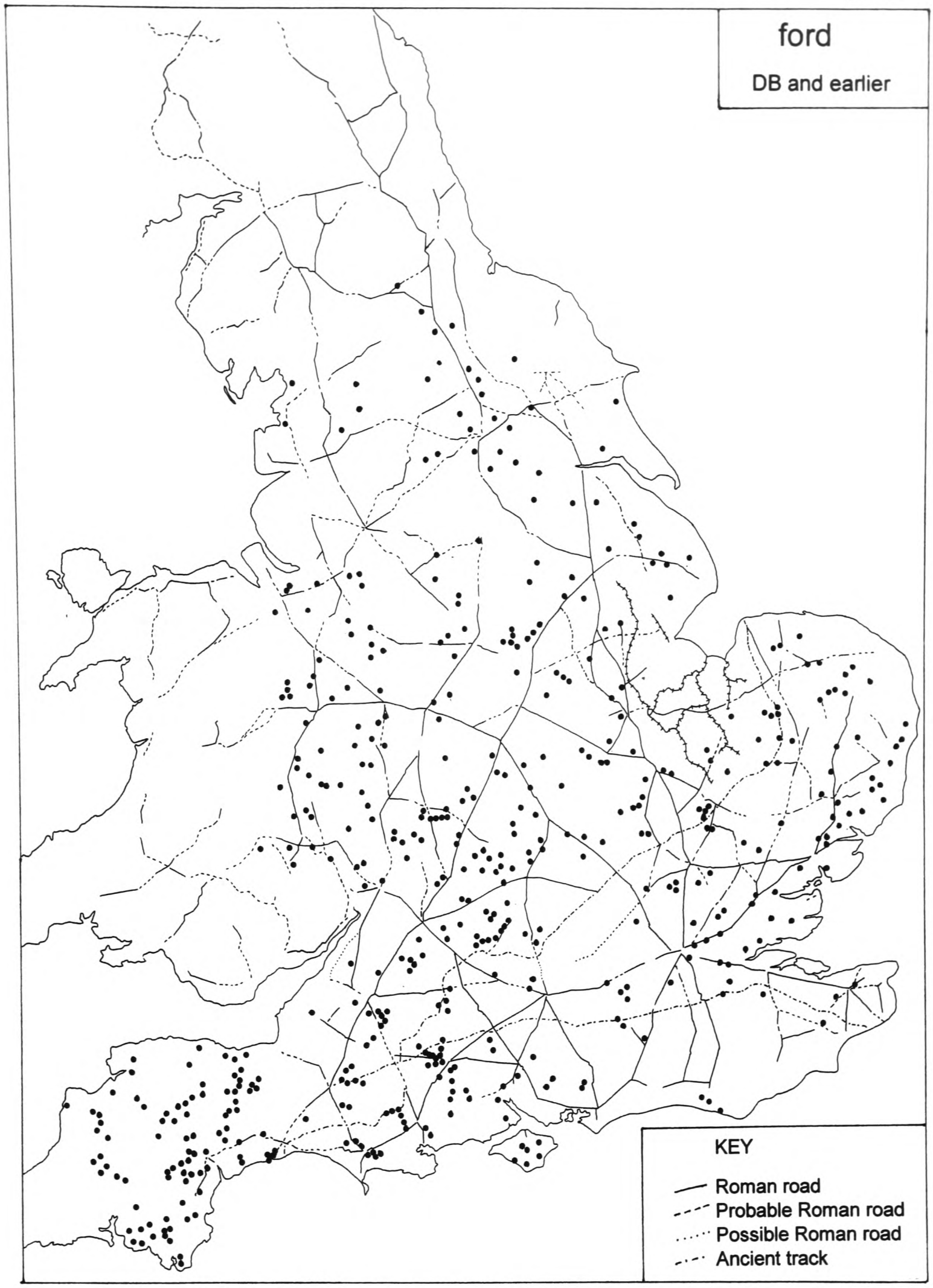

ford
DB and earlier
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 4.2
LANGFORD, LONGFORD

COUNTY	NAME	PAGE	PARISH	GR	DATE	DIST. TO R.Rd MILES	R.Rd CROSSES STREAM	NAME REFERS TO CROSSING	DIST. TO OLD ROAD MILES	OLD ROAD CROSSES STREAM	NAME REFERS TO CROSSING	FEEDER TO R.Rd OR O.R	WATER-COURSE
BDF	Langford	106	Langford	TL 185414	944-6, DB	1½	no	no	~	~	~	no	Hiz
CAM	Langford Arch	112	Pampisford	TL 489483	1290	1½	no	no	½	yes	probably	no	Cam
CHE	Langford Fm	2.19	Lostock Graham	SJ 705740	c. 1260	1	yes	no	½ salt way	yes	no	yes	Crow Brook
CNW	Langford Barton	S 44	Kilkhampton	SS 275099	1321	c. 16	~	~	~	~	~	no	tiny stream
DEV	Langford	220	Tavistock	SX 461759	1330	c.10	~	~	~	~	~	no	2 streams
	Langford Barton	285	Ugborough	SX 699569	DB	c.13½	~	~	~	~	~	no	2 streams
	Langford	327	Harberton	SX 759589	1312	c. 10	~	~	~	~	~	no	tiny stream
	Langford	361	Bow	SS 723012	1330	c. 1	yes	no	½ herepath	yes	?	?	small stream
	Langford	411	Newton St Cyres	SX 901977	1330	c. ½	no	no	1¼	no	no	yes	Yeo & str'm
	Langford Bridge	505	Abbotskerswell	SX 872691	1338	c. 2	~	~	on herepath	yes	yes	no	small stream
	Langford	561	Cullompton	ST 033025	DB	4¼	~	~	~	~	~	no	small stream
	Langford Bridge	640	Honiton	ST 172020	1286	¾	no	no	~	~	~	yes	Otter
	Langaford Bridge	128	Ashwater	SX 414994	1238	8½	~	~	~	~	~	no	Cary
	Langaford	302	Holne	SX 708687	13c.	c.9	~	~	~	~	~	no	tiny stream
	Langsford Fm	593	Newton Poppleford	c. SY 0889	1330	close	?	?	?	?	?	?	Otter ?
	Longford	249	Whitchurch	SX 517746	1238	8	~	~	¼ Ogilby	no	no	?	tiny stream
DBY	Longford	581	Longford	SK 218380	1197	on	yes	yes	~	~	~	no	2 brooks
DOR	Langford Fm	M 96	Stratton	SY 638957	DB	¼	yes	no	~	~	~	yes	tiny stream
ESX	Langford	304	Langford	TL 837090	DB	3	no	no	~	~	~	yes	Blackwater
	Langford Bridge	59	Kelvedon Hatch	TL 559014	1344	3¼	no	no	~	~	~	no	Roding
GLO	Longford	2.149	Longford	SO 828210	11c.	on	yes	yes	~	~	~	no	2 brooks
	Longfords House	1.97	Minchinghampton	ST 866994	1301	2	no	no	~	~	~	no	Frome
HRE	Longworth	CC 137	Lugwardine	SO 563393	1148-54	on	yes	yes	~	~	~	no	Frome
KNT	Longford	PNK 55	Dunton Green	TQ 512572	1425	5¾	~	~	1	yes	no	yes	Darent
MDX	Longford	39	Harmondsworth	TQ 047766	1249	2¾	yes	no	on A4 Gough	yes	yes	no	Colne
OXF	Langford	327	Langford	SP 249026	DB	3½	no	no	2 salt way	no	no	?	Bradwell B'k
	Langford Fm	199	Bicester	SP 584202	1412	½	yes	?	~	~	~	no	stream
SHR	Longford	1.181	Longford	SJ 726184	1002-4, DB	3½	~	~	~	~	~	?	Strine Brook
	Longford	1.181	Moreton Say	SJ 6433	1232	1¼	yes	?	~	~	~	?	Duckow
SOM	Langford Budville	DEPN	Langford Budville	ST 111230	1212	18	~	~	on herepath	yes	yes	no	tiny stream
	Upper & Lower L	DEPN	U & L Langford	ST 464606	DB	3½	no	no	~	~	~	no	Yeo & tribs
STF	The Long Ford	H 370	Near Hinstock	c.SJ 695250	1310	on	yes	~	~	~	~	no	Tern, Meece
WAR	Longford	111	Foleshill	SP 351838	1411	6	~	~	on Ogilby	yes	yes	no	tiny stream
WLT	Steeple, Hanging L	227	S & H. Langford	SU 036375	943 (13) ,DB	1½	no	no	on Harroway	yes	yes	no	Wylye
	Longford Castle	221	Britford	SU 171266	DB	3½	yes	no	~	~	~	no	Avon/Ebble

Fig. 4.3
VATH

Major Names

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING AND MEANING	DATE	ROMAN ROADS
CMB	Langwathby	218	Langwathby	NY 570337	*Langwadebi:by* by the long ford	1159	
	Sandwith	433	Sandwith	NX 964147	*Sandwath*: sand	1260	
DRB	Langwath,Upper	294	Scarcliffe, (formerly a	SK 518693	*Lang(e)wath(e)*: long	1208	
			parish)				
LIN	Stenwith	C 117	Woolsthorpe by Belvoir	SK 837363	*Steinwath (1329)* stony	DB	Feeder to R.road
LNC	Skelwith	E 219	Hawkeshead and Monks	NY 3403	*Schelwath:* resounding	1246	On Roman road
			Coniston with Skelwith				
NTT	Langwith, Nether	84	Nether Langwith	SK 528703	*Langwath:* long	c.1179(1291)	
YOE	Langwith	269	Langwith	SE 655479	*Languelt (Langwath 12c):* long	DB	
	Wassand Hall	68	Seaton	TA 174462	*Wadsande:* sandy	DB	
YON	Flawith	21	Flawith	SE 483654	*Flathwayth:* flat meadow?	1180-94	
	Hawade (lost)	52	Wath	c.SE 67374(	*Hawade:* high	DB	
	Ravensworth	292	Ravensworth	NZ 141078	*Ravenesu(u)et:* Hrafn's	DB	
	Snilesworth	204	Snilesworth	SE 510955	*Snigleswath:* Snigel's	1150-70	
	Wath	219	Wath (Hutton Conyers)	SE 324772	*Wat:* simplex	DB	
	Wath	52	Wath (Hovingham)	SE 677750	*Wad:* simplex	DB	
YOW	Wath	1.118	Wath upon Dearne	SE 441009	*Wade:* simplex	DB	

Other names mentioned in the text

CMB	Thoroldwath (lost)	358	Cleator	NY 0113	*Thoraldewath:* Thor(v)ald,s	1294	Feeder to R.road
	perhaps now Wath						
	Waspatrickwath (lost)	154	Thursby	NY 307495	*Waspatricwath:* Cwæspatric's	Hy 3	on Roman road
LIN	Langworth, E. and W.	C 78	Barlings	TF 062764	*Langwath*: long	1170	on Roman road
YON	Brawith	206	Knayton	SE 410873	*Braythwath:* broad	1231	Feeder to R.road
	Smallways Bridge	292	Newsham	NZ 111112	*Smalwathes*: narrow	1336	on Roman road
WML	Winderwath	2.132	Brougham	NY 598294	*Wynderwhat:* Vinand's	Hy 3	on Roman road

Fig. 4.3 cont.

OTHER EXAMPLES OF *VATH* APPEARING ON FIG. 4.4

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
CMB	Broadwath	161	Wetheral	NY 484552	*Bradewath*	1285
	Brocklewath	78	Cumwitton	NY 487518	*Brokelwaith*	1441
	Crookwath	221	Matterdale	NY 381214	*del Crokwath*	1332
	Dubwath	91	Hethersgill	NY 470692	*Dupwath*	1282-6
	Sandwith	262	Aspatria	NY 148435	*Sandwath*	1215
	Southwaite	379	Eaglesfield	NY 129281	*de Sowewad*	1308
LNC	Byrewath	163	Barnacre with Bonds	SD 491441	*Birwath*	c. 1260
	Howath	164	Barnacre with Bonds	SD 505437	*Hawath*	1258
	Prestwath	175	Lancaster	SD 464626	*Prestreguet*	1094
	Tunewath	213	Egton with Newland	SD 310832	*Tunewat(h)*	?15c.
NTT	Rainworth	116	Blidworth	SK 591583	*Reynwath*	1268
WML	Sandwath	2.10	Kirkby Stephen	NY 763089	*Sandwath*	1292
	Stangerthwaite	1.40	Killington	SD 623896	*Stangerwath*	1279
	Swinestone	2.80	Stainmore	NY 837125	*Swynstywath*	1402
	Widewath	2.201	Askham	NY 500210	*Wythewat*	1289
	Wath Sutton	1.62	Burton	SD 530826	*Wathsuthenam*	1184-90
YOE	Lambwath	70	Withernwick	c. TA 1740	*Lambewat*	1188
YON	Briggswath	119	Aislaby	NZ 870083	*Briggwath*	1230-50
	Helwith	291	New Forest	NZ 076029		1280
	Sandwath	299	Forcett	NZ 176128	*Sand(e)wath(e)*	1292
	Swinacote	268	Thoralby	SD 990863	*Swynewathco*	1298
	Wayworth	149	Commondale	NZ 646096	*Wayewathe*	1301
YOW	Gamsworth	6.61	Barden	SE 056585	*Cameleswah'*	1266
	Mulwith	5.153	Newby	SE 363667	*Mulewath*	1170-80
	Sannet Hall	6.155	Stainforth	SD 835687	*Sandwath*	13c.

Fig. 4.4

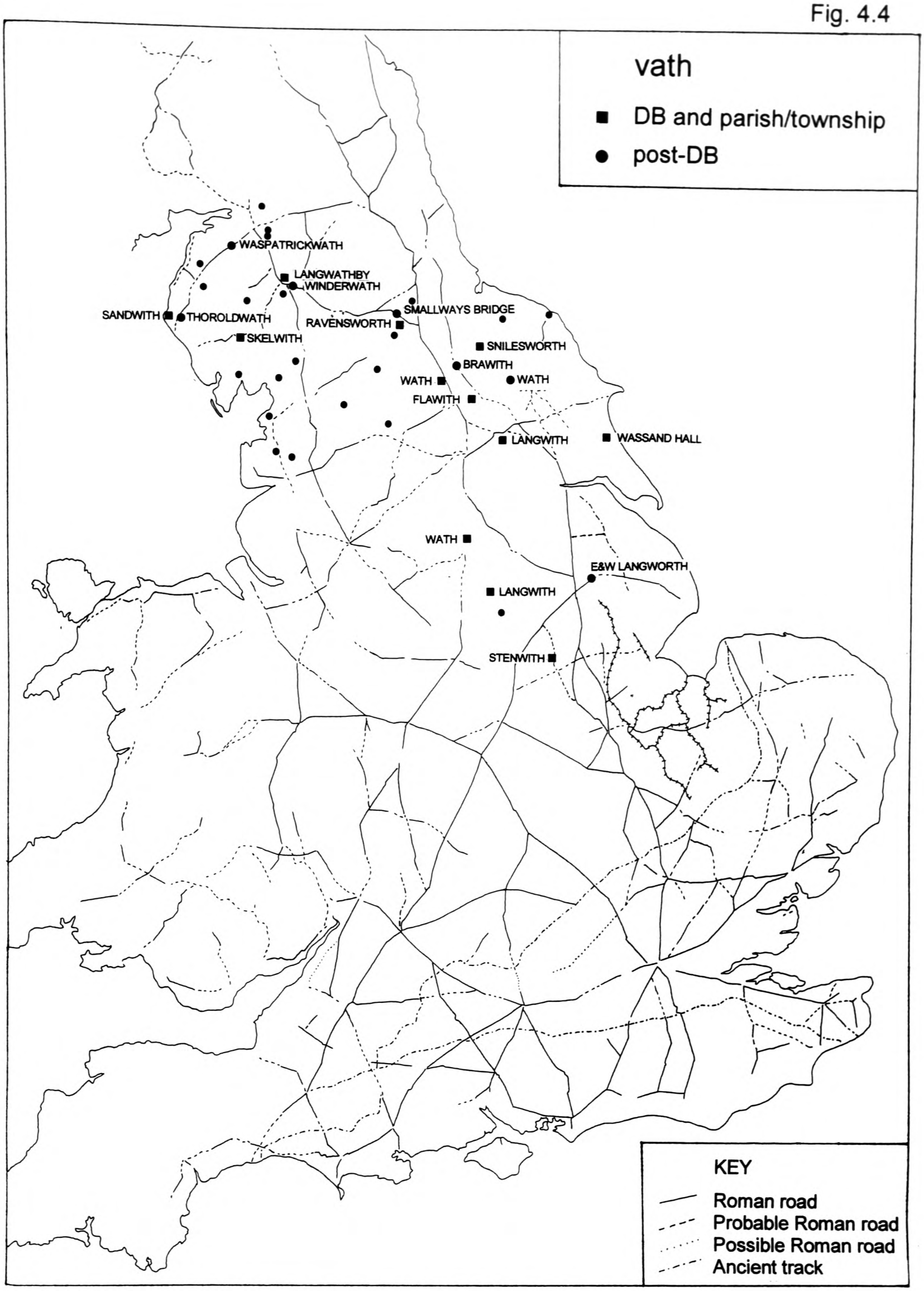

vath
DB and parish/township
post-DB
WASPATRICKWATH
LANGWATHBY
WINDERWATH
SANDWITH
THOROLDWATH
RAVENSWORTH
SMALLWAYS BRIDGE
SKELWITH
SNILESWORTH
BRAWITH
WATH
WATH
FLAWITH
LANGWITH
WASSAND HALL
WATH
E&W LANGWORTH
LANGWITH
STENWITH
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 4.5

GEL ĀD

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	RIVER	SPELLING & MEANING	DATE
BUC	Linslade,(Old)	79-80	Linslade	SP 910268	Ouzel	*Hlincgelad,* terraceway	966(12c), DB
GLO	Abloads Court	2.152	Sandhurst	SO 827213	2 brooks	*Abbelade,* Abba's	1190
	Evenlode	1.219	Evenlode	SP 221291	Evenlode	*æt Euulangeladæ,* Eowla's	772(11c),DB
	Framilode	2.179	Fretherne & Saul	SO 750104	Frome	*Framilade,* river name	1086
	Lechlade	1.40	Lechlade	SU 215995	Leach	*Lecelade,* river name	DB
	?Wainload Hill	2.151	Norton	SO 847258	Chelt	*Weynlodebrugg,* waggon	1378
SOM	?Shiplate	DEPN	Bleadon	ST 359564	Axe ?	*Scypeladæspyll,* sheep	956
SSX	?Portslade,(Old)	289	Portslade	TQ 255064	Adur	*Porteslage,* harbour	DB
STF	?Aqualate Hall	CDEPN	Forton	SJ 775197	stream	*Aguilade,* oak	1227
WLT	Cricklade	42	Cricklade	SU 099935	Thames	*Crecca Gelad,* uncertain	925, DB
WOR	?Clevelode	224	Powick	SO 836470	stream	*Clivelade,* cliff	c1086 (1190)
	Charter boundary examples						
BRK	*Dyrnan gelade*	754	Appleford	c. SU 5394	Thames ?	hidden	895 (c1200)
	Eanflæde gelade	730	Wytham	c. SP 4610	Thames	Eanflæde's	c957 (c1200)
OXF	*Hafocgelade*	487	Little Haseley	c. SP 646000	stream	hawks	1002 (13)

GEWÆD

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	RIVER	SPELLING AND MEANING	DATE
BDF	Biggleswade	101	Biggleswade	TL 188446	Ivel	*Pichelesuuade,* Biccel's	DB
CAM	Landwade	194	Landwade	TL 623681	?	*Landwaðe,* slow stream?	1060 (14)
CNW	Wadebridge	Mills	Wadebridge	SW 990724	Camel est	*Wade*	1358
HMP	Wade Court	G 200	Netley Marsh	SU 343169	Blackwater	*Wada*	1174-99
	Wade Court	G 15	Havant	SU 722053	tidal creek	*Wada*	c.1170
IOW	Wathe	M 90-1	St. Lawrence	c.SZ 535765		*Southwathe,* south	1287-90
KNT	Iwade	DEPN	Iwade	TQ 901679	tidal Swale	*Ywada,* island	1177-8
	St. Nicholas at Wade	DEPN	St. N. at Wade	TR 265667	Wantsum	*St Nicholas by Wade,* church ded.	1253-4
LIN	Waithe	C 133	Waithe	TA 283008	Waithe Beck	*Wade*	DB
NFK	Lenwade	CDEPN	Gt Witchingham	TG 099184	Wensum	*Langewade, ?*	1198-9
NTP	Gunwade	232	Castor	TL 243985	Nene	*Gonewade,* ON Gunner	c.1150
SFK	Cattawade	CDEPN	Brantham	TM 102333	Stour est	*Cattiwad,* cat	1247
	Wade	DEPN	North Cove	TM 472903	tidal Waveney	*Wada*	1165
WLT	Ayleswade	222	Harnham	SU 141289	Avon	*Ayleswad',* Ægel's	1255

Fig. 4.6

FÆR, RITU, SARN, FERJA, TRAIECTUS.

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	RIVER	SPELLING & MEANING	DATE
	FÆR						
ESX	Laver, High	61	High, Little and	TL 527086	Cripsey Brook	*Lagefare,* water	1010, DB
	Laver, Little		Magdelen Laver				
	Laver, Magdalen						
	Walter Hall	239	Boreham	TL 738115	stream	*Walhfare,* Welsh	1062(12), DB
LIN	Farforth	C 43	Farforth	TF 319785	stream	*Farforde,* ford	DB
NFK	Denver	DEPN	Denver	TF 613016	Great Ouse	*Danefaela,* Danes	DB
	RITU						
CMB	Penrith	229	Penrith	NY 514305	Eamont	*Penred,* chief	1167
	Redmain	267	Blindcrake, Isel	NY 137339	? Derwent	*Redeman, ?*	1188
			and Redmain				
HRE	Tretire	CC191	Tretire with	SO 520239	stream	*Rythir,* stream	1210-12
			Michaelchurch				
SRY	Leatherhead	Coates	Leatherhead	TQ 167561	Mole	*Leoridan,* grey	c.880, DB
		1980*					
STF	Ridware	DEPN	Hamstall, Pipe and	SK 1019	Trent, Blithe	*Rideware,* dwellers	1004, DB
			Mavesyn Ridware				
	SARN						
KNT	Sarre	CDEPN	Sarre	TR 257650	Wantsum	*ad Serrae,* see appendix	671 (13), c1100
	FERJA						
LIN	Kinnards Ferry	C 74	Owston	SE 804003	Trent	*Kinardferi,* Cynehard's	e. Hy 2
	South Ferriby	C 44	South Ferriby	SE 988208	Humber	*Ferebi,* settlement	DB
NTT	The Ferries	27	West Burton	c. SK 804854	Trent	home of Christina de Fery	1332
YOE	North Ferriby	218	North Ferriby	SE 989257	Humber	*Ferebi, settlement*	DB
	Wawne Ferry	201	Thearne	TA 078370	Hull	*Fery* 1362, place-name	passagium 1153
YOW	Ferrybridge	2.66	Ferry Friston	SE 483245	Aire	*Ferie DB*	*brycg* by 1198
	TRAIECTUS						
LIN	Skegness (Tric)		Skegness	TF 577631	The Wash	*Tric,* Latin for ferry	DB

* Coates, '*Methodological*', pp. 70-4.

Fig. 4.7

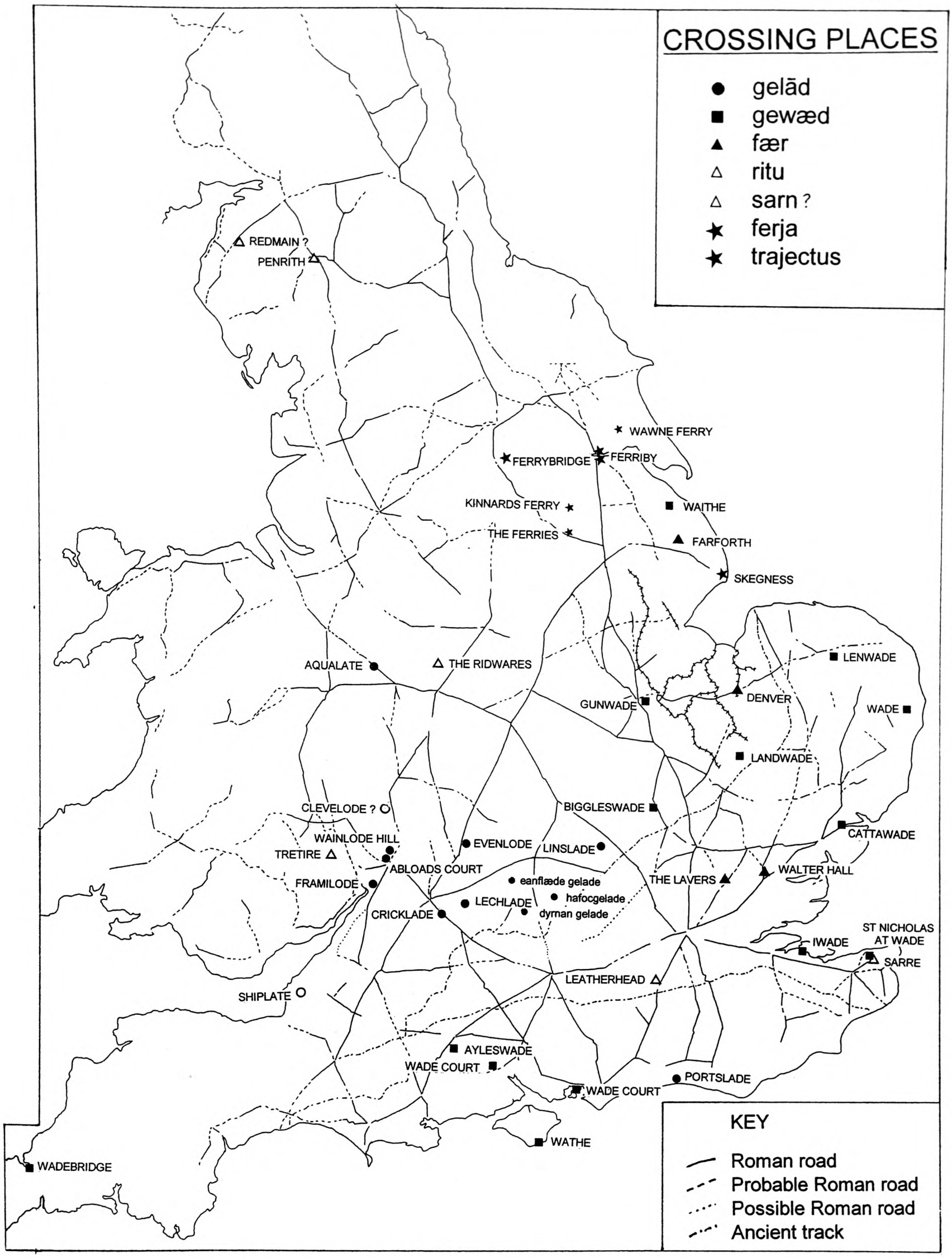

CROSSING PLACES
gelād
gewæd
fær
ritu
sarn ?
ferja
trajectus
REDMAIN ?
PENRITH
WAWNE FERRY
FERRYBRIDGE
FERRIBY
KINNARDS FERRY
WAITHE
THE FERRIES
FARFORTH
SKEGNESS
AQUALATE
THE RIDWARES
LENWADE
GUNWADE
DENVER
WADE
LANDWADE
CLEVELODE ?
BIGGLESWADE
CATTAWADE
WAINLODE HILL
EVENLODE
LINSLADE
TRETIRE
ABLOADS COURT
WALTER HALL
FRAMILODE
eanflæde gelade
THE LAVERS
hafocgelade
LECHLADE
dyrnan gelade
CRICKLADE
ST NICHOLAS AT WADE
IWADE
SARRE
LEATHERHEAD
SHIPLATE
AYLESWADE
WADE COURT
PORTSLADE
WADE COURT
WATHE
WADEBRIDGE
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 4.8
BRYCG

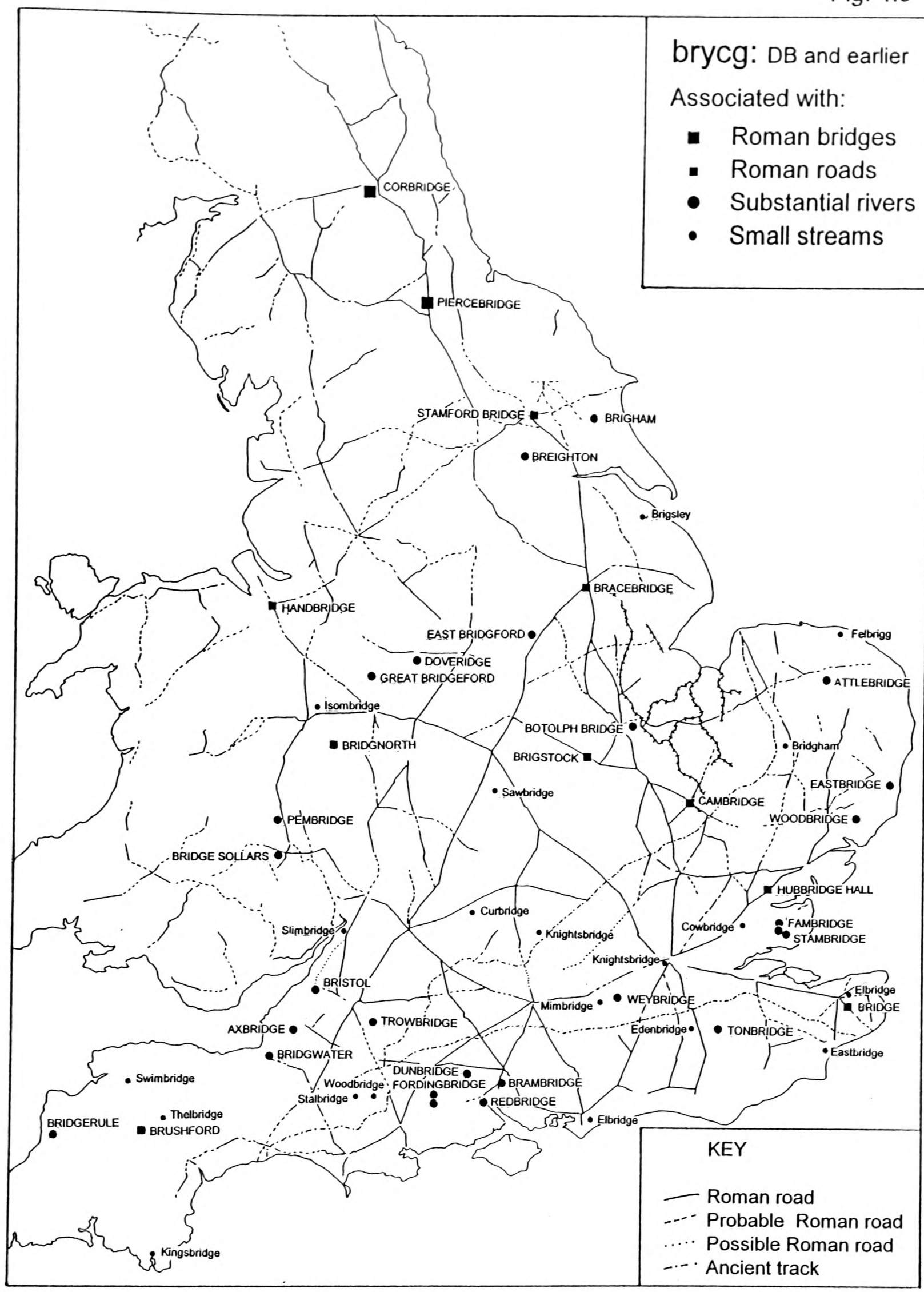
COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	ROAD	RIVER	SIZE	SPELLING & MEANING	DATE
Associated with Roman bridges									
NTB	Corbridge	DEPN	Corbridge	NY 988645	M 8d	Tyne	substantial river	*Corebricg,* Corstopitum	c. 1050
DUR	Piercebridge	W	Gainford	NZ 210158	M8c	Tees	substantial river	*Persebricge,* osiers	c. 1040 (12)
Associated with Roman roads but not with known Roman bridges, DB or earlier									
LIN	Bracebridge	C 18	Bracebridge	SK 968679	M 5f	Witham	substantial river	*Brachebrige, ?*	DB
KNT	Bridge	W541	Bridge	TR 183541	M 1a	Nailbourne	seasonal	*Brige*	DB
SHR	Bridgnorth	1. 56	Bridgnorth	SO 717928	M 192	Severn	substantial river	*Cwatbrucge,* often simplex	895 (c924)
NTP	Brigstock	DEPN	Brigstock	SP 946852	? M 57a	Harpers Brk	small stream	*Bricstoc,* place	DB
DEV	Brushford	361	Brushford	SS 676076	M493	Taw	small river	*Brigeforda,* causey?	DB
CAM	Cambridge	36	Cambridge	TL 450587	M 24	Cam	substantial river	*Grantebrycg,* river name	875, DB
CHE	Handbridge	5.1 53	Chester	SJ 407654	M 6a	Dee	substantial river	*Bruge,* (rock)	DB
ESX	Hubbridge Hall	301	Witham	TL 820138	M 3a	Brain	small stream	*Hobruge,* hill spur	DB
YOE	Stamford Bridge	186	Stamford Bridge	SE 713556	M 80a	Derwent	small river	*Stanford Brycg,* stone	c1075 (sa 1066)
Associated with crossings of substantial rivers, DB or earlier									
NFK	Attlebridge	CDEPN	Attlebridge	TG 129169	old route	Wensum	substantial river	*Atlebruge,* Ætla's	DB
SOM	Axbridge	CDEPN	Axbridge	ST 432546	old route	Axe	subst. riv. tidal	*Axanbrycge,* river name	914(16), DB
HNT	Botolph bridge	194	Orton	TL 172970		Nene	substantial river	*Botuluesbrige,* Botwulf's	DB
HMP	Brambridge	G 76	Twyford	SU 467224	R Rd ¾m	Itchen	substantial river	*Brombricge, broom*	1160
YOE	Breighton	DEPN	Breighton	SE 709336		Derwent	substantial river	*Bricstune,* settlement	DB
HRE	Bridge Sollars	DEPN	Bridge Sollars	SO 414426	R Rd ½m	Wye	substantial river	*Bricge*	DB
STF	Bridgeford, Gt.	DEPN	Seighford	SJ 884270		Sow	small river	*Brigeford,* ford	DB
NTT	Bridgford, East	222	East Bridgford	SK 690431		Trent	substantial river	*Brugeford(e),* ford	DB
DEV		135	Bridgerule	SS 275028		Tamar	small river	*Brige*	DB
SOM	Bridgwater	DEPN	Bridgwater	ST 300372		Parrett	subst.riv. tidal	*Brugie*	DB
YOE	Brigham	90-1	Brigham	TA 0753		Frodingham	small river	*Bringeha',* settlement	DB
GLO	Bristol	3.83	Bristol	ST 5873		Avon	substantial river	*Brycg Stowe,* assembly place	1052, DB
DBY	Doveridge	549	Doveridge	SK 113341		Dove	substantial river	*Dub(b)rig(e),* river name	DB
HMP	Dunbridge	G 190	Mottisfont	SU 318261			small river	*Denebrige,* long valley	DB
SFK	Eastbridge	CDEPN	Theberton	TM 451662		Minsmere R	stream & marsh	*Briges*	DB
ESX	Fambridge, North	214	N. Fambridge	TQ 850972		Crouch	tidal estuary	*Fanbruge,* linear marsh	1017-35, DB
	Fambridge, South	183	Ashingdon	TQ 862955					

Fig. 4.8 cont.

BRYCG

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	ROAD	RIVER	SIZE	SPELLING & MEANING	DATE
Associated with crossings of substantial rivers, DB or earlier, continued.									
HMP	Fordingbridge	DEPN	Fordingbridge	SU 145138	?old route	Avon	substantial river	*Fordingebrige,* dwellers at the ford	DB
HMP	Harbridge	G 40	Harbr. & Ibsley	SU 145102		?Avon/str'm	subst.r./small str	*Herdebrige,* Hearda's	DB
SHR	Isombridge	1.164	Rodington	SJ 611138		Tern	small river	*Asnebruge,* servants	DB
HRE	Pembridge	CDEPN	Pembridge	SO 390580		Arrow	small river	*Penebrvge,* Pena's	DB
HMP	Redbridge	G. 40	Millbrook	SU 370136		Test	substantial river	*Hreodbrycge,* reed	956, DB
ESX	Stambridge	202	Stambridge	TQ 899918		Roach	tidal river	*Stanbruge,* stone	DB
KNT	Tonbridge	CDEPN	Tonbridge	TQ 591466		Medway	substantial river	*Tonebrige,* settlement	DB
WLT	Trowbridge	133	Trowbridge	ST 855577	I.A. route?	Biss	small river	*Trobrigge,* tree	DB
SRY	Weybridge	98	Weybridge	TQ 072647		Wey	substantial river	*Weibrugge,* river name	675(13), DB
SFK	Woodbridge	CDEPN	Woodbridge	TM 271491		Deben	subst.r. tidal est.	*Oddebruge,* wood	1042-66(12), DB
Associated with crossings of small watercourses, DB or earlier									
NFK	Bridgham	DEPN	Bridgham	TL 958858		Thet	large stream	*Brugeham,* meadow or settlement	c. 1050
LIN	Brigsby	C. 21	Brigsby	TA 254018		stream	small stream	*Brigeslai,* clearing	DB
SOM	Brushford	DEPN	Brushford	SS 919258		Brockey Riv.	small stream	*Brigeford,* ford	DB
ESX	Cowbridge	261	Mountnessing	TQ 657952		stream	tiny stream	*Cubrigeam,* cow	DB
OXF	Curbridge	315	Curbridge	SP 332088		stream	tiny stream	*Crydan Brigce,* Creoda's	956
KNT	Eastbridge	DEPN	Burmarsh	TR 077318		?Old Limen or drainage chan'l		*Eastbrige,* east	DB
KNT	Elbridge	DEPN	Littlebourne	TR 203596		stream	small stream	*Thælbrycg,* plank	948
SSX	Elbridge	91	Bersted	SU 913020		stream	tiny stream	*Thelbrycg,* plank	680(10)
NFK	Felbrigg	DEPN	Felbrigg	TG 205397		stream	tiny stream	*Felebruge,* plank	DB
DEV	Kingsbridge	305	Kingsbr&Dodbrook	SX 7344	*herepath*	stream	tiny stream	*Cinges Bricge,* king's	962
MDX	Knightsbridge	169	Westminster	c. TQ 2779		Westbourne	?	*Cnihtebricge,* youth	1042-66
OXF	Knightsbridge	92	Shirburn	SU 686972		stream	tiny stream	*Cnihtabryge,* youth	late 10c
SRY	Mimbridge	129	Horsell	SU 983610		stream	tiny stream	*Mimbrugge,* mint	675 (13)
WAR	Sawbridge	151	Wolfhampcote	SP 503659		stream	large stream	*Salwebrige,* sallow	DB
GLO	Slimbridge	2.247	Slimbridge	ST 740036	½m R.Rd.	stream	tiny stream	*Heslinbruge,* mud	DB
DOR	Stalbridge	3.28	Stalbridge	ST 733182		stream	tiny stream	*Stapulbrige,* posts	860-6(14), DB
DEV	Swimbridge	350	Swimbridge	SS 621300		stream	small stream	*Birige,* (Saewine's)	DB
DEV	Thelbridge	395	Thelbridge	SS 786122		stream	tiny stream	*Talebrige,* plank	DB
DOR	Woodbridge	3.105	Fontmell Magna	ST 847183		stream	tiny stream	*Wdebrige,* wood	932(15)

Fig. 4.9


brycg: DB and earlier
Associated with:
Roman bridges
Roman roads
Substantial rivers
Small streams
CORBRIDGE
PIERCEBRIDGE
STAMFORD BRIDGE
BRIGHAM
BREIGHTON
Brigsley
BRACEBRIDGE
HANDBRIDGE
EAST BRIDGFORD
DOVERIDGE
GREAT BRIDGEFORD
Isombridge
BRIDGNORTH
BOTOLPH BRIDGE
BRIGSTOCK
Sawbridge
Felbrigg
ATTLEBRIDGE
Bridgham
EASTBRIDGE
CAMBRIDGE
WOODBRIDGE
PEMBRIDGE
BRIDGE SOLLARS
HUBBRIDGE HALL
Curbridge
Slimbridge
Knightsbridge
Cowbridge
FAMBRIDGE
STAMBRIDGE
Knightsbridge
BRISTOL
Elbridge
BRIDGE
Mimbridge
WEYBRIDGE
AXBRIDGE
TROWBRIDGE
Edenbridge
TONBRIDGE
BRIDGWATER
Eastbridge
Swimbridge
DUNBRIDGE
Woodbridge
FORDINGBRIDGE
BRAMBRIDGE
Stalbridge
REDBRIDGE
Thelbridge
BRIDGERULE
BRUSHFORD
Elbridge
Kingsbridge
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Wainlode Hill, GLO.

At normal flow the Severn can be seen on the left, while the road, probably used by salt merchants, crosses the Chelt and the Leigh Brook as it heads for Apperley and Deerhurst – the latter had salt rights at Droitwich. When the Severn is in flood the waters of the Chelt and Leigh Brook are ponded back and flood the meadows to the right, as well as the road and the Red Lion's car park. This stretch of road is the 'difficult crossing' of the gelad.

Fig. 4.10

Cattawade, SFK.
This refers to a tidal crossing at the head of the Stour estuary. It involves traversing a series of strips of salt marsh, tenacious mud flats, and water channels varying in width and depth according to the state of the tide.

Wadebridge, CNW. *The river Camel is contained by man-made banks now but formerly there would have been salt marshes and mud flats by this tidal estuary.The many-arched bridge gives an idea of the width of the crossing.*

Fig. 4.11

Fig. 5.1

MERE SIMPLEX AND *MERE* + SUFFIX SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
CHE	Mere	2.51	Mere	SJ 727816	on	*Mara, Mera*	DB
DEV	Maer Fm	591	Littleham	SY 017803	6	*atte Mere*	1333
	Maire	392	Rose Ash	SS 806189	not near	*atte Mere*	1333
DBY	Mere Fm	395	Middleton & Smerrill	SK 176630	¾	*Mereforlong*	1339
KNT	Mere Court	259	Murston	TQ 923646	1	*Mere*	1348
	Meres Court	262	Rainham	TQ 814645	1	*Meræ*	1190
LIN	Mareham le Fen	C 86	Mareham le Fen	TF 278613	5¼	*Marun*	DB
	Mareham on the Hill	C 86	Mareham on the Hill	TF 288679	2	*Meringe*	DB
	Mere	C 88	Branston	TF 008653	¾	*Mere*	1185
NTT	Meering	191	Meering	SK 815660	c. 4¼	*Meringe*	DB
SOM	Meare	CDEPN	Meare	ST 455417	c. 3½	*Mere*	DB
SSX	Marehill	153	Pulborough	TQ 066185	c.½	*atte Mere*	1296
	Mareland	232	Nuthurst	TQ 172257	5	*atte Mere*	1327
STF	Maer	CDEPN	Maer	SJ 793384	6½	*Mere*	DB
	Meertown	DEPN	Forton	SJ 756204	1¼	*Mera*	DB
WLT	Marr Green	338	Burbage	SU 231605	2½	*atte Mere*	1257
	Mere	178	Mere	ST 813325	1½ (AT)	*Mere*	DB
	Mere Fm	143	Keevil	ST 931579	5¾	*atte Mere*	1332
WOR	Mere Green	323	Hanbury	SO 756664	¼	*de la Mere*	1271

Fig. 5.2

MERE + ELEMENT OTHER THAN *TŪN*, SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
BUC	Marlow	186-7	Marlow	SU 852863	13¾	*Merelafan*	1015, DB
CHE	Marbury	2.117	Marbury	SJ 650764	c. 1½	*Merebir'*	c. 1200
	Marbury	3.106	Marbury cum Quoisley	SJ 561457	c. 2¾	*Merberie*	DB
DEV	Marland, Little	106	Petrockstow	SS 498120	c. 30	*Merlanda*	DB
	Marland, Peters	97	Peters Marland	SS 478135	c. 30	*Mirlanda*	DB
ESX	Mersea, E & W	319	E & W Mersea	TM 0314	c. 6	*Meres lg(e)*	895(c.900), DB
KNT	Margate	DEPN	Margate	TR 355074	not near	*Meregate*	1254
LNC	Marland	E 55	Rochdale	SD 875119	¾	*Merlande*	c. 1200
	Mearley Hall ?	E 78	Mearley	SD 768408	1	*Merlay*	1241
NFK	Marham	CDEPN	Marham	TF 708097	1¾	*Merham*	1042-66(12),DB
NTP	Marholm	237	Marholm	TF 146019	2	*Marham*	1052(13)
SSX	Marley Farm	498	Battle	TQ 766166	1¼	*Merle*	1347
	Marley Farm	515	Brede	TQ 826184	2¾	*Merle*	1327
WML	Mardale	2.169	Shap	NY 476117	1½ - 2	*Merdale*	1278
YOE	Marfleet	213	Kingston upon Hull	TA 143296	13	*Mereflet*	DB

Fig. 5.3

MERE-TŪN SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
CHE	Marton	1.80	Marton	SJ 850680	1¾ sw, 7 RRd	*Merutune*	DB
	Marton Grange	3.182	Marton	SJ 623682	½ sw, 2 RRd	*Mertona*	I. 12 (17)
DEV	Martin	432	Drewsteignton	SX 684928	¼ *herepath*	*Merton(a)*	DB
	Merton	99	Merton	SS 525120	not near	*Merton(a)*	DB
GLO	Didmarton	3.28	Didmarton	ST 820875	1½ RRd.	*Dydimeretune*	972(10), DB
	Farmington	1.172	Farmington	SP 136153	1 RRd.	*Tormentone*	DB
	Rodmarton	1.105	Rodmarton	ST 942980	1¼ RRd.	*Redmertone*	DB
	Tormarton	3.56	Tormarton	ST 769788	½ RRd.	*Tormentone*	DB
KNT	Marten	PNK 470	Newchurch	TR 072291	4	*Mertumnescirce*	c. 1100
	Martin	KPN 275	East Langdon	TR 338470	1½	*Meretum*	861
	Merton Fm	KPN 349	Canterbury	TR 150553	½	*de Merton(e)*	1327
LIN	Martin	C 87	Roughton	TF 239669	c.1¼ minor RRd	*Mertona*	1040-1(13),DB
	Martin	C 87	Martin	TF 121599	8 (½ Car Dyke)	*Martuna*	1135-54
	Marton	C 87	Marton	SK 840817	on	*Martone*	DB
LNC	Martin	124	Ormskirk	SD 425124	10	*Merretun*	DB
	Martin	207	Dalton	SD 240771	none near	*Meretun*	DB
	Marton	156	Poulton le Fylde	SD 335348	c.2	*Meretun*	DB
NFK	Merton	DEPN	Merton	TL 912980	¾.	*Meretuna*	DB
NTT	Martin	80	Harworth	SK 634941	1	*Martune*	DB
NTB	Cold Martin	B 26	Chatton	NU 005272	1¾	*Malemerton*	1195
OXF	Merton	182	Merton	SP 577178	¼	*Meretone*	DB
	Tadmarton	406	Tadmarton	SP 392378	¼	*Tademærtune*	956, DB
SHR	Marton	1.199-200	Chirbury	SJ 288025	on	*Mertune*	DB
	Marton	1.199-200	Marton	SJ 351343	12½	*Marton*	1284
	Marton	B 156	Myddle	SJ 443239	7	*de la Mare*	1178-1210
SRY	Merton	25	Merton	TQ 251695	¾	*Merton(e)*	967(15), DB
WAR	Marton	CDEPN	Marton	SP 406689	½	*Merton*	1151
WLT	Marten	347	Grafton	SU 282590	on	*Martone*	DB
WML	Long Marton	2.113	Long Marton	NY 666240	½	*Meretun*	c.1170
WOR	Martin Hussingtree	213	Martin Hussingtree	SO 883602	on	*Meretun*	972(c.1050)
	Throckmorton	169	Throckmorton	SO 982498	1½ salt way	*Throcmortune*	11th (18)

Fig. 5.3 cont.

YOE	Marton	49	Marton (in Swine)	TA 188387	none near	*Meretone*	DB
YOW	Marton	5.88	Marton	SE 417628	½	*Marton(e)*	DB
	Marton, East	6.39	Martons Both	SD 908507	1¼	*Martun*	DB
	Marton, West	6.39	Martons Both	SD 893505	1½	*Martun*	DB

MERE-TŪN OR *MARR-TŪN* SETTLEMENT NAMES

YON	Marton in the Forest	28	Marton le Forest	SE 602683	c.½	*Martun*	DB
	Marton	76	Marton (Sinnington)	SE 733832	c.1	*Martun*	DB
	Marton in Cleveland	162	Marton	NZ 514157	c.10	*Martun(e)*	DB
	Marton le Moor	181	Marton le Moor	SE 371706	½	*Marton'*	1198

Fig. 5.4
ELEMENT + *MERE*: MAJOR SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE	GEOLOGY
BRK	Catmore	496	Catmore	SU 453802	¼ minor RRd	*Catmere*	c935(c1200) DB	Chalk, nearby CwF
	Peasemore	261	Peasemore	SU 458771	¾ minor RRd	*Pesemere (1166)*	DB	Chalk/CwF boundary
BUC	Fulmer	237	Fulmer	SU 999856	4 minor RRd	*Fugelmere*	1198	
	Ilmer	125	Ilmer	SP 769055	1½ ancient tr.	*Imere*	DB	
CAM	Fowlmere	83	Fowlmere	TL 420458	2¼ ancient tr..	*Fuglemære*	DB	Chalk, alluvium
CHE	Pickmere	2.120	Pickmere	SJ 695772	1¼	*Pikemere*	1154-89	
CMB	Buttermere	355	Buttermere	NY 175170	6½	*Butermere*	1230	
DEV	Hemerdon	253	Hemerdon	SX 563574	none known	*Hainemardun*	DB	
	Peamore	496	Exminster	SX 917880	on	*Peumera*	DB	
DOR	Almer	2.55	Almer	SY 913989	¾	*Elmere*	943(15)	Chalk, some Head
	Ashmore	2.201	Ashmore	ST 913178	½	*Aisemare*	DB	Chalk
ESX	Bulmer	417	Bulmer	TL 843402	on	*Bulenemera*	DB	
	Sturmer	462	Sturmer	TL 690439	on	*Sturmere*	c.1000	Chalk + B Clay, alluv.
GLO	Redmarley D'A.	3.184	Redmarley D'Abitot	SO 752313	2½	*Reodemæreleage*	963(11) DB	
HMP	Ashmansworth	C 25	Ashmansworth	SU 416576	½ herepath	*Æscmæreswierthe*	909(12)	Chalk, CwF
	Blackmoor	C 35	Blackmoor	SU 780336	¼	*Blachemere*	1168	
	Col(e)more	C 58	Col(e)more	SU 705307	4¾	*Colemere*	DB	Chalk, CwF
	Dogmersfield	C 66	Dogmersfield	SU 781526	4 old route	*Dochemeresfelda*	DB	
	Dummer	C 67	Dummer	SU 579460	½	*Dunmere*	DB	Chalk, tiny CwF
	Frogmore	DEPN	Frogmore	SU 840604	2½	*Frogmore*	1294	
	Lomer	C 111	Exton	SU 593237	on old route	*Lammæres*	802-39, DB	Chalk
	Swanmore	C 159	Swanmore	SU 576164	2	*Suanemere*	1205	
HRE	Holmer	DEPN	Holmer	SO 505425	on	*Holemere*	DB	
HRT	Blackmore Wd	226	Hertford	c. TL 2913	c. 3¾	*Blachemene*	DB	
	Flexmore Field	23	St Pauls & Kings Walden	TL 156226	2¾	*Flesmere*	DB	Chalk/CwF boundary
	Patmore Hall	169	Albury	TL 453256	2	*Patemere*	DB	
KNT	Badlesmere	PNK 279	Badlesmere	TR 014551	3¼	*Badelesmere*	DB	Chalk, CwF, Head
	Walmer	CDEPN	Walmer	TR 370503	3¾	*Walemere*	11c	
MDX	Rug Mere	142	St Pancras	TQ 288832	1½	*Rugemere*	DB	
	Stanmore	65	Stanmore	TQ 167923	1	*Stanmere*	793(12) DB	
NFK	Anmer	DEPN	Anmer	TF 737295	1	*Anemere*	DB	Chalk/ B Clay b'd'y

	Fig. 5.4 cont.							
NFK	Barmer	DEPN	Bagthorpe with Barmer	TF 809337	1½	*Benemara*	DB	Chalk/ B Clay b'd'y
	Cromer	DEPN	Cromer	TG 220422	10½	*Crowemere*	13c	
	Egmere	DEPN	Great Walsingham	TF 896374	1¼	*Eggemera*	DB	B Clay,S&G on Chalk
	Semere Green	DEPN	Dickleborough	TM 185845	½	*Semere*	DB	B.Clay on Chalk
	Southmere	DEPN	Docking	c. TF 7537	c. 1¼	*Sutmere*	DB	Chalk/B Clay bound'y
	Wickmere	DEPN	Wickmere	TG 165338	6¼	*Wicmara*	DB	
NTT	Bradmore	245	Bradmore	SK 584312	4½	*Brademere*	DB	
	Gibsmere	155	Bleasby	SK 720488	1½	*Gypesmere*	958(14) DB	
	Widmerpool	257	Widmerpool	SK 629282	1½	*Wimarspol*	DB	
OXF	Finmere	208	Finmere	SP 637332	½	*Finemere*	DB	
	Tusmore	216	Hardwick with Tusmore	SP 565306	3	*Toresmere*	DB	
SFK	Bosmere Hall	DEPN	Creeting St Mary	TM 103546	½	*Bosemera*	DB	
	Livermere	DEPN	Great Livermere	TL 882718	1	*Leuuremer*	c.1050, DB	
	Rushmere	DEPN	Rushmere	TM 494880	7¼	*Riscemara*	DB	
	Rushmere St A.	DEPN	Rushmere St Andrew	TM 195461	4½	*Riscemara*	DB	
	Semer	DEPN	Semer	TL 998468	2	*Seamera*	DB	
SHR	Colemere	1.96	Colemere	SJ 437329	7½	*Colesmere*	DB	
	Ellesmere	1.122	Ellesmere	SJ 398349	10	*Ellesmeles*	DB	
	Fenemere	1.132	Baschurch	SJ 450 225	6¾	*Finemer*	DB	
SOM	Cranmore	CDEPN	Cranmore, East & West	ST 668433	¾	*Cranemere*	955-9(13), DB	
	Enmore	CDEPN	Enmore	ST 240352	2½ ancient tr	*Animere*	DB	
SSX	Balmer	308	Falmer	TQ 359099	3½	*Bergemere*	DB	Chalk
	Falmer	308	Falmer	TQ 355088	4	*Falemere*	DB	Chalk+Reading Beds
	Keymer	276	Keymer	TQ 316153	¼	*chemere*	DB	
	Linchmere	24	Linchmere	SU 870308	3	*Wlenchemere*	1186	
	Ringmer	355	Ringmere	TQ 446126	1¼	*Ryngemere*	1275	
	Stanmer	312	Stanmer	TQ 336097	3¾	*Stanmere*	765(c1300),DB	Chalk+tiny am't Head
	Tangmere	97	Tangmere	SU 902063	½	*Tangmere*	680(10), DB	
	Udimore	516	Udimore	TQ 862189	4½ minor RRd	*Dodimere*	DB	
STF	Wetmoor	DEPN	Burton on Trent	SK 255245	¼	*Wihtmere*	DB	
SUR	Haslemere	204	Haslemere	SU 903329	5½	*Heselmere*	1221	
	Hurtmore	199	Godalming	SU 955456	1¾ ancient tr	*Hormera*	DB	
WLT	Buttermere	339	Buttermere	SU 340610	½ ancient tr	*Butermere*	863(12), DB	Chalk/CwF boundary
	Imber	170	Imber	ST 965484	on ancient tr	*Imemerie*	DB	Chalk+ strip Head

	Fig. 5.4 cont.							
WML	Grasmere	1.198	Grasmere	NY 337074	2½	*Ceresmere*	1203	
	Kentmere	1.165	Kentmere	NY 456041	5	*Kent(e)mer(e)*	1247-60	
	Windermere	1.192	Windermere	SD 410978	4	*Wynandermer(e)*	Hy 2	
WOR	Redmarley	86	Great Witley	SO 756664	near salt way?	*Redmerlei*	DB	
YOE	Fimber	128	Fimber	SE 894606	on R'ised tr	*Fimmar(a)*	1121-37	Chalk
	Redmere	28	Owthorne	c. TA 1429	over 20	*Rotmare*	DB	
	Sledmere	126	Sledmere	SE 939646	on R'ised track	*Slidemare*	DB	Chalk
YON	Bulmer	39	Bulmer	SE 699676	3	*Bolemere*	DB	
	Redmire	257	Redmire	SE 045913	7	*Rid(e)mare*	DB	
	Seamer	102	Seamer	TA 015834	c.14½	*Semær*	DB	
	Seamer	172	Seamer	NZ 498103	8	*Semere*	DB	

ADDITIONAL MINOR NAMES

NFK	Cranmer Park	Faden	Sculthorpe	TF 886327	on	*Cranmo Hall*	1797	B'Clay/Chalk b'd'y
	Inmere	~	Snettisham	TF 707342	on ancient tr.	*?*		Chalk
	Shammer	NRS 35	North Creake	TF 830383	1½	*Schamere*	1210-5	B. Clay on Chalk

Key alluv - alluvium; B Clay - Boulder Clay; CwF - Clay with Flints; S&G - sand and gravel
Faden = Faden's Map of Norfolk 1797 Norfolk Record Society, 42 (1973).
NRS 35 = *Cartulary of Creake Abbey*, ed. A.L. Bedingfield, Norfolk Record Society, 35 (1966), p. 7.

Fig. 5.5

DISPERSION GRAPHS SHOWING THE NUMBERS OF *MERE*S AT GIVEN DISTANCES FROM OLD ROUTES IN MILES AND KM

MERE SIMPLEX/SUFFIX

MILES	
Unknown	X
over 7	
7	
6¾	
6½	X
6¼	
6	X
5¾	X
5½	
5¼	**X**
5	X
4¾	
4½	
4¼	X
4	
3¾	
3½	X
3¼	
3	
2¾	
2½	X
2¼	
2	**X**
1¾	
1½	O
1¼	X
1	X X
¾	X **X**
½	X
¼	X
0	X

UQ
M
LQ

MERE +ELEMENT

X	**X**	X	X	X	UQ
X					
X	X				M
X	X				
X					LQ
X					
X					
X					

MERE-TŪN

X	8	10	X	12n	X		
Xn							
X							
Xn							UQ
Sn	X						
Xa	Xa	S	X				
Xa	X	X					M
X	X						
X	X						
X	**X**	X	Sn	Xa	Xa		LQ
O	X	X					
Xa	Xa	X	X				

ELEMENT+ *MERE*

X									N	C	A	Unknown	
X	X	X	X	X	X	X			o	h	l	over 11.2	K
X									n	a	l	11.2	I
X									-	l		10.8	L
X									c	k		10.4	O
X									h			10.0	M
									a			9.6	E
									l			9.2	T
X									k			8.8	R
									UQ			8.4	E
X												8.0	S
				X								7.6	
X	X	X										7.2	
												6.8	
X	O	X		**X**							UQ	6.4	
X	X			X								6.0	
				X								5.6	
				X								5.2	
X	X	X										4.8	
				X								4.4	
X	X	O	X						M			4.0	
O										U		3.6	
X	**X**	**X**								Q	M	3.2	
O												2.8	
O	X	X	X	X								2.4	
X	X			X	X				LQ			2.0	
X	X			X								1.6	
X				X	X					M		1.2	
X	X	X		X	X	O	**X**	**O**			LQ	0.8	
X	X	X		X						LQ		0.4	
X	X	X		X	X	O	X	O				0	

Distance from: Roman road = X; Ancient track = O; Salt way = S; n = natural; a = artificial

underlined: associated with Chalk

Fig. 5.6

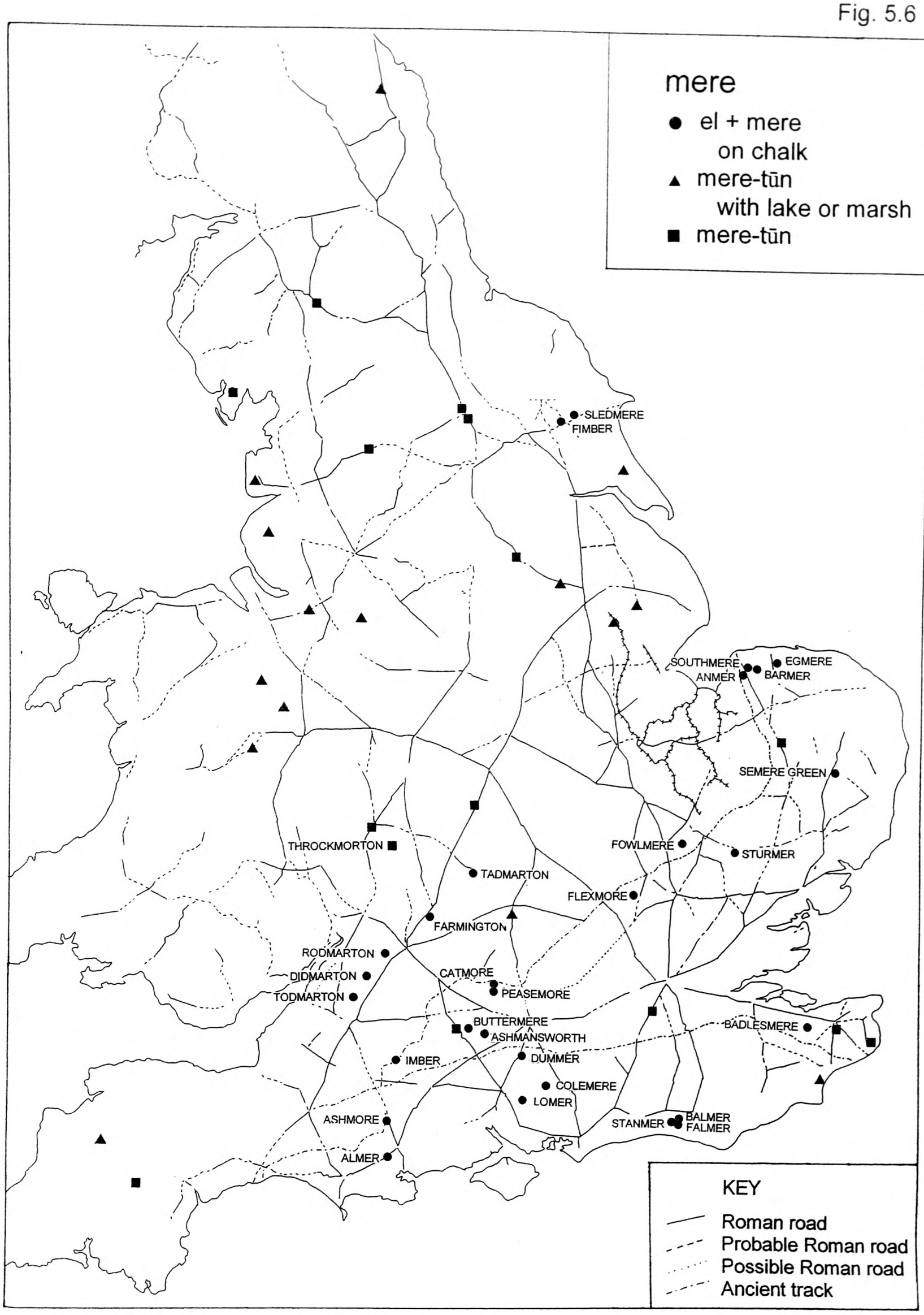

mere
el + mere on chalk
mere-tūn with lake or marsh
mere-tūn
SLEDMERE
FIMBER
SOUTHMERE
ANMER
EGMERE
BARMER
SEMERE GREEN
THROCKMORTON
FOWLMERE
STURMER
TADMARTON
FLEXMORE
FARMINGTON
RODMARTON
DIDMARTON
TODMARTON
CATMORE
PEASEMORE
BUTTERMERE
ASHMANSWORTH
BADLESMERE
IMBER
DUMMER
COLEMERE
LOMER
ASHMORE
STANMER
BALMER
FALMER
ALMER
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 5.7

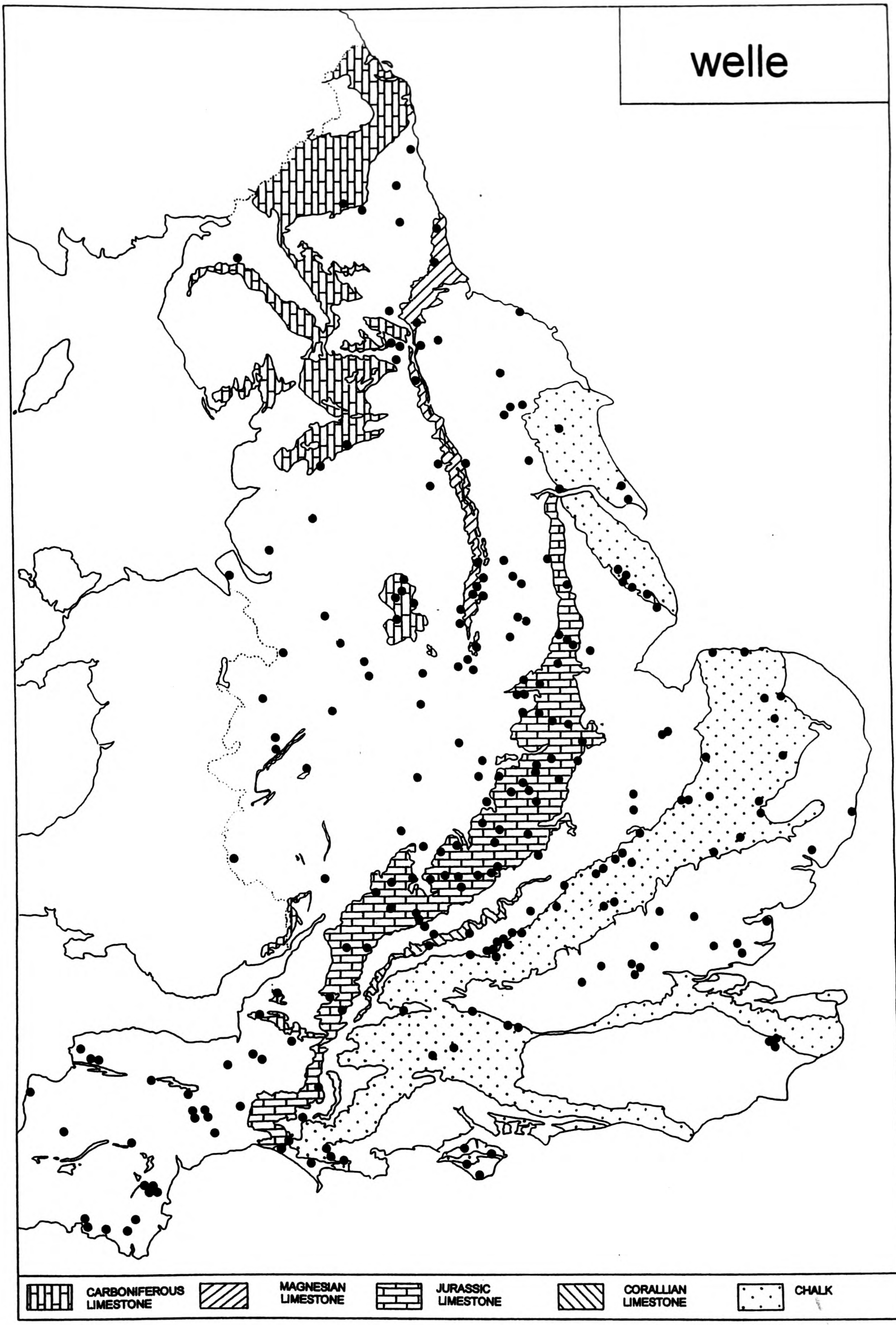

welle
CARBONIFEROUS LIMESTONE
MAGNESIAN LIMESTONE
JURASSIC LIMESTONE
CORALLIAN LIMESTONE
CHALK

Fig. 5.8

BYDEN-WELLE SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
BDF	Bidwell	128	Houghton Regis	TL 014244	¾	*Budewelle*	13th
BUC	Biddles Fm	216	Burnham	SU 955819	½ (from A4)	*Budewelle*	1208
CAM	Bedwellhay Fm	217	Ely St Mary	TL 520775	1/8	*Bidewelle*	1302
DEV	Bidwell	410	Thorverton	SS 933033	¾ (from weg)	*Bidewille*	1301
	Bidwell Barton	573	Newton St Cyres	SX 906983	1½ herepath	*Bedewille*	1302
ESX	Bedlar's Green	35	Great Hallingbury	TL 524202	¾	*Bedewell(e)*	1229
HRT	Bedwell &	138	Stevenage	TL 241243	1½ major &	*Budewelle*	13th
	Bedwell Plash				¼ minor RRd		
	Bedwell Park	224	Essendon	TL 276077	¾	*Bedewell(e)*	1220
NTP	Bidwell Fm	222	Titchmarsh	TL 045793	1/8	*Bidewell*	1227
SOM	Bidwell	PN Dev 410	Quantox Head	ST 105412	¾ old route	*Bydewell*	1279
WLT	Beardwell	116	Atworth	ST 873665	¼	*Bedewelle*	1353

Fig. 5.9

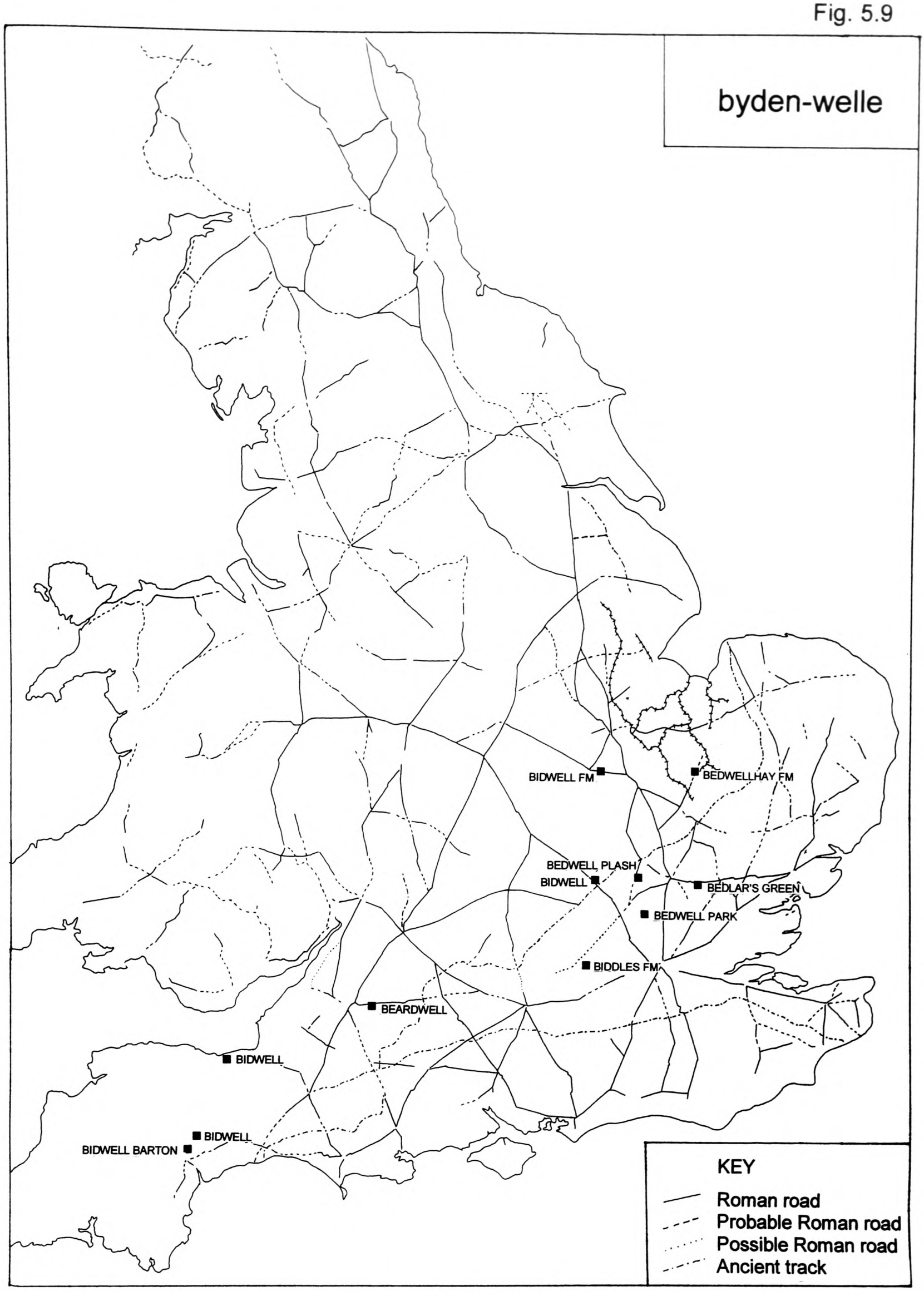

byden-welle
BIDWELL FM
BEDWELLHAY FM
BEDWELL, PLASH
BIDWELL
BEDLAR'S GREEN
BEDWELL PARK
BIDDLES FM
BEARDWELL
BIDWELL
BIDWELL
BIDWELL BARTON
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 5.10

DISPERSION GRAPHS SHOWING THE NUMBERS OF SOME SPRING ELEMENTS AT GIVEN DISTANCES FROM ROMAN ROADS AND OLD ROUTES IN MILES AND KILOMETRES

MILES	*ÆWIELL & ÆWIELM*	*FUNTA*	*BYDEN-WELLE*	KILOMETRES
	unknown		unknown	
	over 7		over 11.2	
	7		11.2	
	6¾		10.8	
	6½		10.4	
	6¼		10.0	
	6	X	9.6	
	5¾		9.2	
	5½	X	8.8	
	5¼		8.4	
	5		8.0	
	4¾		7.6	
	4½		7.2	
	4¼		6.8	
	4		6.4	
	3¾ O		6.0	
	3½ X		5.6	
	3¼ X	X	5.2	
	3		4.8	
	2¾		4.4	
	2½ **X**	X X	4.0	
	2¼ U	X	3.6	
	2 Q	**X** UQ	3.2	
	1¾ **X**	X	2.8	
	1½ X X	X O X	2.4	
	1¼		O 2.0	
	1 O	X **O** M	1.6	
	¾ O **X** **O** M	X X	**X** O X X X M	1.2
	½ X **O** **X** X O LQ	**X** O LQ	X	0.8
	¼ X	X	X X	0.4
	0 X O	X X X X	X X	0
	Median ¾ miles IQ range 1 5/8 miles	Median 1 mile IQ range 1½ miles	Median ¾ miles	

M = median. LQ = lower quartile. UQ = upper quartile.
X distance from Roman road O distance from Old Route

Fig. 5.11

ÆWIELL SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM R.RD/OTHER ROUTE'	SPELLING	DATE
DOR	Alton Pancras	M 28	Alton Pancras	ST 699024	¾ old route	*Awultune*	1012,DB
ESX	Ewell Hall	291	Kelvedon	TL 865183	½	*Ewell(e)*	1212
HMP	Alton	C 22	Alton	SU 717396	1¾	*Auueltona*	1080-7,DB
HRT	Oughton Head	10	Hitchin	TL 164297	½ ancient track	*Alconesheved*	1285
KNT	Ewell	PNK 560	Temple Ewell	TR 285442	on	*Æwillemearce*	c.772, DB
	Ewell Manor	PNK 286	Faversham	TR 045608	½	*Ewell'*	1226
	Ewell Manor	PNK 160	West Farleigh	TQ 716524	c.3¼	*Ewelle*	1198
	Well Street	PNK 149	East Malling	TQ 695566	3¾	*Ewelle*	1240
SHR	Aldon	1.15	Aldon	SO 435795	1½, (on weg)	*Alledone*	DB
SRY	Carshalton	41	Carshalton	TQ 283642	2½	*Aweltune*	880-5(c1000),DB
	Ewell	75	Ewell	TQ 220629	¼	*Euuelle*	675,DB
SSX	Awell Barn	252	Ardingly	TQ 337269	½	*Awell*	1526
WLT	Alton B & P	317	Alton Barnes & Priors	SU 109622	on ancient track	*Aweltun*	825(c1150),DB

ÆWIELM SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
DEV	Clyst William	568	Plymtree	ST 068027	3½	*Clist(*DB*) Clistewelm*	1238
DOR	Toller Whelme	M 146	Corscombe	ST 516016	1 old route	*Tollor Æwylman*	1035,DB
GLO	Ewen	1.76	Kemble	SU 004976	1½	*Awelm*	931 (14c)
KNT	Newell	KPN 84	Orpington	TQ 468667	5½	*Cræges Æuuelma*	798 (1212)
OXF	Ewelme	126-7	Ewelme	SU 646915	½ ancient track	*Auuilma*	DB
SSX	Newelm	361	West Firle	TQ 465072	¾ minor RRd	*Ewelme*	1386
WAR	Coundon	159-60	Coundon	SP 312813	¾ Ogilby route	*Condelme*	DB

Fig. 5.12

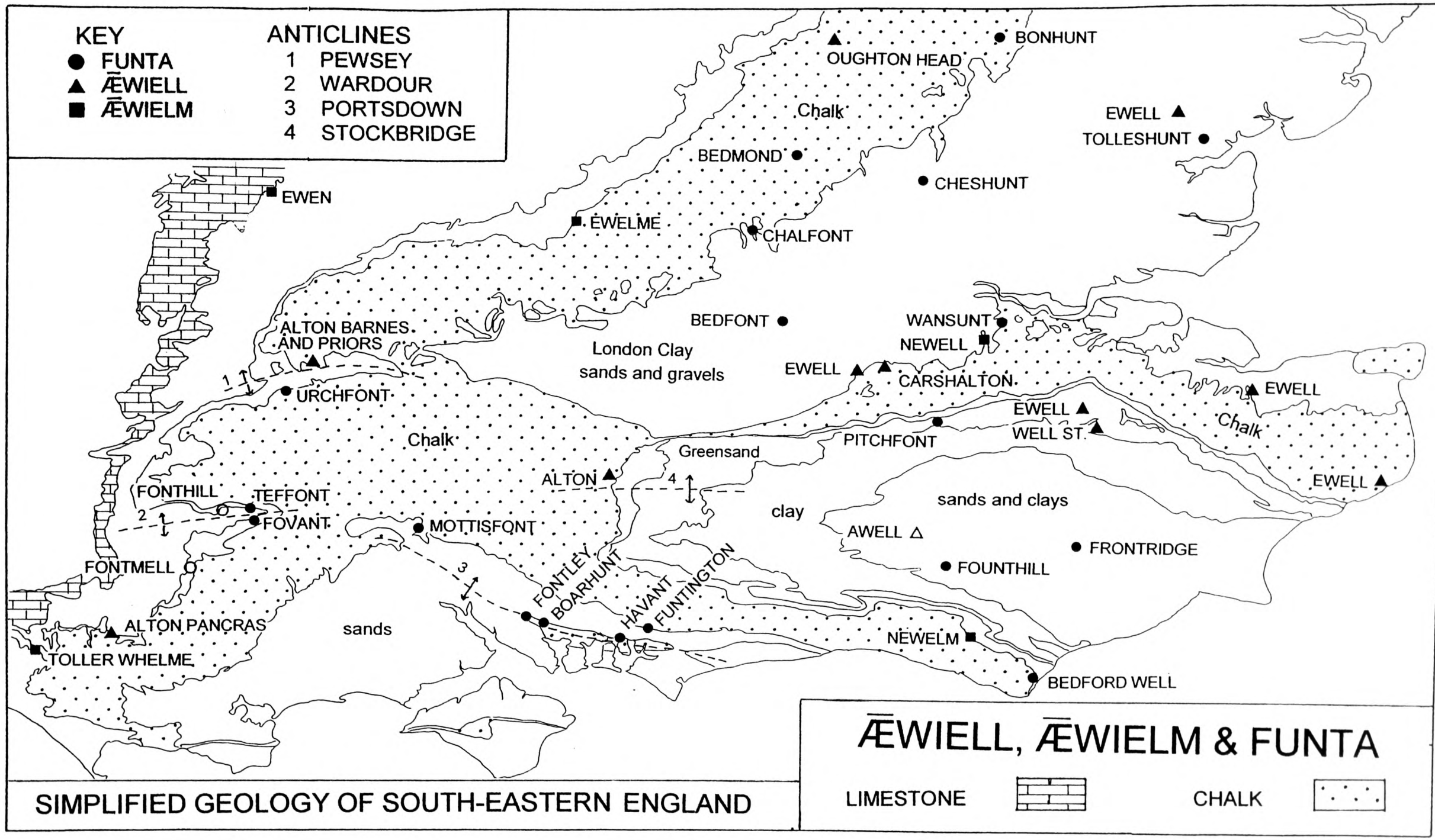

KEY
FUNTA
ÆWIELL
ÆWIELM
ANTICLINES
1 PEWSEY
2 WARDOUR
3 PORTSDOWN
4 STOCKBRIDGE
OUGHTON HEAD
BONHUNT
Chalk
EWELL
TOLLESHUNT
BEDMOND
CHESHUNT
EWEN
EWELME
CHALFONT
BEDFONT
WANSUNT
NEWELL
ALTON BARNES AND PRIORS
London Clay sands and gravels
EWELL
CARSHALTON
EWELL
URCHFONT
EWELL
WELL ST.
Chalk
PITCHFONT
Greensand
ALTON
4
EWELL
FONTHILL
TEFFONT
2
FOVANT
MOTTISFONT
clay
sands and clays
AWELL
FRONTRIDGE
FOUNTHILL
FONTMELL
3
FONTLEY
BOARHUNT
HAVANT
FUNTINGTON
ALTON PANCRAS
sands
NEWELM
TOLLER WHELME
BEDFORD WELL
SIMPLIFIED GEOLOGY OF SOUTH-EASTERN ENGLAND
ÆWIELL, ÆWIELM & FUNTA
LIMESTONE
CHALK

Fig. 5.13

FUNTA SETTLEMENT NAMES

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE	SPELLING	DATE
BUC	Chalfont	CDEPN	Chalfont, St Giles	SU 991935	on minor RRd	*Celfunte*	DB
			St Peter, Little	TQ 000909			
CAM	Funthams	260	Whittlesey	TL 240973	½	*Funtune*	13th
ESX	Bonhunt	CDEPN	Wicken Bonhunt	TL 512334	3¼	*Banhunta*	DB
	Tolleshunt	306	Tolleshunt D'Arcy,	TL 928117	6	*Tollesfuntan*	c1000(c1125)
			Knights, and Major				DB
HMP	Boarhunt	C 36	Boarhunt	SU 604083	1	*Bor(e)hunte*	DB
	Fontley Fm	C 78	Titchfield	SU 554090	2	*Funtelei*	DB
	Havant	C 88	Havant	SU 717062	on	*Hamanfuntan*	935(c12),DB
	Mottisfont	C 119	Mottisfont	SU 326267	2½	*motesfont*	1167
HRT	Bedmond	76	Abbots Langley	TL 099037	on minor RRd	*Bedesunta*	1331
	Cheshunt	220	Cheshunt	TL 349024	¼	*Cestrehunt(e)*	DB
KNT	Wansunt	PNK 14	Bexley	c.TQ 5073	c.¾	*de Wantesfonte*	1270
MDX	Bedfont, East	12	East Bedfont	TQ 085736	on	*Bedefunt*	DB
SRY	Pitchfont	324	Limpsfield	TQ 400545	½ ancient track	*Chefronte*	1391
SSX	Bedford Well	427	Eastbourne	TV 614998	2¼ minor RRd	*Bedefonte*	1486
	Founthill	317	Newick	TQ 421203	1½	*atte Funte*	1296
	Frontridge	462	Burwash	TQ 705247	¾ Wealden way	*Fonteregg*	1248
	Funtington	60	Funtington	SU 801082	1¾	*Fundintune*	12th
WAR	Chadshunt	249-50	Chadshunt	SP 349530	2½	*Ceadelesfuntan*	949(c1200), DB
WLT	Fovant	214	Fovant	ST 996296	1½ *herepath*	*Fobbefunte*	901(13c).DB
	Teffont	193-4	Teffont, Evias & Major	ST 989324	1½	*be Tefunte*	860(c1400), DB
	Urchfont	315	Urchfont	SU 041573	1 old route	*lerchesfonte*	DB
	From a derivative of *funta*						
DOR	Fontmell Magna	M 73	Fontmell Magna	ST 865170	1¼ old route	*Funtemel*	871-7(15c),DB
WLT	Fonthill	190	Fonthill, Bishop's	ST 934330	¾ ancient track	*Funtial*	901, DB
			& Gifford				

Fig. 5.14

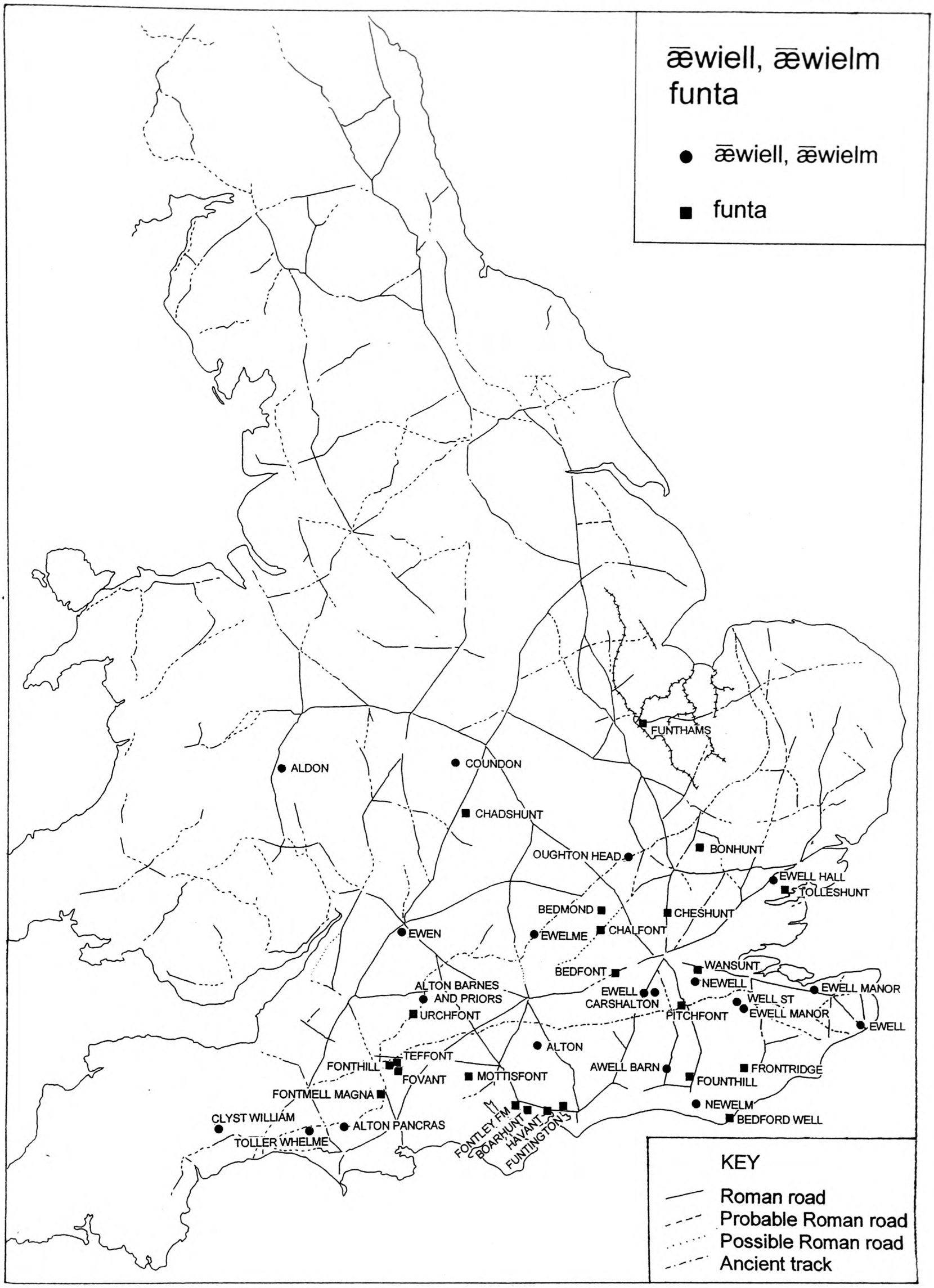

æwiell, æwielm
funta
æwiell, æwielm
funta
FUNTHAMS
ALDON
COUNDON
CHADSHUNT
OUGHTON HEAD
BONHUNT
EWELL HALL
TOLLESHUNT
BEDMOND
CHESHUNT
EWEN
EWELME
CHALFONT
WANSUNT
BEDFONT
NEWELL
ALTON BARNES
AND PRIORS
URCHFONT
EWELL
CARSHALTON
EWELL MANOR
WELL ST
PITCHFONT
EWELL MANOR
EWELL
ALTON
TEFFONT
FONTHILL
FOVANT
MOTTISFONT
AWELL BARN
FRONTRIDGE
FOUNTHILL
FONTMELL MAGNA
NEWELM
CLYST WILLIAM
ALTON PANCRAS
BEDFORD WELL
TOLLER WHELME
FONTLEY FM
BOARHUNT
HAVANT
FUNTINGTON'S
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 5.15
CALDE-COT

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM		GEOLOGY	TOPOGRAPHY
							ROMAN RD	OLD ROUTE	(if a clay)	
BDF	Calcutt	128	Houghton Regis	TL 012245	*Caldecote*	1224	¼ mile			
	Caldecote Upper	94	Northill	TL 170460	*Caldecot(e)*	1197	½			
	Lower			TL 166459						¼ m Ivel
BRK	Caldcot (lost)	357	Coleshill	c.SU 2393	*Caldecote*	1365	?			
	Caldecott Fm	437	Abingdon	SU 487965	*Caldecote*	1261-6	5	on 'A 34'	Kimm. Cl	
	Calcot Place	222	Theale	SU 664720	*Caldecote*	13c.		½ to 'A 4'		¼ m Kennet
BUC	Caldecote	21	Newport Pagnell	SP 878423	*Caldecote*	DB	4			¼ m Ouzel
	Caldecote (lost)	147	Bierton with Broughton	c.SP 839126	*Caldecote*	c. 1230	c. ½		Gault/Kimm.	
	Caldecotte	31	Bow Brickhill	SU 893355	*Caldecote*	1247	1½ across Ivel		Oxford Cl	¼ m Ouzel
CAM	Caldecote	156	Caldecote	TL 347563	*Caldecote*	DB	2¼		Boulder Cl	
CHE	Caldecott Hall	4.26	Caldecott	SJ 431517	*Caldecote*	DB	2¼		Boulder Cl	½ m Dee
CMB	Caldecotes	42	Carlisle	NY 392558	*Caldecote*	DB	on		Boulder Cl	¼ m Caldew
DEV	Chollacott	248	Whitchurch	SX 485732	*Cholcote*	1482	c. 22			¼ m Tavy
	Coldacott	167	Sampford Courtenay	SX 611976	*Caldecote*	1238	on suspected road			faces NW
DOR	Chaldecots	1.85	Kimmeridge	c.SY 932784	*Cheldecote*	1244	8¾		Kimm. / l'st.	exposed coast
ESX	Calcott Hall	138	South Weald	TQ 583946	*Caldecote*	1342	¾		silt / clay	
GLO	Calcot	1.166	Coln St Denis	SP 090100	*Caldecot(e)*	DB	¾			1/8 m Coln
	Calcot	2.239	Newington Bagpath	ST 840950	*Caldechote*	1236	¾ minor rd			600ft plateau
	Coldicote(Westfield)	2.18	Hawling	SP 088216	*Callicote*	DB		1½ salt way	Boulder Cl	850ft upland
	Coldicote Fm	1.251	Moreton in Marsh	SP 216311	*Caldecot(e)*	1248		1/8 salt way	Boulder Cl	lowlying, damp
	Coldicote Ho.	1.220	Evenlode	SP 221309	*Coldecote*	1270		1/8 salt way	Boulder Cl	lowlying, damp
HMP	Calcot Ho	G 45	Curdridge	SU 531153	*Kaldecote*	1208	¾		London Cl	faces NW
HNT	Caldecote	181	Caldecote	TL 141884	*Caldecote*	DB	1½		Oxford Cl	
	Caldecote	259	Eynesbury Hardwicke	TL 225585	*Caldecote*	1242	½		B. Cl /Oxf Cl	
	Caldecote (lost)	239	Ellington	c TL 1671	*Caldecote*	1279	?		? Oxford Cl	
	Caldecote (lost)	227	Warboys	c TL 3080	*Caldecote*	1251(c1350)	none near		? Oxford Cl	Fen edge
HRE	Caldicott	CC 22	Aconbury	SO 526328	*Caldecote*	mid 13c	c 1¾			550ft hilltop
HRT	Caldecote	155	Caldecote	TL 236384	*Caldecota*	DB	¾		Boulder Cl	
KNT	Calcott Hall	PNK 514	Sturry	TR 173626	*Kaldecote*	13c.	1		Boulder Cl	
	Cacket's Fm	PNK 16	Chelsfield	TQ 454597	*Caldecote*	1198		1¼		600ft, faces NE
LIN	Collow Abbey Fm.	DEPN	Legsby	TF 140838	*Caldecote*	DB	¼		Boulder Cl	
	Caldecote	JEPNS 31	Wellingore	c.SK 9856	*Caldecote*	1338	?			
LNC	Coldcoats	E 77	Pendleton	SD 755385	*Kaldecotes*	1243	1¼		Boulder Cl	500 ft faces NW

Fig. 5.15 cont.

CALDE-COT cont.

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM		GEOLOGY	TOPOGRAPHY
							ROMAN RD	OLD ROUTE	(if clay)	
MDX	Chalk Fm	112	Hampstead	TQ 277845	*Chaldecote*	1253	1½		London Cl	
MON	Caldicot	DEPN	Caldicot	ST 484886	*Caldecote*	DB	1		Alluvium	lowlying, coastal
NFK	Caldecote	DEPN	Oxborough	TF 745035	*Caldanchota*	DB		2¾		lowlying, damp
NTB	Coldcotes	M 50	Simonburn	NY 768757	*Kaldecotes*	1279	9¼		Boulder Cl	700ft, remote
	East Coldcoats	M 50	Ponteland	NZ 153751	*Caldecotes*	1250	6¾	4½ to A1	Boulder Cl	
	Middle			NZ 144748			6½	4¾ to A1		
	West			NZ 133745			6¼	5 to A1		
NTP	Caldecote	95	Towcester	SP 686510	*Caldecot(a)*	1203	1/3			
	Caldecott	190	Chelveston cum C'cot	SP 988691	*Caldecote*	DB	1¾		Oxford Cl	
OXF	Caulcott	219	Lower Heyford	SP 508243	*Caldecot'*	1199	½ minor			
RUT	Caldecott	244	Caldecott	SP 868937	*Caldecot(e)*	DB	c. on		Lias Cl	¾ m Welland
SFK	Caldecott Hall	DB*	Fritton	TG 474015	*Caldecotan*	DB	10½			½ m Great Estuary
SHR	Caldecott	MG	Knockin	c.SJ 355227	*?*	early 13c	not near			
	Calcott	4.117	Bicton and Calcott	SJ 450138	*Kaldecote*	c. 1270	2		B.Cl+gravel	
	Calcott ?		Chirbury	SO 273959	*?*	?	4			
SOM	Catcott	VEPN	Catcott	ST 394393	*Caldecote*	DB	¾		Lias Cl	faces NE
WAR	Calcutt Ho	130	Grandborough	SP 477636	*Caldecote*	DB		4 Welsh rd		
	Caldecote	78-9	Caldecote	SP 349951	*Caldecote*	DB	½			by Anker
WLT	Calcote Fm	251	Bishop's Cannings	SU 034623	*Coldecote*	1442	3			
	Chalcot Ho	147	Dilton	ST 843488	*Caldecote*	1249	3¼			
	Chaldicott's Fm	210	Semley	ST 880273	*Chaldecotis*	1448	¾		Kimm Cl	
	Coldcot	182	Stourton	ST 783350	*Caldecote*	1321		¼ Harroway		600ft
WOR	Calcott Hill	280	Clent	SO 944784	*Caldecote*	1327	2¾			750 ft hilltop
	Colketts Fm	181	Wickenford	SO 773604	*Coldecote*	1275	not near			
YON	Cargo Fleet	161	Middlesborough	NZ 515205	*Kaldecotes*	12c	11		B.Cl+alluv	exposed, Tees estuary
YOW	Cold Cotes	6.243	Ingleton	SD 717713	*Caldecotes*	1306	¼-½ minor		Boulder Cl	700ft
	Coldcotes	4.136	Potter Newton	SE 335348	*Caldecotes*	DB		c.1¼		

Abbreviations: alluv =alluvium; B Cl = Boulder Clay; Cl = Clay; Oxf Cl = Oxford Clay; Kimm Cl = Kimmeridge Clay; l'st = limestone.

'A 34' refers to the earlier line of the Southampton to Northampton route, subsequently re-aligned and now called A 34.

'A 4' refers to the earlier line of the London to Bristol route, subsequently re-alinged and now called A 4

* Phillimore DB series, *Suffolk* (ed.) John Morris. MG = Margaret Gelling, personal communication.

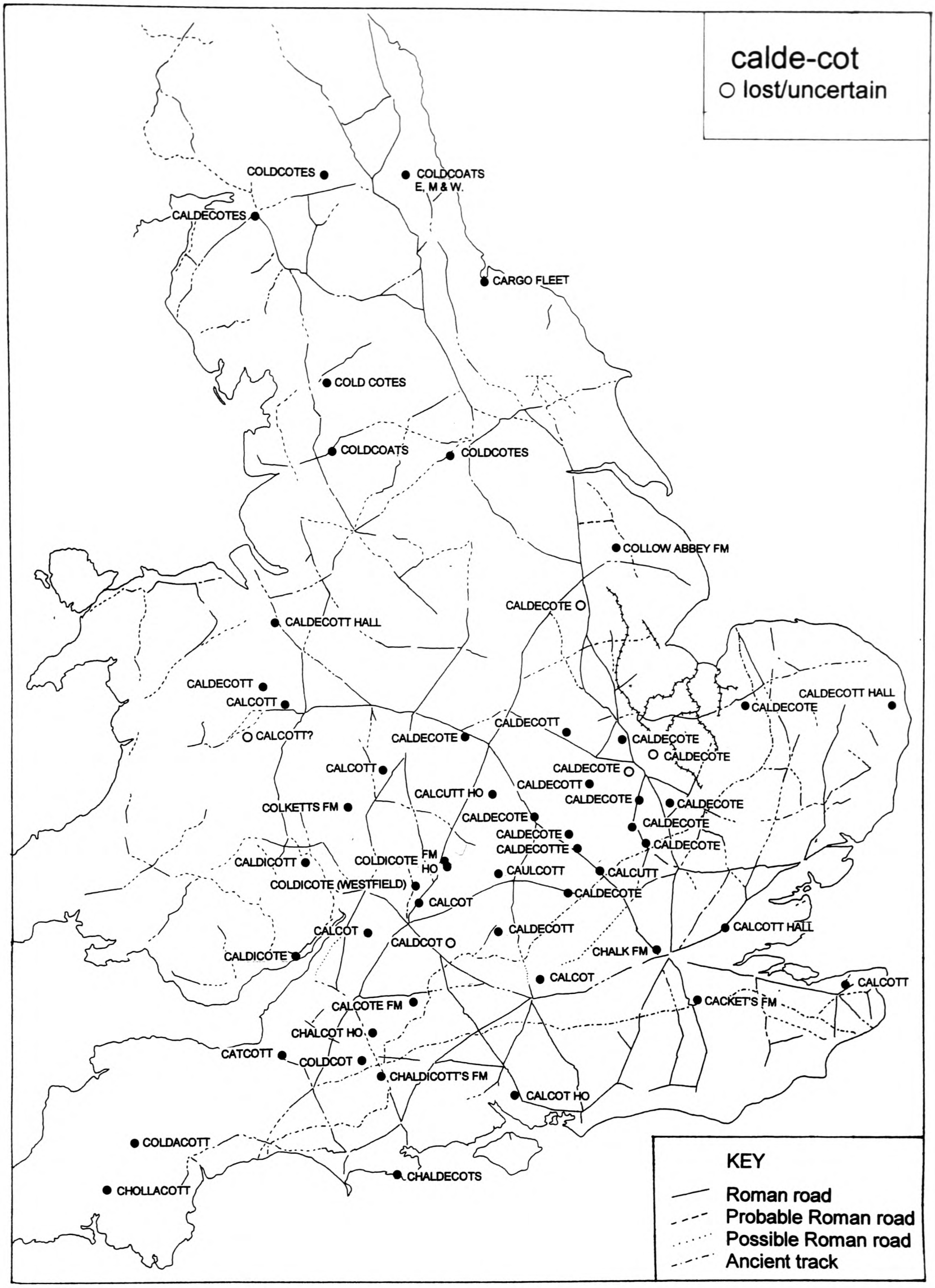

calde-cot
lost/uncertain
COLDCOTES
COLDCOATS E, M & W.
CALDECOTES
CARGO FLEET
COLD COTES
COLDCOATS
COLDCOTES
COLLOW ABBEY FM
CALDECOTE
CALDECOTT HALL
CALDECOTT
CALCOTT
CALCOTT?
CALDECOTE
CALDECOTT
CALDECOTE
CALDECOTE
CALDECOTE
CALDECOTT HALL
CALDECOTE
CALCOTT
CALDECOTE
CALDECOTT
CALDECOTE
CALDECOTE
CALDECOTE
CALDECOTE
CALDECOTE
CALDECOTE
CALDECOTTE
CALDICOTT
COLDICOTE FM HO
CAULCOTT
CALCUTT
COLDICOTE (WESTFIELD)
CALDECOTE
CALCOT
CALCOT
CALDCOT
CALDECOTT
CALCOTT HALL
CALDICOTE
CHALK FM
CALCOT
CALCOTT
CALCOTE FM
CACKET'S FM
CHALCOT HO
CATCOTT
COLDCOT
CHALDICOTT'S FM
CALCOT HO
COLDACOTT
CHALDECOTS
CHOLLACOTT
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

FIG. 5.17
HĒG

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE IN MILES	SPELLING	DATE
CAM	Heydon	DEPN	Heydon	TL 432400	1½ AT (Icknield Way)	*Haidena**	DB
CMB	Blennerhasset	265	Bl'h'st & Kirkland	NY 177415	1 RRd	*Blennerheiseta*	1188
	Hagget End	380	Egremont	NY 006102	close	*Haygate*	1278
	Haithwaite	105	Nicholforest	NY 443773	not near	*Haytwayt*	1275
	Hayborough	283	Dearham	NY 057358	on RRd	*Hayberhe*	c.1210
	Hayton	288	Hayton & Mealo	NY 107414	1¾ RRd	*Hayton*	1278
	Hayton	88	Hayton	NY 508576	2 RRd	*Hayton*	c.1170
DEV	Clayhidon	610	Clayhidon	ST 161156	1 old route (Blackdowns RW)	*Hidona*	DB
DOR	Haydon	M 83	Haydon	ST 673157	c.7 RRd	*Hægdune*	1163
	Haydon	M 83	Lydlinch	ST 756120	c. 8 GtRW	*Heydon*	13c.
	Hayward Bridge	M 84	Child Okeford	ST 822120	1¼ GtRW	*Hayford*	1268
DRB	Hayfield	114	Hayfield	SK 036870	2¾ RRd	*Hedfelt**	DB
	Heylee	62	Chapel-en-le-Frith	SK 034780	½ RRd	*Heyley(e)*	1251
GLO	Hailey	1.138	Sapperton	SO 950015	1¼ Romanised route	*Haile*	1327
	Haycroft Fm	1.204	Sherborne	SP 155151	2 RRd	*Heycroft*	1248
	Hayden	2.84	Staverton	SO 904232	2¼ RRd	*Heydon*	1379
	Hayden	3.205	Westbury on Severn	SO 730123	By Severn	*Heydun*	c.1240
	Haydon	2.76	Boddington	SO 903238	2 RRd	*Heydon(e)*	1220
HRT	Haydens	60	Aldenham	c. TQ 1498	?	*Heydene*	1476
	Hailey	212	Gt Amwell	TL 371108	2 RRd	*Hailet*	DB
LNC	Hayholme	E 157	Poulton le Fylde	c. SD 3439	?	*Hayholm*	c.1270
	Hay Hurst	E 154	Ribchester	SD 678366	1½ RRd	*Hayhurst*	1246
	Hay Slacks	E. 89	Altham Chapelry	c.SD 7732	?	*Haislackes*	1210-30
	Heathwaite	DEPN	Kirkby Ireleth	SD 246870	none near	*Heittheuuot*	1273
NFK	Heydon	DEPN	Heydon	TG 114274	2½ RRd	*Hayton*	1196
NTB	Haydon Bridge	DEPN	Haydon	NY 843644	2¼ RRd	*Hayden*	1236
NTP	Upper Heyford	85	U & L Heyford	SP 663596	1 RRd	*Haiford**	DB
	Lower Heyford	85	"	SP 660587		"	"
NTT	Hayton	32	Hayton	SK 727842	1¾ RRd	*Hayton*	t. Hy1

* *hēg* or *(ge)hæg* or *hege*

FIG. 5.17
HEG continued

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE IN MILES	SPELLING	DATE
OXF	Hailey	57	Ipsden	SU 641858	½ AT (Icknield Way)	*Haylegh*	1337
	Hailey	321	Hailey	SP 354126	1½ RRd	*Haylegh*	1240-1
	Haycroft Wood	137	Swyncombe	SU 686897	1¾ AT (Icknield Way)	*Heycrofte*	1243
	Hayden Farm	135	Nuffield	SU 682868	½ minor RRd	*Heydon*	1274
	Hayfield Shaws	54	Goring	SU 625815	¾ AT (Icknield Way)	*Hayfelh*	1341
	Hayway Lane	354	Hook Norton	SP 345338	1 old route (Ditchedge Lane)	*Heiweies furlung*	1220-30
	Heycroft Shaw	135	Nuffield	SU 675870	½ minor RRd	*Haycroft*	l. 13c.
	Heycroft Wood	57	Ipsden	SU 647842	1¼ AT (Icknield Way)	*Haycroft*	1303
	Upper Heyford	220	Upper Heyford	SP 495258	1 minor RRd	*Hegford*	DB
	Lower Heyford	218-20	Lower Heyford	SP 485249	1 minor RRd	"	"
SHR	Hayford Farm	2.4	Alberbury with Cardeston	SJ 365104	½ RRD	*Heyford*	1348
	Upper Hayton	DEPN	Stanton Lacy	SO 515812	2¾ RRd	*Heyton*	1233
	Lower Hayton		" "	SO 515806	"	"	"
SOM	Haydon Hill	DEPN	Chipstable	ST 035280	4¼ old route (Brendon RW)	*Hægdun*	1046
WLT	Haydon	32	Rodbourne Cheney	c. SU 135885	1¼ RRd	*Haydon(e)*	1242
	Highway	269	Hilmarton	SU 043746	5¼ AT (Gt RW)	*Hiw(e)i*	DB
WML	Habers Hill	2.29	Winton	NY 775115	2½ RRd	*Hayb'g*	13c.
	Harber	2.40	Crosby Garrett	NY 718097	4½ RRd	*Hayberh ?*	1231 ?
	Harber	2.155	Crosby Ravensworth	NY 610142	on RRd	*Heyberkelde*	c. 1270
	Harber	2.23	Soulby	NY 750099	3½ RRd	*Hayberg*	13c.
	Lankaber	2.155	Crosby Ravensworth	NY 626185	1½ RRd	*Langhayberk*	14c.
WOR	Hayway Farm	191	Broadway	SP 091399	½ Ogilby	*Hegeweie*	709 (12c.)
YOE	Hay Bridge	149	Bugthorpe	SE 760591	½ RRd	*Haibrec*	1175-86
	Hayton	233	Hayton	SE 821450	on RRd	*Haiton(e)*	DB
YON	Haythwaite	303	Barningham	NZ 058091	3 RRd	*Haithwait*	1172-80

Fig 5.18

FILITHE, FILETHE

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROUTE IN MILES	SPELLING	DATE
DEV	Fillham	285	Ugborough	SX 649558	¼ Ogilby	*Filidhamme*	1244
	Filleigh	42	Filleigh	SS 662280	not near	*Fileleia*	DB
	Gt Velliford	145	Hatherleigh	SS 571065	not near	*Filleford*	1292
	Fyldon, Higher	345	North Molton	SS 742340	not near	*Felleden*	1330
	Fyldon, Lower	345	" "	SS 738337	not near	"	"
DOR	Filcombe Fm	M 72-3	Chideock	SY 408929	½ RRd	*Vilcumbe*	13c
	Filford	M 73	Netherbury	SY 440974	2½ RRd, 3 AT (GtRW)	*Filleforde*	1327
	Feltham Fm	M 71-2	Silton	ST 774301	¼ Harroway	*Fyletham*	1327
GLO	Feltham	3.65	Wick (lost)	c. ST 7275	?	*Filethham*	950
	Filton	3.103	Filton	ST 603793	2 RRd	*Filton*	1187
HRE	Fawley Chapel	CC 48-9	Brockhampton by Ross	SO 591295	2 RRd	*Falileam*	1142
KNT	Field Green	PNK 344	Sandhurst	TQ 786296	1¾ RRd	*de Ffilethe*	1324
	Field Farm	KPN 257	Egerton	TQ 904488	2½ AT (Pilgrim's Way)	*Filetha*	943
OXF	Phyllis Court	75	Henley-on-Thames	SU 763831	on minor RRd	*Filettes*	1341
SOM	Feltham	DEPN	Pitminster	ST 230172	on old route (herepæth)	*Fylethamm*	822
	Felton	DEPN	now Whitchurch	ST 612676	c. 1¾ RRd	*Filton*	1243

Fig. 5.19

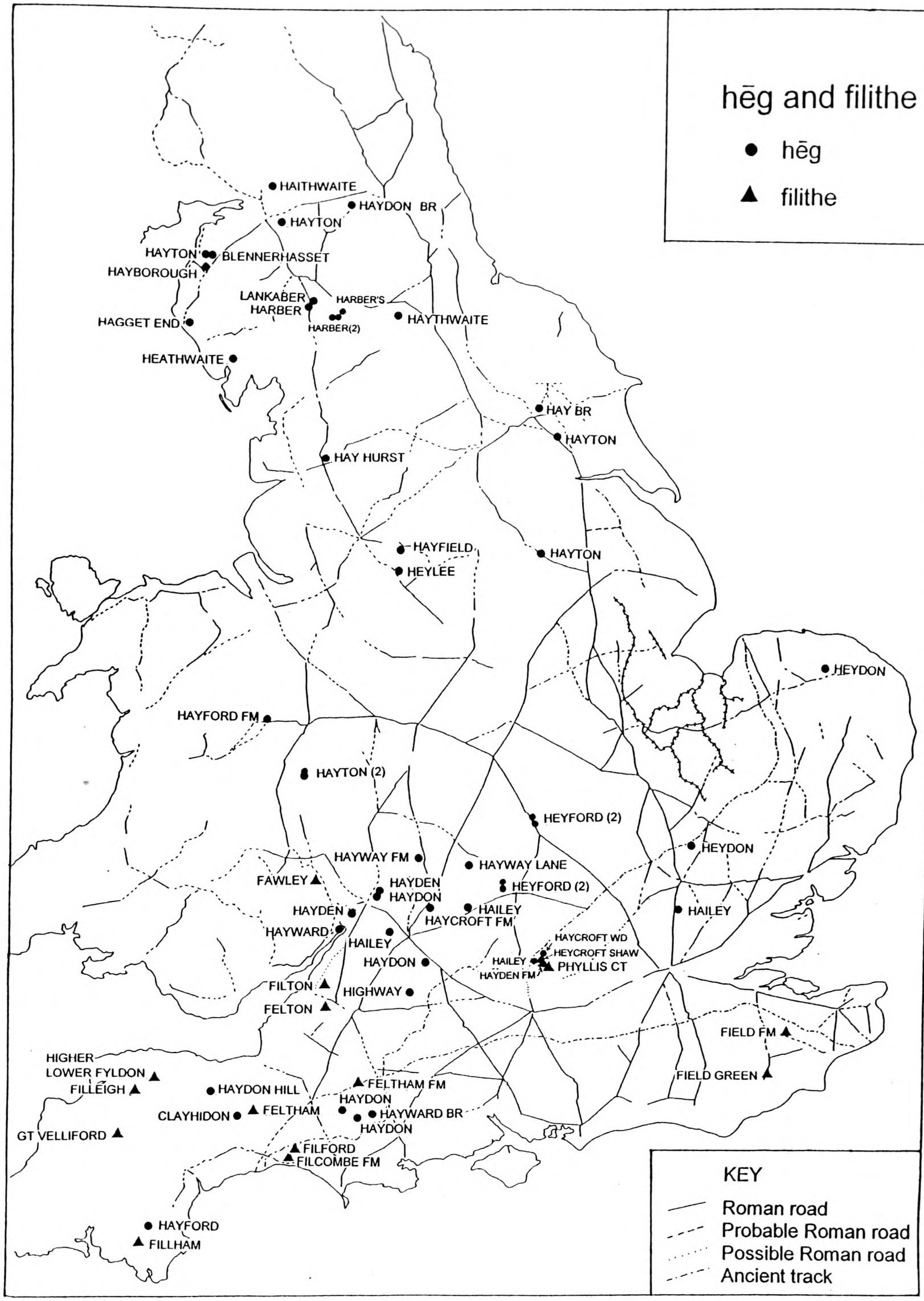

hēg and filithe
hēg
filithe
HAITHWAITE
HAYDON BR
HAYTON
HAYTON
BLENNERHASSET
HAYBOROUGH
LANKABER
HARBER
HARBER'S
HARBER(2)
HAGGET END
HAYTHWAITE
HEATHWAITE
HAY BR
HAYTON
HAY HURST
HAYFIELD
HEYLEE
HAYTON
HEYDON
HAYFORD FM
HAYTON (2)
HEYFORD (2)
HAYWAY FM
HAYWAY LANE
FAWLEY
HAYDEN
HAYDON
HEYFORD (2)
HAYDEN
HAYDON
HAILEY
HAYCROFT FM
HAILEY
HAYWARD
HAILEY
HAYCROFT WD
HEYCROFT SHAW
HAILEY
PHYLLIS CT
HAYDEN FM
HAYDON
FILTON
HIGHWAY
FELTON
FIELD FM
HIGHER
LOWER FYLDON
FILLEIGH
HAYDON HILL
FELTHAM FM
HAYDON
CLAYHIDON
FELTHAM
HAYWARD BR
HAYDON
FIELD GREEN
GT VELLIFORD
FILFORD
FILCOMBE FM
HAYFORD
FILLHAM
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 5.20

MŌR-TŪN: DB AND EARLIER

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROMAN Rd, OTHER ROAD, or RIVER	SPELLING	DATE	SOIL TYPES
BUC	Maids Moreton	45	Maids Moreton	SP 706352	2¼ RRd, 1 minor RRd	*Mortone*	DB	572q, 572t
BRK	N.& S. Moreton	524	N.& S. Moreton	SU 560883	1¼ RRd	*Mortun*	895 (12c),DB	571i, 814a
CNW	Moreton	S 39	Launcells	SS 278072	Distant	*Mortune*	DB	541h, 712e
DEV	Moretonhampstead	483	Moretonhampstead	SX 753860	over 10	*Morton*	DB	611b
DOR	Moreton	1.135	Moreton	SY 805893	3¼ RRd, on Frome	*Mortune*	DB	571s, 841b
DRB	Morton	275	Morton	SK 407601	1¼ RRd?	*Mortun(e)*	956(13c),DB	712b
DUR	Morton Tinmouth	W. 81	Morton Tinmouth	NZ 187213	1¼ RRd	*Mortun*	c.1040(12c)	711p, 713g
ESX	Moreton	69	Moreton	TL 537071	¼ RRd	*Mortuna*	DB	411d, 511j, 571z
GLO	Moreton in Marsh	1.251	Moreton in Marsh	SP 205323	on RRd	*Mortun*	714(16c),DB	572q, 714c, 813b
	Morton Valence	2.186	Morton Valence	SO 780098	¼ RRd	*Mortun(e)*	DB	411b
	Morton	3.197	Churcham	SO 746190	¼ RRd	*Moretune*	DB	431, 572s, 813e
HRE	Moreton Jeffries	CC 150	Moreton Jeffries	SO 603485	3¼ RRd, & on salt route	*Mortune*	DB	571h, 572b
	Moreton on Lugg	DEPN	Moreton on Lugg	SO 504456	1 RRd, ½ Lugg	*Moretune*	DB	571p, 811c
LEI	Gilmorton	DEPN	Gilmorton	SP 570880	4½ RRd	*Mortone*	DB	711t
LIN	Morton	C 89	Morton	SK 810915	4½ RRd, ¼ Trent	*Mortune*	DB	532b?, built-up
	Morton by Bourne	C 89	Morton	TF 098240	¼ RRd	*Mortun(e)*	DB	512a, 841a
NTP	Moreton Pinkney	41	Moreton Pinkney	SP 574490	6½ RRd,& 1 Banbury Lane	*Morton(e)*	DB	712b
NTT	Morton	66	Babworth	SK 677801	5½ RRd,& on Ogilby's Gt N Rd	*Mortun(e)*	DB	551b
	Morton	164	Fiskerton cum Morton	SK 726514	4 RRd, by Trent	*Mortune*	958(14c),DB	543, 813c
SHR	Morton	1.213	Morton	SJ 291243	9½ RRd	*Mortune*	DB	541x, 713d
	Morton Corbett	1.212	Morton Corbett	SJ 559232	¼ RRd	*Mortone*	DB	631f, 711n
	Morton Say	1.212	Morton Say	SJ 630345	¾ RRd	*Mortune*	DB	551d, 711m
SOM	Moreton	Phillimore	Compton Martin	ST 562593	½ RRd	*Mortone*	DB	711c
STF	Moreton	DEPN	Colwich	SK 023230	10½ RRd, 1½ Trent	*Mortone*	DB	572f,
	Moreton	1.156	Gnossall	SJ 790173	1¼ RRd	*Mortone*	DB	541b, 712f, 821b
	Moreton	DEPN	Hanbury	SK 152297	5½ RRd,& ½ old route	*Mortune*	DB	431, 543
WAR	Moreton Morrell	256	Moreton Morrell	SP 311556	½ RRd	*Mortone*	DB	431, 813b
	Morton Bagot	215	Morton Bagot	SP 113647	2½ RRd	*Mortone*	DB	431, 572f, 711b
	Hillmorton	131	Hillmorton	SP 536745	1½ RRd	*Mortone*	c.1080, DB	712b, 813b
WOR	Morton Abbots	331	Morton Abbots	SP 027549	3½ RRd, & 2 miles salt route	*Mortune*	708 (12c), DB	431, 572f
	Moreton's Farm	102	Bredon	SO 932372	2½ RRd, ½ Avon	*Mortun*	990 (11c)	511h, 541r

Fig. 5.20 cont.

MŌR-TŪN: DB AND EARLIER

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROMAN Rd, OTHER TRACK or RIVER	SPELLING	DATE	SOIL TYPES
YON	Morton (lost)	15	Overton	c.SE 5756	?, 1 Ouse	*Mortune*	DB	712i ?
	Morton Grange	157	Ormsby	NZ 555144	12½ RRd, c.4½ Tees estuary	*Mortun*	DB	711p
	Morton upon Swale	275	Morton upon Swale	SE 325918	3½ RRd	*Mortun(e)*	DB	541r, 813d
	Murton	203	Murton	SE 535880	7½ RRd, 1½ Hambledon St.	*Mortun*	DB	343b,541f, 712a
	Murton Farm	10	Osbaldwick	SE 649526	½ RRd	*Mortun*	DB	572s, 821b
	Murton Farm	Phillimore	Sutton in the Forest	SE 606643	c.1¾ RRd	*Mortun*	DB	821a
YOW	E & W Morton	4.172	E & W Morton	SE 100422	1 RRd, on salt route	*Mortun(e)*	DB	713g,713c,811a

MŌR-COT

GLO	Murcot	2.6	Childswickham	SP 063401	3¾ RRd,& ¼ Ogilby	*Morcot(e)*	1276	411b, 511h
	Murcott	3.163	Minsterworth	SO 795182	½ RRd	*Morcot(e)*	DB	411a,513a,813e
HRE	Moorcot	CC 157	Pembridge	SO 356557	5 RRd, ¾ Ogilby	*Mor(e)cote*	1160-70	571p,711k,811b
NTP	Murcott	66	Long Buckby	SP 623677	1½ RRd	*Morcot(e)*	1220	572h,572q,813b
OXF	Murcot	207-8	Fencot and Murcot	SP 585157	¾ RRd	*Morcot'*	c.1191	813b,841d
RUT	Morcott	282	Morcott	SK 924007	c.8 RRd, c. 3¼ minor RRd	*Morcot*	DB	544,712b
WLT	Murcott	58	Crudwell	ST 955918	1½ RRd	*Morcotun*	1065(14c)	411a,711f,813b

Phillimore = DB series, *Yorkshire* (ed.) John Morris.

Fig. 5.20
MŌR-TŪN: POST DB

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROMAN Rd, OTHER TRACK or RIVER	SPELLING	DATE	SOIL TYPES
BUC	Moreton Farm	160	Dinton	SP 791095	2½ Icknield Way	*Mortun*	c. 1218	712b, 813b
	Mortons (lost)	189	Marlow	SU 863889	3 minor R.Rd. 1 Thames	*Mortun(e)*	1284	581b
CHE	Moreton Farm	4.319	Moreton cum Lingham	SJ 261898	7 R.Rd , ¾ coast	*Mortona*	t. Ed. 1	built-up
	Gt.& Lit. Moreton	2.304	Moreton cum	SJ 840595	c.4 R.Rd	*Mortune*	12c.	711n, 821b
	Hall		Alcumlow					
CMB	Morton	44	Carlisle	NY 382547	on R.Rd	*Morton*	1214	711n, built-up
	Morton	209	Hutton in the Forest	NY 450396	3¼ R.Rd	*Morton'*	1272	711n
	Murton	406	Lamplugh	NY 075202	on R.Rd	*Morton'*	1203	713g
DUR	Morton	W 80	Houghton le Spring	NZ 315499	2¼ R.Rd	*Moreton'*	1183	711p, built-up
	Morton Palms	W 81	Morton Palms	NZ 327136	¾ R.Rd	*Mortona*	1208-10	712f
	Murton	W 82	East Murton	NZ 386472	c. 7¼ R.Rd	*Morton*	c. 1200	711p, built-up
	Murton Hall	W 82	Embleton	NZ 415317	4 R.Rd	*Morton*	1333	711p
GLO	Moreton Standish	2.191	Standish	SO 794086	¾ R.Rd	*Moreton'*	1327	343a, 572h
	Upper&Lower Morton	3.15	Thornbury	ST 643910	3½R.Rd, 1¼ minor R.Rd	*Morton(e)*	1307	572c
HMP	Morton	G 77	King's Worthy	SU 492328	¼ R.Rd	*Mortun'*	1280	343h, 1024c ?
HRE	Moreton	CC 84	Moreton, Eye & Ashtor	SO 502641	1 minor R.Rd	*Mortun(a)*	1219-34	571p, 811b
IOW	Morton	M 72	Brading	SZ 003861	coastal	*la Mortone*	1267	571g, 813f
LNC	Moreton	E 77	Whalley	SD 740345	2¼ R.Rd , salt way	*Morton*	1246	713g, 813d
LIN	Morton by Lincoln	C 89	Thorpe on the Hill	SK 886637	½ R.Rd	*Morton*	1242-3	821b
NFK	Morton on the Hill	DEPN	Morton on the Hill	TG 126179	4, ¾ old r'd, ½ Wensum	*Morton*	1196	551g, 1024b
NTB	Murton	M 146	Ord	NT 968486	1 R.Rd	*Morton*	1312	711m
OXF	Moreton	146	Thame	SP 697048	1¾ Gough	*Mortune*	1152(c.1200)	554a, 712b
	Moorton	366	Northmoor	SP 412015	¼ Thames, 5 Gough	*Morton'*	1208	511h,814a, 832
SHR	Moreton	2.135	Harnage	SJ 566033	1¾ R.Rd, 1 Severn	*Mortone*	1232	711n
WML	Murton	2.103	Murton	NY 728216	2 R.Rd	*Morton*	1235	611c, 711n
WOR	Moreton Underhill	328	Inkberrow	SP 013592	1¼ R.Rd, ½ salt way	*Morton*	1275	712b, 813b
	Birtsmorton	213	Birtsmorton	SO 801355	5¼ R.Rd, 4 Severn	*Morton*	1241	813e
	Castlemorton	214	Castlemorton	SO 795373	5¾ R.Rd, 4 Severn	*Mortun*	1235	431, 711c
YON	Morton	215	East Harlsley	SE 427995	2½ R.Rd	*Morton*	1293	711p

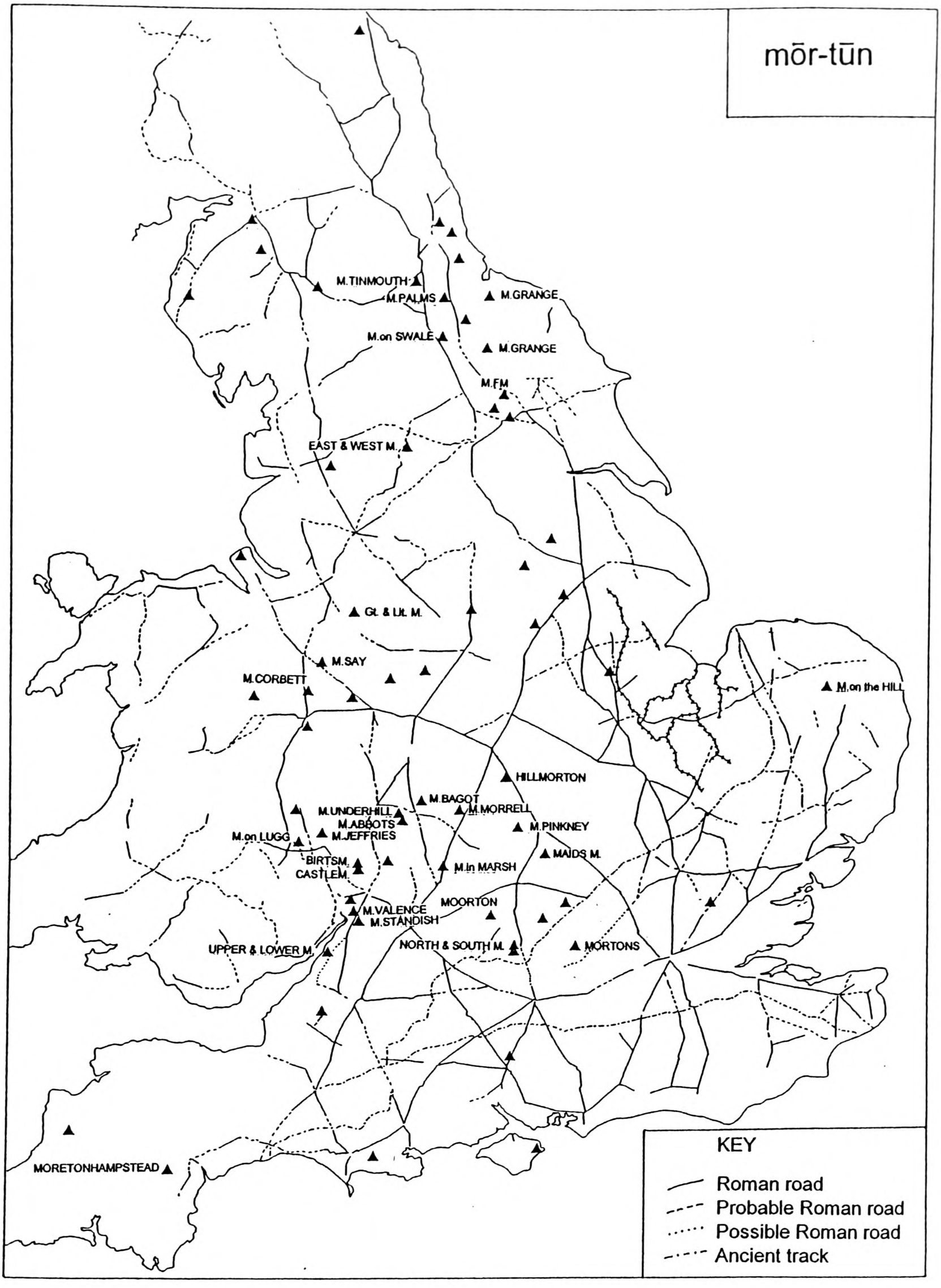

mōr-tūn
M.TINMOUTH
M.PALMS
M.GRANGE
M.on SWALE
M.GRANGE
M.FM
EAST & WEST M.
Gt. & Lit. M.
M.SAY
M.CORBETT
M.on the HILL
HILLMORTON
M.BAGOT
M.UNDERHILL
M.ABBOTS
M.JEFFRIES
M.MORRELL
M.PINKNEY
M.on LUGG
MAIDS M.
BIRTSM.
CASTLEM.
M.In MARSH
MOORTON
M.VALENCE
M.STANDISH
UPPER & LOWER M.
NORTH & SOUTH M.
MORTONS
MORETONHAMPSTEAD
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 5.22

DISPERSION GRAPHS SHOWING NUMBERS OF *MŌR-TŪN*S AND *MŌR-COT*S AT GIVEN DISTANCES FROM VARIOUS ROUTES

From O.S. Map routes

MILES											
	Unknown	X	C								
	Over 7	X	X	X	X	X	X	X	X	X	
	7	X									
	6¾										
	6½	X									
	6¼										
	6										
	5¾	X									
	5½	X	X								
	5¼	X									
	5	X									
	4¾										
	4½	**X**	X							~	UQ
	4¼										
	4	X	X	X	X						
	3¾	X									
	3½	X	X	X	O						
	3¼	X	X	X							
	3	X									
	2¾										
	2½	**X**	X	X	O					~	M
	2¼	X	X	X							
	2	X									
	1¾	X	X								
	1½	X	X	X							
	1¼	X	X	X	X	X					
	1	X	X	X	X						
	¾	X	X	**X**	**X**					~	LQ
	½	X	X	X	X	X					
	¼	X	X	X	X	X	X				
	0	X	X	X							

Median 2½ miles, IQ range 3¾ miles

From O.S. and other routes and rivers in use

												KILOMETRES
C												Unknown
X	X	X	X									over 11.2
												11.2
												10.8
												10.4
												10.0
												9.6
												9.2
												8.8
												8.4
												8.0
												7.6
X	R											7.2
												6.8
X	X	R	R									6.4
												6.0
X												5.6
X	X											5.2
												4.8
												4.4
X	O	X										4.0
X	**X**									~	UQ	3.6
O	X											3.2
X	O											2.8
R	X	O	X	X								2.4
X	X?	X	X	X								2.0
X	O	R	**R**	X	X	R				~	M	1.6
X	O	X	C	X	X							1.2
R	X	O	X	R	O	X	X	R	X			0.8
X	X	X	R	X	X	O	X	**R**			LQ	0.4
R	X	O	O	R	O	X	X					0

Median 1 mile, IQ range 1 7/8 miles

FIG. 5.23

MERSC-TŪN

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	DISTANCE FROM ROMAN Rd, OTHER ROAD or RIVER	SPELLING	DATE	SOIL TYPE
BDF	Marston Moretaine	79	Marston Moretaine	SP 996412	½ minor RRd	*Merestone*	969, DB	411c, 712b
BUC	Fleet Marston	136	Fleet Marston	SP 781155	Junction of 3 RRds	*Merstone*	DB	712b, 813b
	North Marston	107	North Marston	SP 776227	1 RRd	*Merstone*	DB	712b
CHE	Marston	2.118	Marston	SJ 670753	¾ RRd	*Merstona*	1188	711m
DBY	Marston Montgomery	585	Marston Montgomery	SK 135389	½ RRd	*Merston(e)*	1243	572f, 711m
	Marston upon Dove	586	Marston upon Dove	SK 233296	¾ portway, 2¾ RRd	*Mertun*	DB	561a, 813c
GLO	Broad Marston	1.253	Pebworth	SP 140463	1¾ RRd (Buckle Street)	*Merestvne*	DB	511h, 712b
	Long Marston	1.248	Long Marston	SP 153482	2¾ (Buckle Street)	*Merstuna*	1043, DB	712b
HRE	Marston	CC 156	Pembridge	SO 363577	½ Ogilby (A44)	*Merestone*	DB	571p, 811b
	Marston Stannett	CC 160	Pencombe	SO 571552	1½ Ogilby (A44)	*Merestune*	DB	571b
HRT	Long Marston	52	Tring	SP 898156	1½ AT (L. Icknield Way)	*Mers(s)hton*	1194	411b, 512e
IOW	Merston	M71	South Arreton	SZ 526851	routes unknown	*Messetone*	DB	571g
KNT	Merston	DEPN	Shorne	TQ 704723	1¾ RRd	*Mersctun*	774, 1242-3	571g
LEI	Potters Marston	C81	Potters Marston	SP 498964	1½ RRd	*Mersitone*	DB	541r, 711r
LIN	Marston	C 87	Marston	SK 893437	1¾ Great North Road	*Merestune*	DB	813c, 821b
NFK	Morston	DEPN	Marston	TG 009439	coastal	*Merstona*	DB	22, 343f
NTP	Marston St Lawrence	54	Marston St Lawrence	SP 536421	junct. Welsh Rd & Banbury Lane	*Merestone*	DB	712b
	Marston Trussell	117	Marston Trussell	SP 693860	2½ Ogilby, 11 RRd	*Mersitone*	DB	572h, 711f
OXF	Marston	181	Marston	SP 527089	1½ RRd	*Merttune*	1050 (l. 13)	711f, built-up
SHR	Marston	1.199	Marston	SO 532862	1 possible RRd	*Merstun*	DB	561d, 571b
SOM	Marston Bigot	DEPN	Marston Bigot	ST 755450	2 RRd	*Mersitone*	DB	411a
	Marston Magna	DEPN	Marston Magna	ST 593223	¼ Harroway, 4 RRd	*Merstone*	DB	572h
SSX	Merston	72	Merston	SU 893026	2 RRd	*Mersitone*	DB	571z, 841e
STF	Marston	DEPN	Marston	SJ 835140	¾ RRd	*Mersetone*	DB	831c
	Marston	DEPN	Marston	SJ 921277	2 Ogilby	*Mersetone*	DB	572f, 711n
WAR	Butlers Marston	256	Butlers Marston	SP 310500	1¾ RRd	*Mersetone*	DB	411a
	Lee Marston	84-5	Lee Marston	SP 204926	1 Ogilby	*Merstone*	DB	built-up
	Marston	151-2	Wolston	SP 419751	½ RRd, by Avon	*Merston*	1043(17)	543, 572l, 711m
	Marston Green	59-60	Bickenhill	SP 180843	1½ Ogilby	*Merstone*	DB	built-up
	Marston Jabbett	101-2	Bulkington	SP 377884	1¼ Ogilby	*Merstone*	DB	711m
	Priors Marston	271	Priors' Marston	SP 489576	On salt way, on Welsh road	*Merston*	1236	572h, 711f
WLT	Marston	244	Marston	ST 966567	4¼ Great Ridgeway	*Merston*	1198	711f
	Marston Maisey	29	Marston Maisey	SU 127972	2¼ RRd, ¾ Thames	*Merston(e)*	1199	411b, 511i
	South Marston	29	South Marston	SU 195880	1½ RRd	*Merston*	1204	572j, 712b
YOW	Long Marston	4.254	Long Marston	SE 502508	2¼ RRd	*Mersetone*	DB	571q, 712i

Fig. 5.24

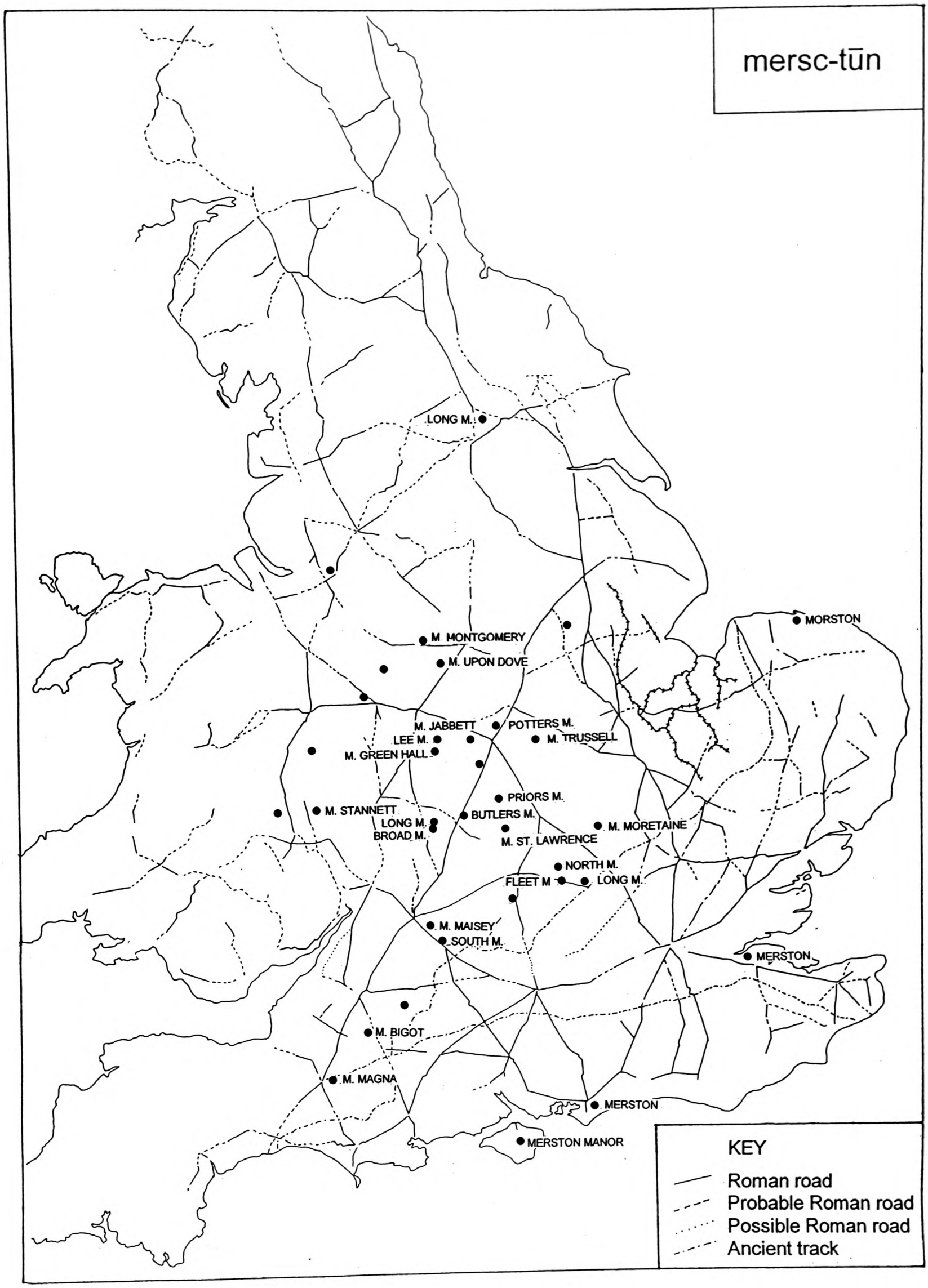

mersc-tūn
LONG M.
M. MONTGOMERY
M. UPON DOVE
MORSTON
M. JABBETT
POTTERS M.
LEE M.
M. TRUSSELL
M. GREEN HALL
PRIORS M.
M. STANNETT
BUTLERS M.
LONG M.
BROAD M.
M. MORETAINE
M. ST. LAWRENCE
NORTH M.
FLEET M
LONG M.
M. MAISEY
SOUTH M.
MERSTON
M. BIGOT
M. MAGNA
MERSTON
MERSTON MANOR
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig 5.25

DISPERSION GRAPHS SHOWING NUMBERS OF *MERSC-TŪN*S AT GIVEN DISTANCES FROM VARIOUS ROUTES

From O.S. Map routes

MILES								
	Unknown	C	X					
	Over 7	X	X	X				
	7							
	6¾	X						
	6½	X						
	6¼							
	6	X						
	5¾							
	5½							
	5¼	**X**					~	UQ
	5	X						
	4¾							
	4½							
	4¼	X	O					
	4							
	3¾							
	3½							
	3¼	X						
	3							
	2¾	X	X					
	2½	X	X					
	2¼	X	**X**				~	M
	2	O	X	X				
	1¾	X	X	X				
	1½	**O**	X				~	LQ
	1¼	X						
	1	X						
	¾	X						
	½	X	X					
	¼	X	X					
	0	X						

Median 2 3/8 m. IQ Range 3½m.

From O.S. and other routes and rivers in use

										KILOMETRES
C	X								Unknown	
									Over 11.2	
									11.2	
									10.8	
									10.4	
									10.0	
									9.6	
									9.2	
									8.8	
									8.4	
									8.0	
									7.6	
									7.2	
O									6.8	
									6.4	
									6.0	
									5.6	
									5.2	
									4.8	
X									4.4	
O	X								4.0	
									3.6	
X	O	X	O					~	UQ	3.2
X	X	X								2.8
O	**O**	X	O	x/o	O			~	M	2.4
X	O									2.0
X	X	O								1.6
O	X	R						~	LQ	1.2
X	O									0.8
X	X									0.4
X	O	R	O							0

Median 1½ m. IQ Range 1¼ m.

Fig. 5.26
DRÆ G-TŪN

COUNTY	PLACE	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	TYPE OF ROUTE					PROBLEM		
							M.RRd	L.RRd	A.T.	O.R.	Og'y/Go	Hill	Flood	Mud
BUC	Drayton Beauchamp	92	Drayton Beauchamp	SP 902119	*Draitone*	DB	X		X			X		
	Drayton Parslow	66	Drayton Parslow	SP 837285	*Drai(n)tone*	DB		X						X
BRK	Drayton	406	Drayton	SU 480940	*Draitune*	958(c1240),DB					Og.		X	
CAM	Dry Drayton	152	Dry Drayton	TL 380620	*Draitone*	DB	X						X	X
	Fen Drayton	166	Fen Drayton	TL 340681	*Drægtun*	1012 (12c), DB	X						X	X
DEV	Dreyton	217	Blackawton	SX 815526	*Dreyton*	1285					Og.	UNCERTAIN		
HMP	Drayton	G 173	Barton Stacey	SU 426433	*Drægtune*	979-1015, DB				X			X	X
	Drayton	G 86	Bighton	SU 603335	*Dregtune*	701				X				X
	Drayton	G21	Farlington	SU 670056	*Drayton*	1242	X?			X?		X?		X?
	Drayton	G 64	East Meon	SU 670235	*Drayton*	1248				X		X		
	Houghton Drayton	G 180	Houghton	SU 339316	*Drayton*	1267	X			X			X	
HRE	Upper Drayton &	CC 46	Brimfield	SO 539669	*Dreiton*	1123				X		X	X	
	Lower Drayton	CC 46	Brimfield	SO 537674		1123								
LEI	Fenny Drayton	DEPN	Witherley	SP 350970	*Draitone*	DB	X						X	
	Drayton	DEPN	Drayton	SP 830922	*Draiton*	1163		X					X	
LIN	Drayton	DEPN	Swineshead	TF 244395	*Draitone*	DB								
MDX	West Drayton	33	West Drayton	TQ 061795	*Drægtun*	939(13c), DB					Og.,Go.		X	
	Drayton Green	91	West Ealing	c.TQ 163812	*Drayton*	1387					Og.,Go.		X	
NFK	Drayton	DEPN	Drayton	TG 181138	*Draituna*	DB				?			?	
NTP	Draughton	112	Draughton	SP 762768	*Dractone*	DB				X				X
	Drayton	20	Daventry	SP 565627	*Dræghæma*	1021-3					Og.,Go.			X
	Drayton Park	186	Lowick	SP 964800	*Draiton*	12c	?			X			X	X
NTT	East Drayton	47	East Drayton	SK 776753	*Draitone*	DB	uncertain						?	
	West Drayton	48	West Drayton	SK 712747	*Draitone*	DB					Og.,Go.		X	
OXF	Drayton	397	Drayton	SP 430415	*Draitone*	DB					Og.	X		
	Drayton St Leonard	153	Drayton St Leonard	SU 597965	*Drætona*	1146		X					X	
SHR	Market Drayton &	1.197-8	Market Drayton	SJ 675341	*Draitune*	DB	X						X	
	Little Drayton			SJ 664335		DB								
	Drayton	MG	Shifnal	SJ 758097	*Drayton*	1271-2	?							
	Dryton	MG	Wroxeter	SJ 581059	*Dreiton'*	c.1227				X?			X?	
SOM	Drayton	CDEPN	Drayton	ST 405248	*Draitone*	DB				X			X	
	Drayton	DEPN	South Petherton	ST 453160	*Drayton*	1243	X						X	
SSX	Drayton	76	Oving	SU 882047	*Draiton*	c.1200	X						X	

Fig. 5.26 cont.

DRÆG-TŪN cont.

COUNTY	PLACE	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	TYPE OFROUTE					PROBLEM		
							M.RRd	L.RRd	A.T.	O.R.	Og/Go	Hill	Flood	Mud
STF	Drayton	DEPN	Penkridge	SJ 930157	*Draitone*	DB				?			?	
	Drayton Bassett	DEPN	Drayton Bassett	SK 193002	*Draitone*	DB	X						X	
WAR	Drayton	242	Stratford on Avon	SP 165549	*Dræitun*	1162	X			X		?	?	?
WOR	Drayton	237	Chaddesley Corbett	SO 906760	*Dreiton*	1200	uncertain					uncertain		
YOW	Draughton	6.65	Draughton	SE 039524	*Dractone*	DB	X			X		X		
	DRÆG-COT													
BRK	Draycott Moor	404	Draycott Moor	SU 401995	*Draicote*	DB				X		X	X	X
DRB	Draycot	456	Draycot	SK 443332	*Draicot*	DB	X						X	
GLO	Draycott	1.235	Blockley	SP 182357	*Draicota*	1208					Og.	X		
	Draycott Fm	2.216	Cam	SO 753015	*Draicot(e)*	1221	X						?	
LIN	Draycotes	2.237	Nettleton	TF 117993	*Dreycotes*	1212	X					X		
OXF	Draycot	148	Waterstock	SP 650060	*Draicote*	DB		X					X	
SHR	Draycott	MG	Claverley	SO 813927	*Draicot'*	1255-6		X			Og.		?	
SOM	Draycot	DEPN	Rodney Stoke	ST 475508	*Draicote*	DB				X		X	?	
	Draycot	DEPN	Limington	ST 552216	*Dregcota*	DB	?						?	
STF	Draycott in the Clay	DEPN	Draycott in the Clay	SK 154283	*Draicote*	DB				?		X	X	X
	Draycott in the Moors	DEPN	Draycott in the Moors	SJ 981402	*Draicot*	1251	X						?	
WAR	Draycote	127	Bourton on Dunsmore	SP 445700	*Draicot*	1203				?			?	
WLT	Draycot Cerne	69-70	Draycot Cerne	ST 929783	*Draicote*	DB				X			X	X
	Draycot Fitzpayne	325	Wilcot	SU 142628	*Draicote*	DB			X	X		X		
	Draycot Foliat	282	Chiseldon	SU 180777	*Draicote*	1197			X				X	X
WOR	Draycott	145	Kempsey	SO 853480	*Draycote*	1275	uncertain					uncertain		
	DRÆG - other													
CMB	Drigg	376-7	Drigg and Carleton	SD 070993	*Dreg*	12c.								
	Dundraw	139-40	Dundraw	NY 215498	*Drumdrahrigg*	1194								
DEV	Dreyford	398	Witheridge	SS 781137	*Draheford*	DB								
HNT	Dreymere	202	Yaxley	c.TL 2090	*Dreimære*	1022								
NFK	Drayton (lost)	3.100	Scottow	c.TG 2623	*Draytone*	c.1220								
SOM	Draydon	DEPN	Dulverton	SS 896298	*Westdraydon*	1155-8								
	Dundry	DEPN	Dundry	ST 558669	*Dundreg*	1065								
YOW	Drax	4.8	Drax	SE 674264	*Ealdedrege*	959, DB								

KEY

M.RRd = Major Roman road(on O.S. map)
L.RRd = Lesser Roman road (not on map)
A.T.= Ancient track (on O.S.map)
O.R. = old route (not on O.S.map).
Og/Go =Route shown by Ogilby or Gough
MG = M.Gelling, personal communication

Fig. 5.27

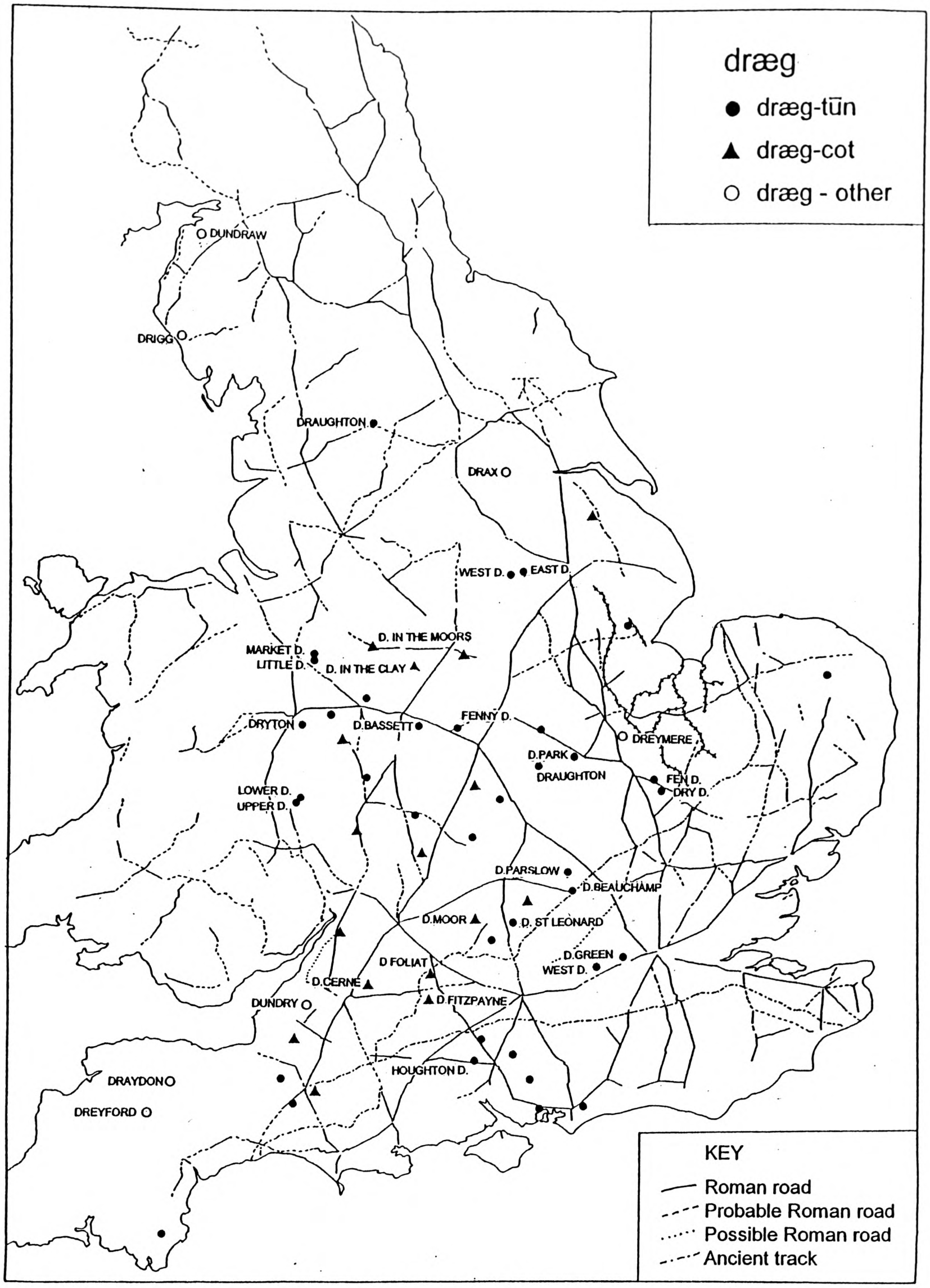
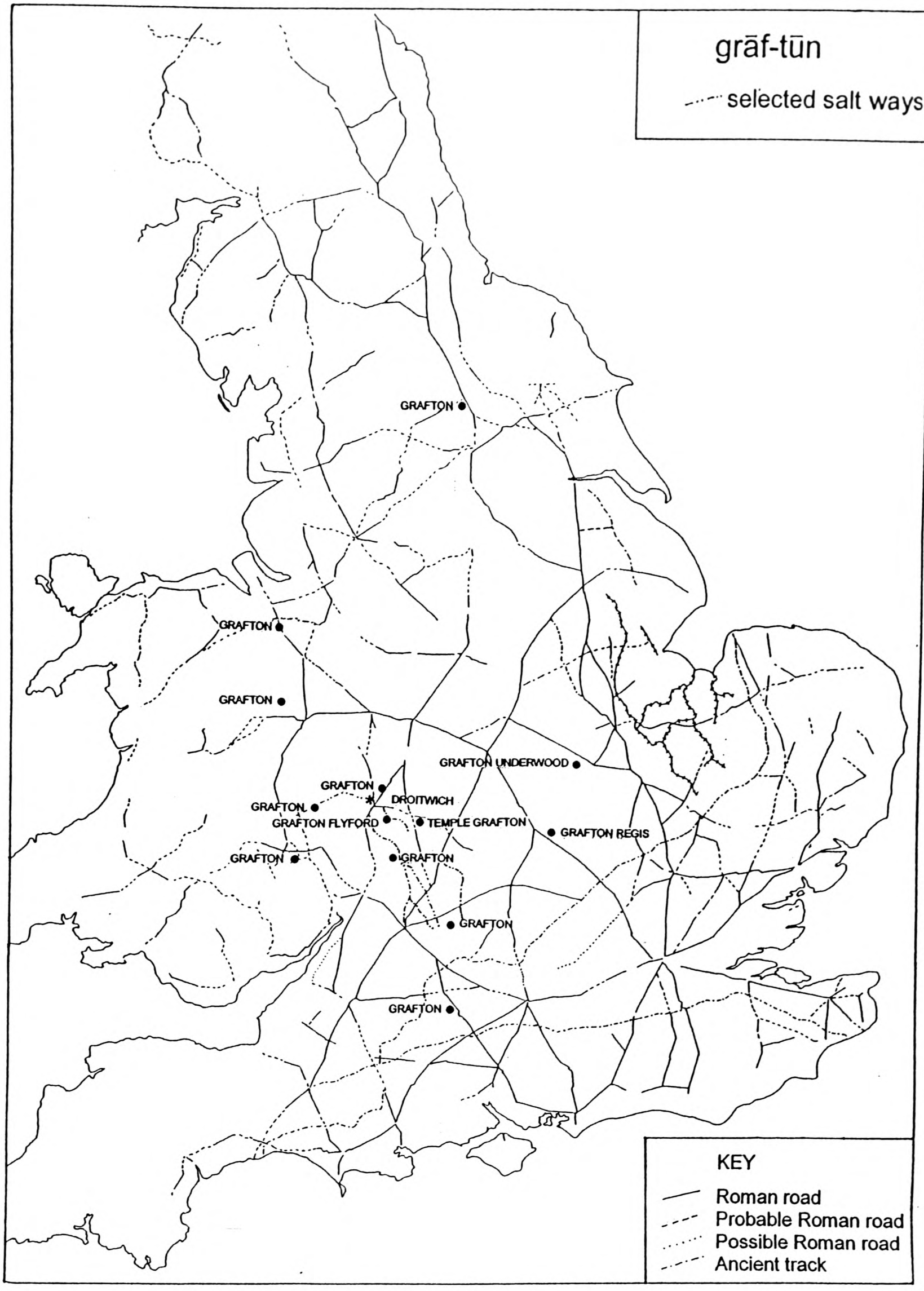

dræg
dræg-tūn
dræg-cot
dræg - other
DUNDRAW
DRIGG
DRAUGHTON
DRAX
WEST D.
EAST D.
D. IN THE MOORS
MARKET D.
LITTLE D.
D. IN THE CLAY
DRYTON
D.BASSETT
FENNY D.
DREYMERE
D.PARK
DRAUGHTON
FEN D.
DRY D.
LOWER D.
UPPER D.
D.PARSLOW
D.BEAUCHAMP
D.MOOR
D. ST LEONARD
D.GREEN
WEST D.
D FOLIAT
D.CERNE
D.FITZPAYNE
DUNDRY
HOUGHTON D.
DRAYDON
DREYFORD
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

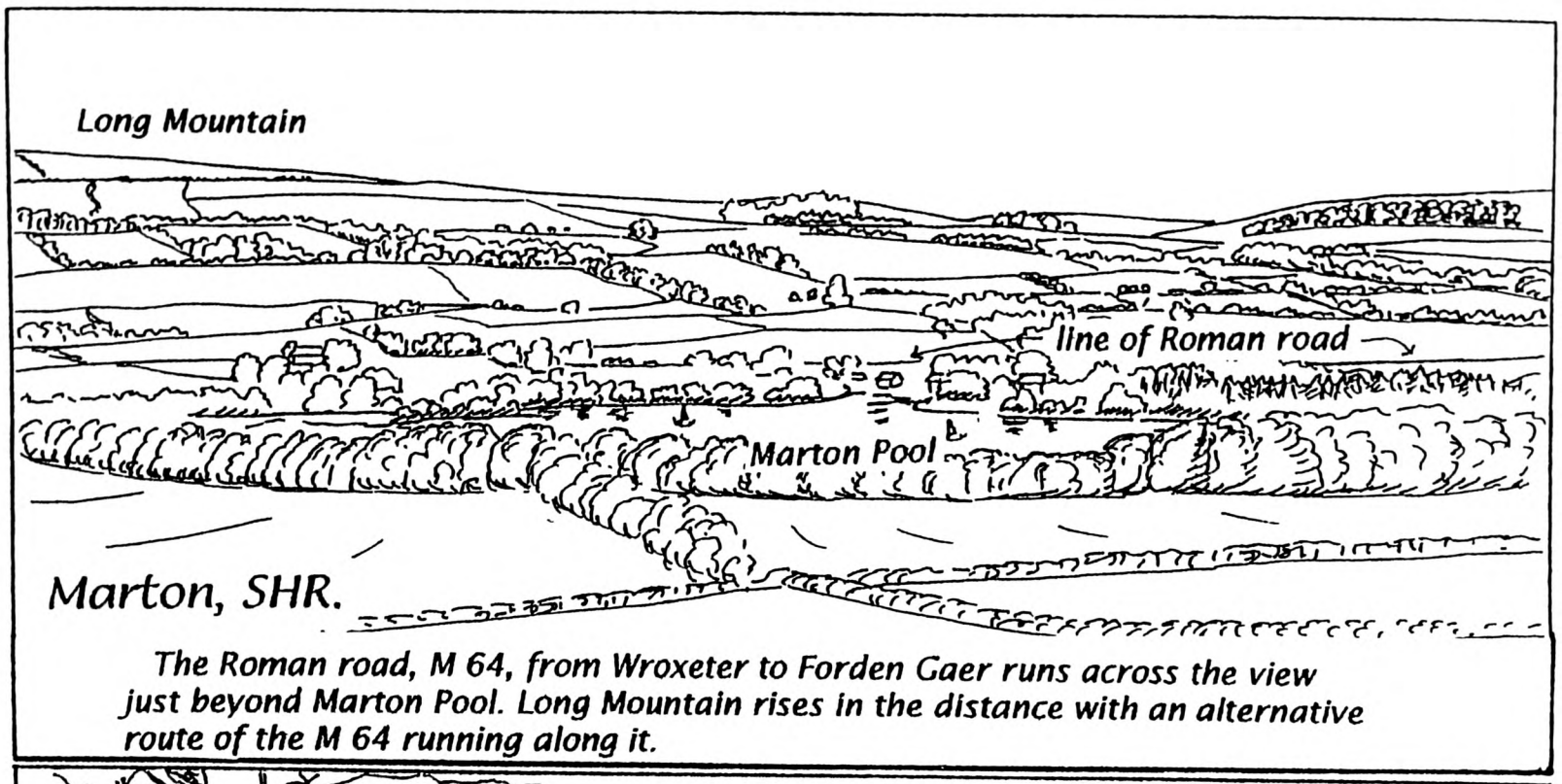
Fig. 5.28
WINDLESŌRA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	RIVER	HILL	ROUTE
BRK	Windsor	26-7	New and Old Windsor	SU 968770 SU 993746	*Windlesoran*	mid 11c.	Thames	moderate	R.Thames
CMB	Windsor (Fm)	442	Nether Wasdale	NY 121057	*Wyndsore*	1570	tiny stream	steep	isolated on moor
DBY	Windesore Mill	541	Breadsall	c. SK 3740	*Windesore*	1303	Derwent?	?	?
DEV	Windsor Fm	618	Hemyock	ST 135120	*Wynsore*	t.Eliz.	tiny stream	steep	near ridge route
	Windsor Fm	644	Luppitt	ST 158065	*Wynsore*	1520	none	steep	near Greenway and ridge routes
	Winsor (Fm)	262	Yealmpton	SX 599534	*Winlesore*	1202	small river	steep	none
DOR	Broadwindsor	M 44	Broadwindsor	ST 438027	*Windesore*	DB	stream	moderate	Great Ridgeway
	Littlewindsor	M 99	Broadwindsor	ST 440043	*Windresorie*	DB	none	steep	none
HMP	Winsor	C 178	Copythorne	SU 316140	*Windesore*	1167	none	slight	½ mile Roman rd.
WAR	Windsor Street	240-1	Stratford	SP 199551	*Wyndesoure furlong*	1317	Avon	slight	Roman rd or river Avon

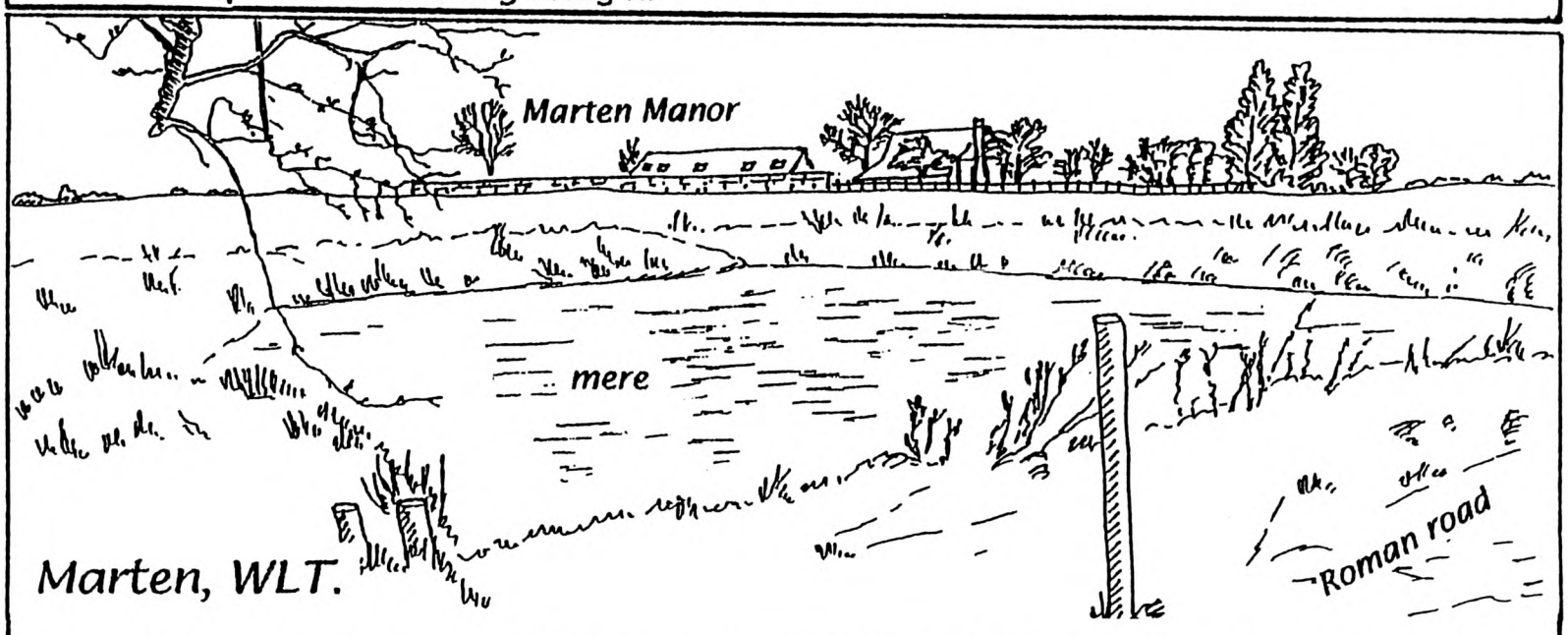
Fig. 5.29
GRÆF-TŪN

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM ROUTE
CHE	Grafton	4. 61	Grafton	SJ 450513	*Grafton*	1319	½ RRd
GLO	Grafton	2. 43	Beckford	SO 986373	*Grafton(e)*	1204	¾ salt way
HRE	Grafton	DEPN	Grafton	SO 495370	*Graftone*	Hy 3	½ minor
NTP	Grafton Regis	99	Grafton Regis	SP 759470	*Graston(e)*	DB	1¾ RRd,¾ Ogilby
	Grafton Underwood	181	Grafton Underwood	SP 922802	*Grastone*	DB	3¼ RRd
OXF	Grafton	320	Grafton and Radcot	SP 269008	*Graptone*	DB	3 salt way, 1 Thames
SHR	Grafton	DEPN	Pimhill	SJ 432190	*Grafton*	1291	by R. Perry
WAR	Temple Grafton	209	Temple Grafton	SP 123549	*Grafton(e)*	962(14),DB	1¼ RRd/salt way
WLT	Grafton	347	Grafton	SU 257604	*Graftone*	DB	1 RRd
WOR	Grafton	42	Bockleton	SO 578610	*la Grafton*	1251	on salt way
	Grafton Flyford	200	Grafton Flyford	SO 963557	*Graftun*	884(18), DB	1¾ salt way
	Grafton Manor	347	Grafton Manor	SO 937692	*Grastone*	DB	½ RRd/salt way
YOW	Grafton	5. 88	Marton	SE 416633	*Graftune, -ton(a)*	DB	½ RRd, ?salt way

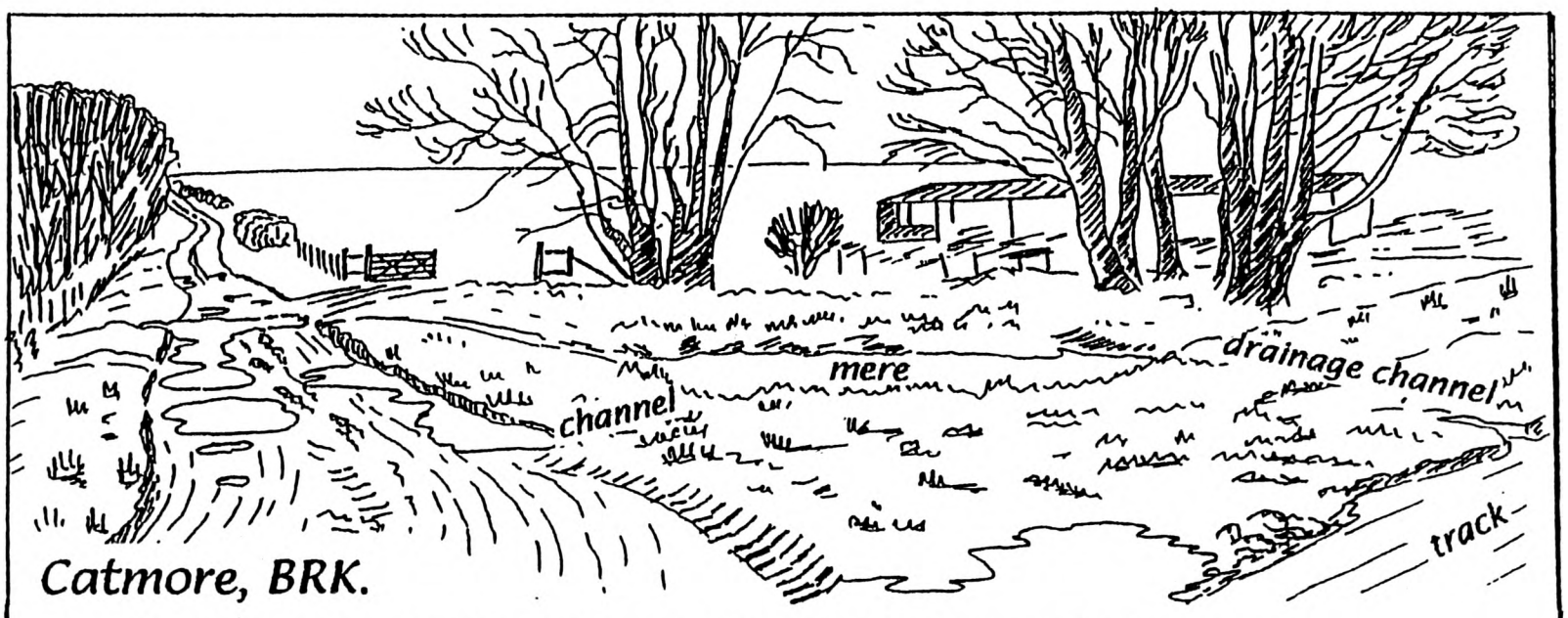

grāf-tūn
selected salt ways
GRAFTON
GRAFTON
GRAFTON
GRAFTON UNDERWOOD
GRAFTON
DROITWICH
GRAFTON
GRAFTON FLYFORD
TEMPLE GRAFTON
GRAFTON REGIS
GRAFTON
GRAFTON
GRAFTON
GRAFTON
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track



The Roman road, M 64, from Wroxeter to Forden Gaer runs across the view just beyond Marton Pool. Long Mountain rises in the distance with an alternative route of the M 64 running along it.



This is the view from the Roman road, M 43, just before it starts the ascent of the Chute Causeway off to the left. The mere is the last source of water until Limmer Pond at the top of the escarpment is reached.



Catmore lies on chalk in the heart of the Berkshire Downs. Five tracks meet here including Old Street a Romanised way. They give easy access to the pond and also help to channel run-off into it.

Fig. 5.31

Ashmore, DOR.
The village pond lies at 700 feet OD on chalk downland, serving not only the village community but also travellers on the Great Ridgeway and the Roman road, M 46.

Merton, OXF.
The improvements in the local drainage as part of the war effort mean that the mere only appears in times of prolonged rainfall now. The Roman road M 160, runs just beyond and parallel to the hedge: that is, between the village and the mere.

Fig.5.32

Draycot, OXF.

This is the view from Ickford Bridge up the flooded river Thame. A Roman road crossed the Thame a few hundred yards upstream: either crossing would have been difficult in times of flood. Nearby Draycot probably refers to the crossing at Ickford (Iforde, DB) in existence before the Conquest and bridged before 1237.

Fig. 5.33

Holway, DOR.

This steep road descends the hill diagonally to Holway Farm to ease the gradient. To the right it is particularly narrow and deep-cut – hence the name.

Draycot FitzPayne, WLT.

This view is across the Vale of Pewsey with Draycot FitzPayne in the centre. The steep track in the foreground typifies the old routes descending this chalk escarpment nearby: the Great Ridgeway to the west (right) and the Marlborough road through Oare to the east (left).

Fig. 5.34

Fig. 6.1

PORT

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
DEV	Portlemouth, East	328	East Portlemouth	SX 749384	*Porlamuta*	DB
	Portlemouth, West	308	Malborough	SX 710392	*Westportelemuth*	1292
DOR	Portland	1.217	Portland	SY 6874	*(on) Port*	837, DB
HMP	Porchester	C.133	Porchester	SU 625045	*Porceastra*	904(12), DB
	Portsdown	C 133	(Hundred)	SU 6307	*Portesdone*	DB
	Portsea Island	C.134	Portsmouth	SU 6601	*Portesíeg*	982(14)
	Portsmouth	C.134	Portsmouth	SX 6399	*Portesmutha*	501(c.890)
SOM	Porlock	DEPN	Porlock	SS 886466	*Porloca*	918, DB
	Portbury	DEPN	Portbury	ST 503754	*Porberie*	DB
	Portishead	DEPN	Portishead	ST 466760	*Portesheve*	DB
SSX	Portslade	2.289	Portslade	TQ 255064	*Porteslage*	DB

STÆTH, STOTH (and *stathr*)

CHE	Brimstage	4.234	Brimstage	SJ 305828	*Brunstath*	1260
	Statham	2.38	Lymm	SJ 670877	*Stathum*	1284-5
LIN	Burton Stather	C.23	Burton upon Stather	SE 865185	Stather by 1201	(DB)
	Flixborough Stather	C.45	Flixborough	SE 862143	Stather added later	(DB)
LNC	Bickerstaffe	E.121	Bickerstaffe	SD 446043	*Bikerstad*	1190
	Birstwith Bryning	E.151	Bryning with Kellamergh	SD 401300	*Birstaf Brinn(ing)*	1201
	Croxteth	E.114	Croxteth	SJ 402963	*Crocstad*	1257
	Hubbersty	E.171	Ellel	SD 483546	*Hobyrsteth*	1236
	Todderstaffe	E.157	Hardhorn with Newton	SD 368367	*Taldrestath*	1332
	Toxteth	E.115	Toxteth	SJ 383882	*Stochestede*	DB
SOM	Stathe	DEPN	Stoke St Gregory	ST 374290	*Stathe*	1233
STF	Stafford	DEPN	Stafford	SJ 922233	*Stæfford*	913, DB
YON	Staithes	139	Hinderwell	NZ 780183	*Setonstathes*	1451
YOW	Birstwith	5.131	Birstwith	SE 239595	*Beristade*	1415

Fig. 6.2

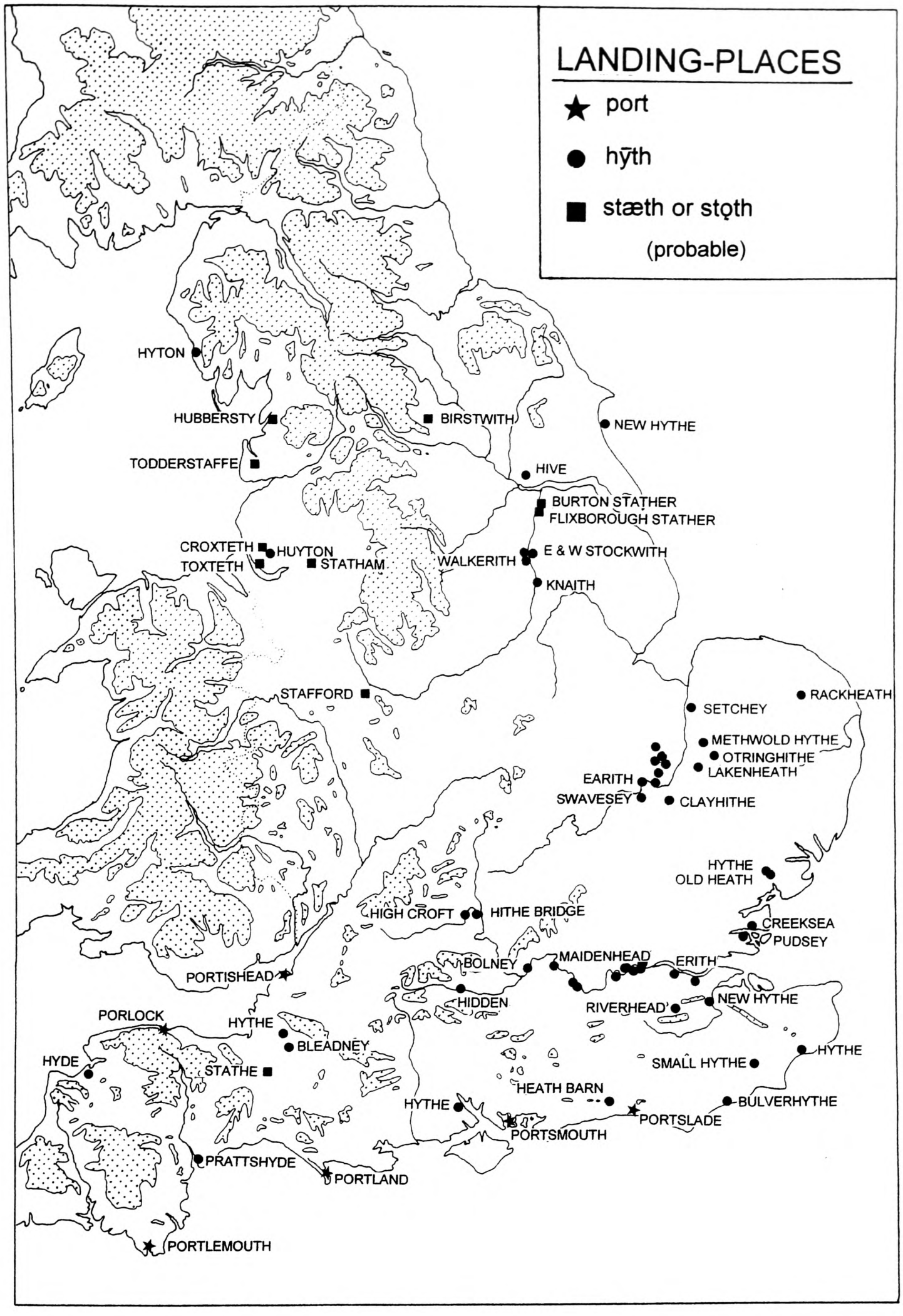
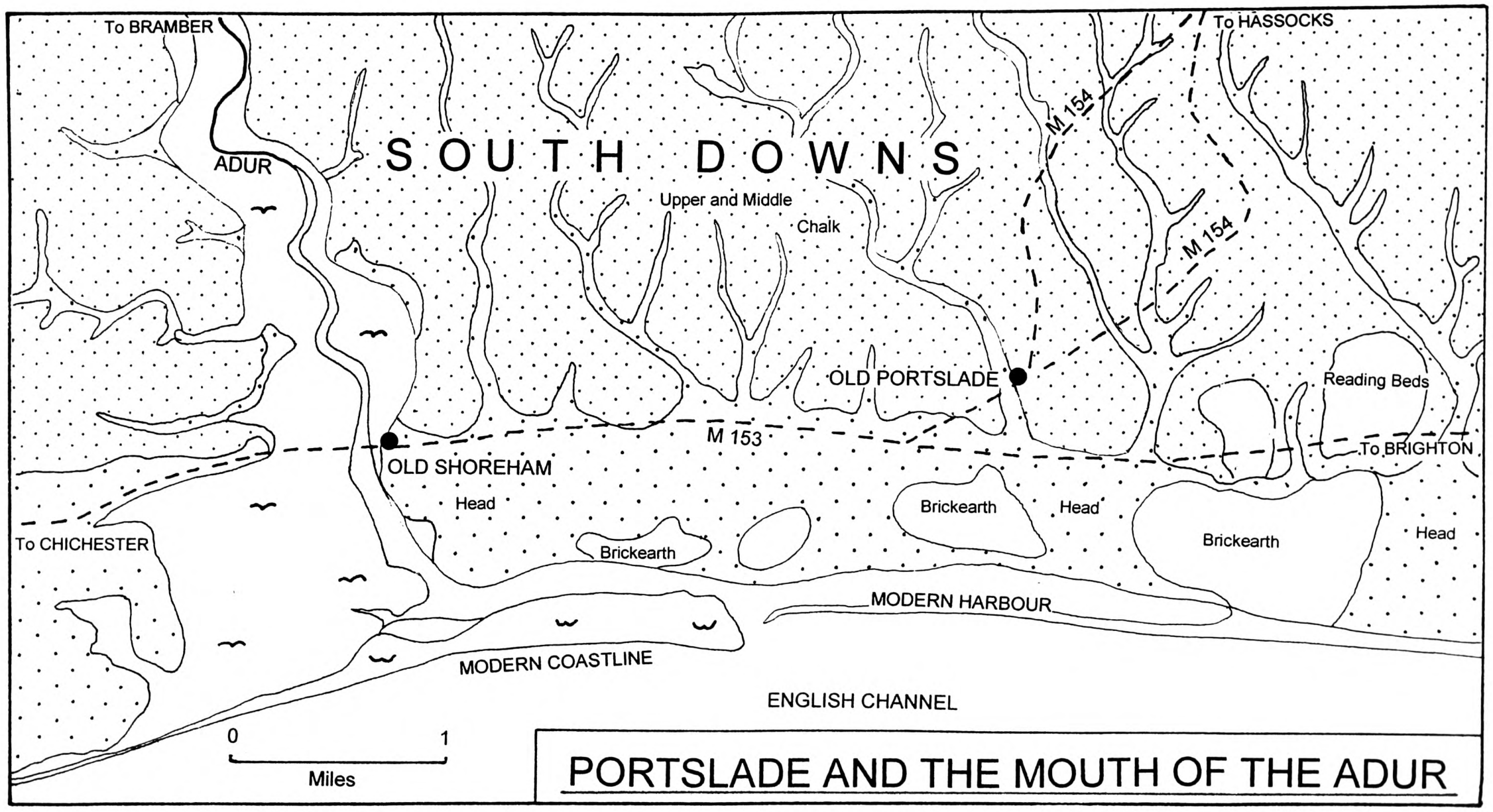

LANDING-PLACES
port
hȳth
stæth or stǫth
(probable)
HYTON
HUBBERSTY
BIRSTWITH
NEW HYTHE
TODDERSTAFFE
HIVE
BURTON STATHER
FLIXBOROUGH STATHER
CROXTETH
HUYTON
TOXTETH
STATHAM
WALKERITH
E & W STOCKWITH
KNAITH
STAFFORD
RACKHEATH
SETCHEY
METHWOLD HYTHE
OTRINGHITHE
LAKENHEATH
EARITH
SWAVESEY
CLAYHITHE
HYTHE
OLD HEATH
HIGH CROFT
HITHE BRIDGE
CREEKSEA
PUDSEY
BOLNEY
MAIDENHEAD
ERITH
PORTISHEAD
HIDDEN
RIVERHEAD
NEW HYTHE
PORLOCK
HYTHE
BLEADNEY
HYDE
STATHE
SMALL HYTHE
HYTHE
HEATH BARN
HYTHE
BULVERHYTHE
PORTSLADE
PORTSMOUTH
PRATTSHYDE
PORTLAND
PORTLEMOUTH

Fig. 6.3



PORTSLADE AND THE MOUTH OF THE ADUR

Fig. 6.4

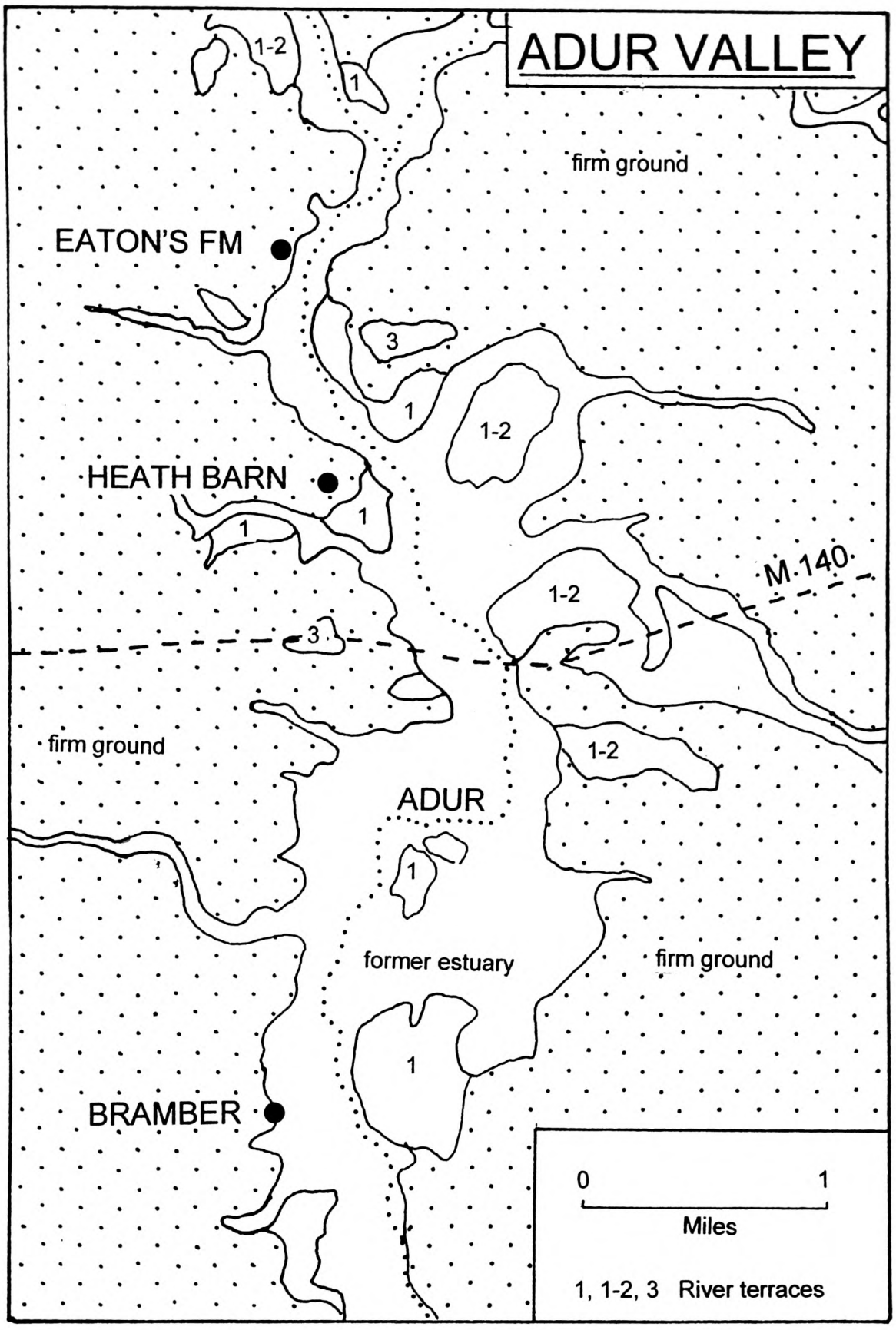

ADUR VALLEY
1-2
1
firm ground
EATON'S FM
3
1
1-2
HEATH BARN
1
1
M 140
1-2
3
firm ground
1-2
ADUR
1
former estuary
firm ground
1
BRAMBER
0
1
Miles
1, 1-2, 3 River terraces

Fig. 6.5

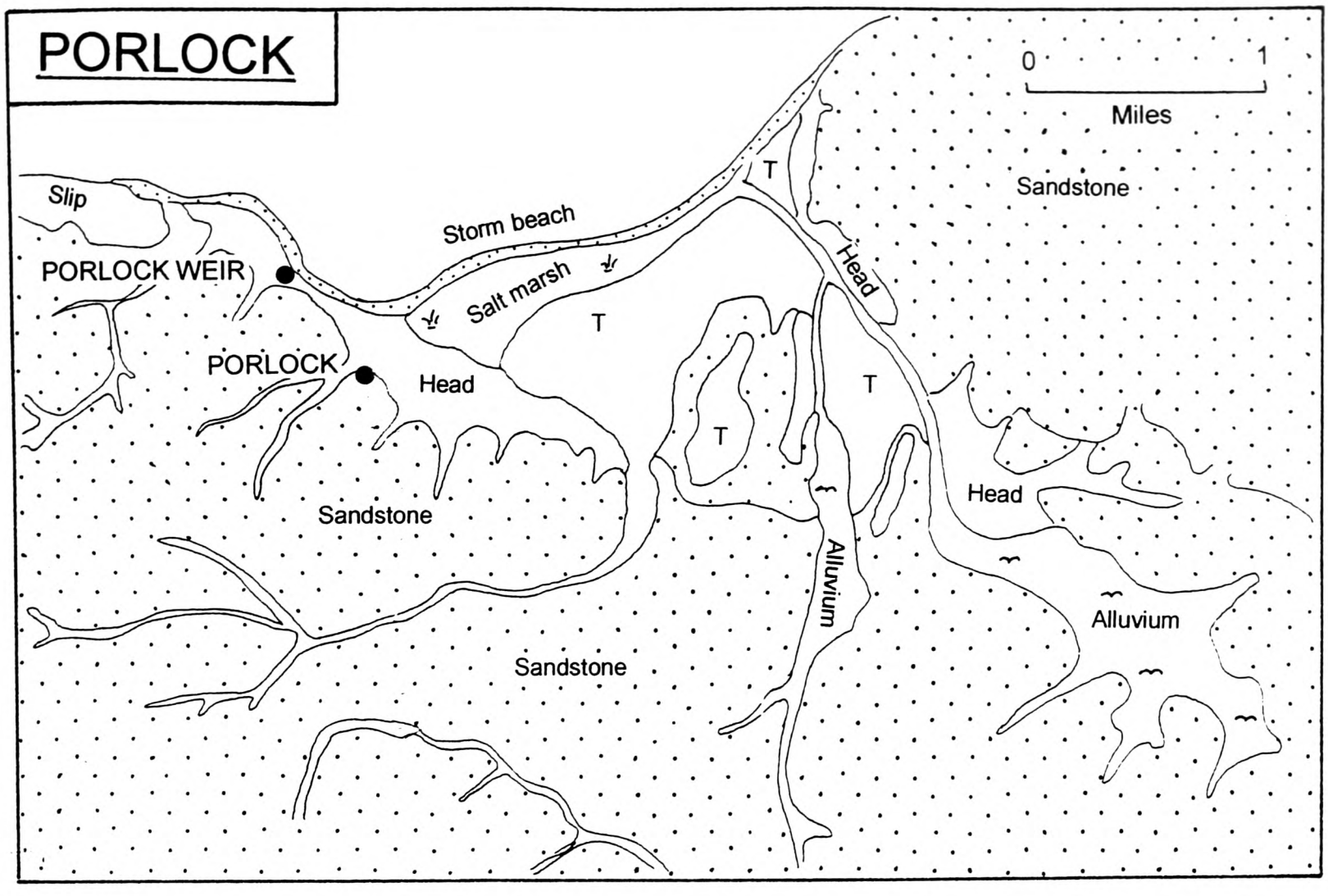

PORLOCK
0
1
Miles
Slip
Storm beach
PORLOCK WEIR
Salt marsh
T
Sandstone
Head
PORLOCK
Head
T
T
T
Head
Sandstone
Alluvium
Alluvium
Sandstone

Fig. 6.6

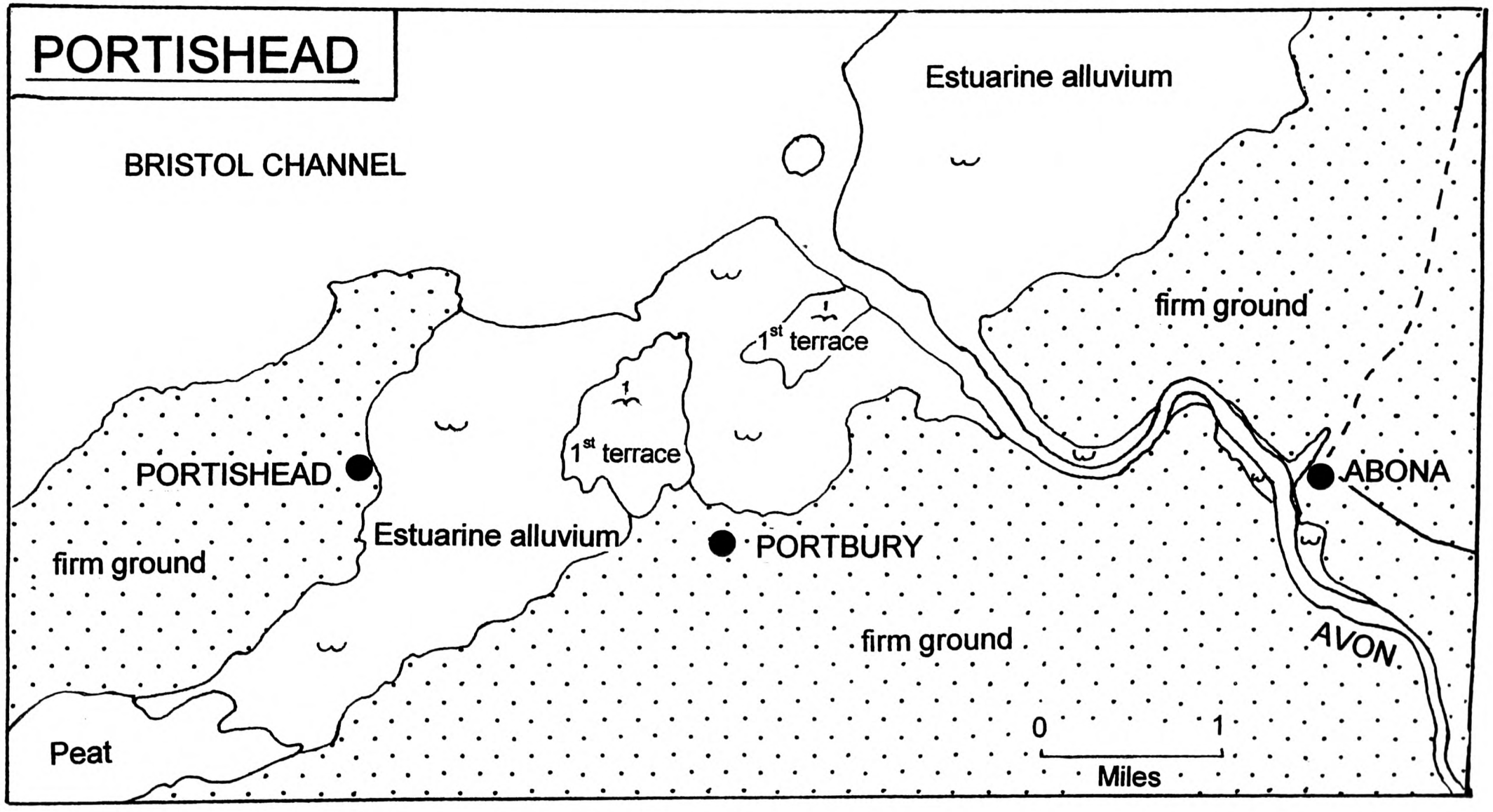

PORTISHEAD
BRISTOL CHANNEL
Estuarine alluvium
firm ground
1st terrace
1st terrace
PORTISHEAD
Estuarine alluvium
PORTBURY
ABONA
firm ground
firm ground
AVON
Peat
0
1
Miles

Fig. 6.7
H ȳTH

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING		DATE
BRK	Hidden	304	Hungerford	c.SP 360700	*Hydene*		984(c1240)
	Maidenhead	53	Maidenhead	SU 888815	*Maideheg'*	formerly Elintone	1202
CAM	Aldreth	232	Haddenham	TL 445735	*Alrehed(a)*		1169-72
	Clayhithe	145	Horningsea	TL 501644	*Cleie*	*hyth* added by 1268	975(12)
	Downham Hythe	224	Little Downham	TL 500837	*Dunham Hythe*		1251
	Horseway	249	Chatteris	TL 425872	*Hors(e) Hythe*		1238
	Hythe House	257	March	c.TL 4197	*Hethelod*		1221
	Swavesey	172	Swavesey	TL 362692	*Suauesheda*		1066, DB
	Willey Farm	250	Chatteris	TL 382875	*Wyliethe*		1240
	Witcham Hythe	245	Witcham	TL 459816	*Wichamhythe*		1251
CMB	Hyton	346	Bootle	SD 098873	*Hytona*		c.1210
DEV	Hyde	103	Northam	SS 461290	*Hithe*		1333
	Prattshide	600	Withycombe Raleigh	SY 000815	*Pratteshithe*	lost	c.1250
ESX	Creeksea	212	Creeksea	TQ 930969	*Criccheseia(m)*		DB
	Heath	376	Colchester	c.TM 016229	*Hetha(m)*		1158-1237
	Hythe	376	Colchester	TM 013247	*la New(e)heth(e)*		1311
	Pudsey	180	Canewdon	TQ 882952	*Puteseiam*		DB
HMP	Hythe	C.98	Fawley	SU 425078	*Huthe*		1248
HNT	Earith	204	Bluntisham cum Earith	TL 385748	*Herhethe*		1244(c1350)
KNT	Erith	DEPN	Erith	TQ 515781	*Earhyth*		695 (c.1000)
	Greenhithe	DEPN	Swanscombe	TQ 585753	*Grenethe*		1264
	Hythe	DEPN	Hythe	TR 161350	*Hythe*		1052, DB
	New Hythe	W 149	East Malling	TQ 711600	*la Newehethe*		1254
	Riverhead	DEPN	Riverhead	TQ 515561	*Reddride*		1278
	Small Hythe	W 360	Tenterden	TQ 893301	*Smalide*		13c
LIN	Knaith	C 76	Knaith	SK 828847	*Cheneide*		DB
	Stockwith, East	C 118	East Stockwith	SK 788945	*Stokhede*		1188
	Walkerith	C 134	Walkerith	SK 788931	*Walkerez*		late 13c
LNC	Huyton	E 113	Huyton with Roby	SJ 443912	*Hitune*		DB
MDX	Chelsea	85	Chelsea	TQ 271776	*Cælichhyth*	*Celchych* 789 (10)	799-802, DB
	Endiff	168	Westminster	c. TQ 3079	*Anedehea*		13c
	Stepney	149	Stepney	TQ 367810	*Stybbanhythe*		DB

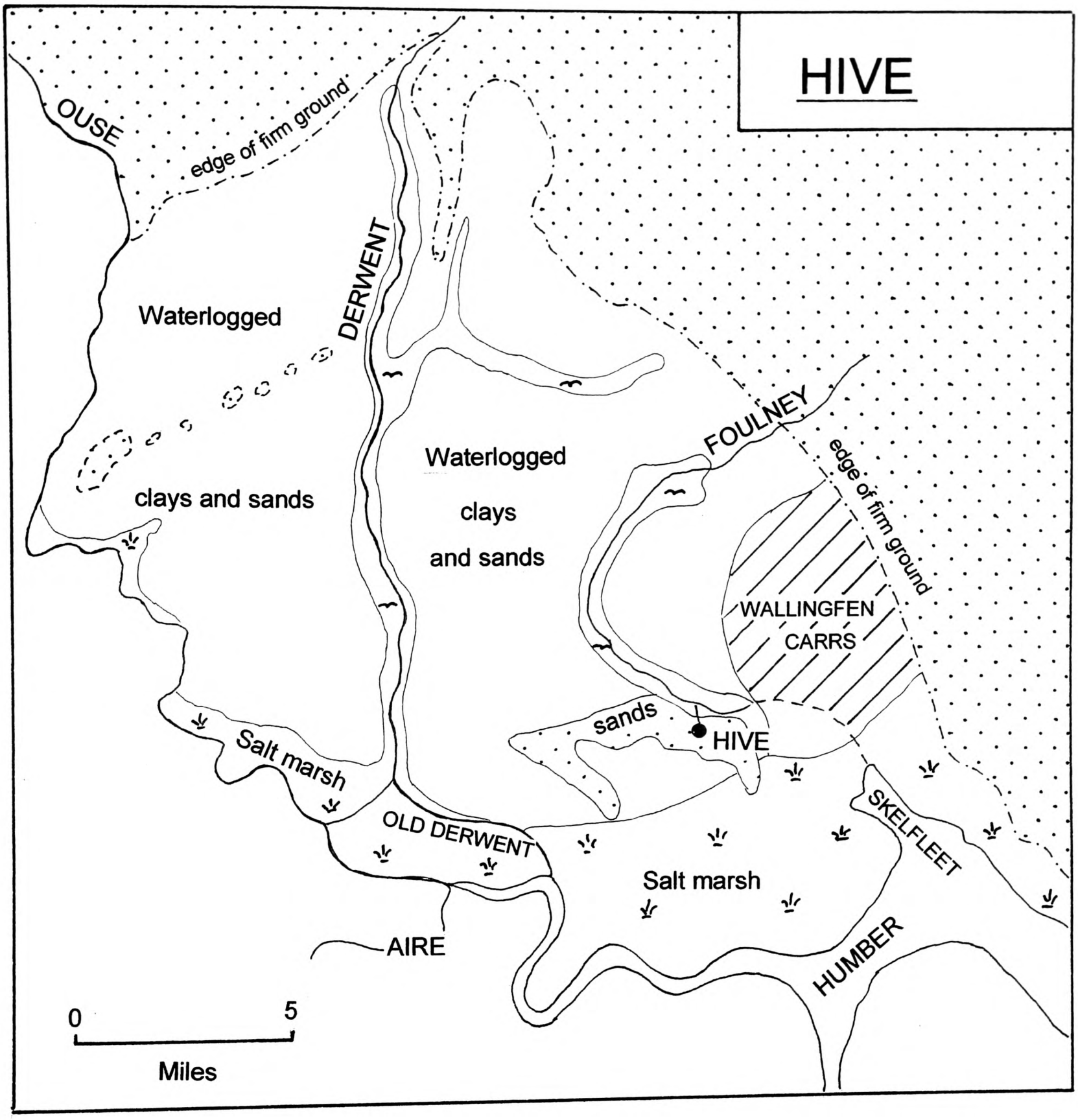
Fig. 6.7 cont.

HŸTH

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING		DATE
NFK	Methwold Hythe	DEPN	Methwold	TL 712948	*Methelwoldehythe*		1277
	Otringhithe	DEPN	Weeting with Bromehill	TL 801876	*Otringheia*		DB
	Rackheath	DEPN	Rackheath	TG 270150	*Racheitha*		DB
	Setchy	DEPN	West Winch	TF 635136	*Seche*		1202
NTT	Stockwith. West	39	West Stockwith	SK 790947	*Stochith'*		1226
OXF	Bablock Hythe	366	Northmoor	SP 434043	*Babbelack*	Hythe by 1581	1277
	Bolney	73-4	Harpsden	SU 777807	*Bollehede*		DB
	Highcroft Lodge	260	Eynsham	SP 446093	*Huythecroft*		1328
	Hythe Bridge	35	Oxford	SP 506064	*Hithe*		1233-4
SFK	Lakenheath	DEPN	Lakenheath	TL 713827	*Lacingahith*		945, DB
SOM	Bleadney	SRS 63	Wookey	ST 482453	*Bledenithe*		early 8c
	Hythe	Fees 1, 82	Cheddar	ST 457523	*Huthe*		1212
SRY	Glanty	121	Egham	TQ 020718	*Glenthuthe*		675 (13)
	Hythe	122	Egham	c.TQ 028716	*Huthe*		675 (13)
	Lambeth	22	Lambeth	TQ 305780	*Lanchie*		DB
	Putney	27	Putney	TQ 242755	*Putelei*		DB
	Rotherhithe	28	Rotherhithe	TQ 365795	*Redecheia*		1100-7
SSX	Bulverhythe	535	Hastings	TQ 775085	*Bulwareheda*		1135-54
	Heath Barn	184	Ashurst	TQ 190146	*Huthe*		1327
YER	Hive	247	Gilberdike	SE 821310	*Hythe*		927 (c1200)
	New Hythe	82	Skipsea	c. TA 1955	*Newehithe*	washed away	1260

SRS 63 = *The Great Chartulary of Glastonbury (ed.) Dom Aeldred Watkin,* Somerset Record Society, 63 (1952) p.363.
Fees 1, 82 = *Book of Fees, 1, 1198-1242* (HMSO, London), p.82.

Fig. 6.8


HIVE
OUSE
edge of firm ground
DERWENT
Waterlogged
clays and sands
Waterlogged
clays
and sands
FOULNEY
edge of firm ground
WALLINGFEN
CARRS
sands
HIVE
Salt marsh
OLD DERWENT
SKELFLEET
Salt marsh
AIRE
HUMBER
0
5
Miles

HŸTH AND LĀD IN THE FENS

BICKER HAVEN
PRESENT H.W.M.
WHAPLODE
THE WASH
Probable Saxon coastline
SETCHEY
R.NAR
R.WISSEY
METHWOLD HYTHE
O' HYTHE HO
CNUT'S DYKE
WILLEY
HORSEWAY
OTRINGHITHE
R.LITTLE OUSE
DOWNHAM HYTHE
LAKENHEATH
WITCHAM HYTHE
ISLE OF ELY
R.LARK
EARITH
ALDRETH
GODMANCHESTER
SWAVESEY
CAR DYKE
BURWELL
REACH
SWAFFHAM
CLAYHITHE
LODE
BOTTISHAM
ICKNIELD WAY
R.CAM
CAMBRIDGE

KEY

Alluvium/marsh
Firm ground
Meres
Roads and tracks
Natural watercourses
Artificial watercourses
0 4 8 12 Miles

Fig. 6.10

H YTH: GEOLOGY AND ACCESSIBILITY

COUNTY	NAME	LOCATION	GEOLOGY				DISTANCE	INTEGRATED		
			ALLUVIUM	CLAY	TERRACE	OTHER	TO ROAD	WITH ROAD		
DB AND EARLIER		COASTAL/ESTUARINE			GRAVEL	(firm)	IN MILES	SYSTEM		
ESX	Creeksea	Crouch estuary			terrace		not near			no
	Pudsey	Crouch estuary		clay			not near			no
KNT	(West) Hythe	former Rother estuary				landslip	c. ½	yes		
		RIVERSIDE								
KNT	Erith	Thames			gravel		2	yes		
MDX	Stepney	Thames			gravel		c. 1	yes		
	Queenhithe	Thames	alluvium		gravel		on	yes		
	Chelsea	Thames			gravel		1½	yes		
SRY	Lambeth	Thames			gravel		on	yes		
	Putney	Thames			gravel		c. 1	yes		
	Hythe	Thames			gravel		¼	yes		
	Glanty	Thames			gravel		¾	yes		
OXF	Bolney	Thames			gravel		2	yes		
BRK	Hidden	Kennet	alluvium?				c. 2		?	
LIN	Knaith	Trent			gravel	sand	1½	yes		
NFK	Rackheath	Bure, nearby				crag	1¼ ?		?	
		MARSHLAND								
CAM	Swavesey	Fens, Great Ouse			gravel		2		?	
NFK	Otringhithe	Fens, Lit. Ouse			gravel		½	yes		
SFK	Lakenheath	Fens, cut from Lit.Ouse	no geological map				not near			no
SOM	Bleadney	Som. Levels, Axe	alluvium			marl	old route?		?	
YER	Hive	Humber marshes				sand	not near			no
POST-DB		COASTAL/ESTUARINE								
CMB	Hyton	Mite estuary		b.clay			c. 5½			no
DEV	Hyde	Torridge estuary	alluvium			sandstone	not near			no
	Prattshyde	Exe estuary	alluvium?				c. 4½			no
ESX	Old Heath	Colne estuary	no geological map				c. 2	yes		
	Hythe	Colne estuary	no geological map				c. 1	yes		
KNT	Greenhithe	Thames estuary				chalk	1¼	yes		
	Small Hythe	former Rother estuary				sand				no
HMP	Hythe	Southampton Water			gravel	sand	1½	yes		
SSX	Bulverhythe	small estuary	alluvium			sand	c. 3½			no
		RIVERSIDE								
BRK	Maidenhead	Thames			terrace		on Gough route	yes		
KNT	New Hythe	Medway	alluvium				1½ over river		?	
	Riverhead	Darent			terrace		2 over river		?	
LIN	East Stockwith	Trent	allluvium				not near			no
NTT	West Stockwith	Trent	alluvium				not near			no
LIN	Walkerith	Trent	alluvium				not near			no
MDX	Endiff	Thames			terrace		c.½	yes		
OXF	Bablock Hythe	Thames	alluvium				not near			no
	Highcroft Lodge	Thames	alluvium	clay	terrace		½ Gough route	yes		
	Hythe Bridge St	Thames			terrace		c.¼	yes		
SOM	Hythe	Axe				marl	1, Mendip foot	yes		
SRY	Rotherhithe	Thames	alluvium				c.½	yes		
SSX	Heath Barn	Adur		clay			¾	yes		
		MARSHLAND								
CAM	Aldreth	Fens, Car Dyke	alluvium	clay			not near			no
	Clayhithe	Fens, Cam		clay			2	yes		
	Downham Hythe	Fens, Darcy Lode		clay			not near			no
	Horseway	Fens, ?		clay			not near			no
	Hythe House	Fens, Nene or diversion		clay?		sand?	close?	yes		
	Willey Farm	Fens, Fenton's Lode			terrace		not near			no
	Witcham Hythe	Fens, ?		clay			not near			no
	Earith	Fens, Great Ouse			terrace		not near			no
NFK	Methwold Hythe	Fens, cut from Wissey	alluvium			yes	not near			no
	Setchy	Fens, Nar	alluvium				not near			no

Fig. 6.11

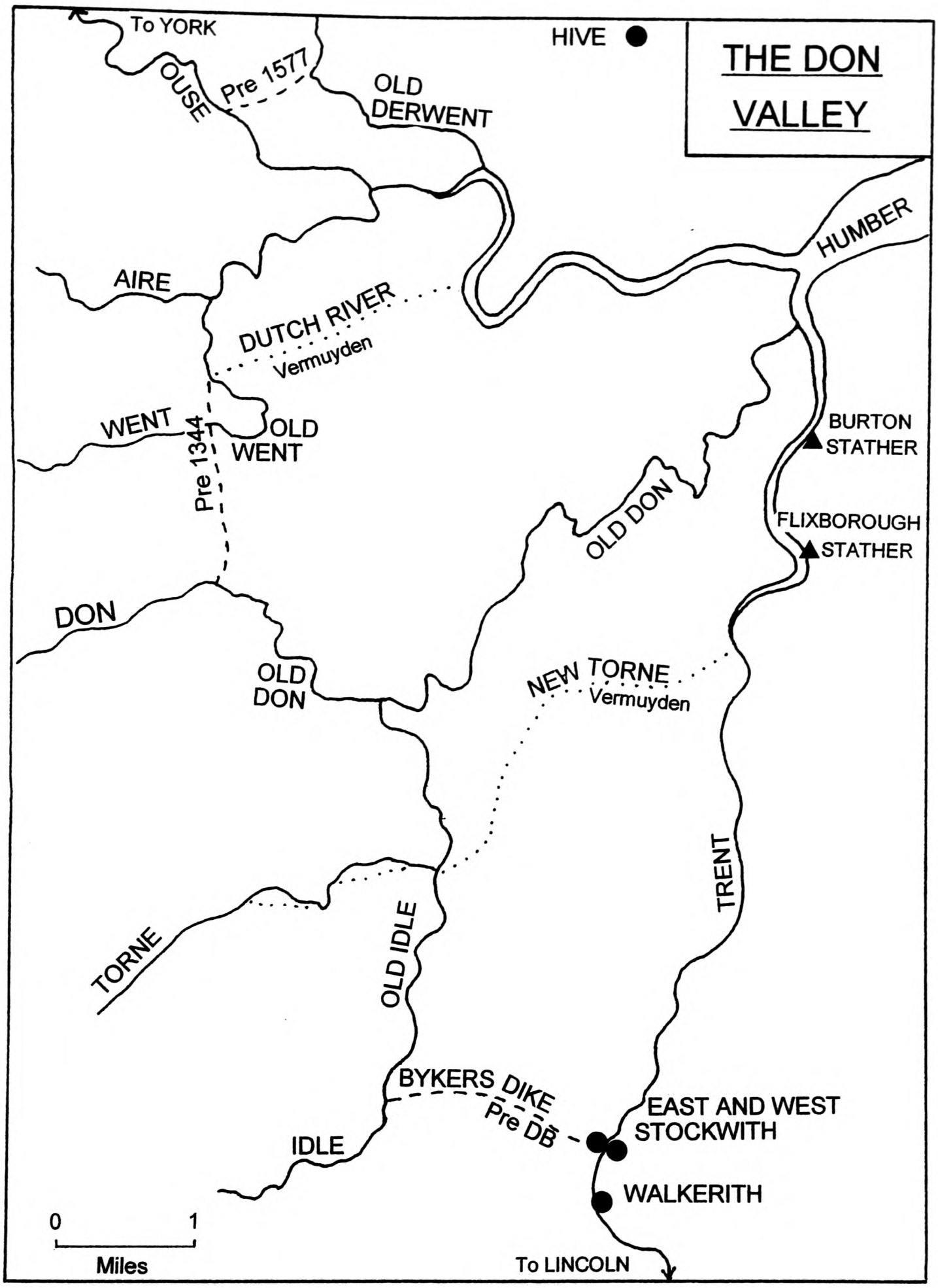

THE DON VALLEY
To YORK
OUSE
Pre 1577
OLD DERWENT
HIVE
HUMBER
AIRE
DUTCH RIVER
Vermuyden
WENT
OLD WENT
Pre 1344
BURTON STATHER
FLIXBOROUGH STATHER
OLD DON
DON
OLD DON
NEW TORNE
Vermuyden
TRENT
TORNE
OLD IDLE
BYKERS DIKE
Pre DB
EAST AND WEST STOCKWITH
IDLE
WALKERITH
0
1
Miles
To LINCOLN

Fig. 6.12

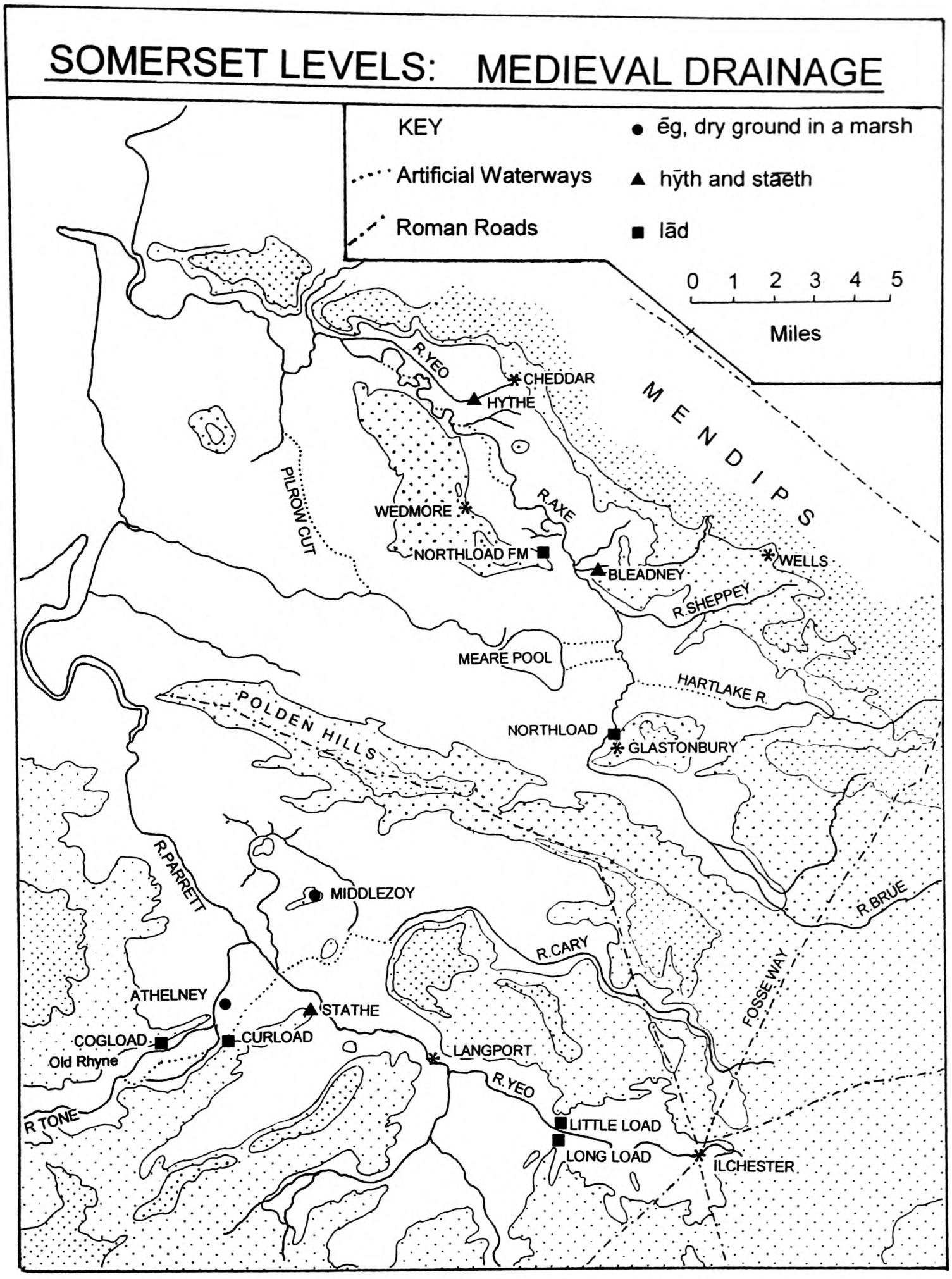

SOMERSET LEVELS: MEDIEVAL DRAINAGE
KEY
Artificial Waterways
Roman Roads
ēg, dry ground in a marsh
hȳth and staēth
lād
0 1 2 3 4 5
Miles
R.YEO
CHEDDAR
HYTHE
MENDIPS
PILROW CUT
WEDMORE
R.AXE
NORTHLOAD FM
BLEADNEY
WELLS
R.SHEPPEY
MEARE POOL
HARTLAKE R.
POLDEN HILLS
NORTHLOAD
GLASTONBURY
R.PARRETT
MIDDLEZOY
R.BRUE
R.CARY
FOSSE WAY
ATHELNEY
STATHE
COGLOAD
CURLOAD
Old Rhyne
LANGPORT
R.YEO
R.TONE
LITTLE LOAD
LONG LOAD
ILCHESTER

Fig. 6.13

LĀD

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	NOTES
CAM	Holwoods Fms	248	Chatteris	TL 380804	*Hollod(e)*	1240	near Car Dyke
	Horslode Fen Fm	249	Chatteris	TL 402829	*Hornigslade*	1240	near Car Dyke
	Laddus Fm	291	Upwell	TF 463020	*Ladwere*	c.975, 1221	by old c'se of Nene
	Lode	131	Lode	TL 533626	*Lada*	1154-89	Roman ?
GLO	Lower Lode	2.65	Tewkesbury	SO 878317	*Wulmareslode*	1248	site of ferry
	Upper Lode	2.65	Tewkesbury	c.SO 8833		1248	site of ferry
HNT	Crollode's Fm	223	Somersham	TL 378822	*Aqua de Grauelode*	1286	near Car Dyke
LIN	Whaplode	C.137	Whaplode	TF 323240	*Copelade*	DB	near The Wash
SOM	Cogload	SRS 25	Durston	ST 307275	*Coglode*	1269	near Tone
	Curload	SRS 14	Stoke St. Gregory	ST 340280	*Curilade*	1155-9	near Tone
	Little Load	~	Long Load	ST 467239	~	~	by Yeo
	Long Load	DEPN	Long Load	ST 465233	*la Lade*	1285	by Yeo
	Northload Bridge	SRS 63	Glastonbury	ST 493396	*Northlode*	c.1180	A-S canal
	Northload Farm	HMC 1	Wedmore	ST 470464	*Northelode*	1308	link to Axe
	Shiplate	DEPN	see under *gel ⟨d*		*Scypeladãspyll*	956, 1203	doubtful e.g.
WOR	Clevelode	224	Powick	SO 835470	*Clivelade*	c.1086(1190)	doubtful e.g.
	Saxon's Lode	159	Ripple	SO 863388	*Cestrelade*	12c (17c.)	site of ferry

SKURTHR

LIN	Billinghay Skirth	~	Billinghay	TF 1756	~	~	
YWR	Skurff Hall	4.15	Newland	SE 688264	*scurth(e)*	13c.	ON element

Abbreviations *LĀD*

SRS 14 = Somerset Record Society, 14 (1899), p. 164. *Two Cartularies of the Abbeys of Muchelney and Athelney*

SRS 25 = Somerset Record Society, 25 (1909), p. 36. *Cartulary of Buckland Priory*.

SRS 63 = Somerset Record Society, 63 (1952), p. 251. *The Great Chartulary of Glastonbury*.

HMC 1 = *Calendar of the Manuscripts of the Dean and Chapter of Wells,1, p.11.*

From *EA-TUN* (Fig. 6.14, overleaf).

HMC 12 = *Report on the Manuscripts of Wells Cathedral*, 1, p. 95.

PRS 46 = Pipe Roll Society, 46, p.9.*Charters of Norwich Cathedral Priory*.

Fig. 6.14

ĒA-TŪN

For abbreviations see under *lād*, fig.6.13

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	RIVER	DISTANCE TO ROAD	
BDF	Eaton Socon	54	Eaton Socon	TL 170589	*Etone*	DB	Great Ouse	2¾ miles	R.Rd
BRK	Eaton	402	Eaton	SP 447033	*Eatune*	811(c.1200),DB	Thames	1½	minor R.Rd
	Eaton Hastings	364	Eaton Hastings	SU 262985	*Etone*	DB	Thames	2¼	salt way
BUC	Eton	DEPN	Eton	SU 965776	*Ettone*	DB	Thames	1½	Gt W Rd
	Water Eaton	19	Water Eaton	SP 880330	*Etone*	DB	Ouzel	½	R.Rd
CHE	Eaton	1.61	Astbury	SJ 870654	*Yeyton*	c.1262	Dane	not near	
	Eaton Hall	4.148	Eaton	c.SJ 415610	*Eaton*	c.1050, DB	Dee	on	R.Rd
	Eaton	2.204	Eaton	SJ 646704	*Yeiton*	1290	Weaver	1¼	R.Rds
HRE	Eaton	CC 124	Leominster	SO 509583	*Et(t)on(e)*	DB	Lugg	1	R.Rd
	Eaton Hennor	CC 124	Leominster	SO 525588	*latton*	1243	Lugg	on	R.Rd
	Eaton Bishop	CC 80	Eaton Bishop	SO 442391	*Etune*	DB	Wye	½	R.Rd
	Eaton Tregoz	CC 86	Foy	SO 605277	*Edtune*	DB	Wye	1½	R.Rd
NFK	Eaton	DEPN	Norwich	TG 203061	*Ettune*	DB	Yare	2¼	minor R.Rd
	Eaton	PRS 46	Sedgefield	TF 695363	*Eton(e)*	mid 13c	Heacham River	¾	Icknield Way
NTT	Eaton	50	Eaton	SK 710780	*Etune*	DB	Idle	¼	Gt N Rd
OXF	Water Eaton	266	Gosford and W. Eaton	SP 515122	*Eatune*	854(11c), DB	Cherwell	1	ridgeway
	Woodeaton	194-5	Woodeaton	SP 535119	*Etone*	DB	Cherwell	2	R.Rd
SHR	Eaton	1.115	Lydbury North	SO 375895	*Eton'*	1291-2	Onny	2¼	minor R.Rd
	Eaton Constantine	1.115	Eaton Constantine	SJ 599064	*Etune*	DB	Severn	2¼	R.Rd
	Eaton Mascot	1.115	Eaton Mascot	SJ 538059	*Etune*	DB	Cound Brook	1	R.Rd
	Eaton under Heywood	1.117	Eaton under Heywood	SO 500900	*Eton*	1227	Eaton Brook	1½	*weg*
	Eaton upon Tern	1.115	Stoke upon Tern	SJ 654225	*Eton'*	1255-6	Tern	3½	R.Rd
	Yeaton	1.333	Yeaton	SJ 433194	*Aitone*	DB	Perry	5½	R.Rd
SOM	Eton	HMC 12	Banwell	ST 381615	*Eton*	1325	Banwell	8	R.Rd
SSX	Eatons Farm	217	Henfield	TQ 187162	*Etune*	DB	Adur	1¾	R.Rd
STF	Water Eaton	DEPN	Penkridge	SJ 903110	*Eatune*	940, DB	Penk	¼	R.Rd
WAR	Nuneaton	88	Nuneaton	SP 362918	*Etone*	DB	Anker	1¾	R.Rd
WLT	Castle Eaton	23	Castle Eaton	SU 146960	*Ettone*	DB	Thames	2¾	R.Rd
	Water Eaton	45	Latton	SU 126938	*Etone*	DB	Thames	¾	R.Rd
YON	Great Ayton	165	Great Ayton	NZ 557108	*Atun(a)*	DB	Leven	near a *stig*	
	Little Ayton	166	Little Ayton	NZ 570102	*Atun*	DB	Leven	near a *stig*	
	East Ayton	101	East Ayton	SE 991850	*Atun(e)*	DB	Derwent	not near R.Rd	
	West Ayton	100	West Ayton	SE 987850	*Atun(e)*	DB	Derwent	not near R.Rd	

Fig. 6.15

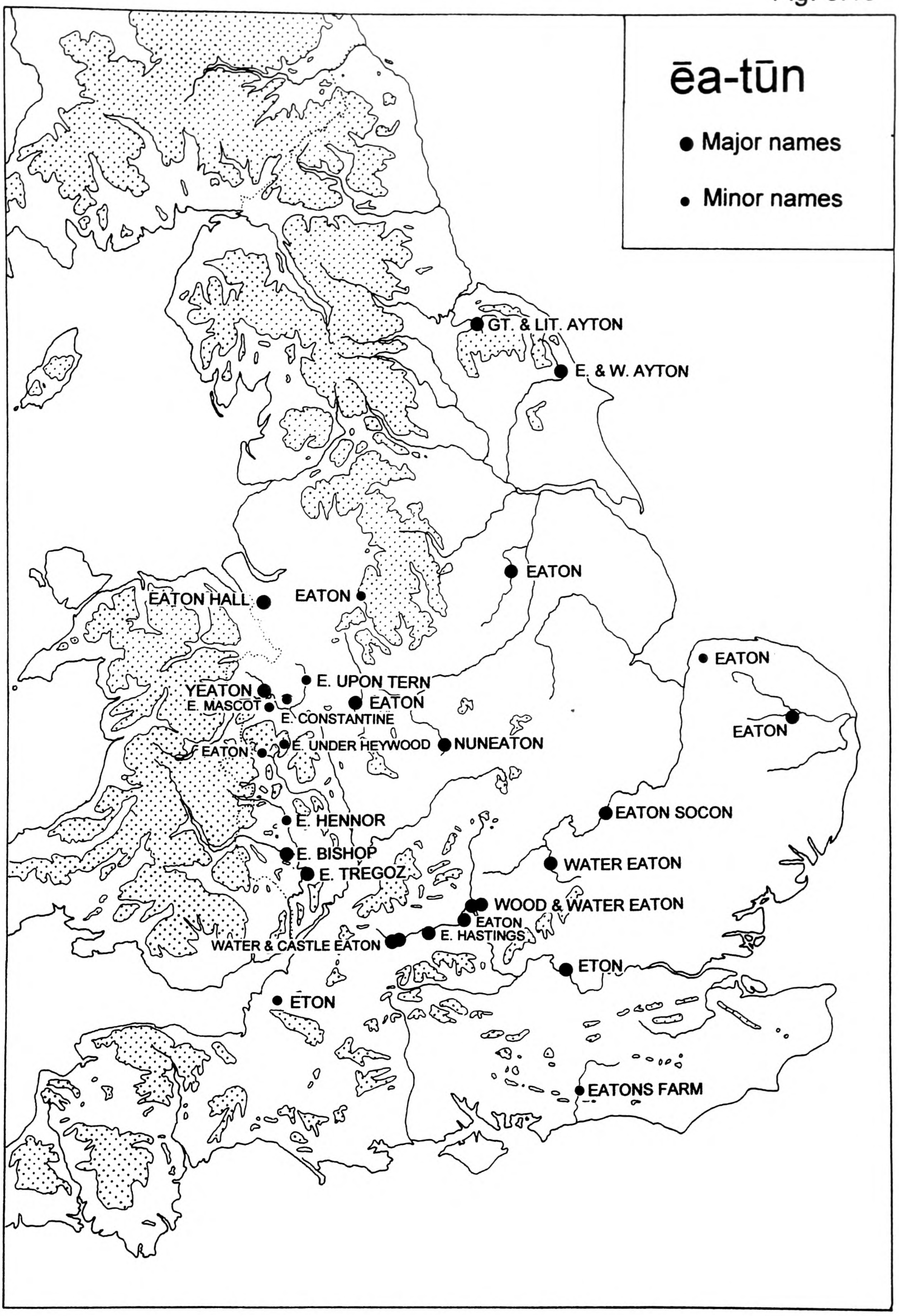

ēa-tūn
Major names
Minor names
GT. & LIT. AYTON
E. & W. AYTON
EATON
EATON HALL
EATON
EATON
E. UPON TERN
YEATON
E. MASCOT
EATON
E. CONSTANTINE
EATON
E. UNDER HEYWOOD
NUNEATON
EATON
EATON SOCON
E. HENNOR
E. BISHOP
E. TREGOZ
WATER EATON
WOOD & WATER EATON
EATON
E. HASTINGS
WATER & CASTLE EATON
ETON
ETON
EATONS FARM

Fig. 6.16

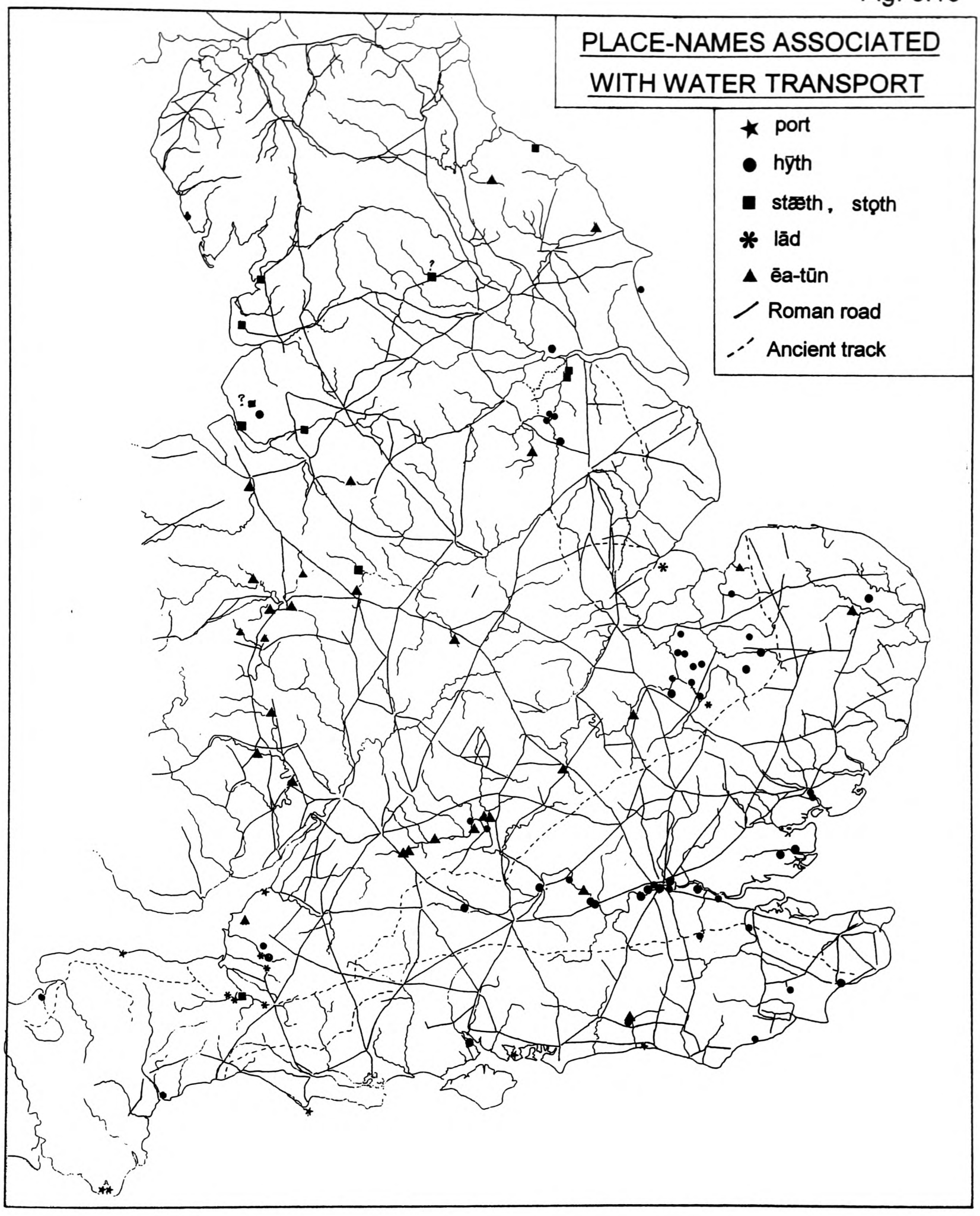
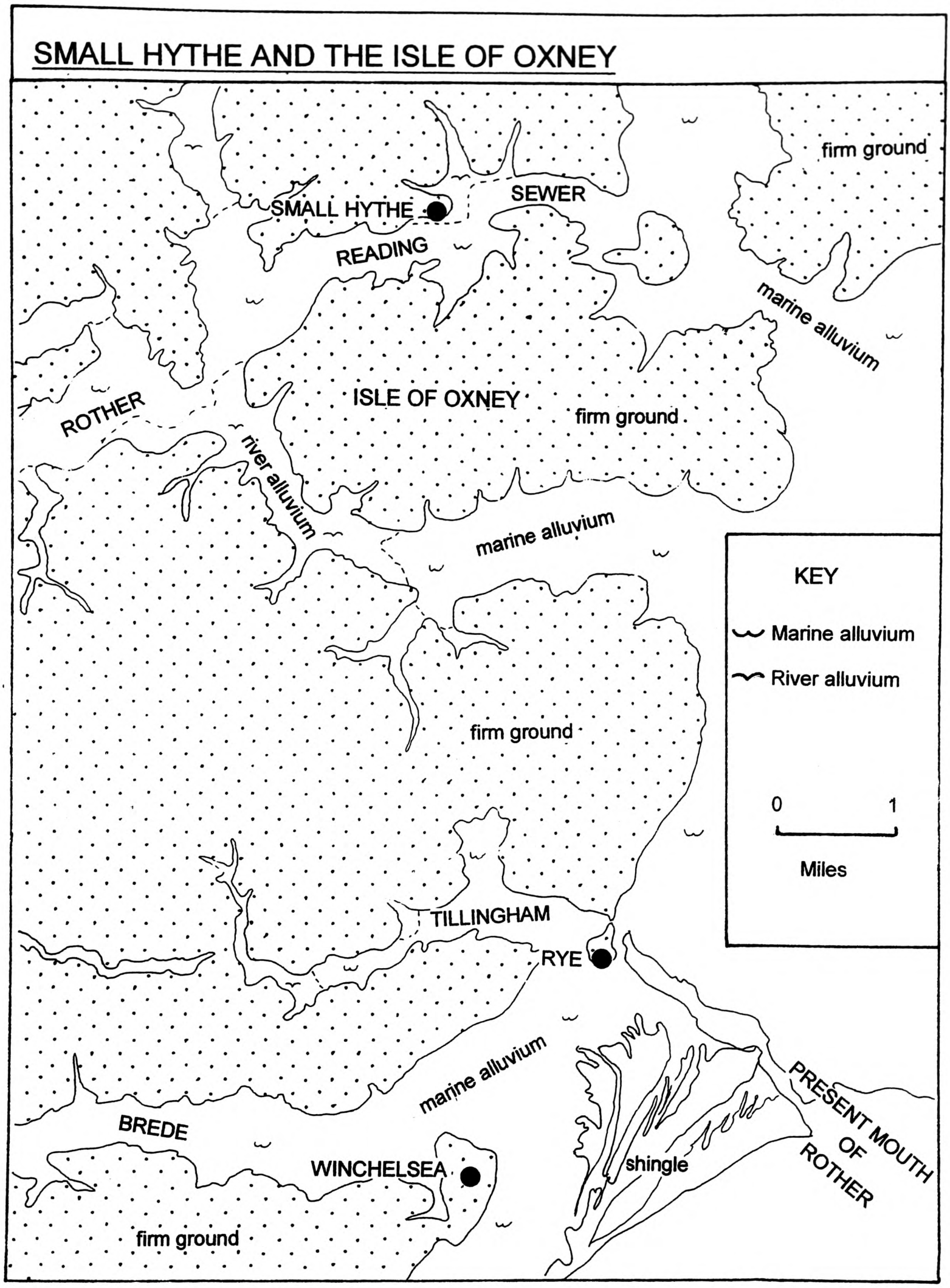

PLACE-NAMES ASSOCIATED
WITH WATER TRANSPORT
port
hȳth
stæth , stǫth
lād
ēa-tūn
Roman road
Ancient track

Fig. 6.17


SMALL HYTHE AND THE ISLE OF OXNEY
firm ground
SEWER
SMALL HYTHE
READING
marine alluvium
ISLE OF OXNEY
ROTHER
firm ground
river alluvium
marine alluvium
KEY
Marine alluvium
River alluvium
0
1
Miles
firm ground
TILLINGHAM
RYE
marine alluvium
PRESENT MOUTH OF ROTHER
BREDE
WINCHELSEA
shingle
firm ground

Knaith, LIN.

This view is from Knaith churchyard which stands on a ridge of higher ground by the flood-meadows of the Trent. It was a good, firm site for establishing a hithe.

Porlock, Som.

View to Porlock haven from Yearnor. There would have been a wider expanse of water behind the shingle spit in earlier times. South Wales is visible across the Bristol Channel.

Fig. 6.18

Water Eaton, WLT.

This gravel bank deposited in the Upper Thames between Water Eaton and Cricklade resulted from the down-wash off the fields at Eisey. Both the gravel and the willow need removing to allow small vessels to reach Cricklade and M 41.

Eaton upon Tern, STF.

This small river had recently been cleared: the debris lies on the left bank. It could accommodate a small punt-like boat.

Fig. 6.19

Fig. 7.1

CEASTER SIMPLEX AND ELEMENT + *CEASTER*

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM TOWN FORT,VILLA	DISTANCE FROM ROMAN ROAD	ROAD IN USE
CAM	*Grantacaestir*	36	Cambridge	TL 450595	*Grantacaestir*	c.730	½	on	yes
CHE	Chester	5.1. 2-7	Chester	SJ 406665	*Legacæstir*	735, DB	at	on	yes
CMB	Bewcastle	60	Bewcastle	NY 566746	*Buchcastre*	c. 1177	at	on	no
	Muncaster	423	Muncaster	SD 104966	*Mulcastre*	1412	c. 1	¼	no
	Palmcaster	330	Westward	NY 260464	*Palmcastr'*	1275	¼	¼	yes
	Papcastle	308-9	Papcastle	NY 109314	*Pabecastr'*	1260	at	on	(yes)
DBY	Little Chester	452-3	Derby	SK 355375	*Cestre*	DB	at	on	yes
DEV	Exeter	20	Exeter	SX 921925	*Escancastre*	c. 750,DB	at ?	on	yes
	Scobchester	126	Ashbury	SX 519969	*Scobbechestre*	1242	no remains	none near	no
DOR	Dorchester	M 66	Dorchester	SY 693908	*Dornwaraceaster*	864(12c) DB	at	on	yes
DUR	Binchester	W 9	St Andrews Auckland	NZ 208313	*Bynceastre*	c.1040 (12)	at	on	yes
	Chester le Street	W 25	Chester le Street	NZ 274516	*Ceastre*	1104	at	on	yes
	Ebchester	W 37	Ebchester	NZ 103555	*Ebbescestr'*	1230	at	on	yes
	Lanchester	W 70	Lanchester	NZ 167474	*Langescestre*	c.1150	½	½	no
ESX	Colchester	367-72	Colchester	TM 000252	*Colneceastre*	921, DB	at	on	yes
	Effecestre	210	Bradwell juxta Mare	TM 031081	*Ythancæstir*	c.735, DB	?	on	no
GLO	Cirencester	1 60	Cirencester	SP 023021	*Cirenceaster*	late 9c, DB	at	on	yes
	Frocester	2.197	Frocester	SO 783033	*Frowecestre*	DB	¾ (villa)	on (minor)	no
	Gloucester	2.123	Gloucester	SO 830188	*Gleawan ceaster*	late 9c, DB	on	on	yes
	Woodchester	1.115	Woodchester	SO 840027	*Uuduceastir*	716-43,DB	¼ (villa)	2¾	no
HMP	Porchester	C. 133	Porchester	SU 625045	*Porceastra*	904(c12),DB	at	?	sea
	Silchester	C. 149	Silchester	SU 643624	*Silcestre*	DB	at	on	yes
	Winchester	C. 176	Winchester	SU 482293	*Uintan cæstir*	c. 730,DB	at	on	yes
HNT	Godmanchester	255	Godmanchester	TL 244707	*Godmundcestre*	DB	at	on	yes
HRE	Kenchester	DEPN	Kenchester	SO 434433	*Chenecestre*	DB	¼	¼	yes
KNT	Rochester	DEPN	Rochester	TQ 743685	*Hrofeceaster*	c.700, DB	at ?	on	no
LEI	Leicester	DEPN	Leicester	SK 584044	*Ligera ceaster*	917	at	on	yes
LIN	Ancaster	C. 3	Ancaster	SK 982436	*Anacastro*	c.1150	at	on	yes
	Caistor	C. 26	Caistor	TA 116013	*Castre*	1070-87	at	on	no

Fig. 7.1 cont.

CEASTER SIMPLEX AND ELEMENT + *CEASTER* CONTINUED

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM TOWN FORT, VILLA	DISTANCE FROM ROMAN ROAD	ROAD IN USE
LIN	Horncastle	c 66	Horncastle	TF 258695	*Hornecastre*	DB	at?	uncertain	no
LNC	Lancaster	DEPN	Lancaster	SD 473619	*Loncastre*	DB	at	on	no
	Manchester	DEPN	Manchester	SJ 835976	*Mameceaster*	923, DB	at?	on	yes
	Ribchester	DEPN	Ribchester	SD 650350	*Ribelcastre*	DB	at	on	no
NFK	Brancaster	DEPN	Brancaster	TF 773439	*Bramcestria*	c.960, DB	at	on? (minor)	no
	Caistor St Edmund	2.3	Caistor	TG 232034	*Castre*	c.1025, DB	at	on	yes
	Caistor nr Yarmouth	DEPN	Caistor	TG 517123	*Castra*	1044-7, DB	at	coastal, no road	sea
NTB	Aunchester	M 7	?	?	*Antrechestre*	1367	?	?	?
	Bellister	M 17	Haltwhistle	NY 701630	*Belester*	1279	1½	1½	no
	Chesters	B 23	Humshaugh	NY 907703	*Scytlescester*	1104	at	on H's Wall	no
	Craster	B 27	Craster	NU 258198	*Craucestre*	1242	earthworks	coastal, no road	sea
	Gloster Hill	M 94	Warkworth	NU 258045	*Gloucestre*	1178	?	coastal, no road	sea
	Hetchester	M 112	Throck(e)rington	NY 949798	*Heichester*	1272	Roman finds	1¾	no
	Outchester	B 39	Easington	NU 140334	*Ulecestr*	1206	earthworks	near coast	sea
	Rochester	DEPN	Rochester	NY 828982	*Rucestr*	1242	¼	on	yes
	Rudchester	B 41	Heddon on the Wall	NZ 112674	*Rodecastre*	1251	at	on H's Wall	no
	Whitchester	B 47	Heddon on the Wall	NZ 099683	*Witcestre*	1221	½ H's Wall	½ H's Wall	no
NTP	Castor	232	Castor	TL 121967	*Cyneburge cæstre*	948(c1200), DB	1	¼	no
	Chester House	192	Irchester	SP 920668	*Cestre*	1236	at	on	no
	Irchester	192	Irchester	SP 926660	*Yranceaster*	973(c1250), DB	½	¼	no
	Towcester	94	Towcester	SP 694487	*Tofeceaster*	c925, DB	at?	on	yes
NTT	Tiouulfingacæstir	35	Littleborough	SK 824826	*Tiouulfingacæstir*	8c.	at	on	yes
	now Littleborough				*Litelburg*	DB			
OXF	Alchester	241-2	Wendlebury	SP 572202	*Alencestr'*	c1160(c1280)	at	on	yes
	Bicester	198	Bicester	SP 583222	*Bernecestre*	DB	1¼?	¼	yes
	Dorchester	152	Dorchester	SU 579943	*Dorciccaestræ*	c.730, DB	at	on	yes
SHR	Wroxeter	1.330	Wroxeter	SJ 563083	*Rochecestre*	DB	at	on	yes
SOM	Ilchester	DEPN	Ilchester	ST 522226	*Givelcestre*	DB	at	on	yes
SSX	Chichester	10	Chichester	SU 860047	*Cisseceastre*	895, DB	at?	on	yes
STF	Rocester	DEPN	Rocester	SK 112394	*Rowcestre*	DB	at	on	yes
WAR	Alcester	193-4	Alcester	SP 090574	*Alencestr'*	1138(1340)	at ?	¼	yes

FIG. 7.1 cont.

CEASTER SIMPLEX AND ELEMENT + *CEASTER* CONTINUED

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	DISTANCE FROM TOWN FORT,VILLA	DISTANCE FR ROMAN ROAD	ROAD IN USE
WAR	Mancetter	85-6	Mancetter	SP 320967	*Manecestre*	1195	at ?	¼	yes
WML	Hincaster	1.89	Hincaster	SD 519846	*Hennecastr(e)'*	DB	none known	not near	no
WOR	Worcester	19	Worcester	SO 851545	*Uuegorna cestre*	814(11), DB	at	on	yes
YOW	Acaster Malbis	4.218	Acaster Malbis	SE 594457	*Acastre*	DB	none known	on Ouse	no
	Acaster Selby	4.216	Stillingfleet	SE 573410	*Acastra*	DB	none known	on Ouse	no
	Doncaster	1.29	Doncaster	SE 570033	*Doneceastre*	1002, DB	at	on	yes
	Kælcacaestir	4.76	Tadcaster	SE 486434	*Kælcacaestir*	c.730	at	on	yes
	now Tadcaster				*Tatecastr(e)*	DB			

CEASTER + TŪN

CAM	Chesterton	147	Chesterton	TL 463596	*Cestretone*	DB	c.1	c¾
GLO	Chesterton	1.64	Cirencester	SP 020007	*Cesterton(e)*	DB	½	½
HNT	Chesterton	181	Chesterton	TL 127955	*Ceastertuninga*	955, DB	1	on
OXF	Chesterton	206	Chesterton	SP 562214	*Cestertune*	1005, DB	1	¾
RUT	Great Casterton	130	Great Casterton	TF 001088	*Castreton(e)*	DB	at	on
SHR	Chesterton	DEPN	Worfield	SO 785973	*Cestretone*	1214	¼ hill fort	2¼ (minor)
WAR	Chesterton	251	Chesterton & Kingston	SP 357582	*Cestretune*	1043(17),DB	1¼	1½
WML	Casterton	1.27	Burrow in Lonsdale	SD 625797	*Castretun(e)*	DB	2½	¼

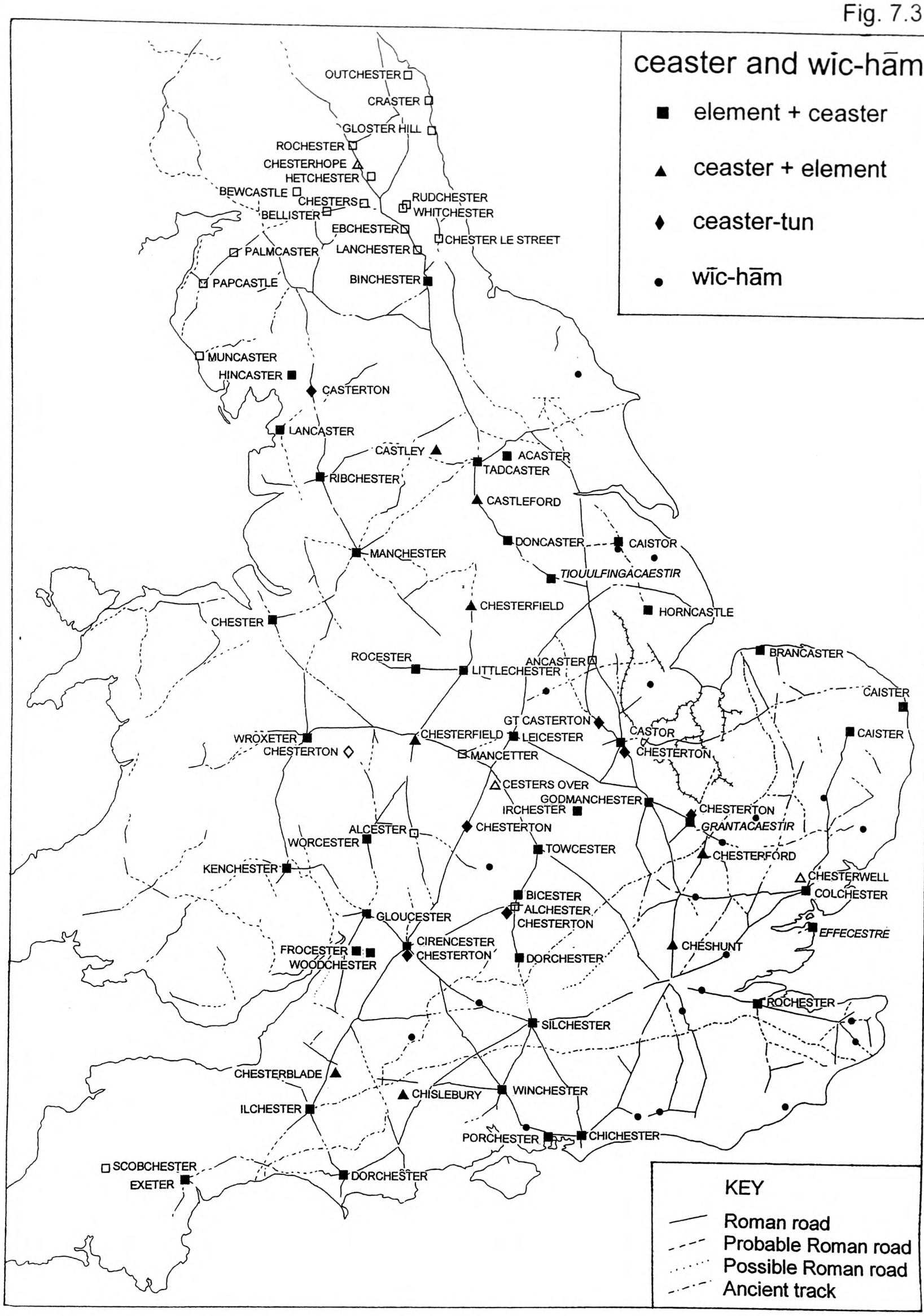
CEASTER + ELEMENT

DBY	Chesterfield	231	Chesterfield	SK 384714	*Cesterfelda*	955 (13),DB	close	close
ESX	Chesterford	519	Gt & Lit Chesterford	TL 505427	*Ceasterforda*	1004, DB	at	on
	Chesterwell	393	Great Horkesley	TL 966289	*Cestrewald*	1181	earthwork	1
HRT	Cheshunt	220	Cheshunt	TL 349024	*Cestrehunt(e)*	DB	3 villa	on
NTB	Chesterhope	B 22	Corsenside	NY 899852	*Chestrehop*	1298	¾	¼
SOM	Chesterblade	DEPN	Evercreech	ST 661412	*Cesterbled*	1065	½ I.A.? Camp	2¼
STF	Chesterfield	DEPN	Wall	SK 101057	*Cestrefeld Alani*	1167	½	½
WAR	Cesters Over	113	Monks Kirby	SP 503820	*r.n. ceaster added*	by 1272	2½	1
WLT	Chislebury Camp	215	Fovant	SU 018282	*Cester slæd byrg*	901 (13)	I.A.camp	¼ ancient tr
YOW	Castley	5.53	Castley	SE 266457	*Castelai*	DB	none known	no road
	Castleford	2.69	Castleford	SE 425257	*Ceaster forda*	948(11)	at ?	on

Fig 7.2
WĪC-HĀM

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	MILES FROM ROMAN ROAD
BRK	Wickham	274	Welford	SU 395715	*Wicham*	821(c1200)	on
CAM	West Wickham	112	West Wickham	TL 612492	*Wicheham*	974, DB	¾
ESX	Wickham Bishops	313	Wickham Bishops	TL 837120	*Wycham episcopi*	1291	1¾
	Wickham Hall	550	Farnhham	TL 474230	*Wicheham*	DB	¾
HMP	Wickham	C 175	Wickham	SU 575115	*Wichæma*	826(c12), DB	on
KNT	East Wickham	PNK 15	Bexley	TQ 468770	*Wikam*	1240	¾
	West Wickham	KPN 212	West Wickham	TQ 388648	*Wichæma mearcæ*	862, DB	¼
	Wickham Bushes	KPN 265	Lydden	TR 247456	*Wittham*	944	½
	Wickhambreux	KPN 277	Wickhambreux	TR 220588	*Wic ham*	948, DB	c.¼
LEI	Wycomb	DEPN	Scalford	SK 773249	*Wiche*	DB	1
LIN	East Wykeham &	C 145	Ludford	TF 213889	*Wicham*	DB	2
	West Wykeham	C 145	"	TF 224883	"	"	1½
	Wykeham	2.238	Nettlecombe	TF 120973	*Wiham*	DB	¾
	Wykeham	C 145	Spalding	TF 276264	*Wicham*	late 12c	estuarine
OXF	Wykham Farm	413	Banbury	SP 440378	*Wicham*	DB	on minor
SFK	Wickhambrook	DEPN	Wickhambrook	TL 753545	*Wicham*	DB	c. 8
	Wickham Market	DEPN	Wickham Market	TM 302558	*Wikham*	DB	2½
	Wickham Skeith	DEPN	Wickham Skeith	TM 100693	*Wic(c)hamm*	DB	1¼
SSX	Wickham Clayton &	275	Hurstpierpoint	TQ 294164	*Wykeham*	1279	c.½
	Wickham Hurst	275	Hurstpierpoint	TQ 291163	"	"	"
	Wickham Manor Fm	512	Icklesham	TQ 897164	*Wicham*	1200	estuarine
	Wyckham Farms	237	Steyning	TQ 190131	*Wicam*	1073	on
WLT	Wickham Green	316	Urchfont	SU 025567	*Wicham*	1237	(1¼ Gt R Way)
YON	Wykeham	99	Wykeham	SE 964833	*Wicam*	DB	on ?

Fig. 7.3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CHESTER LE STREET
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LANCHESTER
PAPCASTLE
BINCHESTER
MUNCASTER
HINCASTER
CASTERTON
LANCASTER
CASTLEY
ACASTER
TADCASTER
RIBCHESTER
CASTLEFORD
DONCASTER
CAISTOR
MANCHESTER
TIOUULFINGACAESTIR
CHESTERFIELD
HORNCASTLE
CHESTER
ROCESTER
LITTLECHESTER
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BRANCASTER
CAISTER
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GODMANCHESTER
IRCHESTER
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GRANTACAESTIR
ALCESTER
CHESTERTON
WORCESTER
TOWCESTER
CHESTERFORD
KENCHESTER
CHESTERWELL
COLCHESTER
BICESTER
ALCHESTER
CHESTERTON
GLOUCESTER
EFFECESTRE
CIRENCESTER
CHESTERTON
FROCESTER
WOODCHESTER
CHESHUNT
DORCHESTER
ROCHESTER
SILCHESTER
CHESTERBLADE
CHISLEBURY
WINCHESTER
ILCHESTER
PORCHESTER
CHICHESTER
SCOBCHESTER
EXETER
DORCHESTER
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig 7.4

CUMB-TŪN

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	MILES FROM		
							R. Rd	A.T.(OS)	OLD Rd
BRK	Compton	498	Compton	SU 526797	*Contone*	DB		1	
	Compton Beauchamp	360	Compton Beauchamp	SU 282871	*Cumtune*	955(c1240), DB		¾	¼
DEV	Compton	516	Marldon	SX 868647	*Cumpton*	1244			on Ogilby
	Compton Gifford	227	Compton Giffard	SX 495565	*Contona*	DB			1 Ogilby
DOR	Compton Abbas	3.99	Compton Abbas	ST 869184	*Cumtune*	956(14), DB		1	
	Compton Valence	M. 60	Compton Valence	SY 563944	*Contone*	DB	½		
	Nether Compton &	3.324	Nether Compton	ST 598173	*Cuniton'*	860-6 (14),DB	3		1½ herep
	Over Compton	3.324	Over Compton	ST 595169	*Cuniton'*	860-6 (14),DB	3		1½ herep
	West Compton	M. 60	West Compton	SY 593934	*Comptone*	934(17), DB	½		
GLO	Cassey Compton	1.187	Cassey Compton	SP 050150	*Cum tun*	962, DB			on salt way
	Compton Abdale	1.167	Compton Abdale	SP 059166	*Contone*	DB			on salt way
	Compton Green	3.175	Newent	SO 736257	*Cuntona*	Hy 2	1½		
	Compton Greenfield &	3.106	Almondsbury	ST 569817	*Cumtune*	990(11), DB	¾ minor		
	Easter Compton	3.106	Almondsbury	ST 571823	*Comptone*	1291	¾ minor		
HMP	Compton	C. 58	Compton	SU 468256	*Cuntone*	DB	on		
	Compton	G. 185	King's Somborne	SU 347292	*Cuntune*	DB	¾		
IOW	Compton Farm	M. 41	Freshwater	SZ 377850	*Cantune*	DB			coastal
SOM	Chilcompton	DEPN	Chilcompton	ST 648524	*Comtuna*	DB	1		
	Compton Bishop	DEPN	Compton Bishop	ST 396555	*Cumbtune*	1067			½
	Compton Dando	DEPN	Compton Dando	ST 646646	*Contone*	DB	1?		
	Compton Dundon	DEPN	Compton Dundon	ST 490330	*Contone*	DB	on		
	Compton Durville	DEPN	South Petherton	ST 420173	*Contone*	DB	1¼		
	Compton Martin	DEPN	Compton Martin	ST 545569	*Comtone*	DB	¼		
	Compton Pauncefoot	DEPN	Compton Pauncefoot	ST 643262	*Cuntone*	DB		on	
	East Compton &	DEPN	Pilton	ST 615416	*Coumpton*	1327	½		
	West Compton	DEPN	Pilton	ST 594423	*Coumpton*	1327	2		
STF	Compton	H 205	Hanley	c.SJ 8447	*Kumton*	1360	?		?
	Compton	H 205	Kinver	SO 823847	*Conton*	1166	3		
	Compton	H 205	Leek	c.SJ 9856	*Cumton*	1256			?
	Compton	DEPN	Tettenhall	SO 885980	*Contone*	DB	c. 1		
SSX	Compton	47	Compton	SU 777147	*Cumtune*	1015			?

Fig. 7.4

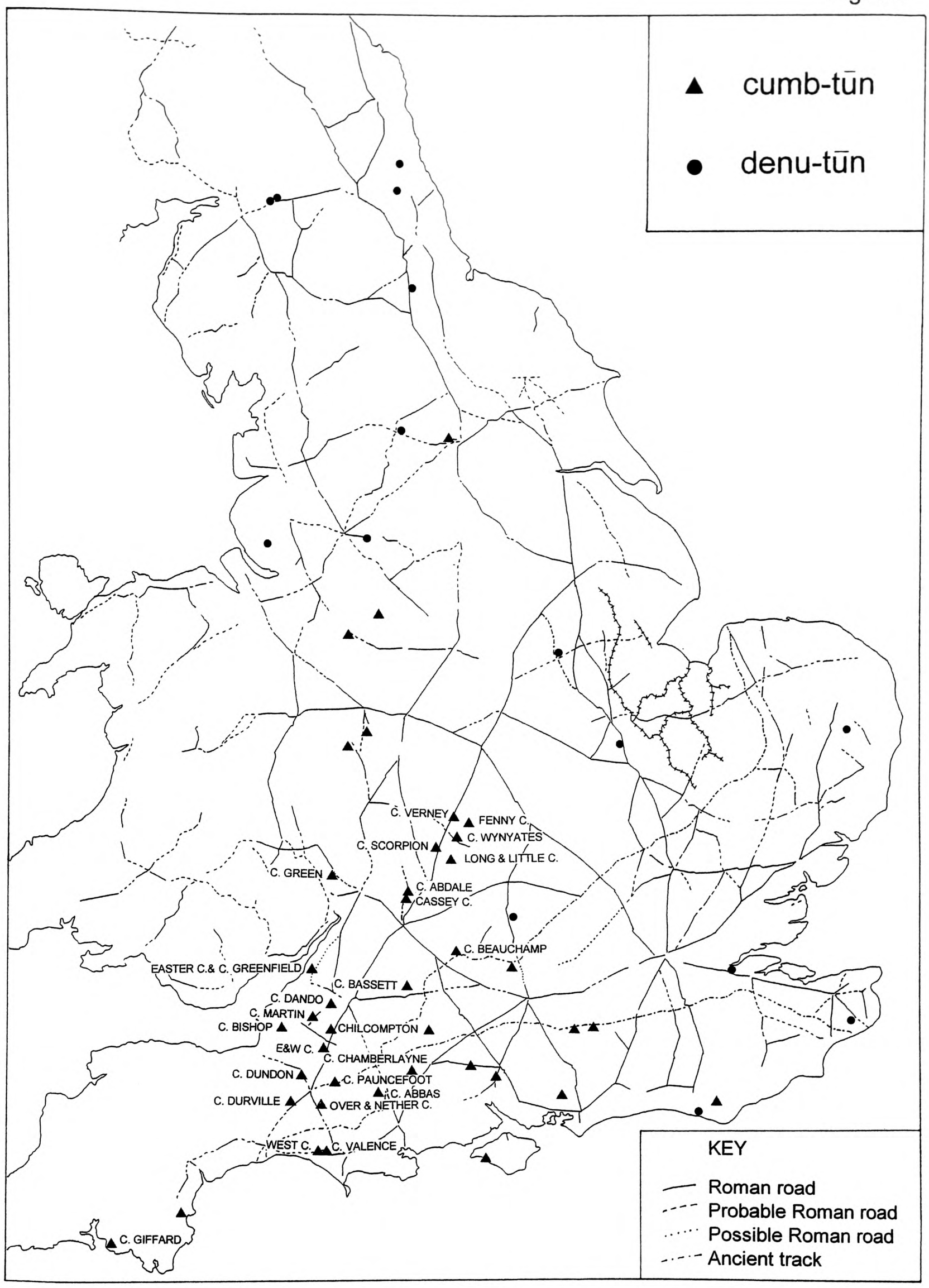
CUMB-TŪN cont.

COUNTY	PLACE	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	MILES FROM		
							R. Rd	A.T.(OS)	OLD Rd
SSX	Compton Wood	360	West Firle	TQ 486073	Contone	DB	½ minor		
SUR	Compton	194	Compton	SU 954470	*Conton(e)*	DB		1	
SUR	Compton	176	Farnham	SU 858464	*Cumpton*	1241		½	
WAR	Compton Scorpion	305	Ilmington	SP 213406	*Cumpton*	1242	1½		
	Compton Verney	252	Compton Verney	SP 310529	*Contone*	DB	¼		
	Compton Wynyates	279-80	Compton Wynyates	SP 330420	*Contone*	DB	on		
	Fenny Compton	269	Fenny Compton	SP 417521	*Contone*	DB			1 Ogilby
	Little Compton &	299	Little Compton	SP 261304	*Contone parva*	1005, DB			on Ogilby
	Long Compton	299	Long Compton	SP 287330	*Cuntone*	DB			1½ Ogilby
WLT	Compton	328	Enford	SU 132520	*Contone*	DB			?
	Compton Bassett	262	Compton Bassett	SU 031716	*Contone*	DB			1¼
	Compton Chamberlayne	399	Compton Chamberlayne	SU 029301	*Contone*	DB			1¼ herep
YOW	Compton	4.175	Collingham	SE 395447	*Contone*	DB	1¼		

DENU-TŪN

COUNTY	PLACE	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	MILES FROM		
							R.Rd	A.T. (OS)	OLD Rd
CHE	Denton	4.71	Churton (lost)	c.SJ 4156	*Denton'*	1319	close		
CMB	Nether Denton	81	Nether Denton	NY 578631	*Denton*	1169	½		
	Upper Denton	81	Upper Denton	NY 616655	*Denton*	1169	on		
DRH	Denton	W 34	Gainford	NZ 219188	*Denton*	1200	½		
HNT	Denton	183	Denton	TL 150878	*Dentun*	972-92(c.1200),DB	1		
KNT	Denton	KPN 88	Denton (near Dover)	TR 216467	*Denetun*	799 (c.1000), DB	1		
KNT	Denton	KPN 293	Denton (near Gravesend)	TQ 659742	*Danituna*	964-95, DB	1¾		
LIN	Denton	C 37	Denton	SK 865325	*Dentune,-tone*	DB	1¼		
LNC	Denton	E 30	Denton	SJ 920955	*Denton*	1255	on		
	Denton	E 106	Widnes	SJ 497964	*Denton*	1246	5		
NFK	Denton	DEPN	Denton	TM 286874	*Dentuna*	DB	c. 3¾		
NTB	Denton	M 61	Newburn	NZ 192656	*Dentuna*	c.1180	H's Wall		
	Denton	M 61	Stannington	c. NZ 2179	*Denton*	1359			close
OXF	Denton	169	Denton	SP 595025	*Denton'*	1122 (c.1425)	2		
SSX	Denton	365	Denton	TQ 455025	*Denton*	801 (14)	on		
YOW	Denton	5.6	Denton	SE 145489	*Dentun*	c.972 (11),DB	2		

Fig. 7.5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C. WYNYATES
C. SCORPION
LONG & LITTLE C.
C. GREEN
C. ABDALE
CASSEY C.
C. BEAUCHAMP
EASTER C.& C. GREENFIELD
C. BASSETT
C. DANDO
C. MARTIN
C. BISHOP
CHILCOMPTON
E&W C.
C. CHAMBERLAYNE
C. DUNDON
C. PAUNCEFOOT
C. ABBAS
C. DURVILLE
OVER & NETHER C.
WEST C.
C. VALENCE
C. GIFFARD
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

Fig. 7.6

DISPERSION GRAPHS SHOWING THE NUMBERS OF *CUMB-TŪN*S, *DENU-TŪN*S AND *WĪC-HĀM*S AT GIVEN DISTANCES FROM ROMAN ROADS AND OTHER OLD ROUTES IN MILES AND KILOMETRES

MILES	*CUMB-TŪN*	*DENU-TŪN*	*WĪC-HĀM*	KILOMETRES
	unknown X x y y Y	close X O	estuarine 2	
	over 5½	By H's Wall 1	c.8	over 8.8
M	5½			8.8 K
I	5¼			8.4 I
L	5	X		8 L
E	4¾			7.6 O
S	4½			7.2 M
	4¼			6.8 E
	4			6.4 T
	3¾	X		6 E
	3½			5.6 R
	3¼			5.2 S
	3 x			4.8
	2¾			4.4
	2½		X	4
	2¼			3.6
	2	X X		3.2
	1¾	X	**X** UQ	2.8
	1½ x x Y		X	2.4
	1¼ X X **Y** **Y** UQ	**X** M	X O	2
	1 **X** **X?** X? O O O Y Y M	X **X**	X	1.6
	¾ x X		X **X** **X** X M	1.2
	½ X X X X O Y	X X	X X	0.8
	¼ X **X** **Y** LQ		**X** X LQ	0.4
	0 X X X O Y Y Y Y	X X X	X X X X X	0

Median 1 mile, 1.6 km
Interquartile Range 1 mile, 1.6 km

Median 1 1/8 miles

Median ¾ mile, 1.2 km
IQ Range 1½ miles

X = Roman road. O = Ancient track on OS map. Y = Other old route. Lower case = minor name.

Fig. 7.7

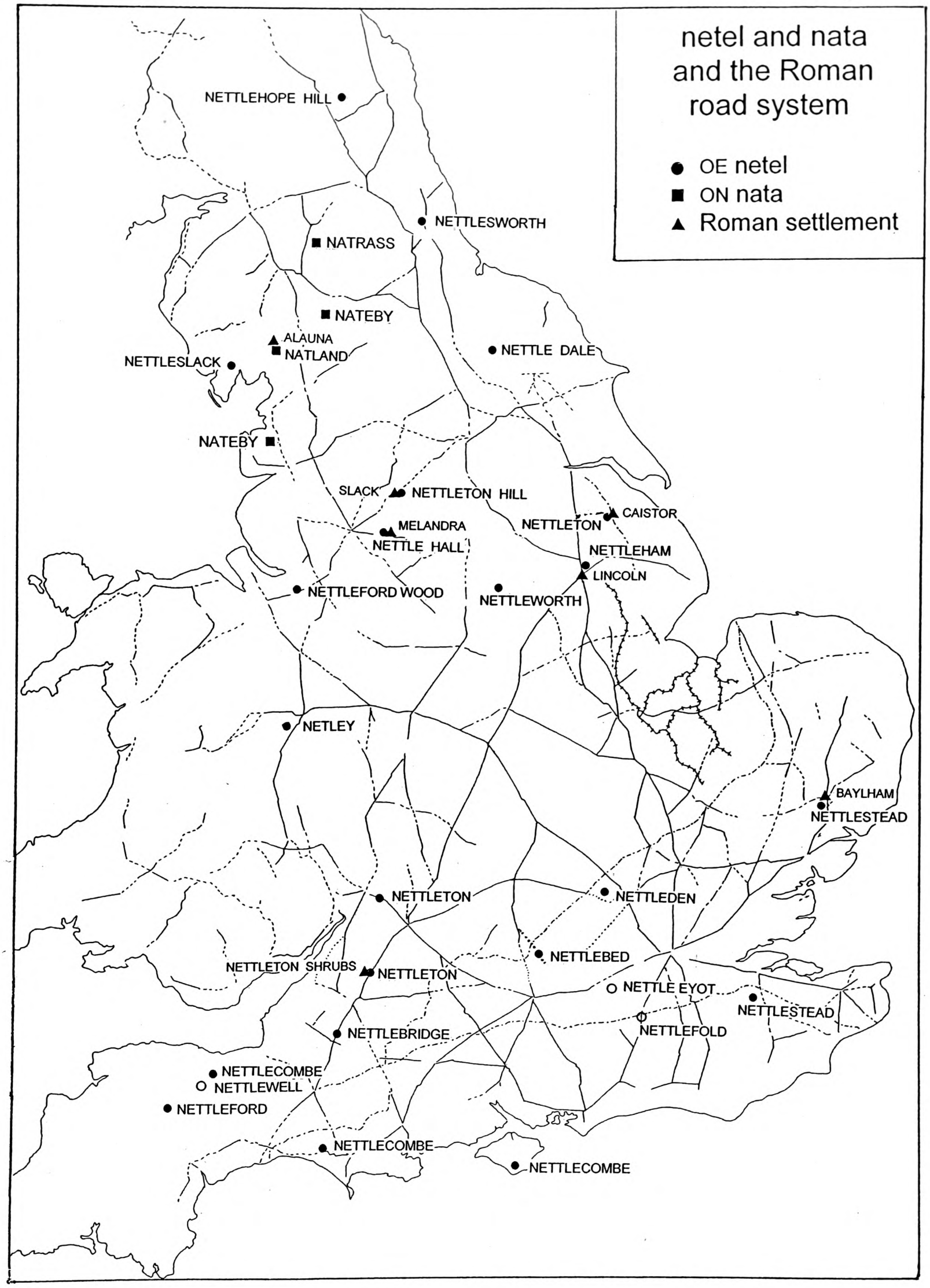
NETEL (OE)

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	MILES FROM		ADJACENT SETTLE'T	
							R. RD	O.R.	ROMAN	OTHER
CHE	Nettleford Wood	3.214	Eddisbury Hill	SJ 540694	*le Netlyford*	1347	½			
	Nettle Hall	1.311	Hollingworth	SJ 999960		1911?	c.½		Melandra	
DEV	Nettleford	393	Rose Ash	SS 810187	*Netlewurth*	1281	not near			
DOR	Nettlecombe	M. 112	Powerstock	SY 528955	*Netelcome*	DB	on or 1¼			
DUR	Nettlesworth	W 84	Chester	NZ 256477	*Nettelsworth*	1286	¼			
GLO	Nettleton	1.146	Brimpsfield	SO 945136	*Nettlecomb*	1777	on		small	
HRT	Nettleden	48	Nettleden	TL 020104	*Netteleydene*	c.1200	½		small	
IOW	Nettlecombe	M. 74	Whitwell	SZ 527783	*Netelcumba*	c.1200	none near			
KNT	Nettlestead	CDEPN	Nettlestead	TQ 686521	*Netelamstyde*	871-89, DB	not near		small	
LIN	Nettleham	C. 90	Nettleham	TF 007753	*Netelham*	DB	1		Lincoln	
	Nettleton	C. 90	Nettleton	TA 111002	*Neteltone*	DB	¾			
LNC	Nettleslack	E. 213	Egton	SD 284836	*Nettlisclak*	1264	not near			
NTB	Nettlehope Hill		Alwinton	NT 895118		unknown		on		
NTT	Nettleworth	102	Warsop	SK 550658	*Nettleswurda*	1195		½		
OXF	Nettlebed	131	Nettlebed	SU 698867	*Nettlebed*	1246-7	on			
SFK	Nettlestead	DEPN	Nettlestead	TM 088495	*Nettlesteda*	DB	2		Baylham	
SHR	Netley	1.221	Netley	SJ 474017	*Netelie*	DB	c.1¾			
SOM	Nettlebridge	EPNE	Ashwick/Stratton	ST 650486	*Netelforda*	1061	on			
	Nettlecombe	DEPN	Nettlecombe	ST 056377	*Netelcumbe*	DB		2		
	Nettlewell	SRC 7 33	Chipstable	c. ST 0226	*de Nettlewell*	1327	not near			
SRY	Nettle Eyot	111	Chertsey	c. TQ 0569	*Netelyge*	675 (13c)	?			
	Nettlefold	275	Dorking	c. TQ 1650	*Netelfald*	1241	?			
WLT	Nettleton	80	Nettleton	ST 813783	*Netelin(g)tone*	940(15c), DB	½		Nettleton Shrubs	
YON	Nettle Dale	197	Old Byland	SE 5485	*Netteldala*	1241	not near			
YOW	Nettleton Hill	2.302	Longwood	SE 0917	*Nettelton*	1284-1315	½		Slack	

NATA (ON) .

CMB	Natrass	175	Alston	NY 733450	*de Naterys*	1279		½		market
LNC	Nateby	CDEPN	Nateby	SD 473463	*Nateby*	1203	1			market
WML	Nateby	2.2	Nateby	NY 774067	*Nateby*	1242		on		market
	Natland	1.112	Natland	SD 521892	*Natalund*	1170-80	1		Alauna	

Fig. 7.8


netel and nata and the Roman road system
OE netel
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Roman settlement
NETTLEHOPE HILL
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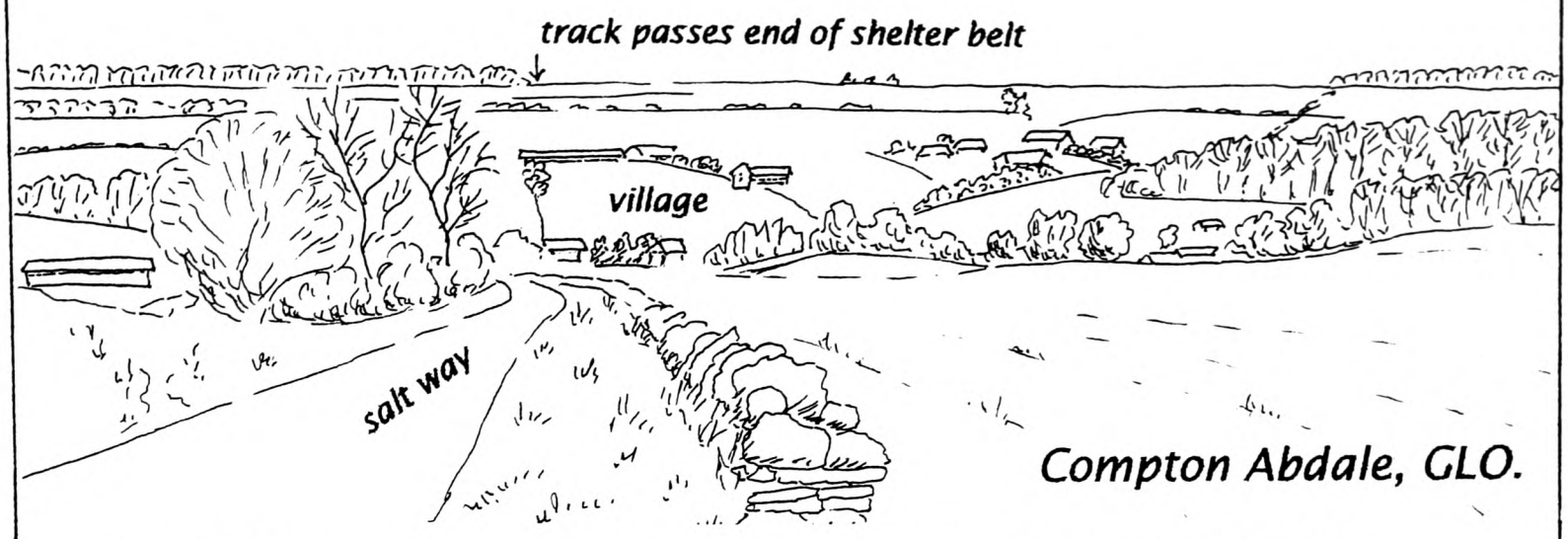
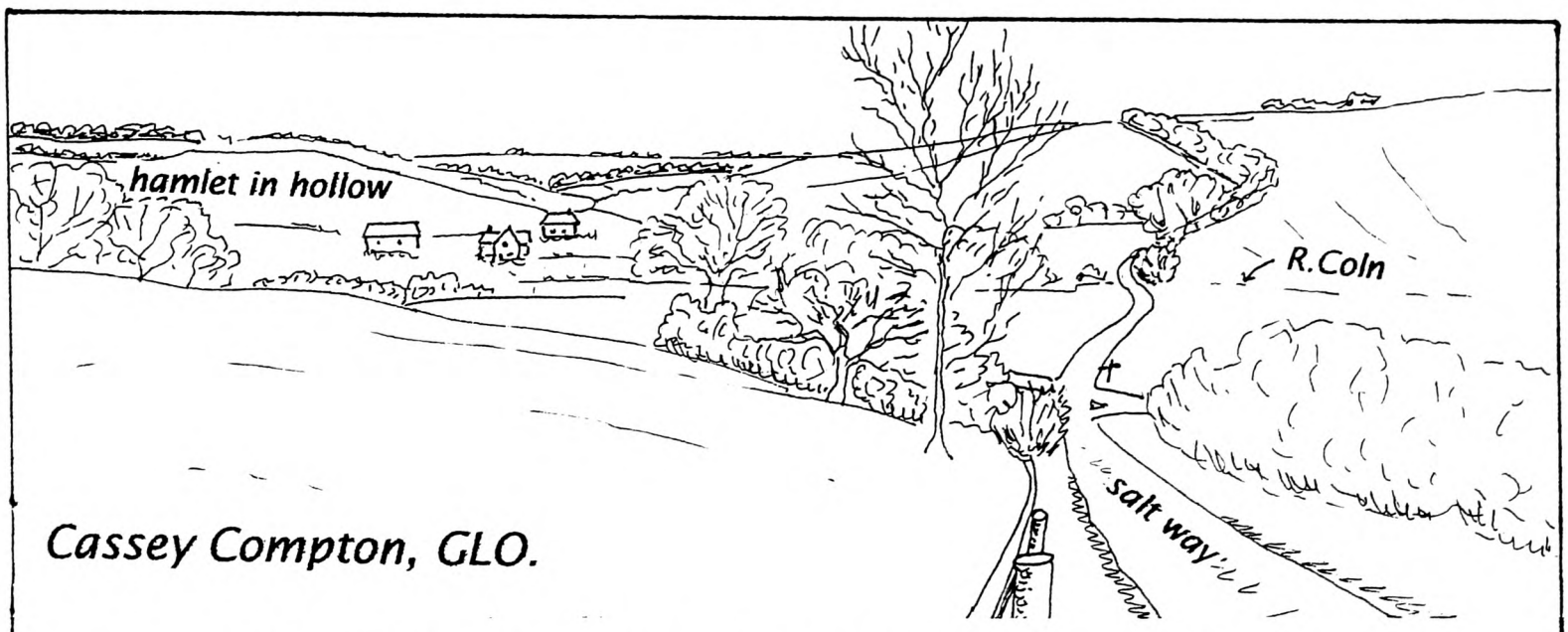
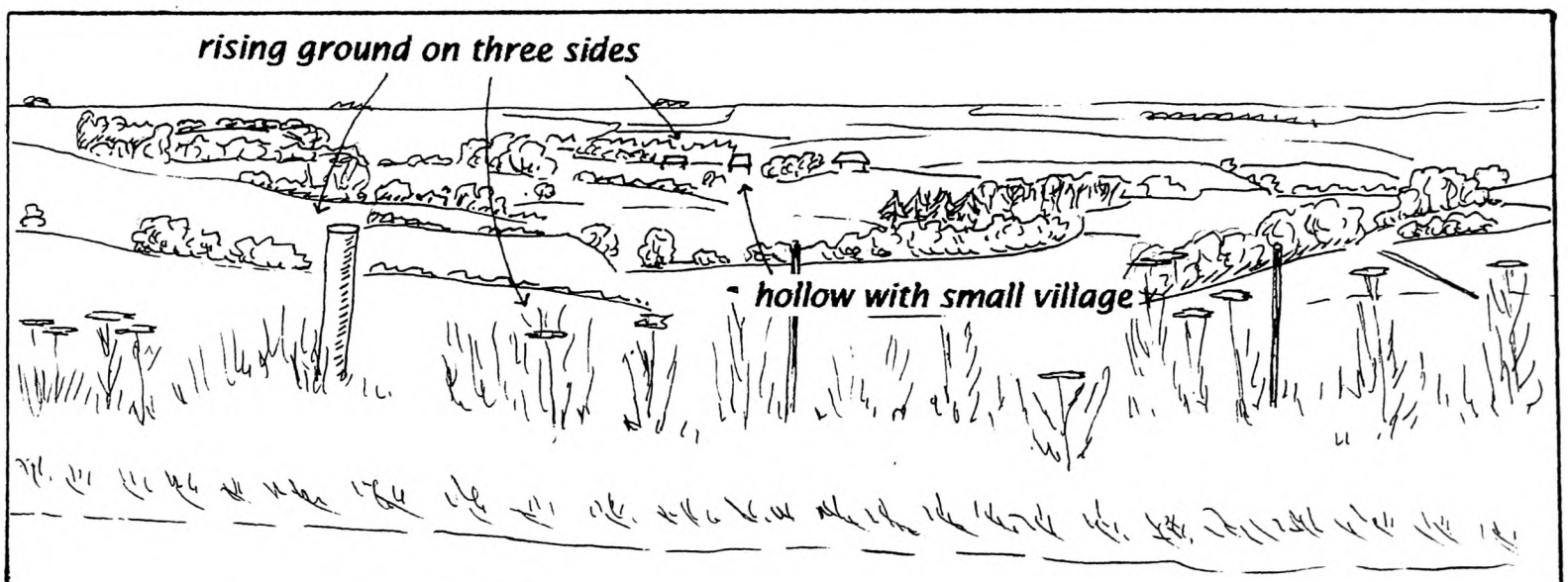
NATLAND
NETTLESLACK
NETTLE DALE
NATEBY
SLACK
NETTLETON HILL
CAISTOR
NETTLETON
MELANDRA
NETTLE HALL
NETTLEHAM
LINCOLN
NETTLEFORD WOOD
NETTLEWORTH
NETLEY
BAYLHAM
NETTLESTEAD
NETTLETON
NETTLEDEN
NETTLEBED
NETTLETON SHRUBS
NETTLETON
NETTLE EYOT
NETTLESTEAD
NETTLEFOLD
NETTLEBRIDGE
NETTLECOMBE
NETTLEWELL
NETTLEFORD
NETTLECOMBE
NETTLECOMBE



View looking north along the salt way having come from Cassey Compton heading for Droitwich. Compton Abdale has springs to refresh the traveller before he faces a long waterless stretch.



View looking NE along the salt way; Cassey Compton is on the left, the river Coln in the valley and Compton Abdale is over the horizon in the next hollow.



View looking NE into the cumb from the Romanised ridgeway which leads west from Dorchester.

Fig. 7.9

Fig 8.1
ORA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
BED	Buckleshore	133	Studham (lost)	c. SP 996177	*Bukeleshore*	1200
BRK	Bagnor	266-7	Speen	SU 452693	*Bagenore*	DB
	Boxford	233	Boxford	SU 428717	*Boxora*	821(c1200) DB
	Cumnor	445	Cumnor	SP 462042	*Cumenoran*	821(c1200) DB
	Hennor Mill	437	Abingdon (lost)	SU 497967	*Henora*	Hy 1 (c1200)
	Oare	242-3	Chieveley	SU 505739	*Oran*	DB
	Ortone	19	Ripplesmere Hundred(lost)	c. SU 9777?	*Overton ?*	1156-7
	Underore	29	New Windsor (lost)	c. SU 9777?	*Undesoura*	1172
	Upnor	30	New Windsor (lost)	c. SU 9777?	*Vpenore*	mid 11c, DB
	Wolver's Barn	503	East Ilsley	SU 470803	*Wulforan*	948 (c.1240)
BUC	Ballinger	154	Gt & Lit Missenden	SP 912030	*Baldinghore*	1195
	Courns Wood	184	Hughenden	SU 844985	*Chornore*	1248
	Denner Hill	184	Hughenden	SP 856000	*Denore*	1241
	Hedsor	181	Hedsor	SU 915870	*Heddesore*	1195
	Honor End	151	Gt & Lit Hampden	SP 862018	*Hanora*	Hy 2
	Pednor	226	Chesham	SP 923032	*Pedenore*	c. 1200
DEV	Bicknor	385	Bishop's Nympton	SS 741274	*Bykenore*	1311
	Chivenor	45	Heanton Punchardon	SS 503345	*Chyvenor(e)*	1284
	Galsworthy	88	Buckland Brewer	SS 400160	*Galeshora*	DB
	Gobsore	640	Honiton	SY 153987	*Coppeshore*	1238
	Hazard	326	Harberton	SX 751595	*Haroldesore*	DB
	Horner	301	Diptford	SX 766543	*Horner*	1244
	Horner	648	Stockland	ST 250020	*Esthorner*	1547
	Loxhore	63	Loxhore	SS 616387	*Loches(s)ora*	DB
	Nower Farm	641	Kilmington	ST 260003	*Nore*	1384
	Orcombe	591	Littleham	SY 022796	*Orecombe*	1656
	Rora	477	Ilsington	SX 801743	*la Hore*	1230
	Yarner Wood	56	E. & W. Pilton	SS 559353	*Yarvar*	1469
	Yarner	297	Dartington	SX 777620	*Yornere*	1333
DOR	Fitzworth Farm	1.13	Corfe Castle	SY 990866	*Fitoure*	1545
	Goathorn Point	1.44	Studland	SZ 015863	*Gotowre*	1286
	Ower Farm	1.16	Corfe Castle	SY 998855	*Ore*	843(17c), DB
	Blacknor	1.22	Portland	SY 677715	*Black Nore*	1892

Fig. 8.1 cont.

ÖRA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
DOR	God Nore	1.222	Portland	SY 690696	*God Nore*	1811
	Portland Nore	1.223	Portland (lost)	SY 697742	*Portland Nore*	1811
GLO	Batsford	3.138	Batsford	SP 187338	*Bæccesore*	716-43(11c), DB
	Noor Rhine	1.233	Redwick & Northwick	c.ST 5485	*the Nore*	1838
HMP	Axford	G 133	Nutley	SU 610434	*Ashore*	1272
	Brinken Wood	G 207	Brockenhurst	SU 275057	*Brynkenore*	1331
	Bugmore Hill	G 84	Brown Candover	SU 595377	*Bucgan Oran*	1245
	Bure Homage	G 223	Highcliffe	SZ 185927	*Beura*	t Hy2 (1313)
	Butser Hill	G 55	Buriton	SU 715204	*Bryttes Oran*	956 (c13)
	Calshot Spit	G 198	Fawley	SU 489025	*Celcesoran*	980 (c12)
	Copnor	G 24	Portsmouth	SU 660018	*Coponora*	765 (?), DB
	Cracknor Hard	G 199	Marchwood	SU 403110	*Crocknore Point*	1826
	Cuffnells	G 207	Lyndhurst	SU 287075	*Coffenore*	1375
	Farrow Hill	G 90	Priors Dean	SU 738291	*Fairhore*	1231
	Gutner Farm	G 16	North Hayling	SU 734023	*Gatner*	1610
	Hendy Quay	G 17	Warblington	SU 753054	*Hynddore*	1419
	Hoxer	G 21	Farlington	c.SU 685045	*Hoggesore*	1280
	Lindsor Copse	G 63	Langrish	c. SU 7024	*Lyndesore*	1413
	Monk Wood	G 106	Neatham	SU 742394	*Mounkenore*	1379
	Needs Ore Point	G 202	Beaulieu	SZ 430976	*Needes Ore*	1585
	Noar Hill	G 93	Newton Valence	SU 748317	*Ores*	1205
	Nore	G 17	Warblington	SU 738055	*le Oure*	1395
	Ower	G 195	Copythorne	SU 325164	*Ore*	1284
	Ower	G 198	Fawley	SU 473019	*Hore*	DB
	Poulner, North	G 220	Ringwood	SU 163066	*Polenore*	1300
	Radnall Wood	G 217	Breamore	SU 137172	*Radenore*	1280
	Ramnor End	G 202	Denny	SU 312047	*Remenore*	1331
	Rowner	G 31	Rowner	SU 584016	*Ruenore*	948(c12),DB
	Shroner Wood	G 78	Martyr Worthy	SU 520356	*Shrewenore*	1272
	Sinah Common	G 16	South Hayling	SZ 694994	*Seynor*	1440
	Stonor Hill	G 62	Froxfield	SU 728259	*Stonore*	1245
	Stonor House	G 61	Sheet	SU 735256	*Stonore*	1323

Fig. 8.1 cont.

ŌRA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
HMP	Tipner	G 26	Portsmouth	SU 638034	*Tipner*	1566
	Tourner Bury	G 16	South Hayling	SZ 732998	*Tornore*	1345
	Verner Common	G 16	North Hayling	SU 727016	*Verner*	1610
	Waggoners Wells	G 99	Bramshott	SU 859343	*Wakenores welle*	c.1260
	Wicor Farm	G 22	Portchester	SU 602051	*Wikore*	t Ed 1
	Wolver Wood	G 56	Buriton	SU 744188	*Wifore*	t.Hy 3
HRE	Bradnor	CC 115	Kington	SO 292576	*Brademare*	1216-72
	Orcop	CC 155	Orcop	SO 474263	*Orcop(pe)*	1137
	Ruuenore (Mynyddbrydd)	CC 74	Dorstone	SO 281415	*Ruuenore*	DB
HRT	Aldbury Nowers	26*	Aldbury	c. SP 953133	*le Nowrez*	1447
IOW	Bouldnor	M 31	Shalfleet	SZ 373898	*Boulner*	c. 1150
	Elmsworth	M 48	Calbourne	SZ 444921	*Ulmesore*	1213
	Gurnard	M 56	Northwood	SZ 480952	*Gornore*	1280
	Orham	M 27	Bembridge	SZ 643882	*Orham*	DB
	Werrar	M 106	Northwood	SZ 502927	*Werore*	1199
KNT	Argrove	PNK 447	Hawkinge	TR 205388	*de Oregraue*	1226
	Ashour Farm	PNK 84	Leigh	TQ 547441	*Æ schore*	c.1200
	Bicknor	PNK 203	Bicknor	TQ 861589	*de Bikenora*	1165-6
	Bignores (Portbridge)	KPN 231	Dartford	TQ 545742	*de Bikenore*	1300
	Broader Lane	PNK 137	Detling	TQ 796589	*de Bradore*	1270
	Drellingore ?	PNK 439	Alkham	TR 240410	*Dillynger*	1264
	Icknor	PNK 231	Stockbury	c.TQ 8461	*Ictenore*	1300
	Lynsore	PNK 543	Upper Hardres	TR 163490	*Lillicesora*	1292
	Oare	PNK 289	Oare	TR 005630	*Ōra*	DB
	Ore/Oar	PNK 508	Chislet	TR 226682	*Hores*	1218
	Sednor	PNK 261	Queenborough (lost)	c. TQ 9471	*Sednor*	1690
	Sidney	PNK 393	Egerton (lost)	c. TQ 9047	*de Sedenore*	1240
	Stonar	PNK 605	Stonar	TR 333585	*(E)Stanores*	1203
	Upnor	PNK 116	Frindsbury	TQ 758705	*Nore*	1292
	Vexour	PNK 94	Penshurst	TQ 511453	*Exore*	1275

* Now regarded as an *ōra*, *pace* PN HRT

Fig. 8.1 cont.

ŌRA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
MDX	Nower Hill	65	Pinner	TQ 128896	*Nore*	1282
	Pinner	63	Pinner	TQ 123898	*Pinnora*	1232
OXF	Bixmoor Wood	57	Ipsden	SU 655863	*Bixenore*	1337
	Chalk Wood, Great	51	Goring	SU 623803	*Chelcoram*	c.1195
	Chinnor	106-7	Chinnor	SP 756009	*Chennore*	DB
	Clare	89	Pyrton	SU 674985	*Claiora*	c.1130
	Golder Manor	89	Pyrton	SU 666977	*Goldhora*	987 (c11)
	Launder's Farm	96	Watlington	SU 728928	*Lauenora*	1250
	Lewknor	112-3	Lewknor	SU 715976	*Leofecanoran*	990, DB
	Radnor (Pyrton)	86	Pyrton	SU 687957	*Readanoran*	887 (c11)
	Stonor	84	Stonor	SU 743892	*Stanora*	987 (c11)
SFK	Orford	DEPN	Orford	TM 422500	*Oreford*	1164
	Stanner Point	D 75	Sutton	TM 292447	*Stonhore*	1327
SOM	Black Nore	JEPNS 29	Portishead	ST 444766	~	1728
	Capenore	FF	Portishead	ST 463755	*Capenore*	1306
	Kitnor (Culbone)	DEPN	Culbone	SS 843483	*Chetenore*	DB
	Yearnor	SRS 33	Porlock	SS 848476	*Yarner*	1419
SRY	Britty Hill	167	Elstead	SU 903453	*Brettehore*	1447
	Cockner (lost)	170	Farnham	c.SU 8544	*Cokenore*	1245
	Haslehurst	204	Haslemere	c.SU 9033	*Hasel(h)ore*	1332
	Nore Farm	227	Bramley	TQ 015390	*Attenore*	1263
	Nore Hill	315	Chelsham	TQ 380573	*del Noure*	1402
	Nower, The	272	Dorking	TQ 157485	*del Ore*	1247
	Nower Wood	77	Headley	TQ 195548	*la Ore*	1313
	Radnor House	240	Ewhurst	TQ 103425	*Radenoure*	1318
	Stanners Hill	117	Chobham	TQ 000630	*Stanora*	1177
	Wakemills	206	Haslemere	SU 888324	*Wakenore*	1332
SSX	Bognor	92	Bognor	SZ 934990	*Bucgan ora*	680 (c10)
	Bolnore	262	Cuckfield	TQ 320235	*Bulnore*	1559
	Chalder Farm	85	Sidlesham	SZ 862992	*Chalfor(e)*	1275

JEPNS, 29 = Richardson, p 22 FF = *Feet of Fines for the County of Somerset, 1106-1307* , SRS 6, 1892, p.342.
SRS = Somerset Record Society, 33 (1918), p.167. *The Honour of Dunster* .

ORA

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
SSX	Cornes, Great	497	Battle	TQ 761172	*Cornore*	c13
	Cudnor	446	Westham	c.TQ 6205	*Coonare*	DB
	Eleanor Farm	88	E. & W. Wittering	SZ 779995	*Eldenore*	1327
	Grey Nore (lost)	429	Eastbourne	c. TV 6199	*Cranenore*	1422
	Hodore Farm	367	Hartfield	TQ 467356	*Hodore*	1275
	Honor Creek	94	Pagham	SZ 878992	*Horanfleot*	680 (c10)
	Itchenor, East	81	Birdham	c. SU 8200	*Ichnore*	1263
	Itchenor, West	82	West Itchenor	SU 800006	*Iccannore*	683(c14) DB
	Keynor	86	Sidlesham	SZ 849977	*Kienora*	c.1187
	Kitchenour	527	Beckley	TQ 870241	*Cecinore*	c.12
	Marker Farm	62	West Thorney	SU 756023	*Merkore*	1296
	Nore, The	202	Sompting	TQ 160062	*Hore*	1273
	Nore Down	not given	Piddinghoe/Newhaven	TQ 432026	~	~
	Nowhurst Farm	160	Slinfold	TQ 129323	*Nore*	1327
	Ore	504	Ore	TQ 836117	*Ora*	1121-5
	Oreham	218	Henfield	TQ 224135	*Erham*	1170
	Owers, The	83	Selsey	c.SZ 8689	*Cymenes ora*	
	Rowner	154	Pulborough	TQ 072269	*Ruwenore*	1261
	Sandore (lost)	364	Seaford	c. TV 4899	*Sandore*	1275
	Sidnor (May's Fm ?)	339	Selmeston	TQ 521069	*Sidenor*	DB
	Tugmore Shaw	369	Hartfield	TQ 458373	*Tuchenore*	c.1095
	Stanover Lane	141	Felpham	SU 955013	*Stanhore*	1306
	Warningore Farm	298	Chailey	TQ 374137	*Waningore*	DB
WLT	Barker's Hill*	209	Semley	ST 905256	*Beorcora*	956 (c.14)
	Brickworth House	389	Whiteparish	SU 225241	*Brycore*	1255
	Martinsell Hill	351	Pewsey	SU 176640	*Mattelesore*	1257
	Nowers Copse	188	Donhead St A. & St M.	ST 925255	*Nowers*	1608
	Oare	325	Wilcot	SU 158630	*Oran*	934
	Wardour	197	Wardour	ST 927269	*Weard oran*	899-925, DB
WOR	Pershore	217	Pershore	SO 947457	*Perscoran*	972(1050), DB

* now St Bartholomews Hill, but see charter boundary *ōra* s

Fig. 8.2

SOME CHARTER BOUNDARY *ŌRA*S AND *OFER*S NOT SURVIVING AS MODERN NAMES

COUNTY	NAME	ESTATE	SAWYER NUMBER AND DATE	APPROX GR	PRESENT NAME	ROUTE	REFERENCE
BRK	*Colmenoran*	Wootton	S 858 (985)	? SU 4802		?	PN BRK 738
	Hafoces Oran	Abingdon	S 605 (956)	SP 520024		By Thames ?	PN BRK 734
	Sceobban Oran	Wootton	S 590 (956), S 858 (985)	SU 480032	Hen Wood	Roman road	PN BRK 727
DEV	*Toppesoran*	Topsham	S 433 (937?)	SX 970877	Mount Howe	End of Roman road	PN DEV 454
GLO	*Dagan Oran*	Dumbleton	S 404 (930), S 901 (1002)	c. SP 0034			SCFNG 1935, 117
	Stanoran	Pucklechurch	S 553 (950)				SCFNG 1935, 217
HMP	*Æmices Oran*	Crondall	S 820 (x974)	SU 815477		½m N of Harrow Way	Arch J 1924, 53
	Medeman Oran	Meon	S 619 (956), S 811 (x963)	SU 713195	Butser Hill	¼m NW London-Portsm'th	Arch J 1926, 203
	Middeloran	Bradley/Ashmansw'th	S 378 (909)	SU 400603		By N HMP Ridgeway	Arch J 1921, 92-3
	Sceaftles Oran	Meon	S 619 (956), S 811 (x963)	SU 745275	Wheatham Hill	1m NE Oxf-Chch'r road	Arch J 1926, 201
	Wat Oran	Bradley/Ashmansw'th	S 378 (909)	? SU 395595	Pilot Hill	By N HMP Ridgeway	Arch J 1921, 92-3
KNT	*Billan Ora*	Bromley	S 331 (862), S 671 (973?)	?			KPN 215-6, 208
			S 684 (987)				
	Oran	Meopham	S 447 (939)	?			KPN 241-44
OXF	*Colnoran*	Pyrton	S 104 (774 late 10c.) and				PN OXF 86
	Readanoran	Pyrton	S 1568.	SU 687956	Mount Tree?	By Knightsbridge Lane	PN OXF 86
SOM	*Lind Oran*	Pitminster	S 440 (938), S 475 (941)	ST 230186		By *herepæth*	SCFNS 1935, 33
SRY	*Wulf Horan*	Farnham	S 382 (no date)	SU 890360		By London-Petersf'd road	PN SRY 165
SSX	*Cymeneres Horan*	Selsey	S 1291 (957)		The Owers	coastal	PN SSX 83-4
WLT	*Beorc Oran*	Semley/Chalke	S 582 (955)	ST 911259	Round Hill	1m Roman road, M46	Arch J 1920, 41
	Haseloran	Downton	S 766 (968), S 1581 (?)	?			Finberg, p.107-8
	Lind Oran	Semley/Chalke	S 582 (955)	ST 902258	St Bartholomews I	¼m Roman road, M 46	Arch J 1920, 41
	Reoches Oran	Semley/Chalke	S 582 (955)	ST 892258	Tittle Path Hill	¼m Roman road, M 46	Arch J 1920, 41
HRE	*Hean Ofre*	Acton Beauchamp	S 786 (972)	??SO 6850		Salt route K	TBAS 1930, 8
WAR	*Ofer*	Tredington	S 55 (757)	SO 219419		Fosse Way	TBAS 1931, 79
WOR	*Geahes Ofre*	Beoley	S786 (972)	SP 0670		?	TBAS 1930, 27-8
	Readan Ofre	St Peters without	S 1327(969), S1374(x978)	SO 864539	Red Hill	1m Roman road, M 180	TBAS 1931, 112-3
	Windofre	Cookley	S 726 (964)	SO 866807		1½ m Roman road, M 192	TBAS 1931, 109

Arch J = see Grundy 1920, 1921, 1924, 1926. SCFNG = see Grundy 1935. SCFNS = see Grundy 1935. TBAS = see Grundy 1930, 1931.

Fig. 8.3

ŌRA,OFER AND YFRE IN SOUTH-EAST ENGLAND

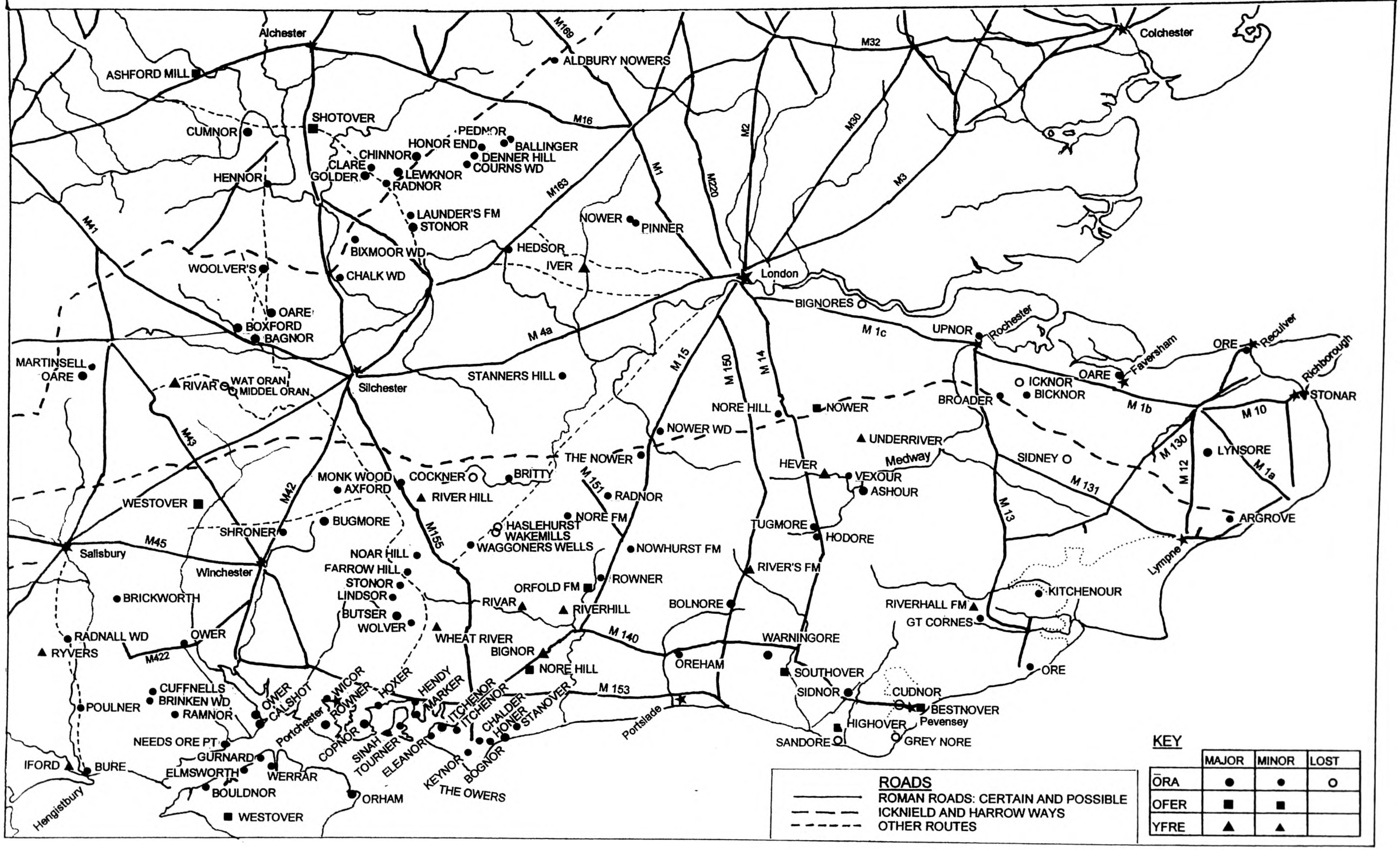
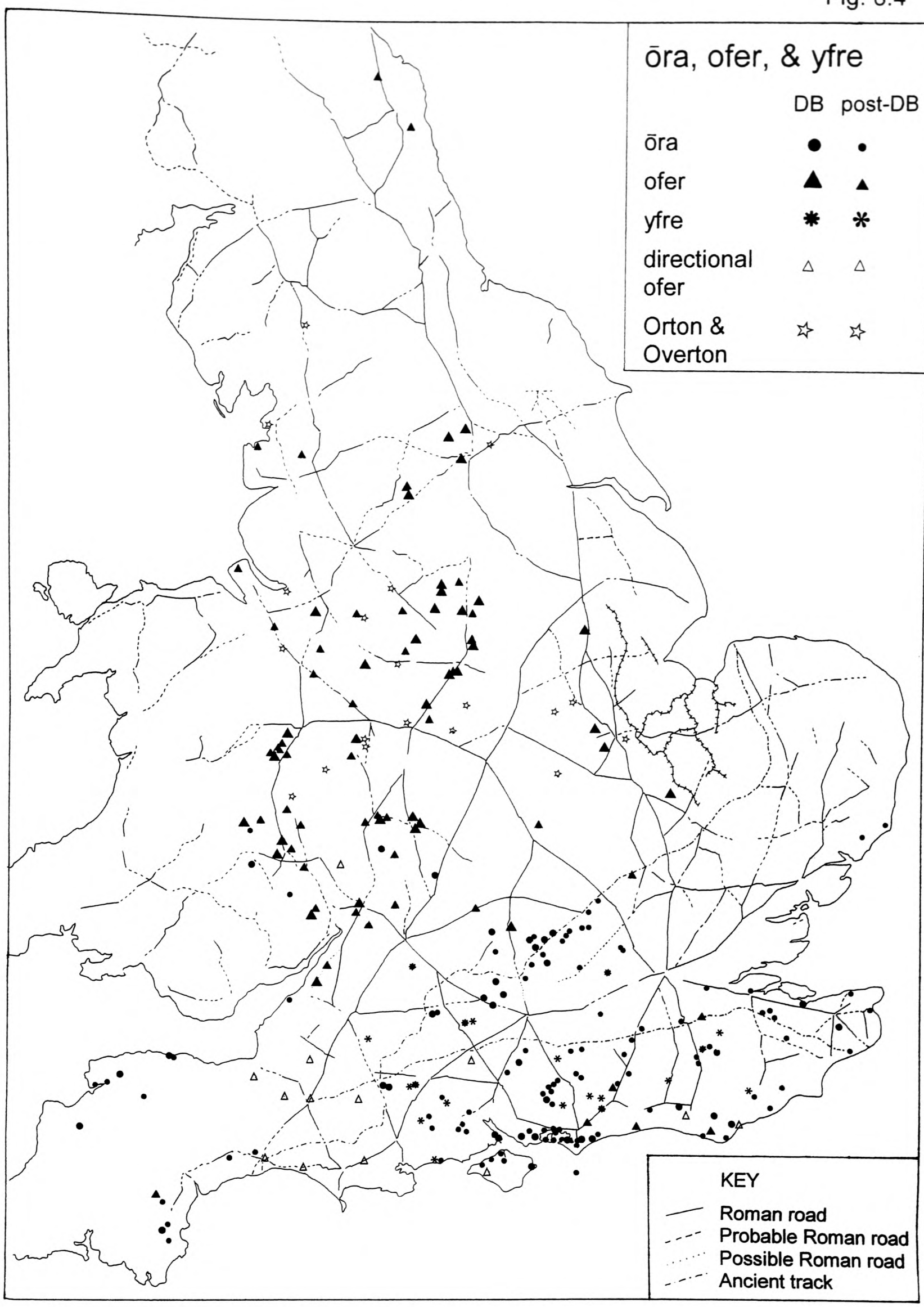


Fig. 8.4


ōra, ofer, & yfre
DB
post-DB
ōra
ofer
yfre
directional ofer
Orton & Overton
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track

THE WARDOUR AREA

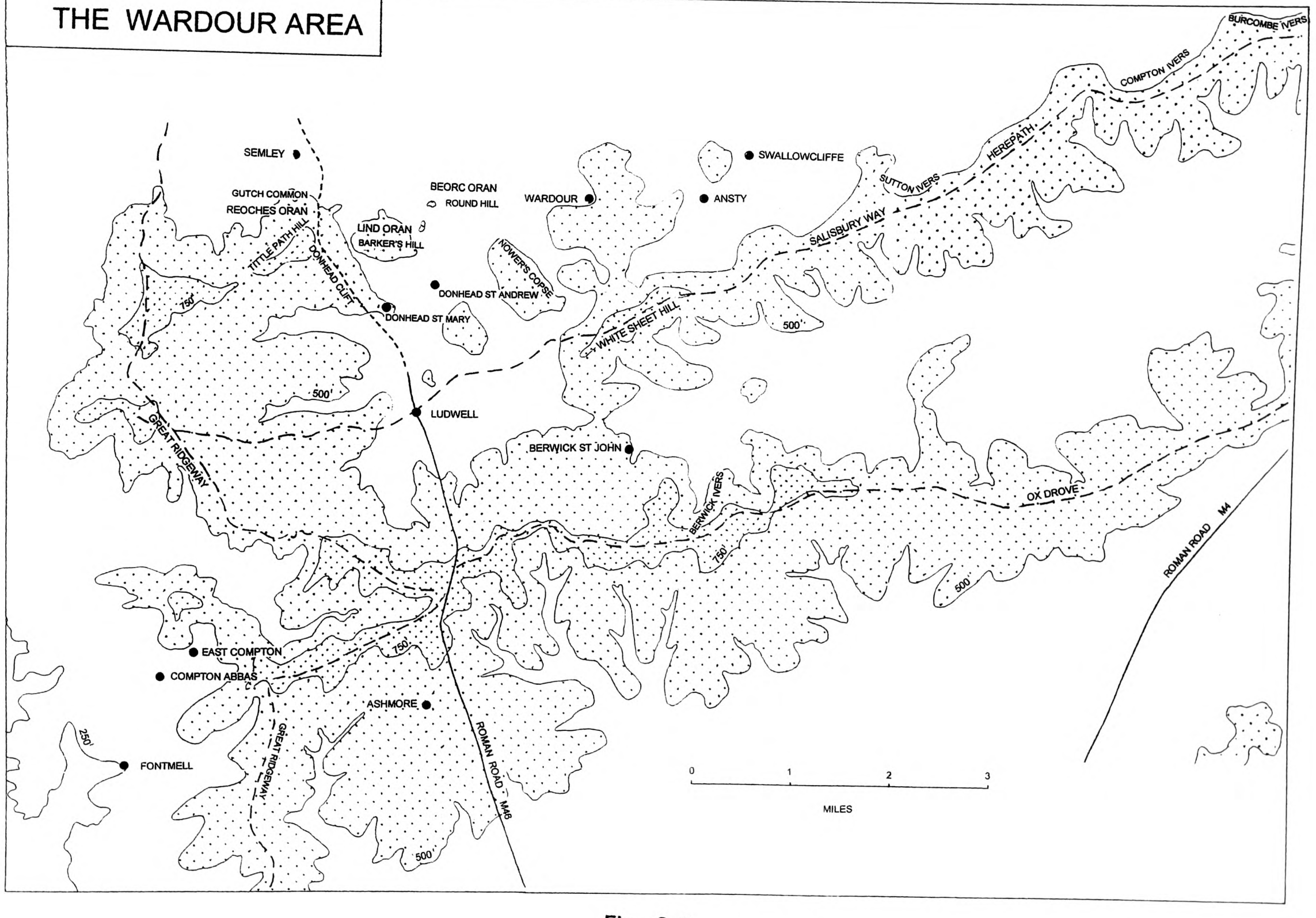


Fig. 8.5

Fig. 8.6
DIRECTIONAL *OFER*S

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE	RIVER
DOR	Southover	M 134	Frampton	SY 622948	*Southouer(e)*	1670	Frome
	Southover Farm	1.332	Tolpuddle	SY 792939	*Southouer(e)*	1400	Piddle
	Stour Estouere	3.67	East & West Stour	ST 798228	*Estures Cusin*	1270	Stour
	Stour Westoure	3.67	East & West Stour	ST 784229	*Stures Cusyn Westouere*	1244	Stour
	Westover	M 153	St Leonards & St Ives	SU 141044	*Westover*	1638	Avon
	Westover Farm	M 153	Wootton Fitzpaine	SY 360950	*Westouer*	1332	stream
	Yondover	M 165	Loders	SY 496939	*Endouer*	1454	stream
HMP	Westover Farm	G 172	Wherwell	SU 363407	*Westover*	c.1300	Anton
HRE	Eastnor	CC 78	Eastnor	SO 731372	*Astenofre*	DB	none to west
IOW	Westover	M 107	Calbourne	SZ 412862	*Westovere*	1331	Calbourne stream
SOM	Bridgwater Estover	SRS 48, 127	Bridgwater	c.ST 301372	*Estovere*	1357	Parrett
	Bridgwater Westover		Bridgwater	c.ST 3037			Parrett
	Langport Estover	SRS 22, 204	Langport	ST 415266	*Langportestover*	1457-8	Parrett
	Langport Westover	SRS 25, 91	Langport	ST 414266	*Langeport Westovere*	1358	Parrett
	Northover	DEPN	Glastonbury	ST 486380	none given		Brue
	Northover	DEPN	Ilchester	ST 523232	*Nordoure*	1180	Yeo
	Southover	HMC Wells	Wells	c.ST 545453	*Southovere*	1216-72	stream
	Westover Farm	DEPN	Drayton	ST 422247	*Westour'*	1225	Parrett
SSX	Bestnover	444	Pevensey	c.TQ 651051	*Estenore*	1199	Pevensey Haven
	Southover	444	Pevensey	c.TQ 6404	*Southnover*	1573	Pevensey Haven
	Southover	322	Southover	TQ 413096	*Suthoure*	1121	Winterbourne

SRS 22 = Somerset Record Society 22 (1906), *Feet of Fines, Henry IV - Henry VI*, p. 204.
SRS 25 = Somerset Record Society 25 (1909), *Cartulary of Buckland Priory*, p. 91.
SRS 48 = Somerset Record Society 48 (1933), *Bridgwater Borough Archives*, 1200-1307, p. 127.
HMC Wells = Historical Manuscripts Commission, *Calendar of Manuscripts of the Dean and Chapter of Wells* 2 (1914), p. 561.

Fig. 8.7

OFER

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
CAM	Over	168	Over	TL 372707	*Ouer*	1060 (c.1350), DB
CHE	Birchall Moss Fm	3.62	Hatherton	SJ 680460	*Birchowre*	c.1300
	Overchurch	4.306	Overchurch	SJ 263889	*Ouerchirche*	1345
	Over Hall	3.17	Over	SJ 642651	*Ovre*	DB
	Overheyes	1.134	Pott Shrigley	c.SJ 9479	*Overhey*	1611
	Overmarsh	4.75	King's Marsh	SJ 433549	*Ouermershe*	1208-29
	Radnor Hall	2.318	Somerford cum Radnor	SJ 839645	*Radenoure*	1188
DEV	Yarner	468	Bovey Tracy	SX 775782	*Yarnour*	1344
DRB	Ashover	190	Ashover	SK 348632	*Essov(e)r(e)*	DB
	Birchover	45	Birchover	SK 240622	*Barcovere*	DB
	Bolsover	214	Bolsover	SK 474706	*Belesovre*	DB
	Calver	54	Calver	SK 242745	*Calvoure*	DB
	Cobnar Wood	204	Barlow	SK 355753	*Cobbenouere*	1324
	Codnor	434	Codnor & Loscoe	SK 419495	*Cotenoure*	DB
	Edensor	90-1	Edensor	c. SK 2570	*Edensoure*	DB
	Heanor	469	Heanor	SK 435465	*Hainoure*	DB
	Littleover	478	Littleover	SK 332344	*Parva Ufre*	DB
	Mickleover	483	Mickleover	SK 305342	*Vfre*	1011 (13c), DB
	Rough Heanor	484	Mickleover	SK 326355	*Henover(e)*	1150
	Seanor Farm	270	Ault Hucknall	SK 417642	*Senouere*	c. 1200
GLO	Bicknor, English	3.211	English Bicknor	SO 581158	*Bicanofre*	DB
	Buckover	3.14	Thornbury	ST 663903	*Bochour*	1167
	Elmore	2.162	Elmore	SO 788153	*Elmoura*	1137
	Lineover	1.169	Dowdeswell	SO 986186	*Lind Ofres*	c.800 (11c)
	Over	3.107	Almondsbury	ST 588825	*Ofre*	1005
	Over	3.159	Highnam	SO 807196	*Ofre*	804 (11c)
	Scottsquarr	2.164	Harescombe	SO 840088	*Soteshore*	1102
HRE	Adzor	CC 199	Wellington	SO 480476	*Eaddesour'*	1185
	Bicknor, Welsh	CC 33	Welsh Bicknor	SO 592177	*Biconovria*	1144
	Bircher	CC 217	Yarpole	SO 476657	*Birchour'*	1173-86
	Burcher	B 34	Titley	SO 333604	*Byrchoure*	ante 1272
	Capler Camp	CC 214	Fownhope	SO 592329	*Caplefore*	DB

Fig. 8.7 cont.

OFER

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
HRE	Chadnor	CC 69	Dilwyn	SO 432528	*Chabenore*	DB
	Hennor	CC 125	Leominster	SO 539586	*Heanoura*	1123
	Tidnor	CC 137	Lugwardine	SO 555398	*Tudinoverem*	c.1240
	Totnor	B 186	Brockhampton/How Caple	SO 597310	none given	none given
	Yazor	CC 217	Yazor	SO 406467	*Lavesofre*	DB
HRT	Highover Farm	10	Hitchin	TL 197307	*Hehovere*	13c.
KNT	Nower	W 72	Brasted	TQ 465573	*del Owre*	1240
LIN	Wellingore	C 136	Wellingore	SK 982565	*Wallingoure*	1070-87, DB
LAN	Core, Higher & Lower	E 143	Chipping	SD 587439	*Couere*	1228
	Preesall	E 159	Preesall with Hackinsall	SD 358476	*Pressoure*	1094
NTB	Overgrass	M154	Felton	NU 150038	*Oversgare*	1255
	Wooler	M 219	Wooler	NT 992280	*Wullovre*	1186
NTP	Tansor	208	Tansor	TL 053909	*Tanesovre*	DB
OXF	Ashford Mill	274	North Leigh	SP 385156	*Aissour'*	1176
	Shotover	172-3	Forest Hill with Shotover	SP 5606	*Scotorne*	DB
RAD	Radnor, Old	Field 139	Old Radnor & Burlingjobb	SO 250590	*Raddrenoue*	DB
RUT	Tixover	304-5	Tixover	SP 971997	*Tichesovre*	DB
SHR	Badger	1.2	Badger	SO 768996	*Beghesoure*	DB
	Condover	1.96-7	Condover	SJ 495058	*Conedovre*	DB
	Gattenshelve	2.169	Castle Pulverbatch	SJ 410015	*Gathovereshelde*	1244
	Gravenor	M.G.	Wentnor	SO 377940	*Grauenoure*	1291-2
	Grosvenor	M.G.	Claverley	SO 771936	*Grauenou'e*	1261-2
	Hazler	3.228	Church Stretton	SO 465933	*de Haselour'*	1255-6
	Nover's Hill	3.224	All Stretton	SO 452952	*Nover's*	1840
	Novers Coppice	3.269	Presthope	SO 586966	*Novers*	1833
	Over (lost)	M.G.	Moreton Say	c.SJ 6233		1199(1265)
	Overs	1.232	Wentnor	SO 393963	*Ovre*	DB
	Stiperstones	M.G.	various	c. SO 3597	*Tenefrestanes*	c.1190
	Wentnor	1.306	Wentnor	SO 383926	*Wantenoure*	DB
SSX	High and Over	416	Alfriston	TQ 507009	*Heghenovere*	1352
	Nore Hill	70	Eartham	SU 952097	*atte Noure*	1353

Field = John Field, *The Place-Names of Great Britain and Ireland*, 139. M.G. = personal communication from M.Gelling.

Fig. 8.7 cont.

OFER

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
SSX	Orfold Farm	134	Wisborough Green	TQ 057252	Overfold(e)	1338
STF	Hazelour	DEPN	Harlaston	SK 207107	*Haselovre*	1242
	Lindore Farm	H418	Gnosall	SJ 797195	*Lyndover(e)*	1323
	Longnor	H 426	Longnor	SK 089650	*Longenovre*	1277
	Okeover	DEPN	Okeover	SK 159481	*Acofre*	1002, DB
	Ramshorn	DEPN	Ramshorn	SK 082453	*Rumesoura*	1197
	Tittensor	DEPN	Swynnerton	SJ 873381	*Titesovre*	DB
	Wychnor	H649	Wychnor	SK 177161	*Wicenore*	DB
WAR	Haselor	211	Haselor	SP 124579	*Haseloue*	DB
	Oversley Green	216	Oversley	SO 095576	*Oveslei*	DB
	Spernall	225	Spernall	SP 087622	*Spernore*	DB
WOR	Becknor	318	Feckenham	SO 948615	*Bokenouera*	1216
	Hadzor	291	Hadzor	SO 915625	*headdesofre*	11c, DB
	Haselor House	106	Charlton	SP 010420	*Haseloure*	c.1220
	Mapnors	148	Knightwick	c. SP 7355	*Mappenor(e)*	c.1220
	Noah's Green	not given	Feckenham	SO 006613	*?*	?
	Over	113	North Claines	c. SO 8559	*Oure*	1221
	Pridzor	284	Dodderhill	SO 910633	*Prudesouere*	1270
YWR	Hunsingore	5.18	Hunsingore	SE 429536	*Holsingoure*	DB
	Northowram	3.96	Northowram	SE 113270	*Ufrun*	DB
	Southowram	3.89	Southowram	SE 120236	*Oure*	DB
	Thorner	4.103	Thorner	SE 380405	*Torneure*	DB
	Tideover	5.43	Kirkby Overblow	SE 335491	*Todoure*	DB

Fig. 8.8

YFRE

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
BRK	Rivar Copse	310	Inkpen	SU 350622	*le Uver'*	14c
BUC	Iver	DEPN	Iver	TQ 040812	*Evreham*	DB
HMP	Iford	G 231	Holdenhurst	SZ 137936	*Huver*	t. Hy.1
	River Hill Farm	G 97	Binstead	SU 789412	*la Uvere*	1298
KNT	Hever	DEPN	Hever	TQ 476448	*Heanyfre*	814
	Underriver	DEPN	Sevenoaks Weald	TQ 557520	*le Ryver*	1477
SSX	Bignor	124	Bignor	SU 982146	*Bigeneure*	DB
	Rivar Copse	123	Tillington	SU 937228	*Treue*	1262
	Riverhall Farm	476	Mountfield	TQ 746202	*Eures*	c.1190
	Riverhill	102	Egdean	TQ 002214	*Euere*	1380
	River's Farm	253	Ardingley	TQ 332274	*Ryvere*	1372?
	Wheat River Copse	38	Harting	c.SU 7819	*de Benuthenuure*	1271
WLT	Brockhurst Farm	38	Purton	SU 070865	*Brokouere*	796
	Brokers Farm	139	North Bradley	ST 843527	*Brochuuere*	1257
	Burcombe Ivers	213	Burcombe	SU 050293	*Yfre*	937
	Compton Ivers	399	C't'n Chamberlayne	SU 025280	*Vuere*	1328
	Ivers Wood	203	Berwick St John	ST 954217	*Ivers*	1570
	Ivory Copse	389	Whiteparish	SU 236216	*Ryvere*	1397
	Long Iver	167	Longbridge Deverill	ST 883414	*Ivercumhole*	1566
	Rivar	355	Shalbourne	SU 318617	*Yfre*	931
	Ryvers Copse	401	Damerham	SU 097158	*Ryvere*	1312
	Sutton Ivers	218	Sutton Mandeville	ST 987264	*Ivers*	1840

Fig.8.9

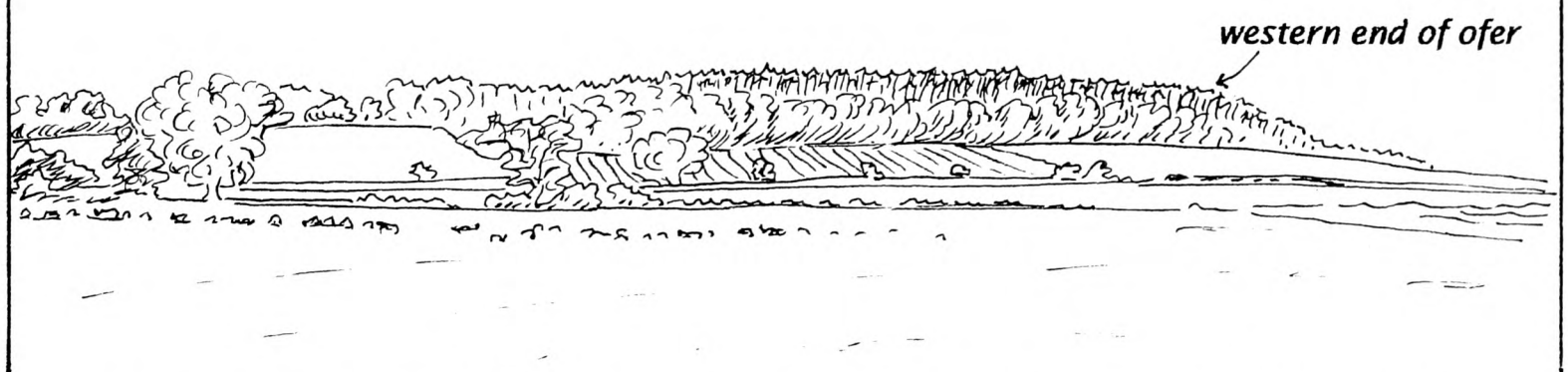
ORTON AND OVERTON

COUNTY	NAME	PAGE	PARISH/TOWNSHIP	GR	SPELLING	DATE
HNT	Orton Longueville	193	Orton L'ville & W'ville	TL 168966	[*Ofertuninga*	[955 c1200
	Orton Waterville	193	Orton L'ville & W'ville	TL 156960	[*Gemære*	[DB
LEI	Coleorton	C 25	Coleorton	SK 391173	*Overtone*	DB
	Orton on the Hill	C 77	Orton on the Hill	SK 304039	*Wortone*	DB
NTP	Orton	118	Orton	SP 805794	*Overton(e)*	DB
STF	Nurton	H 470	Pattingham	SO 839994	*Uvrton*	1280
	Orton	H 479	Wombourn	SO 869953	*Overtone*	DB
WAR	Water Orton	47	Water Orton	SP 177911	*Overton(e)*	1262
WML	Orton	2.42	Orton	NY 622084	*Overton*	1239
CHE	Overton Hall & Fm	4.45	Overton	SJ 471483	*Ovretone*	DB
	Overton Hall	3.23	Frodsham	SJ 525770	*Overton*	1283
	Overton	1.173	Taxal	SK 006786	*Overton*	1301
LEI	Cold Overton	C 25	Cold Overton	SK 810101	*Ofertune*	c. 1087
LNC	Overton	E 175	Overton	SD 437580	*Ouretun*	DB
RUT	Market Overton	34	Market Overton	SK 885165	*Overtune*	DB
SHR	Overton	CDEPN	Richard's Castle	SO 512717	*Huverton*	c.1180
	Overton	1.232	Stottesdon	SO 666868	*Ovretone*	DB
STF	Overton	H 425	Checkley	SK 047383	*Overton*	1236
	Overton	H 425	Biddulph	SJ 895616	*Overton*	1333
	Overton	H 425	Hammerwich	SK 063075	*Overton*	13c.
YON	Overton	15	Overton	SE 555557	*Ovretun*	DB

Thorner, YOW.

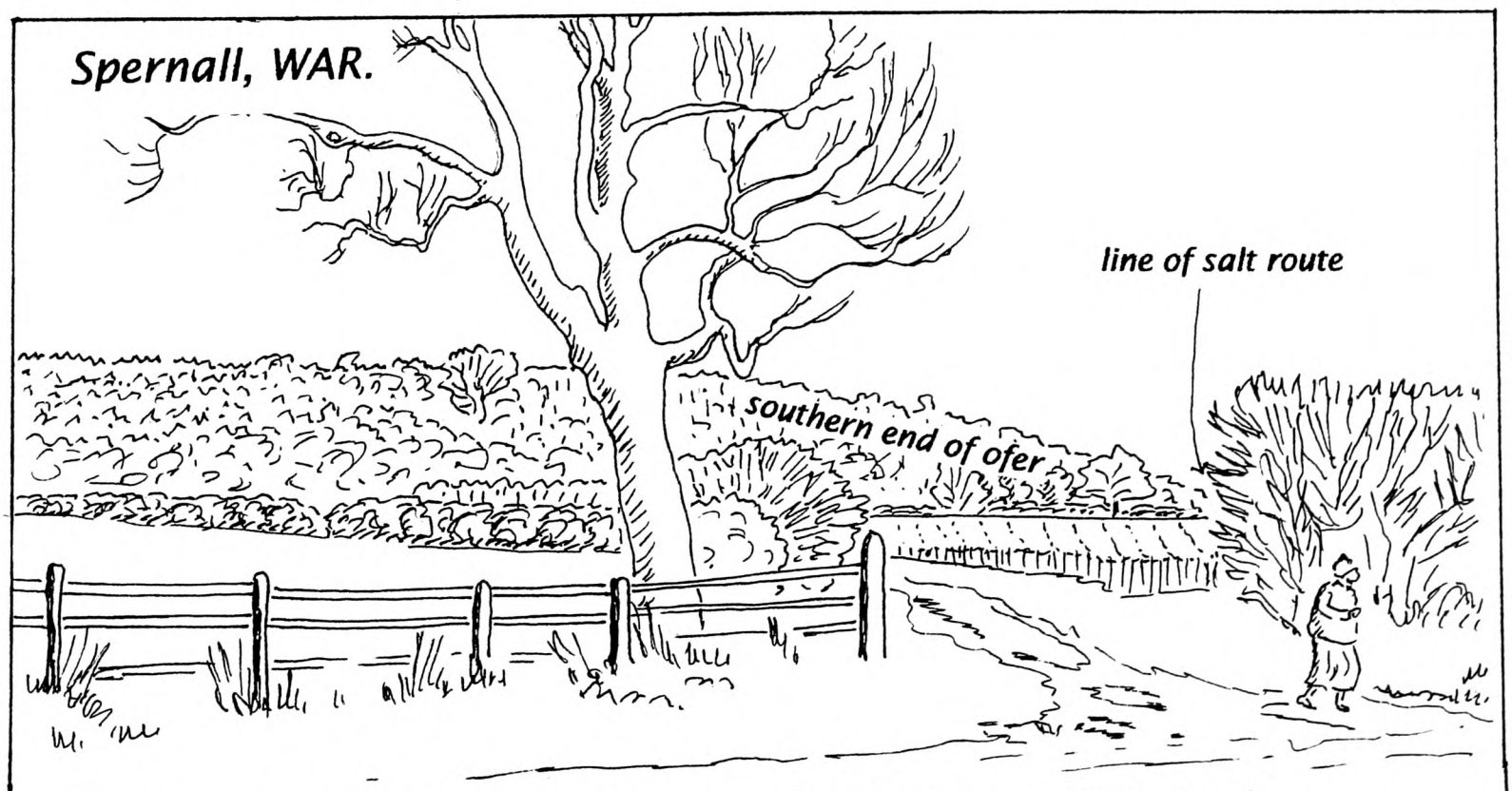
View of the Thorner ofer looking south from the Roman road M 72.

Chadnor, HRE.



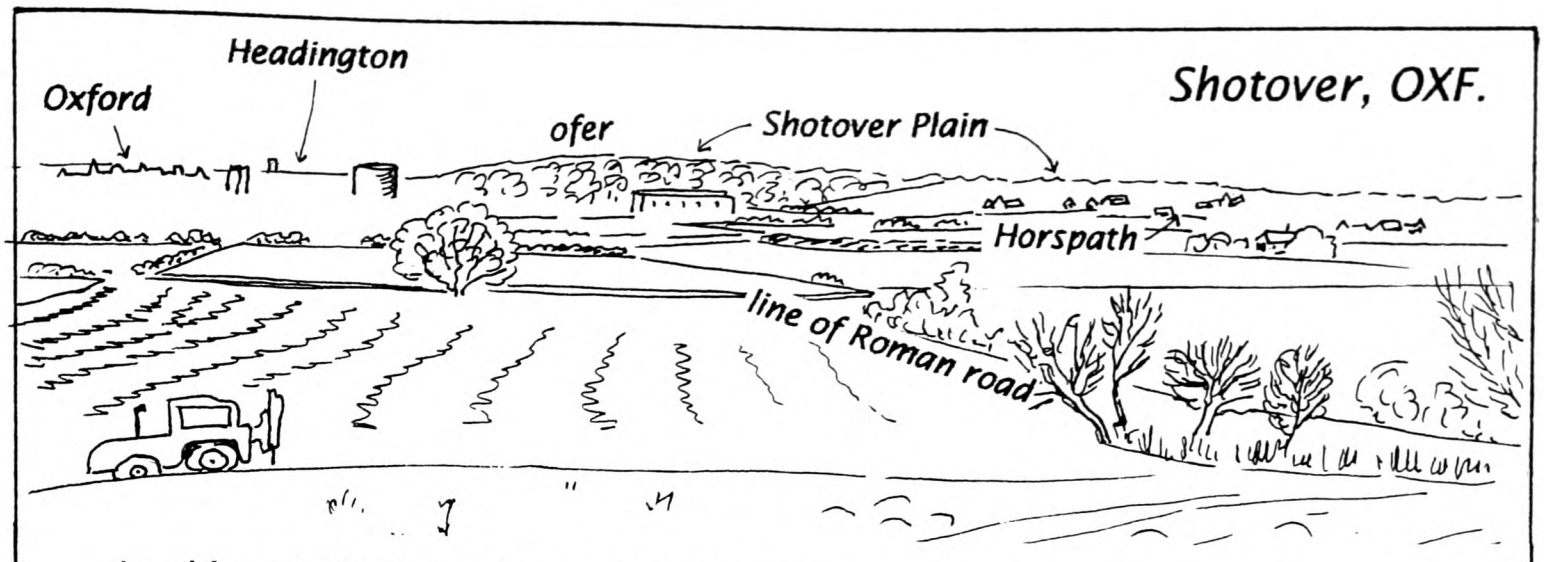
View south-bound of the Chadnor ofer, from the Roman road M 6; it is also an Ogilby route. The eastern shoulder of the ofer is off the picture to the left.

Spernall, WAR.

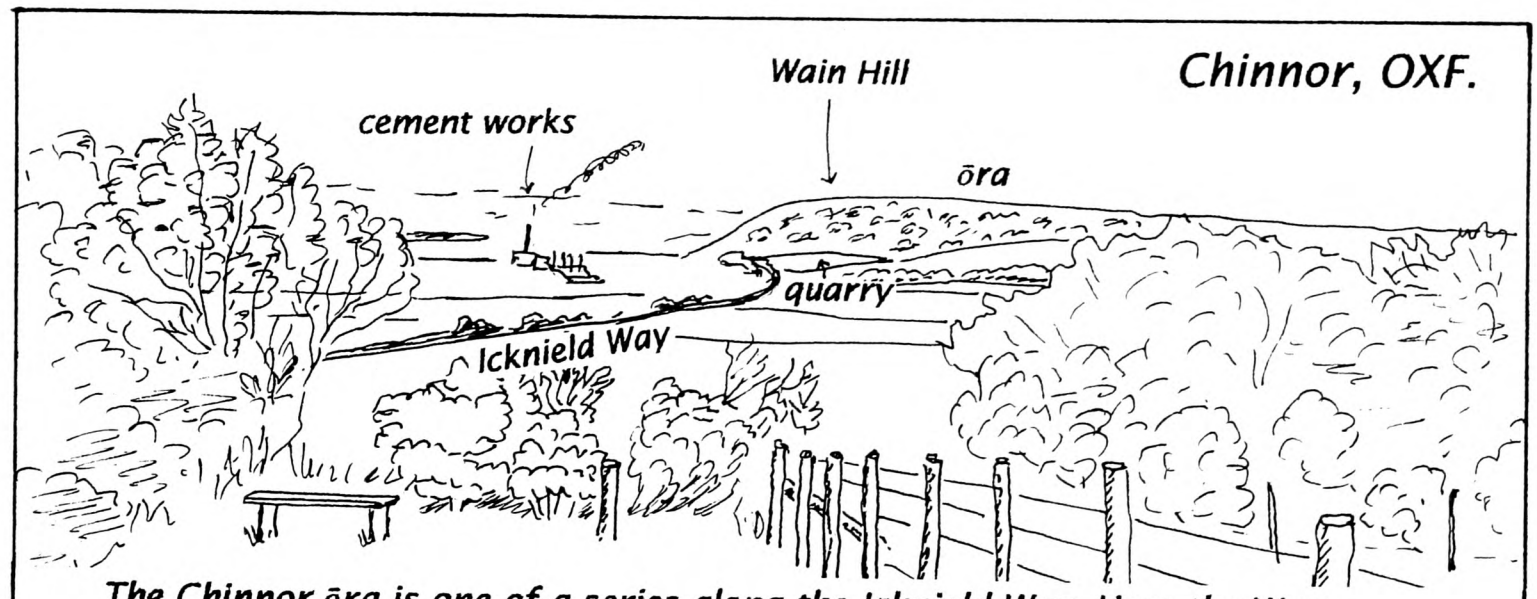


The Spernall ofer lies 1¾ miles to the east of the Roman road M18. A salt way passed close by the southern end of the ofer. It was known to the Anglo-Saxons as a source of gypsum.

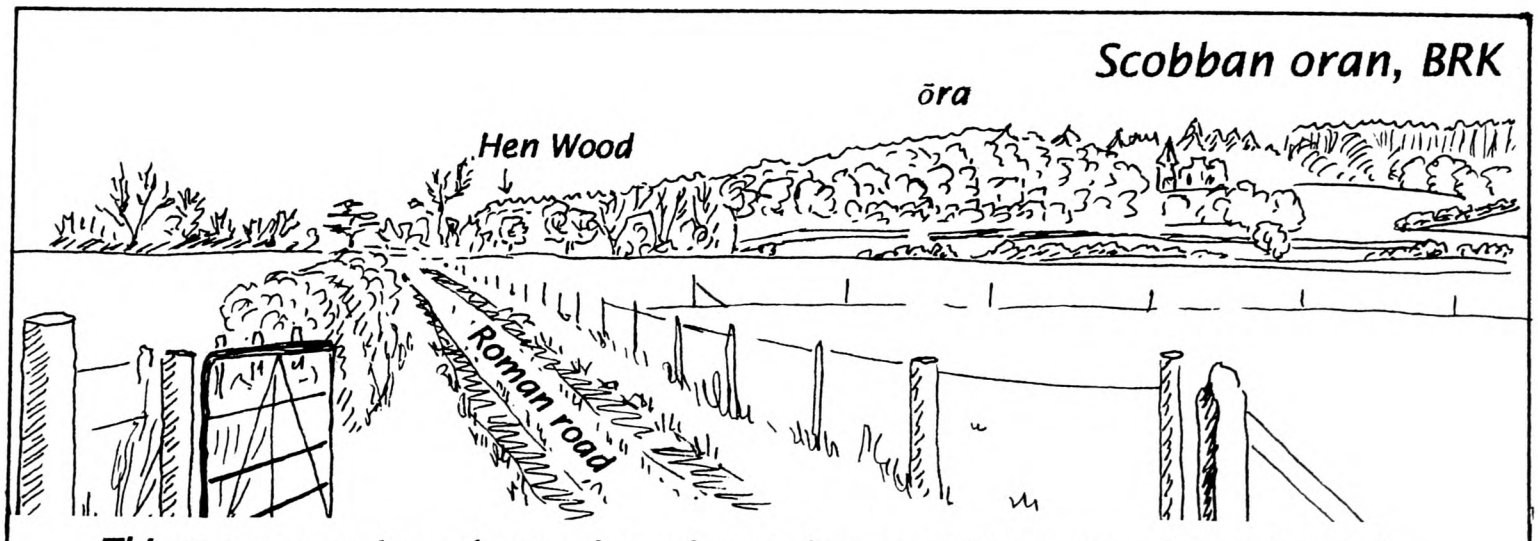
Fig. 8.10



An old route from London to Oxford passed over Shotover Plain, and descended steeply, as its name suggests, to Headington. The Roman road from Dorchester to Alchester is coincident with the hedgerow shown in the sketch, and crosses the London road at the foot of the slope. Horspath lies on the hill-slope.



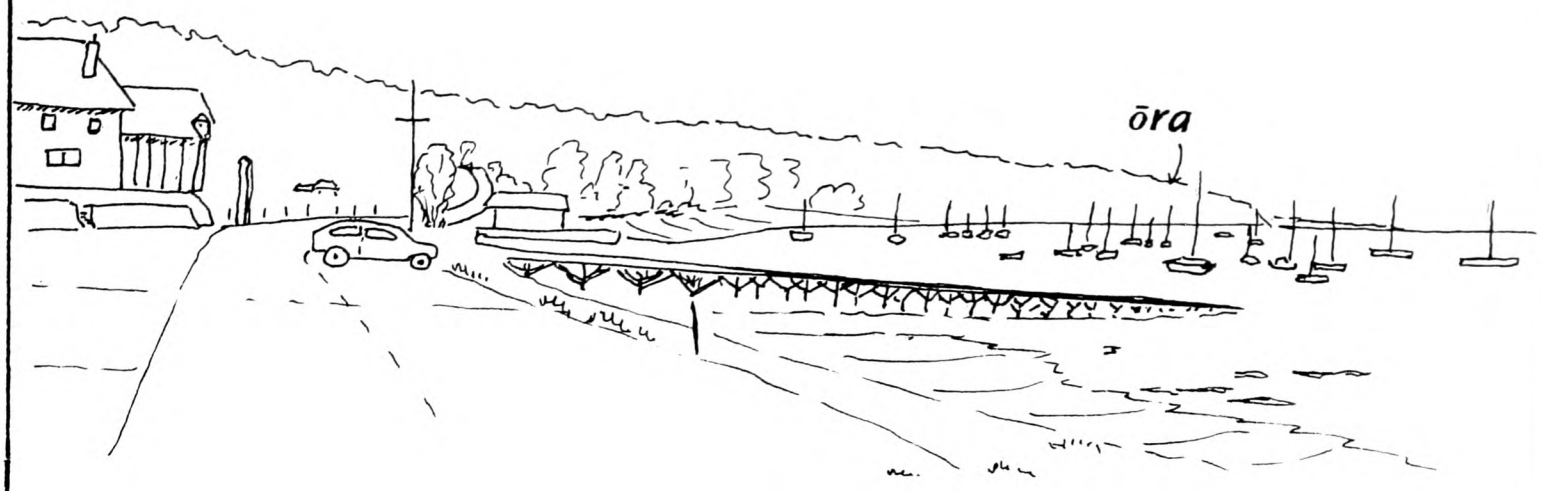
The Chinnor ōra is one of a series along the Icknield Way. Here the Way follows the foot of the scarp slope, between the cement works and its quarry, clipping the foot of Wain Hill.



This ōra occurs in a charter boundary relating to Wootton and Sunningwell, and lies just west of Oxford. The track shown is part of the Roman road from near Wantage to a probable Thames crossing at Hinksey. It clips the foot of the hill at Hen Wood.

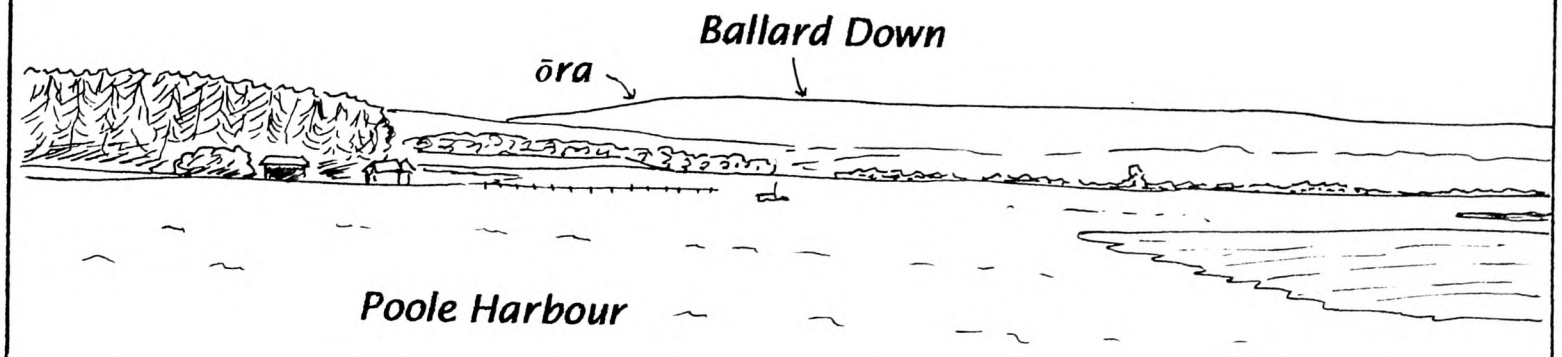
Fig. 8.11

Upnor, KNT.



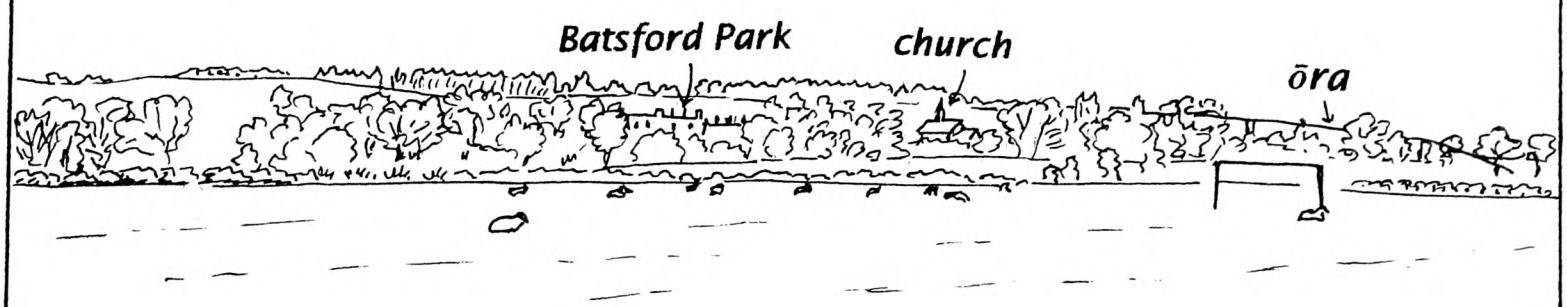
Lower Upnor looking sea-wards along the Medway. Upnor marks the approach to Rochester about three miles upstream, and gives access to M 1

Ower, DOR.



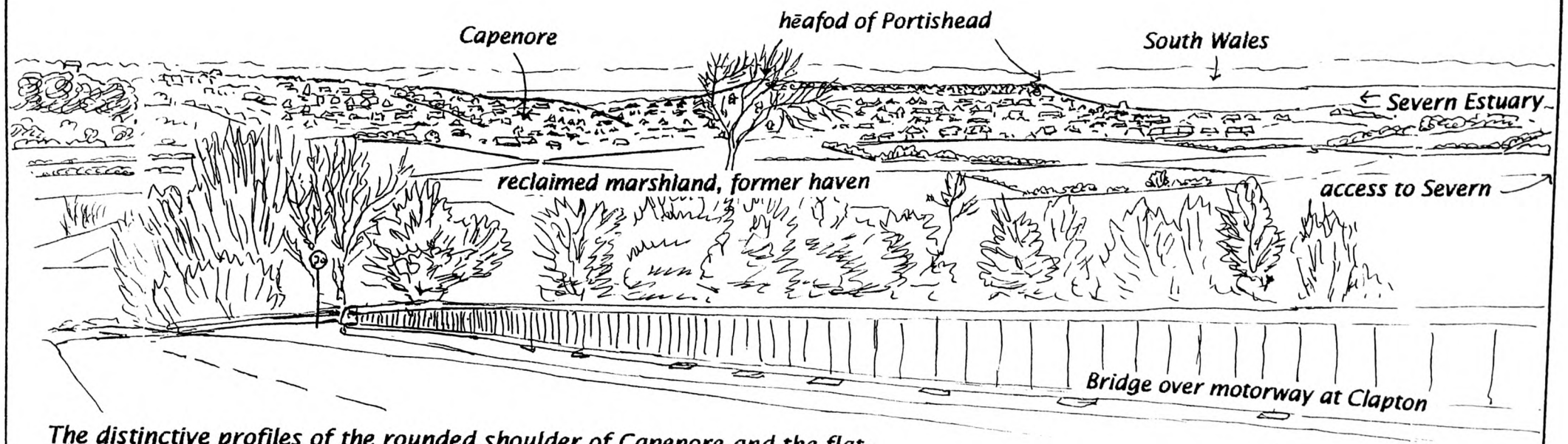
View of the Purbeck Hills, Ballard Down end, looking over Poole harbour from Arne. Fitzworth, Ower and Goathorn lie on the far shore between the observer and Ballard Down.

Batsford, GLO.



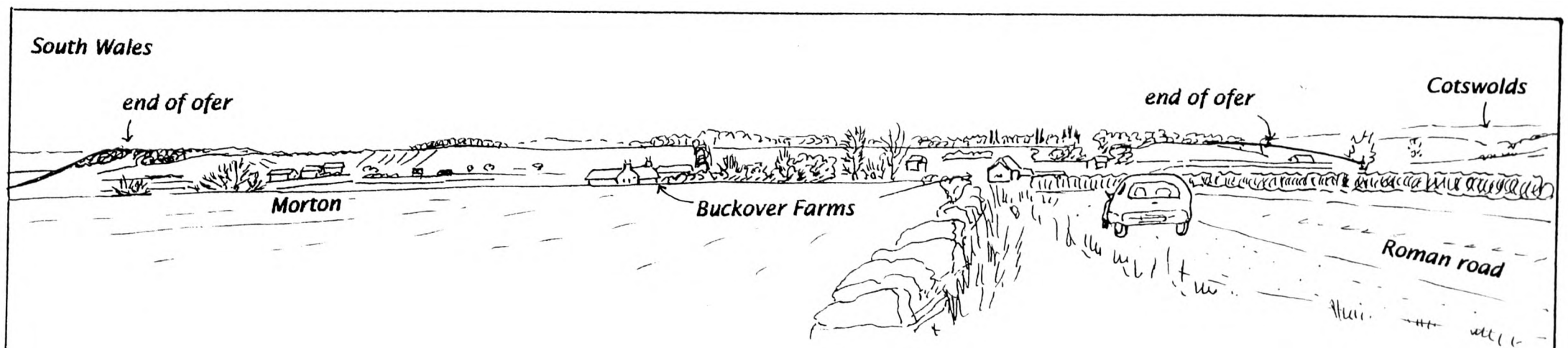
View of the Batsford ōra from the A44, part of salt route H from Droitwich and of Ogilby's route from London via Oxford and Pershore to Worcester

Fig. 8.12



The distinctive profiles of the rounded shoulder of Capenore and the flat-topped headland of Portishead are visible from the SE side of the Gordano valley and also from the Severn Estuary flowing by their NW side. They signify the entrance to the haven by the mouth of the Avon. The lowlying, reclaimed land between the bridge, and the ōra and heafod would have been the open water of the haven or port in the Roman and early medieval periods.

Portishead and Capenore, SOM.



Buckover, GLO.

The Buckover ofer looking NE along M 541

Fig. 8.13

Yearnor and Porlock, SOM.

The rounded shoulder of Yearnor indicates the route from the ridgeway down to Porlock – an example of a port and one of the few safe anchorages on the north coast of Somerset. The ora was also a valuable landmark for sailors.

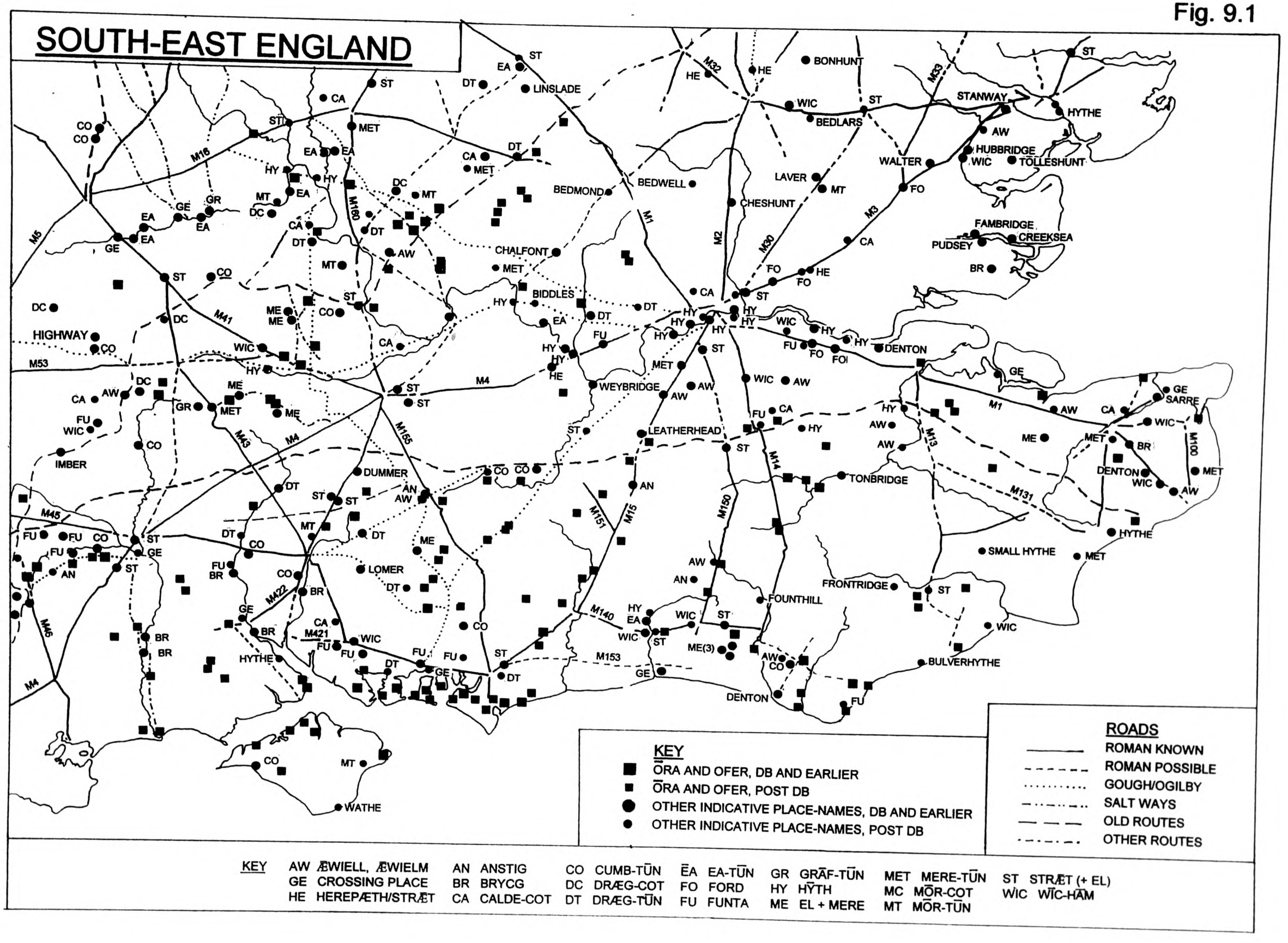
Hengistbury Head, HMP.

Bure Homage lies behind the photographer and means 'by the ora'; this must have been Hengistbury Head with its rounded shoulder at the left hand end. In the foreground is Christchurch harbour, for long an important haven giving access to the valley of the Salisbury Avon.

Fig. 8.14

Fig. 9.1

SOUTH-EAST ENGLAND



KEY

- ■ ŌRA AND OFER, DB AND EARLIER
- ▪ ŌRA AND OFER, POST DB
- ● OTHER INDICATIVE PLACE-NAMES, DB AND EARLIER
- • OTHER INDICATIVE PLACE-NAMES, POST DB

ROADS

- ROMAN KNOWN
- ROMAN POSSIBLE
- GOUGH/OGILBY
- SALT WAYS
- OLD ROUTES
- OTHER ROUTES

KEY

AW	ÆWIELL, ÆWIELM	AN	ANSTIG	CO	CUMB-TŪN	ĒA	EA-TŪN	GR	GRĀF-TŪN
GE	CROSSING PLACE	BR	BRYCG	DC	DRÆG-COT	FO	FORD	HY	HŸTH
HE	HEREPÆTH/STRÆT	CA	CALDE-COT	DT	DRÆG-TŪN	FU	FUNTA	ME	EL + MERE

MET	MERE-TŪN	ST	STRÆT (+ EL)		
MC	MŌR-COT	WIC	WĪC-HĀM		
MT	MŌR-TŪN				

Fig. 9.2

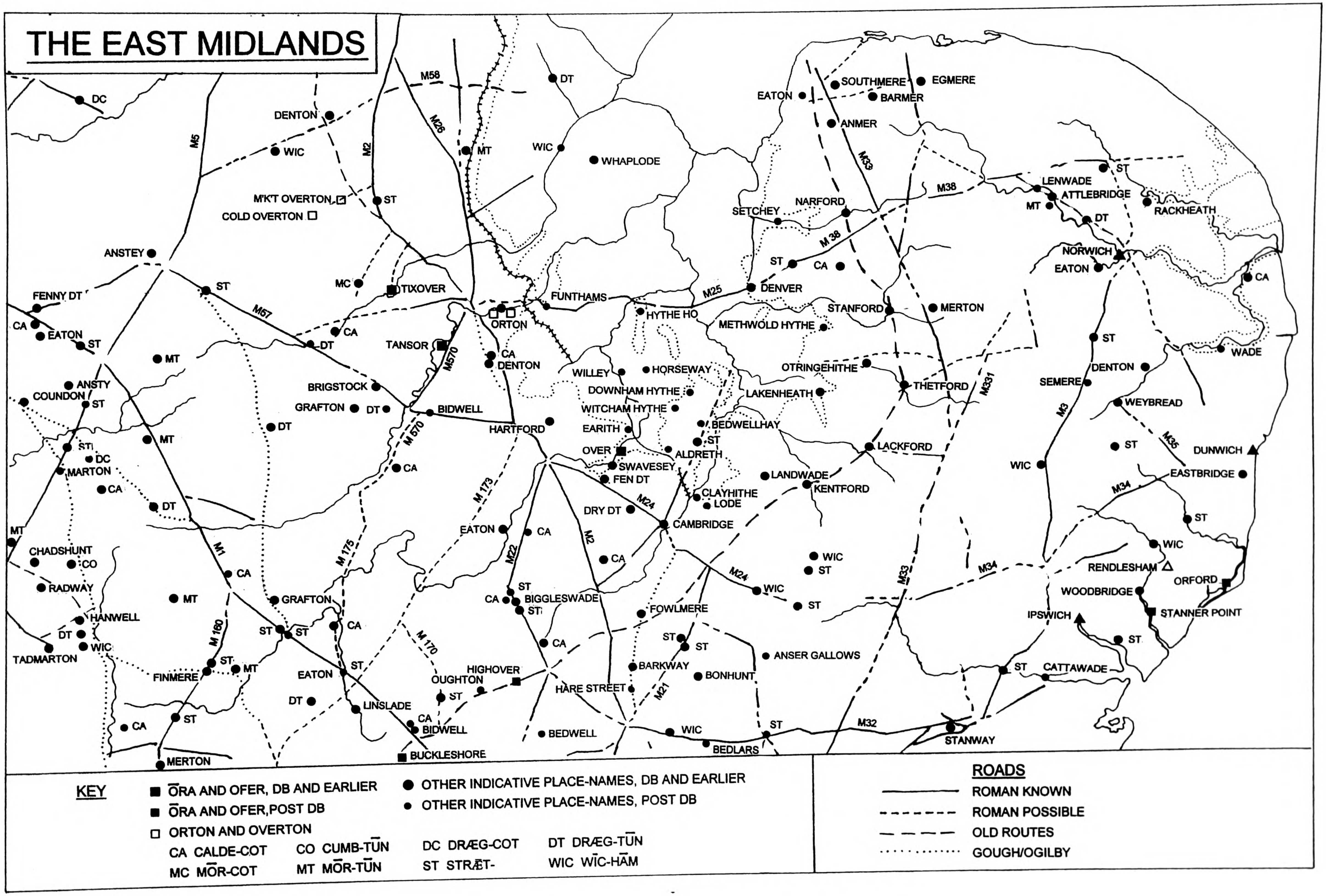

THE EAST MIDLANDS
DC
DENTON
WIC
M5
M2
M58
M26
MT
WIC
DT
WHAPLODE
M'KT OVERTON
COLD OVERTON
ST
ANSTEY
ST
M57
MC
TIXOVER
FENNY DT
CA
EATON
ST
CA
DT
TANSOR
M570
ORTON
FUNTHAMS
HYTHE HO
M25
DENVER
ST
CA
SETCHEY
NARFORD
M 38
EATON
SOUTHMERE
BARMER
EGMERE
ANMER
M33
M38
LENWADE
ATTLEBRIDGE
MT
DT
ST
RACKHEATH
NORWICH
EATON
CA
WADE
MT
ANSTY
COUNDON
ST
CA
DENTON
BRIGSTOCK
GRAFTON
DT
BIDWELL
HARTFORD
WILLEY
HORSEWAY
DOWNHAM HYTHE
WITCHAM HYTHE
EARITH
OVER
SWAVESEY
FEN DT
ALDRETH
ST
BEDWELLHAY
METHWOLD HYTHE
STANFORD
MERTON
OTRINGEHITHE
LAKENHEATH
THETFORD
M331
ST
DENTON
SEMERE
WEYBREAD
M3
ST
M35
DUNWICH
EASTBRIDGE
WIC
M34
LACKFORD
LANDWADE
KENTFORD
CLAYHITHE
LODE
CAMBRIDGE
DRY DT
M24
ST
DC
MARTON
CA
DT
MT
M570
CA
M 173
EATON
CA
M22
M2
CA
MT
CHADSHUNT
CO
RADWAY
HANWELL
DT
WIC
TADMARTON
M1
CA
GRAFTON
ST
ST
CA
M 175
CA
ST
BIGGLESWADE
ST
CA
WIC
ST
M24
WIC
ST
FOWLMERE
M33
M34
RENDLESHAM
ORFORD
WOODBRIDGE
STANNER POINT
IPSWICH
ST
WIC
ST
M 160
ST
MT
FINMERE
EATON
ST
DT
LINSLADE
M 170
HIGHOVER
OUGHTON
ST
CA
BIDWELL
BUCKLESHORE
HARE STREET
M21
BARKWAY
ST
ST
BONHUNT
ANSER GALLOWS
ST
CATTAWADE
BEDWELL
WIC
BEDLARS
ST
M32
STANWAY
CA
ST
MERTON
KEY
ŌRA AND OFER, DB AND EARLIER
ŌRA AND OFER,POST DB
ORTON AND OVERTON
CA CALDE-COT
MC MŌR-COT
CO CUMB-TŪN
MT MŌR-TŪN
DC DRÆG-COT
ST STRǼT-
DT DRÆG-TŪN
WIC WĪC-HĀM
OTHER INDICATIVE PLACE-NAMES, DB AND EARLIER
OTHER INDICATIVE PLACE-NAMES, POST DB
ROADS
ROMAN KNOWN
ROMAN POSSIBLE
OLD ROUTES
GOUGH/OGILBY

Fig. 9.3

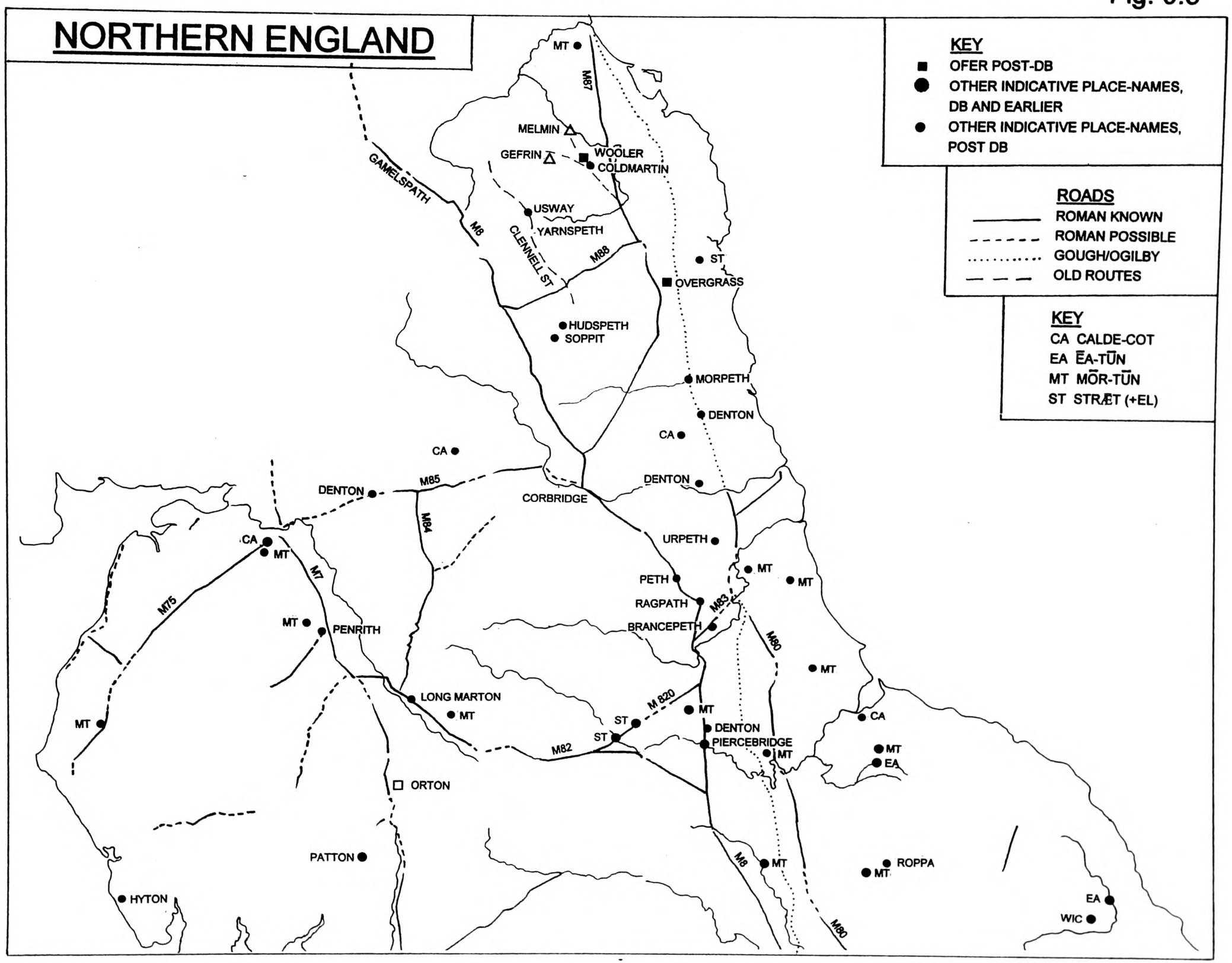

NORTHERN ENGLAND
KEY
OFER POST-DB
OTHER INDICATIVE PLACE-NAMES, DB AND EARLIER
OTHER INDICATIVE PLACE-NAMES, POST DB
ROADS
ROMAN KNOWN
ROMAN POSSIBLE
GOUGH/OGILBY
OLD ROUTES
KEY
CA CALDE-COT
EA ĒA-TŪN
MT MŌR-TŪN
ST STRÆT (+EL)
MT
M87
MELMIN
GEFRIN
WOOLER
COLDMARTIN
GAMELSPATH
M8
USWAY
YARNSPETH
CLENNELL ST
M88
ST
OVERGRASS
HUDSPETH
SOPPIT
MORPETH
DENTON
CA
CA
DENTON
M85
CORBRIDGE
DENTON
M84
URPETH
CA
MT
MT
PETH
MT
MT
RAGPATH
M83
M75
MT
PENRITH
BRANCEPETH
M80
MT
LONG MARTON
MT
M 820
MT
CA
MT
ST
DENTON
ST
PIERCEBRIDGE
MT
M82
MT
EA
ORTON
PATTON
M8
MT
ROPPA
MT
EA
WIC
HYTON
M90

Fig. 9.4

NORTH MIDLANDS, YORKS AND LANCS

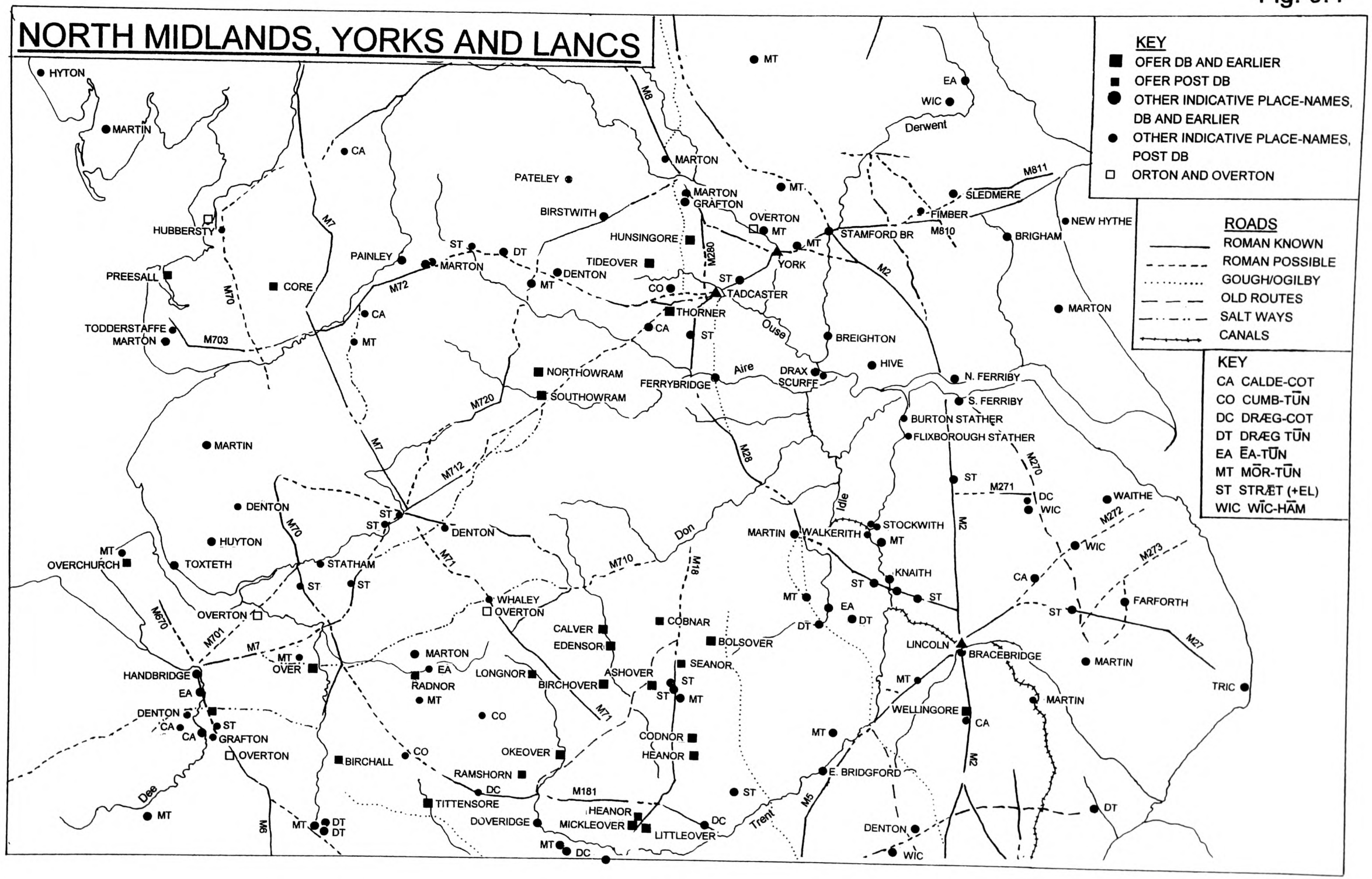


Fig. 9.5

THE WEST MIDLANDS AND WELSH MARCHES

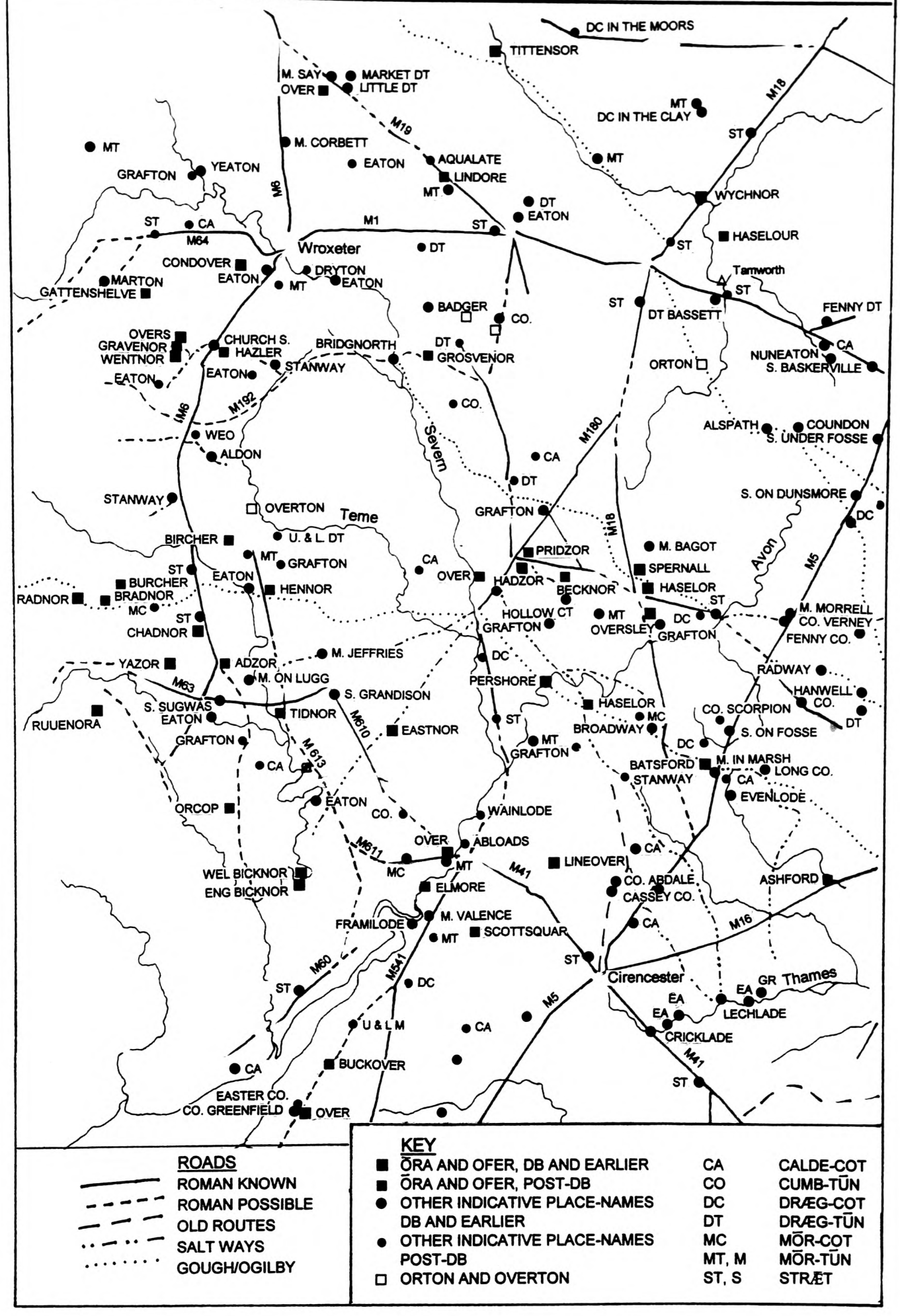


Fig. 9.6

SOUTH-WEST ENGLAND

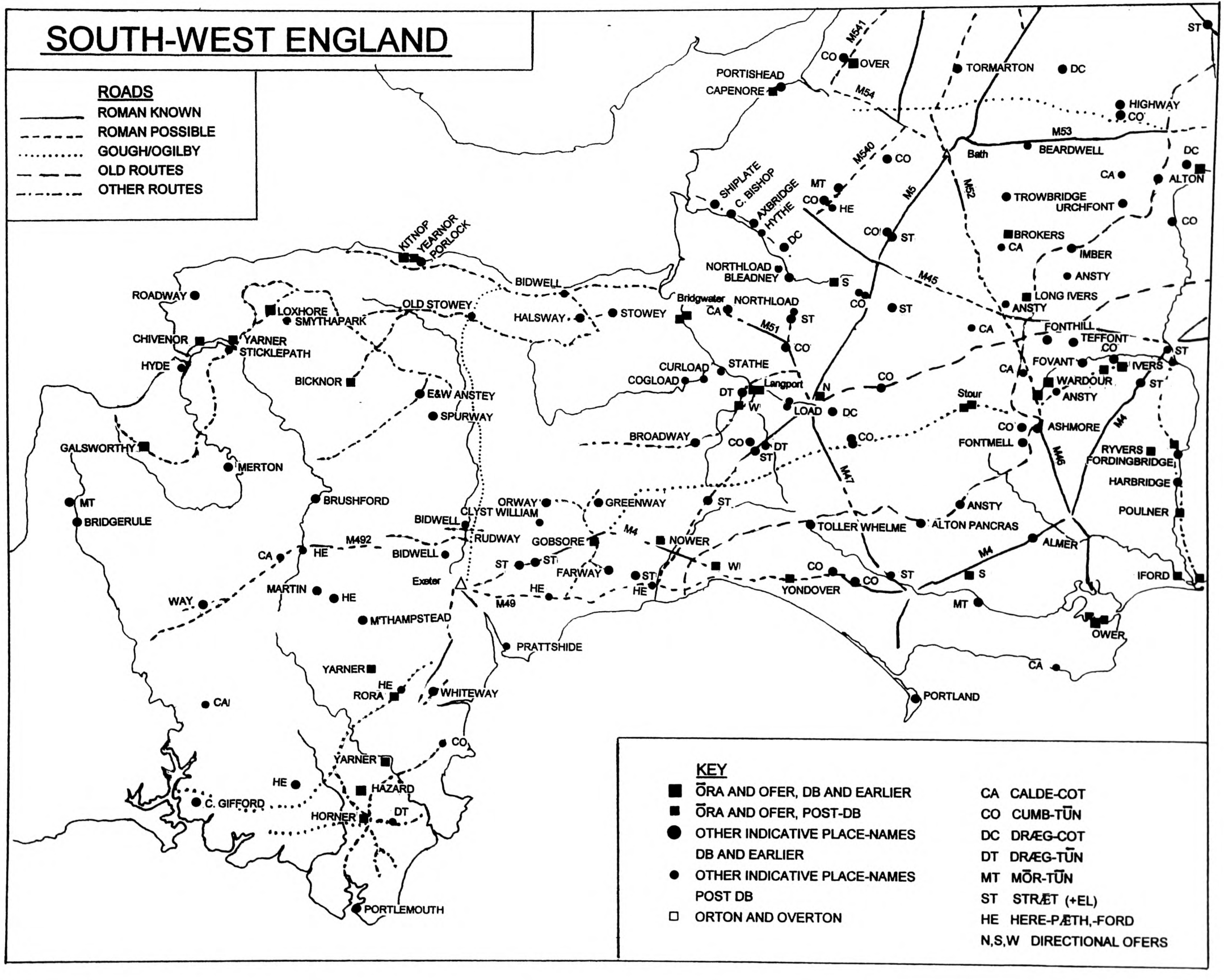


Fig. 10.1 INCIDENCE BY DATE OF PLACE-NAME CORPORA - ALL CHARTERS

PLACE-NAME	PRE-850			850-949					950-999					1000-1085					1086					POST-DB				
TYPE	NO.	%	*TŪN*	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW
						NO.	%	*TŪN*S			NO.	%	*TŪN*S			NO.	%	*TŪN*S			NO.	%	*TŪN*S			NO	%	*TŪN*S
stræt-tūn	0	*0.0*	0	2	*5.9*	2	**2.7**	2	1	*3.1*	3	**2.8**	1	2	*4.4*	5	**3.3**	2	28	*8.3*	33	**6.7**	28	7	*2.0*	40	**5.1**	7
other *stræt*	5	*12.2*	0	0	*0.0*	5	**6.7**	0	3	*9.4*	8	**7.5**	0	6	*13.3*	14	**9.2**	0	16	*4.7*	30	**6.1**	0	22	*6.3*	52	**6.6**	0
major *weg*	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	2	*4.4*	2	**1.3**	0	17	*5.0*	19	**3.9**	0	n/a				
herepæth-ford	4	*9.8*	0	1	*2.9*	5	**6.7**	0	1	*3.1*	6	**5.6**	1	2	*4.4*	8	**5.3**	0	5	*1.5*	13	**2.7**	1	7	*2.0*	20	**2.6**	0
anstig	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	7	*2.1*	7	**1.4**	0	6	*1.7*	13	**1.7**	0
gel ā d	1	*2.4*	0	1	*2.9*	2	**2.7**	0	2	*6.2*	4	**3.7**	0	0	*0.0*	4	**2.6**	0	3	*0.9*	7	**1.5**	0	3	*0.9*	10	**1.3**	0
gewæd	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	1	*2.2*	1	**0.7**	0	1	*0.3*	2	**0.4**	0	11	*3.1*	13	**1.7**	0
ritu, sarn, fær	1	*2.4*	0	1	*2.9*	2	**2.7**	0	0	*0.0*	2	**1.9**	0	3	*6.7*	5	**3.3**	0	2	*0.6*	7	**1.4**	0	3	*0.9*	10	**1.3**	0
ferja/traiectus	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	3	*0.9*	3	**0.6**	0	3	*0.9*	6	**0.8**	0
brycg (selected)	2	*4.9*	0	3	*8.8*	5	**6.7**	0	1	*3.1*	6	**5.6**	0	6	*13.3*	12	**7.9**	0	25	*7.4*	37	**7.6**	1	n/a				
mere-tūn	0	*0.0*	0	1	*2.9*	1	**1.3**	1	4	*12.5*	5	**4.7**	4	1	*2.2*	6	**3.9**	1	18	*5.3*	24	**4.9**	18	11	*3.1*	35	**4.7**	11
mere on chalk	2	*4.9*	0	4	*11.8*	6	**8.0**	0	0	*0.0*	6	**5.6**	0	1	*2.2*	7	**4.6**	0	16	*4.7*	23	**4.7**	0	1	*0.3*	24	**3.1**	0
æwiell/æwielm	4	*9.8*	1	2	*5.9*	6	**8.0**	1	0	*0.0*	6	**5.6**	0	3	*6.7*	9	**5.0**	2	3	*0.9*	12	**2.5**	0	8	*2.3*	20	**2.6**	0
funta	0	*0.0*	0	6	*17.6*	6	**8.0**	0	0	*0.0*	6	**5.6**	0	1	*2.2*	7	**4.6**	0	8	*2.5*	15	**3.1**	0	9	*2.6*	24	**3.1**	0
byden-welle	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	11	*3.1*	11	**1.4**	0
mōr-tūn	2	*4.9*	2	1	*2.9*	3	**4.0**	1	3	*9.4*	6	**5.6**	3	2	*4.4*	8	**5.3**	2	28	*8.3*	36	**7.4**	28	27	*7.7*	63	**8.0**	27
mōr-cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	1	*2.2*	1	**0.7**	0	2	*0.6*	3	**0.6**	0	4	*1.1*	7	**0.9**	0
mersc-tūn	1	*2.4*	1	0	*0.0*	1	**1.3**	0	1	*3.1*	2	**1.9**	1	3	*6.7*	5	**3.3**	3	23	*6.8*	28	**5.7**	23	7	*2.0*	35	**4.5**	7
dræg-tūn	1	*2.4*	1	1	*2.9*	2	**2.7**	1	2	*6.2*	4	**3.7**	2	2	*4.4*	6	**3.9**	2	16	*5.1*	22	**4.5**	16	16	*4.5*	38	**4.8**	16
dræg cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	8	*2.4*	8	**1.6**	0	8	*2.0*	16	**2.0**	0
calde-cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	17	*5.0*	17	**3.5**	0	38	*10.8*	55	**7.0**	0
græfe-tūn	0	*0.0*	0	1	*2.9*	1	**1.3**	1	1	*3.1*	2	**1.9**	1	0	*0.0*	2	**1.4**	0	6	*1.8*	8	**1.6**	6	5	*1.4*	13	**1.7**	5
cumb-tūn	0	*0.0*	0	2	*5.9*	2	**2.7**	2	4	*12.5*	6	**5.6**	4	1	*2.2*	7	**4.6**	1	25	*7.4*	32	**6.5**	25	9	*2.6*	41	**5.2**	9
denu-tūn	2	*4.9*	2	0	*0.0*	2	**2.7**	0	3	*9.4*	5	**4.7**	3	0	*0.0*	5	**3.3**	0	2	*0.6*	7	**1.4**	2	9	*2.6*	16	**2.0**	9
wīc-hām	2	*4.9*	0	3	*8.8*	5	**6.7**	0	1	*3.1*	6	**5.6**	0	1	*2.2*	7	**4.6**	0	9	*2.7*	16	**3.3**	0	6	*1.7*	22	**2.8**	0
ōra	10	*24.4*	0	4	*11.8*	14	**18.7**	0	5	*15.1*	19	**17.8**	0	2	*4.4*	21	**13.8**	0	16	*4.7*	37	**7.6**	0	71	*20.2*	108	**13.8**	0
ofer	2	*4.9*	0	0	*0.0*	2	**2.7**	0	0	*0.0*	2	**1.9**	0	5	*11.1*	7	**4.6**	0	31	*9.2*	38	**7.8**	0	41	*11.6*	79	**10.1**	0
yfre	2	*4.9*	0	1	*2.9*	3	**4.0**	0	0	*0.0*	3	**2.8**	0	0	*0.0*	3	**2.0**	0	2	*0.6*	5	**1.0**	0	8	*2.3*	13	**1.7**	0
Totals	41.0		7	34		75		9	32		107		20	45		152		13	337		489		148	352				92
% new *tūn*s			17.1					26.5					62.5					28.8					43.9					26.1
Cuml % *tūn*s			17.1					21.3					33.6					32.2					40.3					36.9

Fig. 10.2 INCIDENCE BY DATE OF PLACE-NAME CORPORA - AUTHENTIC CHARTERS

PLACE-NAME	PRE-850			850-949					950-999					1000-1085					1086					POST-DB				
TYPE	NO.	%	NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW	NO.	%	CUM'TIVE		NEW
			TŪNS			NO.	%	*TŪNS*			NO.	%	*TŪNS*			NO.	%	*TŪNS*			NO.	%	*TŪNS*			NO	%	*TŪNS*
stræt-tūn	0	*0.0*	0	0	*0.0*	0	**0.0**	0	1	*3.3*	1	**1.6**	1	2	*5.0*	3	**2.9**	2	30	*8.6*	33	**6.9**	30	7	*1.9*	40	**4.7**	7
other *stræt*	2	*16.7*	0	0	*0.0*	2	**5.9**	0	2	*6.7*	4	**6.3**	0	6	*15.0*	10	**9.6**	0	19	*5.5*	29	**6.1**	0	23	*7.6*	52	**6.1**	0
major *weg*	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	2	*5.0*	2	**1.9**	0	18	*5.2*	20	**4.2**	0	n/a				
herepæth-ford	3	*25.0*	1	0	*0.0*	3	**8.8**	0	0	*0.0*	3	**4.7**	0	3	*7.5*	6	**5.8**	0	7	*2.0*	13	**2.7**	2	11	*3.0*	24	**2.6**	0
anstig	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	7	*2.0*	7	**1.5**	0	6	*1.6*	13	**1.5**	0
gel ā d	1	*8.3*	0	1	*4.8*	2	**5.9**	0	2	*6.7*	4	**6.3**	0	0	*0.0*	4	**3.8**	0	3	*0.9*	7	**1.5**	0	3	*0.8*	10	**1.2**	0
gewæd	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	1	*2.5*	1	**1.0**	0	2	*0.6*	3	**0.6**	0	11	*3.0*	14	**1.7**	0
ritu, sarn, fær	1	*8.3*	0	1	*4.8*	1	**2.9**	0	0	*0.0*	1	**1.6**	0	2	*5.0*	3	**2.9**	0	4	*1.1*	7	**1.5**	0	3	*0.8*	10	**1.2**	0
ferja/traiectus	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	3	*0.9*	3	**0.6**	0	3	*0.8*	6	**0.7**	0
brycg (selected)	0	*0.0*	0	1	*4.8*	1	**2.9**	0	1	*3.3*	2	**3.1**	0	7	*17.5*	9	**8.7**	0	28	*8.0*	37	**7.8**	1	n/a				
mere-tūn	0	*0.0*	0	0	*0.0*	0	**0.0**	0	3	*10.0*	3	**4.7**	3	0	*0.0*	3	**2.9**	0	21	*6.0*	24	**5.0**	21	11	*3.0*	35	**4.1**	11
mere on chalk	0	*0.0*	0	3	*14.3*	3	**8.8**	0	2	*6.7*	5	**7.8**	0	1	*2.5*	6	**5.8**	0	16	*4.6*	22	**4.6**	0	2	*0.5*	24	**2.8**	0
æwiell/æwielm	1	*8.3*	0	1	*4.8*	2	**5.9**	1	0	*0.0*	2	**3.1**	0	4	*10.0*	6	**5.8**	2	5	*1.4*	11	**2.3**	1	9	*2.4*	20	**2.4**	0
funta	0	*0.0*	0	5	*23.8*	5	**14.7**	0	0	*0.0*	5	**7.8**	0	1	*2.5*	6	**5.8**	0	9	*2.6*	15	**3.1**	0	9	*2.4*	24	**2.8**	1
byden-welle	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	11	*3.0*	11	**1.3**	0
mōr-tūn	0	*0.0*	0	1	*4.8*	1	**2.9**	1	1	*3.3*	2	**3.1**	1	3	*2.5*	5	**4.8**	3	31	*8.9*	36	**7.6**	31	27	*7.3*	63	**7.4**	27
mōr-cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	2	*0.6*	2	**0.4**	0	5	*1.4*	7	**0.8**	0
mersc-tūn	1	*8.3*	1	0	*0.0*	1	**2.9**	0	1	*3.3*	2	**3.1**	2	1	*2.5*	3	**2.9**	1	24	*6.9*	27	**5.7**	24	8	*2.2*	35	**4.1**	8
dræg-tūn	0	*0.0*	0	0	*0.0*	0	**0.0**	0	3	*10.0*	3	**4.7**	3	2	*5.0*	5	**4.8**	2	17	*4.9*	22	**4.6**	17	16	*4.3*	38	**4.5**	16
dræg cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	8	*2.3*	8	**1.7**	0	8	*2.2*	16	**1.9**	0
calde-cot	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	17	*4.9*	17	**3.6**	0	38	*10.3*	55	**6.5**	0
græfe-tūn	0	*0.0*	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	0	*0.0*	0	**0.0**	0	8	*2.3*	8	**1.7**	8	5	*1.4*	13	**1.5**	5
cumb-tūn	0	*0.0*	0	0	*0.0*	0	**0.0**	0	4	*13.3*	4	**6.3**	4	1	*2.5*	5	**4.8**	1	25	*7.2*	30	**6.3**	25	11	*3.0*	41	**4.8**	11
denu-tūn	0	*4.9*	0	0	*0.0*	0	**0.0**	0	3	*10.0*	3	**4.7**	3	0	*0.0*	3	**2.9**	0	3	*0.9*	6	**1.3**	3	10	*2.7*	16	**1.9**	10
wīc-hām	0	*4.9*	0	4	*19.0*	4	**11.8**	0	1	*3.3*	5	**7.8**	0	1	*2.5*	6	**5.8**	0	9	*2.6*	15	**3.2**	0	7	*1.9*	22	**2.6**	0
ōra	3	*25.0*	0	3	*14.3*	6	**17.6**	0	6	*20.0*	12	**18.8**	0	2	*5.0*	14	**13.5**	0	20	*5.7*	34	**7.1**	0	74	*20.0*	108	**12.8**	0
ofer	1	*8.3*	0	0	*0.0*	1	**2.9**	0	0	*0.0*	1	**1.6**	0	1	*2.5*	2	**1.9**	0	34	*9.8*	36	**7.6**	0	43	*11.6*	79	**9.3**	0
yfre	1	*8.3*	0	1	*4.8*	2	**5.9**	0	0	*0.0*	2	**3.1**	0	0	*0.0*	2	**1.9**	0	2	*0.6*	4	**0.8**	0	9	*2.4*	13	**1.5**	0
Totals	12		2	21		34		2	30		64		17	40		104		11	348		476		161	370		846		96
% new *tūn*s			16.7					9.5					56.6					27.5					46.3					25.9
Cuml % *tūn*s			16.7					11.8					32.8					26.9					35.9					30.4

FIG 10.3 SITUATIONS OF SHIRE TOWNS								
MERCIA								
COUNTY	TOWN	SECOND ELEMENT	RIVER	NAVIGA-BILITY	ON ROMAN ROAD	ON OLD ROUTE	ROMAN TOWN	HQ VIKING ARMY
BED	Bedford	*ford*	Gt Ouse	yes	minor	no	no	yes
BUC	Buckingham	*hamm*	Gt Ouse	yes	minor	Gough	no	no
CAM	Cambridge	*brycg*	Cam	yes	yes	Gough	yes	no
CHE	Chester	*ceaster*	Dee	yes	yes	Gough	yes	no
DBY	Derby	*bȳ*	Derwent	by canoe	yes	Gough	yes	yes
GLO	Gloucester	*ceaster*	Severn	yes	yes	Gough	yes	no
HNT	Huntingdon	*dūn*	Gt Ouse	yes	yes	Gough	no	yes
HRE	Hereford	*ford*	Wye	yes	yes	Gough	no	no
HRT	Hertford	*ford*	Lea	difficult	near	no	no	no
LEI	Leicester	*ceaster*	Soar	by canoe	yes	Gough	yes	yes
LIN	Lincoln	*colonia*	Witham	yes	yes	Gough	yes	yes
NTP	Northampton	*hāmtūn*	Nene	difficult	near	Gough	no	yes
NTT	Nottingham	*hām*	Trent	yes	no	no	no	yes
OXF	Oxford	*ford*	Thames	yes	minor	Gough	no	no
SHR	Shrewsbury	*burg*	Severn	yes	no	Gough	no	no
STF	Stafford	*ford*	Sow	by canoe	no	Gough	no	no
WAR	Warwick	*wīc*	Avon	if cleared	no	no	no	no
WOR	Worcester	*ceaster*	Severn	yes	yes	Gough	yes	no
WESSEX								
BRK	Reading	*-ingas*	Thames	yes	near minor	Gough	no	no
DEV	Exeter	*ceaster*	Exe	yes	yes	Gough	yes	no
DOR	Dorchester	*ceaster*	Frome	by canoe	yes	no	yes	no
HMP	Southampton	*hāmtūn*	coastal	yes	near	Gough	no	no
KNT	Canterbury	*burg*	Stour	yes	yes	Gough	yes	no
SOM	Somerton	*tūn*	Cary	no	no	Old Way	no	no
SRY	Guildford	*ford*	Wey	yes	no	Gough+P.Way	no	no
SSX	Lewes		Ouse	yes	near	Gough	no	no
WLT	Wilton	*tūn*	Nadder/Wylye	?	near	Gough ?	no	no

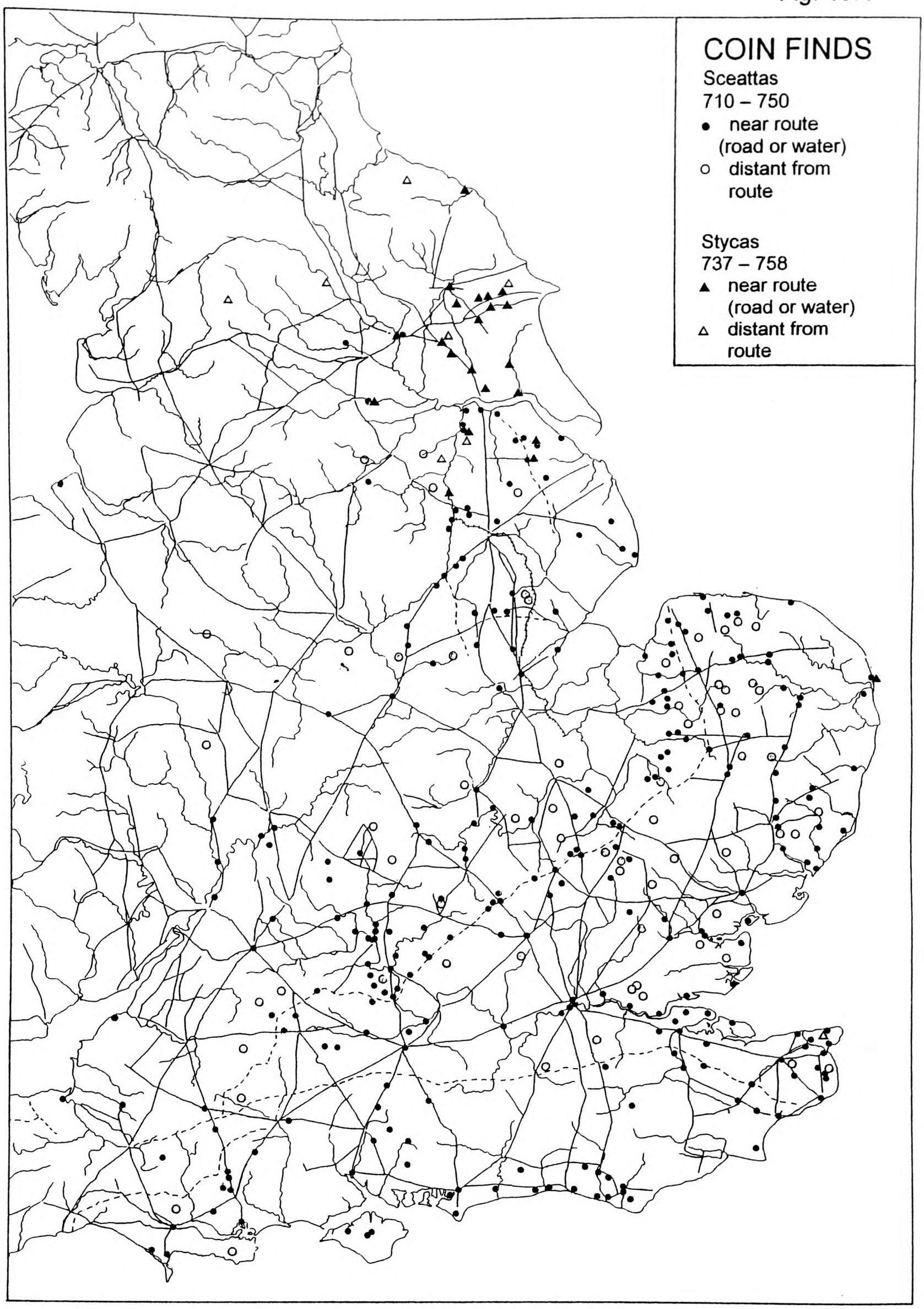

COIN FINDS
Sceattas
710 – 750
near route (road or water)
distant from route
Stycas
737 – 758
near route (road or water)
distant from route

Fig. 10.5

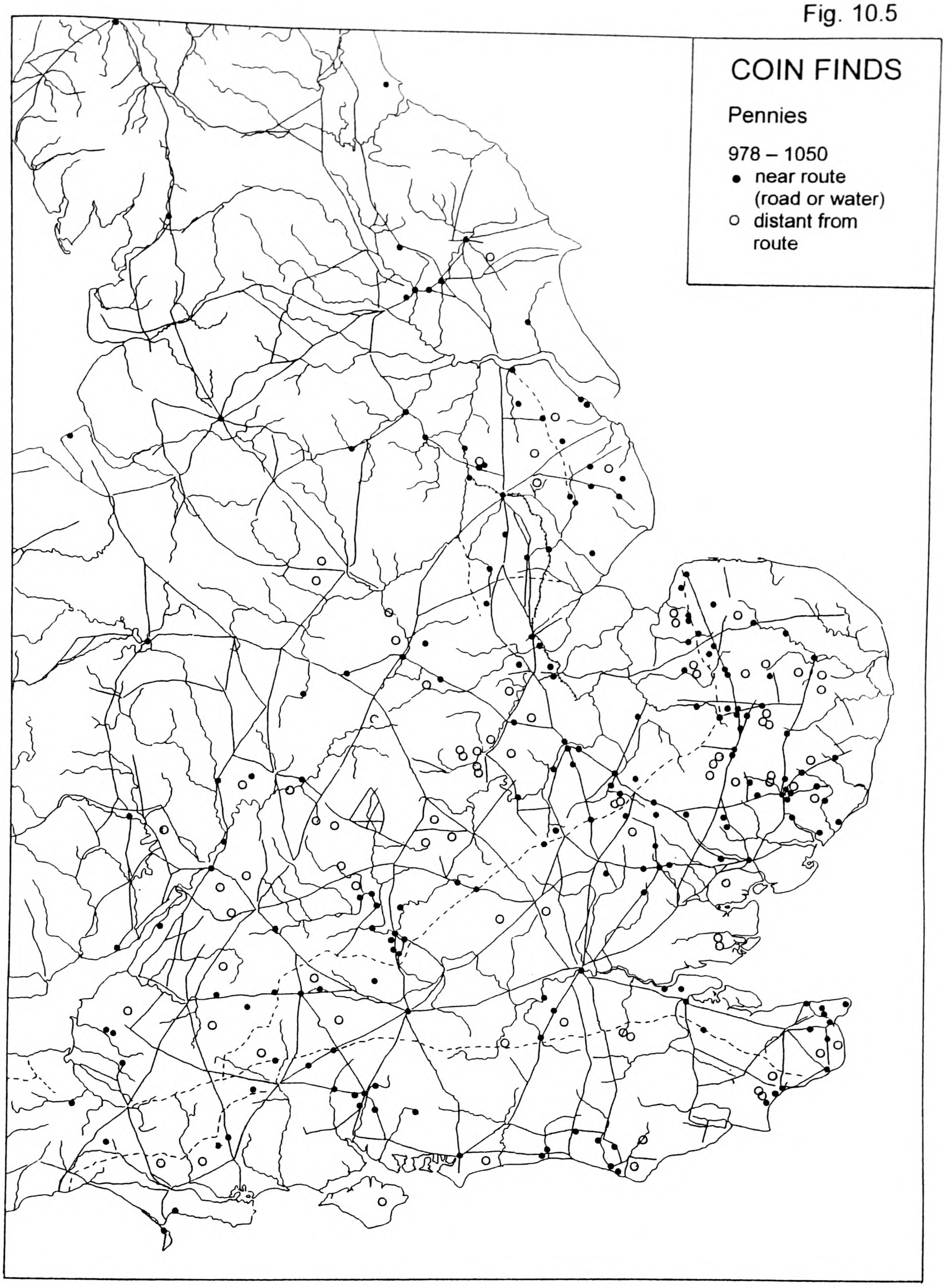

COIN FINDS
Pennies
978 – 1050
• near route (road or water)
○ distant from route

Fig. 10.6

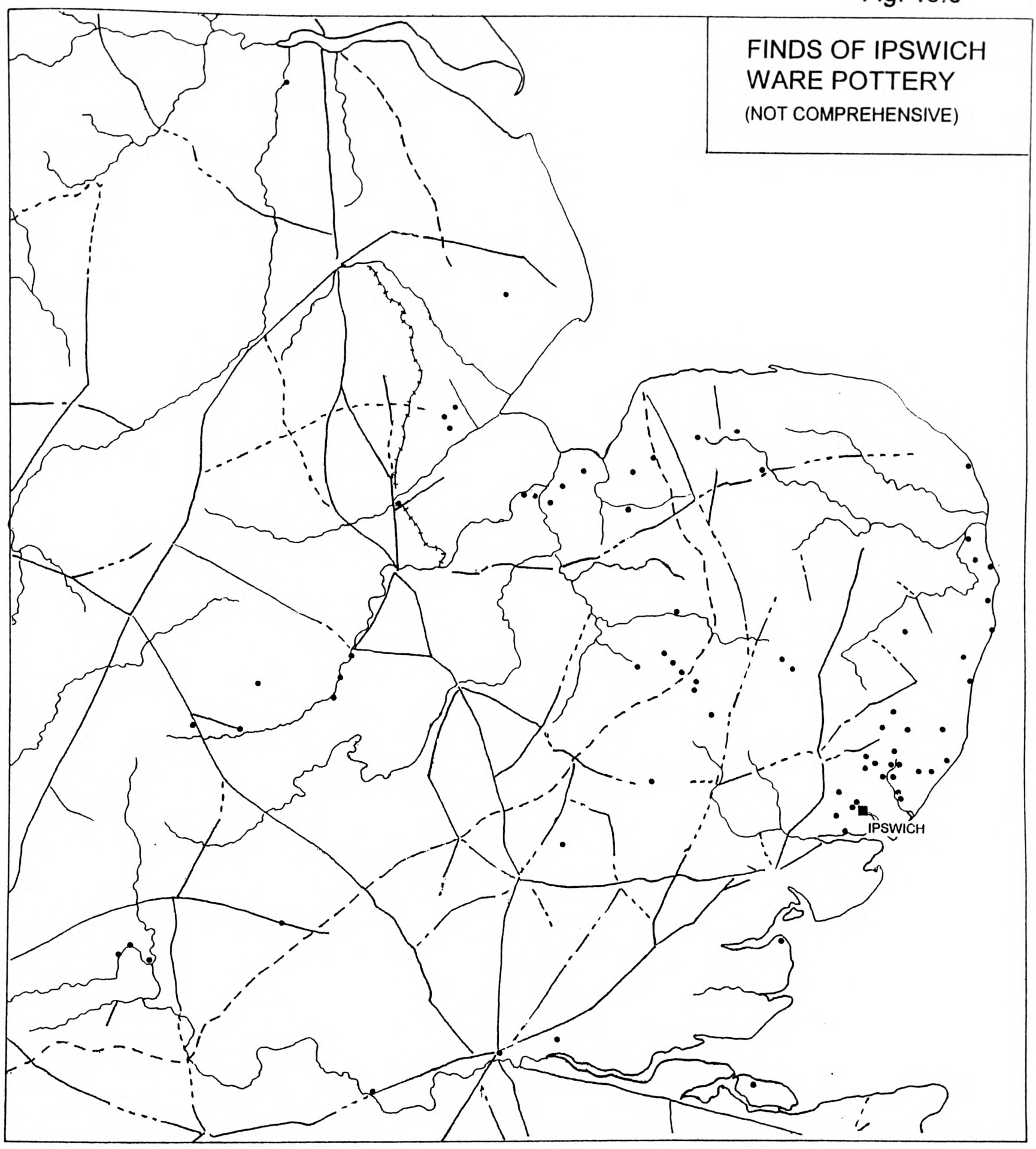


Fig. 10.7

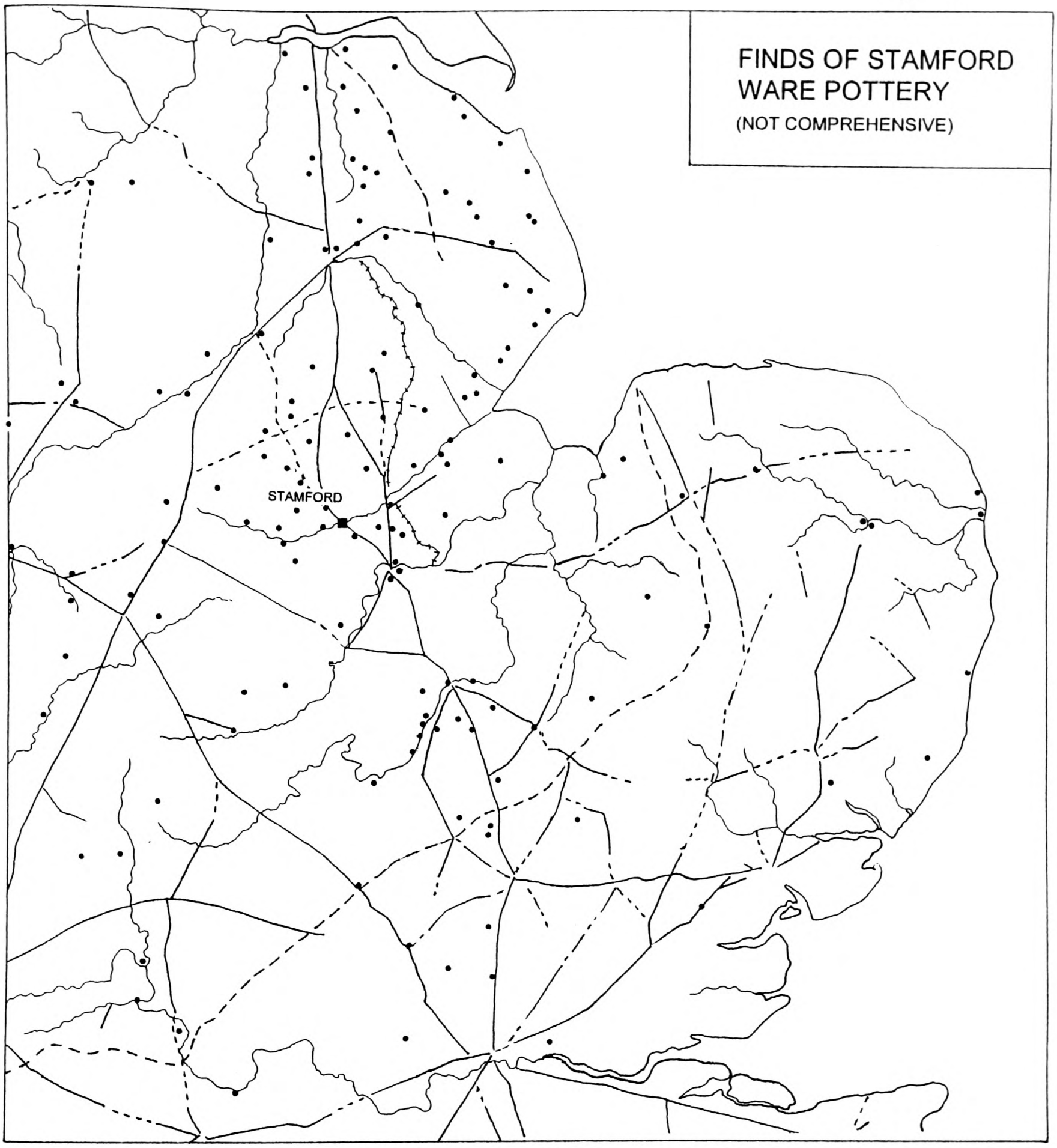

FINDS OF STAMFORD WARE POTTERY
(NOT COMPREHENSIVE)
STAMFORD

Fig. 10.8 STATUS OF ROMAN ROADS

NO.	MARGARY NUMBER	ROUTE	ROMAN RD IN USE NOW	PNS INDICATE ROAD IN USE	EARLY COIN FINDS*	LATE COIN FINDS*
1	42a	Silchester - Winchester	yes	yes	yes	no
2	4f	Dorchester - Exeter	yes	yes	no (western)	no (western)
3	22, 32	Colchester - Braughing - Godmanch'r	yes	yes	no	yes
4	3	London - Colchester - Norwich	yes	yes	a few	a few
5	2b, 2c	Godmanchester - Casterton - Lincoln	yes	yes	a few	a few
6	28	Lincoln - Tadcaster	yes	yes	a few	yes
7	811	York- Sledmere - Bridlington	yes	yes	yes	no
8	7e, 82	Carlisle - Brough - Bowes	yes	yes	no (western)	no (western)
9	6b, 6c	Wroxeter - Hereford	yes	yes	no (western)	no (western)
10	56	Droitwich - Lower Lea	yes	yes	no	no
11	15	London - Chichester	partly	yes	no	a few
12	4a	London - Silchester	partly	yes	no	no
13	4b	Silchester - Winchester	partly	yes	yes	no
14	4e	Badbury - Dorchester	partly	yes	one	no
15	72	Tadcaster - Ribchester	partly	yes	no (western)	no (western)
16	19, 6	Pennocrucium - Chester	partly	yes	no (western)	no (western)
17	2b	Braughing - Wimpole Lodge - Godmanch.	yes	no	a few	a few
18	2e	North Ferriby - Barmby Moor	yes	no	yes	no
19	80a	Barmby Moor - Durham	yes	no	no	one
20	33	Chelmsford - Stanton Chare	yes	no	one	one
21	1f	Towcester - High Cross	yes	no	one	no
22	5e, 5f	High cross - Lincoln	yes	no	yes	no
23	150	London - Hassocks	no	yes	no	no
24	140	Hardham - near Lewes	no	yes	one	one
25	46	Badbury - Ludwell	no	yes	yes	one
26	52	Ludwell - Bath	no	partly	no	no
27	131	Maidstone - Ashford	no	no	no	no
28	130	Benenden - Ashford	no	no	no	no
29	155	Silchester - Chichester	no	no	one	no
30	70a, 70c	Wigan - Lancaster	no	no	no (western)	no (western)
31	7b, 7c	Manchester - Burrow in Lonsdale	patchy	no	no (western)	no (western)
32	Fosse	Seaton - Bath	yes	yes	no (western)	no (western)
33	Way	Bath - Cirencester (alternative route)	yes	yes	no	no
34		Cirencester - High Cross	yes	yes	no	no
35		High Cross - Lincoln	yes	no	yes	no
36	Watling	London - Dunstable	yes	no	no	no
37	Street	Dunstable - Towcester	yes	yes	one	no
38		Towcester - High Cross	yes	no	one	no
39		High Cross - Pennocrucium	yes	yes	no (western)	no (western)
40		Pennocrucium - Chester	patchy	yes	no (western)	no (western)
41		Pennocrucium - Wroxeter	yes	no	no (western)	no (western)
42	London	London - Silchester - Salisbury - Badbury	patchy	patchy	a few	a few
	to west	- Dorchester - Exeter				

* Excludes coins found at road junctions and in large towns

APPENDIX SECTION 3

DETAILS OF INDIVIDUAL PLACES RELATING TO CHAPTERS 3 TO 8

APPENDIX TO CHAPTER 3: ROAD TERMS

DETAILS OF INDIVIDUAL *WEGS*

a) *wegs* associated with salt ways.

i) Stanway GLO, refers to the stretch of saltway from Droitwich to Lechlade where it climbs the scarp slope of the Cotswolds through Lidcombe Wood (gradient 1 in 7.6); it survives as a firm cart track worn down to the limestone bedrock. It is called Route A in the Place-Names of Worcestershire.[1]

ii) Broadway WOR, is likewise on a salt route from Droitwich which climbs the Cotswold scarp. The road, which passes the ancient St Edburgh's church in Broadway going to Snowshill (gradient 1 in 12) and reaching Buckle Street, M 18a, at GR SP 108330, is said to be the old main road to London,[2] whilst the present A44, built in 1771, takes a more direct route up the scarp (gradient 1 in 7.5) to join Buckle Street and Condicote Lane (M 18a) at the brow of the hill. There may have been an earlier track along this general route.

iii) Hollow Court WOR (*Holewei* DB), lies north of Inkberrow on the salt route from Droitwich via Shell. A second salt way ran along the Roman road (M 56b), now the B4090 Droitwich to Alcester road, lying parallel and to the north. It is tempting to see the hollow way as the route from Hollow Court north past the three Hollowfield farms to this Roman road, but the Cassini edition (no. 168) of the 1828-32 O.S. map does not show a track here at all. On the other hand, the earliest reference to nearby Shell is in *Scylfweg* (956 (11th), S633) indicating that the salt way from Phepson to Shell and Hollow Court was called a *weg*. The *Holewei* would therefore be a deep-cut length of this road. It runs over Lias Clay and would have had a reputation for being difficult in wet conditions. See map: fig.3.9

iv) Whaley Hall CHE, which gave its name to Whaley Bridge, a settlement on a crossing of the river Goyt, is half a mile from the crossing of a Roman road with a salt way. The Roman road (M 71b) comes from Buxton, descends to the Goyt down Elnor Lane (gradient 1 in 11.7), crosses the river, passes Whaley Hall and rises partway up Whaley Moor en route to Disley and Manchester (gradient 1 in 12.6). The salt way G has come from Middlewich via Macclesfield, descends to Horwich End (gradient 1 in 13), crosses the Goyt, and climbs up Eccles Pike (gradient 1 in 13.2).[3] See map: fig. 3.9

b) *wegs* associated with Roman roads

i) Stanway ESX, see vol. 1, p. 34 and map: fig. 3.9

ii) Stanway HRE, is a mile west of the Leintwardine – Kenchester Roman road (M 6c) on a track feeding into it from Letton. A short steep stretch of it cut into the bedrock has produced a vertical stony bank at SO 391710. The road surface before being tarmacked would also have been on bedrock, hence the qualifying element *stān*, 'stone'.

iii) Stanway SHR, lies just over a mile north-west of the Roman road (M 193) believed to have run through Corvedale to Craven Arms, having come from Greensforge.[4] There are several possible routes over Wenlock Edge leading from the Corvedale Roman road to Rushbury, that run close by Stanway. The one from Hungerford is worn down to the bedrock

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[1] PN WOR, p. 5.
[2] VCH WOR 4, p.37.
[3] Crump, '*Saltways*', pp. 84-142.
[4] Houghton, '*Greensforge*', pp. 233-43.

of the Wenlock Limestone, and since the angle of dip of the limestone is nearly the same as the slope of the road, the surface is like a series of huge, very shallow steps, easy to negotiate on foot but difficult for carts going downhill because of the steep 1 in 13.5 gradient. Stanway Hall and Upper Stanway both lie in a long, narrow, secluded valley called Hopedale. The other settlements in Hopedale incorporate the element *hop* 'remote place', aptly describing their situation (e.g. Dinchope, Westhope. Middlehope, Millichope, Wilderhope, Easthope and Presthope). It is a measure of the importance of the route at Stanway that this pattern of naming was broken to call attention to the *weg*. On the Rushbury side the gradient is 1 in 9 down Roman Bank. The route passes though Rushbury and Hope Bowdler to join M 6b at Church Stretton, making a useful short cut for foot traffic. See map: fig.3.10 and illustration fig 3.20

iv) Whiteway Barton DEV, is likely to take its name from a track south-east of the farm, running over a small outcrop of Devonian Limestone that would have given a whitish hue to the road surface. The track descends a steep hill, 1 in 9, into Kingsteignton where it could feed into M 491, the Roman road from Exeter to Teignbridge.

v) Wayford SOM. The eponymous ford is probably over the infant river Axe at Clapton Mill. The *weg* has come from the Great Ridgeway/Harroway at Broadwindsor or from near Burstock and, after crossing the ford, makes its way up a hill (gradient 1 in 8.2) to Stoker's Cross, and then forms a parish boundary as far as the present A 30 on St Rayn Hill. Here it leads either northwest for half a mile to join the Fosse Way near Chillington for travellers wishing to go northeast, or straight on towards Ilminster. Alternatively the A 30 could be followed south-west along another parish boundary to join the Fosse Way three quarters of a mile away on Windwhistle Hill (see map: fig. 3.9).

vi) Whaley Hall CHE, described in (a) iv) above could also be considered under this heading.

vii) Way near Bridestowe DEV. A Roman road (M 492a) is believed to have run from Exeter through North Tawton, Okehampton, by Launceston and on through Cornwall. It would have passed through Bridestowe and Lifton. Way in Bridestowe is on a ridgeway running parallel to the supposed Roman road about a mile to the north.

c) *wegs* associated with ridgeways

In southeast Devon, in the vicinity of Honiton, is an outcrop of Upper Greensand which has produced some plateau-like features: flat topped, steep-sided and deeply indented with small valleys. There are level routeways crossing the clay-with-flint-like deposits over the former commons on the tops of these plateaux, but they are not easy to reach up the steep sides. Indeed a series of *weg* names (nos. i-vii) around the edges gives warning of the difficulty. See map: fig.3.10.

i) North of Honiton, Greenway Farm is on a road climbing the eastern slope to Luppitt Common (gradient 1 in 7.3), thence one could cross the plateau westwards and descend through:

ii) Orway Farm (gradient 1 in 7.5), or go northeast to the Blackdowns Ridgeway.

iii) The Blackdowns Ridgeway descends eastwards through Broadway (gradient 1 in 15.3) which is on a route called Old Way that can be traced through Puckington, Westport, Hambridge, Curry Rival, Langport and on to Somerton.

South of Honiton is a plateau called East Hill, with iv) Waxway (gradient 1 in 7) and

v) Chin(e)way (gradient 1in 7.4) neither recorded as early as DB: both steep roads.

vi) Hatway Hill (gradient 1 in 9) descends from Broad Down to Sidbury. However, one of the most dramatic of all wegs lies in a hollow northeast of Broad Down: *viz.*

vii) Farway. Surprisingly, as many as six or seven steep little roads descend the hills into Farway. The O.S. map shows two sets of double arrows and one single arrow on one of these roads (average gradient 1 in 6.75). Only from the east can Farway be reached without

negotiating a steep hill. It is little wonder that the settlement earned such a reputation for its frightening approach roads that it was called the 'fearsome way'.[5] (See map: fig. 3.10)

viii) A ridge-way runs the length of the Quantocks from north of Taunton to the Bristol Channel. This can be reached from the east through Nether Stowey (gradient 1 in 11.1) along a stony track, as the name suggests, to a saddle on the ridgeway between Hurley Beacon and Thorncombe Hill. This saddle is commented on in the next name:

ix) Halsway (gradient 1 in 9.8), the 'way of the pass', to which the *weg* then descends. It is likely there was a link west to the Brendon Hills ridgeway, although the exact route is uncertain.

x) Hanwell OXF, (gradient 1 in 16) lies on a two-mile long road linking two ridgeways: one from Banbury through Warmington to the Fosse Way or over Edge Hill, the other from Banbury through Farnborough to Southam. As a link between these two ridge-ways it is not very useful. It is only two and a half miles from the junction of both roads in Banbury and any traveller is unlikely to want to transfer from one to the other so short a distance into the journey. The Hanwell *weg* is therefore more likely to be part of a longer route, perhaps going to Daventry northeastwards or to meet a salt way from Droitwich somewhere near Shutford.

xi) Radway WAR, (gradient 1 in 9.5) lies at the foot of the Cotswold scarp under Edge Hill. As the soil is derived from iron-rich limestone it is reddish coloured, and the likely reason for *rēad* in the name. The Place-Names of Warwickshire[6] suggests that the *weg* runs along the scarp foot from Brailes to Knightcote and on, but it is very much more likely that Radway refers to the steep ascent up Edge Hill from Kineton. The traveller could then follow Camp Lane for two miles to join the Banbury – Warmington – Fosse Way ridgeway or turn south-south-west along Ditchedge Lane, a route following high ground, to Great Rollright and onwards.

d) *wegs* associated with other routes

i) Barkway HRT, see vol. 1, p. 34. The road through Barkway appears on the Gough map (c.1360), and was evidently an important alternative route to Cambridge to the one using the Roman roads (M 2b and M 23a) from Braughing – Royston – Wimpole Lodge. A little over three miles south of Barkway lies Hare Street so called in 1472 (but previously probably to be equated with Langeport (DB)) emphasising its importance as an early route. It was not so much a short cut as an alternative route.

ii) Highway WLT, is at the western foot of the Marlborough Downs on the spring line. The western side of these chalk downs rise in a double escarpment; the first behind Highway fronts a bench of Lower Chalk, and the second rises to Hackpen Hill which consists of Chalk Rock resting on Middle Chalk. Routes run along both these benches: the Great Ridgeway over Hackpen Hill en route for Avebury, and the other over the Lower Chalk from Uffcot to Yatesbury. The track up Highway hill (gradient 1 in 11.1) gives access to this route. Roundway is a modern parish created in 1894.

iii) Roadway in Mortehoe DEV. It is not clear what route Roadway refers to, unless it is the steep descent to the coast at Woolacombe.

iv) Rudway Barton, DEV. This *weg* crosses the Exe linking Thorverton to the route Ogilby (plate 65) shows going from Exeter via Silverton to Minehead. The roads intersect at Stumpy Cross; the slope up from the Exe is modest.

v) Spurway in Oakford DEV, is on the brink of the deep little valley of the Iron Mill Stream, but does not link readily into any more important route.

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[5] Gelling and Cole, '*Landscape*', p. 96

[6] PN WAR, p.272.

DETAILS OF INDIVIDUAL *PÆTHS*

i) Dupath CNW. Ogilby's Road Book of 1675 includes a route from Exeter to Truro by way of Tavistock, Gunnislake, Callington and Liskeard. Just outside Cannington it shows a side road at an appropriate point leading to 'Dew Park' which appears to be a mis-spelling for Dupath. There is a ridge road from Saltash (a salt-making place) on the Tamar Estuary passing by Dupath, crossing the Exeter – Truro road, and going to the supposed Roman road (now A30) running down the spine of Cornwall near Launceston. Hingston Down, a mile or so to the north of Dupath, was the site of a battle between the English and a combined force of Britons and Danes in 838. The *pæth*, therefore, appears to have been a feeder road to several old routeways.

ii) Gappah DEV. Gappah is at the meeting point of five roads one of which leads to the Roman road from Exeter to Newton Abbot, M491, three-quarters of a mile to the east; a second passes by an Iron Age hill-fort, Castle Dyke, one and a quarter miles to the north-east.

iii) Parford DEV. A *herepæth* (the present A30 Exeter to Okehampton) runs east-west one and a half miles north of Parford. A minor road from the *herepæth* at Whiddon Down crosses the young river North Teign at what may be the *pæth-ford* (with Rushford and Chagford nearby it is not obvious which ford goes with which settlement name!). The route goes on to Moretonhampstead through which runs the Exeter–Tavistock road via Postbridge.

iv) Smythapark DEV. Smythapark is at the end of a minor road following a contour; the 'smooth' qualifier is commenting on the levelness of the route (cf. the Sticklepaths on steep tracks). The settlement is half a mile east of an old ridgeway which comes from Blackmoor Gate and goes to Barnstaple via Loxhore .[7]

v) Sticklepath DEV (near Barnstaple). Sticklepath is on the steep track leading south from the Taw Estuary opposite Barnstaple. Then following high ground, the track leads to Great Torrington where it crosses the Torridge, and three miles later bears off to the west. Sticklepath is on this old route from Exmoor via Barnstaple to the country around Hartland.[8] Ogilby shows a road from Barnstaple to Great Torrington along this route.

vi) Sticklepath DEV (near Sampford Courtenay) is on a *herepæth* (part of the A30 Exeter – Okehampton road) where it rises steeply having crossed the river Taw. It is on the northern fringe of Dartmoor at about 650 ft.

vii) Brancepeth DUR, is on a Roman road, M 83, from Dere Street near Willington to Durham, at a point where it dips into a steep little valley carrying the Stockley Beck: a typical use of the dialect form *peth*.

viii) Peth House and Lane DUR. These are examples of *peth,* the northern dialect variant of the term *pæth*. The track is a short, steep one descending to the crossing the river Browney at Lanchester and climbing the western slope to the nearby Roman fort of *Longovicium* at which point it crosses M 8d, the road from Binchester near Bishop Auckland, to Ebchester.

ix) Ragpath DUR. Ragpath Side and Lane are at NZ 147447. Ragpath Wood is at NZ 205423. It is described as an example of *peth* in Watts[9] but no spellings or dates are given. The wood grows on the side of a steep little valley where it is crossed by M 8d from Lanchester to Binchester. Ragpath Side (a farm) is at the foot of the hillside that is crossed by M 8d a mile to the east.

x) Urpeth DUR High Urpeth stands on the brow of the steep little valley of the river Team. The first element, OE *ūr* 'auroch', a species of fierce, wild, European, forest-dwelling ox, suggests that the area was remote and well-wooded, indeed *lēah* names are quite common

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[7] Eardley-Wilmot, '*Exmoor*', p.50.
[8] Grundy, '*Highways Devon*', pp. 131-64.
[9] Watts, '*Durham*', p. 17.

thereabouts.[10] Even so the Roman road, M 80b, from Chester le Street to Newcastle was only two and a half miles due east.

xi) Bagpath GLO, was once a separate estate from Newington although the settlement with the church is now known as Newington Bagpath. Bagpath lies on the side of a steep little valley with a track leading up to a lesser Roman road, M 543, a mile away, that runs from Easton Grey north-west to Arlingham, thus linking the Fosse Way to the Severn Estuary. Being frequented by badgers implies it cannot have been a particularly busy track.

xii) Tolpits HRT, is beside the river Colne so it is possible that the toll was connected with a ferry or bridge hereabouts. As it is first evidenced some 300 years after the Conquest it is probably of little use to this study.

xiii) Doepath NTB, is a lost field name in Corbridge, the Roman town of *Corstopitum*, and therefore likely to be near Dere Street, M 8d.

xiv) Gamelspath NTB, is the name given to Dere Street, M8f, as it passes through the Cheviots across the Border into Scotland. In later centuries it was a busy drove road.

xv) Hudspeth NTB, lies at the junction of moorland and high, level upland (c. 650 ft) criss-crossed by ridge and furrow over which the track from Elsdon to Hudspeth winds, and then peters out.

xvi) Morpeth NTB, is on the Great North Road where it crosses the deep, steep, little valley of the Wansbeck: an instance of the North Country dialect usage.

xvi) Soppit NTB, is a track leading to the crossing of a small stream with steep banks. It does not look particularly wet in spite of its name: OE *soc*, 'wet ground, drain'.

xvii) Yarnspeth NTB. The Newminster Cartulary refers to 'the great road that leads to Yarnspeth', the former is, in fact, Clennell Street and was used by the monks taking their flocks up to the hill pastures of the Cheviots.[11] In more recent centuries it was an important drove road. The eagles referred to in the name would have been seen circling around Yarnspeth Law and adjacent peaks by those using the path. Yarnspeth is probably the shorter, but higher, boggier route east around Yarnspeth Law (going through NT 890134), while the main track to the west of the Law, sloping steeply down to the Usway Burn, is likely to be the Usway (going through NT 879130) The routes are reunited at Uswayford.[12]

xviii) Horspath OXF, has shifted from a spring-side site at SP 587047 to the present site at (Church) Horspath village at SP 571049. The original site was close to an old route from Oxford to Henley on Thames (elsewhere called Knightsbridge Lane) running over Shotover, the 'steep *ofer*'. The steep stretch is at SP 558063 where The Ridings turns off. It was also part of the main road from Oxford to London. At that time spare horses were kept at Titup Hall a quarter of a mile from The Ridings, to help draw heavy loads up the steep hill. It is not possible to tell whether the horses of this place-name were wild or whether they were kept as in later centuries to help with the loads, nor is it possible to say whether *pæth* refers to the old route over Shotover Plain or to the track from the village to the Plain.

xix) Pave Lane SHR, is referred to in the bounds of Church Aston; it is about two and three-quarter miles from a Roman road.

xx) Pathe SOM, is mentioned as a boundary mark in a charter of 725 AD (S 251).
It is a track joining Othery to Pathe along the junction of marshland (North Moor) with the dry ground of Sowy.

xxi) Panborough SOM. A vineyard at Panborough is mentioned in a charter of 957 AD, (S 626). The first element might be from *patha*, 'wayfarer' or from *pathu* a feminine form of *pæth*.[13] It is on a broken ridge of high ground linking Wells to Wedmore. The ridge is broken

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[10] Might these have been feral Roman cattle such as those giving rise to the White Park cattle?
[11] Newton, *'Northumberland'*, pp. 103-4.
[12] *The Newminster Cartulary I*, ed. J.T. Fowler (Surtees Society 66, 1878), pp. 74-6, 78.
[13] Gelling and Cole, *'Landscape'*, p. 90.

by the river Axe at Bleadney, (a *hȳth*), and again the other side of the prominent little hill, Panborough's *beorg*. Nearby is Theale, meaning 'planks', prompting the suggestion that the *pæth*(s) were wooden walkways across the marsh to link the disjointed sections of the Wells-Wedmore route; an important one as Wedmore was a royal vill.

xxii) Sticklepath SOM. Sticklepath is on a slope at the head of a combe. A minor road, coincident with a parish boundary for two miles, runs east-north-east from the village. The same road west-south-west of the village reaches the hilltop where it joins a route from the Blackdowns Ridgeway to Chard. This is part of a much longer, possibly Bronze age, routeway from Porlock to somewhere near Weymouth suggested by Hazel Eardley-Wilmot.[14]

xxiii) Alspath Hall WAR, near Meriden, is half a mile north of the old (1950's) route of the A45 from Coventry to Birmingham that is part of Ogilby's (1675) London to Chester road. The latter diverges from Watling Street at Weedon Bec to go through Daventry, across Dunsmore Heath, through Coventry, Meriden and Coleshill to rejoin Watling Street near Lichfield. Meriden was called Alspath in DB; the name Meriden is in use by 1230-32. The same personal name, Ælle, occurs in Allesley about three miles to the east along the same road, and it is likely that this was the *pæth*.

xxiv). Monkspath WAR. The Place-Names of Warwickshire suggests this is a reference to the route used by monks between Bordesley Abbey WOR (SP 040709) and its daughter house Merevale WAR (SP 290977). Such a route would run north-east to south-west. However, present-day Monkspath Street (A34) runs north-west to south-east and then north-south so the two are unlikely to be one and the same, or at least not for any great distance. The two manors of Monkspath were centred on Monkspath Bridge (SP 144758) and Umberslade (SP 137708), roughly where the Bordesley-Merevale route would have crossed Monkspath Street. It is possible, therefore, that the area took its name from a north-east to south-west track, now lost, used by the monks, and that Monkspath Street means 'stretch of road in the vicinity of a path used by the monks', and is not to be equated with the route of the monks' path.

xxv) Pathlow WAR. The name Pathlow is first recorded, in DB, as a hundred meeting place at a tumulus. The *pæth* was evidently the track that led up to the *hlaw*. The Place-Names of Warwickshire suggests that it was part of an old Alcester to Warwick road, a rather tortuous route today.

xxvi) Patton Hall WML, is built on a slope between the river Mint and the Roman road from Kendal (*Alauna*) to Low Borrowbridge, one eighth of a mile from each, in hilly country on the south-eastern fringe of the Lake District. It probably refers to the Roman road, M 707.

xxvii) Roppa YON. The North York Moors is a plateau dissected by steep north-south valleys. The interfluves are known as the Tabular Hills, and along these run a number of old tracks (see also under *stig*, below, p. 185). Roppa Wood lies where one of these descends steeply into a little valley. It is mentioned in the boundary clause of the foundation charter of Rievaulx Abbey in c.1131 as *Raudepade*, the 'red path'; it seems to be used in the North Country dialect sense of a steep path crossing a gully, for the continuation of the track either side is called *magna via*, 'Great Road'. Later this joins a track called *Thurchilesti* (a *stig*) that heads north across Ingleby Moor towards the abbey at Giusborough. These two features must have been in the landscape prior to 1131 or they would not have been used as boundary features then.[15]

xxviii) Painley YOW. The name derives either from *patha* 'wayfarer' or a feminine form of *pæth*.[16] The estate lay in an angle between the Stock Beck and the Ribble. The pre-turnpike Marsden – Gisburn – Long Preston road ran from Stock Beck Bridge to a ford at

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[14] Hazel Eardley-Wilmot, *The Overland Way* (Tiverton, 1995), p. 5.
[15] *Chartulary of Rievaulx*, ed. J.C. Atkinson (Surtees Society, 83, 1887), pp.18-20.
[16] Gelling and Cole, '*Landscape*', p. 90.

Paythorne, passing through Little Painley; this may have been the track where the wayfarers were seen or the *pæth* itself. The nearest Roman road is two miles to the south (M 72a).

xxix) Pateley Bridge YOW. Pateley means 'woodland clearing of the paths'. The bridge is first mentioned in 1320; it is over the river Nidd where paths from the east converge to cross the river and diverge again on the western side. One track comes from Fountains Abbey and goes on to Grassington, Malham and the Lake District; a second goes north-east to what was a busy centre, Kirby Malzeard; a third leads to Otley via Padside and Blubberhouses, and this was a salt route. All these approaches to the crossing are steep, although no great problem to packhorses.

DETAILS OF INDIVIDUAL *STĪGS/STÍGRS*

i) Harebachesty CHE, is probably a cross on a boundary. The *stīg/stígr* refers to the Roman road, M7a, Chester – Sandiway – Northwich – Manchester.

ii) Gresty CHE, refers to a badger or wolf run, it is more or less level and apparently has no connection with known old routes.[17]

iii) Ormesty CHE, is lost but was a tenement in Disley.

iv) Paytefynsty CHE. This *stig* was part of the route from Tarporley to Cuddington from SJ 5765 to SJ 6072. It crossed a Roman road (M 7a) near Oakmere Hall and was more or less level.

v) Street Lane CHE, may be the lost *Rodesti* and stretch from SJ 805587 to SJ 810578. If so, it would be part of the A50 Chesterton – Warrington road and would join the Roman road M 70a at Rode Heath, thus making it a feeder road.[18]

vi) Bransty CMB, is the name of the old road from Whitehaven to Cockermouth where it rises steeply from the harbour. It is about one and a half miles south of a Roman fort at Moresby, and might conceivably have linked up with a Roman road there.

vii) Wolsty CMB, lies on level ground half a mile from the Roman coast road (M 750) from Silloth to Maryport which followed the general line of the present road. Wolsty refers either to a short feeder road or to a stretch of the Roman road.

viii) Starling Dodd CMB. If Starling Dodd is to be equated with the *Styalein* of 1230, the *stīg* is possibly the upland track linking Starling Dodd to Red Pike and High Stile, and descending to the track through Scarth Gap. As such it might have been important locally but not part of the national network.

ix) Chasty DEV, climbs from a streamside up a spur to a ridgeway two miles away.

x) Bringsty HRE. An E-W main road (the present A44) runs along a ridge with steep slopes either side. The name means 'brink track', but whether it is a track along the brink or up to it is not clear. It is not associated with a Roman road, nor to the salt way which passes to the south through Suckley, but with the Ogilby route from London to Aberystwyth.

xi) Swaintley Hill LNC. There is a track running along the side of a hill at about 900ft, towards a salt route a mile to the east. The name could mean 'pigsty', but at a height of 900ft overlooking a small, deep, moorland valley a reference to pig-keeping seems less likely than a reference to a track.

x) Thorfinsty LNC, is in an area of many little country lanes which do not seem to have any links with important routes.

xi) Corpusty NFK, is at a point where many routes converge to cross the river Bure, the most important of which links the little port of Cley-next-the- Sea to Norwich. None of the routes is steep nor is a Roman road.

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[17] For a new interpretation of *græg* see Carole Hough 'OE **græg* in place-names', *Neuphilologische Mittelungen* 4, 96, (1995), pp. 361-5.

[18] PN CHE 2.309

xii) Styford NTB. The track descends to a ford over the river Tyne about three miles below the crossing at Corbridge. It then joins a Roman road, Dere Street (M 8d).

xiii) Bursteye Farm SSX, there is no present day track leading to the Roman road (M 150) one and a quarter miles away. It is about one mile from Awell Barn, and one and a half from River's Wood, (see under *æwiell*, vol. 1, p, 58 and *yfre*, below, p. 239).

xiv) Casteye SSX, is the name of a wood two miles west of the Roman road, M 150, and of a house in Balcombe.

xv) Pilstye Farm SSX, is one and a half miles west of a Roman road (M 150).

xiv) Pipstye Fields SSX, are half a mile west of a Roman road (M 150), and close to Awell Barn and River's Wood.

These four Sussex examples are clustered together by the same Roman road, but with no obvious links to it surviving today.

xvii) Puckstye Farm SSX, is 150 yards from a Roman road (M 14).

xviii) Hawkes End WAR, is about two miles from Alspath Hall (see under *pæth*), and one and a quarter miles from Ogilby's route Daventry – Coventry – Coleshill, so could be a feeder track.

xix) Flusty WML, is a lost place in Beetham, perhaps to be equated with Fluster's Gap in Heversham (not shown on 1:25,000 maps).

xx) Hubbersty Head WML, is in the hilly area east of Lake Windermere. There are no apparent connections with important routes.

xxi) Hunter's Sty YNR, is not shown on the 1; 25,000 map. It may be a track over the North York Moors like *Ernaldsti* and *Thurkilsti*.

xxii) Braisty Woods YWR, is a steep track joining the old route from Pateley Bridge to Ripley (see under *pæth*).

xxiii) Hardisty Hill YWR, refers to a steep little track leading down to the Roman road (M 720b) where it crosses the river Washburn, and is therefore a feeder track.

xxiv) Spruisty Hall YWR, is three quarters of a mile north of a Roman road (M 720b) on a spur between the river Nidd and the Oak Beck; possibly a feeder track.

xxv) Strangstry Wood YWR, refers to a steep track from the river Calder to a Roman road (M 720aa) nearby.

xxvi) Styes Lane YWR, is a steep track down to the river Calder. There is a possible link with a Roman road (M 720a) about a mile away.

APPENDIX TO CHAPTER 4: CROSSING PLACE TERMS

DETAILS OF INDIVIDUAL *GELĀD*S

i) Linslade BDF. Old Linslade church overlooks a steep-sided, flat-floored stretch of the Ouzel valley which is prone to flooding: any crossing here would have been difficult in wet periods. The most likely route would have been from the Roman road passing through Wing (with its very early Saxon church, possibly originating as early as the seventh century),[19] across the Ouzel at Old Linslade, through Heath and Reach to Watling Street (M 1e). The name Reach, OE **rǣc*, probably refers to the agger of Watling Street.

ii) and iii) Abloads Court and Wainlode Hill GLO. Abloads Court lies on the east bank of the Severn where it was once still tidal. A number of streams, notably Cox's Brook, Hatherley Brook and Horsbere Brook, converge here as they debouch into the Severn. In times of prolonged heavy rain these streams cannot contain the run-off from the Cotswold scarp near Cheltenham, and so flood the lowland to the south and east of Abloads Court

[19] Michael Reed, *The Buckinghamshire Landscape* (London, 1979), p. 68.

making the minor road from Sandhurst impassable. The floods would have been even worse during spring tides, when the waters could not have drained into the swollen Severn.

Wainlode Hill is about three miles north-north-east of Abloads Court in a very similar situation. Several streams, among them the river Chelt and the Leigh Brook, draining off the Cotswold scarp near Cheltenham, converge here before debouching into the Severn. Prolonged heavy rain causes extensive flooding, and the road from Apperley to Norton becomes submerged. The spellings of Wainlode do not point conclusively to a derivation from *gelād*, but its similarity to Abloads Court, a certain example, make it very likely.

Neither Abloads nor Wainlode are on a Roman road – the Tewkesbury to Gloucester road (M 180) runs on higher ground to the east and was a route used by the salt merchants from Droitwich. Any merchant calling at nearby Deerhurst might well have opted for an alternative route south by Apperley, Wainlode and Sandhurst to Gloucester, but would be warned by the names Abloads and Wainlode not to attempt it in wet weather.

iv) Framilode GLO. Framilode lies where the river Frome enters the tidal Severn - hence the name: 'difficult crossing by the Frome'. Before recent flood defences were built and when the exceptionally high spring tides of the Severn estuary coincided with a period of low pressure and strong southwesterly winds, flood waters inundated Lower Framilode and the Severn-side road there; this also occurred with the equinoctial appearances of the Severn bore. The Frome did not ordinarily pose problems for travellers.

There was a Roman crossing of the Severn from Arlingham to Newnham (linking M 543 to M 60a). Salt traders from Droitwich may have used the route through Framilode to Arlingham in preference to going to the junction of M 543 and M 54 near Claypits before turning west to Arlingham. They would have been heading for Awre which had salt rights in Droitwich, and lay three and a half miles beyond Newnham.

v) Evenlode GLO. A raised road links Evenlode to Broadwell, crossing the river Evenlode at a place which is liable to flood in very wet weather. It is unlikely to have taken more than local traffic as there is a drier route to the north passing through Moreton in Marsh, or an easier crossing of the Evenlode at Daylesford two miles to the south to access the road to Northampton.

vi) Lechlade GLO, lies near the confluence of the Thames and the Leach. Two saltways from Droitwich end at Lechlade – saltways A and A'.[20] Once at Lechlade, salt or other commodities could be taken downstream by boat. However, should one wish to continue south overland the Thames would have to be crossed. The extensive flooding which occurs at Lechlade could have made this difficult in wet periods until St. John's Bridge was built in 1228, the four main arches and twenty flood-arches being an indication of the quantity of flood water it had to allow through. The spellings for Lechlade do not conclusively indicate a *gelād*, but the topography is much in favour of this interpretation.

vii) Shiplate SOM, lies at the southern foot of the Mendips. It is not a certain example of a *gelād*: the second element could possibly be *lād*. If it is a *gelād* the difficult crossing it refers to might be on the old route from Uphill to Cheddar where it crosses the Lox Yeo River, or the wet ground at the foot of Bleadon Hill or perhaps a crossing of the river Axe to reach Brent Knoll. All three routes could pose problems in this flood-prone country.

viii) Portslade SSX, is also discussed under *portus* (see vol. 1, pp. 146-7 and below, p. 204-5). Early spellings suggest that Portslade could be either an example of a *slæd*, *lād* or *gelād* combined with *port* 'harbour'.[21] (Watts[22] prefers a personal name *port* and interprets *gelād* as a road in this instance). The second element is unlikely to be *slæd* as the valleys of

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[20] PN WOR. pp. 5-6.
[21] DEPN, s.n. Portslade; Gelling, '*Place-Names*', pp. 74-5.
[22] CDEPN, s.n. Portslade.

the South Downs are not wet floored. The difficult crossing is likely to be where the Roman road, M 153, crossed the estuary of the Adur near Shoreham.

ix) Aqualate STF. The spellings are not conclusive but the general consensus is that Aqualate derives from *āc* + *gelād*.[23] Watts suggests that the difficult crossing is at Forton over the river Meece. However, a Roman road, M 19, crosses wet ground where a stream flows into the eastern end of Aqualate Mere, and this seems a more likely site for the *gelād* as it is on a long-established route.

x) Cricklade WLT

Cricklade lies on the Thames upstream of Lechlade; it can be reached by small boats provided that the river is kept navigable. It is also beside the Roman road from Cirencester to Silchester (M 41b) and so could be a useful trans-shipment point. Problems arise when the Thames floods because the Roman road gets submerged (for a distance of one and a quarter miles during the 1947 floods).

xi) Clevelode WOR. The spellings suggest either *lād* or possibly *gelād*.[24] At the foot of the cliff which gives this place the first element of its name, runs the channel of a tributary of the Severn; this could be the *lād*. There is no situation here paralleling that at Abloads and Wainlode where a route crosses the flooding tributaries of the Severn. Clevelode is unlikely to be an example of a *gelād*.

xii) Charter boundary examples

There are three examples in charter boundaries. The third one is on an important old route and so merits a comment here.

dyrnan gelade BRK, by the Thames at Appleford, S 355

eanflaede gelade BRK, by the Thames near Wytham, S 663

hafocgelad OXF, in Haseley, S 902

hafocgelad is a crossing of the Haseley Brook by the old routeway running from Oxford to Henley-on-Thames and known, at least in part, as Knightsbridge Lane. The ground adjacent to the crossing is Gault Clay, slow to drain especially along rutted tracks. The difficulty here is mud rather than flood. It is possible that measures were taken to improve the crossing because the nearby tiny outcrop of Portland Stone to the east of the Haseley Brook was quarried: a *stan gedelf* (until recently surviving as Upper Standhill) is recorded in 1002 (13th), S 663, and this stone may have been used to improve the track at the crossing.

DETAILS OF INDIVIDUAL *GEWÆD*S

i) Biggleswade BDF. There is a cluster of crossing place terms near Biggleswade. Stratford must refer to the crossing of an east bank tributary of the Ivel by the Roman road, M 22, Baldock to Godmanchester. Shefford refers to the crossing of a minor Roman road, M 176, over an unnamed west bank tributary of the Ivel. Stanford is likely to refer to another crossing of the same stream. Langford is probably the east – west crossing of M 176 over the Ivel just after its confluence with the Hiz. This means that the most likely crossing referred to by Biggleswade is the west – east one by the minor Roman road, M 222, over the Ivel to join the more important M 22. The flood plain here is wide, low-lying and wet underfoot with the present day by-pass raised well above it.

ii) Landwade CAM. The meaning of the first element is uncertain. Watts[25] favours 'land-ford' over 'long-ford'. He says 'The sense of *landwæd* is also unknown' but that 'the sense may be "ford crossing from one county or district to another". The county boundary [SFK] here makes a very odd projection into Cambridgeshire'. However, this boundary follows no

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[23] DEPN, s.n. Aqualate Mere; Gelling and Cole, '*Landscape*', p. 81; CDEPN, s.n. Aqualate Mere.
[24] Gelling and Cole, '*Landscape*', p. 82.
[25] CDEPN, s.n. Landwade.

stream and crosses only a very small one, so this is not a very good solution. In fact there is no sizeable stream to ford nor wet ground to cross nearby; the crossing of the little river Snail a mile and a half to the north seems to be commemorated in the name Fordham. Perhaps the name should be taken more literally to mean 'land' as opposed to 'water', as in the case of nearby Landbeach and Waterbeach, and to refer to a strip of higher land linking the Newmarket area to the rise on which Soham stands. Gelling notes 'Landwade CAM, may contain *gewæd*, but the early spellings show an unusual degree of variety'; that there are problems with both spellings and topography suggests that Landwade may not be a safe example of *gewæd* at all.[26]

iii) Wadebridge CNW. The name was originally *wæd*. The bridge is thought to have been built about 1460, and the name Wadebridge is evidenced in 1478. The crossing is of tidal water six or seven miles up the Camel ria, one of the few long inlets on the north Cornish coast offering a sheltered anchorage. This example of *gewæd* is far west of any other example. It is unlikely to have been named by Anglo-Saxons penetrating by land since Cornwall was not brought under Anglo-Saxon influence until the 9c, long after *gewæd* became obsolete, but Anglo-Saxon sailors visiting the ria would have seen Cornish people using the crossing and this may be how it got its name. Two other place-name elements in use in the very early medieval period, *ōra* and *port*, occur on the northern coast of the southwest peninsula near Bideford and Barnstaple, Porlock, and Portishead, suggesting visits by Anglo-Saxon seamen well before the hinterland was under their influence.

iv) Wade Court in Netley Marsh HMP. Wade Court is beside the river Blackwater, northwest of Southampton. A mile to the south, a Roman road, M422, Otterbourne to Stoney Cross, crosses both the Test and the Blackwater from east to west where the channels were both braided and tidal. It is unlikely that there was a second east-west crossing so close to this one, and so Wade probably refers not to an east-west crossing but to a south-north one over the Blackwater following up the west bank of the Test. It appears to have been a tidal crossing but not as wide as most *gewæds*.

v) Wade Court in Havant HMP. The *wæd* is a crossing from the Roman road at Havant to Hayling Island over a tidal creek, salt marsh and mudflats.

vi) Wathe, now St. Lawrence IOW. This, like Landwade, does not refer to the crossing of a sizeable river. It is situated on a ¼ -½ mile wide by 8 mile long and approximately 100 ft O.D. area called the Undercliff on the southeast coast of the Isle of Wight. This comprises a huge volume of chalk and upper greensand that has slithered off gault clay, coming to rest as landslip at the foot of the cliffs. It is hummocky, has an ill-developed drainage system and is liable to further slumping, so it has seen many changes during the last millennium. It is not possible to say what the Undercliff looked like at the time of naming, but it seems likely that the 'difficult crossing' traversed the Undercliff and perhaps ascended the steep slope behind to reach places such as Whitwell. 'The name Wathe was often used to denote the whole area of the Undercliff from Bonchurch to Niton, one part of it (in the manor of Whitwell) being called Southwathe 1287-90 ... and another Underwathe 1250-60...'.[27]

vii) Iwade KNT. This means 'crossing to the island' (of Sheppey).[28] A tidal channel called The Swale separates the Isle of Sheppey from the Kentish mainland. It is bordered by mudflats, salt marshes, and the marshland reclaimed behind sea walls. The crossing over this wet ground and The Swale to Sheppey is about two miles long today. The ebb and flow of the tide and the tenacious mud would have made the crossing hazardous if not impassable at times. The route is not a Roman road but it links readily into the Dover – London road, M 1. The crossing gave access to Sheppey, and may well also have been used by the overwintering

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[26] Gelling and Cole, '*Landscape*', p. 95.
[27] A.D. Mills, *The Place-Names of the Isle of Wight* (Stamford, 1996), pp. 90-1.
[28] Paul Cullen, personal communication.

heathen armies in 855 and again in 1051 when the army fled there with their horses from London.[29]

viii) St. Nicholas at Wade KNT. Wade is first evidenced in 1458, but there is a mention of a *middel gewæd* in a charter of 943 (S 512) in the vicinity, suggesting that the Wantsum Channel was sufficiently silted up to be fordable in the tenth century. It has been suggested that *middel gewæd* is the same crossing as that implied in the name St. Nicholas at Wade, but this is unproven. The crossing would have to negotiate a tidal channel wide and deep enough for shipping, yet bordered by tenacious mud and salt marshes, making it dangerous and only usable on foot at very low tides (ideally one would like local information about the erstwhile fordability of this channel). While this is an important route into Thanet, it is not on a major thoroughfare (but see further under *sarn* below).

ix) Waithe LIN. Spellings suggest that the original name was derived from *(ge)wæd*, (*Wade* DB), but that the 'd' was replaced by 'th' so that later spellings make it appear to be an example of *vath*;[30] either way it means 'crossing'. Coastal Lincolnshire has experienced many changes over the centuries because of the deposition of marine alluvium, and the subsequent embankment and reclamation of the marshland. The Waithe Beck runs through river alluvium from its headwaters to the neighbourhood of Waithe, and then through marine alluvium. The sea evidently reached Waithe at some time. The sea wall, *haf-dic*, running from Conisholme to North Cotes and Tetney, three and a half miles sea-wards of Waithe, was in existence by the twelfth century.[31] Since the term *haf-dic* is of Danish origin it is likely to have been constructed after the start of the Scandinavian settlement in Lincolnshire in the later ninth century. Thus, in early Anglo-Saxon times, when the term *(ge)wæd* was current, the sea probably reached further up the little Waithe Beck estuary than the sea wall (*haf-dic*) between North Cotes and Tetney. Spot heights show that Waithe is 26 feet (8 metres) above sea level, but only three quarters of a mile sea-wards the Beck is just 10 feet (4 metres) O.D. At high spring tides therefore, the sea would have come close to the settlement; it probably suffered from flooding during storm surges. Waithe probably had much in common with the other east coast examples of *(ge)wæd*; it does not seem to have been on a major routeway. (The Waithe Beck flooded during the exceptionally wet June of 2007).

x) Lenwade NFK. Lenwade is on the river Wensum about 10 miles west of Norwich. The river is tidal up to Norwich but seemingly not as far up as Lenwade. An old, but not Roman, route, now the A1067, leads west out of Norwich to join a Roman road, M 38, Denver – Smallborough. This route crosses the Wensum at Attlebridge and again at Lenwade – which seems a bit unnecessary! A bridge existed at Attlebridge by 1405.[32] This route passes Drayton and Deighton Hills (*dīc-tūn*) suggesting a well-used, raised road.

xi) Gunwade NTP. The name is now lost but referred to a crossing of the Nene in Castor just west of Peterborough. The Roman town of *Durobrivae* (Water Newton) was nearby where many roads converged and where a Roman bridge took traffic over the Nene. Stone from Barnack, destined for the monks of Bury St. Edmunds, would have come down Ermine Street and crossed the Nene between Alwinton and Peterborough in the period of the great rebuilding of St. Edmunds church in the late eleventh century.[33] By this time the Roman bridge would have collapsed, necessitating a crossing of the Nene at Gunwade some three miles down stream.

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[29] ASC(A) s.a. 855; ASC(E) s.a. 1016.
[30] Cameron, '*Lincolnshire*', p. 133.
[31] N.G. Berridge and J. Pattison, *Geology of the Country around Grimsby and Partington* (HMSO, London, 1994), p. 73.
[32] Jervoise, '*Bridges Mid and Eastern*', p. 119.
[33] PN NTP, p. 232.

xii) Cattawade SFK. Cattawade lies at the present head of the Stour estuary, at a point where it is still tidal and bordered by mudflats and salt marshes. A Roman road, Colchester - Mistley, (no Margary number but shown on the O.S. Map of Roman Britain) terminates nearby where a bend in the deep channel comes up against firm ground. The main Colchester – Baylham – Caistor-by-Norwich Roman road uses an easier crossing of the Stour further upstream at Stratford St Andrew. Cattawade is another difficult tidal crossing only intermittently passable, and thus not on a major through route before the building of a causeway and bridge sometime before 1256.[34]

xiii) Wade SFK. The Great Estuary was a branched arm of the North Sea extending deep into Norfolk and Suffolk. The rivers Bure, Yare and Waveney discharged their waters into it. The Great Estuary was tidal as were the lower courses of the rivers; the shores were mud and salt marsh exposed at low tide. Wade lay on the south shore of the Waveney, the marshes at this point being about a mile wide. By crossing the Waveney here the traveller could reach the seaward tip of the southernmost headland projecting into the Great Estuary. It is not on a Roman road: the M 36, Halesworth-Woodton, crosses the Waveney seven and a half miles to the west near Bungay, where the flood plain is much narrower. The river name, Waveney, means 'quagmire', perhaps referring to the marshland adjacent to it.

xiv) Ayleswade WLT. *Ægel*'s Crossing is first mentioned as *pontem de Ayleswade* in 1255; it is now called Harnham Bridge, and carries a road south out of Salisbury across the Avon just below its confluence with the Nadder and Wylye. Since these are chalk streams their discharge will vary seasonally and the crossing is likely to be at its most difficult in late winter and early spring. The Avon has been much altered by the creation of watermeadows and ditches; the presence of a Longford two miles to the south suggests a much wider Avon in the past. Ayleswade is not the site of the M 4c Roman road crossing - that lies two miles to the west - however, a Romanised trackway, M 44, from Mildenhall to Old Sarum, continued south along what is now High Street in Salisbury to the crossing. Very recently a continuation of this Romanised road has been identified.[35] Various downland tracks converge on the Ayleswade crossing. One, called the Cloven Way, was suggested by O.G.S.Crawford[36] who had traced deeply rutted ground from Ayleswade through Odstock, across the Avon at Charford, and through what became the New Forest to Cadnam. The crossing must have become much more important when the new Salisbury was laid out and built 1220-5, and the Avon was bridged in 1245.[37]

DETAILS OF INDIVIDUAL *FÆRS*

i) High, Magdalen and Little Laver ESX. Laver probably means 'passage liable to flood'. The settlements lie on boulder clay a mile or so northeast of the Roman road from London to Great Dunmow (M 30): at the point where this crosses the Cripsey Brook it runs over London Clay.

ii) Walter Hall ESS. Walter Hall is one and a quarter miles northwest of the Roman road from Chelmsford to Colchester (M 3b). The bounds of *walhfare*, S 1036, refer to this road. In this neighbourhood it crosses boulder clay and head in the little stream valleys and, as with the Lavers, is more likely to be troubled by mud than flood. The first element *walh* refers to Romano-British people, possibly those frequenting the road.

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[34] Jervoise, '*Bridges Mid and Eastern*', pp. 128-9.
[35] A. Clarke, 'A Roman road on the eastern fringe of the New Forest from Shorn Hill to Lepe', *Proceedings of the Hampshire Field Club and Archeological Society*, 58 (2003), pp. 33-58.
[36] O.G.S. Crawford, 'Cerdic and the Cloven Way', *Antiquity*, 5 (1931), pp. 441-458.
[37] E. Jervoise, *The Ancient Bridges of the South of England* (London, 1930), pp. 72-3.

iii) Denver NFK. Denver is where the Fen Causeway (M 25), having crossed the silt fens from Peterborough, crosses the Great Ouse before rising onto higher, firmer ground east of Denver, and going thence to the Icknield and Peddars Ways. The first element refers to Danes, possibly traders from Denmark. Margary notes that there was a Roman stone bridge here.

iv) Farforth LIN. A possible fourth example of *fær* is Farforth, accepted as such by Cameron,[38] although Ekwall [39] and Gelling and Cole[40] express some doubts. It is combined with *ford*, thus verging on the tautologous. Owen[41] suggests that a minor Roman road from Horncastle to Louth by way of Tetford, Maidenwell and Tathwell passed over a little stream and on through nearby Farforth. The crossing itself is not difficult but the road descends steeply and then uses a raised path over wet ground to reach it. The stream is tiny and most of the surrounding land is well-drained chalk

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DETAILS OF INDIVIDUAL *RITUS*

i) Penrith CMB. The name Penrith meaning the 'chief-' or 'hill-ford', refers to the river crossing where the Penrith (Brougham) to Carlisle Roman road, M 7e, passed over the river Eamont east of the Roman fort at NY 539292. There is a second ford where the Penrith to Ambleside road, M 74, crosses the Lowther near the hamlet of Eamont Bridge. The former might be considered as the more important or 'chief' ford in the vicinity. Alternatively, Beacon Hill may have been regarded as the *pen* or 'hill' overlooking the ford. In either case the crossing is that of a Roman road over a river.

ii) Redmain CMB. Redmain has been suggested as an example of *ritu,* meaning 'ford of the stones', although Ekwall considers this unlikely. It is within one quarter of a mile of the Carlisle to Cockermouth (Papcastle) road, M 75, on a steep slope above the Derwent. As the Roman road runs parallel to the river valley here, there is no crossing involved.

iii) Tretire HRE. *tre* is a later addition to *rythir* meaning 'ford, long' (a Welsh term with a post-Roman construction) The 'long ford' is at the confluence of two small streams where they are crossed by the modern B4521. There is nothing to indicate that an important long distance route used this ford.

iv) Leatherhead SRY. The name Leatherhead derives from the British **Lētorito* meaning 'Grey Ford',[42] and refers to a crossing of the river Mole on a long-established route from London via Epsom and Guildford to Portsmouth or Winchester. It is two and a half miles north of Burford where Stane Street, M 15, crosses the Mole and is therefore not to be equated with a ford on a Roman road.

v) Ridware STF. Ridware is a district name where *ritu* is combined with OE *waru* to mean 'dwellers at the ford'. The three villages, Hamstall, Mavesyn and Pipe Ridware lie between the Trent and the Blithe. It is not obvious where the eponymous ford was as there are present-day crossings of both rivers. There is no Roman road or other important route known nearby.

DETAILS OF SARRE

Sarre KNT. Sarre is on the Isle of Thanet, which was separated in Anglo-Saxon times from the mainland by the Wantsum Channel. A Roman road from Canterbury headed towards

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[38] Cameron, '*Lincolnshire*', p. 43.
[39] DEPN, s.n. Farforth.
[40] Gelling and Cole, '*Landscape*', p. 78.
[41] Owen, '*Roads*', p. 263.
[42] Coates, '*Methodological*', pp. 70-4.

Sarre, but apparently ended at Upstreet. Margary suggests it was linked by ferry to Thanet.[43] It is a name that has long puzzled scholars; both Ekwall[44] and Watts[45] suggest that it may have been a river name. Recently it has been suggested that it is a British name meaning 'two causeways' c.f. Mod Welsh *sarn, sarnau*, 'a causeway, a paved way', but there are considerable linguistic difficulties, and the idea is far from being confirmed. Topographically the suggestion fits well with Bede's observation when describing the advent of St. Augustine that the Wantsum Channel could be crossed in only two places; [46] one crossing would be at Sarre, the other linking Chislet to St. Nicholas at Wade, q.v. under *gewæd*, p. 190.[47] The tides coming in at the North Mouth met the tides approaching from Sandwich in the neighbourhood of Sarre, producing conditions particularly suitable for deposition; this made the Wantsum Channel shallower here than elsewhere, and therefore the best place at which to ford it. Even so, it can only have been negotiable at low tide because the channel was still passable to ships in the eleventh century. The Sarre Wall was built to halt the flow of the North Mouth tides in the thirteenth or fourteenth century as the channel progressively silted up. It seems possible that by early medieval times there was a passable road crossing at Sarre utilising the Roman road from Canterbury. It would have been an important though sometimes hazardous crossing.

DETAILS OF INDIVIDUAL *FERJAS*

i) North Ferriby YOE and South Ferriby LIN. In both these settlement names ON *ferja* is combined with ON *by* and means 'the settlement by the ferry'. The ferry in question was across the Humber. High Street, the Romanised ridgeway (M 270), led from Horncastle through Caistor to South Ferriby. North of the Humber the landing was some three miles east of M 2e which went from Brough to York. The ferry is mentioned in DB as being worth 60s p.a.[48] and was therefore functional in the eleventh century. There is thought to have been a ferry from Winteringham to Brough about three miles west of the Ferriby crossing in Roman times, but there is no reference to it in place-names.

ii) Ferrybridge YOW. This appears as *Ferie* in DB referring to the crossing of the river Aire by the Great North Road.[49] A bridge was built prior to 1198 when the name appears as *Fery-, Feribrig(ge), -bryg(g).*

iii) The Ferries NTT. This was the home of Christiana de Fery in 1332. It lies in the parish of West Burton on the west bank of the Trent. On the opposite bank in Lea LIN, a ferry worth 12d is recorded in DB. [50] It is therefore probable that The Ferries refers to the ferry from Lea to West Burton operational in the time of DB. The Trent is a wide river here, too wide for fording, and so there were probably numerous places where small boats were used on purely local crossings.

DETAILS OF *TRAIECTUS*

Tric/Skegness LIN

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[43] Margary, '*Roman Roads*' 1, p. 34.
[44] DEPN, s.n. Sarre.
[45] CDEPN, s.n. Sarre.
[46] Bede, '*History*', 1. 25.
[47] Paul Cullen, personal communication (2004).
[48] Morris, '*DB Lincolnshire, part 1*', 23.1 and 24.14
[49] Morris, '*DB Yorkshire, part 1*', 9 W 57
[50] Morris, '*DB Lincolnshire, part 1*', 12.4

Traiectus, the Latin term for a 'crossing, passage' or 'ferry' appears in the Antonine Itinerary XIV, and is thought to be a crossing of the Avon situated between Bristol and Bath; this name has not survived, but it is probable that *traiectus* is the term from which *Tric*, the name used in DB for Skegness, was derived.[51] The existence of a ferry in Roman times across the Wash from south-east Lincolnshire (in the vicinity of Skegness) to north-west Norfolk (in the vicinity of Holme-next-the-Sea) linking M 27 to M 33b seems very likely; it was suggested by C.W. Phillips in 1932.[52] In Roman times sea levels were lower and the Wash narrower; shoals protected the area from North Sea gales to some extent. However, rising sea levels in medieval times probably destroyed the Lincolnshire terminus of the ferry, eroded the shoals, and made the Wash more dangerous for sailing ships to cross. Subsequent silting up of the borders of the Wash resulted in the building of the old sea walls (*Haf-dic* or Roman Bank) in the Viking period. Today strong tides, sandbanks and numerous currents make it a hazardous crossing for a sailing ship. The ferry, or at least memories of the ferry, might have survived into the early medieval period since the Anglo-Saxons adopted the name *Tric*, presumably from Romano-British people since *Tric* is a name of Latin origin transmitted through Brittonic.[53] The presence of a ferry would enable communications between Norfolk and Lincolnshire to be much shorter and less time-consuming than going round the Fens.

APPENDIX TO CHAPTER 5: FACILITIES EN ROUTE

DETAILS OF INDIVIDUAL *DRÆGS*

a) The *dræg-tūns*

i) Drayton BRK, SU 480940, DB

Drayton lies on rising ground two miles south of Abingdon. Ogilby shows routes from the midlands converging on Oxford, passing through Abingdon and close by Drayton before diverging, one branch leading to Hungerford, Salisbury and Poole, the other via Basingstoke to Chichester. The Oxford-Chichester route (Ogilby plate 81) runs parallel to and 1 mile west of Culham Reach. It is today a lane on a raised causeway: the Thames floods the meadows both sides of this lane as well as the road between Drayton and Sutton Courtenay. The track between Milton and Harwell, just to the south, is described by Ogilby as an 'extraordinarily dirty lane'.[54] The difficulties encountered on this proto A 34 were flooded roads and muddy lanes, but not a major river crossing. A *calde-cot* lies at the northern, Abingdon, end of this difficult stretch and may have been a place where travellers could wait until conditions improved.

ii) Drayton Beauchamp BUC, SP 902119, DB

Drayton Beauchamp lies ¼ mile from Akeman Street, M 16a, and ¼ mile from the Icknield Way at the foot of the Chiltern escarpment. Akeman Street was engineered to use a wind gap through the Chilterns but even so has to make a long, fairly steep (c. 1 in 15) ascent up Tring Hill, a route shared with the Icknield Way for ½ mile. Drayton is linked by a hollow way to the top of the hill, but its link with the hill-foot has been destroyed. As there is no river or wet ground to negotiate, the people of Drayton were probably required to supply extra draught animals for hauling loads up the long hill, or to provide sleds to enable loads to be brought safely down.

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[51] Owen and Coates, '*Traiectus*', pp. 42-4.
[52] C.W. Phillips, 'A Roman Ferry across the Wash', *Antiquity* 6, (1932), pp. 342-8.
[53] Owen and Coates, '*Traiectus*', pp. 42-4.
[54] Cochrane, '*Lost*', p. 96.

iii) Drayton Parslow BUC, SP 837285, DB

A minor Roman road, M 169a, identified by the Viatores, runs north-west through Stewkley and passes ¼ mile west of Drayton Parslow.[55] The road is undulating but not particularly steep. As it follows high ground there are no rivers to cross. However, this is clay country - Oxford Clay with Boulder Clay on top, and therefore likely to be muddy in wet weather. The Viatores suggested that it was a pre-Roman track which was made use of, but which was overshadowed by the more important Watling Street running parallel to it. If the M 169a was a poorer quality road with less upkeep it may well have foundered in the clay, and travellers on it would have needed assistance.

iv) Dry Drayton CAM, TL 380620, DB

v) Fen Drayton, CAM, TL 340681, DB

Dry Drayton and Fen Drayton lie 4½ miles apart near the Roman road from Cambridge to Godmanchester, M 24. Dry Drayton is 1 mile south of the road on rising ground – hence the 'Dry', while Fen Drayton is ¾ mile north of the road on the edge of marshland beside the Ouse, hence the 'Fen'. Both villages lie on clay: Gault and Oxford/Kimmeridge Clay; the Roman road is also mostly on these outcrops between Cambridge and Godmanchester. There are slight dips in the road where it crosses streams draining to the Ouse, all of which are liable to flood in the 1 in 100 year floods: the dip from Fen Drayton to near Hemingford being much the longest. Wet clayey ground and flooding must have made this a difficult route, especially before the draining of the Fens.

vi) Dreyton DEV, SX 815526, 1285

Dreyton is a tiny hamlet in south Devon. Slater discusses the routes from the Anglo-Saxon *burh* at Halwell in his article 'Controlling the South Hams'.[56] The route along a ridgeway from Halwell to Dittisham passes within ¼ mile of Dreyton. The ridgeway itself is not steep, although the drop into Dreyton is, nor does it cross any rivers, so it is not clear what purpose this Dreyton serves.

vii) Drayton in Barton Stacey HMP, SU 426433, 979-1015, DB

Drayton is on the east bank of the Test overwhelmed by Barton Stacey Camp. The old road system is disrupted by the A 303, although this crosses the river in the same place as earlier routes and is noted in the name Forton on the west bank. The Test is a braided stream, marshy in places. The *dræg-tūn* is more likely to be associated with the crossing at Forton than that of the Roman road, M 43, Winchester-Mildenhall 1½ miles to the south-west. Gover (1958, p.173) following Ekwall, suggests a meaning of portage between the channels, though this seems a less likely *raison d'etre*.[57]

viii) Houghton Drayton HMP, SU 339316, 1267

Houghton Drayton lies further down the Test, ¾ mile north of the point where the Roman road Winchester-Salisbury, M 45a, crosses the river by Horsebridge (evidenced in 1236). There is archaeological evidence of an old bridge on the line of the M 45a, but it is not known whether it is Roman or not.[58] There are two other crossings of this marshy flood plain of the river Test which originate in Houghton Drayton: one leading to the Hundred meeting place at King's Sombourne and the other to Horsebridge. The settlement is well placed for lending assistance at any or all of these three crossings.

ix) Drayton in Bighton HMP, SU 603335, 701 S 242, 938 (956) S 589, c.820 S 284

Drayton is just east of Alresford on the Winchester –Alresford – Alton – London road. In Anglo-Saxon times New Alresford village and Old Alresford pond did not exist, they were

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[55] Viatores, '*Roman Roads*', pp. 300-5.

[56] T.R. Slater, 'Controlling the South Hams', *Reports and Transactions of the Devonshire Association*, 123 (1991), pp. 57-88.

[57] Gover, '*Hampshire*', p. 173.

[58] Dymond, '*Roman Bridges*', pp. 136-64.

Norman developments c. 1200. There were marshes beside the Alre and around the confluence of the Alre, Itchen and Candover. It was evidently a well-watered area especially in springtime when the water table was high and the bournes in full flow. The old, Anglo-Saxon route is thought to have left Winchester by the east gate, climbed Magdalen Down, descended to cross the Itchen at Itchen Abbas, crossed the Candover at Abbotstone, passed through Old Alresford (*sans* the pond), passed through Drayton to Bighton then to Chawton Park Wood and Alton to London. The line of this important Winchester to London route became disused with the building of the turnpike (A 31) in the eighteenth century.[59] The lane from Drayton to Bighton was narrow, deep-cut and, although firm-floored, was calf-deep in mud and running with water when seen in May 1994. It must have been just as bad when it was on the main route from Winchester to London. The services of the people of Drayton would have been very helpful in such conditions.

x) Drayton in East Meon HMP, SU 670235, 1248

An important ancient track, the South Hampshire Ridgeway, leads south-east from Winchester, over Milbarrow Down, through Warnford, over Teglease Down to Butser Hill (passing close by Lomer, one of the chalk downland *meres*). Several other routes described by Grundy feed into this, one of them, route 32, coming from the north descends a steep hill into Drayton, crosses a stream and rises steeply again alongside Hen Wood to join the South Hampshire Ridgeway.[60] A valley bottom route also goes through Drayton, but presents less of a problem to travellers than the steep hills do. This Drayton seems to be related to two steep hills on a lesser ancient track.

xi) Drayton in Farlington HMP, SU 670056, 1242

Drayton lies at the southern foot of Portsdown overlooking the islands and inlets near Portsmouth. Ekwall[61] believed this example related to a portage through the channel between Langstone and Portsmouth Harbours, which was considerably wider in early medieval times.[62] There are two other possibilities: firstly, that it refers to land-based transport crossing over this channel between the mainland and Portsea Island, or secondly, that it relates to a steep ascent of Portsdown to the Roman road, M 421, from the shore of Langstone harbour.

xii) Upper and Lower Drayton HRE, SO 830922, 1163

The Roman road, M 613, from Ariconium northwards has been traced as far as Ashton at the end of Stockton Ride, and parallels the one through Leintwardine. Possibly M 613 continues through Ludlow in which case it would not be linked with Drayton. A track leading north-east from Ashton along the crest of Brimfield Hill descending steeply past Upper Drayton, could follow the terrace way (commemorated in the name Lynch Farm) which leads to the river Teme, possibly to the crossing at Little Hereford – its name *herepæth-ford* suggesting an important/substantial trackway. These Draytons may therefore be associated with a steep rise linking the crossing by an ancient track at Little Hereford to a Roman road at Ashton.

xiii) Fenny Drayton LEI, SP 350970, DB

Fenny Drayton lies on M 57b ¾ mile from its junction with Watling Street, M 1g, on rising ground safely above flood level. It has views to Watling Street, and Witherley and Mancetter churches are visible. Quite possibly in Anglo-Saxon times it would have been possible to see if the river Anker was flooded across the line of Watling Street. At the present time the riverside meadows adjacent to the Street on the edge of Mancetter are often under 3 or 4 feet of flood- water according to a local informant. Fenny Drayton is quite well placed to give assistance at this river crossing. There is a *calde-cot* 2 miles away: possibly a place where travellers could stay while waiting for the crossing to be passable again.

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[59] Cochrane, '*Lost*', pp, 52-61.
[60] Grundy, '*Highways Wiltshire*', pp. 161-2.
[61] DEPN, s.n. Drayton.
[62] Basil E. Cracknell, *Outrageous Waves* (Chichester, 2005), p. 146.

xiv) Drayton LEI, SP 830922, 1163

Drayton is ¾ mile from where the Roman road, M 57a, from Godmanchester to Leicester crosses the Welland, on rising ground above flood level. The Environment Agency map shows that almost one mile of the Roman road is affected during a once-in-100-year flood where it crosses the river; shorter lengths would be inundated more often. Drayton is more likely to be positioned so as to give help with the crossing of the Welland than for lending assistance with the sharp, little hill at Cottingham, which is the far side of the river. A lesser Roman road, M 571, Medbourne – Gretton - *Durobrivae* crosses the Welland some 5 miles downstream near Caldecott, possibly a place to wait until the crossing becomes feasible (as at Fenny Drayton).

xv) Drayton LIN, TF 244395, DB

Drayton lies just south of Swineshead, which means 'head of the creek' referring to Bicker Haven, which, in early medieval times, was an inlet at the south-western corner of The Wash, a busy place with a salt-making industry. Bicker Haven and The Wash were silting up so that the haven was useless as such in the later middle ages. The map: fig. 6.9 shows Roman Bank, which was probably Anglo-Saxon in date delimiting the haven in about the mid eleventh century. The geology shows that the haven was formally more extensive, its head may well have been near Swineshead in the early Anglo-Saxon period and Drayton was on or close to its shores. Moreover, in pre-Conquest times the river Witham flowed not through Boston, but along what is now Holland Dyke which forms part of the boundary between Holland and Kesteven, then past Swineshead and so to Bicker Haven and The Wash. A salt route comes cross-country from Barrow on Soar LEI, through Saltersford south of Grantham, uses Bridge End Causeway to cross some fenland, and then reaches the salt-works around Bicker Haven (particularly at Quadring). A north-easterly continuation of this route would cross the old Witham near Drayton and continue to Boston and Skegness. Drayton, then, had two possible functions: the drawing of boats out of the water near Swineshead, as was done at Drigg and Dundraw (infra), or to assist travellers on the salt route from the midlands proceeding to Boston. The route would have gone via Bicker and Drayton to avoid Bicker Haven but would have had to cross the old Witham, and as it traversed a lot of alluvium could have been very muddy.

xvi) West Drayton MDX, TQ 061795, 939(13), DB

The old road from London to Bristol leaves the Roman road to Staines, M 4a, in Hounslow, and crosses the various channels of the river Colne passing through the hamlet of Longford (*longeford(e)* 1294) on its way to Colnbrook. About 1½ miles of the road could be affected in a 1-in-100-year flood. West Drayton lies 1¾ miles to the north of the Bristol road on a minor north-south Roman road, M 165, running from Watford to Staines giving ready access to the difficult Colne crossing should assistance be needed.[63]

xvii) Drayton Green MDX, TQ 163812, 1387

Drayton Green lies ½ mile north of the route from London to Aberystwyth via Uxbridge shown on Ogilby's plate 1. The road runs through Hammersmith, Acton, Ealing, and passes south of Drayton Green. At Hanwell it crosses the river Brent, where bad floods can be ½ mile wide, then goes to Hillingdon, Uxbridge and High Wycombe.

xviii) Drayton NFK, TG 181138, DB

Drayton is on the road from Norwich to King's Lynn, some 4 miles out of Norwich and near to the Wensum. The Wensum's floods do not affect this road, nor are any steep hills involved, and so the Drayton may be associated with a crossing of the Wensum to Costessey.

xix) Draughton NTP, SP 762768, DB

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[63] Viatores, '*Roman Roads*', pp. 125-35; Ogilby, '*Britannia*' plate 10; Cochrane, '*Lost*', p. 72.

This is probably an OE name in *dræg* replaced by ON *drag*.[64] A road called Bedford Way once ran across Market Harborough Bridge through Arthingworth and then south beside the stream separating Maidwell and Draughton, and on to Lamport and Northampton, thence to Bedford.[65] There are no rivers to cross in the vicinity of Draughton, nor is it by a steep hill (*pace* Watts). However, as the track between Arthingworth and Draughton Crossing is very muddy and runs over clay this seems the most likely reason for Draughton's existence. (Defoe describes the Northampton to Harborough road as 'in the midst of the deep dismal roads, the dirtiest and worst in all that part of the country.'). [66]

xx) Drayton NTP, SP 565627, 1021-3

Drayton is now absorbed into Daventry. It was formerly a village beside the road (now A 45) from Watling Street, M 1f, through Daventry to Dunsmore Heath and on to Coventry, part of Ogilby's route from London to Holyhead. Drayton used to be in a hollow, now filled in, boggy in winter because of the streams flowing into it. The road to Coventry would have had to cross this muddy little valley, and there may have been problems with mud and the gradient, but it is hard to tell now because of modern engineering works.

xxi) Drayton Park and House NTP, SP 964800, 12th c.

Drayton House is 2 miles from the crossing of the Nene at Thrapston. Formerly, the Roman road from Godmanchester to Leicester, M 57a, crossed the Nene by a bridge 1¼ miles to the north, but when this became ruinous the crossing must have shifted south to Thrapston – Islip where a bridge was in existence by 1224.[67] The name Islip, 'slippery place by the river Ise', is indicative of a difficult track to negotiate, and is closely paralleled at Islip OXF, where the old road to Worcester crosses the river Ray, and has a steep ascent/descent each side of an oft-flooded crossing. The Nene also floods to a width of ¼ mile at Thrapston and ¾ mile at the Roman crossing. The site of the old settlement of Drayton is not known, but was probably connected with the crossing of the Nene, especially after the decay of the Roman bridge and before the building of the new one.

xxii) and xxiii) East Drayton NTT, SK 775753, DB; West Drayton NTT, SK 712747, DB

Ekwall suggested that these settlements were either end of a portage between the rivers Trent and Idle, a distance of about 6½ miles.[68] This is a long way, particularly as the Idle flows into the Trent further downstream, and therefore there is no question of having to portage between two river systems, nor is the Idle likely to have carried much traffic upstream of West Drayton. It seems better to regard the East and West prefixes as ways of distinguishing between two nearby Draytons each with its own function.

West Drayton lies between the rivers Meden and Maun just above their confluence, on a site that would be an island in times of severe flooding. The Great North Road, as depicted by Ogilby on plate 7, crosses the Meden and Maun here running south-east to north-west. An east-north-east to west-south-west track, possibly starting from Leeming Lane near Cuckney runs partly along parish boundaries to West Drayton where there was a crossing of the Maun to Rockley and Askham. Traffic on both routes would be affected when the Meden and Maun were in flood, hence the presence of a *dræg-tūn*.

The reason for the presence of East Drayton is less obvious as there is no present-day route from the West Drayton-Rockley crossing eastwards to East Drayton, no obvious north-south

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[64] CDEPN, s.n. Draughton. The comment 'Draughton is on a hill that rises approximately 130 ft in half a mile' should be under Draughton NYorks.
[65] PN NTP, p. 4.
[66] Defoe, *'Tour'*, p. 87.
[67] Jervoise, *'Bridges Mid and Eastern'*, pp. 75-6.
[68] DEPN, s.n. Drayton.

route, nor any steep hills. As East Drayton is not far from the flood plain of the Trent its function is likely to be connected with this.

xxiv) Drayton OXF. SP 430415, DB

Drayton, 1¾ miles west of Banbury, overlooks a deep little valley. The stream is too small to cause much of a problem even when in flood, but the hills either side are steep. Ogilby, on plate 13, shows that a road, now the A 422, from Banbury via Stratford to Bridgnorth goes through Drayton and Wroxton, and would have to negotiate this deep-cut little valley.

xxv) Drayton St Leonard OXF, SU 597965, 1146

Drayton St Leonard is beside the Thame, a river very prone to flooding. A Roman road, M 173a, is thought by the Viatores[69] to run from Fleet Marston, via Little Milton, Stadhampton, fording the Thame where Haywards Bridge now stands, passing Drayton St Leonards and proceeding to Dorchester on Thames.If going south thence the Thame would have to be crossed again. Malpas[70] suggested that M 173a followed a route south-east of the Thame, through Holcombe, over Town Hill in Warborough, heading for the Thames crossing near Shillingford and to the roads leading south from Dorchester, thus avoiding any crossing of the Thame. It is possible that both roads coexisted and that whichever was used depended on the traveller's ultimate destination: the Viatores' route for those going to Dorchester and points north, and Malpas' route for those crossing the Thames or going south-east. At Drayton St Leonard is an easy ford across the Thame linking the Viatores and Malpas routes: Drayton would be in a position to help at both the village and Haywards Bridge fords.

xxvi) Drayton SHR, SJ 758097, 1255

Drayton Lodge is ¾ mile south of Watling Street, M 1h, where the countryside is rolling but not steep; there is a stream to cross near Burlington and a stretch of boulder clay west of Crackley bank.

xxvii) Market Drayton, (Drayton in Hales) SHR, SJ 675341, DB
Little Drayton, SHR, SJ 664336, DB

The Roman road, M 19, from Stretton to Whitchurch gets flooded by the rivers Tern and Duckow near to the Draytons. The road is known as the Longford, described as a causeway between Newport and Bletchley in 1319 and 1322: a village c.1¾ miles to the north-east is named from it.[71] Little Drayton is 1¾ miles and Market Drayton is 2¼ miles from these two crossings. It is probable that the Draytons are related to these crossings just as Longford is thought to be, although they are rather further from the trouble spot than usual.

xxviii) Dryton SHR, SJ 581059, 1227

Dryton is on a steep bluff overlooking the Severn flood plain. If the old ferry crossing at Cound Lane ¾ mile away and/or the road bridge at Cressage 1 mile away were crossing points in Anglo-Saxon times Dryton would be well-placed to assist at either, whether the problem was the flooding river or the steep rise up the northern bluff at Dryton. About 2 miles upstream there would have been a Roman crossing of the Severn to Wroxeter by the road from Church Stretton (M 6b). It is a likely site for a Roman bridge although so far none is known. In the absence of a bridge, for whatever reason, the crossings near Dryton would have been more important and could account for its presence.

xxix) Drayton SOM, ST 405248, DB

Drayton is on a long ridge jutting out into the southern Somerset Levels near Curry Rival. Nearby, West Sedgemoor and the rivers Parrett and Isle are very prone to flooding even today, and would have been inundated for long periods in the winter in Anglo-Saxon times making land communications difficult (much to the advantage of Alfred the Great when he had taken refuge in nearby Athelney). An old route, a *herepæth*, ran from Somerton to

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[69] Viatores, '*Roman Roads*', p. 274.
[70] F.J. Malpas, 'Roman Roads South and East of Dorchester-on-Thames', *Oxoniensia*, 52 (1987), 27-9.
[71] PN. SHR. 1.181.

Langport where it crossed the Parrett (sometimes in flood), thence through Curry Rival, crossing the Isle at Hambridge (liable to flooding), and on through Broadway up to the Blackdowns Ridgeway. Besides this main route, an access to Muchelney and its abbey over the Parrett, and the access to Midelney over the Isle, were from Curry Rival via Drayton. It was ideally placed to help at four flood-prone crossings.

xxx) Drayton SOM, ST 453160, 1243

Drayton lies 3/8 mile south of the Fosse Way, M 5a, where it crosses the river Parrett. Several hundred yards of the road can be under water in very wet periods. Travellers on Ringwell Hill might occasionally require assistance but Drayton is the wrong side of the river to be conveniently placed for this.

xxxi) Drayton STF, SJ 930157, DB

Drayton is 4 miles north of Watling Street, and clearly not associated with it. There are no steep hills nearby, but there is a crossing of the river Penk 1½ miles to the south where a road from Watling Street through Penkridge leads north to Stafford and Stoke on Trent (passing Tittensor, see p. 236). The Roman roads and old routes of Staffordshire are incompletely known, and it is not out of the question that one should pass this way.

xxxii) Drayton Bassett, STF, SK 193002, DB

Drayton Bassett is on rising ground 1¼ miles south of Watling Street, M 1g, where the latter crosses the river Tame. A once-a-century flood would inundate a ¼ mile stretch of the Roman road. Tamworth, an important early Mercian centre, lies 1½ miles north of the crossing.

xxxiii) Drayton SSX, SU 882047, c.1200

Drayton lies just east of Chichester and is associated with the flooding of the Lavant. This is a winterbourne rising in the South Downs near East Dean, causing floods in spring-time lower in its course, those of January 1994 causing particular problems for traffic and property on the eastern edge of Chichester. The course of the Lavant has been changed: it used to flow south from Chichester to Pagham harbour, but was diverted, perhaps by the Romans, perhaps later, to flow round the south of Chichester town walls to Chichester Harbour.[72] In either event travellers leaving by Chichester's east gate, many heading north-east along Stane Street, M 15, towards London, could be faced by extensive floods. Nearby Drayton was well placed to lend assistance to these travellers.

xxxiv) Drayton WAR, SP 165549, 1162

This settlement appears to be a multi-purpose *dræg-tūn*. It is ½ mile south of the Roman road, M 56b, through Stratford on Avon to Alcester and Droitwich, and about 2½ miles from the *strǣt-ford*. Several other routes leading to/from Stratford are recorded as salt-ways in the thirteenth and fourteenth centuries. A *porteweye* recorded in thirteenth century probably refers to a route through Salford, Bidford, Binton, Bishopton and Warwick: it was a main road in the medieval period passing right by Drayton. This is clay country so there may have been problems with mud and to a lesser extent with flooding of the Avon, and long, if not steep, inclines.

xxxv) Drayton WOR, SO 906760, 1200

Drayton is ¾ mile east of the Roman road from Droitwich to Greensforge, M 192, which is thought to pass through Hillpool, where it crosses a stream. The countryside is hilly but not excessively so.

xxxvi) Draughton YOW, SE 039524, DB

Draughton is sited on a shelf 150ft above and to the south of Haw Beck but still 300ft below the heights of Skipton Moor along which runs the west-east Roman road, M 72a, from Elslack to Ilkley. A salt way following the line of the present A 59 also runs approximately

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[72] Ken Newbury, *The River Lavant* (Chichester, 1987), p. 20.

west-east from Skipton through Blubberhouses to Harrogate, following the northern slopes of the valleys of the Haw Beck and the Kex Beck. It is 1½ miles between the Roman road and the salt way, via Draughton. Arthur Raistrick maps a route from Bolton Priory, via Halton East, Draughton and over Silsden Moor to Kildwick, keyed as a 'medieval, or monastic road between castles'.[73] Draughton is well placed to help traffic up the 450ft ascent on the latter route. However, it is likely to be older than Raistrick implies as Bolton Priory was founded in twelfth century, but Bolton itself, Draughton and Kildwick all appear earlier, in DB. Draughton would also be well placed if one wished to transfer between the Roman road and the salt way. Like Draughton NTP, this name is likely to be a Scandinavianised form of *dræg-tūn*.

b) The *dræg-cots*

i) Draycott Moor BRK, SU 401995, DB

This was probably originally two settlements: Draycott and (South) Moor. Draycot lies on the northern slopes of the Corallian ridge along which an old route runs from Cumnor via Appleton and Hinton Waldrist to Faringdon and on. From this road a track leads down past Draycott Farm to a crossing of the Thames at Newbridge. The bridge was built around 1260, and incorporated a causeway over 700 yards long with 51 arches to accommodate the Thames when in flood.[74] The track from Newbridge to the ridgeway at Draycott is mostly over Oxford Clay, and has a short, sharp rise of about 1 in 20 near the top. Travellers, whether crossing the Thames or disembarking at Newbridge, could face problems with floods, mud or even a steep gradient.

ii) Draycott DBY, SK 443332, DB

Draycott lies on the Roman road, M 182, from Derby to Sawley near Long Eaton on the banks of the Trent where, apparently, it ends. The M 182 parallels the river Derwent. In times of severe flooding large areas around the confluence of the Trent and Derwent are under water, including the south-eastern 2 miles of the M 182 from Draycott to Sawley. There is no need to postulate a portage across a meander neck here as is done in the Place-Names of Derbyshire.[75]

iii) Draycot GLO, SP 182357, 1208

Ogilby in plate 44 shows a route from London to Montgomery which passes through Draycot. It is no longer a main road but a series of country lanes following an irregular route over the Cotswold escarpment. It runs from the Four Shire Stone (SP 231321) past Lemington and Dorn, over Dorn Hill, descends steeply into Draycot where it crosses the Knee Brook, which rises 1 mile to the west and can create a morass locally. The road goes on through Broad Campden, Littleworth, Willersey and so to Evesham.

iv) Draycot Farm GLO, SO 753015, 1221

Draycot is 1 mile east of the Roman road, M 541, from Gloucester to Sea Mills beside the little river Cam. Today the Severn floods come inland only as far as the Gloucester and Berkeley canal, but during the Romano-British Transgression (c. 300-600 AD) and again in the Medieval Warm Period (c. 1000 – 1400) the Severnside marshes were lost to the sea, and the floods could have affected that part of the Roman road near Cambridge.[76] Draycot is 1½ miles from this crossing.

v) Draycotes LIN, TF 117993, 1212

Draycotes, a lost village in Nettleton, was about 1 mile from the Roman town of Caistor which is on the brow of the Lincoln Wolds escarpment. An old Romanised ridgeway called High Street, M 270, ran along the scarp crest from Horncastle via Caistor to Ferriby. The M

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[73] Raistrick, '*Green Roads*', pp. 15, 65, 85.
[74] Fred S. Thacker, *The Thames Highway* (2 vols, repr. Newton Abbot, 1968), 2, pp. 77-9.
[75] PN DBY, p. 456.
[76] Cracknell, '*Outrageous*', pp. 201-4.

271 to North Kelsey, and perhaps ultimately to Ermine Street, drops steeply some 250ft onto the Ancholme Marshes just outside Caistor. Draycotes was associated with this and several other steep routes off the scarp crest.

vi) Draycot OXF, SP 650060, DB

The hamlet of Draycot lies on rising ground just above the flood plain of the river Thame which is ¼ mile away. Like Drayton St Leonard, Draycot lies on the same flood prone river where the same Roman road, M 173, from Dorchester to Fleet Marston crosses the river for a second time. The Roman crossing at c.SP 660056 has been replaced by a bridge ½ mile away leading to Ickford. The latter is approached by a causeway from Draycot, and is usually passable even when the adjacent fields are under water, several times in most years. There was a bridge here before 1237 when it was in need of repair.[77]

vii) Draycot SHR, SO 813927, 1255

Draycot is in rolling well-watered countryside. Two routes pass close by: the Roman road, M 193, Greensforge - Bridgnorth - Church Stretton is ¾ mile to the south-west, while Ogilby (on plate 50) shows the London to Shrewsbury road, having come through Dudley, following what are now minor roads through Heathton (¼ mile south of Draycot), passing ½ mile south of Claverley where it is briefly coincident with the Roman road, going on through Upper Farmcote and so over Gattaker Hill to Bridgnorth.

viii) Draycot SOM, ST 475508, DB

Draycot lies on a road between Cheddar and Wells which runs along the foot of the Mendips at the break of slope; along most of its length it is out of reach of the floods which affect the Somerset Levels. To the north-east a steep road (1 in 7.5) and a steep track rise 600ft onto the top of the Mendips and link in to the Roman road system there. One route would provide a direct way over the Mendips from Draycot via the Roman road, M541, which passes between Compton Martin and West Harptree, to the road, M 54, Bath to Sea Mills. Alternatively, the traveller could take the route, M 45b, towards Old Sarum. A secondary function of Draycot might be to help people on the short, marshy crossing to Nyland Hill.

ix) Draycot SOM, ST 552216, DB

Draycot is ½ mile south of the river Yeo, by a lowlying marshy area (there is a Marston nearby) 2 miles upstream and east of Ilchester, where the Fosse Way, M 5, crosses the river. Today flooding is prevented here by the Ilchester by-pass, but it used to occur around and upstream of the town. Two miles to the east of Draycot the Harrow way crosses the Yeo at Mudford (this is a rare name; muddy fords are not desirable crossing places!). Draycot is midway between these two potentially difficult crossings, although at 2 miles from each rather further than one might wish.

x) Draycott in the Clay STF, SK 154283, DB

A road from Lichfield to Ashbourne, the present A515, passes through Draycott in the Clay before descending the hill to cross the river Dove to Sudbury. The Dove is very liable to flooding, witness the extensive embankments either side of it near Sudbury: up to 1 mile's width can be under water in a severe flood. The names of nearby Coton in the Clay and Draycott in the Clay indicate the muddy conditions locally, and the steep main street of Draycott adds to the problems. Draycott is well placed to help travellers on this difficult stretch of road.

xi) Draycott in the Moors STF, SJ 981402, DB

Draycott lies on the Roman road, M 181, from Stoke-on-Trent to Rocester. The village at 500ft O.D. is 'in the Moors' in contrast to Draycott in the Clay. Although the Roman road does not encounter any steep gradients, the river Blithe floods 1½ miles to the west-north-west and the river Team 1¾ miles to the east.

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[77] Jervoise, *'Bridges Mid and Eastern'*, pp. 150-1.

xii) Draycote WAR, SP 445700, 1203

Draycote lies south of the road from Daventry to Coventry across Dunsmore Heath noted by Ogilby (plate 22), but it does not appear to be associated with it since there are no steep hills nor clayey ground on its course. The road from nearby Bourton on Dunsmore to Birdingbury crosses the Leam where floods sometimes occur. Draycote may be associated with this although it does not appear to be an important route.

xiii) Draycot Cerne WLT, ST 929783, DB

The route from Wantage to Chippenham linked two important Anglo-Saxon royal estates and led on to the West Country. One and a half miles east of Draycot Cerne, at Christian Malford, it crossed the Bristol Avon which is liable to flood (floods had evidently been 3-4ft above bankful when I saw it in March 1994); assistance could be needed here. A track by-passes Chippenham leading from Sutton Benger via Tor Hill to rejoin the route west of Chippenham. A quarter of a mile south-west of Draycot Cerne this becomes a hollow way with well-marked banks: it was very muddy and running with water in March 1994, another place where assistance might be needed.

xiv) Draycot Fitzpayne WLT, SU 142628, DB

Draycot Fitzpayne is at the foot of the scarp slope, which rises on the northern side of the Vale of Pewsey. Many tracks ascend this steep chalk slope, notably the Great Ridgeway 1½ miles west of Draycot and the present A 345, Pewsey to Marlborough road, described by Grundy as route 37, 1 mile east of Draycot.[78] A third track from the settlement itself goes up the scarp through Gopher Wood. Draycot is clearly associated with travellers ascending (or descending) steep hills, as much as 1 in 10, on two important and several lesser routes on the north side of the Vale of Pewsey.

xv) Draycot Foliat WLT, SU 180777, 1197

Draycot Foliat is on chalk downland just south of Swindon, 1 mile west of the Roman road, M 43, from Cirencester to Mildenhall near Marlborough, and ¼ mile south-east of the Great Ridgeway. The hills at Badbury and Ogbourne St George on the course of the M 43 are 2 to 3 miles from Draycot, rather far. There are no rivers to cross nearby, but the Great Ridgeway crosses a winterbourne which rises near Hackpen Farm and which, in a very wet season, can be a couple of hundred yards wide and very muddy.

xvi) Draycott WOR, SU 854480, 1275

Draycot lies between the river Severn and the Roman road, M 180, from Worcester to Tewkesbury and Gloucester, being ½ mile from each. There do not appear to be any steep hills or flood-prone stretches of Roman road here. A possible alternative would be a crossing of the Severn to Pixham (there was a ferry here in the 20th century).

c) Other examples of *dræg*

i) Drayton NFK, c.TG 2623, c.1220

A Roman road, M 38, passes through Scottow, the parish in which the lost settlement of Drayton lay. It crosses the flood-prone Bure ¼ mile north of nearby Lammas.

ii) Drayford DEV, SS 781137, DB

A minor road descends steeply, gradient 1 in 5, to the ford.

iii) Draydon SOM, SS 896295, 1155-8

Draydon is situated near the top of a steep hill (the *dūn*) where a track from Marsh near Dulverton leads north-west up Marsh Hill and Mounsey Hill to a long, probably prehistoric, track over Winsford Hill, north-west to Exford and possibly on to Porlock. Descending steeply south from Mounsey Hill passing a little west of Draydon, another track links the Winsford Hill route to one going past East Anstey to Oldways End (see vol.1, pp. 38-9).[79]

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[78] Grundy, '*Highways Wiltshire*', pp. 91-2.
[79] Eardley-Wilmot, '*Exmoor*', pp. 47, 57.

iv) Dundry Hill SOM, ST 558669, 1065

The *dūn* of the name is a steep-sided plateau rising about 300ft above the general level. Dundry is near the top at the north-western end. The rock capping the summit is a limestone, excellent for building. It was quarried by the Romans (see O.S. Map of Roman Britain) and in the thirteenth to fifteenth centuries for buildings in Bristol, such as St Mary Redcliffe.[80] The people of Dundry would have been involved in transporting the stone down the steep slopes of the *dūn* from Maidenhead.

v) Draymere HNT, c.TL 2090, 1022

Draymere was one of the fenland meres, now long since drained. It has been suggested that *dræg* meant drag-net for fishing but it might equally have been a place where boats were eased through small channels.

vi) Drax YOW, SE 674264, 959, DB

Drax was probably the site of a portage (see under Water Transport, vol. 1, p. 84).

vii) Drigg CMB, SD 070993, 1175-99 and

viii) Dundraw CMB, NY 215498, 1194

The last two examples are on the fringes of the Lake District and were probably named by settlers of Norwegian descent. They were places where boats were drawn up on the shore in sheltered estuaries; the ON term *drag*, being used here in a very similar way to that in Dragsvik in Sognefjord – one of the few places to beach a boat in a very steep-sided fjord. The suggestion[81] that there was a portage from the sea over the sand dunes to Drigg on the river Irt is unlikely: both Saxton's 1583 map and Speed's 1676 map show the Irt to have had a separate mouth from the Mite and Esk, so that ships would not have had to go round the present-day Drigg Point at the joint mouth of the Irt, Mite and Esk, but would have been able to reach Drigg directly from the open sea. The '*drum*' of Dundraw is a ridge of slightly higher land bordered to the north by the silting-up estuary of the river Waver and the Solway Firth. It is likely that 1,000 years ago the estuary was open water and that boats could be drawn up onto the ridge at Dundraw.

APPENDIX TO CHAPTER 6: WATER TRANSPORT

DETAILS OF INDIVIDUAL *PORTS*

i) Portslade SSX, TQ 255064, DB

Portslade lies on the Sussex coast just east of the mouth of the Adur. The coastline of Sussex has changed considerably in the last 2,000 years. Once the estuaries of the four main rivers, the Arun, Adur, Ouse and Cuckmere, extended far inland, but today those estuaries have silted up behind spits and are no longer the sheltered havens they were in Roman and early medieval times.

The maps: figs 6.3 and 6.4, show the geology of the lower Adur. The alluvium indicates the extent of the former estuary which was thought to have been navigable up to Bines bridge (and still is for small craft),[82] and so Heath Barn (*hȳth*) and Eaton's farm (*ēa-tūn*), significant names in terms of water transport, would have been by navigable water. The extent of the spit at Shoreham in early medieval times is uncertain: the most likely position of its end is not so far east as the present one.[83] The spit would have created an embayment between the edge of the South Downs and its western end near Lancing (where Shoreham Airport now is). This embayment could well have been regarded as the 'port' by the Anglo-Saxons.

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[80] G.A. Kellaway and F.B.A. Welch, *The Geology of the Bristol District* (HMSO, London, 1993), p. 157.
[81] PN CMB, p.377, repeated by Edmonds, '*Barrier*', pp. 26-7.
[82] Edwards, '*Inland*', p. 40-1.
[83] Kim Leslie and Brian Short, *An Historical Atlas of Sussex* (Chichester, 1999), pp. 8-9.

There are two Roman roads connected with the Adur estuary: the east-west road, M 140, crossing the river near Streatham, and a coastal route, M 153, from Chichester to Brighton. The latter crossed the Adur just south of the modern A27 and was probably the site of a ferry.[84] Brookfield[85] records that the Adur was fordable at low water near its mouth in 1680. This has a bearing on the interpretation of the name Portslade; the spellings suggest that the second element is either *slæd*, 'wet valley', or *gelād*, 'difficult crossing' (see under *gelād*, p. 137-8). Since the South Downs are chalk, the valleys leading down to the coast where Old Portslade is situated are dry valleys, and therefore *slæd* would not be an appropriate name. On the other hand, the point where M 153 crossed the mouth of the Adur would be a difficult crossing without a ferry. At some stage, possibly with falling sea level at the start of the Little Ice Age (16th century), it must have become passable on foot or on horseback for it to have been in use in 1680, and so at that time *gelād* would be an appropriate term to use. Whether the estuary was fordable at any other period is debateable. The earlier time of low sea level was in the early Roman period, but by the start of the early medieval period sea level was rising again. The name, Portslade, originated before DB but whether it was early enough to refer to a possible ford or not is unknown, but seems unlikely. The chief objection to this suggestion is that Old Portslade is 3 miles from the crossing, although it is linked with M 153 by a Roman track, M 154, over the Downs from Hassocks. However, this apart, Portslade is a good example of *port* having both sheltered water and a link into the Roman road network.

ii) Portsmouth HMP, SZ 647993, c.890 (ASC s.a.501)

The great tidal inlet of Portsmouth Harbour was evidently known as a *port* or haven by seafarers far and wide. It gave its name to Portsea Island (*port* + *ēg*); the hill ridge known as Portsdown (*port* + *dūn*); Portsmouth (*port* + *mutha*) at the mouth of the haven and to the Roman settlement Portchester (*port* + *ceaster*). Portchester would have been linked into the rest of the Roman road system. The Anglo-Saxon Chronicle (E) s.a. 501 records a landing here by Saxon raiders.

iii) Portland DOR SY 6972, c.890 (ASC s.a.837)

Portland appears as *(on) Port* in ASC (A) s.a. 837 when there was a battle there with the Danes. The 'port' would have been Portland Roads known, now that it is protected by breakwaters, as Portland Harbour. The Isle of Portland sheltered the haven on the western side, the name having the sense of 'land protecting the *port*'. Access to the road network would be along M 48 which runs from Weymouth to Dorchester. The Anglo-Saxon Chronicle (C) s.a. 982 records Viking raids in Portland and again s.a.1052 ASC (E)

iv) Portlemouth DEV: East Portlemouth SX 749384, DB; West Portlemouth SX 710391, 1292

Opinions differ as to the derivation of Portlemouth: The Place-Names of Devon and Watts favour a derivation from Pr Corn '*porth*' a 'cove, harbour' + Co **heyl* 'estuary': Ekwall and Gelling favour an OE origin from **port-wellan-mutha* 'mouth of the harbour stream'[86]. The OE version aptly describes the position of the settlement of East Portlemouth at the entrance to the long Kingsbridge ria through which the stream of water would pass as the tide ebbed and flowed. The *port* would be the expanse of sheltered watered leading some 4-5 miles inland. From Kingsbridge at the head of the ria, a route, variously called a *herepæth* and a *weg*,[87] leads to Halwell, a route centre and burghal hidage town.

v) Porlock SOM, SS 886466, 918

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[84] Margary, '*Roman Roads*', 1, p. 68-9.
[85] H.C.Brookfield, 'The Estuary of the Adur', *Sussex Archaeological Collections*, 90 (1952), p. 157.
[86] PN DEV; CDEPN s.n. Portlemouth; DEPN, s.n. Portlemouth; Gelling, '*Signposts*', p. 79.
[87] Della Hooke, *Pre-Conquest Charter-bounds of Devon and Cornwall* (Woodbridge, 1994), pp. 105-12.

Porlock is one of the few havens along the rocky coast of north Devon and west Somerset. The coast of South Wales is visible across the Bristol Channel. A storm beach extends across the mouth of the bay enclosing a small salt marsh. When the storm beach is breached the salt marsh can be flooded for several weeks at a time.[88] In earlier times, when silting was less advanced, this must have been the *port* or haven referred to in the place-name. Overland, Porlock is now most readily accessible from the south-east. However, in the past the old tracks leading into Porlock followed routes high over Exmoor or Bossington Hill. There is a steep climb from Porlock Weir up a coombe past Pitt Farm to Hawkcombe Head where the track meets the Brendon Hills *herepæth* coming from the east. It meets, coming from the west, the coastal ridgeway (roughly today's A 39) and the track from Barnstaple by way of Exe Head.

The haven at Porlock was evidently well known to seafarers as the Anglo-Saxon Chronicle records that ships came from Brittany raiding along Severn-side and Herefordshire and then Porlock and Watchet, prompting King Edward to take defensive measures from Cornwall to Avonmouth (ASC (A) s.a. 918). In 1052 (ASC (E)) Earl Harold, having come from Ireland, raided Porlock and its countryside (see map: fig. 6.5 and photograph: fig. 6.18)

vi) Portishead SOM ST 465760, DB
Portbury SOM ST 502754, DB

These names mean 'headland by the *port*' and 'fortified place by the *port*' and lie on opposite sides of the Gordano valley. The five-mile-long ridge of Portishead Down separates the southern end of the Gordano valley from the Bristol Channel. Much of it is infilled with estuarine alluvium, now reclaimed agricultural land, but it is thought to have been open water in the late Roman and early Anglo-Saxon periods[89] when it would have formed the sheltered expanse of water of the *port*. The Bristol Avon's mouth was in the north-eastern part of the embayment with the Roman town of *Abona* (Sea Mills) on its north bank, whence the Roman roads M 541 to Gloucester and M 54 to Bath departed. The Anglo-Saxon Chronicle records sea-borne raids in the vicinity, s.a. 918 ASC (A) and again s.a. 1067 ASC (D). (See map: fig. 6.6 and sketch of Portishead and Capenore fig. 8.13).

DETAILS OF INDIVIDUAL *HŸTHS*

i) Hidden BRK. c.SU 360700, 984 (c.1240)

The landing place is thought to have been near Kintbury on the Kennet at the mouth of the *hŷth-denu* - loosely 'the valley leading to the hithe'. The Roman road, M 41, Silchester to Cirencester, crossed the head of the valley, and M 53, Wickham to Bath, crossed the middle of it, so a track a few miles long up the valley would link the hithe into the Roman road system.

ii) Maidenhead BRK. SU 888815, 1202

The settlement was earlier called Elington (*Elentone* DB) but was also known as Maidenhead by 1202. The Roman road, M 163, Silchester to *Verulamium* has left few traces south-west of the Thames, but is thought to have passed about 2 miles north of Maidenhead on its way to Cookham where it crossed the Thames in the vicinity of Sashes, a burghal hidage stronghold, to Hedsor Wharf (busy with the timber trade in the middle ages). It climbed steeply up the river cliff at Hedsor and went thence to Verulamium. Although Maidenhead is readily accessible to the Roman road system it would appear to have become important as a hithe in the post-Conquest period at a time when the Gough route from London to Bristol via

[88] R.A. Edwards, *The Minehead District: a Concise Account of the Geology* (HMSO, London, 1999), p. 103.
[89] Stephen Rippon, *The Severn Estuary* (London, 1997), p. 123 ff.

Maidenhead developed, and so it would have served a different hinterland to Hedsor and its wharf.

iii) Aldreth CAM. TL 445735, 1169-72

Aldreth lies on the Isle of Ely and is linked by the Aldreth Causeway which crosses marshland and the old course of the Ouse en route to the mainland near Willingham; the causeway is thought to be post-Conquest. Boats could have passed from Aldreth along the Ouse to Earith, the 'gravel landing place' on the mainland (see map: fig. 6.9).

iv) Clayhithe CAM. TL 501644, 975 (12)

Clayhithe was called simply Clay (*cleie*) in 975 (12c.), but had had *hȳth* added by 1228. It lies beside the Cam close by its confluence with the Car Dyke (see map: fig. 6.9).

v) Downham Hythe, CAM TL 500837, 1251

Downham, *dūn-hām*, as its name suggests is on a hill some 50 ft high, part of the Isle of Ely. Its hithe lies on the fen edge, and was linked by a canal running into the Oxlode and to Manea and the Fenland water-way system (see map: fig. 6.9).[90]

vi) Horseway CAM, TL 425871, 1238

Horseway means either 'dirty hithe' or 'landing place for horses'. It is on a small, low Fenland island (see map: fig. 6.9).

vii) Hythe House CAM, c.TL 4197, 1221

Hythe House was somewhere in the parish of March and probably associated with *hethelod*, perhaps an artificial cut leading to a landing place on the fenland island upon which March stands. The Fen Causeway, M 25, the Roman road from *Durobrivae* (Water Newton) to Denver, passes across the island and cannot have been far away (see map: fig. 6.9).

viii) Swavesey CAM, TL 362692, 1066, DB

Swavesey is on a river terrace - the nearest dry point to the river Ouse to which it was linked by a canal from the market place. A wharf or 'port' existed by 1177 (see map: fig. 6.9).[91]

ix) Willey Farm CAM, TL 382875, 1240

The island upon which Chatteris stands had access to the Car Dyke, and thence the Ouse and Nene through the hithe at Willey Farm (see map: fig. 6.9).

x) Hyton CMB, SD 098873, c.1210

Old Hyton overlooks the river Annas about a mile from the sea. The little estuary has silted up, and the river been deflected to the north, so that it is no longer a useful hithe.

xi) Hyde DEV, SS 461290, 1333

Hyde is on the west bank of the Torridge one and a half miles north of Bideford. It appears as the home of John atte Hithe in 1333 and is at a point where deep water abuts the riverbank. A ford would have provided access to the lands east of the river, prior to the building of a bridge in the fourteenth century.

xii) Prattshyde DEV, c.SY 000815, c.1250

Prattshyde, now lost, was on the east bank of the Exe estuary four miles south of the Roman road to Topsham, M 490.

xiii) Creeksea ESX, TQ 930969, DB

Creeksea lies on the north bank of the river Crouch, where the river briefly abuts firm land allowing for an easy landing. Its hinterland is the Dengie peninsula.

xiv) Old Heath ESX, c.TM 017229, 1158-1237
Hythe ESX, TM 013247, 1311

Old Heath was on the west bank of the river Colne 2 miles south of Colchester. However, the estuary silted up and marsh developed between the hithe and the river, so that by 1272 the landing place was known as *ealdehethe*. By 1311 *la new(e)hethe* was recorded on a site with

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[90] Hall, '*Fenland 10*', p. 18.

[91] Ibid,, p. 152.

firmer river banks nearer to Colchester. Both hithes would have had ready access to the Roman road system at Colchester.

xv) Pudsey ESX, TQ 882952, DB

Pudsey is set back ¾ mile from the south bank of the river Crouch where drained marshland abuts higher ground. It would once have been nearer open water.

xvi) Hythe HMP, SU 425078, 1248

A Roman road, M 423, led down the western side of Southampton Water to a small inlet, used as a landing place, close to Stone Farm (SZ 458994). However, as it silted up a new landing place was needed. Hythe is recorded as *portmonna hyth* (S701) 'the landing place of the men of Southampton'. It was within 1½ miles of M 423, but being the other side of the Test estuary, was not well placed with respect to the busy trading centre of *hamwic*, later Southampton.

xvii) Earith HNT, TL 385748, 1244 (c.1350)

Earith, the 'gravelly landing place', OE *ēar,* was a carefully chosen and named site on a river terrace beside the Great Ouse where it is joined by the Car Dyke; it had good access to the fenland waterways (see map: fig. 6.9).

xviii) Erith KNT, TQ 515781, 695 (c.1000), DB

Erith is on the south bank of the Thames estuary on sands, chalk and gravel (OE *ēar* 'gravel'), 2 miles north of the London to Rochester road, M 1c.

xix) Greenhithe KNT, TQ 585753, 1264

Greenhithe is on chalk on the south bank of the Thames, 1½ miles north of M 1c, the London to Rochester road.

xx) Hythe KNT, TQ 161350, 1052, DB

There have been great changes to the coast of south-east Kent and north-east Sussex since the time when the Roman port near Lympne flourished, and the river Rother reached the sea nearby. The great cuspate foreland of Dungeness continued to develop, marshland was reclaimed, and the Rother shifted to the Rhee Wall/New Romney course. The accumulation of shingle made Lympne less useful as a landing place and a new one developed at West Hythe: this in turn was displaced eastwards to Hythe. By Elizabeth I's time this site too, was rendered useless as a port by the accumulating shingle.[92] The area was linked by Roman roads northwards to Canterbury (M 12) and westwards to the Weald (M 131), and within easy reach of the downland track sometimes called the Pilgrims' Way.

xxi) Small Hythe KNT, TQ 893301, 13c.

Small Hythe was also affected by the development of Dungeness and Romney Marsh. The map: fig. 6.17, shows the geology of the area around the Isle of Oxney and the neighbourhood of Small Hythe. This landing place appears in the records in the thirteenth century at a time when the Rother is thought to have flowed round the northern side of the Isle of Oxney and out to sea by the Rhee Wall and/or a nearby channel. The great storm of 1287, which so damaged Winchelsea, caused the mouth of the Rother to shift southwards to the vicinity of Rye. The marshes of the Rother valley have been reclaimed over a long period, but mainly since the fourteenth century. It was in the seventeenth century that the Rother was diverted to flow south of Oxney.[93] Small Hythe was functioning as a ship repair yard in the fifteenth century, but now it is beside the Reading Sewer some 8½ miles from the open sea, its port and trading function destroyed by coastal deposition and marshland reclamation.

xxii) Riverhead KNT, TQ 515561, 1278

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[92] J.G.O. Smart, G. Bisson, B.C. Worssam, *Geology of the Country around Canterbury and Folkestone* (HMSO, London, 1966), pp. 258-9.

[93] E.R. Shephard-Thorn, J.G.O. Smart, G. Bisson and E.A. Edmonds, *Geology of the Country around Tenterden* (HMSO, London, 1966), pp 97-100.

Riverhead is on a river terrace beside the river Darent in the Vale of Holmesdale having access to the Weald southwards or, by crossing the Darent at Longford, to the Pilgrims' Way to the north. It was the 'cattle landing place'.

xxiii) New Hythe KNT, TQ 711600, 1254

Like Riverhead, New Hythe is on a river, the Medway, linking the Vale of Holmesdale to the Thames Estuary. It is, unusually, built on alluvium, perhaps for ease of dockworks: it was a ship-building site in the middle ages. The Roman road, M 13, from Rochester to Hastings, passes New Hythe 2¼ miles away on the far side of the river.

xxiv) Knaith LIN, SK 828847, DB

Knaith is well sited on a rise beside the river Trent, safely above its flood plain on the outside of a meander and therefore by deep water. This bend is the *cnēo*, 'knee', of the name. The Roman road from Lincoln to Doncaster, M 28a, crosses the Trent at Littleborough 1½ miles to the south (see map: fig. 6.11).

xxv) East Stockwith LIN, SK 788945, 1188
West Stockwith NTT, SK 790947, 1226

These are on opposite sides of the lower Trent, both built on alluvium in an area subject to flooding; today they are protected by high embankments. It was perhaps the unsuitability of this site which prompted the use of the 'stocks' (to reinforce the banks or make a landing stage?) commemorated in the name. However, there was a good reason for the choice of site which becomes apparent when the evolution of the nearby water-ways is revealed. The Trent-Ouse system provides a useful water route linking Lincoln to York, but it would entail using the Humber Estuary (it is 14 miles from the mouth of the Trent to the confluence of the Ouse and Aire). The Humber Estuary has shifting sand banks, dangerous tides and an eagre (bore); it is best avoided. An alternative route was developed (see map: fig. 6.11): Bykers Dike, in existence by 1086 when it is mentioned in DB, was dug linking the Trent to the old course of the Idle. The old Idle flowed into the old Don. By going up the old Don and then taking the cut (now the present course of the lower Don) north, across the course of the Went to the Aire, the Humber could be avoided. This cut was in existence by 1344 but might have been much earlier, even Roman .[94] Stockwith was strategically placed at the confluence of Bykers Dike (the start of the safe waterway to York), and the Trent.

xxvi) Walkerith LIN, SK 788931, late 13c.

Walkerith is a mile upstream (south) of Stockwith also on a poor, alluvial, flood-prone site but with the advantage of the safe waterway to the Ouse nearby (see map: fig. 6.11)

xxvii) Huyton LNC, SJ 443912, DB

Huyton lies on the low watershed between the river Alt and the Ditton Brook. It has no access to a navigable stream, nor would it seem to have done so before the drainage and reclamation of the Lancashire mosses. The only possibility of it functioning as a landing place might be a connection with the Ditton Brook, an artificial cut in existence by 1194, when the settlement of Ditton, probably named from it, is first recorded. The nearby examples of *stæth/stothr* are equally problematical.

xxviii) Chelsea MDX, TQ 271776, 799-802, DB
Endiff MDX, c.TQ 3079, 13c.
Stepney MDX, TQ 367810, DB

All three lie on gravel patches on the north bank of the Thames close to the centre of London, with ready access to the Roman road system. Chelsea, probably meaning the 'chalk hithe', may well have been the place where chalk was landed to spread on the rather heavy clay

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[94] J.A. Steers, *The Coastline of England and Wales* (Cambridge, 1969), p. 688; G.D. Gaunt, 'The Artificial Nature of the River Don north of Thorne, Yorkshire', *Yorkshire Archaeological Journal*, 47 (1975), pp. 15-21; G.D. Gaunt, *Geology of the Country around Goole, Doncaster and the Isle of Axholme* (HMSO, London, 1994).

lands north of Chelsea. A likely source of chalk is Chalk KNT, where an outcrop occurs by the Thames-side.[95] Endiff is lost but was near the present Houses of Parliament on a gravel patch at the western end of an old ford at Westminster.

xxix) Queenshithe MDX, TQ 323807, 1151

Queenshithe, recorded as such in 1151, was earlier known as *Ætheredes hyd* in a charter of 895 (S 1628) It is in the City of London on a gravel patch close to London Bridge and the hub of the Roman road system.

xxx) Methwold Hythe NFK, TL 712948, 1277

Methwold is recorded in DB, but the nearby settlement of Methwold Hythe not until 1277. It lies at the junction of fenland and upland. In medieval times it was a small port, but large enough to have its own church. As the hithe is 2 miles from the river Wissey there must have been a man-made waterway linking the two by the second half of the thirteenth century.[96]

xxxi) *Otringhithe* NFK, TL 801876, DB

Otringhithe was mistakenly equated with Methwold Hythe in DEPN, but Dymond[97] established that it lay on the north bank of the Little Ouse at the highest point to which heavy goods could be carried. The site is where higher, better-drained land comes close to the river, which otherwise flows through a marshy ill-drained flood plain. An old route, described as a Romanised trackway by Margary, M 332, linked it eastwards to the Icknield and Peddars Ways (see map: fig. 6.9).

xxxii) Rackheath NFK, TG 270150, DB

In early medieval times the Bure was a tidal estuary, reaching upstream beyond the little tributary upon which Rackheath stands. The first element is probably *hraca*, 'throat', although the valley that the stream by Rackheath church flows through is not deep-cut. If the second element of Rackheath really is *hȳth* (it could conceivably be *hæth*) the stream would need to have been canalised if the landing place was by the stream rather than the estuary-side (no stretch of the Bure is in the present parish of Rackheath). It would appear to have served quite a limited area since nearby Norwich would have had its own landing places on the Yare.

xxxiii) Setchey NFK, TF 635136, 1202

Setchey is on a rise some 10 ft above the river Nar, which, though small, is big enough for a quanted boat. It lies at the fenland/upland junction, and, as so often happens where two areas with different resources meet, trading developed - Setchey had a market by 1258. Its road links south were improved by the construction of a causeway across the Nar valley before 1271 and by a bridge by 1413. An inquisition of 1274-5 refers to the 'great hithe of *Secheth*' where the flow of the Nar was impeded by rubbish and silting in the channel (see map: fig. 6.9).[98]

xxxiv) Bablock Hythe OXF, SP 434043, Bablock 1277, *hythe* added by 1581-2

This is one of a series of hithes on the Thames above Oxford. The *hythe* appears in the accounts of St Johns College for 1581-2 when two boatloads of wood were carried down to Hithe Bridge in Oxford.[99]

xxxv) Bolney OXF, SU 777807, DB

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[95] Ann Cole, 'The Distribution and Usage of the OE Place-Name *Cealc*', *JEPNS*, 19 (1988), p. 52. Defoe describes its exploitation and uses in this area in the eighteenth century in 'A Tour through England and Wales', 1, pp. 99-100.

[96] David Dymond, 'A Misplaced Domesay Vill: Otringhithe and Bromehill', *Norfolk Archeology*, 43 (1998), pp. 161-8.

[97] Ibid.

[98] R.J. Sylvester and Andrew Rogerson, 'Fenland Project No. 3: Norfolk Survey, Marshland and Nar Valley', *East Anglian Archeology*, 45 (1988), pp. 138, 141.

[99] *The Early History of St John's College, Oxford*, ed. W.H. Stevenson and H.E. Salter (Oxford Historical Society, N.S.1, 1939), p. 236.

Bolney, the 'bullocks' landing place', lies on a gravel patch 1½ miles south of Henley-on-Thames at the mouth of the long, curving Harpsden valley. This is a typical *denu* leading up onto the rough grazing of the Chiltern plateau to Rotherfield, 'open land of the cattle'. There must surely have been movement of cattle between the two, most likely bullocks being taken down-river for consumption elsewhere. Pack and Prime Lane, which runs from the Thames near Goring via Rotherfield Greys, reaches the Thames again between Henley and Bolney. It was used as a short cut for travellers and goods to avoid the rather difficult and circuitous stretch of river via Reading; re-embarkation took place at Bolney (or Henley). Another alternative overland route which runs from Hithe Bridge in Oxford by way of Knightsbridge Lane and Henley, also ends up at Bolney for re-embarkation. Finally, the Roman road from Dorchester via Nettlebed is thought to have crossed the Thames at Phyllis Court on the northern edge of Henley, but users could equally well have gone on 2 miles to Bolney and taken a boat.

xxxvi) Highcroft Lodge OXF, SP 446093, 1328

This appears earlier as a field name in c.1240.[100] It was associated with Eynsham Abbey, and was on the Thames just downstream of Swinford Bridge, itself part of an important route west from Oxford. Merton College rolls record a wharf in Eynsham being used to load Taynton stone for carriage to '*la Huythe*' in Oxford to use in building the library in 1310.[101]

xxxvii) Hythe Bridge OXF, SP 506064, 1233-4

This hithe, situated on the Thames in Oxford, was not only an important river port, but a good trans-shipment point (see Bolney and Highcroft Lodge supra). It had links to the north-south route through Oxford which used the eponymous ford and later Grandpont; links to the east-west route using Swinford's ford and later bridge; links to the road to London via Old Road and Shotover, while several Roman roads, M 160 and M164, ran close by and were easily accessed.

xxxviii) Lakenheath SFK, TL 713827, 945, DB

Lakenheath lies at the junction of fenland and upland, and is linked by Lakenheath Old Lode or its predecessor to the Little Ouse. The lode runs through peat and must have been relatively easy to cut (but perhaps hard to maintain), presumably before 945 in order that the hithe was in existence by the time that the name Lakenheath was recorded. The Little Ouse has been straightened, and now joins the Great Ouse at Brandon Creek, well north of the original confluence near Littleport. The date of this diversion is uncertain: the VCH suggests it was in Roman times, Bond that it was in the thirteenth century (see map: fig. 6.9).[102]

xxxix) Bleadney SOM, ST 482453, early 8c.

Bleadney is in the Somerset Levels where the river Axe breaks through the ridge running from Wells to Wedmore. This makes a good trans-shipment point for goods and travellers going by river between Glastonbury and the coast at Uphill, and those going along the ridge between Wells and Wedmore (see map: fig. 6.12).

xl) Hythe SOM, ST 457523, 1212

Hythe is on a tributary of the Axe called the Yeo, which rises at the foot of the Mendips in Cheddar Gorge. It would have served the estate at Cheddar.

xli) Glanty SRY, TQ 020718, 675 (13c.)
Hythe SRY, c.TQ 028716, 675 (13c.)

Glanty and Hythe are both sited on gravel patches on the south bank of the Thames close to its confluence with the Colne, and respectively ¾ mile and ¼ mile north of the crossing of M 4a, the London to Silchester road, over the Thames at Staines.

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[100] *The Cartulary of the Abbey of Eynsham*, ed. H.E. Salter (Oxford Historical Society, 49, 1907), p. 218.
[101] W.J. Arkell, *Oxford Stone* (London, 1947), p. 61.
[102] VCH Cambridge, vol., 7 (1978), p. 14; J. Bond, 'Canal Construction in the Early Middle Ages' in Blair, '*Waterways*', ch. 7.

xlii) Lambeth SRY, TQ 3078, DB

Lambeth, again on a gravel patch, is at the eastern end of the old ford at Westminster (Endiff was at the western end), the one busy with lambs: the other frequented by ducks. It was where the busy Roman road, Watling Street, M 1, from Dover via London to the Midlands, crossed the Thames.

xliii) Putney SRY, TQ 242755, DB

Putney is on a river terrace on the south bank of the Thames, and its High Street links it to the London – Kingston – Guildford road, present A3, an old route, although not Roman.

xliv) Rotherhithe SRY, TQ 775085, 1100-7

Unlike most hithes on the lower Thames, this hithe stands on alluvium. It is another 'cattle landing place' and likely to have become very poached and muddy. It was within easy reach of Watling Street, M 1, Dover – London - Midlands.

xlv) Bulverhythe SSX, TQ 775085, 1135-54

Bulverhythe means the 'landing place of the burghers (of Hastings)'. The sites of both Bulverhythe and Hastings have been affected by coastal erosion and deposition. At one time Hastings town was on the west side of the estuary occupying the Priory valley, on low-lying ground prone to flooding. Indeed, by the end of the fourteenth century the site was uninhabitable and the population had moved further east. The stream in the Priory valley was deflected east by a shingle spit, and the haven was useless for navigation, probably by the twelfth century. About 2½ miles to the west lay another small estuary and here, on the west bank, Bulverhythe grew up. It is first mentioned in the reign of Stephen 1135-54, suggesting it developed as a port as a result of the changes to the Priory valley.[103] The route from Bulverhythe to Hastings would have been circuitous - around the head of the haven, unless there were landing facilities on the east bank of the haven too.

xlvi) Heath Barn SSX, TQ 190146, 1327

Heath Barn's fortunes as a landing place, like Portslade's supra, is intimately connected with the silting of the Adur Estuary, which at one time was navigable up to Bines Bridge, some 2 miles upstream of Heath Barn. In the eleventh century the estuary was open at least as far as Steyning, but the thirteenth century drainage works accelerated the silting, decreasing the usefulness of Heath Barn as a landing place.[104] However, in its heyday it was well placed on a dry site to the west of the Adur, and ¾ mile north of where the east-west Roman road, M 140, Barcombe Mills to Hardham, crossed the river at Streatham (see map: fig. 6.4).

xlvii) Hive YER, SE 821310, 959 (c. 1200), DB

Hive now lies 4½ miles from the Humber and 1 mile fron the river Foulness (also called Foulney), an unlikely looking site for a hithe because the countryside has changed considerably over the last 1,000 years. The map: fig. 6.8, shows that the Humber was by a strip of salt marsh up to about 3 miles wide, and to the north were water-logged sands and clays drained by the Foulness and Derwent; the former drained into Wallingfen Carrs, normally a lake, and flowed on to an inlet of the Humber called Skelfleet. An east-west deposit of sand, a few feet above the marshes, was the site of Eastrington, Portington, Cavil and Hive, all mentioned by 1086. These settlements were difficult to reach from any direction but the easiest, safest route for goods must have been up the Skelfleet, through Wallingfen and into the Foulness, and thence to a mile-long ditch, perhaps the Delph Drain, through the waterlogged clays to Hive. It served some small marshland communities.

xlviii) New Hythe YER, c.TA 1655, 1260

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[103] E.M. Ward, 'The Evolution of the Hastings Coastline', *Geographical Journal*, 56 (1920), p. 110.

[104] E.W. Holden, 'New Evidence relating to Bramber Bridge', *Sussex Archaeological Collections*, 113 (1975), pp. 104 -17.

New Hythe lay on the coast of Holderness, and, like many other villages there, was destroyed by coastal erosion, which was particularly severe in the fourteenth and fifteenth centuries. It would have served the communities lying between the marshy Hull valley and the North Sea.

DETAILS OF INDIVIDUAL *STÆTHS* AND *STǪTHS*

i) Brimstage CHE, SJ 305828, 1260

The name is apparently made up of an OE personal name *Bruna* + OE *stæth*. The Roman road from Chester, M 670, is heading straight up the Wirral peninsula towards Brimstage, which lies beside a small stream, the nearest navigable water now being over 2 miles away, and in the past had been even further. Although here the *stæth* might just possibly mean 'river bank', it cannot be referring to a landing-place.

ii) Statham CHE, SJ 670877, 1284-5

Statham is the dative plural of OE *stæth* and lies on the marshy banks of the Mersey 3½ miles east of the point where M 70, the Roman road from the Cheshire wiches to Lancashire and the north, crossed the Mersey at Wilderspool. These were evidently landing-places which were not adjacent to a major routeway.

iii) Burton Stather LIN, SE 865185, Burton in DB, Stather by 1201
Flixborough Stather LIN, SE 862143, Flixborough in DB, Stather later

These are named from the plural, *stǫthvar*, of ON *stǫth*. They are near the mouth of the Trent downstream of Stockwith and Walkerith but on similar flood-plain sites: however, Burton and Flixborough are well above flood level. These landing places would have served traffic on the Humber wishing to access the country sandwiched between the Trent and the Ancholme, i.e. the northern end of Lincoln Edge. Flixborough is a 'productive site' – a place yielding many coin and metalwork finds, and was probably a trading place.

iv) Bickerstaffe LNC, SD 446043, 1190

The first element of the name is OE **bicere* 'beekeeper', the second element is uncertain: theoretically, the OE element *stæth* would seem more likely than an ON element. The problem is that Bickerstaffe is on a ridge of higher, drier land, a considerable distance from navigable water, and so neither OE *stæth* nor ON *stǫth* is appropriate. ON *stathr* may therefore be the origin, as suggested by Mary Higham.[105]

v) Birstath Bryning LNC, SD 401300, 1201

Birstath is now separated from the Ribble by 1½ half miles of erstwhile marshland. Although it may have been possible to get quite close by boat at one time, it is more likely that the name derives from *byjar-stathr* 'a farmstead' than from *stæth* or *stǫth*.

vi) Croxteth LNC, SJ 402963, 1257

The first element is probably ON *krókr* 'a bend', or even the OE cognate *crōc*, while the second element could be *stæth, stǫth* or *stathr*. It is a few miles from the source of the river Alt, close to a pronounced bend. The river appears to be just big enough for boats so it could therefore be an example of a staithe.

vii) Hubbersty LNC, SD 483546, 1236

Hubbersty is a name no longer in use. The site has been affected by canal, railway and road works, but was apparently on the river Condor 2½ miles from the coast, and close to the supposed route of the Roman road, M 70d, from Ribchester. It would be a suitable landing place.

viii) Todderstaffe LNC, SD 368367, 1332

Todderstaffe stands on a rise overlooking a formerly ill-drained valley to the east with a straight drainage ditch called Main Dyke running through it to the river Wyre. To the west, ¼ to ½ mile away, is a Roman road, M 703, leading to Poulton le Fylde. The meaning of the

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[105] Mary Higham, 'The Problem of the Bee-keepers', *JEPNS*, 34 (2002), pp. 23-8.

qualifier is not known: the generic is probably OE *stæth* but could be ON *stǫth* or *stathr*. It would be acceptable as a staithe if Main Dyke or its forerunner had been made large enough to take boat traffic before the name was coined, perhaps during the Medieval Warm Period Transgression when sea levels were higher.

ix) Toxteth LNC, SJ 383882, DB

Toxteth is now engulfed by Liverpool. It lay near the Mersey, far from the Roman road system. The first element is the ON personal name Toki, so the second element is more likely to be ON *stǫth* or *stathr* than OE *stæth*. Its estuary-side site would be suitable for a landing place.

x) Stathe SOM, ST 374290, 1233

Stathe is beside the river Parrett at the end of a long tongue of upland stretching into the marshy Somerset Levels. A route along the ridge links Stathe with the district of Curry. The area was never held by the Vikings, and so the name will be from the OE term *stæth*. Its situation is ideal for a landing-place on the interface between land and water transport or for exploiting the marshes (see map: fig. 6.12).

xi) Stafford STF, SJ 922233, 913, DB

The name comes from OE *stæth*. It is likely that it means 'landing-place' here as it is used to distinguish this ford from other fords. If the meaning was 'river-bank' its name would not differentiate it from any other ford. The river Sow here is navigable for small craft and leads to the Trent 5 miles away. It is not served by any Roman road.

xii) Staithes YON, NZ 780183, 1415

Staithes, a tiny harbour on the Yorkshire coast, occurs as Setonstaithes in 1415. Seaton was a DB estate ¾ mile inland but is now very much shrunken. Staithes suffers from erosion which has reduced the size of the harbour and the area suitable for building. It is a late-recorded, atypical staithe site.

xiii) Birstwith YOW, SE 239595, DB

Birstwith is on a rise beside the river Nidd, 1½ miles west of Hampsthwaite where the Roman road, M 270b, from Ilkeley crosses the river. The Nidd is said to be navigable for small craft like canoes,[106] but near Birstwith there are shallows and white water. Etymologists disagree about the origins of the name: for instance, Ekwall and Gelling believe it may derive from *byrg-stæth* 'landing place of the fort', while Smith, Mills and Watts believe it to be from O Scand. *byjar-stathr* 'farm built on the site of a lost farm'. Fellows Jensen thinks the Scandinavian appellative has replaced an OE *byrig-stede.[107] Birstwith is not a certain example especially in view of the unsuitability of the river for navigation there.

DETAILS OF INDIVIDUAL *ĒA-TŪNS*

These are mapped in fig. 6.15.

i) Eaton Socon BDF, TL 170589, DB

Eaton Socon lies by the Great Ouse which flows parallel to the main Roman road from Sandy to Godmanchester (M 22), but the Viatores[108] suggest that a minor road, M 231, runs from Cambridge via the erstwhile ford at St Neots to Bolnhurst. Eaton Socon might be connected with this crossing.

ii) Eaton BRK, SP 447033, 811(c.1200)

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[106] Edwards, '*Inland*', p. 424.

[107] DEPN, *s.n. Birstwith*; Gelling and Cole, '*Landscape*', p. 92; PN YOW, 5, p. 131; MILLS, s.n. Birstwith; CDEPN, s.n. Birstwith; Gillian Fellows Jensen, *Scandinavian Settlement Names in Yorkshire* (Copenhagen, 1972), p. 143.

[108] Viatores,*Roman Roads*, pp. 264-7.

The Thames is quite broad here although there is slumping of the banks, and dredging is necessary if today's craft are to use the river safely. Bablock Hythe is nearby and is linked overland by a track to Oxford.

iii) Eaton Hastings BRK, SU 262985, DB

Eaton Hastings is on the Thames between Lechlade and Radcot Bridge where salt routes from Droitwich reach the river. It would be important to keep the river open for navigation here so that salt could be taken to markets down-river.

iv) Eton BUC, SU 965776, DB

Eton is beside a much wider stretch of river (the Thames) than other *ēa-tūn*s. It is not clear what the problems were in early medieval times. However, Thacker describes reed-beds and shoals downstream of Queen's Ait: 'weeds extending thickly every summer a third across the stream from each bank between Surley Hall and Queen's Ait; leaving a very narrow navigable channel' (this is upstream of Eton). A 1780 report said that 'The navigation here is very difficult owing to the sharp turns of the River' (near Clewer).[109] In addition, there are other aits a little further downstream close by Eton. It may be that these caused similar problems to early medieval boatmen, hence the presence of an *ēa-tūn*.

v) Water Eaton BUC, SP 880330, DB

Water Eaton is by the Ouzel, ¾ mile from Watling Street (M 1e), and 1 mile south of Fenny Stratford. The Ouzel is a tributary of the Great Ouse, which carries traffic towards the Fens.

vi) Eaton CHE, SJ 870654, c.1262

Eaton is on the river Dane, a small river with numerous tight meanders making any river journey very tortuous. There is no known Roman road nearby. .

vii) Eaton Hall CHE, SJ 415610, c.1050, DB

Eaton Hall is by the river Dee 3¼ miles south of Chester and ½ mile from the crossing of M 6a over the Dee at Aldford; the Dee is a substantial river at this point.

viii) Eaton CHE, SJ 646704, 1290

Eaton is on the river Weaver close by the Cheshire salt wiches and close to the Roman roads converging on Northwich (*Condate*). This might be an example of an *ēg-tūn*, the spellings are inconclusive.

ix) Eaton Hennor HRE SO 525588, 1243; Eaton HRE SO 509583, DB

These are neighbouring settlements, part of the same DB estate. Eaton Hennor is on a Roman road, M 613. Hennor means 'the high *ofer*', another route-indicative term. Eaton is 1 mile away beside the deep, navigable river Lugg.

x) Eaton Bishop HRE, SO 442391, DB

Eaton Bishop is by the Wye about 4 miles upstream of Hereford and ½ mile from the Roman road (M 630) which here crosses the river to Kenchester.

xi) Eaton Tregoz HRE SO 605277, DB

Eaton Tregoz is on a hill overlooking the river Wye 3 or 4 miles upstream of Ross. The Roman road from Ariconium, M 613, although not crossing the Wye, would have ready access to it near here.

xii) Eaton NFK, TG 203061, DB

Eaton is on the south-western edge of Norwich across the Yare from Cringleford, 2½ miles from Caistor St Edmund and about 1½ miles from a minor road between Caistor and Crownthorpe.[110]

xiii) Eaton NFK, TL 695363, mid 13c.

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[109] Thacker, '*Thames 2*', pp. 345, 348.
[110] Wade-Martins, '*Norfolk*', p.35.

Eaton is on the Heacham River, a small stream draining into The Wash through reclaimed coastal marshes. If this river was kept open for 2 or 3 miles inland it would give access to the Icknield Way (M 333) and Peddar's Way (M 33b).

xiv) Eaton NTT, SK 710780, DB

Eaton is on the river Idle 2 miles south of Retford. The Great North Road in Ogilby's time crossed the river Idle 1 mile to the south at Gamston, not at Retford as at present. A navigable Idle near Gamston would link the Great North Road with the water route from Lincoln to York (see above under Stockwith).

xv) Water Eaton OXF, SP 515122, 864(11c.), DB
Woodeaton OXF, SP 535119, DB

These Eatons lie either side of the river Cherwell a mile below its confluence with the Ray at Islip. The old London – Worcester road goes through Islip, while a lesser north-south Roman road passes about a mile west of Water Eaton.

xvi) Eaton SHR, SO 375895, 1291-2

Eaton is on a small river, the Onny. Old routes nearby are the Portway 1¼ miles to the east going over the Long Mynd, and a Roman road (M193) 2¼ miles to the south, later an important drove road, leading west into Wales.[111]

xvii) Eaton Constantine SHR, GR SJ 599064, DB

Eaton Constantine is on a hill a mile from the Severn and 2¼ miles south-east of Wroxeter close to two minor Roman roads.[112]

xviii) Eaton Mascot SHR, SJ 538059, DB

Eaton Mascot is on the Cound Brook, which has sand and gravel banks in places, but would be usable by small craft if kept clear. One and a half miles away the brook is crossed by a Roman road, M 6b, leading to Wroxeter.

xix) Eaton under Heywood SHR, SO 500900, 1227

Eaton under Heywood is by Eaton Brook at the foot of Wenlock Edge's scarp slope about 1½ miles downstream of Rushbury where the *weg* from Stanway crosses the brook heading for Church Stretton.

xx) Eaton upon Tern SHR, SJ 654225, 1255-6

The banks of the Tern are apt to slump, and reeds and rushes encroach as with many small rivers, but it is usable by small boats if kept clear. It is not particularly convenient for any old route.

xxi) Yeaton SHR, SJ 433194, DB

Yeaton is on the river Perry, a tributary of the Severn, straightened in the village and navigable for small craft, but not particularly convenient for any old route. Grafton is on the opposite bank (see vol. 1, pp.73-4).

xxii) Eton SOM, ST 381615, 1325

Eton lies by the Banwell, a small river draining through reclaimed marshland to the Bristol Channel. The navigable stretch, though not very long, may have been sufficient to give access to the Mendip uplands near Banwell. No Roman roads are known nearby.

xxiii) Eatons Farm SSX, TQ 187162, DB

Eatons Farm is by the Adur, about 1 mile downstream of Bines Bridge, the present head of navigation. As the one-time-open estuary was silting up Eaton may have played some part in keeping it open up to the *hȳth* at Heath Barn (see p. 212). An east-west Roman road, M 140, crosses the Adur at nearby Streatham so that there is access to the road system, while Portslade refers to the haven at the mouth of the estuary. The place-names suggest that the area was busy with shipping (see map: fig.6.4).

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[111] Houghton, '*Greensforge*', pp. 233-43.
[112] Laflin, '*Roman*', pp. 1-10.

xxiv) Water Eaton STF, SJ 903110, 940, DB

Water Eaton is by the river Penk, only ¼ mile from Watling Street, M 1h, The river is a tributary of the Sow, the confluence being near Stafford, a *stæth*. Together they flow into the nearby Trent.

xxv) Nuneaton WAR, SP 362918, DB

Nuneaton is by the river Anker, which is just big enough for small craft here. Four to 5 miles downstream the Anker is crossed by Watling Street, M 1g, at Mancetter.

xxvi) Castle Eaton WLT, SU 146960, DB

Castle Eaton is by the Thames between Lechlade, the present head of navigation, and Cricklade, which can be reached by small craft if the channel is kept clear of aquatic plants like club rush and Norfolk reed; regular use suppresses growth to some extent. Lechlade (*gelād*: 'difficult crossing'), at the end of a salt route, was a transhipment point.

xxvii) Water Eaton WLT, SU 126938, DB

Water Eaton is 1¼ miles from Cricklade (*gelād*: 'difficult crossing'), where the Roman road from Cirencester to Silchester, M 41b, crossed the Thames. Like Lechlade it was a transhipment point.

xxviii) Great Ayton YON, NZ 557108, DB
Little Ayton YON, NZ 570102, DB

Both settlements lie at the north-western foot of the North York Moors by the river Leven. Although this might just be usable at Stokesley 2 miles downstream, the river is shallow and rocky-floored near Ayton. When seen at a period of low flow it was not navigable. Even if conditions 1,000 years age were more favourable, the Leven follows a tortuously meandering course to its confluence with the Tees: it is not clear why anyone should want to use it. The nearest old routes are the tracks over the North York Moors described under *stīg* and *pæth*: in particular *Thurkilsti*, which linked Helmsley to Stokesley.[113]

xxix) East Ayton YON, SE 991850, DB
West Ayton YON, SE 987850, DB

These settlements are either side of the river Derwent downstream of the Sea Cut, which diverts some of the Derwent's flow to the North Sea near Scarborough to ease the drainage in the Vale of Pickering. Formerly its flow would have been greater, and it could have been a valuable highway through the swamps of the Vale of Pickering.

APPENDIX TO CHAPTER 8: TERMS USED AS KEY LANDMARKS ON ROUTEWAYS.

The 'signpost' terms need to be considered in connection with the routes they serve, and have therefore been dealt with regionally, and route by route in some cases. They are described in the following order on the following pages.

[113] Raymond H. Hayes, *Old Roads and Pannier Ways in North-East Yorkshire* (Helmsley, 1988), pp. 41-3.

DETAILS OF INDIVIDUAL *ŌRA*S AND *OFER*S

1). The coastal *ōra*s starting in Suffolk and going clockwise to Somerset (see map: fig. 8.3).

i) Stonner Point SFK, TM 292447

This part of the East Anglian coast is being straightened by the sea. Formerly the river Deben had a much wider estuary: the headlands extended further seawards, and there was a Roman fort at Walton Castle near the entrance to the estuary. Stonner Point occurs where the former estuary narrowed. Today, Stonner point is a lowlying promontory, enclosed by a sea wall projecting from the east bank into the river Deben. On the upstream side is a short stretch of sand and shingle beach, which would have been a useful landmark and/or landing place if it was similar in Anglo-Saxon times, since the rest of the estuary sides are of mud and saltmarsh. In early Anglo-Saxon times it was an important seaway leading to the centre of the old kingdom of East Anglia at Rendlesham and the Sutton Hoo burial ground (*floreat* late sixth, early seventh centuries). This, like three other *stān-ōra*s, refers to a shingle spit not a hill profile.

ii) Orford SFK, TM 422500

ōra is rare both as a first element and north of the Thames estuary, but the presence of another *ōra* in East Anglia (above) increases the likelihood that this name is derived from *ōra*[1] rather than *ōra*[2], which refers to bog ore. It is another case of an *ōra* close to an old port – Orford itself. It was a busy port in the twelfth century when the castle was built: it already had a weekly market. In the twelfth century the spit, Orford Ness, was probably much shorter, ending only slightly south of Orford, and Havergate Island had not yet formed (according to the quay-side information board): it afforded protection from the easterly winds, yet did not divert ships unduly. By the fifteenth and sixteenth centuries the harbour was silting up and the spit lengthening, and so the port declined. In Anglo-Saxon times it would have served the Deben peninsula, and given ready access to Rendlesham. Much of this coast is fringed by mud and saltmarsh, but at Orford the approaches are marked by the *ōra*, a ridge that runs from Gedgrave to Orford castle and church, and here the strip of marsh is narrow. The *ford* part of the name probably refers to the south-eastern half of the road from the church to the quay which is raised up above the level of the cottages each side, and would have been a causeway across a wet area. The ford can hardly have referred to a wide, deep crossing of the Alde to reach the marsh and shingle wilderness of Orford Ness.

These are the only two *ōra*s north of the Thames estuary so that the fact that they are near the early Anglo-Saxon centre at Rendlesham and the burial mounds at Sutton Hoo may be significant.

See fig. 8.3 for a map illustrating the next group of names.

iii) Bignores KNT, in Dartford, c. TQ 5474

The manor of *Portbrugge* (Portbridge, *al. Bignores*) was in existence in the fourteenth century, but the name is now lost. The alternative name, Portbridge, implies that it was centred around the crossing of the Roman road, M 1, over the river Darenth since it means, roughly, 'the bridge on the road leading to the town'. A rise running north-south on the eastern side of the river nearby was probably the *ōra*, and would have signified a convenient landing place, readily accessible from the Thames estuary, and adjacent to the Roman road system.

iv) Upnor KNT, TQ 758705

Upnor refers to Beacon Hill, or possibly Tower Hill, lying just north (downstream) of Rochester, the Roman town of *Durobrivae,* where M 1, the main road from the Kentish ports to London, crossed the Medway. As any boat came up the Medway through the low-lying coast plain and salt marshes, the first substantial hills to be seen were those at Lower and Upper Upnor signalling that Rochester was just a couple of miles upstream around the next bend. There are three other possible *ōra*s beside the Medway. The first edition of the one-inch map shows a shoal called The Nore at about TQ 9779: earlier mariners' atlases show 'Buoy de Nore' at the same place, and Waghenaer's map has 'de Noer' printed on the Isle of Grain.[114] Defoe says the English fleet would assemble at the Nore just north of Sheerness (c.TQ 9679), and that from Rochester Bridge to Black Stakes near Sheerness, a distance of 14 miles, is the 'safest and best harbour in the world'.[115] Nor Marsh (no spellings) lies on the southern edge of this stretch. The presence of The Nore and Nor Marsh, probable examples of *ōra,* in connection with the Medway, a fine sheltered harbour, seems significant, and may be the reason for the 'Up' of Upnor, which would then have the sense of 'the *ōra* further up-river'. It is possible that Barksore in Lower Halstow is also an *ōra*.[116]

v) Oare KNT, TQ 758705

Oare is a village about 1 mile sea-wards of Faversham by a low (50-60 ft) hill rising up from the coast plain beside a tidal creek now partly silted up and reclaimed. The original port of Faversham was at Cilling (TR 031663) not far from M 1b, and close to the minor Roman settlement at Ospringe.[117] *Fœfer*, the first element of Faversham, is believed to be an early English loan from Latin *faber*, 'a craftsman' or 'smith', and if it was borrowed locally and referred to Romano-British craftsmen in the settlement, would indicate early Anglo-Saxon contacts with the Romano-British along this stretch of coast.[118]

vi) Oar/Ore Farm KNT, TR 226642

Oar Farm is at the foot of a low hill at the northern entrance to the Wantsum Channel, ¾ mile south of the Roman port of Reculver (*Regulbium*) and M 110.

vii) Stonar KNT, TR 333585

Stonar lies at the other, eastern, end of the Wantsum Channel, 1 mile south-east of the Roman port of Richborough (*Rutupiae*). The Wantsum Channel was open water, and a useful route from the English Channel to the Thames estuary avoiding the more dangerous way

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[114] Lucas Jansz Waghenaer, with introduction by R.A. Skelton, *Spieghel Der Zeevaerdt* (reprint Amsterdam, 1964), item 23.

[115] Defoe, '*Tour*', 1, pp. 103, 110.

[116] Paul Cullen, personal communication.

[117] Valerie Fenwick (ed), *The Graveney Boat: a tenth century find from Kent* (BAR British Series 53, Oxford, 1978), p. 179.

[118] Gelling, '*Signposts*', p. 80.

round the North Foreland. The site of Stonar was destroyed during Richard II's reign (1385) but, in any case, the configuration of the coast nearby and the course of the Stour in the first millennium is unknown but certainly different from today. The likelihood is that Stonar was on a shingle ridge, a little like Stonner Point in Essex.

viii) Argrove KNT, TR 205388

Argrove is a wood, 'the grove on the *ōra*', on the crest of the North Downs escarpment just north of Folkestone. The Channel Pilot[119] shows a coastal profile using the same escarpment as a landmark on the approach to Lympne, Hythe or Folkestone. The Pilot names Beachborough Copse on the crest which is 2 to 3 miles west of Argrove, but as a considerable length of scarp crest is *ōra*-shaped when seen from the east or south-east, both places can be said to be on the *ōra*. In Roman/Anglo-Saxon times the *ōra* would have marked the approach to the Roman fort at Portus Lemanis or, in later centuries, to Hythe.

ix) Kitchenour SSX, TQ 870241

Although Kitchenour now lies about six miles inland it was once close to the Rother estuary opposite the Isle of Oxney. Ships coming up the Rother past Iden could have seen the *ōra*; it is not obvious what it signified (see map of Small Hythe: fig 6.17).

x) Cudnor SSX, c.TQ 6205

Cudnor is a lost DB manor somewhere in Westham, probably part of the island of higher ground to the west-north-west of Pevensey. It is not possible to tell from the spellings if this is an *ōra* or an *ofer*, but it is well to the south of the usual range of *ofer*, and as an *ōra* it would mark a Roman port at Pevensey (*Anderitum*) on what would have been a peninsula. Nearby Bestnover also has inconclusive spellings and is considered under *ofer*, because directional *ofer*s do occur in southern England.

xi) Greynore SSX, c.TV 6199

Greynore is a lost settlement in Eastbourne. It might refer to the scarp slope of the South Downs just to the west of the town.

xii) Sandore SSX, c.TV 4899

Sandore is a lost settlement in Seaford. It is likely to have been coastal and signified the entrance to the Ouse or Cuckmere estuaries.

xiii) Nore Down SSX, TQ 432026

No spellings are given for this place-name in PN SSX. It is on the boundary between Newhaven and Piddinghoe, and would be visible from the entrance to the Ouse estuary; it is an appropriate shape.

xiv) The Nore SSX, TQ 160062

The Nore is about 2½ miles west of the Adur estuary, and not very helpful to sailors approaching the estuary. It is more likely to be a warning for east-bound travellers on M 153 that they are approaching the difficult crossing at Portslade.

xv) Stanover Lane SSX, SU 955013

Stanover probably refers to a shingle spit by the mouth of the Aldingbourne Rife, which was then a small estuary near Bognor.

The next seven belong to the 'Portsmouth' group:

xvi-xxii) Bognor SSX, SZ 934990; Chalder SSX, SZ 862992; Eleanor Fm SSX, SZ 779995; Honer SSX, SZ 878992; Itchenor SSX, SU 800006; Keynor SSX, SZ 849977; The Owers SSX, c.SZ 8585

The headland south of Chichester, with West Wittering at the western end and Selsey at the eastern (hereafter called the Selsey Peninsula), has been subject to the silting up of creeks so that the original island of Selsey, referred to by Bede in 731, is now joined to the mainland, but the coast has retreated considerably along the south-eastern and south-western

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[119] *Channel Pilot, 1*, facing p. 298.

sides of the peninsula. This has implications concerning the reputed landing places of the early Anglo-Saxons. In the first place, the South Downs can readily be seen from the sea in the Bracklesham Bay area; the Channel Pilot [120] shows a nice *ōra*-shaped ridge, part of the South Downs (possibly Walderton Down?), rising behind Chichester harbour. Similar views can be had from the settlements with *ōra* names on the Selsey Peninsula. The eastern end of Portsdown can also be seen from the Bracklesham Bay area, with its rounded shoulder. The argument that the *ōra*-named settlements on the Selsey Peninsula are named from the ridge of the South Downs is still valid although it does not preclude the possibility that *ōra* means sea-shore. However, as noted in chapter 8, a single meaning to the term *ōra* is to be preferred to two very different meanings.

The Owers, Malt Owers, Middle Owers and Outer Owers are now dangerous shoals off the Bracklesham Bay coast, and to the south and east of Selsey Bill. Work by Hume-Wallace reported by Richardson,[121] indicates that sea level was some 18 ft lower here in Roman times. In spite of this Selsey was an island because the surrounding creeks had not yet silted up. There was a shingle barrier beach a little over one mile east of the south-eastern coast of the Selsey Peninsula. Pagham harbour had no eastern mouth, and the barrier beach continued along the south-western (Bracklesham Bay) coast so that the whole peninsula was more extensive, although more indented: for instance Keynor Farm was on a creek. Nearly 2 miles south of the Mixon, The Owers existed as three islands; from them the South Downs *ōra* would have been visible. The Owers are generally thought to be *cymenesōra*, the landing place of Ælle and his three sons as recorded in ASC s.a. 477 (c.f. *cerdices ōra* ASC s.a. 495, 514). The use of *ōra* in naming early landing-places of the Saxons links very nicely with the probable origins of the word as a borrowing from Latin, together with its association with Roman ports, which were in all likelihood familiar to Saxon pirates.

The next eleven are also members of the 'Portsmouth' group.

xxiii-xxxiii) Copnor HMP, SU 660018; Hendy Quay HMP SU 753054; Hoxer HMP, c. SU 685045; Marker SSX, SU 756023; Nore HMP, SU 738055; Rowner HMP, SU 584016; Sinah Common HMP, SZ 694994; Tourner Bury HMP, SZ 732998; Wicor Farm HMP, SU 602051

The following, although first evidenced after 1500, are probably examples of *ōra*: Gutner Farm HMP, SU 734023; Tipner HMP, SU 638034; Verner Common HMP, SU 727016

Most of these examples of *ōra*, especially those on Portsea Island, will have been named from the Portsdown ridge, a prominent feature to the north of Portsmouth and Langstone Harbours, although the South Downs could also be seen from the most easterly of them. The ends of Portsdown are rounded, and the ridge certainly flat on top, it makes an acceptable *ōra* and would certainly enable any sailor to make a landfall near another Roman port, Portchester, in a haven known to the Saxons as *port*.

The many *ōra*-named settlements in the Portsmouth area will have been named in the sense 'x's place in sight of the *ōra*' or 'the place in sight of the *ōra* which is marshy/where calves are kept' and so on.

xxxiv) Ower near Fawley HMP, SU 473019

Ower lies at the entrance to Southampton Water on the west bank, and probably refers to the low hill called Sprat's Down, Hythe lay on the west bank a little further up. *Hamwic*, a busy emporium in the eighth and ninth centuries, was situated at the head of Southampton Water.

xxxv) Calshot HMP, SU 489025

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[120] *Channel Pilot 1*, facing p. 261.

[121] W.A.R. Richardson, 'The Owers, Les Ours, Weembrug and 'The Old City': Place-names, History and Submarine Archaeology', *JEPNS*, 33 (Nottingham, 2001), pp. 55-114.

The earliest spellings indicate a derivation from *ōra*, the meaning of the first element is uncertain. *Cælic* 'cup, chalice'; *cealc* 'chalk, limestone', and an OE personal name *Cælic*, have all been suggested.[122] Calshot, along with Ower in Fawley, Stansore Point and Needs Ore Point, could be seen as a member of the group of *ōra*s along the shores of Spithead and the Solent, most of which are named from the *ōra*-shaped hill called Portsdown. Portsdown is certainly easily visible from Calshot and Stansore Point, and the white gash of the modern chalk quarry is eye-catching. The absence of chalk at Calshot is not necessarily a bar to the name being interpreted as 'chalk-*ōra*'.

xxxvi) Stansore Point HMP, SZ 464986

This is also called Stone Point. There is a Stone Farm nearby (*Stanes* in DB) called (*ad*) *Lapidem* by Bede in c.731. Stansore was once a spit but is now a bar across a stream, which cuts off an erstwhile small estuary from the sea. The latter was the site of a Roman port served by M 423. No early spellings have been noted.

xxxvii) Needs Oar Point HMP, SZ 430976

This is another *ōra*-named spit; it denotes the mouth of the Beaulieu River on the approach to Lepe. It has not been noted before 1585.

xxxviii-xl) Three of the IOW *ōra*s face north-west across the Solent, lying as they do on the north-west coast of the Island. The low ground between/beyond the *ōra*s mark inlets where boats could safely be drawn up. The three are:

Bouldnor SZ 373898 .The *ōra* is the hill north-west of the settlement, with a shoulder at its south-western end. Bouldner Cliff is where it drops steeply along its length into the Solent. One and a half miles to the west is the Yar estuary; today a ferry plies between Yarmouth and Lymington.

Elmsworth SZ 444921. The *ōra* is ½ mile north of Elmsworth, and about 1½ miles north of the entrance to Newtown River, a large and sheltered inlet.

Gurnard SZ 480952. The *ōra* is just north of an inlet called Gurnard Luck, now silted up. The **gyre* 'marsh, mud' may refer to the alluvium in this inlet. It is opposite Lepe and Stansore Point, and was, perhaps, the IOW end of a ferry from Lepe.

As the strong tidal streams in the Solent are a hazard it would be important to have well-known landmarks either side of the Channel so as to be able to check on one's position.

xli) Orham IOW, SZ 643882

Orham is most likely to be an earlier name of Bembridge, which would not have been so named until the building of the bridge over the river Yar in about 1300.[123] Bembridge was at one time on a separate island. The sea was finally excluded from Brading Harbour (which lay between the Bembridge island and the IOW mainland) in 1880 by the construction of a sea wall.[124] The *hamm* of Orham refers to some of the lowlying meadow land beside the former Brading Harbour, while the *ōra* could be either Bembridge Down which could be seen from far away, or else a lower hill overlooking the *hamm* at SZ 640875. Either way it was a landmark for Brading harbour.

xlii) Werrar IOW, SZ 502927

This is not strictly a coastal *ōra* but lies beside the river Medina, and is thought to take its name from a weir in that river. The river leads towards Carisbrooke, a settlement at the heart of the island.

xliii) Bure Homage HMP, SZ 185927

This name, 'by the *ōra*', most likely refers to the distinctive *ōra*-shaped eastern end of Hengistbury Head, since elsewhere locally the land is flat. Hengistbury guards the entrance to Christchurch Harbour, which was in former times more accessible and less silted-up, and

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[122] Richard Coates, *The Place-Names of Hampshire* (London, 1989), p. 47; CDEPN,, s.n. Calshot.
[123] A.D. Mills, *The Place-Names of the Isle of Wight* (Stamford, 1996), p. 27.
[124] H.J. Osborne White, *A Short Account of the Geology of the Isle of Wight* (London, 1921), p. 174.

very busy in the late Iron Age, although declining in the Roman period.[125] Its profile is shown in the Channel Pilot (facing p.184). The Avon debouched here: its valley led into the heart of Wessex passing two inland *ōra*s en route at Poulner and Radnell Wood, but the route was not followed by any Roman road (see fig. 8.14 for a view of Hengistbury).
See map: fig. 9.6 for the next group of names.

xliv-xlvi) There are three *ōra*s on the south side of Poole Harbour in DOR: Ower Farm SY 998855, Goathorn Plantation SZ 015863 and Fitzworth Farm SY 990866. Behind them rise the Purbeck Hills, flat-topped and with rounded shoulders near Corfe Castle to the west and Ulwell near Swanage to the east. Ower was the chief port in Purbeck, through which stone and marble were exported in the middle ages.[126] The Romans also mined Purbeck's stone and shale and so may also have used Ower as a port; salt was made in the vicinity in the third and fourth centuries,[127] and perhaps this was known to the Saxons.

xlvii-xlix) Blacknor SY 677715; God Nore SY 690696; Portland Nore (lost) SY 697742, DOR.

These three possible *ōra*s refer to cliffs on the Isle of Portland. None are mentioned before 1811, but could be older. They are noted here because of the association with another example of *port*.

l) Orcombe DEV, SY 022796

This rather late recorded name (1656) refers to a headland at the entrance to the Exe estuary, which leads up to the Roman town and legionary fortress at Exeter.The peninsula between the Exe and Clyst gave rise to a charter boundary mark, *toppesoran* (S 433), which would indicate the port at Topsham and which river to follow to reach Exeter.
This is the western-most known *ōra* on the south coast; the *port* represented by Portlemouth does not appear to have one. However the series continues on the Bristol Channel coast.

li-lii) By the Torridge-Taw estuary are Chivenor DEV, SS 503345 and Yarner Wood DEV, SS 559535

Chivenor is on lowlying, reclaimed ground on the north side of the Taw estuary 3½ miles downstream of Barnstaple; behind it rise Heanton Punchardon's hill which would be an acceptable *ōra,* but behind that the eastern end of Braunton Down (SS 507365) is an even better one as seen from Horsey Island – much the same view as a sailor would have in the estuary.

Yarner Wood is on the shoulder of a hill ¾ mile north of Pilton. Pilton is where the river Taw suddenly widens to become an estuary; it is also the end of an old route, which has come over Exmoor passing by Loxhore (another *ōra*), and it is one of the fortified towns listed in the Burghal Hidage.

Chivenor and Yarner are navigation marks enabling one to reach the once important Pilton and north-west Devon in general.

liii-liv) Kitnor now Culbone SS 843483, Yearnor SS 848476, both SOM

These are both on the steeply-cliffed coast of north Somerset, where safe harbours are few and far between. Steeply-descending, deep-cut streams slice the cliffs into a series of blocks with flat tops and rounded shoulders, a recognisably *ōra* shape when seen from the sea. The two blocks immediately west of Porlock are named Yearnor and Kitnor, the former where eagles soar, the latter where kites do likewise. Once more the *ōra*s are landmarks enabling the sailor, from Ireland or South Wales etc, to find the entrance to the *port* at Porlock.
Yearnor can be seen very well from the track that leads down from Pitt to Porlock; this track links up with the prehistoric route-ways across Exmoor. (See figs 8.14 and 6.18).

lv) Capenore SOM, ST 463755

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[125] Barry Cunliffe, *Facing The Ocean* (Oxford, 2001), p. 33.
[126] Christopher Taylor, *Dorset* (London, 1970), p. 167; PN DOR 1, pp. 23-4.
[127] O.S. Map of Roman Britain.

Capenore is now engulfed by Portishead; the *ōra* in question is Portishead Down whose profile can be seen both from the Bristol Channel and across the Gordano valley; it signifies the entrance to the *port* here, near the mouth of the Avon (see under *port*, p. 206) On the seaward side is another example of Black Nore, but no early spellings are available for it (see fig. 8.13).

These coastal *ōra*s have a strong correlation with examples of places called *port* by the early Anglo-Saxons, and with Roman settlements with port functions, as befits a landmark named with a term borrowed from Latin. Other points indicated by these coastal *ōra*s are sheltered estuaries, especially in Sussex, and other ports such as Hengistbury Head and Ower. The absence of *ōra*s from those parts of the coast between important havens, and where there is no reason to want to make a landfall on a regular basis, supports the idea that they are important navigational aids to seafarers wishing to reach well-known havens and landing places.

The inland *ōra*s are treated regionally so that those *ōra*s referring to a particular route can be considered together regardless of the county they are in.

2) The *ōra*s of South-East England. (See fig. 8.3 for a map)

i) On the east-west route between Pevensey and Chichester, M 140

Warningore SSX, TQ 374137, is ¾ mile south of M 140 on a small but appropriately shaped hill. Numerous tracks lead up the scarp slope from M 140 onto the South Downs. Those near Warningore lead to the cluster of *mere* settlements: Balmer, Stanmer and Falmer (see under *mere*s on chalk, vol. 1, pp. 55-6). One would expect these to be by an old route. It may be that Warningore signifies the beginning of such a one.

Oreham SSX, TQ 224135, is on another low hill, which is crossed by M 140. One and a half miles to the west is Streatham where the Roman road crosses the Adur. Heath Barn (a hithe) is 1 mile upstream and Eaton's Farm 1¼ miles. Oreham signifies the approach from the east to this busy waterway.

ii) M 14 and M 150, London to Lewes and Hassocks

M 14, the Roman road from London to Lewes, and the neighbouring M 150 run through the Roman iron-producing areas of the Weald. Bolnore SSX, TQ 320235, although not evidenced until 1559, appears to be the 'bull's *ōra*', and lies astride the Roman road M 150. Just to the north are Awell Barn (see vol., 1, p. 58), River's Farm (see p. 239), Bursteye Farm, Casteye Wood, Pilstye Farm and Pipstye Fields (see p. 186), indicating an area much frequented. The other Roman road, M 14, passes Millbrook in Maresfield, a ninth century Saxon iron-working site, and goes on to Hodore SSX, TQ 467356, and then Tugmore Shaw SSX, TQ 458373: two small ridges either side of the Medway. Tugmore Shaw was the site of Roman iron ore diggings.[128] Further down the Medway where it becomes navigable is Ashour KNT, TQ 547441: for craft coming upstream it marks the confluence with the Eden where a choice between routes must be made. Vexour KNT, is a small ridge beside the Eden at TQ 511453. Another *ōra,* Nore Hill, occurs where M 14 crosses the Pilgrims Way.

iii) Stane Street, M 15, London to Chichester

Leaving Chichester, the first important landmark is at Bignor (see p. 239). Rowner SSX, TQ 072269, is a low hill by the river Arun where it approaches to within 1 mile of the Roman road. Nowhurst SSX, TQ 129323, is a low ridge between the Arun and one of its tributaries, visible from the river or to the southbound traveller. It would, however be more use to a northbound traveller to warn him of the bifurcation of the Roman road at Rowhook a mile to the north. The destination of the branch road, M 151, is thought to be the Harroway at

[128] Henry Cleere and David Crossley, *The Iron Industry of the Weald* (Leicester, 1985), pp. 85-7

Newlands Corner. Radnor SRY, TQ 103425, refers to Holmbury Hill, a steep hill in the greensand escarpment, and visible from the Roman roads.

iv) The Pilgrims Way, east of Dorking

The intersections of the Pilgrims Way with the Roman roads leading to the south coast are marked by *ōra*s: where it is crossed by M 15, Stane Street, The Nower SRY, TQ 157845, in the south-west quadrant of the carfax could be seen from both the Pilgrims Way and the Roman road west of the river Mole: for those travelling east or north it warns of the intersection. Nower Wood SRY, TQ 195548, in the north-east quadrant would warn the south-bound traveller on Stane Street of the approaching crossing of the Mole, followed by the intersection with the Pilgrims Way. The crossing of the M 150 is not marked by an *ōra*, but the next intersection is marked by Nore Hill SRY, TQ 380573, on the same ridge as Chelsham Court and visible to south-bound travellers on M 14 just before the intersection, or to eastbound travellers on the Pilgrims Way. The Nower at Brasted KNT, TQ 465573 is a ridge beside the Pilgrims Way midway between M 14, and the crossing of the Darent at Otford and the nearby *hȳth* at Riverhead.The Darent gap is easily visible from The Nower, (some spellings suggest this is an *ofer*).

v) Miscellaneous

Bicknor KNT, TQ 861589, is in the wooded country of the North Downs dip-slope between M 1 and the Pilgrims Way. Icknor's site is unknown but was in similar country only 2 or 3 miles away. The *ōra* at Lynsore Court KNT, would not be visible from the Roman road – it, too, is on the dip slope of the North Downs. The lost Sidney KNT, c.TQ 9047, is in chart country. They are not associated with any well-known old routes, but these areas are threaded through by lanes leading from the coast plain settlements to their pastures (*denn*s) in the Wealden Forest, so it is possible that they were landmarks on some of these, although it does not explain why a select few of these routes should be so marked.

3) The *ōra*s of the Berkshire Downs

An old route, thought to be a Romanised ridge-way, called Old Street runs north-south across the Berkshire Downs. It can easily be located running from the Great Ridgeway at SU 443850 to a point near Peasemore, SU 470770, where it bifurcates; one branch going down the Winterbourne valley to Speen – a settlement whose name derives from the Latin *spinis*, 'at the thorn bushes'. At the mouth of the Winterbourne valley at the confluence with the Lambourn and 1 mile from Speen, is Bagnor BRK, SU 451694. This lies at the south-eastern end of a 2 mile long ridge which has Boxford BRK, at the north-western end, SU 429716. This ridge is the *ōra* referred to in the two names. It can be used as a guide to reach the Winterbourne valley from the north, or to enter the valley from the south. The other branch of Old Street going south passes Oareborough Hill, probably the 'lookout hill', heading for the hill on which Grimsbury Castle stands with Oare BRK, SU 505739, at its foot. Parts of both of these routes are referred to as *herepæth*s in charter boundary clauses.[129] The middle part of Old Street is close to Peasemore, Catmore and Stanmore; three settlements in this dry chalk country with ponds (*mere*s). Near Catmore a track branches north-east from Old Street passing Woolvers Barn BRK, SU 470803, whose *ōra* is Yewtree Hill, and then follows the dry valley down to the Great Ridgeway where the latter crosses the old A 34 - the main route from Southampton to the midlands via Oxford.The northward-heading track follows a *herepæth* to the springs at Ginge, called in the charter boundary '*æwylma*'.[130] Wantage is 3 miles away.

4) The *ōra*s of the Chilterns

These fall into five groups:

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[129] PN BRK, Map group B (a).

[130] PN BRK, Map group F

i) The *ōra*s of the Icknield Way

The route of the Icknield Way is marked by *ōra*s and *ofer*s from the Streatley-Goring crossing of the Thames as far north-east as Hitchin HRT. The series starts with Great Chalk Wood (*Chelcoran*) OXF, SU 623803, and refers to the spur to the west of the wood. It would be visible to a traveller coming north from Silchester on M 160c, and warn of the river crossing and road junction at Streatley. On the other hand Bixmoor Wood OXF, SU 655863, can be seen from the Icknield Way looking south from near Ewelme, and could give the southbound traveller warning of the same crossing. It is, like several other *ōra*s, close to a linear earthwork, Grim's Ditch, some 3½ miles long lying athwart the Way.

The Lewknor *ōra* is Beacon Hill OXF, SU 715976, seen at intervals from the Icknield Way near Swyncombe Downs northwards. The Chinnor *ōra* is Wain Hill, OXF SU 756009, an excellent landmark seen looking north from the Way near Crowell. The Way changes direction here to negotiate the Princes Risborough gap. The southbound traveller would find it equally helpful to ensure he reached the route along the scarp foot again after passing the gap. The Chinnor *ōra* can be seen from many parts of the Vale of Aylesbury.

Near Tring, the Icknield Way crosses Akeman Street M16a (St Albans to Cirencester), and Albury Nowers HRT, c. SP 953133, comes into view across a gap in the line of the scarp slope. Here the Way crosses a minor road M 169b, leading through Wing and Stewkley, and a Grim's Ditch contours round Pitstone Hill *alias* Albury Nowers' *ōra*. Shortly afterwards there is another wind gap in the escarpment at Dagnell, and the lost *Buckleshore* BDF, lies in the parish of Studham on the far side: the most likely location for *Buckleshore* is the hill upon which the Whipsnade lion is carved at SP 996177: a minor Roman road, M 169, to St Albans makes use of this windgap. The Icknield Way then passes through Limbury north of Luton and out of the area where *ōra*s occur and into *ofer* territory. Near Hitchin it passes Oughton Head (an *ǣwiell*), and then Highover Farm HRT, TL 197307 (an *ofer*) where M 210, a minor Roman road, comes through a wind gap heading for Shefford and Bedford.

These *ōra*s are more readily seen by northbound than southbound travellers on the Icknield Way. They are also seen well from the Vale of Aylesbury. Several occur where minor Roman roads make use of windgaps through the Chilterns and so mark minor road junctions. Neither of the junctions with Akeman Street or Watling Street is marked by an *ōra*.

ii) The *ōra*s of the central Chilterns

The tree cover and the strong relief in the heart of the Chilterns mean that there are few distant views, and that one can rarely see the profile of the ridges and spurs, so it is not easy to see why there should be five *ōra*s here, nor easy to pick out the features they refer to. There are no Roman roads in the vicinity, although there would have been many tracks. However, in common with several other *ōra*s, there are two long Grim's Ditches nearby. One, north-west of Chesham, is about 7 miles long running round three sides of a square: within this, long narrow ridges run down to Chesham, five of them with *hrycg* place-names, and one with Pednor BUC, SP 923032, and Ballinger BUC, SP 912030, both *ōra*s, on it, by following this ridge one would reach one end of the Grim's Ditch.

The other Grim's Ditch is about 5½ miles long around three sides of a square centred around Speen. Honor End Farm BUC, SP 862018, is at one end of the ditch, Courns Wood BUC, SP 844985, near the other end, while Denner BUC, SP 856000, refers to a valley that runs into the heart of the area. It has been suggested that the area within the Grim's Ditches was used for cattle-rearing, being on clay-with-flints, whilst the area beyond, on chalk, was arable country; this would imply that the country was less wooded then than it is now. The bank and ditch separated the two.[131] A possible reason for the Anglo-Saxon interest in the

[131] Richard Bradley, 'The South Oxfordshire Grim's Ditch and its Significance', *Oxoniensia*, 33 (1968), pp. 1-13.

area was the presence of cattle - they might have been rustling cattle from the local inhabitants.

iii) Pinner and Nower Hill MDX

Pinner, TQ 123898, is the settlement at the foot of Nower Hill, TQ 128896, a small feature by a 2½ mile long Grim's Ditch. This is thought to separate heavy clay soils to the north-west from lighter soils to the south-east, and perform the same function as the mid-Chiltern Grim's Ditches (supra).

iv) Hedsor BUC

Hedsor, SU 915870, is at the confluence of the Wye and the Thames, a substantial hill easily visible from the west. It marks the crossing of the Silchester to St Albans road, M 163, over the Thames.[132] The *hȳth* at Maidenhead may have benefited from this landmark too.

v) The Knightsbridge Lane *ōra*s

An old route ran from Oxford via Pyrton and Assendon to Henley-on-Thames. It could be used as an overland alternative to a longer, slower voyage along the Thames. The old estate of *Readanoran* (now Pyrton) and its woodland encompasses much of the route. Starting from Hithe Bridge Street on the Thames in Oxford, the first landmark to aim for would be Shotover OXF, SP 5606, which would have been visible before the city was built up. The spellings for Shotover show confusion between *ōra* and *ofer* combined with **scēot* 'steep', as indeed it is where the Old Road (to London) climbs the hill, having just crossed the Roman road, M 160b, Dorchester to Alchester. There are good views of Shotover's profile from many points along this Roman road as well as from the old London to Worcester road near Beckley, where it intersects with the M 160b. From Shotover Plain, just before the descent into Wheatley, can be seen the ridge with Golder and Clare on it, and behind that the Chiltern escarpment with Chinnor showing up well as a rounded shoulder, and Lewknor - a less effective *ōra* as it is seen head-on here. In the nearer distance is the crossing of the Thame at Wheatley Bridge referred to as a *herepæthford* in the Cuddesdon charter of 956 (S 587). Once across the Thame the route followed Sworford Lane into Great Milton. Here the trail is lost until Little Haseley where it can be picked up again as it crosses the Haseley Brook at *hafocgelād* (see *gelād*, p. 188). This is an unusual *gelād* because it refers to a small stream, not a sizeable flood-prone river. The problem at *hafocgelād* is mud: the ground stays sticky and ill-drained for a long while after a wet period. The presence of old quarries on a tiny sliver of limestone at Upper Standhill OXF, (SP 653002) known as *stan-gedelf* in 1002[133] suggests that stones were placed on the track by the crossing to make the surface firmer. The track heads for the Golder-Clare OXF (SU 666977 and SU 674985), and the Chinnor-Lewknor OXF (SP 756009 and SU 715976), *ōra*s, the latter disappearing from view as the former draws near. Once the crest of the Golder-Clare *ōra* is reached the Chilterns come into view again. The track leads down to Knightsbridge where it crosses two small streams on the approach to Pyrton, earlier *readanoran.* [134] This red *ōra* may be the small hill at Mount Tree – it has the reddest soil around (but see below). At Pyrton, Knightsbridge Lane crosses the Lower Icknield Way, a Roman road heading for Dorchester,[135] this is probably what the *ōra* is signalling. The track then climbs Watlington Hill whence can be seen the route in reverse – Pyrton, the Golder-Clare ridge and Shotover. The track follows a ridge down the dip slope of the Chilterns, past Hollandridge Farm where there are two ponds. Soon the Stonor OXF, SU 743892, *ōra* comes into view and marks the point where the track leaves the ridge-way to follow the valley bottom through the Assendons: the name means 'long valley of the asses', and may well refer to pack animals using the route. The Assendon valley leads right down to

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[132] Viatores, '*Roman Roads*', p. 147.

[133] 1002 (13th), S902, for Little Haseley.

[134] 887 S217, SU 6895.

[135] C. Morris, G. Hargreaves and R.P.F. Parker, 'The Lower Icknield Way', *Oxoniensia*, 33 (1968), pp. 14-21.

Henley, where there was thought to have been a ford (and possibly even a Roman bridge) over the Thames,[136] and 2 miles further on to Bolney, the 'bullock's hithe'. The route is just as usefully marked by *ōra*s when used in the other direction.

Madelaine Hammond,[137] writing about the *readanoran* estate, suggests that the red *ōra* refers to the red soil (the clay-with-flints) on top of the Chilterns, that *readanoran* refers to a large estate within which Pyrton developed, and that Pyrton village is not to be equated with *readanoran*. This would mean that Mount Tree is not the *readanoran* as suggested above. It is admittedly not a good example of an *ōra,* although it is in an appropriate place. The charter also mentions a *colanora*, a feature on the scarp slope, while a *lauenora* with *denu* added survives as Launders Farm OXF, SU 728928, referring to a valley linking Hollandridge Lane to an old droveway from Watlington which leads to the pastures near Northend.

vi) Cumnor BRK

This is best seen from the west, especially from tracks heading towards the Thames crossing at Swinford. Thereafter the route goes over Wytham Hill to Oxford.

5) The *ōra*s of Hampshire

i) The Portsmouth road

The London to Portsmouth road is not thought to be a Roman road, but nevertheless seems to be an old route passing through Kingston on Thames, crossing the Wey at Guildford, then passing close to Peper Harrow, Tuesley and Thursley all centres of pagan Anglo-Saxon worship, before negotiating the complex of hills around Hindhead, after which, just off the road, some vigorous springs are commemorated in the name Waggoners Wells ('the springs by Waca's *ōra*, SU 859343). In later centuries, this part was considered so dangerous a route that an alternative one through Haslemere was often used; there are two *ōra*s in Haslemere – Wakemills at SU 888324 and the lost Haslehurst (c. SU 9033). The road passes through Liphook and thence to Petersfield.Two miles to the west the traveller would see a steep and much indented escarpment in the chalk with several projecting spurs having *ōra* names: Noar Hill near Empshott (SU 748317), Farrow Hill near Hawkley (SU 738291), Wheatham Hill (the *sceaftes oran* of S619, SU 745275), and of Stonor Hill and House (SU 728259) near Steep, while in nearby Langrish is the lost Lindsor Copse (c. SU 7024). A traveller journeying from Portsmouth to Oxford would have to leave the Portsmouth to London road at Sheet near Petersfield, and climb over the steep Stonor Hill, whose *ōra* would be a useful landmark to the northbound traveller.[138] The London-Portsmouth route then ran north-south through Buriton: the gap in the South Downs here is marked by Wolver Wood (SU 744188), and it is here that the Portsmouth road crosses the South Hampshire Ridge-way, which runs from Winchester over nearby Butser Hill (*Bright's ōra*, SU 715204), and then along the crest of the South Downs past Wolver Wood.

ii) The Lunway

This may well be a prehistoric track running east from Old Sarum across the Test at Stockbridge (perhaps earlier called White Sombourne before the bridge was built). A stretch north of Winchester is recorded as the *lunden herepæth* in the Crawley charter, S 381. Further east it is referred to as *Lunden weg* in the Easton charter, S 695. This stretch crosses M 42 the Silchester to Winchester road: the cross roads is marked by Shroner Wood (SU 520356), then it crosses the Condover Stream at Totford and runs parallel to, and north of, Bugmore Hill HMP (SU 595377). Bugmore Hill is recorded as *Bucgan oran* in the Candover charter, S 360, concerning a grant of land at Micheldever, and the route-way is called *widan herpathe*. On the south side of Bugmore Hill are two routes leading from Winchester to

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[136] F.J. Malpas, 'Roman Roads South and East of Dorchester on Thames', *Oxoniensia*, 52 (1987), p. 29.

[137] Madelaine Hammond, 'The Anglo-Saxon Estate of *Readanora* and the Parish of Pyrton, Oxfordshire', *Oxoniensia*, 63 (1998), pp. 23-42.

[138] Cochrane, *'Lost'*, p. 183.

London; one described by Ogilby (plate 5) and one described by Cochrane:[139] shortly afterwards the Axford *ōra* HMP, SU 610434, would come into view. Three or four miles further on near Herriard the Lunway would join the Harroway (one of the routes south of Bugmore Hill), and what may have been an old east-west route through Axford itself as it is followed by parish boundaries for five miles before joining the Harroway. Herriard means 'army enclosure' - a good situation at the meeting point of a number of routes from which to sally forth. Coates[140] suggests it might have been a Danish camp in the ninth century.

iii) Winchester-Alton-Guildford: an alternative route to i) above, going by Farnham

Cochrane describes a road from Winchester towards Farnham and thence Bagshot or Guildford, which passes by Alton and goes through Farringdon and East Worldham, and ends at Binsted, running on the south side of the Wey.[141] He suggests this may be older than the better-known route along the north bank. He offers no suggestion as to where the road may continue north of Binsted. There are, however, four *ōra*s/*yfre*s which could indicate the course of this lost route: Monk Wood HMP, SU 742394 (*yfre*), marks its crossing with the Roman road M 155, Silchester to Chichester: a little north of Binsted it would have passed River Hill Farm HMP, SU 789411 (*yfre*): just south of Farnham is a lost Cockner SUR, c.SU 8544, thought to be between Farnham and Tilford, and therefore close to the crossing of the river Wey: the route would have passed within a mile or so of Compton, headed across Crooksbury Common to Britty Hill SUR, SU 903453, then past another Compton before linking up with the Pilgrims Way (Hogs Back route) to the crossing at Guildford.

iv) The New Forest

There are three *ōra*s in the vicinity of Lyndhurst: Cuffnels Farm HMP, SU 287075; Ramnor Enclosure HMP, SU 312047, and Brinkens Wood HMP, SU 275057: they are not near a known Roman road. However, if the Roman road M 424, from Fritham to Stony Cross and a little beyond, was to continue on the same alignment it would pass between Brinken Wood and Cuffnels Farm, and then pass through Ramnor Enclosure en route for the coast opposite the Isle of Wight.

v) Hengistbury to Salisbury

The port at Hengistbury is marked by a coastal *ōra*, Bure Homage; thence a route leads up the Avon valley on the eastern side. Close to Ringwood there is a cross roads with the Roman road, M 422, from Winchester to Lake Farm (north of Poole Harbour), this is marked by Poulner HMP, SU 163066. The route could cross the Avon at Fordingbridge or further north at Charford or Downton, and then follow a downland track to Combe Bissett, Homington or Odstock to cross the Ebble, and so to Wilton or Salisbury/Old Sarum. There were many tracks over open downland: the one from Fordingbridge via Whitsbury passed through Radnall Wood HMP, SU 137172 and was particularly favoured. A more westerly branch through Damerham passed Ryvers Copse WLT, SU 097158 (*yfre*).

vi) Brickworth and Ivory Copse

These are both in Whiteparish through which ran the Ogilby route from London to Weymouth (plate 53). Cochrane[142] comments on its tortuous course in this locality and wonders if it could be much older. The presence of an *ōra* and an *yfre* nearby suggests that this may have been a junction with another old route, such as a ridge-way along Dean Hill, or a route from Totton (Southampton) to Old Sarum.

vii) Ower in Eling

The settlement is beside the Roman road from Winchester to Stony Cross M 422, near to the point where it would be crossed by the Totton-Old Sarum route suggested above. The

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[139] Cockrane, '*Lost*', p. 65; Ogilby, '*Britannia*', plate 5.
[140] Coates, '*Hampshire*', pp. 91-2.
[141] Cockrane, '*Lost*', p. 83.
[142] Cockrane, '*Lost*', p. 128.

location of the *ōra* is not evident because road engineering has so modified the already slight relief and the viewpoints have been destroyed.

6) The *ōra*s and *yfre*s of Wiltshire

i) The Wardour area (see fig. 8.5)

An old ridge-way, in part a Saxon *herepæth*, called Salisbury Way ran from Harnham near Salisbury westwards, descended White Sheet Hill, and proceeded to Shaftesbury. In parts it came close to the scarp slope from which could be seen the steep curved slopes of the embayments called Burcombe-, Compton- and Sutton Ivers, WLT, SU 050293, SU 025280, ST 987264; it is notable that one is a *cumb-tūn*. A similar feature, Ivers Wood WLT, ST 954217, occurs in Berwick St John, just to the south, where the Great Ridgeway follows the high ground. The Salisbury Way is crossed by the Roman road from Badbury (*Vindocladia*) to Bath (M 46/M 52) at Ludwell.The latter road is described by Margary as far north as Donhead St Mary, where it passes through a knot of hills with a cluster of five *ōra*s, enabling a traveller to find his way from any direction. Going north-north-east from the Roman road near Ludwell, following the Nadder through Donhead St Mary, one would be guided by Nower Copse WLT, ST 925255, and Wardour WLT, ST 927269 (a look-out point and royal vill) on the right, and by a poorly shaped *ōra*, Round Hill (*beorc oran*, S 582), ST 915261, on the left. Going north-north-west from Ludwell, Barker's Hill (St Bartholomew's Hill, the *lind oran* of S582), ST 905256, on the right and a very steep slope, Donhead Clift, on the left, guide one along the Roman road to Semley. The south-bound traveller near Semley would aim between Barker's Hill (*lind ōran*) and Gutch Common (*reoches oran* S582), ST 894259, although the latter is best seen from the east or west. Neither *lind oran* nor *beorc oran* are good examples of *ōra*s, only *lind oran* when viewed from the north has the distinctive *ōra* shape: this may have contributed to their falling out of use.[143]

ii) Oare and Martinsell

The Great Ridgeway, running north towards Avebury, crosses the Vale of Pewsey passing through Alton Barnes and Priors (*æ*
wiell) before climbing the steep escarpment at Adam's Grave. A couple of miles to the east a route coming north up the Avon valley also climbs the escarpment passing through Draycot FitzPayne (*dræg-cot*) and thence to Marlborough. The view of Huish Hill to the east is of an exceptionally fine *ōra* overlooking Oare village (SU 158630). A little further east is Martinsell Hill (SU 176640); an old road climbs the scarp here en route to Marlborough. It seems likely that several old routes traversed the Vale of Pewsey, crossing streams at Wilsford and Manningford before climbing the escarpment, and using one of the tracks over the Marlborough Downs. All would have to cross the long east west earthworks of Wansdyke

7) The *ōra*s of the West Country

i) The *ōra*s of east Devon: Gobsore, Nower Farm and Horner Hill near Honiton

These three *ōra*s relate to the Roman road M 4f, between Exeter, Honiton, Axminster and Dorchester, and to several old ridgeways. Approaching Honiton from Exeter, i.e. east-bound, Gobsore, SY 153987, on a northern spur off the tableland between Sidmouth and Honiton, can be seen. The significant points here are the access southwards up Gittisham Hill to the tableland, and the good ridgeway along the top which is reached elsewhere around the perimeter at steep climbs up Waxway, Chinway and Farway (see under *wēg*, p. 180-1, and fig. 3.10). North of the Roman road a track leads over the 'longford', now Langford Bridge, up onto the northern tableland between Honiton and the Blackdown Hills: this upland too is accessed by several *weg*s around its perimeter. After climbing Honiton Hill the Roman road heads off for a crossing of the Axe just south of Axminster. From near Shute Hill, Nower

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[143] G.B. Grundy, 'Saxon land Charters of Wiltshire', *Archaeological Journal*, 77 (1920), p. 41; Bernard Berry, *A Lost Roman Road* (London, 1963), pp. 15-6, 21-2.

Farm ST 260003, can be seen: a warning that a couple of miles further on there are crossings of the Yarty and Axe, and then a crossroads with the Fosse Way. The west bound traveller on seeing Nower would be warned of a hill-top route over Stockland Hill from which Nower and Horner Hill (ST 250020) are easily seen. These three *ōra*s mark an area where the traveller has many options open to him; to go north along the Fosse Way, east to Dorchester, west to Exeter, or to use the hilltop routes north or south.

ii) The *ōra*s of south Devon

It is tempting to see these as markers on a route from Exeter to Portlemouth, but this is not the case.

In south Devon, the Anglo-Saxon *burh* of Halwell was situated on high ground where a number of ridgeways converged: Horner SX 766543, is 1 mile away. The hill above Horner was the highest point locally, and therefore a good marker for the routes to Halwell approaching from Totnes or Buckfast described by Slater.[144]

The road from Exeter to Plymouth, described by Ogilby (plate 27), part of the London to Lands End route, after crossing the Teign and Bovey, headed into higher ground through a gap marked by Rora's *ōra*, SX 801743, and Ingsdon Hill.

Three miles north-west of Rora lies Yarner in Bovey Tracy (its spellings showing the occasional *ofer* form) SX 775782. It refers to a spur of high ground jutting south-east from Haytor Down at the foot of which were magnetite mines worked at least as early as sixteenth century - just possibly the reason for the interest in the area.[145]

Yarner Beacon, encircled by streams, is near Dartington, SX 777620. In the middle ages tin from east Dartmoor had to be shipped out through Dartmouth. The alluvial tin deposits near Buckfastleigh would have come through Dartington and Totnes on their way to Dartmouth. There was also an important crossing of the Dart at Staverton. Yarner may have been connected with either or both of these routes.[146]

Hazard: it is not clear what Hazard indicates unless there was a route west from Totnes.

It is difficult to account for some of these south Devon *ōra*s. The suggested links with mineral deposits are made because of the other apparent links of *ōra* and *ofer* with iron, lead, salt and gypsum deposits elsewhere. John Maddicott[147] has suggested that, particularly during the time of the Viking raids when trade with the Continent was so disrupted, the Anglo-Saxon kings looked towards western Wessex for their source of wealth, and exploited the reserves of tin and copper. However, there may be alternative explanations for the presence of the *ōra*s.

iii) The *ōra*s of north Devon and west Somerset

This area is dominated by the uplands of Exmoor and the Brendon Hills, the fringes of which are dissected by deep-cut, wooded valleys. These did not make good routeways, even today few have routeways of any importance in them: many stretches have no roads at all. The easiest routes followed the interfluves and led up to long distance tracks over Exmoor and the Brendons. There are a few place-names suggesting which routes were in use in Anglo-Saxon times.

The coastal *ōra*s of Chivenor and Yarner Wood mark the sea route to a haven near Pilton, giving access to the western end of the region. From Pilton a route to the hilltop tracks is suggested by the presence of Loxhore DEV (SS 616387), which marks the place where the route, having come through Waytown and Shirwell, has to cross the deep valley of the river Yeo. It is also where a feeder road from Smythapark comes in. The route goes on to

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144 Slater, '*Controlling*', pp. 57-88.

145 John W. Perkins, *GeologyExplained: Dartmoor and the Tamar Valley* (Newton Abbot, 1972), p. 95.

146 Perkins, '*Geology*', p. 30; L.K. Elmhirst, 'Some Aspects of the History of Dartington Hall', *Transactions of the Devonshire Association*, 91 (1959), p. 22.

147 Maddicott, '*Trade*', p. 25ff.

Blackmore Gate. A second route up onto Exmoor is suggested by the presence of Bicknor (SS 741274) at the end of a ridge route leading to Sandyway Cross (SS 792332). A possible third route went from Oldways End following the county boundary through Anstey to Five Cross Ways, and on again to Sandyway Cross, whence a track leading north-west picks up the county boundary for 6 or 7 miles.

Further east a *herepæth*[148] runs along the crest of the Brendons and may link up with the Quantock ridgeway. It is crossed by an Ogilby route (plate 65) running from Exeter to Dunster, passing near to Stowey Farm and Old Stowey (SS 9538), a steep *weg* although not mentioned as early as DB.

The coastal *ōra*s of Kitnor and Yearnor indicate the haven at Porlock. There was probably a route linking it to the tracks over Exmoor, and that up the valley to Hawkcombe Head, from which there are views of Yearnor, is a possibility.

Oare DEV, is said by Ekwall to derive from a river name, but Watts derives it from *ōra* and says it refers to the same landform as Kitnor (Culbone), presumably meaning Culbone Hill. However, as described above, Kitnor probably refers to a coastal headland, not Culbone Hill. Oare could not refer to this coastal feature, and it is probably better to follow Ekwall's interpretation here.

Galsworthy DEV, SS 400160 is south-south-west of Bideford, and rather isolated from other indicative place-names so it is not clear which route it is indicating, although Grundy[149] postulates a ridge route from Barnstaple via Sticklepath, Great Torrington, Stibbs Cross and Galsworthy to the coast near Clovelly.However, there is insufficient place-name evidence to confirm this as a route.

Various other authors including Grundy, Whybrow and Eardley-Wilmott, have sought to identify routes over and around Exmoor. They have used a variety of evidences such as archaeological features, old boundaries (forest, county, parish), old accounts of journeys and Ogilby routes but rarely place-names other than *herepæth* and *ford*. Nonetheless some of their proposed routes tie in well with those proposed here, and fill in the gaps in the routeways where the place-name evidence is absent. These are shown as 'other routes' on the map of South-West England (fig. 9.6). The one through Galsworthy derives from Grundy and the others from Eardley-Wilmott.[150]

It is not easy to identify the routes to which the *ōra*s and *ofer* of Devon and Somerset refer, nor always the precise hills. The countryside is such a tumbled mass of hills and valleys laced by an intricate network of little lanes that it is hard to pick out any important routes, certainly from map-work alone. The routeways need to be studied by someone thoroughly familiar with this type of 'ancient countryside'.

8) The *ōra*s and *ofer*s of the Midlands

The use of *ōra* extends northwards into the territory of the Hwicce, a people of Anglian stock with perhaps some Saxon admixture: elsewhere *ōra* gives way to *ofer*.

i) The Droitwich salt ways

Salt was being extracted from the brine springs at Droitwich during the Iron Age, Roman and Anglo-Saxon periods; indeed, DB records many places with salt rights at Droitwich. In order to distribute the salt a network of routeways radiated from Droitwich; they are described in PN WOR,[151] and the same lettering system is followed here. Many of the routes are marked by *ōra*s and *ofer*s. Route E to Alcester and Stratford is particularly well marked: it starts with Pridzor WOR, SO 910633, in Droitwich at the junction of M 180 to Birmingham and M 56b to Alchester,; proceeds by Hadzor WOR, SO 915625, where route F

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[148] Grundy, '*Highways Somerset*', pp. 283-88.
[149] Grundy, '*Highways Devon*', pp. 141-3.
[150] Eardley-Wilmot, '*Exmoor*', fig. 4.
[151] PN.WOR, pp. 5-9.

branched off south; passes Becknor WOR, SO 948615 (now identified with Broughton Court, but formerly thought to be in Feckenham),[152] where Madam's Hill stands out and must be the *ofer*; Mere Green and its pond are on the salt way nearby; Berrow Hill is the next *ofer*, commemorated in the name Noah's Green WOR, SO 006613, (it is probably an *ofer* but no spellings are available for it). Between Madam's Hill and Berrow Hill a Roman road, M569, takes off north-west near Hanbury. Where salt way E crosses M 18, Ryknild Street, at Alcester is Oversley Green WAR, SP 095568, referring to a pair of hills 1 mile to the south-east, readily visible from both roads. If, at Alcester, the traveller turned north along Ryknild Street he would pass Spernall WAR, SP 087622, on his right; the first element is *spæren* 'made of chalk or plaster'.[153] The Geological Survey Memoir for Redditch[154] notes that gypsum is abundant locally in the Mercia Mudstone (earlier Keuper Marl), for instance, at Spernall, where the beds were 25 metres below the Arden Sandstone which produces the hill that is the Spernall *ofer*. Gypsum is rarely seen in natural exposures because it is soluble, but at Spernall it can be seen in veins or as nodules below the weathered zone: it was mined in more recent centuries. The Anglo-Saxons were familiar with gypsum plaster: it was used in Rochester cathedral in the ninth century,[155] and they must have known of the deposits at Spernall to have named the *ofer* after them. Returning to salt way E, Haselor WAR, SP 124579, has its church built prominently atop a small *ofer*, not visible from the salt way, but from the old road from Buckingham to Bridgnorth (Ogilby plate 23). Salt way E then goes to Stratford on Avon passing as it does so a *dræg-tūn* and a *windlesoran*.

Salt route A leads south on the M 180 from Droitwich past Hadzor and branches left at Martin Hussingtree (a *mere-tūn*) to Pinvin whence Pershore's *ōra* can be seen – the osiers of the name a reminder of the river Avon and its flood plain to come (SO 947457). The river is crossed at Perryford and the salt way heads south parallel to, and west of, Haselor Hill WOR, SP 010420. From here the western side of Dumbleton Hill[156] (Washbourne Hill, SP 003349) can be seen with its typical *ōra* shape. The charter of 930 for Dumbleton, S 404, refers to *daganoran*, evidently the part called Alderton Hill). The profile is equally good in the reverse direction, and would indicate the point to turn north having descended the Cotswold scarp through Stanway (see p.179). Proceeding south and east through Stanway and up through Lidcombe Wood, a (non-salt) route goes due east past the Guiting *æwielm*[157] heading for Moreton in Marsh and passing the Batsford *ōra* GLO, SP 187338 (fig. 8.12), shortly before the junction with the Fosse Way. However, salt route A climbs the scarp at Hailes going over Salters Hill, passes Salperton (OE *Salpretune*), crosses the Fosse Way, goes through Coln St Aldwyn to reach Lechlade, and then there is the possibility of using the Thames for transport.

Salt route B on approaching Worcester passes a lost Over WOR, c.SO 8559, in North Claines, it then follows the east bank of the Severn south to Tewkesbury.

Salt route L leads into Herefordshire, over the Malverns, past Eastnor HRE, SO 731372, and on to Ross.

ii) The *ofer*s south of Gloucester

The Roman road from Gloucester to Sea Mills, M 541, passes Moreton Valence and Moreton Standish heading south-west along the Vale of Berkeley. As the terrain becomes more hilly it passes through Buckover GLO, ST 663903, which is just over one mile from

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[152] Christopher Dyer, *Hanbury: Settlement and Society in a Woodland Landscape* (English Local History Occasional Series, iv, Leicester, 1991), p. 32.

[153] Smith, '*Elements*', 2, p. 134.

[154] Old etc., '*Redditch*', p. 58.

[155] Andrew Coburn, Eric Dudley and Robin Spence, *Gypsum Plaster: its Manufacture and Use* (London, 1989), p. 2.

[156] This sub-circular hill mass is made up of Dumbleton Hill, Alderton Hill and Washbourne Hill.

[157] S1335; Cutsdean, 977 (11c.)

Morton in Thornbury (fig. 8.13). It continues through Over GLO, ST 588825, and close to Compton Greenfield before descending to the Avon at Sea Mills (*Abona*)

Lineover GLO, SO 986186, and Scottsquarr GLO, SO 840088, are both atop the deeply indented scarp slope of the Cotswolds, likely to mark places with a track up/down the hill.

Elmore GLO, SO 788153, on the bank of the Severn is an indicator for sailors rather than overland travellers.

Over in Highnam GLO, SO 807196, is on a low ridge between the rivers Leadon and Severn where a causeway carries the Roman road from Gloucester, M 61, on its way to the Forest of Dean.

Ashford Mill in west Oxfordshire, SP 385156, is on Akeman Street M 16b, where it crosses the Evenlode.

iii) The *ōra*s and *ofer*s of Herefordshire and the Church Stretton valley

The Roman road from *Ariconium* to Ashton near Leominster M 613, passes within 1 mile of Totnor HRE, SO 597310, (listed by A.T.Bannister 1916 as a likely *ofer* but with no spellings), passes close to the hill fort called Capler Camp HRE, SO 592329, then skirts the Woolhope Dome and crosses the river Frome near Larport. Tidnor's *ofer* HRE, SO 555398, is in view and indicates to the traveller that there is a crossing with M 63a, the Hereford to Stretton Grandison road, 1¼ miles ahead. M 613 continues north and crosses a small stream at Stretford. Hennor HRE, SO 539586, is 1 mile to the east. The road continues past Moreton to Ashton. Thereafter its course is uncertain although Houghton[158] suggests that it goes to Marshbrook just south of Church Stretton. Place-names suggest that there was a route north-east from Ashton along Brimfield Hill, descending between Upper and Lower Drayton, winding round a hillside on a terrace way at Lynch Farm (*hlinc*- 'terrace, ledge'), to cross the Teme at Little Hereford.

The Roman road from Hereford to Church Stretton, M 6c, passed close to Holmer (a *mere*), and joined the Roman road, M 630 from Kenchester, in the shadow of Adzor Bank HRE, SO 480476. Two to 3 miles further north it passed Chadnor HRE, SO 432528, a fairly isolated elongated hill easily visible from either side, before crossing Stretford Brook and Tippet's Brook at Stretford Court, and heading through the gap in the Aymestry Limestone. As it crosses Wigmore moor a 'Stanway' joins it from the west at Adforton. Near Rowton it is joined by a *wēg*, recorded in Weo Farm and View Edge, which has come through Aldon (an *ǣwiell-dūn*), from the supposed course of M 613 near Onibury. As M6c goes through the Church Stretton valley it passes Hazler Hill SHR, SO 465933, on the east marking the road through Hope Bowdler to Stanway on Wenlock Edge, and thence to M193, the Roman road from Greensforge to Halford (and Wales).[159] On the west it passes Nover's Hill SHR, SO 452952, a prominent hill indicating the Burway up onto the Long Mynd traversed by the Port Way.

Mynydd-brydd HRE, SO 281415, referred to as *Ruuenore* in DB, is at the north-western end of the Golden Valley. The grain of the country here is strongly north-west to south-east so that route-ways follow the ridgeways or valleys in the same direction. The fertile Golden Valley must have had such a route and *Ruuenore* is just where there is a short cut through to Hay-on-Wye and the Welsh border.

Further north another route into Wales is marked by Bradnor HRE, SO 292576, on the English side and Old Radnor RAD, SO 250590, on the Welsh: today it is the A 44, and Ogilby shows it as the London to Aberystwyth route. It has come via High Wycombe, Shotover near Oxford (SO5606), Batsford near Moreton in the Marsh (SP 187338), Pershore (SO 947457), and Worcester where it passes Red Hill (SO 864539, the *readan ofre* of charter

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[158] A.W.J. Houghton, 'A Roman Road from Ashton, North Herefordshire, to Marshbrook, Salop', *Transactions of the Shropshire Archaeological Society*, 57 (1961-4), pp. 185-90.

[159] Houghton, '*Greensforge*', pp. 233-43.

S 1327). The lost Mapnors in Knightwick (c.SP 7355) may have been in sight before Bromyard was reached. As the road approached the crossing with M 613 near Leominster, Hennor (SO 539586) would have been visible ¾ mile to the north. The approach to the route through the Cambrian Mountains is marked by the large Bradnor Hill SO 292576 (Burcher HRE, SO 333604, is at the north-eastern end of this ridge). The road then winds between Stanner Rocks and Old Radnor Hill (SO 250590), passes through New Radnor and so to Aberystwyth.

Orcop HRE, SO 474263, is adjacent to a supposed Roman road, M 6c, from Hereford to Monmouth.

Orcop, Yazor, Bradnor and Bircher HRE, SO 476657, are large features visible for miles across the valleys of the Wye, Lugg and Arrow. In fact, most of them are intervisible prompting the suggestion that they were look-out points in an unsettled border zone,[160] and while they could certainly have served thus, they were probably primarily route-way indicators albeit on a larger scale than usual.

iv) The *ofer*s of the Church Stretton-Stiperstones area in Shropshire

There are three *ofer*s in the valley of the East Onny, which runs along the eastern side of the Stiperstones: Wentnor, Gravenor and Overs, with Gattenshelve a little further north. It is possible, though far from certain, that Stiperstones also incorporates the term.[161] The lead of the Stiperstones was mined by the Romans at Shelve. The remains of Roman buildings at Linley may have had links with the lead mines but their function is unknown.[162] The cluster of *ofer*s in this lead-mining district parallels the situation in the Peak District (pp.236-7). They could have been used by the Anglo-Saxons to mark access to the mines from the Church Stretton valley; Nover's Hill signals the Burway up the Cardingmill valley onto the Long Mynd; a track descends over Pole Bank to Overs SHR, SO 393963, where the East Onny is crossed and one route leads on west to the mines at Shelve using the Stiperstones as a landmark, or another route leads south by Lower Gravenor SHR, SO 377940, with Wentnor SHR, SO 383926, prominently in view, then, avoiding the marshlands east of More, rounds the end of Linley Hill, and leads to the site at Linley Hall. Gattenshelve SHR, SJ 410015, marks the northern entrance to the East Onny valley.

v) Miscellaneous *ofer*s in SHR, CHE and STF

Those by known old route-ways are:

Birchall CHE, SJ 680460, is beside the little Birchall Brook, where a medieval route from Nantwich bifurcates, one branch going to Woore, the other to Market Drayton.[163]

Overchurch CHE, SJ 263889, is on a slight rise 1 mile from the Irish Sea on the Wirral. The Roman road, M 670, from Chester is heading straight for it.

Over Hall CHE, SJ 642651, is on a low ridge beside the river Weaver where a salt way from Middlewich to Chester crosses the river.

Overmarsh CHE, SJ 433549, now called King's Marsh, was on a slight rise traversed by a salt way heading for a crossing of the river Dee 1 mile to the west.

Condover SHR, SJ 495058, is on a small ridge by the Cound Brook where the latter is crossed by a possible Roman road.[164]

Grosvenor SHR, SO 771936, is on a ridge crossed by the Roman road from Greensforge to Bridgnorth, M 192. The stretch through Grosvenor is on the Ogilby route from London to Welshpool via Bridgnorth (plate 50).

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[160] Cole, '*Distribution ōra*', pp. 26-41.
[161] Margaret Gelling, personal communication.
[162] Graham Webster, *The Cornovii* (London, 1975), pp. 99-102.
[163] PN CHE 1.48-9
[164] Laflin, '*Roman*', p. 5.

Lindore Farm STF, SJ 797195, is on a little ridge where the Roman road, M 19, from Water Eaton to Whitchurch approaches the flood-prone ground by Aqualate Mere (see p. 188).

Tittensore STF, SJ 873381, is beside the Trent in hilly country. It lies on a Gough route from London to Carlisle as it goes from Stoke to Newcastle under Lyme. This is a route shown also by Ogilby on plate 37, having a branch to Chester passing through nearby Long Compton (earliest spelling 1755).

Wychnor STF, SK 177161, is where M 18c, Wall to Burton on Trent, crosses the Trent.

The next two are by rivers but not by known, important, old, overland routes (but that is not to say that they were not by routes of lesser importance in the early middle ages).

Badger SHR, SO 768996, lies between the river Worfe and a small tributary, confluents of the Severn and possibly navigable.

Radnor CHE, SJ 839645, is on a small hill by a crossing of the river Dane at Somerford, a name indicating that the ford was unlikey to be passable in winter. An *ēa-tūn* a few miles upstream suggests that the river was navigable.

The last two are:

Hazelour Hall STF, SK 207107, which is separated from the river Mease by a low hill and is a poor shape for an *ofer*: the hill to the south would be a better one. A hamlet called Portway (no spellings available) lies on the road running over this hill from the river Mease to Tamworth. A route to Tamworth might be the reason behind the name.

Ramshorn STF, SK 082453, is not by a river nor any recognised old routes, although one may have existed over the nearby Weaver Hills.

vi) The *ofer*s of the Peak District are:

Ashover DRB, SK 348632, is a substantial hill by the R. Amber; it is near a salt way via Matlock to Chesterfield, and near Hereward's Street (late thirteenth century), which probably runs from Chesterfield to Ashbourne via Matlock, a lead-mining area.[165]

Birchover DRB, SK 240622, is at the foot of a substantial hill, in the middle of a lead-mining area, and near the Old Portway.

Bolsover DRB, SK 474706, is on a substantial hill by R. Doe-Lea.Ogilby (plate 48) shows a route from Oakham to Richmond passes nearby on the east, crossing a route from Chesterfield, running towards West Drayton

Calver DRB, SK 242745, refers to a substantial hill by the crossing of R. Derwent by a salt way from Tideswell to Chesterfield: a route also in use in medieval times.[166]

Cobnar DRB, SK 355753, is a wood on a hill by the Barlow Brook; no obvious route lies nearby.

Codnor DRB, SK 419495, is on a hill near R. Erewash: there is no obvious route: perhaps it is connected with Heanor.

Edensor DRB, c.SK 2570. The old village site was at Chatsworth House, the *ofer* being the large hill on which the house stands. The packhorse route from Bakewell to Chesterfield goes through Edensor.[167]

Heanor DRB, SK 435465, is on a modest hill. There is no obvious route; perhaps it is connected with Codnor.

Okeover STF, SK 159481, is a suitable hill by the R. Dove, and not far from Hereward's Street.

Seanor DRB, SK 417642, is on a small hill by a small stream, but there is no obvious route.

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[165] PN DBY, p. 21-2.
[166] Dodd, '*Peakland*', pp. 70, 121.
[167] Dodd, '*Peakland*', p. 108.

The *ofer* names of the Peak District, numerous and clustered as they are in an area of strong relief which is criss-crossed by many old tracks, require study by someone with an intimate knowledge of that landscape who has explored it on foot: such a study would yield more useful information than is given here. However, it should be noted that some *ofer*s are likely to be connected with the lead mining and transporting activities like those in Shropshire.

vii) The *ofer*s of the east Midlands

Over CAM, TL 372707, on the nearest dry point to the Ouse, might indicate the *hȳth* at Swavesey 1 mile upstream.

Tansor NTP, TL 053909. Tansor's church is on a small river cliff on the outside of a meander in the river Nene, which is navigable here. It is linked by a straight 1¼ miles track to a Roman road, M 570, Thrapston to Water Newton. It would be more use to a water-borne traveller than a land-based one.

Tixover RUT, SP 971997, is beside the river Welland, which is navigable by small craft here. The rise on which the church stands might be the *ofer*, but the hill a little further north seems a better candidate. Cox[168] notes a Roman road from Water Newton via Ketton, passing close to Tixover church, crossing the Welland here. Its onward course would have taken it close to the Roman iron mines at Wakerley.[169]

Wellingore LIN, SK 982565, is on the scarp-foot of the Chalk, which runs south from Lincoln. It is one of a series of spring-line settlements linked by what is now the A 607. On the top of the Chalk, a Roman road, M 2c, runs from Ancaster to Lincoln. The two roads most nearly approach one another near Wellingore, and so this is a good point to transfer from one to the other (cf. Hunsingore and Overgrass, see this page and p. 238). The first element of the name is uncertain, but may mean 'dwellers at a spring'.[170] In fact the inhabitants of most of this line of settlements could be described as 'dwellers at a spring'. Wellingore could be seen as the *ofer* indicating the way from M 2c to the road linking the spring-line settlements.

9) The *ofer*s of Yorkshire

Hunsingore YOW, SE 429536, is by the R.Nidd on a low hill: it is one and a half miles from M 280 running from Tadcaster to Whixley. There are two alternative routes followed by the Great North Road north of Doncaster: the western one goes through Pontefract, Castleford, Bramham cross roads and Wetherby to Boroughbridge: the eastern one goes through Ferrybridge, Tadcaster, Cattal and Whixley, joins M 8a from York and proceeds to Boroughbridge, the latter route is called Rudgate. Hunsingore lies between the Great North road and Rudgate and is visible from both roads. It might signify a point to transfer from one route to the other.

Thorner YOW, SE 380405, is by a small stream with a modest hill nearby but big enough to be visible from nearby Roman roads as they approach a junction at Thorner (M 72b Ilkeley - Tadcaster and M 712 Manchester-Slack-Tadcaster).

Southowram YOW, SE 120236. The Roman road, M 712, from Manchester via Slack, Leeds and Thorner to Tadcaster, crosses the high moorland near Slack just before its descent through Raistrick to cross the R. Calder at Brighouse. There is a fine view north across the river to Southowram. It could signify the steep approaches to the crossing place.

Northowram YOW, SE 113270, is on a hill equally high and steep as Southowram but is not connected with a known old route.

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[168] PN RUT, p. xx.
[169] O.S. Map of Roman Britain.
[170] Gelling and Cole, '*Landscape*', p. 202.

Tideover probably refers to Stainburn Hill. It is not by any known old route. (Tideover is a lost place but Smith[171] gives its location as SE 335491).

10) The *ofer*s of Lancashire.

The name Preesall SD 358476, occurs in three forms, one of which, *Pressoure*, incorporates *ofer*. This refers to a low hill near the Wyre estuary, one of the few places locally not fronted by a wide expanse of sand at low tide, and therefore easier of access by boat.

Higher and Lower Core SD 587439, lie at the foot of Blindhurst Fell whose highest point is Porlick Hill at the south-western edge of the Forest of Bowland. The Ribble valley to the south leads into the heart of the Pennines and is part of a cross-Pennine route-way. It is followed by M 72a from which Porlick would be visible.

11) The *ofer*s of Northumberland

The two Northumberland *ofer*s are much further north than any other *ofer*s and so comparatively isolated, yet still having the same attributes as *ofer*s further south.

Wooler NT 992280, lies beside the Wooler Water at the western foot of Weetwood Moor, one of the few ridge-shaped hills in the vicinity. The name means 'hill of the springs' some of which nourish Coldmartin Lough (from *mere-tūn*). The Devil's Causeway, M87, the Roman road from Berwick-on-Tweed to Corbridge, passes Weetwood Moor on the east. The shape of the Wooler *ofer* is best seen near Horton when travelling south from Berwick, and although it might signal the crossing of the R. Till there was a much more significant locality in the seventh century four and a half miles west of Wooler, namely that of the old royal palaces of the Northumbrian kings at *Gefrin* (Yeavering) and *Melmin* (Milfield) in the seventh century. Wooler would be a good point to leave the Roman road and bear westwards round the southern edge of the marshy area at the confluence of the rivers Till, Glen and Wooler Water towards them. Alternatively, it could have signalled a turning east through Belford to their stronghold at Bamburgh

Overgrass NU 150038, lies between the Devil's Causeway, M 87, and the Great North Road south of Alnwick. It could signify a link between the two routes (cf Hunsingore), or their approaches to the crossing of the Coquet.

DETAILS OF INDIVIDUAL *YFRES*

1) The *yfre*s of Wiltshire

Rivar WLT, SU 318617, and River Copse BRK, SU 350622, 2 miles apart, are both on the scarp slope of the chalk overlooking the Kennet valley to the north. Gelling[172] suggests that the slope was referred to as the *yfre*. Running along the crest is the North Hampshire ridgeway passing several places with significant names: Ashmansworth (*mere*); Pilot Hill and the adjacent spur to the south-east - charter boundary *ōra*s called *middel oran* SU 404597 and *wat oran* SU 408589 (S378);[173] Buttermere (*mere*); Rivar Copse and Rivar (hamlet, Hill and Down). This is where the ridgeway joins the Roman road, M 43, briefly before branching off again near Limmer Pond (*mere*) to Salisbury Plain.

There is a similar scarp slope in the chalk overlooking the Nadder valley along the crest of which runs the Salisbury Way (from White Sheet Hill near Donhead to Salisbury). The scarp face is scalloped: three of the embayments are named Sutton Ivers, Compton Ivers and Burcombe Ivers after the nearby settlements so that, again, a long stretch of scarp slope could be regarded as the *yfre* (c.SU 0028). However, the other examples of *yfre* are solitary, and do not refer to long stretches of scarp slopes so that it may be better to regard the *yfre*s as the spurs jutting out from the line of the escarpment.

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[171] PN YOW 5.43

[172] PN BRK, p. 310.

[173] G.B.Grundy, 'Saxon Land Charters of Hampshire', *Archaeological Journal*, 78 (1921), p. 90.

Other *yfres* in WLT are Ivers Wood in Berwick St John ST 954217, on another chalk escarpment whose crest is followed by a ridge-way called Ox Drove, and Long Iver, ST 883414, another steep chalk slope which is about ¾ mile from the Great Ridgeway: both are first evidenced in the mid sixteenth century. Broker's Wood Farm, ST 843527, and Ryvers Copse, SU 097158, are by inconspicuous hills but by no obvious routes. Ivory Copse, SU 236216, is near an Ogilby route from Southampton to Salisbury (plate 51), and Brockhurst Farm, SU 070865, refers to part of a well-marked hill with a camp on it but is by no obvious routeway.

2) The *yfres* in Hampshire

Iford (*Uvre*), SZ 137936, is beside the Stour a couple of miles upstream from Hengistbury Head: it is a simplex name not a ford. The only hill of note locally is St Catherine's Hill on the other side of the river. River Hill Farm, SU 789412, refers to a modest slope visible from the Ogilby route between Farnham and Alton (London – Southampton, plate 5) 3 or 4 miles before a crossing with a Roman road, M 155: rather too far distant to act as a signpost.

3) The *yfres* in Sussex

Bignor SU 982146, at the foot of the South Downs chalk escarpment, refers to a large spur over which runs Stane Street, the Roman road from London to Chichester M 15. Rivar SU 937228, in Tillington is on the slope of an appropriately-shaped hill but not, apparently, by any important old route. Riverhall Farm, TQ 746202, in Mountfield, is on a hill over which runs a ridgeway route (track II) from Rye to Netherfield and Uckfield described by Margary:[174] the farm is just over a mile from the Roman iron workings at Footlands. River's Farm and Wood, Ardingley, TQ 332274, are on the line of the Roman road M 150, London to Hassocks, close to Awell Barn. Wheat River Copse, c.SU 7819, Harting, location unknown, may refer to the scarp slope of the South Downs.

4) The *yfres* in Kent

Hever TQ 476448, is on the south bank of the river Eden, 1½ miles east of the Roman road M 14, London to Lewes and its crossing of the river at Edenbridge - a bit distant for a signpost. Underriver TQ 557520, is a settlement at the foot of a steep spur called River Hill in the Lower Greensand escarpment, with no obviously important track nearby.

5) An *yfre* in Buckinghamshire

Iver BUC, TQ 040812, is on the west bank of the river Colne, on a slight rise. It lies between two important routes west, one through Slough, the other through Uxbridge but does not seem connected with either.

DETAILS OF INDIVIDUAL OVERTONS AND ORTONS

i) Overton Hall in Frodsham CHE, SJ 525770. Dodgson[175] believed this to be *uferra-tūn*, but from its situation at the foot of a well-shaped hill and adjacent to a Roman road, M 701, Chester to Warrington, a mile from its crossing with the river Weaver, it seems more likely to be an *ofer-tūn*.

ii) Overton Hall in Overton CHE, SJ 471483, is on a small hill ½ mile west of the Roman road M 6a, Whitchurch to Chester.

iii) Overton in Taxal CHE, SK 006786, is on a hill slope looking over the Goyt valley to the Roman road, M 71b, which comes from Buxton and descends to Whaley Bridge where it crosses a salt way.

iv) Cold Overton LEI, SK 810101, is on an exposed hilltop visible from the road, 1½ miles away, which runs from Oakham to Melton Mowbray and is described by Ogilby (plate 48).

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[174] Margary, '*Roman Ways*', p. 262.
[175] PN CHE 3, p. 230.

v) Overton in LNC, SD 437580, is a dry point settlement on a slight rise by the Lune estuary. It is not by a land-based route, but as deep water approaches the peninsula here it could be a useful landmark for boatmen.

vi) Market Overton RUT, SK 885165, is on a Roman road running east from M 580 passing an important Romano-British shrine and market near Thistleton. Market Overton, 2 miles away, would be the successor to this market.

vii) Overton in Richard's Castle SHR, SO 512717, lies at the foot of a substantial line of limestone hills south-west of Ludlow. The Roman road from Hereford, M 613, known as far north as Ashton, is thought to have led north through Ashford Bowdler to Ludford and Ludlow, passing within about ½ mile of Overton.[176] The latter might warn of the crossing of the Teme at Ludford.

viii) Overton in Stottesdon SHR, SO 666868, is, Gelling[177] suggests, an example of *uferra-tūn*, and as there are apparently no well-known routes nearby nor a very *ofer*-like hill this seems likely.

ix) Overton STF, SK 047383, lies on the slope of a hill, ½ mile south of a Roman road, M 181.

x) Overton STF, SJ 895616, *olim* Upper Biddulph, is more likely to be from *uferra* than *ofer* as there are two higher, more *ofer*-shaped hills overshadowing it, and no obvious routeway. It seems to have been regarded as a higher part of Biddulph.

xi) Overton STF, SK 0607, is a small hill ½ mile north of Watling Street.

xii) Overton YON, SE 555557, is on a slight rise beside the Ouse: a more useful landmark for boatmen than overland travellers.

xiii) Orton Longueville and Orton Waterville HNT, TL 168966 and TL 156960, share a low but distinct rise beside the river Nene. They are 2 to 3 miles from the complex of roads which converge on Water Newton (*Durobrivae*), and of more use as a landmark for boatmen than to overland travellers, marking, as they do, the transition from the Fens with its water-borne traffic to the start of higher, drier ground and road-based traffic.

xiv) Coleorton church LEI, SK 391173, is on a marked hill probably within sight of Ogilby's route (plate 82) as it passes Ashby de la Zouche.

xv) Orton-on-the-Hill LEI, SK 304039. The church and village are on a good *ofer*-shaped ridge, which can be seen from the Ogilby route (plate 82) from Oxford, passing through Sheepy and Ashby-de-la-Zouch en route to Derby.

xvi) Orton NTP, SP 805794, lies on top of a ridge, one of many, none of which stand out especially. There is a suggested pre-historic route following parish boundaries for 8 miles to the west of Orton (Steane),[178] but there is no obvious visible connection. Perhaps Orton, as one of the few local settlements on a hilltop, should be regarded as an *uferra-tūn*.

xvii) Nurton STF, SO 839994, is on a hill but not by a known route.

xviii) Orton STF, SO 869953, Horovitz[179] (p. 479) favours a derivation from *uferra-tūn* rather than *ofer-tūn*. However, the settlement is on the lower slopes of a hill (on which Lower Penn is situated), which is not an appropriate site for an *uferra-tūn* but has a good shape for an *ofer*. It lies about a mile west of the supposed route of M 191 from *Pennocrucium* to Greensforge. Orton's situation favours a derivation from *ofer*, but the spellings are inconclusive. There is a Compton close to this supposed route.

xix) Water Orton WAR, SP 177911, is a low-lying site on the south bank of the river Tame ½ mile west of where the road from London-Daventry-Holyhead, shown on Ogilby plate 22, crosses the river.

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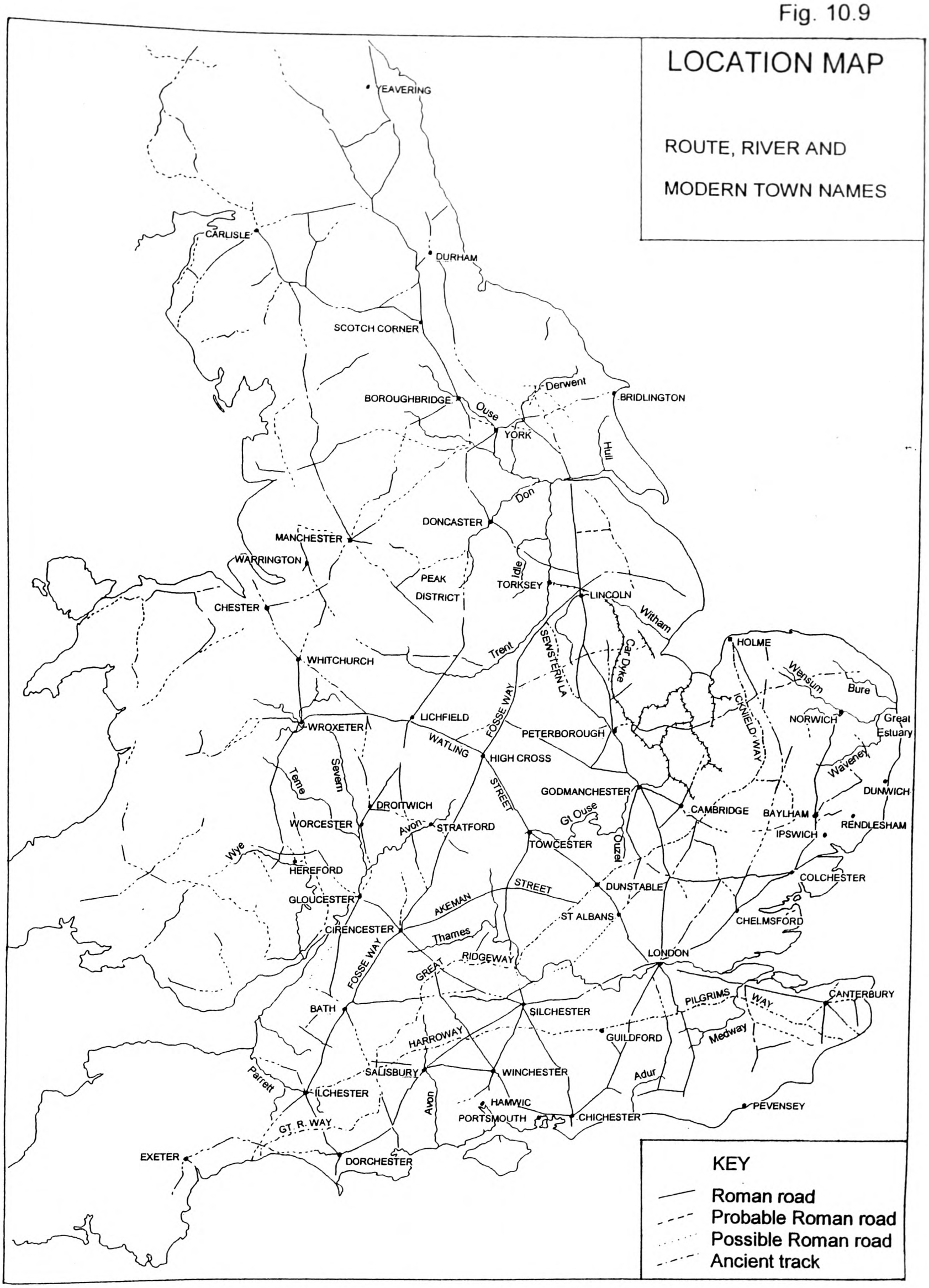
[176] Houghton, '*Ashton*', p. 185.
[177] PN SHR 1, p. 232.
[178] John Steane, *The Northamptonshire Landscape* (London, 1974), pp. 62-4.
[179] David Horovitz, *The Place-Names of Staffordshire* (Brewood, Stafford, 2005), p. 479.

xx) Orton WML, NY 622084, is at the foot of Crosby Ravensworth Fell. The Roman road, M 7c, from Lancaster to Penrith, which has been following the Lune valley, here leaves the Lune and its tributary the Birk Beck, and heads over the Fell to follow a course over higher ground.

Fig. 10.9


LOCATION MAP
ROUTE, RIVER AND
MODERN TOWN NAMES
YEAVERING
CARLISLE
DURHAM
SCOTCH CORNER
BOROUGHBRIDGE
Derwent
BRIDLINGTON
Ouse
YORK
Hull
Don
DONCASTER
MANCHESTER
WARRINGTON
PEAK
DISTRICT
Idle
TORKSEY
LINCOLN
Witham
CHESTER
Trent
SEWSTERN LA
Car Dyke
HOLME
Wensum
Bure
WHITCHURCH
WROXETER
LICHFIELD
FOSSE WAY
PETERBOROUGH
NORWICH
Great
Estuary
ICKNIELD WAY
WATLING
HIGH CROSS
STREET
Waveney
Teme
Severn
GODMANCHESTER
DUNWICH
DROITWICH
CAMBRIDGE
BAYLHAM
Gt Ouse
WORCESTER
Avon
STRATFORD
IPSWICH
RENDLESHAM
TOWCESTER
Ouzel
Wye
HEREFORD
COLCHESTER
DUNSTABLE
STREET
GLOUCESTER
AKEMAN
ST ALBANS
CHELMSFORD
CIRENCESTER
Thames
LONDON
FOSSE WAY
RIDGEWAY
GREAT
PILGRIMS
WAY
CANTERBURY
BATH
SILCHESTER
GUILDFORD
Medway
HARROWAY
Adur
SALISBURY
WINCHESTER
Parrett
ILCHESTER
HAMWIC
Avon
PEVENSEY
PORTSMOUTH
CHICHESTER
GT R. WAY
EXETER
DORCHESTER
KEY
Roman road
Probable Roman road
Possible Roman road
Ancient track