

THE ANCIENT HIGHWAYS AND TRACKS OF  
WORCESTERSHIRE AND THE MIDDLE SEVERN BASIN

PART II

By G. B. GRUNDY

(Continued from page 96)

ROAD IO<sup>1</sup>

*Great Barrington Ridgeway.* (W. of Burford, Oxon.)

A branch ridgeway left the Stow-Burford ridgeway at a point  $\frac{1}{2}$  m. due W. of Wyck Rissington, and ran due S. to Great Barrington, where it probably crossed the Windrush to join the Northleach-Burford ridgeway just S. of Little Barrington.

Length as far as Great Barrington, 5 m.

ROAD II

*The Fosse Way*

The course of this road is so well known and so clearly marked on the modern map that it would be superfluous to describe it in detail. But the references to it in the charters are interesting. In the Mangersbury survey of K. 1365 it is twice called *Foss* in its passage through that parish. It is called by the same name in the *Bladene* (Broadwell) charter K. 1359. It is thrice called by the same name in the Mangersbury charter B. 882. K. 426. In the *Dunnestreatun* (Donnington) charter, B. 229. K. 136 it is called *Heah Straet*, 'High Street,' and later in the same charter *Foss*. In the Blackwell charter of Tredington near Shipston-on-Stour, K. 620, it is called *Fos*, a spelling which is common in the Somerset charters.

As a Saxon name of a Roman road *Fos* or *Foss* is unique in type, the other Saxon names of those roads

<sup>1</sup> The numbers refer to the numbers on the maps.

being personal in nature. It is fairly certain that the name represents the Latin *fossa*, 'ditch' or 'dyke,' and that it is practically a synonym of *dic*, just as *funta*, Lat. *fons*, is a synonym of *floda* or *aewielm*, and *ora* Lat. *ora*. of *ofer*. The reference is probably to the agger of the rd.; but may be to the ditches at either side of it.

#### ROAD 12

*The Stow-on-the-Wold-Evesham-Dudley Ridgeway, the great N. and S. highway of E. Worcestershire.*

This is one of the most remarkable ridgeways in England, and, in its northern part, one of the most difficult to trace. The Itinerary is as follows:— Begins at Stow-on-the-Wold, where it links up with (1) the Fosse Way (Road 11); (2) a ridgeway running SSE. to Burford, etc. (Road 14); (3) the link road connecting the roads at Stow with the great Cotswold ridgeway (Road 9).

Runs NNW. along the mr. towards Evesham, to (6 f.) where it is called *Sealt Straet*, Salt Street, in the *Bladene* (Broadwell) survey K.1359. Same road, same direction to (2 f.) where it is called *Salt street* in the *Dunnestreatun* (Donnington) charter B.229.K.136. (This of course shows that it was one of the old salt ways. For the continuation of this Saltway see the Stow-Burford ridgeway, Road 14.) Same road and direction to the top of Broadway Hill (OM1), passing along the Five Mile Drive (OM1) to (7 m. 4 f.) where it is called *Sealt Straet* in the Broadway survey, B.1282, K.570, and *Weig* (sic), 'way,' in the Twyforde (Evesham) survey K.1368. (From the point where the Bourton-on-the-Hill (52 of Road 1) road meets it to the top of Broadway Hill (OM1) it coincides with the great Cotswold ridgeway.) Its course from the top of Broadway Hill to Evesham is only marked on the map by patches of modern tracks and roads, for it made such a bend to avoid the streams that it has passed out of use in modern times, superseded by the infinitely more direct road to Evesham through Broadway. But its course can be followed, though with difficulty.

From the top of Broadway Hill in a general direction SSW. along the line of the Cotswold ridge-way (Road 1) to (3 m. 6 f.) a point in the middle of Stanway Ash Plantation (OM1) (11) where it branches off N. along the comb of a high ridge, its line surviving only in the form of what is no more than a cart

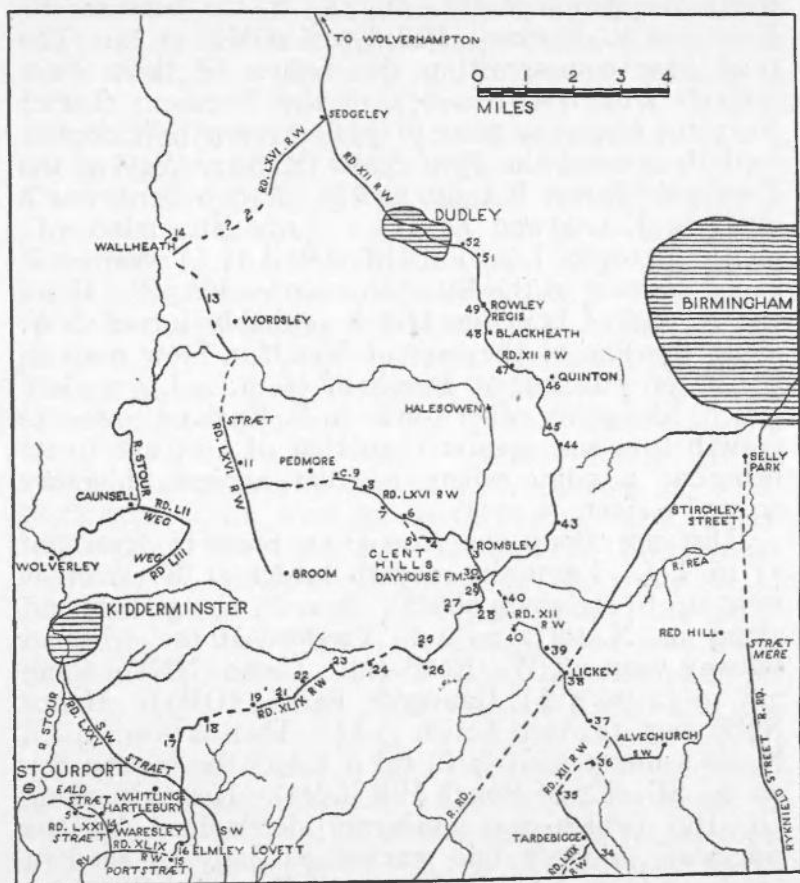


FIG. 1

track. It ran along this line due N. to (1 m. 6 f.) just beyond the end of the ridge. It then turned N.W. along a line marked merely by hedges, between the villages of Buckland (12) and Laverton, to the cross road about  $\frac{1}{4}$  m. SSE. of Little Buckland (OM1) (7 f.). Goes WNW., mr., through Little Buckland (14), past Aston

Somerville, to the top of Blake's Hill (OM1) (2 m. 6 f.). Turned NE. along a line not marked by a modern road but by the By. between Hinton-on-the-Green and Child's Wickham, a By. determined probably by the former existence of the road, to (1 m. 1 f.) the S. angle of Bengeworth parish, and then along the Bengeworth-Wickhamford By., due N., to the bend in the By. close to Bunker's Hill Farm (OM1) (4 f.). The road now comes within the region of those very difficult landmarks (61-67), of the Evesham charter K.1368. Along this piece of the Bengeworth-Wickhamford By. passed the *Fyrd Straet* (Military Way) of the Evesham charter K.1368, and of the two Bengeworth charters K.1299 and K.1358. Turns NE., minor rd., along the top of Longdon Hill (OM1) (4 f.) where it is called *Hricweg* in the Evesham charter K.1368. From the N. end of Longdon Hill it probably turned NW. along the line of the present Evesham-Stow road to the river crossing at Evesham (1 m. 4 f.), a place which, like many other towns in S. England, owes its growth to a size greater than that of a village to its being at a point where a great ancient ridgeway crossed a river.

Distance along the road from Stow to Evesham 21 m. 2 f. From the modern bridge at Evesham it went up to the main street; then N. along that, and along mr. N. to (1 m. 4 f.) Twyford House, where a saltway went off W. (Road 22). Thence NNW. along mr. to (2 m. 4 f.) Handgate Farm (OM1). Hence NNE., mr. to Atch Lench (7 f.). Then N. mr. (4 f.), N. up a minor road (7 f.) till it meets the county By. on the SE. side of Rough Hill (OM1). Hence N. along Co. By. (which was evidently determined by the ridgeway), along a line marked partially by modern tracks to (3 m. 1 f.) a point at the N. end of Weethley Wood (OM1), where a branch ridgeway joins it. Thence N. by mr. and Co. By. to (4 f.) point where it is called *Straet*, 'made road,' in the *Mersc* (Inkberrow) charter, K.675. Thence along mr. and Co. By. to Headless Cross (OM1) (5 m.).

From this point onwards it is at times difficult to trace the course of the old road, especially when it enters the region of the Black Country.

From Headless Cross (OM1) NW. mr. to (6 f.) the S. angle of Pitcher Oak Wood (OM1) where a branch ridgeway runs off to Redditch. Then NW. mr. passing along W. edge of Hewell Park (OM1) to a point just S. of Vigo (OM1) (3 m. 4 f.). Then NE. along minor rd. as far as Wheely Farm (OM6) (1 m.). Then E. of N. along ridge, no track, and then bending towards W. to fp. which runs up to Barnt Green (OM1) from the S. (1 m. 2 f.). Then N. mr. to (1 m.) crossroads at Lickey church. Then NW. mr. (5 f.) to W. side of Beacon Hill (OM1). Then W. of N. and later N. of W., mr. to crossroads) 1 f.) NE. of Holy Well (OM1) (6 f.). Then fp. NW. to S. end of Waseley Hill (OM1) (3 f.). Then N., no track (2 f.) to fp. N. of Waseley Hill. Then NW. fp. to a road (3 f.). Then ENE. mr. (4 f.). Then E. by N., no track, to railway (4 f.). Then ENE. fp. to road at Frankley Hill (OM6) (3 f.). Thence, mr., generally NE. to Frankley Upper Beeches (OM1) (5 f.). Thence N. mr., past Woodgate (OM1) to Moor Street (OM1) (2 m.). Thence W. mr. (1 f.). Thence N. and later NNE. mr. to W. edge of Quinton village. (1 m. 2 f.). Thence due W. mr. (4 f.).<sup>1</sup> Thence NW., no track, to (4 f.) the road end at Olive Hill Farm (OM1). NW. along the road just mentioned, [the ancient character of which as it passes on the outskirts of Blackheath and through Rowley Regis and beyond is shown by its wavy line,] by Tump Road and Holly Road in Blackheath, Siviters Lane, the main street of Rowley Regis, through Tippity Green (OM1) and due N. to the Wheatsheaf Inn (2 m. 3 f.). Thence WNW. mr. to Oakham (OM1) (4 f.). Thence first W. and then NW. along the main road to Dudley, to the centre of the town. (1 m. 1 f.). Distance traversed by the road (1) from Evesham, 34 m. 6 f.; (2) From Stow, 57 m. 1 f. It may be of interest to follow this road N.; but, as its course is outside Worcestershire, it will only be stated in outline.

Follows the watershed between the Severn and the Trent.

<sup>1</sup> In the populous region between this point and Dudley with its many streets, it will be necessary to refer

for some details to OM6; but I shall quote so far as possible from OM1.

Sketch of part of its course :

From Dudley mr. to Wolverhampton : through main street of Wolverhampton<sup>1</sup> to Tettenhall, mr. ; WSW. mr. to  $\frac{3}{4}$  m. beyond Perton ; E. of N. t., to Cranmor Lodge ; NW., t., to Bradshaw's Farm ; NW., t., to Kingswood Bank Farm ; N., no t., to  $\frac{1}{2}$  m. W. of Wood Hall ; N., mr., to Boscobel House ; N., mr., to S. end of Bishop's Wood village ; W., mr., for  $\frac{1}{2}$  m. ; N., mr., to Weston Park Farm ; WNW., winding rd. through Weston Park, to crossroads W. of Weston-under-Lizard village ; NNW., mr., to Weston Heath ; W., mr., to near Hilton Farm ; N. to Heath Hill, mr.

(All these places are on OM1.)

From here the main ridgeway ran N. along a line which could not be followed accurately save on OM6, and into a region outside the area at present under consideration.

A branch ridgeway also led from here in a generally SSW. direction to meet the Watling Street at Red Hall (OM1) about 2 m. E. of Oakengates.

## ROAD 13

### *The Second Bourton Branch Ridgeway*

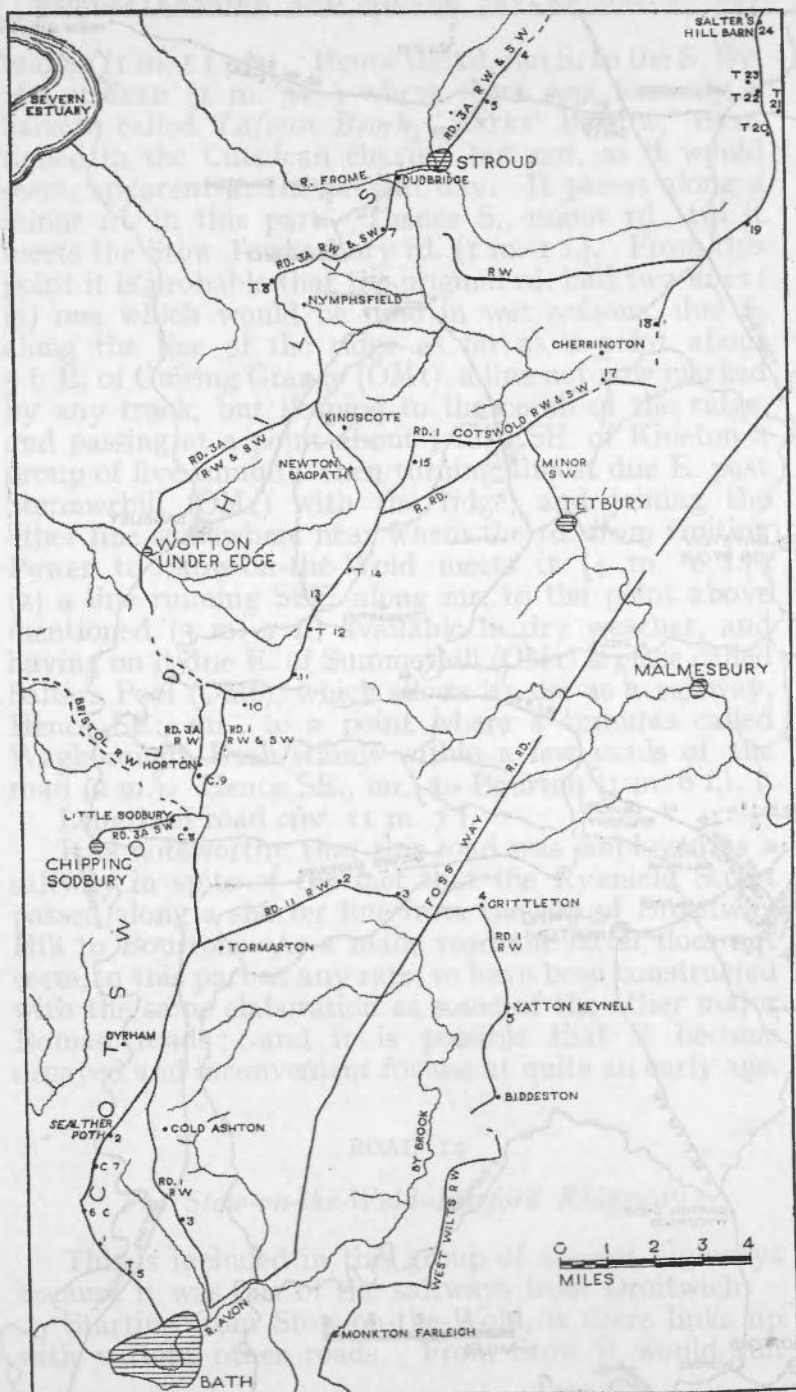
This, as will be seen later, was a saltway.

It is probable that it left the Cotswold ridgeway in two branches : (1) almost exactly where that way cuts the Broadway and Co. By. ; (2) at a point about  $\frac{1}{2}$  m. due S. of Snowhill, where a t. runs off SE. The first of these two branches runs along a minor rd. a little W. of S. to the NE. corner of the wood called Upper Slatepits (OM1) (1 m. 4 f.).<sup>2</sup> The second runs along what is now a mere track following the S. By. of Snowhill to the same point, where it meets the other

<sup>1</sup> Being on this great ridgeway Dudley and Wolverhampton had in the early days of the S. Staffordshire Coalfield, before the time of canals and railways, special facilities for the despatch of coal to distant places. That accounts for their development

into the two largest centres of population in the field.

<sup>2</sup> This branch is called Buckle Street in the OM., evidently on mistaken information. Buckle Street is the name of the Ryknield Street which runs parallel with this road about 2 miles E. of it.

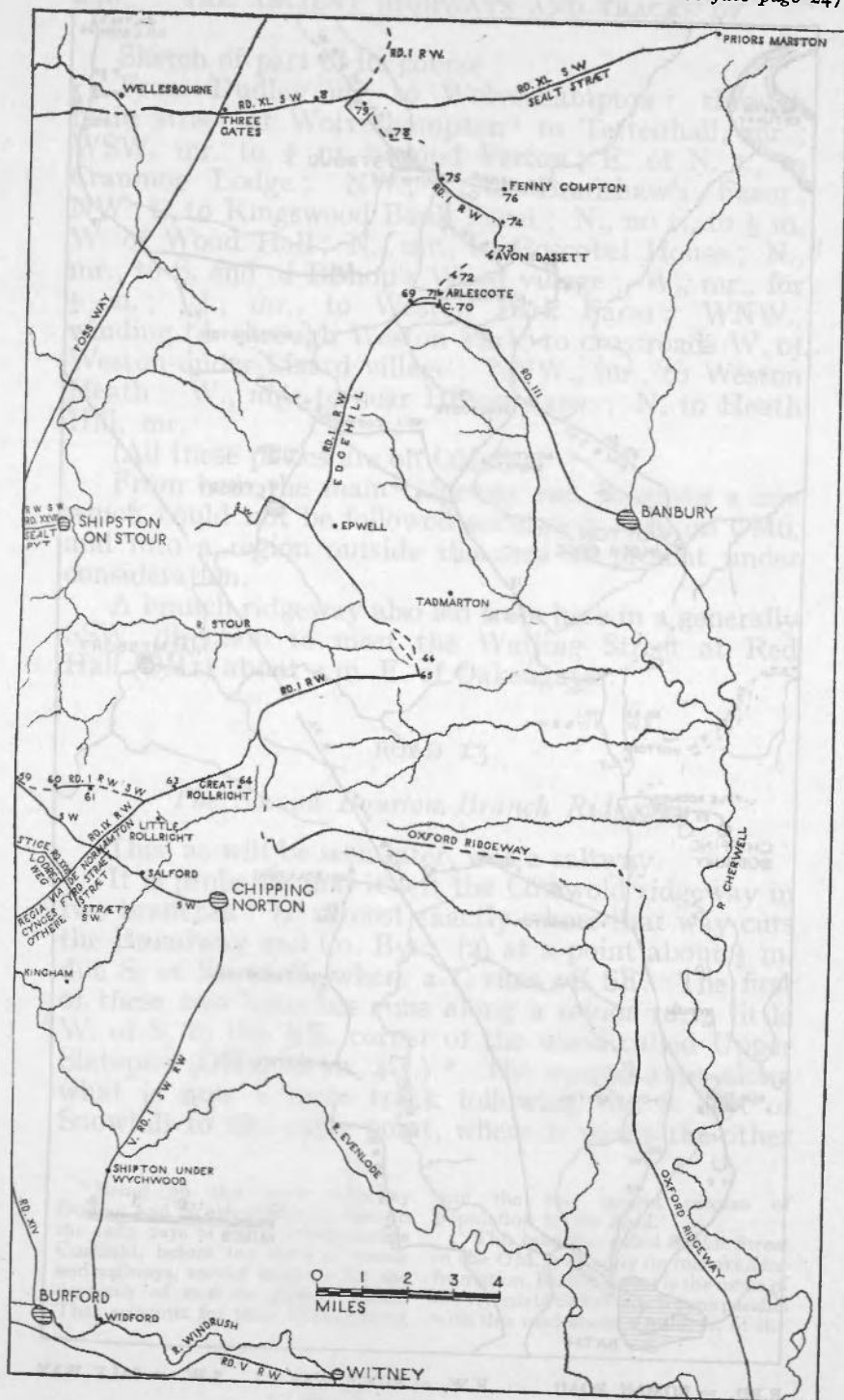


R.RD. = ROMAN ROAD

R.W. = RIDGE WAY  
W. = WEG = TRACK

S.W. = SALT WAY







branch (1 m. 1 f.) (4). Hence the rd. ran S. to the S. By. of Cutsdean (1 m. 3 f.) where there was formerly a barrow called *Laferca Beorh*, 'Larks' Barrow,' mentioned in the Cutsdean charter, but not, as it would seem, apparent at the present day. It passes along a minor rd. in this part. Thence S., minor rd., till it meets the Stow-Tewkesbury rd. (1 m. 1 f.). From this point it is probable that the original rd. had two lines : (1) one which would be used in wet seasons, due S. along the line of the ridge as far as a point about 5 f. E. of Guiting Grange (OM1), a line not now marked by any track, but keeping to the comb of the ridge, and passing at a point about  $\frac{3}{4}$  m. ESE. of Kineton a group of five tumuli ; then turning almost due E. past Summerhill (OM1) with the ridge, and joining the other line somewhere near where the rd. from Guiting Power to Stow-on-the-Wold meets it (4 m. 1 f.) ; (2) a line running SSE. along mr. to the point above mentioned (3 m. 7 f.) available in dry weather, and having on it due E. of Summerhill (OM1) a place called Salters Pool (OM6), which shows its use as a saltway. Hence SE., mr., to a point where a tumulus called Wagborough Bush stands within a few yards of the road (2 m.). Hence SE., mr., to Bourton (1 m. 6 f.).

Length of road *circ.* 11 m. 7 f.

It is noteworthy that this road was employed as a saltway in spite of the fact that the Ryknield Street passed along a shorter line from the top of Broadway Hill to Bourton. As a made road the latter does not seem, in this part at any rate, to have been constructed with the same elaboration as some of the other major Roman roads ; and it is possible that it became decayed and inconvenient for use at quite an early age.

#### ROAD 14

##### *The Stow-on-the-Wold-Burford Ridgeway*

This is included in this group of ancient highways because it was one of the saltways from Droitwich.

Starting from Stow-on-the-Wold, it there links up with various other roads. From Stow it would run

SE. over the low watershed between the Evenlode and the Windrush about 100 yds. NE. of Stow railway station. Its line in this early part of its course would be well NE. of the line of the present Stow-Burford road. It made probably for the camp (OM1) which lies about  $\frac{1}{2}$  m. NW. of the village of Church Icomb. Thence for  $\frac{1}{4}$  m. it is probably represented by the short stretch of road which runs SW. from the camp along the comb of the ridge, and, after this piece of road gives out, it passed on in the same direction to the Stow-Burford road at a point near, but rather S. of, the Lodge (OM6) of Wyckhill House. Here was a spring which is called in the Mangersbury charter K.1365, *Sealterwyl*, 'Salt Carriers' Spring,' and in the Icomb charter B.240, K.142, *Saltuwell*. It is also a landmark of the Mangersbury charter B.882, K.426, where it is called *Sealter Will*. It is needless to say that this is enough to identify this way as one of the saltways radiating from Droitwich.

[As to the previous course of this saltway the probability is that it came down the great southern saltway (Road 23) till near the Avon; then along the branch saltway (Road 22 to Evesham; and then along the Evesham-Stow ridgeway (which is called a saltway), (Road 12) to Stow; and so on along this old road.]

The distance from Stow to this point, Salter's Hill, measured along the old line of the road, is 3 m., of which about 1 m. 3 f. is along modern lines of road. From this point to Burford the modern road is on the line of the old ridgeway for 8 m. 4 f. There it crossed the Windrush to join (4 f.) just S. of Burford the ridgeway which comes down from the Cotswold ridgeway past Northleach, and goes on to Witney.

Total length of the road, 9 m. 7 f., of which 8 m. 2 f. is represented by existing mr.

#### ROAD 15

##### *The Worcester-Tewkesbury-Cheltenham Ridgeway.*

This road is marked by modern roads or tracks for nearly all its length. Just outside Worcester its traces are not very distinct; and, at the other end,

its actual course through Cheltenham is not quite certain in detail, though the general line is unmistakable. As far as Tewkesbury it follows the watershed between the small tributaries of the E. bank of the Severn below Worcester and those of the lower Avon. It must have been in former times of great importance to central and western Worcestershire as forming the most direct line of communication with the SW. of England via the great ridgeway of the Cotswolds (Road 1).

It left Worcester in an ESE. direction along the line of the present Worcester-Stratford-on-Avon road, which it followed, measured from the centre of Worcester city, for about 1 m. 6 f. to a point about  $\frac{1}{2}$  m. short of Swinesherd (OM1). This part of the road is called *Heah Straet*, 'High Street,' in the Whittington charter K.670. Hence it turned SE. along the watershed along fp. which runs through the middle of Whittington parish (1 m. 2 f.) to about 1 f. short of Ersfield (OM1). Then turned SSW., no track, to the N. end of a line of avenue leading to Wood Hall (OM1) (3 f.). Passed along the avenue to Norton village (4 f.). Thence, no track, a little W. of S. along a well marked ridge (5 f.) to Hatfield (OM1). Then turns a little E. of S., mr., to Stonehall (OM1) (6 f.), through which it passes. Then E., t., passing just S. of Hermitage Farm (OM1). Thence S., past the f.p. to the church at Pirton. In dry weather it may have followed first fp. running E. of S. from Stonehall and later mr. to Pirton church (OM1) (1 m. 4 f.). Thence follows the well marked ridge, first mr., as far as the lodge of Croome Court, and afterwards along a straight line of minor road through the park, and the fp. and minor roads S. of the park, always going due S., to a point 1 f. E. of Hill Croome church (OM1) (4 m. 2 f.). Here turns due E. to get round the head of a stream, mr., to meet rd. running S. from Lower Strensham (6 f.). Along latter rd. S. all the way to Tewkesbury, via Hill End, Twining, and Shuthanger (4 m. 6 f.).

Distance between Worcester and Tewkesbury 16 m. 4 f.

It is obvious that the Battle of Tewkesbury in 1471 was fought for the possession of this road at its passage of the Avon. It is also fairly certain that the development of Tewkesbury beyond the size of a village was largely due to the fact that this ridgeway and another described elsewhere (Road 17) crossed a large river at this point.

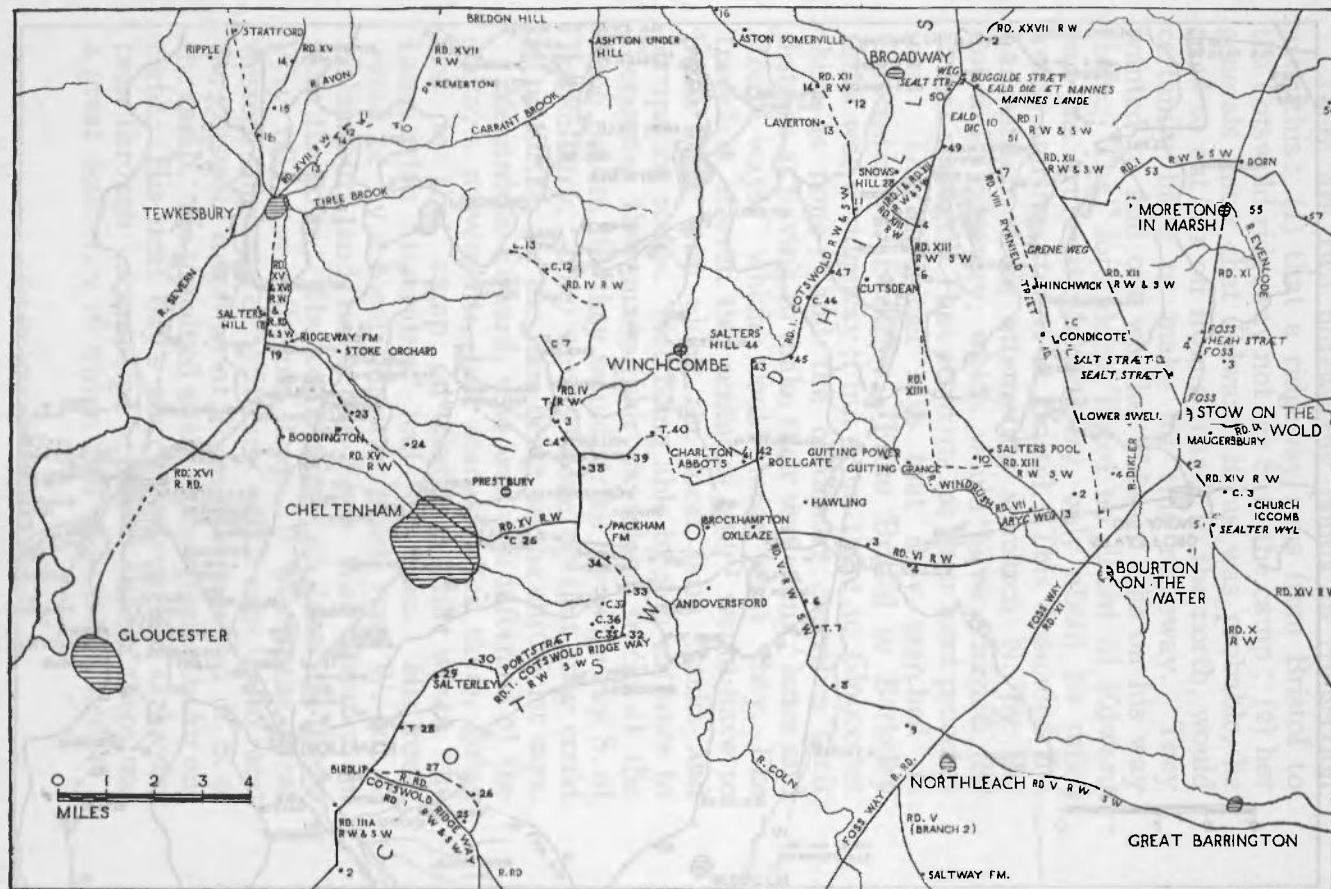
S. of Tewkesbury the road goes first along the line of the modern Tewkesbury-Gloucester road along a ridge to Salters' Hill (OM1) (2 m. 4 f.), a name which shows that it was a saltway. Thence S. along same mr. (4 f.) to Walton Hill (OM1). Turns E. and then E. by S. along a lane to meet the road from Stoke Orchard to Boddington (1 m. 2 f.). On this piece of road is a farm called Rudgeway Farm. Turns S. by W. along mr. for 4 f. Must then have followed ESE. the *general* line of the winding lane to Elmstone Hardwick (1 m.). Thence SE. along ridge, no apparent track, to a road which, beginning just SW. of Swindon, passes SE. through Cheltenham in the form of the more northerly of its two parallel main streets. Length of the untracked part 1 m. 1 f. Length of the road through Cheltenham to the eastern suburb 2 m. 4 f. At the SE. edge of the town the ridgeway must have gone ENE. passing just N. of a camp (OM1), and going along the line of a modern lane to meet the great Cotswold ridgeway  $\frac{1}{2}$  m. WNW. of Packham Farm (2 m.).

Distance traversed from Tewkesbury 11 m. 3 f.

Total length of road, 27 m. 7 f.

The preliminaries to the battle of Tewkesbury as described in the History of the arrival of Edward the Fourth in England<sup>1</sup> are most interesting to any one who knows the ridgeways of Gloucestershire, and especially the great Cotswold Ridgeway (Road 1). The position shortly before the battle was that Edward was with his army at Malmesbury, and Queen Margaret with hers at Bristol. Margaret sent 'foreriders' (scouts) to Sudbury Camp on Sudbury Hill. This is the camp just S.E. of Little Sodbury.

<sup>1</sup> Edited by John Bruce for the Camden Society and published 1838.



R.R. = ROMAN ROAD

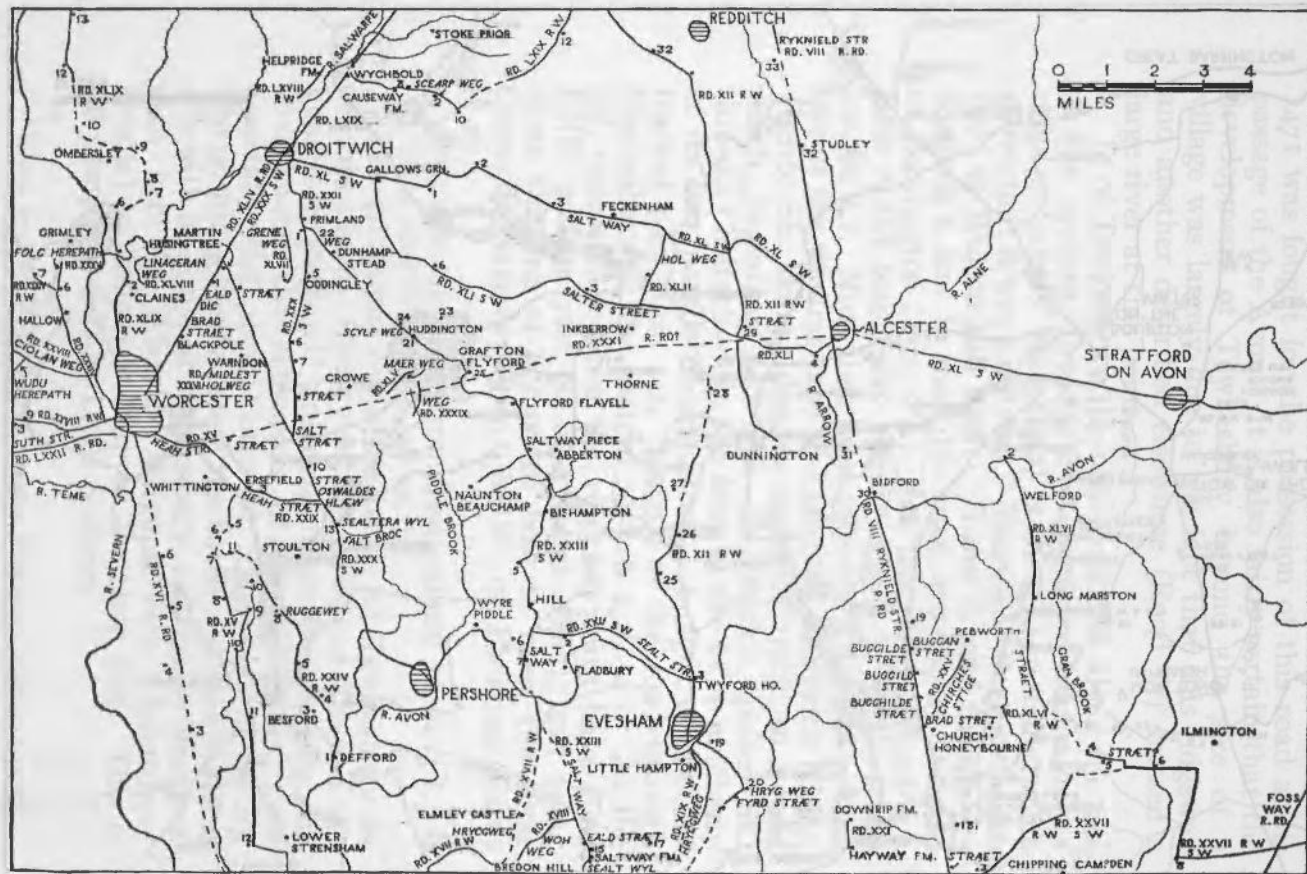
R.W. = RIDGEWAY

S.W. = SALT WAY

W. = WEG = TRACK

To face page 250.

PLATE III.



R.R.D. = ROMAN ROAD

R.W. = RIDGEWAY

S.W. = SALT WAY

W. = WEG = TRACK



There are two noteworthy points in connection with this: (1) that a ridgeway runs from Bristol to the Cotswold ridgeway not far S. of the camp; (2) her generals knew that Edward, if, as was probable, he tried to cut her off from a march to the north, would certainly have to make for this ridgeway. They wanted to find out whether Edward was on his way there. The 'foreriders' heard no doubt of Edward and his army at Malmesbury, only about 10 miles away, and reported it at Bristol. This dissuaded the Lancastrians from attempting a march N. by the Cotswold ridgeway, which would have afforded the easiest passage. That accounts for their next proceedings. The chronicler says that they marched on Gloucester via Berkeley. From Bristol to Berkeley there was a ridgeway; but from there to Gloucester there is none; and the chronicler describes their distress at having to make their way along 'lanes and stony ways,' which would mean that they, like travellers of even two centuries later<sup>1</sup> would have to make their way along the local farm tracks and occupation roads. Not being able to gain entrance to Gloucester they made their way along tracks of the same nature till they would strike the ridgeway S. of Tewkesbury. They were so done up that they could go no further for the time being, so the chronicler says.

Meanwhile Edward, who was well informed of the enemy's movements, had started after them, going first to that camp on Sodbury Hill where the Lancastrian 'foreriders' had just been. His route would be by a local ridgeway which runs W. out of Malmesbury and meets the Fosse Way about 2 m. from the town. Thence he would go down the Fosse Way till, near Littleton Drew, it meets the great western ridgeway of Wiltshire, which runs up to meet the Cotswold ridgeway at Tormarton, about 2 m. S. of the camp. He remained at the camp apparently for one night. His next day's march is described as having been through 'champaign' country, where there was a great deficiency of water, and as having ended at a

<sup>1</sup> See Ogilvy's road book of 1675.



village called 'Chiltenham'<sup>1</sup> These few details make it quite certain that he was passing along the Cotswold as far as the point near Cheltenham where the Cheltenham-Tewkesbury ridgeway branches off, down which he went the few miles into Cheltenham. The charters of the Cotswold show that the actual comb of the ridge was free from anything resembling continuous woodland, and was probably in the main bare of trees. Hence the 'champaign' of the chronicler.

From Cheltenham Edward went naturally along the ridgeway to Tewkesbury, and found the exhausted Lancastrians on the S. bank of the Avon just S. of the town.

#### ROAD 16

#### *The Conjectured Roman Road from Worcester to Gloucester*

It is in a general sense probable that such a road existed; but the evidence which can be adduced for its existence is not absolutely convincing. Were Codrington's account of it in his book on the Roman Roads wholly satisfactory as a statement of the evidence, all that would have been necessary to do here would have been to refer any one interested in the matter to that book. Codrington evidently believes in its existence. Haverfield treats the question with caution and a dotted line in his map of Roman Britain.<sup>2</sup>

The arguments in favour of its existence are: (1) the probability that the Romans would have made a road along the line of the Severn because the river was a sort of natural defensive dyke against the inhabitants of the mountains of Wales whose submission to Roman rule was probably at the time more nominal

<sup>1</sup> Sir J. H. Ramsay in vol. ii of his great work on Lancaster and York makes Edward march from the camp along the foot of the Cotswolds. That would have been in those days a terribly difficult passage; and the army, so far from suffering from a

shortage of water would [have had only too much of it in the shape of streams and the marshland in their neighbourhood.

<sup>2</sup> Murray's Series of Classical Handmaps.

than real ; (2) the reported finding of the material of the Roman road six feet underneath the surface of the present road at Longford, 2 m. N. of Gloucester ; (3) the existence of the name Stratford (OMI)  $\frac{3}{4}$  m. NNE. of Ripple on what might well be the line of the Roman highway.

It is unfortunate that Codrington does not give any reference to the source of his information with regard to the remains of the road at Longford. Those who know the literature about Roman Britain and the guesses which have been made on the subject of its archaeology, would like to know by whom, when, and how this find was made. But those who know the use of the name Stratford in Saxon and later nomenclature will be aware that the occurrence of the name is strongly presumptive of the existence of a Roman road. But Codrington, after citing Stratford, goes on to say that the line was probably along the straight path which runs through Croome Park, a path which is on the line of the ridgeway. A Roman road which crossed the stream at Stratford would hardly take the line through the park. If any possible traces of it are to be found N. of the ford, they consist probably of the straight western edge of The Old Park (OMI) with its narrow belt of plantation, and, in part, footpath and parish By. E. of Kerswell Green (OMI), continued N. along the same straight line by a minor road running to Napleton, and further still by a main road to Brook End (OMI), and for about 3 f. further by a local trackway, the whole aggregate of the combined straight line being 2 m. 5 f.

On the other hand the modern road from Gloucester to Tewkesbury does not show any long straight stretches until it gets on the ridge just S. of the latter place ; and then the straightness of the ridge accounts for the straightness of the road. Also the all but contemporary account<sup>1</sup> of the march of the Lancastrian army from Gloucester to Tewkesbury describes roads which were neither Roman, nor, as it would seem, even the ruined remains of a Roman road. Still a

<sup>1</sup> See notes on Road 15.

thousand years of neglect *might*<sup>1</sup> have made the road unusable.

## ROAD 17

### *The Bredon-Tewkesbury Ridgeway*

Any one who ascends Bredon Hill must be struck by the evidence of old tracks across it. Nothing could show more clearly the difficulty of traverse in ancient and mediaeval England than the fact that those who wished to get to Tewkesbury from beyond Bredon Hill did not go round its isolated mass, which would have entailed the passage of streams and the bad land in their neighbourhood, but climbed 900 ft. to the top of it, because over its top lay the easiest way available.

From Elmley Castle to Tewkesbury the line of the ridgeway is traceable without much difficulty. But it is possible, or even probable that it ran N. to some crossing of the Avon, perhaps to the same ford by which a saltway (Road 23) crossed the river. That ford was probably where the W. By. of Fladbury parish meets the Avon. If that is so, the road which runs N. from Elmley Castle to the Evesham-Pershore rd. may, so far as the N. part of it is concerned, be on its line.

From Elmley Castle Hill to the Avon 3 m. 7 f., of which mr. 1 m.

The very nature of this old ridgeway was such that it would for the most part pass immediately out of use so soon as some other possible way came into being. People do not climb 800 to 900 ft. if they have at their disposal some more level route. So the traces of the old line of way are fragmentary. From the Castle Hill in Elmley it went SW. along the ridge connecting that hill with Bredon Hill. No track survives till high up on the latter; but this part of the road is called *Hrycgweg*, 'Ridge Way' in the Elmley charter K.764. So far it has been going generally SW. (1 m.). Then it would pass WNW. along the

<sup>1</sup> I say '*might*' advisedly, for the Roman road from Manchester to Preston in Lancashire was the only

road usable between those places up to a time more than two centuries after the battle of Tewkesbury.

ridge, the Overbury parish By., a line marked by short patches of existing track, to Banbury Camp (OMI), the *Baenintes Burh* of the *Habene Homme* (Kemerton) charter (4 f.). Thence SW. along the Co. By., track or occupation road all the way, to the NW. angle of Kemerton parish (5 f.). Here, and hereafter, the Co. By., or rather the Kemerton By., was in all probability determined by the road. Then due S. along Co. By. (2 m. 6 f.) to Kinsham (OMI). Thence by the rd. through that hamlet W. (2 f.). Thence W. by S., no track, by Carrant Hill (OM6) to a point at the top of a ridge a long  $\frac{1}{4}$  m. E. of Bredon's Hardwick (7 f.). Thence SW., no track, along the comb of the ridge, to the road at Milton Lodge (OMI). Here its old line is marked by a continuous line of hedge passing on the E. edge of the grounds of Hardwick Bank (OMI) (1 m.). Thence along the line of mr. to Tewkesbury (1 m. 1 f.).

Distance along the road from the Avon to Tewkesbury 12 m. This would in early times be the most direct line of communication between Evesham and Tewkesbury.

#### ROAD 18

##### *Local Road in Elmley Castle*

The Elmley Castle charter K.764 mentions a *Woh Weg*,<sup>1</sup> 'Crooked' or 'Winding Way,' which crosses the By. of the grant twice. It runs SW. from Netherton to the summit of Bredon Hill, partly represented at the present day by a cart road, partly by a mere track. It is probable that it went along the summit of the hill to join the ridgeway (Road 17).

#### ROAD 19

##### *Local Ridgeway in Hampton by Evesham*

This was merely a local ridgeway which ran N. and S. along the E. By. of Great and Little Hampton, and then cut across the SE. projection of the parish,

<sup>1</sup> Called *Pohweg* in the extant copy of the charter, the P being for W. a frequent error with both ancient

and modern copyists, owing to P resembling W in Saxon script.

in which part it is represented by a modern track. It is called *Hrycgweg* in the Hampton charter K.662 ; in the Bengeworth charter K.1299 and in the Twyford (Evesham) charter K.1368.

It is possible, even probable, that it was an alternative route by which the Stow-Evesham ridgeway (Road 12) approached Evesham.

## ROAD 20

*An unidentified road near Evesham*

In the Bengeworth charter K.1299 there is mention of a rd. called *Fildene Straet*, which seems to be the same as the *Wudustraet* of the other Bengeworth charter K.1358. There is reason to believe that both the extant copies of the surveys attached to these charters are corrupt—bad copies of Saxon originals. That makes it impossible to speak with assurance on the determination of the sites of some of their landmarks. The meaning of the name *Fildene* is itself uncertain. It may be an adjective derived from the noun *fild*, 'milking,' and imply a way leading from cow pasture. It occurs twice in Oxfordshire charters ; but they do not give any real clue as to the meaning of the term.<sup>1</sup> The determination of the landmark in the charters of Bengeworth admits of two alternatives : (1) that it was on the line of the present Evesham-Chipping Campden rd. just outside Evesham ; (2) that it was on the line of the Evesham-Stow-on-the-Wold rd., also just outside Evesham. In the latter case the use of the term *straet* is explicable, because that part of the Stow rd. is on the line of the Stow-Evesham ridgeway.

## ROAD 21

*Local Road, probably in Broadway*

The local track in Broadway which runs from S. to N. past Hayway Farm (OM1), to Downrip Farm

<sup>1</sup> Since writing the above I have come to suspect that the name may be from '*fild*,' a 'fold'; and the reference be to folds in the land ; in

other words, that these roads may be 'switchbacks.' But this is no more than a suspicion.

(OM1) seems in former days to have gone on N. to the Willersey By. In the Willersey charter B.483, K.274, it is called *Heig Weig*, 'Hay Way,' a name surviving in that of the farm just mentioned. 'Hay Ways' occur several times in the charters. They were tracks from the mead (hayland) to the village centre of the community.

## ROAD 22

*Branch Saltway to Evesham*

This rd. links up Evesham with the great southern saltway (Road 23). It followed throughout part of the course of the main rd. from Worcester to Evesham via Wyre Piddle. It branched off from the main saltway where that track crossed this main road about  $\frac{3}{4}$  m. W. of Fladbury Cross (OM1) and ran along that main rd. F. beside the Avon as far as Twyford House (OM1) (4 m. 2 f.). In the third Evesham survey (K. p. 395) it is called *Sealt Stret* at a point W. of Twyford House (OM1). At the latter the way turned S. along the ridgeway (Road 12) running into Evesham from the N.

## ROAD 23

*The Southern Saltway*

Before attempting to trace the course of this road in detail it will be necessary to put together the scattered evidence as to its course.

In the field names of Abberton ( $6\frac{1}{2}$  m. NNW. of Pershore) the name Saltway Piece occurs beside the road running S. from Flyford Flavell to Bishampton. This road runs S. through Bishampton and Throckmorton to Moor; but the saltway probably turned from it at Hill, for the minor road running S. from Hill to near Springhill Farm (OM1) in Fladbury parish is called Salt Way in the OM., probably on good information.

There all traces of roadway or track give out.

In the Elmley Castle field names the name Salt Way and also Saltway Barn occur beside the road



which cuts across the NE. part of the parish. That road runs through Netherton parish, passing about 3 f. E. of the village. This piece of road is called Saltway in OM. Near the N. By. of Netherton, a short  $\frac{1}{2}$  m. S. of Smoky Farm (OM1) a track developing later into a modern road leads NNE. from the piece of road just mentioned. At its N. end this latter piece of road is following the parish By. of Elmley Castle. From the point where this road gives out, about half way along the N. By. of Elmley, a practically continuous series of parish boundaries runs up to a point on the Avon opposite to where the W. By. of Fladbury comes down to the river from the N. This may represent the old line of road from Netherton to the river.

Returning to Saltway Barn in Elmley, the road S. of that crosses the E. By. of Elmley on the N. side of Furze Hill (OM1), where it is called *Eald Straet*, 'Old Street' (made road), in the Elmley charter. About 600 yds. S. of the last point it just impinges on the Elmley By. at the extreme SE. corner of the parish at the S. end of Furze Hill (OM1), at which point was a *Saltweyll*, 'Salt Spring,' or, more correctly, 'Salt Carriers' Spring,' mentioned in the Elmley charter. From here it runs due S. through the main street of Ashton-under-Hill.

From that point there is no clue as to its further course. It is probable that it did not go SW., for salt carriers going from the crossing of the Avon at Fladbury to places S. or SW. of Bredon Hill would almost certainly take, like other people of the time, the Bredon ridgeway (Road 17). It may be suspected that it went to join the Cotswold ridgeway.

The traceable itinerary of this saltway from Droitwich S. appears to be: from Droitwich S. mr. to just S. of Primland (OM1) (1 m. 4 f.). The SSE., mr., to Huddington (3 m.). The first part of this piece of road is called *weg*, 'track,' in the Oddingley charter B.1108, K.507, and *Scylfweg*, 'Shelf Way,' in the Phepson (sic) charter B.937, K.451, close to Shaftland Cross near Huddington village. From Huddington, mr., by Grafton Flyford, to Flyford Flavel (3 m.). From Flyford to the Avon its course



has already been described (5 m. 6 f.). So also has its possible course from the Avon to Ashton-under-Hill (4 m.).

Total distance from Droitwich to Ashton, 17 m. 2 f.

#### ROAD 24

*The Defford-Wadborough Ridgeway, to the W. of Pershore* (2 $\frac{3}{4}$  m. W. of Pershore)

This appears to have been a local ridgeway serving a small and definite district. It will be well to take its obvious course before making conjectural suggestions as to possible extensions of it. It begins at the ford at Defford which was probably not far from where the railway crosses the Avon. Thence the modern road from Defford to Besford is on its line as far as the point where a short stretch of road turns WSW. into Besford village (1 m. 4 f.). It continues in a wavy line running generally speaking N. along mr. past Besford Court (OM1) and New Farm (OM1) till it reaches a road coming from Pershore, along the line of which it ran to Wadborough Farm (OM6) (2 m. 4 f.).

In this part of its course it is called *Ruggewey* in an old document.<sup>1</sup> It is, perhaps, almost certain that it continued along the ridge, on the comb of which it has been running, to join the important Worcester-Tewkesbury ridgeway, which would give the user of the road now under consideration access to Worcester. It is noticeable that the comb of the ridge N. of Wadborough Farm is marked (1) by fp. leading to Wadborough Park Farm; (2) by a line of hedge running N. from that farm as far as the road from Stoulton to Abbot's Wood (OM1); (3) by fp. going along the ridge, first N., then NNW., and then W. to Littleworth, which is only about 3 f. from the Worcester-Tewkesbury ridgeway (Road 24). It is not, of course, certain, but it is very probable that these are along the line of a north extension of the old road.

That the road went in some form S. of the Avon the existence of the ford at Defford suggests. If it

<sup>1</sup> Mawer and Stenton, *Pl. N. Worcs.*, p. 4.

continued as a ridgeway, it can only have linked up with the Bredon-Tewkesbury ridgeway somewhere on the W. comb of Bredon Hill. But there is no existing sign of its having done so. Also in that case it would have almost certainly have passed, or partly passed, *along* the S. By. of the great Pershore survey (B.1282, K.570), and that survey does not mention any road as a landmark in that part of its course.

## ROAD 25

*Local Track in Honeybourne* (6 m. E. Evesham)

The road from Church Honeybourne to Pebworth seems to be on the line of the *Chirchestige*, 'Church Path,' of the Evesham charter B.125, K.61.

## ROAD 26

*A Road in Evenlode, Adlestrop, and Daylesford*

(Nr. Chipping Norton)

The Co. By. which runs down the E. boundaries of the parishes of Evenlode, Adlestrop, and Daylesford seems to have been determined originally by a line of ancient rd. large stretches of which are still represented by modern tracks or roads. It branched off from the Cotswold ridgeway (Road 1) at the Four Shire Stone, and went first down the E. By. of Evenlode, which part of it is called *Eald Weg*, 'Old Track,' in the Evenlode charter B.1238, K. 554. This part of it is represented nowadays by a track at its N. end, and at its S. end by a piece of rd. which runs eventually to Chastleton village.

It is probable that it cut across the projecting SW. corner of Chastleton parish, and that, after a gap of about 350 yds., its line is taken up again by a lane called Coneygre Lane along the N. By. of Adlestrop. Here it is called *Stige*, 'Uphill Path,' in the Daylesford (really Adlestrop) charter K.963. After going E. this lane bends SE.; and there it is called *Lodreswei*, 'Beggar's Way,' in the Adlestrop charter K.1367. Further down the Adlestrop By., near the Daylesford

By., it seems, though this is not certain, to be the *Stræet*, 'street,' of the Daylesford (sic), really Adlestrop, charter K.963. Judging from the modern map, it seems to have gone on to Kingham; and it may have been a branch of the saltway which followed the line of the Cotswold ridgeway past the Four Shire Stone (OM1).<sup>1</sup>

## ROAD 27

*The Cotswold-Shipston-on-Stour Ridgeway*

Despite its length, which is considerable, this does not appear to have been one of the great through lines of communication of early England. It maintains its ridgeway character as far as Shipston-on-Stour, which probably owes its original growth to something larger than an ordinary village centre to the fact that it was at the end of this primitive highway.<sup>2</sup> There is no trace of its continued existence to the E. of the Stour, but it probably joined the Cotswold ridgeway (Road 1).

It starts from the Cotswold ridgeway at the top of Broadway Hill (OM1), following at first the line of the Ryknield Street in a NNW. direction, *mr.* (6 f.). It then leaves the Roman rd. and goes off NE., *mr.*, up Long Hill (OM1), along the SE. edge of Weston Park (OM1) to the Chipping Campden-Evesham rd. which it meets about  $\frac{1}{2}$  m. N. of the N. edge of Chipping Campden (2 m. 3 f.). It then goes in a general ENE. direction, *mr.*, over the short tunnel on the Oxford-Worcester railway which marks the watershed; and about  $\frac{1}{4}$  m. after passing the tunnel turns N. along a minor rd. for about  $\frac{3}{4}$  m. (1 m. 3 f.). From this point for some distance its course is not marked by any modern track; but it went due E., passing about 1 f. S. of the hamlet of Hidcote Bartrim to the W. end of a track which runs W. to E., partly along the Co. By. (*circ.* 1 m. 1 f.). Runs E. along that track to the road

<sup>1</sup> Mr. F. T. S. Houghton marks it as a saltway going to Chipping Norton and beyond.

<sup>2</sup> The use of the term 'primitive' may be misleading. These ridgeways were the main through roads for goods

traffic, and to a great extent for passenger traffic, till the end of the seventeenth century; and they never wholly lost their importance in that respect until the coming of railways.

meeting on Ilmington Down (OM1) (4 f.). Here the watershed is unusually narrow, the stream heads to the N. and S. of it, being only 1 f. apart. Hence due E., fp., and, later, a lane, till it meets the rd. running S. from Ilmington (7 f.). Hence SSW. along the rd. just mentioned for about 400 yds. ; and then S. along t., which coincides with the Co. By. for some distance, as far as the hamlet of Charingworth (1 m. 7 f.). Thence E., mr., to Shipston-on-Stour (3 m. 5 f.). Close by this last stretch of rd. was a *sealt pyt*, 'salt pit,' which is mentioned in a charter of Shipston<sup>1</sup>; and the rd. itself is called *hrycgweg*, 'ridgeway,' in a charter of Tredington, B.183, K.112. The mention of the saltpit close to the rd. renders it probable that this ridgeway was used as a saltway.

Total length of ridgeway 12 m. 4 f.

#### ROAD 28

##### *A link ridgeway*

There was a ridgeway running from the crossing of the Severn at Worcester to the ridgeway of the Ankerdine Hills (Road 60). It passed first W. along the Worcester-Cotheridge road coinciding as far as a point N. of Crowneast Court (OM1) with a saltway, Road 33 (2 m. 2 f.). Thence it went NNW. along mr. (7 fur.) to Upper Broadheath (OM1). It then turned WNW., mr., and formed the whole of the north boundary of Cotheridge, being in this part of it called the *Aetting Weg* in the Cotheridge charter, a name surviving in that of Atchen Hill (OM1),  $\frac{1}{4}$  m. SE. of Upper Broadheath (OM1). It then continued WNW., mr., past Wants Green (OM1) to join the Ankerdine ridgeway at Berrow Green (OM1), 3 m. 6 f. from Upper Broadheath (OM1).

Total length of the road 6 m. 7 f.

#### BRANCH

A branch of this road, existent in Saxon times, and probably of Saxon creation, left it at Upper Broadheath

<sup>1</sup> Heming, *Cart. Eccles. Wigorn*, p. 347.

(OM1). It went ENE., mr., for 4 f., this part of it being called *Wudu Herepath*, 'Highway of the Wood,' in a Bedwardine charter. It then went E., fp., to the Knoll (OM1) (3 fur.). It then followed the line of the mr. past Henwick Mill (OM1) to join the great ridgeway running N. from Worcester on the W. side of the Severn (Road 34) (1 m. 2 f.). This part of the road is called *Ciolan Weg*, 'Ciola's Way,' in a Bedwardine charter; and the ford by which it crossed Laughern Brook at Henwick Mill is called *Ciolan Ford*, also in a Bedwardine charter.

Total length of branch 2 m. 1 f.

#### ROAD 29

##### *Link Road in Whittington and Stoulton.*

This rd. formed a connection between the Worcester-Tewkesbury ridgeway and the great South Saltway (Roads 15 and 23). It must have branched off from the ridgeway about 3 f. WNW. of Ersefield Farm. Its line is marked first by fp. running ESE. towards the farm (2 f.). Then a lane running ESE. past Ersefield Farm right to the saltway, meeting it at the S. end of Low Hill (OM1). Where it forms the S. By. of Whittington it is called *Heah Straet* 'High Street,' in the Whittington charter, K.670.

#### ROAD 30

##### *The Droitwich-Pershore Saltway*

The course of this road is perhaps more largely documented in the charters than that of any other ancient track in the county. It is probable that its northern course consisted of two alternative routes, a western and an eastern one.

The western one seems to have followed the line of the old Roman road from Droitwich to Worcester as far as the inn (OM1) at the N. end of Martin Husingtree village (2 m. 2 f.). It then followed the line of the modern rd. which goes a little E. of S. from the inn right down to where it crosses the railway about  $\frac{3}{4}$  m. S. of Bredicote village (4 m.). Here it met the

other branch. In the Martin Husingtree survey attached to B.1282, K.570 this part of the rd. is called *Straet*, 'Made Road,' at the point where it impinges on the NE. corner of Hindlip Park (OM1).

It seems fairly certain that the other branch of it came down from Droitwich along the line of the modern rd. through Oddingley and Tibberton villages as far as Ravenshill Farm (OM1) (4 m. 4 f.). Thence S., fp., to Bredicote village (6 f.). Thence S., mr., to meet the other branch at the railway crossing on the S. By. of Bredicote parish (5 f.). This part of it is called *Straet* in K.683, at the point where it crosses the N. By. of Bredicote, and *Salt Straet* in the same charter at the point where it joins the other branch at the railway crossing. It continues S. by E., mr., past Sneachill (OM1) to Low Hill (OM1), which owes its name to the famous *Oswaldes Hlaew* which is mentioned in the Wolverton (Stoulton) charter K.612 (1 m. 1 f.). Just N. of the hill it is called *Straet*, 'Made Road,' in the same charter, and in this instance the 'making' of the rd. seems to have included the straightening of a considerable stretch of it. Continues E. of S. to Egdon (OM1) where was a *Sealtera Wyl*, 'Salt Carriers' Spring,' mentioned in the Wolverton charter K.645. Also Saw Brook (OM6), called *Salt Broc*, 'Salt Brook,' in the Wolverton (Stoulton) charter preserved by Heming<sup>1</sup>, rises close to the rd. at this point (7 f.). There is no further trace of the rd. in the charters; but it may be safely presumed that it went on along the line of the modern mr. to Pershore. (3 m. 4 f.).

Total length of road, *circ.* 11 m. 4 f.

#### ROAD 31

##### *A possible Roman Road from Worcester to Alcester.*

Those who have written on Roman Britain and its roads have come to the conclusion that the existence of such a road is not proven. Codrington<sup>2</sup> speaks of a road running NNE. from Worcester through Droitwich to meet the Rykniel Street, and of a road from Droitwich to Alcester. Haverfield (VCH.) takes

<sup>1</sup> *Cart. Eccles. Wigorn*, p. 360.

<sup>2</sup> *Roman Roads in Britain*, p. 271.



the view that the Roman station at Worcester was of minor importance,<sup>1</sup> and therefore that a direct road from it to Alcester need not be presumed. No traces of such a road have been reported by any reputedly trustworthy authority. But there are certain references in the charters which are not explicable except on the assumption of a Roman road along that line. Also the non-appearance of traces of any such road on the modern map is, at best, negative evidence. The course of the Ryknield Street has disappeared to a great extent from the modern map in the northern parts of the county. Also a Worcester-Alcester road would be a minor road, probably of comparatively late and inferior construction, so that its traces might have well disappeared.

The charter evidence is as follows :

The present main Worcester-Stratford-on-Avon road is, in the first mile or two after it leaves Worcester on the line of a road which is called *Haehstraet*, 'High Street,' in the Whittington charter K.670. This would not be necessarily significant, because this part of that road is part of the ridgeway running from Worcester to Tewkesbury. But further E., near Swineherd, where this line of road has parted from the line of the ridgeway, it is called *Straet* in the Cadley charter B.1298, K.586. In the *Thorndun* (Inkberrow) charter B.1110, K.511, there is reference to a *Straet*, the line of which has disappeared, but which, as the survey shows, passed along a line more or less from W. to E. through the S. part of Inkberrow parish. If a straight line were to be drawn from Worcester to Alcester, it would pass along what must have been the line of this road.

This evidence seems strongly presumptive of a Roman road between the two places.

### ROAD 33

#### *The Worcester-Bromyard Road*

One of the two *straets* mentioned in the Cotheridge

<sup>1</sup> Worcester may have been of minor importance in Roman times, but many writers on Roman Britain

have assumed that there was a long stretch of road from it to Gloucester in Roman times.



charter B.1106, K508, seems to have been on the line of this rd. The actual point on it referred to in the charter is that at which it passes the E. By. of Cotheridge. It is not possible to give a certain reason for the application of the term *stræt* to this rd. It may have been a saltway. Mr. F. T. S. Houghton marks it, in a map he has very kindly lent me, as a saltway running to Broadwas. My own suspicion is that it was more than a minor saltway.

## ROAD 34

*Ridgeway north from Worcester on the west side of the Severn*

From where the bridge stands at Worcester this road must have followed the Worcester-Cotheridge road W. for 3 f. Then N. up the line of Comer Road (4 fur.). Then along the line of drive to Henwick Grove (OM1), and later first N. and afterwards NNE. to where the road from Upper Broadheath (OM1) joins the Worcester-Grimley road (4 fur.). Then along the line of the Worcester-Grimley road as far as Hallow Heath (OM1) (1 m. 4 fur.). Then along a line of road in a general WNW. direction as far as Moseley village (6 fur.). From there it must have passed along a line, no t., through the S. end of Monks Wood (OM1) to a point a short distance W. of the middle of the W. side of that wood where there is a very narrow watershed between the heads of two streams (1 m.). Thence the line of footpath which leads past Woodhouse Farm (OM1) to Cockshoot Farm (OM1) must be on its line (1 m.). Thence N., fp., past Cockshoot Farm (OM1), to rd. over Ocheridge Waste (OM1) (6 f.). This is the *Sylweg*, 'Pillar Way,' of the *Wic* charter B.219, K.126, and of the Witley charter K.682. WNW. along the latter rd. (2 f.), N. along fp. and then W. no t. (7 f.) to Park Farm (OM1). Thence first N. bending later to W., fp. all the way, to Wall Farm (OM6) on the E. slope of Woodbury Hill (OM1) (1 m.). Thence WNW., no t., through the middle of Woodbury Camp to the top of the ridge above Easthope (OM6) (6 f.), N. along ridge of Rodge Hill (OM1), rd., till it

meets the rd. from Great Witley to Bromyard (6 f.). Thence, no t., but parish By., N. to the house at Abberley Hall (OM1) (2 f.). Thence NNW. along the drive of Abberley Park to the Lodge near the Home Farm (OM6) (5 f.). Thence NNW. along ridge, fp., to a bend in the Abberley-Cleobury-Mortimer rd.  $\frac{1}{2}$  m. SSE. of Fartown Farm (OM1) (5 f.). Thence NNW., mr., for several miles past Clows Top (OM1), where the watershed is very narrow, to meet the Cleobury-Bewdley rd. about  $1\frac{1}{2}$  m. E. of Cleobury, close to Weston Farm (OM1) (5 m. 1 f.). Close to Clows Top a ridgeway goes off ESE. (Road 64).

From this point the road passes out of Worcestershire. It can be traced along roads and tracks to Much Wenlock, and to a crossing of the Severn at or near Ironbridge, after which it linked up probably with the ridgeway along the watershed of the Trent basin in Staffordshire. Its track to Wenlock from the last point mentioned above was, taken in outline, as follows: WNW. to Mawleytown (OM1) (6 f.); N. to near Upper Harcourt (4 m. 1 f.); W. past crossroads in Stottesdon (7 f.); by track to Woodhouse (OM1) (7 f.); N. to point 5 f. W. of Criddon (OM1) (4 m. 4 f.); W. to Middleton Baggot (OM1) (1 m. 6 f.); N. to Netchwood (OM1) (5 f.); WNW. to Weston (OM1) (1 m. 5 f.); NE. to road angle near SE. corner of Spoonhill Wood (OM1) (2 m.); NW. to main road somewhere near Bourton Grange (OM1) (1 m. 2 f.); NE. to Much Wenlock (3 m.).

Distance by the road from Worcester to Much Wenlock 38 miles.

## ROAD 35

### *Part of the Worcester-Great Witley Road*

From Worcester as far as the village of Hallow this rd. is on the line of a ridgeway (Road 34). N. of Hallow, on the S. By. of Grimley parish, it is called *Folc Herepath*, 'People's Highway,' in the Grimley charter, B.1139, K.575. It is almost certain that the name implies that this N. part of it was formed out of a series of local tracks which had been created in

Saxon times by the exigencies of the new economical system introduced by the Saxons—tracks which, either by accident or deliberately, had developed into something resembling a through road. Even seven centuries later than the date of the Grimley document Ogilvy's guide to the through roads of the latter half of the seventeenth century shows how they were even then developing in many cases out of purely parochial tracks which happened to communicate with one another.

## ROAD 36

One of the roads or tracks which meet at Woodgreen in Warndon parish, about  $3\frac{1}{2}$  m. NE. of Worcester, is on the line of the *Midlest Hol Weg*, 'Middle Hollow Way,' of the Battenhall charter B.1240, K.561.

## ROAD 37

*Local Way in Naunton Beauchamp* (7 m. E. by S. of Worcester)

The rd. which runs ENE. from Naunton Beauchamp village is on the line of an old track called *Eald Weg* 'Old Way,' in the Naunton Beauchamp survey attached to B.1282, K.570.

## ROAD 38

*The modern Worcester-Stratford-on-Avon Road*

Just E. of the village of Flyford Flavel this road is called Portway in the OM. The name may be, relative to Saxon times, quite modern.

## ROAD 39

*Track in Grafton Flyford* (7 m. E. of Worcester)

The track which runs down the W. By. of Grafton Flyford and the E. By. of Bow Wood (OM1) is probably on the line of the *Weg*, 'track,' of the *Fleferth* survey attached to the charter B.1282, K.570.

(To be concluded)