

# **Roman Ridge Roman Road, Doncaster, South Yorkshire**

**Archaeological Topographic Survey**

**Volume 1: Report**



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WYAS

## Report Information

Client: Doncaster Metropolitan Borough Council  
Address: Technical Services, Floor 11, Council House, College Road,  
Doncaster, DN1 3AJ  
Report Type: Topographic Survey  
Location: Roman Ridge Roman Road, Doncaster  
County: South Yorkshire  
Grid Reference: SE 5238 0941 to SE 5536 0488  
Period(s) of activity represented: Roman  
Report Number: 1956  
Project Number: 3390  
Site Code: RRI  
Date of fieldwork: 9th February 2009 to 5th March 2009  
Date of report: 20th May 2009  
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ISOQAR ISO 9001:2000

Certificate No. 125/93

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## 1 Introduction

Archaeological Services WYAS (ASWYAS) was commissioned by Doncaster Metropolitan Borough Council to undertake an archaeological topographic survey of the route of the Roman Ridge Roman Road, Doncaster, South Yorkshire. This was undertaken prior to the construction of a new cycle path along the route, to assess the condition of the surface remains of the Roman road and to inform the future management of surviving archaeological features.

This report has been divided into two volumes. Volume 1 consists of the written report and associated Appendices, including the photographic catalogue, list of adjacent sites recorded within the South Yorkshire Archaeology Service (SYAS) Sites and Monuments Record (SMR), the Scheduled Monument description, and the Brief for this work. Volume 2 consists of illustrations, including the survey plans, photographs and historic mapping. A CD is also attached to Volume 2 including a PDF copy of the report, the digital photograph archive, and the digital survey data in DXF, DWG and MapInfo compatible file formats.

### Site location and topography

The survey area covers the route of the Roman Ridge Roman Road for a distance of 5.6km, from Red House, to the north of Adwick Le Street in the north (SE 5238 0941) to Sunnyfields, near Scawsby in the south (SE 5536 0488) (see Figs 1 and 2). The Roman road survives along much of this route as an embankment known as an *agger*. The survey area followed public footpaths and tracks, but also included publicly accessible areas of land on either side of these where it was assessed that there may be extant archaeological surface remains.

The northern part of the survey area begins to the west of Red House farm and continues southward, where it is divided by the roads which form part of the Red House Interchange and Junction 38 of the A1(M). A long uninterrupted section of the survey area runs along the side of recently constructed distribution centres to the west, and office developments to the east, before entering the western side of the Woodlands housing estate, along Elmwood Avenue. The survey area is then crossed by Long Lands Lane/Ridge Balk Lane, before continuing southward, to the rear of back-gardens. It then follows an unmade track running south down the side of the Langthwaite Valley, and along the eastern boundary of the site of the former Brodsworth Colliery. It then crosses over a former railway cutting, and rises up the southern side of the valley, where it is bounded to the east by Highfields Country Park, and the survey area widens eastwards into Hanging Wood which forms part of the park. To the south of Hanging Wood the survey area again merges with the line of the unmade track running past Tithe Barn farm to the west, and the Highfields housing estate to the east. To the south of Highfields the survey area is bounded by open farm land to the east, and playing fields to the west, after which the track becomes a tarmac covered road, with a number of individual houses and bungalows on its south-western side. The survey area is then cut across by Green Lane, but continues to the south-west following an unmade farm track. This then

becomes a footpath until it enters the northern side of the Sunnyfields housing estate. Within Sunnyfields the survey area follows the line of a tarmac covered footpath until it ends to the north-west of the Sun Inn public house.

### **Geology and soils**

The underlying geology of the survey area comprises Upper Magnesian Limestone along its whole length (BGS 1976). This is overlain by shallow, locally brashy, well drained calcareous soils of the Aberford association, with some deeper calcareous soils in colluvium (Soil Survey of England and Wales 1980).

### **Designations**

Two lengths of the Roman road within the survey area are designated as a Scheduled Monument (SY 1179a and 1179b). The northern part of the Scheduled area runs between the A638 and the corner of Long Lands Lane/Ridge Balk Lane to the south. The southern part of the Scheduled area runs from the southern side of the railway bridge to the west of Highfields Country Park through to the northern edge of Scawsby. The text of the Scheduled Monument description, and its accompanying map, is reproduced in Appendix 3.

## **2 Methodology**

### **Topographic survey**

For the purpose of this study the survey area has been divided into fourteen 'Sections', which have been categorised based on the form and character of the archaeological remains within them, or the surrounding modern environment (see Plans 1 to 15).

The measured topographic survey was carried out using a Trimble 5500 Total Station EDM. The use of survey grade GPS equipment was not possible due to the wooded nature of much of the survey area. The top and base of slopes of all archaeological earthwork features were recorded within the survey area, together with significant modern features such as paths and fence lines. Although much of the survey area is bounded by woodland, bushes or hedge rows, vegetation was only recorded where it prevented measured survey. Profiles of the *agger* of the Roman road were recorded, where the vegetation cover allowed, along the whole length of the survey area by recording points at 0.1m intervals perpendicular to the line of the embankment of the *agger*. The survey data was processed using GeoSite v.5.1 software and illustrations prepared using AutoCAD Map 3D 2008.

Features within the survey area were photographed using a digital camera, and these photographs are listed in Appendix 1 and provided on the CD attached to Volume 2 of the report. A representative selection of photographs illustrating the survey area has also been reproduced as hard copies in Volume 2.

### **Information sources**

The South Yorkshire Archaeology Service (SYAS) Sites and Monuments Record (SMR) and the English Heritage National Monuments Record (NMR) were consulted for records of all

archaeological investigations, finds and sites within 1km of the survey area. These have been listed in a table in Appendix 2, and discussed where relevant in the text below.

Historic cartographic and documentary sources were obtained from the Doncaster Archives and Doncaster Local Studies Library. Further documentary research was undertaken at the Yorkshire Archaeological Society Library, Leeds and York Central Library.

### **3 Archaeological and historical background**

#### **Historical background**

Following the Roman invasion of AD 43, the tribes of southern Britain were rapidly conquered or made terms with the Romans. By AD 47 Roman control extended across the East Midlands, the territory of the Corieltuavi (Todd 1973, 21), probably up to the line of the river Torne, where a fort was established at Rossington Bridge in the pre-Flavian period (Hartley 1980, 2). Much of northern Britain beyond this formed the tribal territory of the Brigantes, who were Roman allies from about AD 52 under their queen, Cartimandua. Although there may have been Roman military incursions into Brigantian territory in support of Cartimandua through the AD 50s and 60s (Hanson and Campbell 1986, 78-80), it was not until the queen was deposed by her consort Venutius in about AD 69 that a full scale Roman invasion was undertaken, and the tribal territory formally annexed. This invasion was followed by the rapid establishment of new forts around AD 71, which were linked by a network of roads (Millett 1990, 54-55).

The Roman Ridge Roman Road formed part of the road network which linked the legionary fortress at Lincoln with the Roman forts at Rossington, Doncaster, Burghwallis, Castleford and York (Margary 1973, 415; road no. 28b). The earliest documentary reference to this road is from the *Antonine Itinerary* (Iter V), a probable early 3rd century AD list of distances between major towns, forts and way stations throughout the empire, which records the distances between Lincoln, Doncaster, Castleford and York (Margary 1973).

During the post-Roman and Anglo-Saxon periods, it is possible that the substantial earthwork that forms the *agger*, or embankment, of the Roman Ridge Roman Road acted as a convenient landscape boundary along which new territorial units were established. Indeed, a 10th century charter describes a section of the road near Sherburn, North Yorkshire, forming such a boundary (Long 1993, 120). The parish boundary between Adwick Le Street and Brodsworth also follows the Roman road along the whole of the study area, and it is likely that this boundary may preserve that of an earlier land unit.

The Roman Ridge Roman Road appears to have continued to be utilised as a road throughout the medieval and post-medieval periods, although during this time the main north-south route to the north of Doncaster shifted eastward along the line of the Great North Road. Daniel Defoe described the Roman road during his travels in the area in the 1720s, describing how ‘...in several parts...travellers have not made much use of the causeway, it being very high,

and perhaps exposing them too much to the wind and weather, but have rather chosen to go on either side, so that the causeway in some places lies as flat and smooth on the top as if it had never been made use of at all;’ (Cole and Browning 1966, 120). This use of the *agger* as protection from the weather may have much earlier origins, as a place-name often associated with Roman roads in other parts of the country (although, unfortunately, not near the survey area) is *Caldecot*, derived from the Anglo-Saxon meaning ‘shelter from the cold’ (Bagshawe 1979, 21). However, an engraving of the Roman Ridge Roman Road at Bramham Park, North Yorkshire, in Francis Drake’s *Eboracum*, published in 1736, shows the *agger* with pack-horses using the upper road surface, which appears to survive to a height of about 2m at that time (Fig. 15; Drake 1736).

The Roman Ridge Roman Road within the survey area continued to run through largely open farmland into the early 20th century, until the establishment of the Brodsworth Colliery in 1904 (see Figs 3, 5 to 11). This marked the beginning of the rapid development of the colliery site and associated mineral railways and structures adjacent to the Roman road (see Fig. 14). The influx of new colliery workers to the area also required the provision of housing, and Woodlands, a model village, was constructed to the east of the Roman road from the early 20th century to accommodate these workers (see Figs 12 and 14). By the 1930s, additional housing had been constructed further south at Highfields, and the Woodlands housing estate was itself expanded to the north, adjacent to the Roman road, in the 1940s (see Fig. 13). At the southern end of the survey area, the Sunnyfields housing estate was built by the late 1940s, completely surrounding the Roman road in this area, and transforming it into a footpath and rear access route for the new houses. The Brodsworth Colliery was closed in 1990, and the area subsequently cleared for redevelopment.

### *Historic mapping*

The earliest depiction of the Roman Ridge Roman Road is on an estate map dating to 1711, which shows it as a tree lined road forming the eastern boundary of Scawsby, at the southern end of the survey area (Sections 12 and 13) (Fig. 3; Scawsby Estate Plan 1711). The line of the Roman road is marked on Thomas Jefferys’ map of Yorkshire of 1775 which, based on the small scale of this map, suggests that it continued to act as a major route during this time (Fig. 4; Jefferys 1775). A map of 1828 shows a similar length of the Roman road to the south of Green Lane, abutted by the line of medieval strip fields prior to their subsequent enclosure (Fig. 5; Scawthorpe Plan 1828), as does the enclosure map of the parish of Bentley of 1830 (Fig. 6; Bentley Enclosure Map 1830). At the northern end of the survey area, the Brodsworth Enclosure map of 1830 depicts the road forming the eastern boundary of the township through Sections 8 and 9 (Fig. 7; Brodsworth Enclosure Map 1830), and the Adwick Le Street tithe map of 1844 shows the Roman road from Red House to the Woodlands Estate (Fig. 8; Adwick Le Street Tithe Map 1844). A late 19th century map of the Woodlands Estate also shows the Roman road along its western side (Fig. 9; Woodlands Estate Map). The Ordnance Survey maps from the 1850s continue to show the Roman road in use as a road or track along the whole length of the survey area. These also show the changing character of the landscape

along the line of the Roman Ridge Roman Road within the survey area from the late 19th century into the early 20th century; in particular, the development of the Brodsworth Colliery and the associated urban development (see Figs 10 to 14; Ordnance Survey 1854; 1907; 1930; 1931; 1932; 1948).

#### *Place-names*

Place and fields names often preserve elements that refer to their position close to the line of a Roman road. Place-names with Anglo-Saxon origins, such as ‘street’, or places with ‘stane’ or ‘stone’ elements, possibly reflecting the stone road surfaces, are commonly found along the line of Roman roads (Margary 1973, 26). However, the place-names that refer to the presence of the Roman Ridge Roman Road, adjacent to the survey area, all appear to be post-medieval in date. Indeed, the most obvious of these, ‘Adwick Le Street’ does not appear to have gained its ‘street’ element until the 16th century when it is first recorded as *Atheweeke super Stratum* and *Athewicke by Streite* (Smith 1961, 68). Field names did contain ‘ridge’ elements, such as ‘Top Ridge Close’ and ‘Low Ridge Close’, which lay to the south of Red House (fields 115 and 116 on the Adwick Le Street Tithe Map), but these refer to post-medieval enclosed fields, and are therefore of a late date.

#### **Previous research**

##### *Desk-based Assessments*

Two desk-based assessments have been undertaken of the former Brodsworth Colliery site, adjacent to the Roman Ridge Roman Road. These both highlighted the extensive late Iron Age and early Roman period field systems and settlement pattern recorded to the north of this site near Red House, and to the south on Pickburn Leys (Dennison 1999; Thompson-Lawrence 2008).

##### *Topographic surveys*

No detailed measured topographic survey has previously been carried out on the Roman Ridge Roman Road between Red House and Scawsby. A topographic and photographic survey was carried out by Wessex Archaeology in 2007, along the Roman road on the eastern side of the former Brodsworth Colliery site (Appendix to Thompson-Lawrence 2008), but heavy vegetation within the survey area prevented detailed survey. This work concluded that the embankment to the rear of the houses in Woodlands (Section 7) does form part of the Roman Ridge Roman Road, and that there is a possibility that remains of the *agger* may survive as sub-surface features beneath dumping along the eastern side of the former colliery.

##### *Geophysical surveys*

In 1995 a geophysical survey was carried out by ARCUS on land to the south of Red House farm, bounded by the A1(M) to the west and north-west, and Long Lands Lane to the south, and adjacent to the Roman road (Badcock and Merrony 1995). This identified linear boundaries, forming part of a field system, together with an enclosure. Further geophysical



survey was undertaken within the same area by Northamptonshire Archaeology in 2000, identifying extensive linear boundaries and rectilinear enclosures (Northamptonshire Archaeology 2000).

### *Excavations*

The majority of the archaeological excavations on and adjacent to the Roman Ridge Roman Road have been carried out as a result of the development of the area to the south of Red House farm for warehouses and distribution centres. In 1995, West Yorkshire Archaeology Service excavated a 29m long by 1.5m wide trench across the *agger*, about 145m to the south of the A638 (Francis 1995). This recorded the *agger* surviving to about 1.8m high and to 15m wide in this area. The upper surface of the road was shown to be formed of compacted layers of crushed limestone and limestone rubble, and probable post-Roman wheel ruts were also observed.

Northern Archaeological Associates (NAA) undertook an archaeological evaluation of land to the immediate west of the Roman road, bounded by the A1(M) to the west and north-west, and Long Lands Lane to the south, in 1996 (Young 1996). This identified boundary ditches representing the remains of a late Iron Age field system. A trench was also positioned closed to the western side of the Roman road, to the west of Elmwood Avenue, Woodlands, where a substantial depth of top soil was assessed to be the result of the presence of a quarry, which possibly provided material for the construction of the *agger*.

Northamptonshire Archaeology carried out archaeological excavations to the south of Red House farm in 2000, and excavated two 7.5m wide trenches across the line of the *agger* of the Roman road prior to the construction of an access road (Meadows and Chapman 2004). Two sections were recorded through the *agger*, showing that it stood to a height of at least 0.9m in this area, and was about 9.5m wide. A raised bank of material overlying the western side of the Roman road surface was found to comprise sandy silts, which were suggested to have been associated with the post-medieval maintenance of the road. The *agger* of the Roman road overlaid furrows aligned in a north-south orientation, diagonally to that of the road structure. Two straight furrows, with the same alignment as the Roman road were also identified, about 0.4m wide and laying 6m apart, which have been interpreted as being markers for the original construction of the road (Meadows and Chapman 2004, 10). A late Iron Age enclosure was also identified on the eastern side of the Roman road, which may have been occupied through into the early Roman period. This work formed part of a series of excavations undertaken from 2000 to 2004, which identified an extensive late Iron Age and Romano-British landscape, comprising eight enclosures within a possible co-axial field system (NAA 2001; Upson-Smith 2002 and 2006).

Away from the Red House area, excavations on Pickburn Leys, to the west of the Roman Ridge Roman Road, carried out in 1984, identified field boundaries, a droveway and enclosures. It is likely that these were in use into the early 1st century AD, but it has been

suggested that the lack of early Romano British pottery indicates that these feature are of a pre-conquest date (Cumberpatch 1993, 41-42).

In 2003, ASWYAS monitored work during the construction of Ridge View, a house adjacent to the Roman road to the north of Green Lane, Scawthorpe, but did not identify any archaeological features (Gidman 2003). A series of watching briefs were also carried out in the area of the former Brodsworth Colliery, adjacent to the western side of the Roman road, but no archaeological deposits or features were identified (Wessex Archaeology 2008).

#### *Aerial photographs*

The survey area formed part of the *Magnesian Limestone in South and West Yorkshire Archaeological Assessment Project* which included aerial photographic analysis and plotting of all archaeological features (Deegan 2006; NMR UID EHC01/009). This recorded the extensive cropmark remains of a probable late Iron Age or early Roman period landscape, consisting of field systems, trackways and enclosures, situated adjacent to both sides of the Roman Ridge Roman Road, particularly around the Red House area and on Pickburn Leys. Where these cropmark have been recorded adjacent to the survey area they have been marked on Plans 1 to 14, and a number of individual cropmark features have also been given separate SMR records and are listed in Appendix 3.

#### *Other investigations*

Outside of the survey area itself, the continuation of the Roman Ridge Roman Road to the north has been investigated in a number of places. An excavation was carried out across the Roman road at Hazelwood, near Aberford in 1959, recording a section of the *agger* surviving to a height of 6ft 6 inches (2.0m) with foundation kerbs about 23ft (7m) apart (Thackrah 1967).

The Roman Ridge Roman Road and the surrounding landscape were also investigated in detail in the area of Hook Moor during the mid-1990s, as part of the archaeological work on the M1-A1 link road (O'Neill 2001). Geophysical surveys undertaken adjacent to the Roman road identified the two parallel segmented ditches along the edge of the road, as well as anomalies probably representing quarry pits (Lakin and Fraser 1994; Boucher and Webb 1995; Webb 1996). An excavation of a 100m length of the *agger* of the Roman road was also undertaken, recording the *agger* surviving up to 0.8m high and 7.2m wide, although both sides of the *agger* had been truncated by modern service trenches. The material for the *agger* structure appeared to have been taken from adjacent quarry pits, which measured up to 30m wide and 1m deep. Evidence was also found for phases of resurfacing of the road following the initial construction of the *agger*, and the re-cutting of the quarry pits during the Roman period may have been associated with this work (O'Neill 2001, 115). The width of the *agger* bank in this area also appears to have been increased over time by the accumulation of wind blown sands along its sides.

## **4. Survey Results**

## Section 1

### *Location and description*

Section 1 is situated to the immediate west of Red House farm, between the slip roads leading to and from the A1(M) on its northern side, and the A638 to its south (Plan 1). An unmade footpath, designated as a 'Byway', is aligned north-south through the eastern side of the section, which is also crossed by a tarmac farm track at its southern end, connecting Red House farm with the field to the west. The northern half of Section 1 is wooded on its eastern side, with more open ground on its western side covered in grass, brambles and ivy. The natural ground level in Section 1 slopes gradually upwards to the south, from about 25m AOD at its northern end and to 29m AOD to its south. Section 1 is not within the Scheduled Monument area.

### *Archaeological features*

The probable remains of the eastern side of the *agger* of the Roman road within Section 1 are defined by a sharp east-facing scarp, varying in height between 0.5m and 0.8m and aligned north-south (Plates 1 and 2; Plan 16). Towards the southern end of the surviving eastern scarp of the *agger*, a tree bank which may mark the position of a relict boundary overlies the probable line of the Roman road. There is little visible trace of a scarp defining the western side of the *agger* bank, although a short length of west-facing slope abutting the fence on the south-western side of Section 1, surviving to a height of about 0.75m, may represent part of its line. Indeed, much of the western side of Section 1 is obscured by modern dumping and fly-tipping, which may have destroyed or obscured any further extant surface features. It is, however, possible that sub-surface archaeological remains may survive beneath this disturbance. No identifiable archaeological features were recorded to the south of the farm track, where it appears that the area has been levelled at some time, on to which there has been substantial dumping of material, presumably associated with the adjacent farm.

## Section 2

### *Location and description*

Section 2 of the survey area is bounded to the north by the A638, and surrounded to the east and south by the roundabouts and roads associated with the Red House road interchange and the recently constructed distribution centres and warehouses to the south-west (Plan 1). The field to the immediate west of Section 2 comprises an area of rough pasture, and to the east grass has been laid as part of the landscaping of the new road layout. An unmade footpath runs through Section 2 in an approximate north-west to south-east alignment (Plate 3). This footpath is accessed at its northern end from steps leading down from the modern road embankment of the A638, and from a tarmac path which runs parallel with the southern side of this road. The footpath is bounded on each side by stands of hazel, with dense growth of hawthorn, rose bushes, and brambles, especially on its eastern side. The natural gradient of the land in Section 2 rises gradually from about 30m AOD in the north to about 36m AOD in the south. Section 2 lies within the Scheduled Monument area.

### *Archaeological features*

The surviving *agger* within Section 2 measures about 14m wide, with an upper surface approximately 7m wide (see Plan 16). The western side of the *agger* within Section 2 is defined by a steep scarp along much of its length, varying in height between about 0.75m and 1.5m (Plate 4). Part of this scarp has a shallower gradient towards the northern end of Section 1, where there is also a gap in the tree line, perhaps marking the position of a former access route between the fields either side. The eastern side of the *agger* is largely obscured by dense vegetation, making detailed survey largely impossible (Plate 5). However, a slight eastward facing slope about 0.2m high at its northern end, is visible where breaks in the vegetation exist, which becomes more prominent as it continues to the south, surviving to about 0.5m high at its southern end. A shallow ditch, or depression, about 1.5m wide and 0.1m deep runs parallel to the eastern scarp, although this is perhaps more likely to be associated with recent drainage or plough action than to be a feature contemporary with the Roman road itself. The present footpath runs along the centre of the *agger*, down a partial hollow way, probably formed by the erosion of the road embankment through prolonged usage of this route. This is defined by lengths of bank at the north-west and south-west ends of Section 2, with steep east-facing slopes varying in height between 0.3m and 1.25m (Plate 6). Towards the north-western end of Section 2 there is also a concentration of large limestone slabs, which may be exposed elements of the underlying road structure.

At the southern end of Section 2 the recent road construction has destroyed any archaeological surface features. The southern end of the western scarp of the *agger* is also partially overlain by a modern embankment on to which a tarmac surface has been laid.

### **Section 3**

#### *Location and description*

Section 3 of the survey area is divided from Section 2 to the north by the recently constructed road that serves the Red House Interchange and the distribution centres to the west (Plan 2). Its southern end is defined by Elmwood Avenue, and the northern boundary of the Woodlands housing estate, Adwick Le Street. To the east of Section 3 lies a new office development, and an area of land to the south of this which is apparently in the process of being cleared for further development. A number of large distribution centres and warehouses have recently been constructed to the immediate west of the section, which have been surrounded by large earth bunds. The remains of the Roman road within Section 3 survive as a prominent *agger*, aligned along a straight route. An unmade footpath runs along the eastern side of the top of the *agger*, which is bounded along most of its length by dense hawthorn bushes, trees and other vegetation (see Plate 11). Section 3 lies within the Scheduled Monument area.

#### *Archaeological features*

The *agger* survives as a steep sided level-topped embankment along the whole length of Section 3, measuring between 10m and 15m wide with an upper surface about 6m in width (see Plates 7 to 11; Plan 17). It varies in height from between about 0.9m at its northern end to about 2m at its southern end, along both its eastern and western sides. At its northern end the *agger* has been truncated by recent road construction and the preceding archaeological

excavations that were undertaken across this part of the Roman road (Francis 1995; Meadows and Chapman 2004). The length of the *agger* to the immediate south of the modern road appears to have been partially reconstructed, and a modern earthen embankment overlies part of its western side (Plate 7). There is also a slight ditch at the base of the eastern side of the northern end of the *agger*, 1.5m wide and 0.1m deep. Although the *agger* is relatively consistent in size and form along the whole of Section 3, some lengths of the north-western and eastern scarps are more irregular in profile, perhaps due to slumping of the embankment in these areas, or other later disturbance to the underlying road structure. Along much of the length of Section 3 areas of dense vegetation have prevented detailed measured survey of the underlying earthworks.

## **Section 4**

### *Location and description*

Section 4 of the survey area covers the continuation of the Roman road from Section 3, and runs along the western side of Elmwood Avenue, in the Woodlands estate, Adwick Le Street (Plan 3). This area of housing was constructed in the post-war period as an extension to the Woodlands estate that had originally been built to provide housing to miners in the early 20th century. The unmade footpath continues along the eastern side of the top of the *agger*, but widens to about 1m along this section. Dense hawthorn, trees and bushes cover much of the western side of the *agger*, but on the eastern side, facing Elmwood Avenue, the path is lined with mature trees, apparently deliberately planted at regular intervals, possibly as part of a landscaping scheme undertaken when Elmwood Avenue was originally constructed (Plates 12 and 13). Section 4 lies within the Scheduled Monument area.

### *Archaeological features*

The form of the *agger* in Section 4 is generally the same as that in Section 3, comprising a well defined embankment surviving to a height of about 1.5m. However, the *agger* widens slightly as it enters the Woodlands estate, from about 15m to over 18m in places, and the eastern scarp becomes a more gradual slope than that to the north (see Plan 17). It is likely that this is a result of the slumping or erosion of the eastern side of the *agger* along Elmwood Avenue, probably caused by activity caused by its proximity to the housing estate, such as tree planting or disturbance by subsequent road or utility works. Further erosion of the eastern side of the *agger* has been caused by a number of informal paths which have been formed to enable access to the main footpath along the upper surface of the *agger*, as the only formal access to the footpath from the street is at the northern and southern ends of Elmwood Avenue. Erosion along the footpath has also exposed fragmentary pieces of limestone, which may represent elements of the underlying Roman road structure.

The western scarp of the *agger* in Section 4 is largely consistent in gradient and height with that of Section 3 (Plate 16). A mound overlies a 15m length of this side of the embankment towards the centre of Section 4, which appears to be a result of later dumping (Plate 15). A low, level, platform has also been recorded to the western side of the *agger*. This is about 5m wide, and 20m in length, and is defined to the west by a sharp slope varying between 0.1 and

0.2m high, which becomes the eastern side of a ditch further to the north. There are also a number of linear depressions and narrow ditches running approximately north-south between the western side of the *agger* and the modern fence of the distribution centre. It seems likely that these are a result of modern vehicle movement or construction work associated with the building of the distribution centre, or due to the erection of electricity poles within this area.

## **Section 5**

### *Location and description*

Section 5 of the survey area covers the continuation of the route of the Roman road from the southern end of Elmwood Avenue, Woodlands, southward along the side of a playing field to the east (Plan 4). The unmade footpath is accessed from steps leading up from Elmwood Avenue, to the west of which are three concrete bollards, and continues along the eastern side of the upper surface of the *agger* (Plate 17). The eastern side of the *agger* within Section 5 is clear of trees, and is covered in grass and other low ground cover, although its western side continues to be partially covered in hawthorn and trees (Plate 18). Section 5 lies within the Scheduled Monument area.

### *Archaeological features*

The character of the surviving *agger* in Section 5 changes immediately to the south of Elmwood Avenue. Although the upper surface continues to survive to a similar width of about 5m, the eastern scarp of the *agger* appears to have been truncated or levelled along the line of the fence of the playing field, perhaps due to landscaping work when the playing field was originally laid out. The surviving scarp is approximately 0.75m high, and has a consistent steep profile along its whole length, until it is cut through by a tarmac path at its southern end, which leads into the playing field (see Plan 18). The western scarp of the *agger* survives in the north-western side of Section 5 to a height of about 1.2m, until it is truncated by a modern fence-line, beyond which this side of the *agger* appears to have been greatly disturbed or destroyed. A slight eastern facing scarp also runs along the western side of the path from around half way along Section 5 and is about 0.2m high. This may have been formed due to the erosion of the *agger* along the line of the existing footpath through prolonged usage.

## **Section 6**

### *Location and description*

Section 6 of the survey area is divided from Section 5 to the north by a length of tarmac path leading into the western side of a playing field, and its southern end is defined by the corner of Long Lands Lane and Ridge Balk Lane (Plan 4; see Plate 19). Much of the land on the eastern side of Section 6 is occupied by a waterworks built in the first half of the 20th century, bounded by high metal fencing. The footpath continues as a stoned track in a southerly direction along the eastern side of the *agger*, the slopes of which are covered in grass and other low ground cover, interspersed with bushes and mature trees (Plate 20). The western side of the path is bounded by dense hawthorn, brambles and mature trees, with more

open grass cover along its south-western side abutting the modern fence line. Section 6 lies within the Scheduled Monument area.

#### *Archaeological features*

The *agger* within Section 6 is less prominent than within Section 5 to the north, and has an upper surface width of between 3m to 4m. At its northern end, in an area to the immediate south of the path which leads into a playing field, the eastern scarp is heavily disturbed and obscured by low vegetation. This side of the *agger* again becomes prominent to the south of this, where a steep scarp survives to a height of 0.4m at its northern end, rising to about 1.5m where it runs parallel with the reservoir of the waterworks (Plate 21), and then decreasing in height before disappearing to the north of Long Lands Lane/Ridge Balk Lane (Plate 23).

The western side of the *agger* is largely obscured by hawthorn and bramble at the northern end of Section 6, although it appears that the scarp in this area is truncated or obscured by modern dumping. Along an approximately 60m length of the western side of Section 6 the *agger* is defined by a steep scarp, which is up to 2.5m high in places, and has a low bank running along the top, perhaps formed by the erosion of the *agger* by the path to the east (Plate 22; see Plan 18). This side of the *agger* is truncated by modern fencing at its southern end, but continues as a slight scarp about 0.3m high until it reaches Long Lands Lane/Ridge Balk Lane.

### **Section 7**

#### *Location and description*

Section 7 of the survey area covers the line of the footpath and course of the Roman road to the rear of the back gardens of houses in Woodlands. The alignment of this length of the Roman road changes slightly from that to the north, and is orientated in a more easterly direction. The northern end of Section 7 is bounded by the corner of Long Lands Lane/Ridge Balk Lane (Plate 24), and its southern end by a tarmac road which originally formed a main access to the former Brodsworth Colliery, which lay to the south-west. The existing unmade footpath is bounded along much of its western side by areas of woodland, which lies within the former colliery site. The eastern side of Section 7 is bounded by the rear fences of private gardens, which were laid out in the early 20th century and appear to have been aligned along the top of the eastern scarp of the *agger* bank. Section 7 is not within the Scheduled Monument area.

#### *Archaeological features*

In Section 7 only fragmentary remains of the eastern scarp of the *agger* survive within the back gardens and only three short lengths could be surveyed in detail. The longest of these survives adjacent to an area of public land, and consists of a relatively shallow scarp, about 1.4m high, which is now largely tree covered and badly eroded by a path running across its southern end. The two further lengths of scarp that were recorded have been truncated at the base by modern fences, which define the early 20th century boundary of the Woodlands housing estate, although these demonstrate the partial survival of the eastern side of the *agger*

in places (Plates 29 and 30). The western scarp of the *agger* in Section 7 is more prominent, although it has been heavily disturbed along its whole length by dumping relating to Brodsworth Colliery, which was situated to its immediate west. Towards the southern end of Section 7, the site of buildings and structures, associated with the colliery, is marked by a level platform overlying the western scarp of the *agger*, together with the remains of brick walls and exposed service shafts (see Figs 12 to 14). However, between these areas of disturbance lengths of the western scarp of the *agger* remain clearly identifiable, surviving as steep scarps, varying in height between 1m and 1.5m (Plates 25 to 28 and Plate 31; Plan 19).

## **Section 8**

### *Location and description*

Section 8 of the survey area covers the presumed line of the Roman road along the western side of the site of the former Brodsworth Colliery (see Plans 5 to 7). This runs from the Woodlands estate in the north, southward along the present road (Plate 33), to the southern side of a bridge which crosses a former mineral railway that ran along the base of the Langthwaite Valley (Plate 36). The modern road is surfaced with badly damaged tarmac until just north of the bridge, where an embankment raises the road level over the bridge itself, beyond which the road is only partially metalled with stone. The natural ground level in this area descends from north to south into the Langthwaite Valley, from about 50m AOD to 22m AOD, before rising again to the south of the railway cutting. This area has been heavily disturbed by activity associated with Brodsworth Colliery, and there were extensive areas of railway sidings and colliery structures to the immediate west of this section until the 1990s. The colliery site has now been cleared, and partially re-landscaped as a park. On the eastern side of Section 8 the wooded ground rises steeply upwards from the road edge towards the western side of the Woodlands Estate. Section 8 is not within the Scheduled Monument area.

### *Archaeological features*

No definite remains of the *agger* bank survive within Section 8, and it is likely that if such an embankment existed here then it would have been destroyed or obscured by the activity related to Brodsworth Colliery. However, short lengths of scarp and earthen banks which may pre-date the 20th century colliery activity, have been recorded, although it is unclear whether any of these features represent the fragmentary remains of the Roman road itself.

At the northern end of Section 8 part of the former colliery boundary runs along the top of a shallow eastward facing slope, surviving to a height of about 0.5m (Plate 32). This is aligned along a similar orientation to the probable line of the Roman road to the south. The boundary itself is defined by a modern fence, but also by a hedge-line containing mature trees and bushes, which could pre-date the colliery. It is therefore possible that this slope could define the (much degraded) eastern side of the *agger* in this area.

To the south, along the bottom of the Langthwaite Valley, the existing road appears to be aligned along a low embankment, defined on its north-eastern side by a low scarp between 0.2m to 0.4m high (Plate 34). Fragmentary lengths of a low bank, about 0.1m high and up to



2m wide, run parallel to the base of this scarp. On the south-western side of the road a larger bank, varying between 0.3m and 0.5m high, and 2.5m to 3m wide also runs parallel to the road (Plate 35). This may be the remains of a field boundary bank aligned with the road, and possibly pre-dating the colliery to the west. However, in places this bank has clearly been increased in height by the dumping of colliery waste and other material on to it.

The present road loops to the north-east along a modern embankment to allow it to bridge the cutting of the mineral railway, before merging with the straight line of the present road to the south-east. The likely conjectural line of the Roman road would therefore lie to the immediate west of the railway bridge, but investigation in this area showed it to have been greatly disturbed by the railway cutting and colliery dumping (see Plate 36), and no surface features relating to the Roman road structure were recorded here. However, it is possible that sub-surface structural remains may survive beneath any dumped material, away from the railway cutting itself.

## **Section 9**

### *Location and description*

Section 9 covers an area defined to the north by the southern side of the bridge embankment and continues southward until about 90m to the north of the south-western corner of the Highfields housing estate (see Plans 8 and 9). As well as the line of the existing track (Plate 37), Section 9 encompasses part of the western side of Hanging Wood, an area of deciduous woodland largely comprising stands of coppice. This area contains substantial archaeological earthwork remains of what appear to be the continuation of the *agger*, which deviates to the east of the straight alignment of the present track. The ground level in Section 9 rises gradually to the south, from about 37m AOD at its northern end to about 42m AOD at its southern end. The Scheduled Monument area within Section 9 covers only the route of the present track, along the western side of the section, and excludes the archaeological remains within Hanging Wood.

### *Archaeological features*

To the south of the bridge the present track runs along a modern embankment, before heading up the southern side of the Langthwaite Valley, and resumes the straight alignment of the presumed route of the Roman road. A gentle slope is visible on the north-eastern side of the road at this point which becomes more prominent as it continues up hill until it reaches the area of a former limestone quarry. At this point the modern track changes orientation slightly to the west. From this point the track is aligned along a low embankment, defined by a slight slope on its western side and by a more pronounced scarp visible in places along its eastern side to a height of about 0.3m. This embankment differs clearly in form and size from the well preserved lengths of *agger* in the other survey sections.

The substantial remains of a possible *agger* embankment have been recorded in Hanging Wood. This may represent the route of the Roman road through this section, and is of similar form and size to the lengths of *agger* recorded in other sections of the survey area. This

probable *agger* survives at its northern end as a substantial grass covered bank within a clearing in the woodland (Plate 38; see Plan 20). Here it is about 12.5m wide, between 1m and 1.5m in height, and is orientated north-west to south-east, but has been truncated to the north by a limestone quarry. The *agger* continues into the woodland to the south where its alignment curves towards a more southerly direction. After entering the woodland, the western scarp of the *agger* gradually becomes less well defined, until it is no longer visible after about 90m south from the clearing's edge (Plates 39 to 41; see Plan 20). The eastern side of the *agger* remains a prominent scarp, between 0.4m and 1m high, until it is truncated by an unmade footpath (Plate 42). To the south of this footpath the *agger* continues as a more steeply sided bank, about 12m wide and surviving to a height of about 0.6m on its western side and 1.7m on its eastern side for a length of 27m (see Plan 20), before it is again truncated by an unmade footpath leading from the north-western corner of the Highfields estate to the present track (Plate 43). The almost complete absence of the *agger* at the points where the footpaths run across it, and the apparently steeply truncated ends of the embankment, suggests that the *agger* was deliberately cut through to allow for these paths, rather than being eroded away through prolonged use. This may have occurred in the first half of the 20th century, to allow the footpaths to connect the Highfields housing estate with the present track to the west. To the south of this the western side of the *agger* has been heavily eroded by small paths winding up the side of the bank, but continues to have a well defined steep eastern scarp about 1.5m high. About 9m to the south of the footpath the *agger* again appears to have been deliberately cut across on an east-west alignment, to a depth of about 0.5m, with the upcast material from this forming low banks on either side. Although no existing path runs through this cutting, it may represent the line of a disused path across the bank at this point. The *agger* then continues southward, forming a level surface about 6m wide, defined by scarps between 0.8m and 1m high on its western and eastern sides (Plate 44). The eastern scarp has also been partially dug into adjacent to the rear fences of the garden in the Highfields estate. The *agger* has been obscured or destroyed as it enters an area of open ground to the east of Tithe Barn farm, where there are extensive dumps of modern building demolition material (Plate 45). A building, apparently associated with Tithe Barn, was situated in this area until the second half of the 20th century (see Figs. 9 to 14), and the absence of evidence for the continuation of the *agger*, and the presence of demolition material, is likely to be related to this building.

Fragmentary lengths of a low bank are aligned parallel to the base of the eastern side of the probable *agger* within Hanging Wood. These lengths of bank measure between 2m and 3m wide and are about 0.1m high. Their alignment suggests that they may be contemporary with the *agger* itself, perhaps defining the edge of a ditch running along its edge. Lengths of a low, wider bank have also been recorded at the northern end of the *agger* within Hanging Wood. This is aligned parallel with the western side of the *agger*, about 2.5m from its base, before turning to the west at its northern end, where this bank is most prominent with a height of about 0.4m. Slight eastward facing slopes have also been recorded further south, between the

two main footpaths crossing the *agger* east to west, which measure about 0.1m high and could be a continuation of the more prominent bank recorded to the north-west.

A number of other small earthwork features have been recorded within the woodland in Section 9. At least one of these is only a tree bole, but these also include artificial features consisting of low depressions with adjacent upcast mounds. These features are heavily overgrown, and have not recently been dug, and their purpose is unclear. A small sub-rectangular feature was also recorded to the south-western side of the *agger* bank at its northern end. This measures about 4m by 5m, and consists of a ditch about 0.75m wide and 0.1m deep, with a mound of upcast material in the centre. It does not appear to be the remains of a structure, and again, the function of this is not clear.

A roughly rectangular earthwork platform has also been recorded on the eastern side of the present track, to the west of the southern end of the *agger* within Hanging Wood. This appears to be orientated the same north-west to south-east alignment as the *agger* itself, and is about 9m wide and 1.25m high at its northern end, becoming less distinct as the natural gradient rises to the south. At its southern end it is defined by a low bank about 3m wide and 0.3m high, which is truncated by the area of modern demolition material and dumping to the south. It is possible that this is a building platform, with the remains of an associated boundary bank.

To the south of the open area adjacent to Tithe Barn farm, the *agger* again continues as a substantial bank, measuring about 17m wide and 1.8m high on its western side, with a shallower gradient to the scarp on its eastern side, which is about 1.5m high (Plate 46). The eastern scarp is partially truncated by the rear gardens of Highfields housing estate, and becomes less visible to the south where it has been obscured by dumped garden material and vegetation. About 35m southward along the western scarp of the *agger* is a depression about 3m wide and 0.4m deep, that may have been created by the erosion of the bank by a former track running over the bank at this point. The *agger* gradually becomes lower as the natural gradient rises southward, and it finally disappears in an area of dense bushes. To the south of these bushes (within Section 10), another length of *agger* bank again becomes visible, but it is not clear whether this is a direct continuation of the *agger* to the north. Indeed, the eastern scarp of this length of *agger* appears to be located west, almost in line with the western scarp of the *agger* to the north. This suggests that these lengths of the *agger* were not originally connected, and are possibly not contemporary. However, due to the unfortunate position of bushes and other vegetation obscuring the line of the bank at this point, it was not possible to identify any definite stratigraphic relationship between the two, apparently separate, lengths of the *agger*.

A slight western facing scarp is also visible on the western side of the present track. This is visible to the south of Tithe Barn farm, and becomes more prominent to the south, with a height of about 0.5m where it merges into the western side of the *agger* bank to the south (see Section 10).

## Section 10

### *Location and description*

Section 10 covers the continuation of the Roman Ridge Roman Road to the south of the curving length of *agger* recorded in Section 9 (Plan 9). This begins about 90m to the north of the south-western corner of the Highfields estate (see Plate 47) and continues along an unmade path, which becomes a wider track, surfaced with mixed stone and tarmac, at the south-western corner of Highfields. This track is tree-lined along both sides and is bounded to the south-west by a playing field and to the north-east by a footpath, which runs parallel to the edge of the base of the *agger*, with agricultural land beyond this. The ground level in Section 10 rises gently southwards, from about 42m AOD at its northern end to 46m AOD in the south. Section 10 lies within the Scheduled Monument area.

### *Archaeological features*

The northern end of the *agger* in Section 10 is about 13m wide, and is defined by a steep scarp on its western side, surviving to a height of about 1.2m. A large mound also overlies this side of the bank, and a path leading onto Pickburn Leys has been eroded across it (Plate 48). On its eastern side the *agger* is defined by a scarp surviving to a height of about 1m, although it has been disturbed by the adjacent gardens, and is truncated by an access road connecting the existing track with South Street to the east.

To the south of the South Street access road, the *agger* survives as a prominent straight length of bank of consistent form and size, for a distance of approximately 210m. This measures about 12.5m to 13m wide, and has an upper surface width of about 5.5m (Plate 49; see Plan 21). The eastern side of the *agger* is between 1m and 1.3m high, although there are small areas of disturbance along its line; about 24m to the south of South Street it has been partially levelled to accommodate modern services (Plate 52), and at its south-eastern end there has been extensive damage caused by burrowing animals. A tarmac covered footpath aligned along the eastern scarp also appears to have truncated the base of the slope in a number of places, and cuts across the scarp at its southern end. The western scarp of the *agger* is between 1.25m and 1.5m high, and is cut across by two tracks which provide access to a playing field to the west (Plates 50 and 51). It has been truncated at its southern end by a fence surrounding the grounds of a modern house called The Ridge.

## Section 11

### *Location and description*

Section 11 consists of the tarmac covered length of the Roman Ridge Roman Road, from The Ridge, a modern house to the western side of the road, in the north, for 390m until it reaches Green Lane (B6422) (Plates 53, 54, 56 and 58) at its southern end. As well as The Ridge, two bungalows, called Ridge View and Lavengro, are situated at the north-western end of the survey area. The road is bounded by thick hedgerows and vegetation along most of its north-eastern side, with lower, less dense, vegetation to the south-west. The ground level in Section 11 falls gradually towards the south, from about 46m AOD at its northern end to about 43m AOD at its southern end. Section 11 lies within the Scheduled Monument area.

### *Archaeological features*

The alignment of the Roman road within Section 11 turns slightly eastward, continuing until it is cut by Green Lane at its southern end. The northern end of the *agger* has been destroyed along much of its south-western side by the construction of 20th century houses, although a length of the south-western scarp survives within a triangular area of rough grass to a height of about 0.75m (Plate 53). Part of this length of scarp also appears to have been completely dug away up to the edge of the tarmac surface of the modern road. A slight scarp, about 0.7m high, continues along the line of a recently constructed fence, but is then obscured beneath the gardens of Ridge View and Lavengro. However, a slight westward slope of the tarmac drives of these houses probably reflects the remains of the scarp of the *agger* in these areas. To the south of these houses the south-western side of the *agger* again becomes prominent, defined by a steep scarp between 0.7m and 2m in height (Plate 54 and 55). The north-eastern scarp of the *agger* is largely obscured by dense hedgerows and vegetation, preventing detailed measured survey (Plate 57), although fragmentary lengths are visible (Plate 56), and it is clear that a well defined scarp defines the whole eastern side of the *agger* within Section 11, beneath the vegetation. These scarps define a bank approximately 12.5m wide, with an upper surface of about 4.5m wide (see Plan 21). At its southern end the *agger* becomes less prominent on both sides, before being truncated by Green Lane.

## **Section 12**

### *Location and description*

Section 12 is bounded to the north by Green Lane (B6422) and continues until the edge of the area of open ground bounded by Latin Gardens, in an area of housing to the north of Scawsby (see Plans 11, 12 and 13). A double-wheel track is aligned along the top of the *agger* for about 330m before becoming a narrow unmade footpath along the rest of its route. The north-eastern side of the track and footpath are bounded by an almost continuous hedgerow along the whole length of Section 12 (see Plates 59 to 67). The south-western side is also bounded by trees and bushes along much of its length. Apart from where this section runs behind Layden Drive, at its southern end, it is surrounded by arable farmland. The ground level in Section 12 falls towards the south-east, from 43m AOD at its northern end to about 29m AOD at its southern end. Section 12 lies within the Scheduled Monument area.

### *Archaeological features*

The *agger* within Section 12 survives as a bank varying between 8m and 12m wide, with an upper surface between 4.5m and 5m wide (see Plan 22). It is orientated on the same alignment as the surviving *agger* to the north of Green Lane (Section 11) for about 240m to the south of this road, after which its alignment shifts slightly to the east. At its northern end the north-eastern scarp of the *agger* is largely obscured by modern dumped material, and a ruinous length of stone wall runs along the eastern side of the present track. To the south of this, the north-eastern scarp of the *agger* again becomes prominent, with a sharp gradient varying between 0.75m and 1.3m high. Along much of its length a hedgerow has been planted along this scarp, and its base appears to have been partially truncated by plough

action in places; recent ploughing has left up to a metre of ground adjacent to the base of the scarp (Plates 60, 62, 64, and 66). A length of bank, about 65m long and up to 0.7m high runs along the top of the eastern scarp of the *agger* about 110m to the south-east of Green Lane. A field entrance on the eastern side of the existing track, about 330m along the track to the south-east of Green Lane, has caused severe erosion to the scarp of the *agger* in this area, due to the movement of modern farm machinery.

The south-western scarp of the *agger* is less well defined along much of Section 12. At its northern end it is obscured by dense vegetation adjacent to a modern house, and where the scarp is partially visible in this area it appears to have been truncated along the fence line to its south-west. To the south of the house it continues as a sharp, well defined, scarp between 0.5m and 0.8m in height (Plate 59) until it reaches an entrance into a field to the west, where the scarp has been eroded level by the movement of modern vehicles, after which it continues to a height of about 0.5 to 0.75m to the south-east (Plate 61). Much of the south-western side of the *agger* from this point is largely obscured by dense vegetation although (Plate 65 and 67), where visible, the *agger* appears to have a wider upper surface along this length, measuring about 8.5m wide (Plate 63; see Profile 22 and 23). A length of low bank has also been recorded on the western side of the *agger* to the east of the houses situated on Layden Drive, which measures up to 4m wide and 0.1m to 0.2m in height.

### **Section 13**

#### *Location and description*

Section 13 covers the continuation of the *agger* from the north of Latin Gardens to the edge of the Sunnyfields housing estate to the south-east (Plan 14). A hedgerow continues along the north-eastern side of the narrow unmade footpath in this section, but the south-western side of the *agger*, adjacent to an area of open waste ground, is primarily lined with trees (Plate 68 and 74). The ground level within this section falls to the south-east from about 29m AOD to 19m at its southern end. Section 13 lies within the Scheduled Monument area.

#### *Archaeological features*

The north-eastern side of the *agger* in Section 13 continues at about the same height, gradient and alignment as that in Section 12 to the north, although it rises for a short length to a height of about 1.2m towards its southern end. To the south-east of Layden Drive, the south-western scarp of the *agger* is substantially more prominent for a length of about 100m, surviving to a height of about 1.75m at its northern end and gradually decreasing in height to the south-east to a height of about 0.4m at its southern end (Plates 69 and 70; see Plan 23). A low bank runs along the top of the western scarp, measuring about 0.25m high and varying between 1.5m and 2.5m wide. At its southern end the western scarp is truncated by double banks with a central ditch, which are orientated on the same alignment of the *agger*, and measure between 1.8 to 2.5 m wide and approximately 0.3m high (Plates 72 and 73; see Plan 23). This pair of banks continues to be visible between thick areas of vegetation along the south-western side of the present footpath until it reaches the Sunnyfields housing estate.

## Section 14

### *Location and description*

Section 14 consists of the line of the Roman Ridge Roman Road through the Sunnyfields housing estate (Plan 15). The line of the road is preserved by a wide tarmac covered footpath, running behind the rear gardens of houses in the area, and providing access to garages along its route (see Plates 75 to 78). The ground level continues to fall to the south, from about 19m at the northern end of Section 14, to about 11m at its southern end. Section 14 is not within the Scheduled Monument area.

### *Archaeological features*

Although most traces of any possible *agger* structure have been destroyed, or obscured, by the 20th century housing development on either side of the existing footpath in Section 14, fragmentary lengths of truncated scarp have been identified in a number of places on the north-eastern side of the path, surviving to about 0.5m high and may be remnants of the north-eastern side of the *agger* (Plate 76 and 78). These are particularly evident along the route of the path running between Wensleydale Road and Stanley Road, and Sledmere Road and Alwyn Avenue to the south, where slight north-eastern facing scarps can be seen behind the garden fences, and although heavily disturbed, at the end of Norman Crescent. The most prominent probable remnant of the *agger* is a length of bank located at the corner of Alwyn Avenue and a path connecting it to Edith Terrace, to the north-west. This bank is about 3m wide and 1.25m high on its north-eastern side and 0.5m high on its eastern side, adjacent to the footpath, and is likely to be the remains of part of the north-eastern side of the *agger* (Plate 78). To the south of Alwyn Avenue a slight scarp to the rear of the gardens is the last identified trace of the *agger* bank before the modern footpath ends close to the Sun Inn public house, and the line of the Roman road merges with that of the Great North Road heading southward into Doncaster.

## 5 Discussion

The Roman Ridge Roman Road follows an approximate south-east to north-west alignment, deviating from the line of the medieval Great North Road at Sunnyfields and running along the boundary of the Brodsworth township to Red House, where its alignment joins that of the modern A1 to the north. The presumed route of the Roman road is divided into approximately seven straight lengths, which, in a number of places, appear to alter alignment close to the tops of slight hills or natural ridges. It is possible that the change in the gradient in these places may have allowed greater onward visibility for the road's original surveyors, and therefore marked positions where slight alterations to the road's alignment could be made (see Margary 1973, 19). The road was laid out over an existing late Iron Age landscape, which has been extensively excavated around Red House and Pickburn Leys and mapped through aerial photographic analysis, and apparently made no concession to the alignment of existing field boundaries and trackways which it cut across.

The Roman road was constructed on an *agger* which is well preserved along much of its route between Red House in the north and Sunnyfields in the south. It is most prominent where it runs through areas that remain, or have been until recently, open countryside, and that haven't been affected by early and mid-20th century industrial and residential development. This includes the *agger* between the Red House Interchange and the site of Brodsworth Colliery, and from Woodlands to Sunnyfields; the section of the *agger* adjacent to Red House farm has also been badly damaged, and perhaps partially obscured, by dumping of agricultural material. Although the height of the *agger* changes along the course of the Roman road, this appears to be largely due to alterations in its construction to take account of the natural gradient, although the upper surface has clearly been heavily eroded along some sections, especially within Section 2. The width of the *agger* varies between about 10m and 15m through the whole survey area, with an upper surface of between approximately 4m and 9m. The difference in width is perhaps due to differential survival of the *agger* along its route, with slumping of the sides of the *agger* and the possible build up of deposits against its sides widening the bank at some points, as was observed during the excavations of the continuation of the Roman road at Hook Moor (O'Neill 2001). Truncation through plough action or other construction work may also have caused a narrowing of the *agger* in places. Modern dumping, colliery activity and housing have most severely damaged the *agger* to the rear of back gardens along the western side of Woodlands, but even here the remains of the side of the *agger* are visible in places, including within the gardens themselves.

Along some lengths of the Roman Ridge Roman Road a bank is aligned along the top of one side of the *agger's* upper surface. In places this banking may be caused by erosion of the path causing a slight 'hollow way'. However, excavations through a section of the *agger* at Red House have shown that such banking may also be the result of post-medieval resurfacing (Young 1996).

A substantial length of bank curves through Hanging Wood, deviating to the east of the present track and the Scheduled Monument area (Section 9; see Plan 8). The size and form of this bank suggests that it is part of the *agger*, and its antiquity is indicated by the fact that the township boundary between Brodsworth and Adwick Le Street follows this bank, rather than the track to the west (see Figs 7, 9, 10 to 13). However, its curving alignment is in clear contrast to the typical straight orientation of Roman roads, and there appears to be no natural topographic reason why the road should bend away from its otherwise straight course. At its northern end, this length of curving *agger* has unfortunately been truncated by a probable post-medieval limestone quarry; perhaps providing stone to the Woodlands estate. At its southern end the curving length of *agger* appears to re-join the regular alignment of the Roman road to the south. However, the surviving earthworks of the curving line of *agger* to the north and the *agger* to the south do not appear to cleanly join, but rather are slightly offset to the east and west of each other. Indeed, it is possible that the curving length of *agger* represents a different phase, or separate length of road. No obvious parallels with such a curved section of Roman road have been identified as part of this survey in other parts of



Britain, and further investigation may be required to gain a clearer understanding of the nature of the remains in this area.

No surface remains of quarry ditches have been identified within the survey area, which would have been necessary to provide the limestone for the construction of the *agger*, although where these have been identified by excavation they were found to have been infilled by the end of the Roman period (O'Neill 2001). A number of ditches aligned along the side of the *agger* have been recorded in small lengths along the edge of the *agger* in Section 2 and 3, but these are more likely to be associated with recent drainage or agricultural activity than to be contemporary with the Roman road structure. Fragmentary lengths of low banks are also aligned along the curving length of *agger* in Hanging Wood (Section 9), which may define the line of an outer ditch, but again, are not certainly contemporary with the road itself.

The reason for the construction of such a substantial embankment to carry the Roman road through this area is unclear. The ground over which it has been laid out is generally well drained, and even if drainage were an issue, a 2m high bank seems excessive for a purely functional purpose. Indeed, it has been suggested that the *agger* along this route was deliberately constructed to create an impressive feature in the landscape (Margary 1973, 505). The roads disregard for the alignments of the earlier settlement and field pattern, as evidenced by its relationship with the adjacent cropmark landscapes, may largely be due to practical military necessity, to allow travel from one fort to another in the quickest time. However, combined with the size of the *agger*, the road would also have been a visible symbol of Roman dominance over the newly conquered Brigantes, and was perhaps also designed to demonstrate the permanence of the Roman presence in the area, in contrast to the small scale incursions that had occurred during the AD 50s and 60s.

## Appendix 1

### Photographic register

Shot no.	Section	Description	Direction facing	Date
1	1	Northern end of section 1, heavily disturbed area	S	04/03/2009
2	1	Northern end of section 1, heavily disturbed area	S	04/03/2009
3	1	Northern end of section 1, heavily disturbed area	N	04/03/2009
4	1	Northern end of section 1, heavily disturbed area	N	04/03/2009
5	1	Eastern side of agger bank	N	04/03/2009
6	1	Eastern side of agger bank	N	04/03/2009
7	1	Eastern side of agger bank	S	04/03/2009
8	1	Eastern side of agger bank	S	04/03/2009
9	1	Dumping on western side of RR	S	04/03/2009
10	1	Dumping on western side of RR	S	04/03/2009
11	1	General shot of path	N	04/03/2009
12	1	General shot of path	S	04/03/2009
13	1	General shot of tree bank	SW	04/03/2009
14	1	General shot of tree bank	NW	04/03/2009
15	1	General shot of tree bank	NW	04/03/2009
16	1	East end of agger at the south end of section 1	N	04/03/2009
17	1	East end of agger at the south end of section 1	N	04/03/2009
18	1	General shot of western side	N	04/03/2009
19	1	General shot of tree bank	NE	04/03/2009
20	1	General shot looking down path	N	04/03/2009
21	1	Dumping at southern end of section 1	S	04/03/2009
22	1	Dumping at southern end of section 1	W	04/03/2009
23	1	General shot of section 1	N	04/03/2009
24	1	General shot of northern entrance/access to section 1	S	04/03/2009
25	1	General shot of northern entrance/access to section 1	S	04/03/2009
26	1	General shot of southern access from A-road	N	04/03/2009
27	2	General shot of northern access point to section	S	04/03/2009
28	2	General shot of northern access point to section	S	04/03/2009
29	2	General shot along path from northern end of section	S	04/03/2009
30	2	General shot along path from northern end of section	S	04/03/2009
31	2	Steps at northern end of section 2	N	04/03/2009
32	2	Tarmac path from west at the northern end of section 2	W	04/03/2009
33	2	Tree bank on western side of path	NW	04/03/2009
34	2	Stone blocks on western side of path	NW	04/03/2009
35	2	Stone blocks on western side of path	NW	04/03/2009
36	2	Western side of agger	E	04/03/2009
37	2	North side of western bank	SW	04/03/2009
38	2	Inside of western bank	SW	04/03/2009
39	2	Outside of western bank	NE	04/03/2009
40	2	Outside of western bank	NE	04/03/2009
41	2	Outside of western bank	NE	04/03/2009

42	2	Inside of western bank towards south end of section	SW	04/03/2009
43	2	General shot looking down path	N	04/03/2009
44	2	Southern access point to section	N	04/03/2009
45	2	General shot of SE end of RR	NW	04/03/2009
46	2	General shot of SE end of RR	NW	04/03/2009
47	2	General shot of east side of RR/agger	N	04/03/2009
48	2	General shot of west side of RR/agger	N	04/03/2009
49	2	General shot of west side of RR/agger	N	04/03/2009
50	3	General shot of northern end taken from section 2	S	04/03/2009
51	3	General shot of northern end taken from section 2	S	04/03/2009
52	3	North end of section 3, western side of agger	SE	04/03/2009
53	3	North end of section 3, western side of agger	SE	04/03/2009
54	3	General shot down path	S	04/03/2009
55	3	General shot along eastern side	SW	04/03/2009
56	3	General shot of west side of agger	SE	04/03/2009
57	3	General shot of west side of agger	SE	04/03/2009
58	3	General shot of west side of agger	SE	04/03/2009
59	3	General shot of west side of agger	SE	04/03/2009
60	3	General shot of path off agger (west side)	E	04/03/2009
61	3	Detail shot of west side of agger bank	NE	04/03/2009
62	3	Detail shot of west side of agger bank	NE	04/03/2009
63	3	Detail shot of west side of agger bank	NE	04/03/2009
64	3	General shot looking down path	N	04/03/2009
65	3	General shot looking down path	N	04/03/2009
66	3	East side of agger (northern end of section 3)	NW	04/03/2009
67	3	East side of agger (northern end of section 3)	NW	04/03/2009
68	3	General shot of east side of agger	SW	04/03/2009
69	3	Detail shot of east side of agger	SW	04/03/2009
70	3	Detail shot of east side of agger	NW	04/03/2009
71	3	Detail shot of east side of agger	NW	04/03/2009
72	3	General shot along east side	N	04/03/2009
73	3	Exposed stone work at north end of Elmwood Ave.	N	04/03/2009
74	3	Exposed stone work at north end of Elmwood Ave.	N	04/03/2009
75	3	General shot along path on RR at north end of Elmwood Ave.	N	04/03/2009
76	3	General shot along path on RR at north end of Elmwood Ave.	S	04/03/2009
77	4	General shot along path on RR at north end of Elmwood Ave.	S	04/03/2009
78	4	General shot along east side (Elmwood Ave.)	S	04/03/2009
79	4	General shot along east side (Elmwood Ave.)	S	04/03/2009
80	4	Detail shot of east side of bank	NW	04/03/2009
81	4	Detail shot of east side of bank	NW	04/03/2009
82	4	Detail shot of east side of bank	NW	04/03/2009
83	4	General shot along path	S	04/03/2009
84	4	Eastern side of agger and distribution centre embankment	W	04/03/2009
85	4	Eastern side of agger and distribution centre embankment	SW	04/03/2009
86	4	Eastern side of agger and distribution centre embankment	NW	04/03/2009
87	4	Eastern side of agger and distribution centre embankment	NW	04/03/2009
88	4	Path scaring (near corner of Beaumont Ave.)	NW	04/03/2009
89	4	Detail shot of east agger (just south of Beaumont Ave.)	NW	04/03/2009

90	4	Detail shot of east agger (just south of Beaumont Ave.)	NW	04/03/2009
91	4	General shot of path	N	04/03/2009
92	4	General shot of path	S	04/03/2009
93	4	General shot of path	S	04/03/2009
94	4	General shot west side of agger	N	04/03/2009
95		NEW MEMORY CARD		
96	4	General shot of western side of agger	N	04/03/2009
97	4	Detail shot of dump/slump on west-side of agger	N	04/03/2009
98	4	Detail shot of dump/slump on west-side of agger	N	04/03/2009
99	4	Detail shot of dump/slump on west-side of agger	NE	04/03/2009
100	4	General shot of west side of agger	S	04/03/2009
101	4	General shot of west side of agger	S	04/03/2009
102	4	Detail shot of east side	NW	04/03/2009
103	4	Detail shot of east side	NW	04/03/2009
104	4	General shot looking along path	N	04/03/2009
105	4	General shot looking along path	S	04/03/2009
106	4	General shot of east of agger	NW	04/03/2009
107	4	Detail shot of east side	W	04/03/2009
108	4	General shot of eastern side from southern end of section 4	N	04/03/2009
109	4	Steps at southern end of Elmwood Ave. leading onto agger	SW	04/03/2009
110	4	Steps at southern end of Elmwood Ave. leading onto agger	SW	04/03/2009
111	5 to 4	General shot of steps/bollards at southern end of section 4	N	04/03/2009
112	4	General shot of west side of agger	N	04/03/2009
113	4	Detail shot of west side of agger	NE	04/03/2009
114	4	Detail shot of west side of agger	N	04/03/2009
115	4	Bank to west of main agger bank	N	04/03/2009
116	4	Bank to west of main agger bank	NW	04/03/2009
117	4	Detail shot of agger bank (west side)	NW	04/03/2009
118	4	Detail shot of agger bank (west side)	NW	04/03/2009
119	5	Detail shot of west side of agger bank	SE	04/03/2009
120	5	Detail shot of west side of agger bank	SE	04/03/2009
121	5	Detail shot looking along footpath (east side)	S	04/03/2009
122	5	Detail shot looking along footpath (east side)	N	04/03/2009
123	5	Detail shot looking along footpath (southern end of section 5)	N	04/03/2009
124	5	Detail shot looking along footpath (southern end of section 5)	N	04/03/2009
125	6	General shot looking along footpath from section 5	S	04/03/2009
126	6	General shot looking along footpath from section 5	S	04/03/2009
127	6	Detail shot of east side of agger bank	S	04/03/2009
128	6	Detail shot of east side of agger bank	S	04/03/2009
129	6	Detail shot of east side of agger bank	N	04/03/2009
130	6	Detail shot of east side of agger bank	N	04/03/2009
131	6	General view of rubbish etc at same point (east side)	S	04/03/2009
132	6	Detail shot of west side of agger	SW	04/03/2009
133	6	General shot of dumping (east side of agger)	NE	04/03/2009
134	6	Detail shot of east side of agger at southern end of section 6	N	04/03/2009
135	6	General shot of dumping (east side of agger)	SW	04/03/2009
136	6	Detail shot of east side of agger at southern end of section 6	N	04/03/2009
137	6	Detail shot of east side of agger at southern end of section 6	N	04/03/2009

138	6	General shot of northern end of section 6	N	04/03/2009
139	6	General shot of west side of agger by 'camp'	NE	04/03/2009
140	6	General shot of west side of agger by 'camp'	NE	04/03/2009
141	6	Detail shot of west side of agger (inc. scar)	NE	04/03/2009
142	6	Detail shot of west side of agger (inc. scar)	NE	04/03/2009
143	7	General shot of northern access to section 7 by West Ave.	SE	04/03/2009
144	7	General shot of northern access to section 7 by West Ave.	E	04/03/2009
145	7	Close up of northern access to section 7 by West Ave.	SE	04/03/2009
146	7	West side of agger- disturbance/dumping at north end	N	04/03/2009
147	7	West side of agger	SE	04/03/2009
148	7	West side of agger	SE	04/03/2009
149	7	General shot along path	SE	04/03/2009
150	7	West side of agger at dumping area by footpath	NE	04/03/2009
151	7	West side of agger at dumping area by footpath	NE	04/03/2009
152	7	Rubbish at footpath near northern end of section 7	NE	04/03/2009
153	7	Rubbish at footpath near northern end of section 7	E	04/03/2009
154	7	General shot of footpath	SE	04/03/2009
155	7	Detail shot of east side of agger and dumping/rubbish	NW	04/03/2009
156	7	Detail shot of east side of agger and dumping/rubbish	NW	04/03/2009
157	7	Dump on west side of agger	NW	04/03/2009
158	7	Other side of dump on west side of agger	N	04/03/2009
159	7	Other side of dump on west side of agger	SE	04/03/2009
160	7	Other side of dump on west side of agger	SE	04/03/2009
161	7	Detail shot of east of agger	E	04/03/2009
162	7	Detail shot of east of agger	SE	04/03/2009
163	7	General shot along footpath	NW	04/03/2009
164	7	General shot along footpath	NW	04/03/2009
165	7	General shot along footpath towards end of section 7	SE	04/03/2009
166	7	Detail shot of west side of agger	N	04/03/2009
167	7	Detail shot of west side of agger	E	04/03/2009
168	7	General shot of west side (inc. brick pillar)	N	04/03/2009
169	7	General shot of west side (inc. brick pillar)	N	04/03/2009
170	7	General shot of west side (inc. brick pillar)	S	04/03/2009
171	7	General shot of dump at southern end of section 7	W	04/03/2009
172	7	West side of agger at southern end of section 7	NW	04/03/2009
173	7	West side of agger at southern end of section 7	NW	04/03/2009
174	8	Detail shot at north end of section 8 (by fence)	SE	04/03/2009
175	8	Detail shot at north end of section 8 (by fence)	NW	04/03/2009
176	8	General shot down track	SE	04/03/2009
177	8	General shot down track	SE	04/03/2009
178	8	Colliery from north end of section 8	S	04/03/2009
179	8	Up track from colliery sidings	NW	04/03/2009
180	8	Erosion/sidings/dumping inside of hill	N	04/03/2009
181	8	Erosion/sidings/dumping inside of hill	N	04/03/2009
182	8	Bank on west side of track	NW	04/03/2009
183	8	General shot up track	N	04/03/2009
184	8	General shot up track	N	04/03/2009
185	8	Double ditch on east side of track	SW	04/03/2009

186	8	Detail shot of east side of track	NW	04/03/2009
187	8	Detail shot of east side of track	NW	04/03/2009
188	8	Mound/ modern dumping on west side of track	W	04/03/2009
189	8	General shot along track	SE	05/03/2009
190	8	New road cutting through western 'bank'	SW	05/03/2009
191	8	General shot of railway bridge	E	05/03/2009
192	8	General shot of railway bridge	E	05/03/2009
193	8	General shot of view over railway bridge	SE	05/03/2009
194	8	Southern end of section 8 (burnt out car)	SE	05/03/2009
195	8	Limestone quarry/northern end of RR	SE	05/03/2009
196	8	Limestone quarry/northern end of RR	SE	05/03/2009
197	8	Northern end of RR/section 9	SE	05/03/2009
198	8	Northern end of RR/section 10	SE	05/03/2009
199	8	Ditch along eastern side of modern track	SE	05/03/2009
200	8	Western side of modern track	S	05/03/2009
201	9	Western side of modern track (north end of tithe barn	S	05/03/2009
202	9	General shot along modern track	SE	05/03/2009
203	9	Detail shot of northern end of RR at section 9	NW	05/03/2009
204	9	Detail shot of northern end of RR at section 10	NW	05/03/2009
205	9	Detail shot of eastern side at same point as above	NW	05/03/2009
206	9	Detail shot of western side at same point as above	NW	05/03/2009
207	9	Detail shot of western side at same point as above	NW	05/03/2009
208	9	Detail shot of western side at same point as above	SE	05/03/2009
209	9	Detail shot of western side at same point as above	SE	05/03/2009
210	9	Detail shot of western side at same point as above	NE	05/03/2009
211	9	Detail shot along RR	SE	05/03/2009
212	9	Detail shot along RR	SE	05/03/2009
213	9	Detail shot eastern side	S	05/03/2009
214	9	Detail shot eastern side	S	05/03/2009
215	9	Detail shot eastern side	SW	05/03/2009
216	9	Detail shot eastern side	SW	05/03/2009
217	9	Ditch to east of RR at north end of section 9	E	05/03/2009
218	9	Ditch to east of RR at north end of section 10	E	05/03/2009
219	9	Ditch to east of RR at north end of section 11	NE	05/03/2009
220	9	Ditch to east of RR at north end of section 12	NE	05/03/2009
221	9	East side of agger	SW	05/03/2009
222	9	East side of agger	SW	05/03/2009
223	9	West side of agger	NE	05/03/2009
224	9	West side of agger and path	E	05/03/2009
225	9	West side of agger and path	E	05/03/2009
226	9	General shot through hanging wood (west side of RR)	S	05/03/2009
227	9	General shot along RR	SE	05/03/2009
228	9	Bank to west of RR (north end)	S	05/03/2009
229	9	Bank to west of RR (north end)	S	05/03/2009
230	9	General shot of pit/building/platform (north)	NE	05/03/2009
231	9	General shot of pit/building/platform (north)	NE	05/03/2009
232	9	General shot of pit/building/platform (north)	NE	05/03/2009
233	9	General shot of pit/building/platform (north)	NE	05/03/2009

234	9	Detail shot along path	SE	05/03/2009
235	9	Detail shot along path	SE	05/03/2009
236	9	Path heading east at same point	SE	05/03/2009
237	9	Bank on west side	NE	05/03/2009
238	9	Bank on west side	E	05/03/2009
239	9	General shot along path	NW	05/03/2009
240	9	Detail shot (east side of RR)	N	05/03/2009
241	9	Detail shot (east side of RR)	N	05/03/2009
242	9	Detail shot (west side at same point)	NW	05/03/2009
243	9	Detail shot (west side at same point)	NW	05/03/2009
244	9	Detail shot (east side further south)	N	05/03/2009
245	9	Detail shot (east side further south)	N	05/03/2009
246	9	Bank to east of RR (at first path heading south)	N	05/03/2009
247	9	Bank to east of RR (at first path heading south)	SE	05/03/2009
248	9	Bank to east of RR (at first path heading south)	SE	05/03/2009
249	9	Detail shot (east side at first path crossing)	N	05/03/2009
250	9	Detail shot (east side at first path crossing)	N	05/03/2009
251	9	Detail shot (east side at first path crossing)	NW	05/03/2009
252	9	Detail shot (east side at first path crossing)	NW	05/03/2009
253	9	Detail shot (east side at first path crossing)	SE	05/03/2009
254	9	Detail shot (east side at first path crossing)	SE	05/03/2009
255	9	Detail shot (east side at first path crossing)	W	05/03/2009
256	9	Detail shot (east side at first path crossing)	W	05/03/2009
257	9	General shot (east side at first path crossing)	E	05/03/2009
258	9	General shot along path from first path crossing	SE	05/03/2009
259	9	General shot along path	SE	05/03/2009
260	9	Detail shot along path at second crossing	NW	05/03/2009
261	9	Detail shot along path at second crossing	NW	05/03/2009
262	9	Detail shot (east side) at second crossing	NW	05/03/2009
263	9	Detail shot (east side) at second crossing	NW	05/03/2009
264	9	Detail shot (west side) at second crossing	NW	05/03/2009
265	9	Detail shot (west side) at second crossing	NW	05/03/2009
266	9	Detail shot (top)	SE	05/03/2009
267	9	Detail shot (top)	SE	05/03/2009
268	9	Detail shot (west side)	SE	05/03/2009
269	9	Detail shot (west side)	SE	05/03/2009
270	9	Detail shot (east side)	S	05/03/2009
271	9	Detail shot (east side)	S	05/03/2009
272	9	General shot of path from Highfields Estate	W	05/03/2009
273	9	General shot of path from Highfields Estate	W	05/03/2009
274	9	Detail shot (east side)	SE	05/03/2009
275	9	Detail shot at third crossing point	NW	05/03/2009
276	9	Detail shot at third crossing point	NW	05/03/2009
277	9	Detail shot at third crossing point	E	05/03/2009
278	9	Detail shot at third crossing point	W	05/03/2009
279	9	Disturbance on west side between crossing point 2 and 3	S	05/03/2009
280	9	Detail shot at third crossing point	SE	05/03/2009
281	9	General shot from third crossing	NW	05/03/2009

282	9	Detail shot (east side, just north of the third crossing point)	NW	05/03/2009
283	9	Detail shot (east side, just north of the third crossing point)	NW	05/03/2009
284	9	General shot along path	SE	05/03/2009
285	9	Detail shot (west side)	NW	05/03/2009
286	9	Detail shot (west side)	NW	05/03/2009
287	9	Detail shot (west side)	N	05/03/2009
288	9	Detail shot (west side)	N	05/03/2009
289	9	Mound to west of RR	S	05/03/2009
290	9	Mound to west of RR	S	05/03/2009
291	9	Mound to west of RR	SE	05/03/2009
292	9	Mound to west of RR	SE	05/03/2009
293	9	Second amorphous mound/hole- see plan	E	05/03/2009
294	9	Second amorphous mound/hole- see plan	E	05/03/2009
295	9	Third mound/hole - see plan	E	05/03/2009
296	9	Third mound/hole - see plan	E	05/03/2009
297	9	Detail shot along modern track	NW	05/03/2009
298	9	Detail shot along modern track	NW	05/03/2009
299	9	General shot along modern track	NW	05/03/2009
300	9	Southern end of section 9 highly disturbed/dumping	N	05/03/2009
301	9	Area opposite tithe barn (truncated)	N	05/03/2009
302	9	Area opposite tithe barn (truncated)	N	05/03/2009
303	9	Northern end of section 10	SE	05/03/2009
304	9	Northern end of section 10	SE	05/03/2009
305	9	Truncation opposite tithe barn	N	05/03/2009
306	9	Truncation opposite tithe barn	W	05/03/2009
307	9	Detail shot of west side of agger	N	05/03/2009
308	9	Detail shot of west side of agger	N	05/03/2009
309	9	Detail shot of west side of agger	NE	05/03/2009
310	9	Detail shot of west side of agger	NE	05/03/2009
311	10	General shot along modern track (west of agger)	NW	05/03/2009
312	10	General shot along modern track (west of agger)	NW	05/03/2009
313	10	General shot along track from southern end of Highfields Est.	NW	05/03/2009
314	10	Detail shot of west side of RR	NE	05/03/2009
315	10	Detail shot of west side of RR	NE	05/03/2009
316	10	Detail shot of west side of RR	E	05/03/2009
317	10	General shot of track at southern end of Highfields Est.	N	05/03/2009
318	10	General shot of track at southern end of Highfields Est.	N	05/03/2009
319	10	General shot looking down track from south of Highfields Est.	SE	05/03/2009
320	10	General shot looking down track from south of Highfields Est.	SE	05/03/2009
321	10	General shot along footpath to east of RR from Highfields Est.	SE	05/03/2009
322	10	General shot along footpath to east of RR from Highfields Est.	SE	05/03/2009
323	10	Detail shot of west side of RR	NW	05/03/2009
324	10	Detail shot of west side of RR	NW	05/03/2009
325	10	Detail shot of west side of RR (at path to playing fields)	S	05/03/2009
326	10	Detail shot of west side of RR (at path to playing fields)	S	05/03/2009
327	10	Detail shot of west side of RR (at path to playing fields)	N	05/03/2009
328	10	Detail shot of west side of RR (at path to playing fields)	N	05/03/2009
329	10	General shot of west side at same point (drain etc)	SE	05/03/2009



330	10	General shot of west side at same point (drain etc)	SW	05/03/2009
331	10	General shot along path	NW	05/03/2009
332	10	General shot of west side from playing fields	NE	05/03/2009
333	10	General shot west from playing field	E	05/03/2009
334	10	General shot west from playing field	SE	05/03/2009
335	10	General shot west from playing field	N	05/03/2009
336	10	General shot along track from southern end of section 1	NW	05/03/2009
337	10	General shot along eastern footpath from southern end of	NW	05/03/2009
338	10	General shot along eastern footpath from southern end of	NW	05/03/2009
339	10	Section 10/11 boundary	NW	05/03/2009
340	11	General shot from northern end of section 11	SE	05/03/2009
341	11	Detail shot of western side	NW	05/03/2009
342	11	Detail shot of western side	NW	05/03/2009
343	11	Detail shot of western side - modern cut	NW	05/03/2009
344	11	General shot of modern cut on western side	S	05/03/2009
345	11	General shot along track	SE	05/03/2009
346	11	General shot along track	SE	05/03/2009
347	11	Detail shot east side (opposite bungalows)	N	05/03/2009
348	11	Detail shot east side (opposite bungalows)	N	05/03/2009
349	11	Detail shot west side	NW	05/03/2009
350	11	Detail shot west side	NW	05/03/2009
351	11	Detail shot east side	N	05/03/2009
352	11	Detail shot east side	N	05/03/2009
353	11	Detail shot west side	NW	05/03/2009
354	11	Detail shot west side	NW	05/03/2009
355	11	Detail shot west side at southern end of section 11	NW	05/03/2009
356	11	Detail shot west side at southern end of section 11	NW	05/03/2009
357	11	Detail shot west side at southern end of section 11	N	05/03/2009
358	11	General shot along west side/ horse paddock	N	05/03/2009
359	11	Detail shot west side at southern end of section 11	N	05/03/2009
360	11	General shot along east side at southern end of section 11	NW	05/03/2009
361	11	General shot along track at southern end of section 11	NW	05/03/2009
362	11	General shot along track at southern end of section 11	NW	05/03/2009
363	12	General shot along track (from section 11)	SE	05/03/2009
364	12	General shot along track (from section 11)	SE	05/03/2009
365	12	Detail shot of west side at Elsdale horse paddock	NW	05/03/2009
366	12	Detail shot of west side at Elsdale horse paddock	NW	05/03/2009
367	12	Detail shot of east side at same location	NW	05/03/2009
368	12	Detail shot of east side at same location	NW	05/03/2009
369	12	Detail shot of inside bank	NW	05/03/2009
370	12	Detail shot of inside bank	NW	05/03/2009
371	12	General shot along track	SE	05/03/2009
372	12	General shot along track	NW	05/03/2009
373	12	Detail shot west side	W	05/03/2009
374	12	Detail shot west side	NW	05/03/2009
375	12	Detail shot west side	NW	05/03/2009
376	12	General shot along east side of RR	NW	05/03/2009
377	12	Detail shot along east side of RR	SE	05/03/2009

378	12	Detail shot along east side of RR	SE	05/03/2009
379	12	General shot along track (inc. gate on eastern side)	SE	05/03/2009
380	12	General shot along track (inc. minster)	SE	05/03/2009
381	12	General shot along track (inc. minster)	SE	05/03/2009
382	12	General shot along track (inc. minster)	SE	05/03/2009
383	12	General shot along track (inc. minster)	SE	05/03/2009
384	12	General shot along track (inc. minster)	SE	05/03/2009
385	12	Detail shot along eastern side	SE	05/03/2009
386	12	Detail shot along eastern side	SE	05/03/2009
387	12	General shot along track (inc. minster)	SE	05/03/2009
388	12	General shot along track (inc. minster)	SE	05/03/2009
389	12	Detail shot east side	N	05/03/2009
390	12	Detail shot east side	N	05/03/2009
391	12	Detail shot (tops)	NW	05/03/2009
392	12	Detail shot (tops)	NW	05/03/2009
393	12	Detail shot east side	NW	05/03/2009
394	12	Detail shot east side	NW	05/03/2009
395	12	Detail shot (tops)	NW	05/03/2009
396	12	Detail shot (tops)	NW	05/03/2009
397	12	General shot along west side	NW	05/03/2009
398	12	General shot along west side	NW	05/03/2009
399	12	General shot along west side	E	05/03/2009
400	12	General shot along west side	E	05/03/2009
401	12	Detail shot along east side	SE	05/03/2009
402	12	Detail shot along east side	S	05/03/2009
403	12	General shot along track	SE	05/03/2009
404	12	General shot of west side bank (inc.footpath from n-end of	N	05/03/2009
405	12	Detail shot of west side	S	05/03/2009
406	12	General shot along track	SE	05/03/2009
407	12	General shot along track	NW	05/03/2009
408	12	General shot along track	NW	05/03/2009
409	13	General shot along track	SE	05/03/2009
410	13	General shot along track	SE	05/03/2009
411	13	General shot of western side (from playing field north of first	NE	05/03/2009
412	13	General shot of western side (from playing field north of first	E	05/03/2009
413	13	General shot of western side (from playing field north of first	SE	05/03/2009
414	13	General shot of western side (from playing field north of first	NE	05/03/2009
415	13	Detail shot of west side	SE	05/03/2009
416	13	Detail shot of internal bank on west side	NW	05/03/2009
417	13	Detail shot of internal bank on west side	NW	05/03/2009
418	13	Detail shot of east towards Scawsby	S	05/03/2009
419	13	Detail shot of east towards Scawsby	S	05/03/2009
420	13	Internal bank on west side	S	05/03/2009
421	13	General shot along track	NW	05/03/2009
422	13	Internal west bank (where bank and ditch starts)	SE	05/03/2009
423	13	Internal west bank (where bank and ditch starts)	SE	05/03/2009
424	13	Internal west bank (where bank and ditch starts)	SE	05/03/2009
425	13	Internal west bank (where bank and ditch starts)	NE	05/03/2009

426	13	Internal west bank (where bank and ditch starts)	SE	05/03/2009
427	13	Internal west bank and scar	W	05/03/2009
428	13	Same as above but 5m south	NW	05/03/2009
429	13	Same as above but 5m south	NW	05/03/2009
430	13	Same as above but 5m south	NW	05/03/2009
431	13	General shot of west side of RR	N	05/03/2009
432	13	General shot of scar	NE	05/03/2009
433	13	General shot along track	SE	05/03/2009
434	13	General shot along track	SE	05/03/2009
435		VOID?		
436	13	Continuation of double ditch (on west side)	NW	05/03/2009
437	13	Continuation of double ditch (on west side)	NW	05/03/2009
438	13	Continuation of double ditch (on west side)	SE	05/03/2009
439	13	Continuation of double ditch (on west side) c.10m south	NW	05/03/2009
440	13	General shot along track	NW	05/03/2009
441	13	Detail shot of west side double ditch c.20m south	NW	05/03/2009
442	13	Detail shot of east side	N	05/03/2009
443	13	Detail shot of western double ditch (by caretakers house)	NW	05/03/2009
444	13	Detail shot of western double ditch (by caretakers house)	NW	05/03/2009
445	13	Detail shot along eastern side of RR	NW	05/03/2009
446	13	Detail shot along eastern side of RR	NW	05/03/2009
447	13	General shot along track from southern end of section 13	NW	05/03/2009
448	13	General shot along track from southern end of section 13 (inc.	NW	05/03/2009
449	13	General shot along track from southern end of section 13 (inc.	NW	05/03/2009
450	14	Gate at north end of section 14	SE	05/03/2009
451	14	Gate at north end of section 14	SE	05/03/2009
452	14	General shot along path	NW	05/03/2009
453	14	Detail shot of east side of RR	SE	05/03/2009
454	14	General shot along path	NW	05/03/2009
455	14	General shot along path	SE	05/03/2009
456	14	Detail shot of 'bank' (just north of Sledmere Road)	NW	05/03/2009
457	14	Detail shot of 'bank' (just north of Sledmere Road)	S	05/03/2009
458	14	Detail shot of 'bank' (just north of Sledmere Road)	S	05/03/2009
459	14	Detail shot of 'bank' (just north of Sledmere Road)	N	05/03/2009
460	14	General shot along path (inc. gate posts)	NW	05/03/2009
461	14	General shot along path from Sledmere Road	SE	05/03/2009
462	14	Detail shot east side	NW	05/03/2009
463	14	Detail shot east side	NW	05/03/2009
464	14	General shot from play area	NW	05/03/2009
465	14	General shot from play area	SE	05/03/2009
466	14	General shot from southern end of survey area	NW	05/03/2009
467	14	General shot from southern end of survey area	NW	05/03/2009

## Appendix 2

### SYAS Sites and Monuments Records within 1km of the survey area

Monument UID	Ref	Easting	Northing	Name
MSY3652	00042/01	451600	409000	Iron Age/Romano-British rectangular enclosure
MSY3653	00043/01	451894	409465	Iron Age or Romano-British Enclosure, Hampole
MSY3654	00043/02	451847	409374	Field system
MSY3679	00061/01	454100	406300	Iron Age or Romano-British Rectangular Enclosure,
MSY3681	00063/01	454550	406500	Two Iron Age or Romano-British Rectangular Enclosures,
MSY3682	00063/02	454500	406500	Cropmark showing rectangular enclosure
MSY3683	00063/03	454500	406500	Cropmark showing a trackway
MSY4053	00385/01	453790	405200	Site of possible medieval wayside cross, Scawsby Hall, Brodsworth
MSY4119	00452/01	454000	405100	Scawsby Deserted Medieval Settlement
MSY4169	00517/01	452350	409210	Small rectangular Enclosure, Scawsby
MSY4203	00655/01	452300	409900	First Century BC Roman Coin, Red House, Adwick-le-Street
MSY4204	00656/01	453159	408590	Romano-British inhumation cemetery and possible settlement
MSY4354	01018/01	454820	405270	Roman Road running north west from Doncaster
MSY4354	01018/01	453280	407150	Roman Road running north west from Doncaster
MSY5166	01820/01	455000	404800	Possible Roman Cemetery, Sprotbrough
MSY5535	02510/01	452272	409222	Iron Age or Romano-British Cropmark Complex, Hampole
MSY5880	03020/01	453400	406700	Pickburn Leys
MSY5881	03020/02	453400	406700	Pickburn Leys
MSY5882	03020/03	453400	406700	Pickburn Leys
MSY5899	03039/01	452720	408050	'Roman Ridge', Roman Road at Bentley
MSY5899	03039/01	452420	409220	'Roman Ridge', Roman Road at Bentley
MSY6555	03959/01	453000	407000	Post-Medieval House, Adwick-le-Street
MSY6631	04016/01	454500	405700	Cropmarks showing enclosure, Bentley with Arksey
MSY7047	04432/01	453100	407900	Woodlands Colliery Village
MSY9322	00453/01	454500	404700	Groat of Henry VIII from Scawsby

MSY9474	00658/01	455800	405000	Roman Coin, Bentley
MSY9911	01202/01	453600	406900	Roman Coin, Adwick-le-Street
MSY9934	01256/01	453500	408300	Roman Coin, Adwick-le-Street
MSY9947	01273/01	454100	405900	Roman Coin Bentley / Arksey
MSY9968	01294/01	452800	407300	Bronze Age vessel
MSY9972	01298/01	452000	408500	Beehive quern topstone
MSY10691	02816/01	452900	407700	Roman Coin, Adwick-le-Street
MSY10738	02877/01	454200	406000	Roman Coin, Bentley
MSY10754	03020/06	453010	406050	Flint blade
MSY10755	03020/07	453010	406050	Flint scraper
MSY10756	03020/08	453010	406050	Flint flake
MSY11128	03436/01	454500	404500	Polished Stone Axe,
MSY11217	04179/01	454480	405460	Small amounts of fragmentary pottery (undiagnostic)
MSY11235	04314/01	455000	406000	Unknown coin
MSY11237	04322/01	455590	405500	Roman coin hoard ?Doncaster
MSY12306	4754	453033	408712	Burial of Woman from the Viking period
MSY12307	4755	453637	408188	Anglo-Saxon period cemetery, Adwick-le-Street

## **Appendix 3**

Scheduled Monument description

## **Appendix 4**

SYAS Archaeological Brief

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