

A ROMAN ROAD THROUGH SOUTH BUCKINGHAMSHIRE

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We regret to record that Mr. Charles Morris, the principal author of this article, died soon after its submission and acceptance, on 1st. February 1970. Since his retirement from business nearly twenty years before, he devoted most of his spare time to the study of Roman roads, and he was a co-author of *Roman Roads in the South-East Midlands*. His main work was done in Hertfordshire and Middlesex, but he also followed all the work that was carried on in the south of this county. Almost up to the day of his death, in his 83rd year, he was an energetic field worker, as well as a companion of great charm.

It is reasonable to assume that a road existed in Romano-British times connecting London with the South Oxfordshire region, passing through Middlesex into Buckinghamshire and thence across the Chiltern Hills down into the Oxfordshire plain. The contrary would have the unlikely implication that for that thickly settled area London had no administrative or commercial importance. Moreover, there must obviously have been a road associated with the Hedgerley kiln sites and the large High Wycombe villa.

There is considerable documentary evidence of a Roman road through Middlesex towards Uxbridge, but the present paper only describes its course through Buckinghamshire.

There is no doubt that the greater part of the road went out of use at a very early period. In West Middlesex the construction of Hanwell Bridge in 1652 brought the present Uxbridge Road into existence. The enclosure of Bulstrode Park in early mediaeval times and, no doubt, the increasing importance of Beaconsfield must have caused the routing of the existing Oxford Road through that town. Further into south Bucks., the modern A40 lies in the valley of the River Wye, but that would for the most part have been too marshy for a Roman road. Even today the area between High Wycombe and Loudwater is known as Wycombe Marsh.

Definite evidence exists of a "Strata de Dusteburg"—Desborough Street, in the 13th century. L. J. Ashford refers to this as the "ancient road from Windsor and the Thames through the Wycombe gap to the Icknield Way" and "... within the borough, forming its boundary along much of its length . . ." ran Desborough Street. By the sixteenth century its importance as a highway

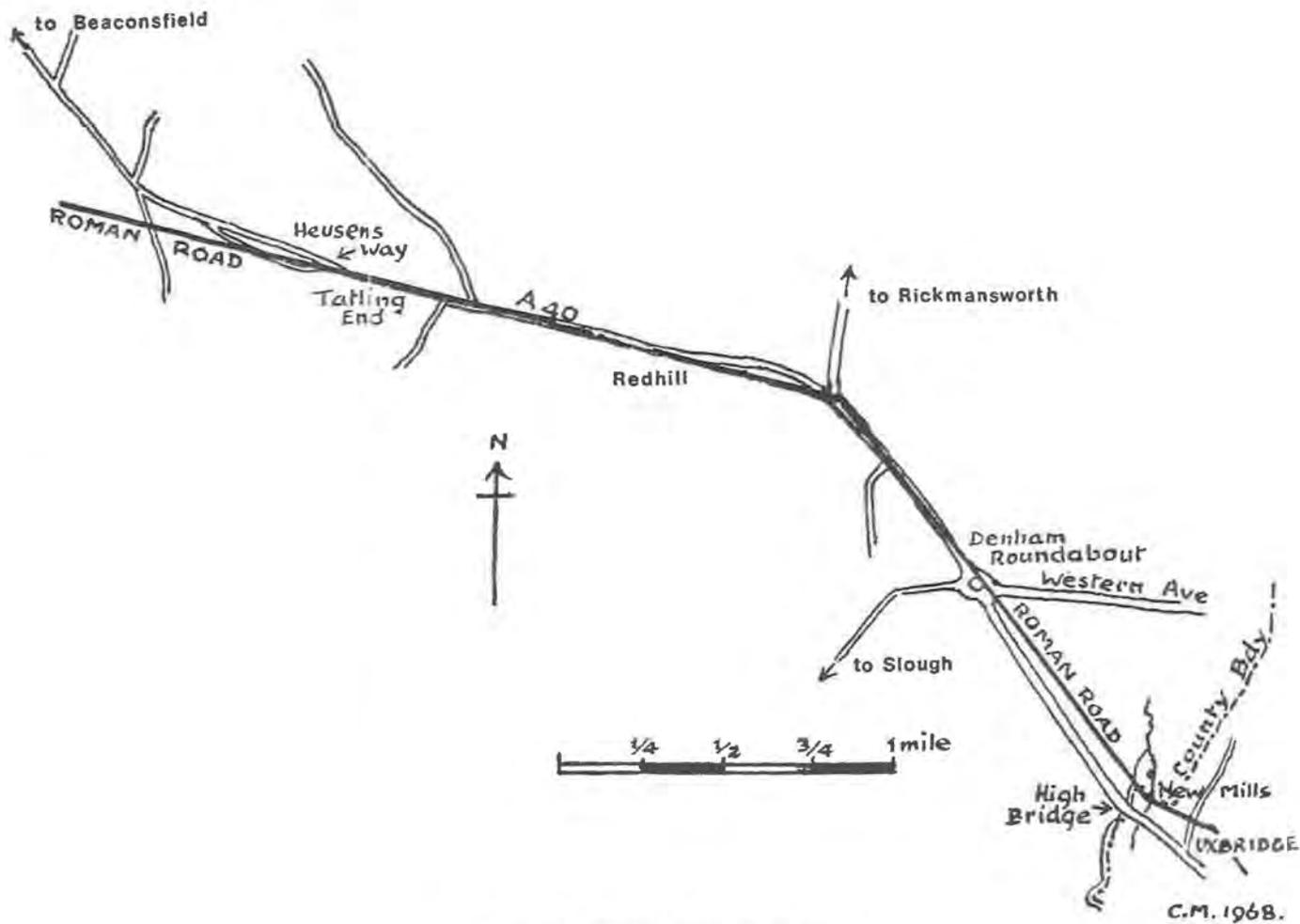


Fig. 1. Uxbridge to Gerrards Cross.

had been forgotten and it was known as St. Margaret's Lane. . . ."³ Again, ". . . the highway . . . appears to have been on the south side of the river in the neighbourhood of Oakridge. That a road not in the borough, but in the country, should have been dignified as early as this [the 13th century] both with a specific name and with the appellation 'Street' was a recognition of its importance and of its antiquity as a highway. Its course past Wycombe and eastwards of this has been much obscured by its falling into disuse from the fourteenth century onwards as a route to London. . . . The Roman villas near Wycombe stood close by it at one end. . . . Field work may yet support the single documentary reference to it as a 'Street' in showing it to have been a Roman road through the Chilterns."⁴ Ashford postulates its further course as an ancient highway from West Wycombe through the Saundertons to the Icknield Way. That it continued as a Roman road along the low ground between the western outskirts of High Wycombe and West Wycombe is very unlikely as being entirely inconsistent with Roman road-building methods. It is significant that West Wycombe, at the western end of the valley, was the original settlement and is much older than High Wycombe. So it seems that in their approach to the Chiltern escarpment the Romans had no choice but to carry the road mainly over the high ground to the south of the valley, which would have been quite consonant with their road-building practice. However, when the valley dried out, probably seven or eight hundred years after the Romans had gone, the easy gradients of the lower road were preferred to the Roman road and so this was abandoned, ploughed over for centuries and almost all trace obliterated. It is significant that the most positive indications are terraces on the steep hillsides, where ploughing would have been difficult, if not impossible. The late O. G. S. Crawford says "These terraces, being on steep hillsides that are unsuitable for cultivation, are sometimes the only surviving remains of a Roman road".⁵

Only a few references to the road as a Roman highway have been found. Redford & Riches in their *History of Uxbridge*⁶ surmise that the road west of the town, the Oxford Road, was Roman, and they say "It appears from the best authorities that a road passed from High Wycombe in a direct line towards Uxbridge. This road has been traced, according to Camden and others, to some distance out of Wycombe, towards Beaconsfield; and from its direction it may be inferred to have proceeded towards the Coln".⁷ A tradition of a Roman Portway is preserved in a MS. *History of Stokenchurch* by one Parson Delafield, composed about 1750'. No doubt the reverend gentleman had the usual tendency of the 18th century to attribute every ancient way to the Romans, but there is a certain particularity about some of his remarks which makes them worthy of attention. He says (p. 8) ". . . there was heretofore a Roman Military Way used through this place, but which by degrees was neglected in the later times of the Empire". Then (p. 235) he mentions the unearthing of a quantity of urns: ". . . an old Roman Portway going by the side of it." The site of the find is known. (See p. 378.) He also speaks (p. 244) of a "Roman Byeway" called Port Lane, which, as described by him is obviously an ancient track known in part today as Colliers Lane. Then again he says that there was a Port Lane and a Port Way which crossed the Chilterns between

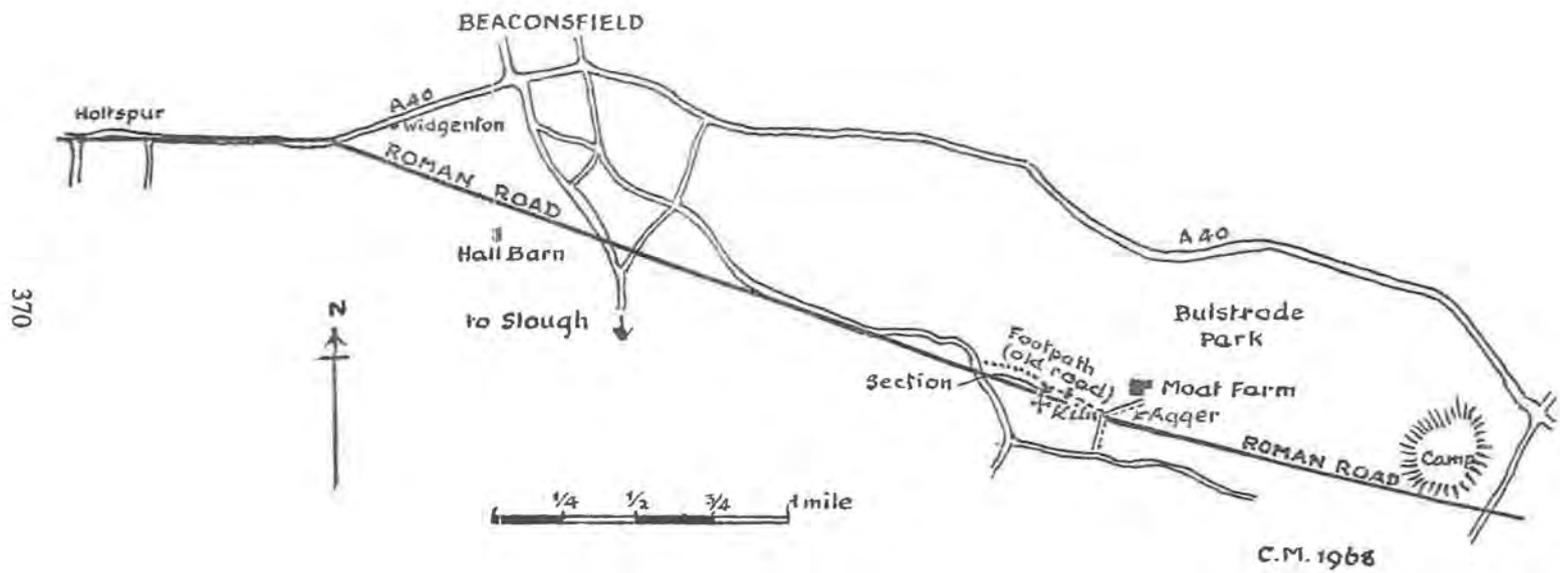


Fig. 2. Gerrards Cross to Holtspur.

Thame and Henley. This may have been Icknield Way. He attributes the name of Beacon Hill to the Roman practice of putting beacons on high points.

Along the route there are several ancient settlements. Denham existed in 1066, but Beaconsfield is not mentioned until 1184. Both are somewhat north of the line, which, however, passes through Bulstrode Park, just south of the Iron Age camp there, and a quarter of a mile further south a Roman urn was found between Park House and the modern road to Slough.⁸ There is the site of a Roman kiln close to Moat Farm. Harrias Farm was known in mediaeval times as *La Here*, which suggests a *harepath* or military road. In High Wycombe (*circa* 1100) many Roman finds have been made and two Roman buildings are known, one being a villa. From the Iron Age fort on Keep Hill overlooking High Wycombe from the south, a bronze "furniture ornament" is reported,⁹ and finds of Roman material were made near Desborough Castle. West Wycombe was the original settlement of Wycombe, as it is recorded as *Wicumun* as early as 970. Stokenchurch dates from about 1200 and a bronze coin of Hadrian was found there.¹⁰

Evidence from Uxbridge suggests that the road crossed the Colne at or near New Mills. Some support is given to this conjecture by the fact that the A40 Oxford Road from the intersection of Slough Lane to the Denham roundabout is aligned on that point, but then makes a slight deviation to bring it to the High Bridge, which according to Redford & Riches is somewhat south of the earlier bridge.

Assuming that the road entered the county at New Mills it seems that in accordance with Roman practice it then made by the shortest route for the ridge on which the A40 runs and followed that road to the south end of Denham Bypass, then turned at an angle of 15° westwards and rejoined the modern road at the top of Red Hill. This, following the crest of the ridge, has been widened and made up to such an extent that no certain sign of Roman construction is visible. There is a faint sign of what may be the *agger* across the field west of Redhill Farm, and the wide verge from 028869 to 026870 which is on the north side and higher than the modern road may represent the course.

Beyond Tatling End, at 01058737 a lane called Heusden Way branches off on the south side and then turns to run parallel with the main road before it joins it again 350 yards further on. This was the original Oxford Road as shown on the O.S. map of 1808. Along the south side of this lane and towards its west end a hollow way with the vestige of a bank on its far side runs immediately adjacent. This is probably the precursor of the existing road lying alongside the Roman road. It is exactly on the alignment of the above-mentioned wide verge west of Red Hill. At Gerrard's Cross the present Oxford Road bends more to the north, but the presumed course of the Roman road is a continuation of the alignment and passes through a built-up area just south of the Camp in Bulstrode Park to the high point (309 ft.) south-west of Moat Farm (976882). Close by this is the site of a Roman pottery kiln. On this alignment, at the edge of a field south of Moat Farm is a pond (97988813) from which a low *agger* can be seen running west-northwest past a large, old oak tree, a "King's Oak", to the further boundary, where there is a scatter of good-sized flints. Along the south side of this *agger* there is a slight depression,

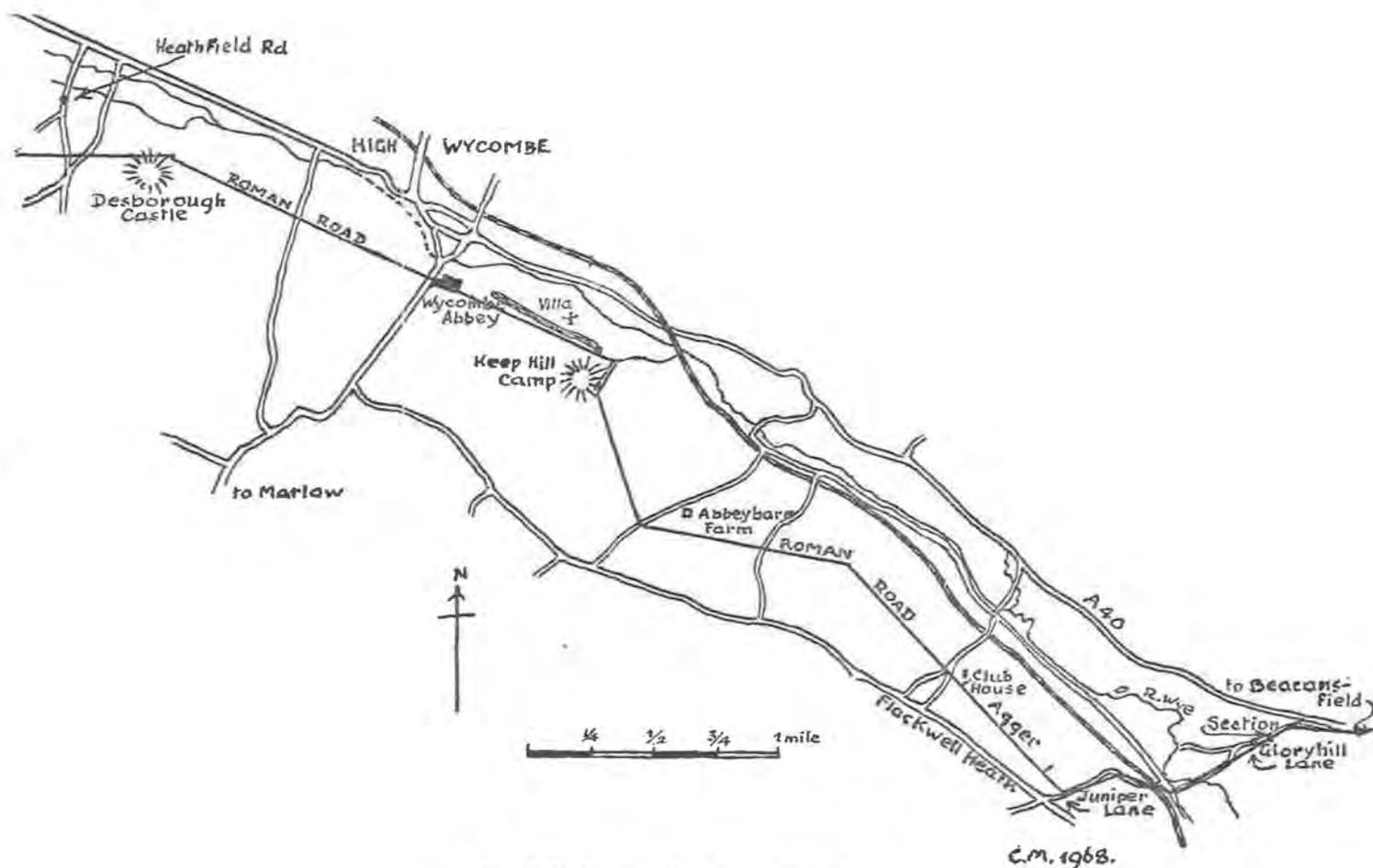


Fig. 3. Holtspur to Desborough Castle.

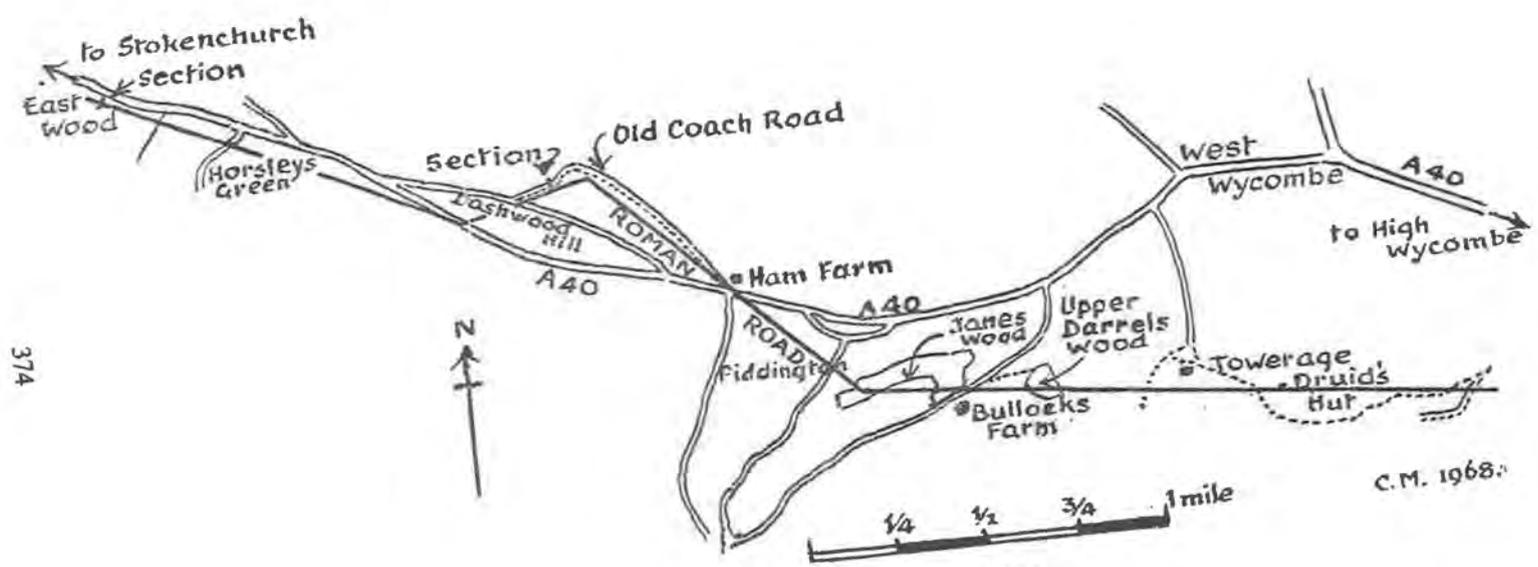
apparently at one time a track. No other sign is visible until the line of the road reaches the hedgerow along a cart-track leading west-southwest from Moat Farm and turning almost due south to Hedgerley Green. A few yards east of this turn, in the hedgerow, the roots of a tree can be seen lying horizontally for some 10 ft. indicating probably an impenetrable stratum below. This is almost exactly on the spot height, 309 ft., indicated on the O.S. 2½ in. map.

At this high point there is a re-alignment of 7° to the north, which carries the road about 100 yards north of the kiln site. From the turn in the track from Moat Farm a grassy, but not sunken, farm track no longer in use runs diagonally on the alignment across a field beyond which is a large area of gravel diggings. Here the road was sectioned. (Appendix 1.) The O.S. 2½ in. map of 1962 shows this track continuing and joining the Hedgerley-Beaconsfield lane. Bryant's map of 1824, however, shows it as a road. The line of the Roman road intersects this lane at 969885, having run roughly parallel with the track, and it runs on to the lane again from 964887 to 957889. Along the north side of this part of the lane the verge in several places is wide, but at the last-mentioned map reference, turning northward, the lane becomes narrow and with the hedges on a small verge. Thus it seems that between the map references the lane is the medieval development of an original straight track. On the north side of it just where it makes the northward bend there is a wide high bank, which may be the *agger*. The line then crosses Burtley Lane and in a gap on the west side the ruts made by bulldozers crossing it are very much deeper on each side than on it. A much damaged *agger* can be seen across the field beyond.

The slight re-alignment near Moat Farm may have been made to avoid uneven ground to the south, but more probably it was a correction to direct it to the high ground at Beacon Hill, which would have come into view. At the point where the B473 Beaconsfield-Slough road is crossed by this new alignment the O.S. map of 1812 shows an abrupt widening on the east side. From about 300 yards west of Widge-ton there is another change of direction to due west, the A40 marking the line to Holtspur. The high verge on the north side may be the vestige of the *agger*.

At the junction of Holtspur Lane and the A40 Glory Hill Lane begins and it runs for 150 yards parallel with the main road, then turns south-west down the side of the valley, developing into a deep cutting until it reaches level ground at the bottom. This lane is obviously of great antiquity. The line of the Roman road lies on it at first, but where the cutting begins the lane swerves somewhat northward. The road, however, continues straight to the level ground, where the lane rejoins it. A low *agger* is visible along and immediately adjacent to the south-east side of the lane from 91828971 for about 150 yards. This was sectioned. (Appendix 2.) The Roman road coincides with the existing road across the flat floor of the valley.

Juniper Lane ascends obliquely in a north-westerly direction the steep south side of the valley of the River Wye. For a few yards over the railway its course is obviously modern and the original line would seem to have been from the end of Glory Hill Lane. It has all the appearance of a very ancient road long disused and it is shown on the early maps. Now it is a metalled path on the



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Fig. 4. Desborough Castle to East Wood.

C.M. 1968.

outer edge of a terrace about 12 ft. wide deeply cut into the hillside, and in alignment and construction it has all the Roman characteristics. It is practically certain that a terrace so well engineered would not have been made in any period between Roman and modern times.

Towards the top of the slope Juniper Lane turns in a more southerly direction and passes over a slight depression, being here built up to form a miniature causeway. Just beyond this (90518935) the line turns north-westward on the level ground across Flackwell Heath Golf Course. After about a furlong it is marked by a low *agger* between ditches 30 ft. apart which becomes very clear approaching the 5th green. The line passes through a hedge beyond, then on the south side of a dell, which might have been a digging for road metal. A low narrow hump then appears and gradually becomes more perceptible until about a furlong from the edge of the golf course it develops into a clear *agger* about 1 ft. high and 18 ft. wide, which is visible for nearly 200 yards.

From the point where this *agger* disappears—about 100 yards south of the Club House (89839008)—extensive building and the construction of the new Wycombe Bypass have obscured much of the course of the road. The previous alignment is directed to the higher ground three-quarters of a mile further on and directly to the villa site by the Dyke in High Wycombe. But this line would pass over three steep-sided coombes and it is reasonable to suppose that a turn of a few degrees would have been made to avoid them, but there is no visible evidence. Such a deviation may have been made just beyond the end of Fennell's Road (890908) on level ground to a point a furlong south-west of Abbey Barns Farm. From this point on high ground another turn may have been made on a footpath running north-westward to Keep Hill. Though this is shown on the map, the first 550 yards have been ploughed out, but it is then visible for about 300 yards on the edge of a wood. It enters this wood and about the same distance further on it turns at a right angle on to a straight, stony track forming a fine terrace about 12 ft. wide down the steep south-east slope of Keep Hill.

At the end of this track (876921) the line of the road turns north-west and is marked by a grassy terrace which appears intermittently in the spinney bordering a footpath which runs beside the Dyke and passes the Roman villa site. Then it enters the grounds of Wycombe Abbey, where a shallow tree-bordered terrace almost as far as the building is on the line. It is noteworthy that though this avenue has an artificial, eighteenth-century appearance, for a short distance beyond the end of it traces of an *agger* can be seen on the same alignment. A section was made in this avenue, which is known as Lime Walk. (Appendix 3.)

The line of the road then follows approximately Queen Alexandra Road and the built-up area to Copygrounds Lane. On the O.S. 6 in. map of 1785-6 this is the only road shown in the district. The line follows this on the lower slopes of the spur which is crowned by Desborough Castle and then, turning somewhat to the west on Gallows Road continues close to and parallel with a narrow, steep footpath to a point (83909353) on Heathfield Road. On the west side of this is a spinney through which a track meanders towards Towerage. In this spinney signs of an *agger* begin to appear on the alignment after a

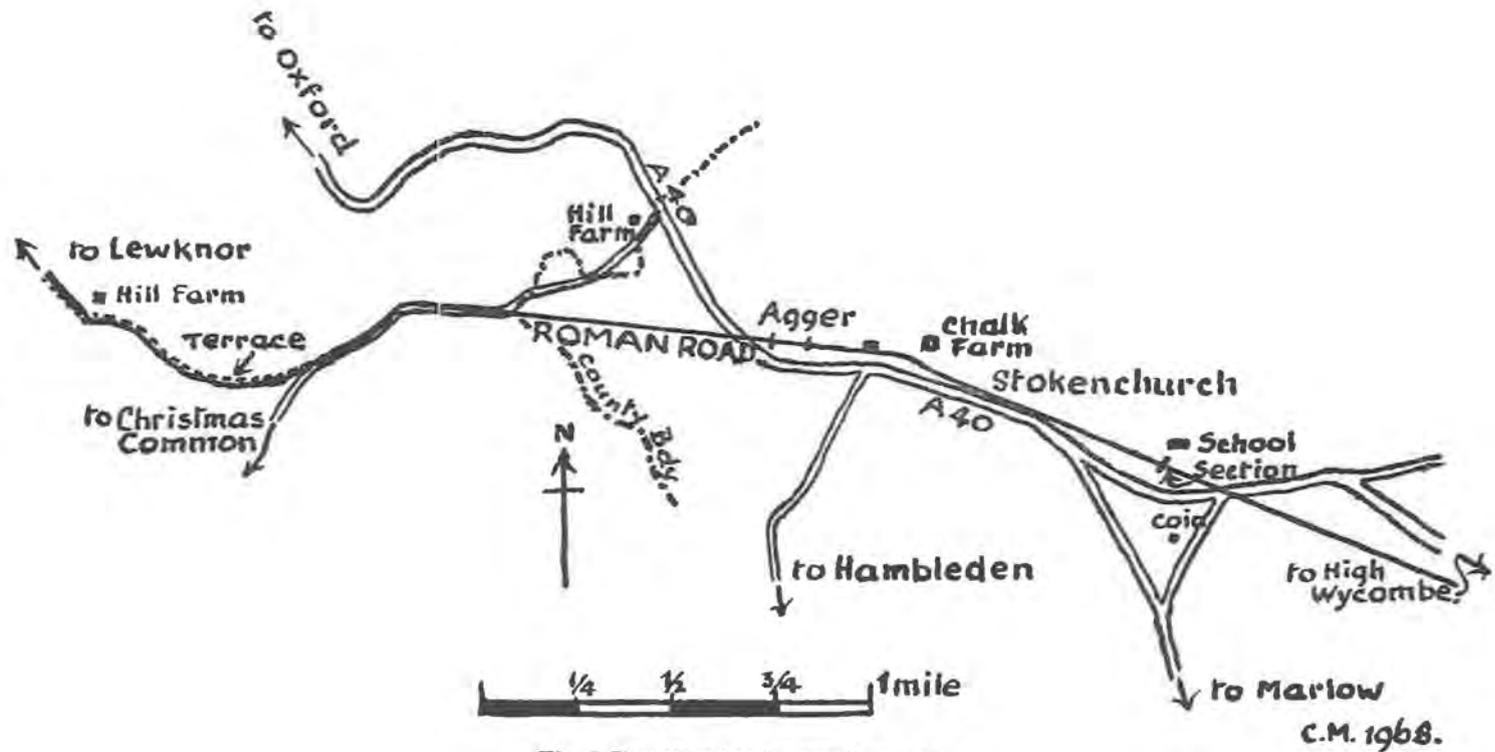


Fig. 5. East Wood to County Boundary.

C.M. 1968.

short distance. The track wavers along the *agger* to a point (838935) where it straightens out for 200 yards. Up to this point the *agger* shows much flint, but from there this is very much more abundant. The track lies slightly on the south of the crest of the *agger* and where there are ruts in the track this metalting is seen to be at least 6 in. thick and of small, packed flints.

At the end of this straight stretch the track begins to bend to the south, and beyond the bend the *agger* can be seen for a few yards on the previous alignment, but no sign is visible in the field beyond. A prolongation of the line across the field would be right on the crest of the ridge. The track bears away in a flat curve to Towerage and completely changes character, becoming narrow, hedged-in and showing no stone. It bears north-west near the building called Druid's Hut, which is on the line, and develops into a lane on the west side of which is a field boundary also on the line. For a further 600 yards no sign appears, but some twenty yards within the southern boundary of Upper Darrels Wood the *agger* is traceable in some places. A footpath runs through the wood and continues across the fields to the lane by Bullocks Farm, but this is not on the line of the road, which is directed to a terraced track about 12-15 ft. wide beginning at (815938) in Janes Wood through which it continues across a field and into Piddington village. Probably a sharp turn was made about here across the low ground to Ham Farm, but no sign is apparent.

The steep ascent by the A40 road west of Piddington to the ridge towards Stokenchurch is made in a deep cutting, completed in 1929. Its precursor was Old Dashwood Hill which, however, is of no great antiquity, for it is not marked on Jeffrey's map of 1788, but appears on a Highway Map of 1814¹¹ and on the O.S. map of 1813. The original Oxford Road, shown on all three maps, must have been what is now referred to locally as "The Old Coach Road", with legends of Dick Turpin and a "Gibbet Field" nearby. On the present maps it is shown as a track running due north-west for half a mile from Ham Farm to Fillingdon Wood, along the edge of which it runs for some distance. Then (802950) it turns to the south-west into the Wood and, reaching the crest of the hill, runs straight for about 250 yards to intersect Old Dashwood Hill close to the spot height (580 ft.) half a mile from where this road intersects the A40.

This Old Oxford Road is a very remarkable feature, as from where it borders the Wood to the crest of the hill it runs in a hollow-way which becomes some 40 ft. deep and 30 yards wide as it makes the ascent. The Roman road follows it very closely, appearing on the north side as a well-marked *agger* at first and then, having apparently been cut through by the old road, it is seen on the other side. Here a trial section was made. (Appendix 4.)

From the junction with Old Dashwood Hill its course is not clear, but it seems to have crossed the A40 into Thirds Wood and to have made a turn of 5° to the north. Thence the line is approximately along the edge of the woods on the south side of the modern road as far as the turning to Horsley's Green. This stretch is evidently an old road and is shown as such on the O.S. 6 in. map of 1874, and most of this part of the line is marked as a parish boundary on the O.S. map of 1812. Passing over the field beyond the turning to Horsley's Green, without any sign being visible, the Roman road enters East Wood

about thirty yards from the main road and a clear *agger* can be seen for about 25 yards. The wood has been much disturbed by a boundary bank and ditch, old excavations and tracks, but it is possible to trace signs of an *agger* behind the boundary bank and a section was made in this. (Appendix 5.)

The line of the Roman road emerges from the wood at a point where the track to Eastwood Farm makes a sharp turn, and continues across the field beyond, showing no sign, then passes over the A40 where Elizabeth Road joins it. Then the course is through a small, much disturbed spinney and along the back of the gardens of the houses on the north side of the main road. This line marked the boundary of the common on the O.S. map of 1812, and on the Tithe Map is on a strip of very small plots up to the edge of the village of Stokenchurch. Here in the grounds of the Bartholomew Tipping School a partial section was made (Appendix 6.)

The line of the road proceeds through the village as far as Chalk Farm. There (759964) it makes a turn of 5° to the south and further on this new alignment is marked by an *agger*, considerably damaged, in a field about 500 yards beyond Wood Farm. This change of direction was obviously made to keep the road on the crest of the ridge. The course is now across the A40 and on the line a considerable amount of flint was observed in a newly-dug ditch on the north side of this highway. No sign appears in the fields on the other side, but nearby is the site of the windmill where according to Parson Delafield (see p. 369) a number of urns were found, identified from his description as Saxon (by F. Montague Puckle, Verulamium Museum). From here a road, not yet completely traced, runs through Ibstone by Hambleden. This may be part of the Port Lane and Port Way mentioned by Parson Delafield as crossing the Chilterns from Thame to Henley. The line continues through a field called "Stony Close" on the Tithe Map.

This borders the lane from the A40 to Christmas Common, which for some distance is rather sinuous to a point 73859668. This part is not shown on early maps. From that point it runs straight and somewhat raised for a quarter of a mile and the Roman road coincides with it. A parish boundary runs at a sharp angle close by to the north and a short distance east of the above point the line crosses the county boundary into Oxfordshire.

REFERENCES

- ¹ L. J. Ashford, *The History of the Borough of High Wycombe*, 21.
- ² *Ibid.* 29.
- ³ *Ibid.* 31.
- ⁴ *Archaeology in the Field*, 58.
- ⁵ (1808, reprinted 1885).
- ⁶ *Ibid.* 55.
- ⁷ Bodleian Library. Gough 47, F.C. 18157.
- ⁸ J. F. Head, *Early Man in South Buckinghamshire*, *Gazetteer*.
- ⁹ *Ibid.* 157.
- ¹⁰ *Records of Bucks.*, XVII, pt. 5, 1965, 413.
- ¹¹ Bucks. County Record Office, Q/H/40.

APPENDICES

The authors are conscious that the sections do not reach the standard of completeness that is archaeologically desirable. This is due partly to shortage of time and manpower and partly because in only one case was it possible to find a site where there had not been disturbance.

It is felt, however, that the main purpose has been served, namely that of proving the existence of the road at each point of excavation.

APPENDIX 1.

Section at Moat Farm. S U 97438827. (Fig. 6).

This section was excavated about a quarter of a mile west of Moat Farm, near Bulstrode Park, in the face of vast gravel-diggings. There was no *agger* visible and there had been much disturbance of the top-soil. Metalling, 15 inches thick at the maximum was exposed, this being solidly packed flint, pebble and gravel in thin lime mortar. At the south-west end of the section the metalling, here only an inch or two in depth, was overlaid for 6 feet by a mixture apparently of loam and lime with scattered flint and pebble. This had evidently been disturbed and may have been related to signs of a brick building nearby. The metalling at the north-east end exposed for 9 feet was under a layer of fine red sand averaging 6 inches in depth. This was similar to the natural sand being excavated by the sand and gravel company, and to the subsoil. There were some slight signs of what might have been a gravel surface layer, but this was not defined and had obviously been disturbed. The effective width was 25 feet.

An unusual feature was a layer apparently of lime from half an inch to an inch thick roughly in the middle of the metalling. This might indicate that the metalling above it was a later addition or a repair.

The line of the road from the south-east up to the section is now marked by a right-of-way on a grass-covered track, which, however, according to information from the farmer, was once a cart-track. But on Bryant's map of 1824 it is shown as a road and so must have been in use as such probably for centuries, which would account to some extent for the disturbance of the topsoil.

APPENDIX 2.

Partial Section at Glory Hill Lane. S U 89. 91768969. (Fig. 7).

This section was made in a low *agger* lying immediately alongside the hedgerow bounding the south side of the Lane for about 100 yards southwards from Glory Hill House.

The new Wycombe Bypass was in course of construction and permission to dig immediately inside the fence alongside it was kindly given by the contracting company.

A trench 12 ft. long was opened. Under humus to a depth of an average of 9 in. was a layer of a slightly greater depth of loose pebble gravel. Below this was the characteristic Roman metalling of broken flint, pebble and gravel grouted in clay and very hard. It was apparent from this that the excavation

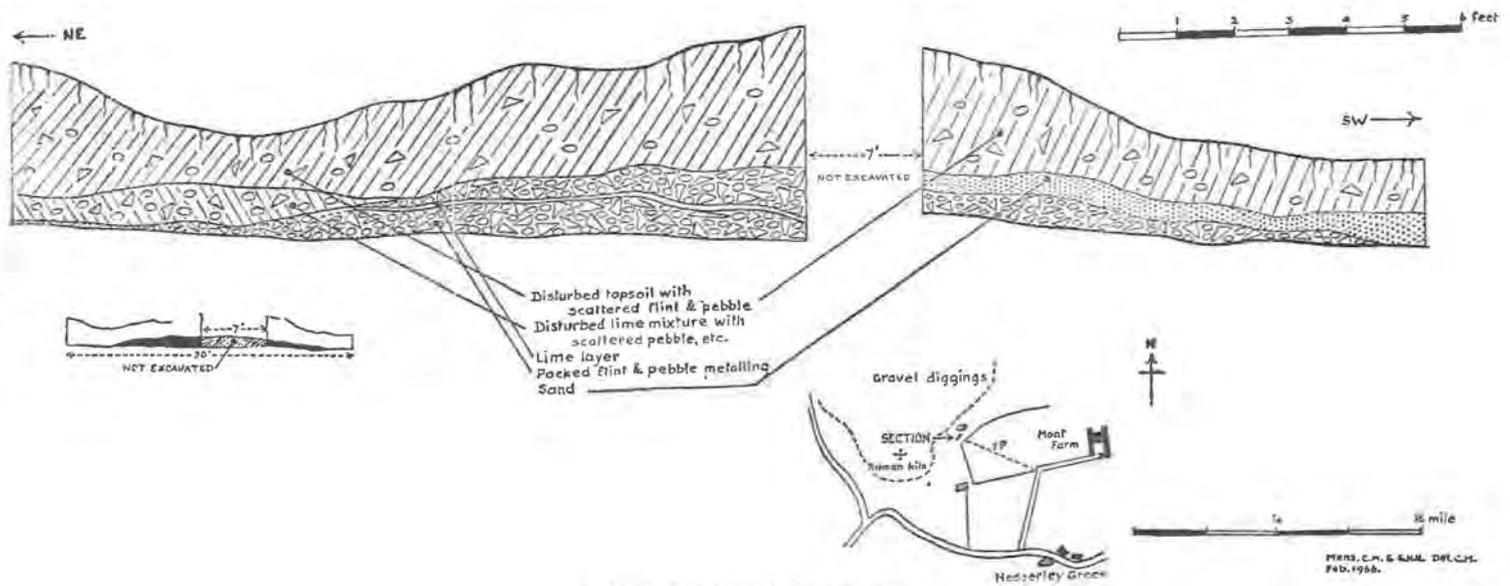


Fig. 6. Section at Moat Farm.

MENS. C.M. & G.M. DEF. C.M. Feb. 1955.

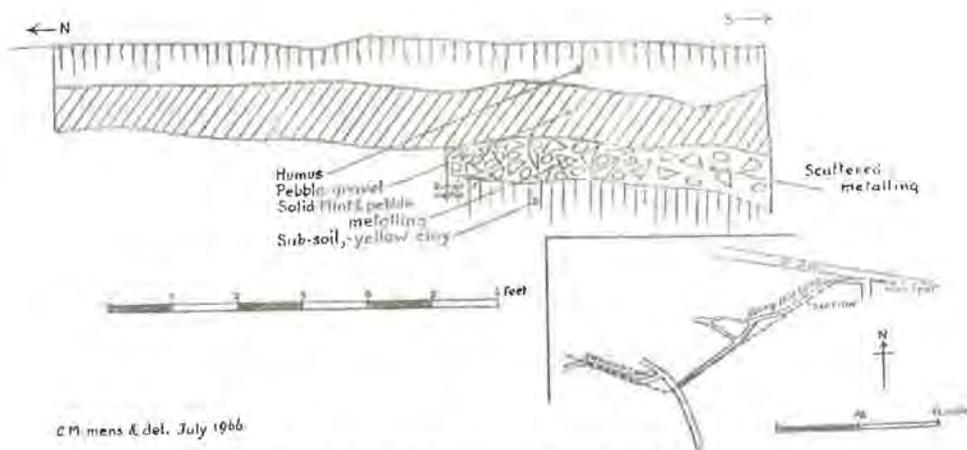


Fig. 7. Partial Section at Glory Hill Lane.

was on the edge of the road and probably on the top of the camber the metalling was thicker than that exposed, which was of an average depth of 9 in. The sub-soil was yellow clay and in this, beyond the edge of the roads there was some scattered flint. There was also a small amount of burnt matter below the metalling at one place.

There was no sign of a ditch and circumstances did not allow an extension of the trench to find this.

APPENDIX 3.

Partial Section at Wycombe Abbey. S U 86879254. (Fig. 8).

The Roman road is on the line of a grassy avenue in the grounds of Wycombe Abbey known as Lime Walk. The main section (B) showed below the humus a thin scatter of flint and pebble in which the stem of a clay pipe was found, which seemed to denote a track dating to the 18th-19th century.

Below this was a layer 12 to 15 in. thick of loam penetrated by roots and containing scattered flints. This rested on a layer of packed flints, unmortared, varying in thickness from 3 to 5 in. towards the south end of the trench and from 12 to 15 in. towards the north end. Below this was a layer of very tightly packed flints in mortar of a chalky composition to a depth of at least 10 in. Unfortunately there was not enough time to excavate this to sub-soil.

This layer sloped down from the south end to a point 7 ft. therefrom. Beyond that the chalk, apparently containing an admixture of sand, was softer and with little flint for 1 to 2 ft. This may have been a foundation layer. The chalk then sloped upwards becoming harder and containing packed flints.

In trench A. the edge of the metalling was found.

The conclusion drawn from the above is that there was probably a foundation of chalk rubble on which the mortared layer rested, as shown by the excavation towards the south end of the trench, and that at a later date this was widened by about 10 ft. as seen at the other end. The division between what was presumably the original road and the addition is clearly seen in the section.

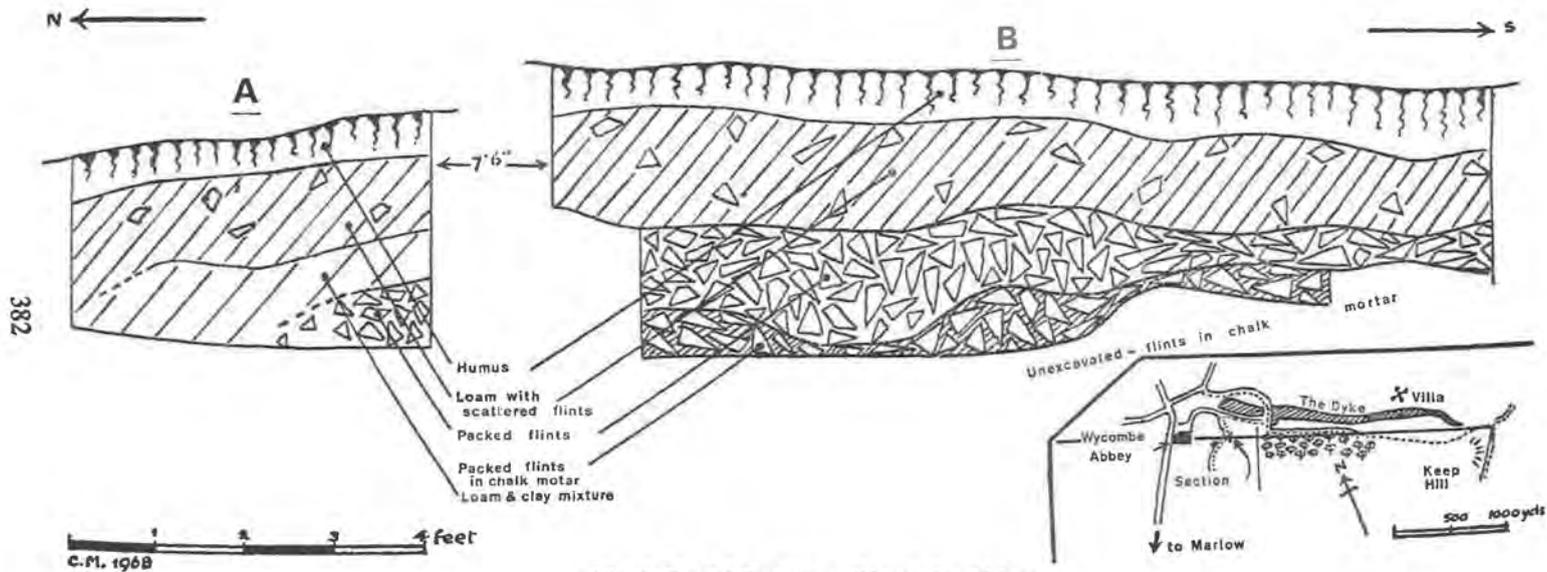


Fig. 8. Partial Section at Wycombe Abbey.

The upper flint layer may have been laid at the same time as the addition, or extension, but it is more likely to be repair work of a later date, as it is not so closely packed as is usual and is unmortared.

The sub-soil is chalk.

APPENDIX 4.

Partial Section in Fillingdon Wood. S U 79859488. (Fig. 9).

This section was made in the south side of a pronounced *agger* which had been heightened by the addition of clay and flints evidently thrown out from the Old Coach Road which lies alongside. This was from 3 to 10 in. thick. Below it was a thin layer of dark brown soil in which gravel was mixed and which gradually disappeared towards the outer edge of the *agger*. Under this was a closely packed layer of flint 6 to 8 in. thick, becoming rather less compact towards the outer edge and merging with the brown layer.

It was not possible to ascertain the width of the road, as there had been much disturbance, on the one side by the Old Coach Road, which had cut into it, and on the other by excavation to form an estate bank.

APPENDIX 5.

Partial Section at East Wood. S U 77959552. (Fig. 10).

This section was made in an *agger* which had been much damaged by logging tracks, etc. The excavation showed a layer of humus in which was

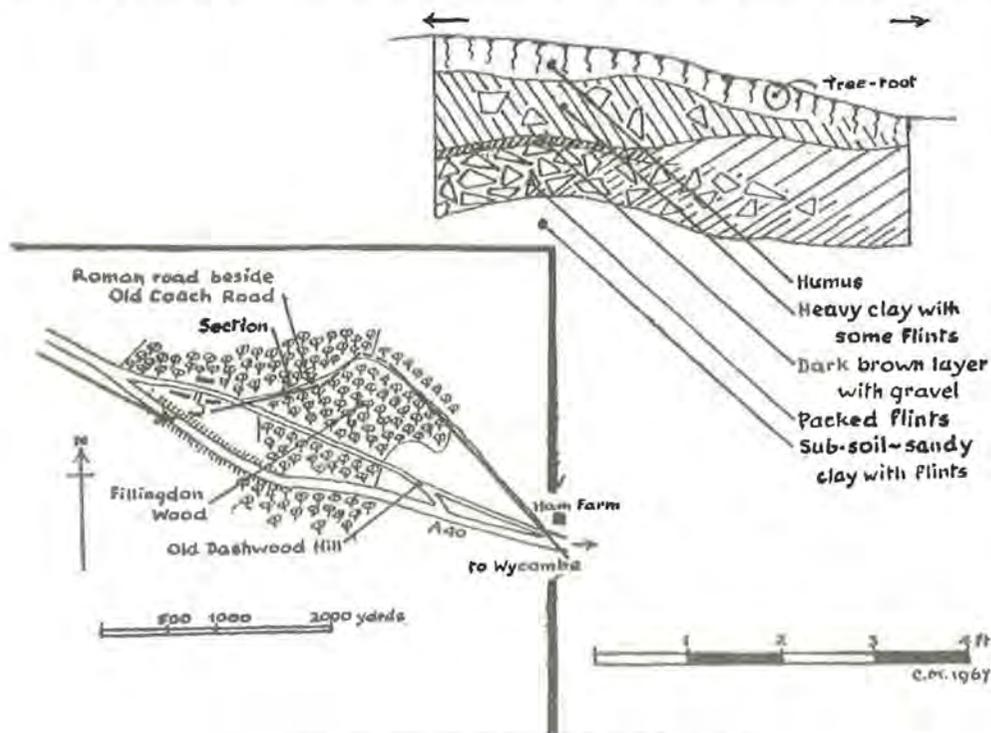


Fig. 9. Partial Section at Fillingdon Wood.

embedded a good deal of loose flint. This was of an average depth of 5 in. Below was a layer of loam, which might have contained an admixture of lime and in which was a considerable quantity of flint, this being fairly closely packed at the top, but not forming a clear layer, and being more scattered beneath. Towards the crown of the *agger* the close-packed flint appeared to be in a lime mortar.

Below the above layers was a foundation of sandy clay. Partly underlying this at the north extremity for just over a foot was a light loam and the loam layer above this contained only a few flints. A surface section was cut for two feet from the main excavation southwards. This exposed a rut in the metalling 5 in. deep. There were several ruts in the humus, obviously modern, and so much disturbance that it was not possible to make a satisfactory drawing nor to find the limit of the metalling at that end. However, it was established that this was continuous up to 16 or 17 ft. where there was disturbance by tree-roots. It was estimated that the width of the road was not less than 18 ft.

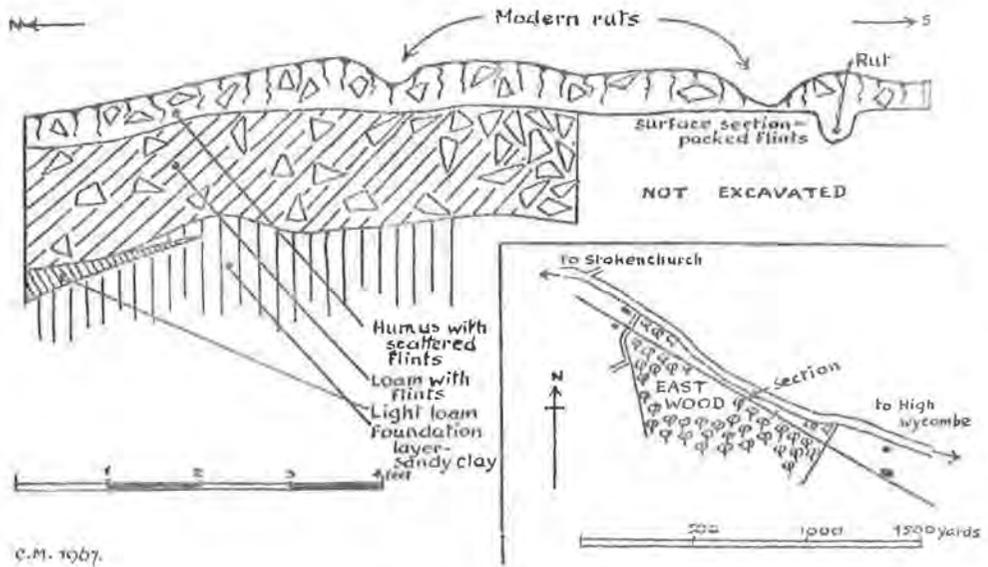


Fig. 10. Section at East Wood.

APPENDIX 6.

Partial Section at Bartholomew Tipping School. S U 76399613. (Fig. 11).

This section showed much disturbance, the humus being 9 to 12 in. deep over a layer of brown soil of a somewhat clayey texture, from 2 to 5 in. thick. Below this was a disturbed layer of sandy clay and loam with scattered flints, 7 to 11 in. deep. This was on a layer of flint in loam 6 to 9 in. deep, lying on a sub-soil of sandy clay containing scattered flints. This, however, may have been a foundation layer.

The excavation was on the extreme edge of the north side of the road. It was not possible to ascertain the width, as a hedge and beyond it a footpath were on what was certainly the crown of the road.

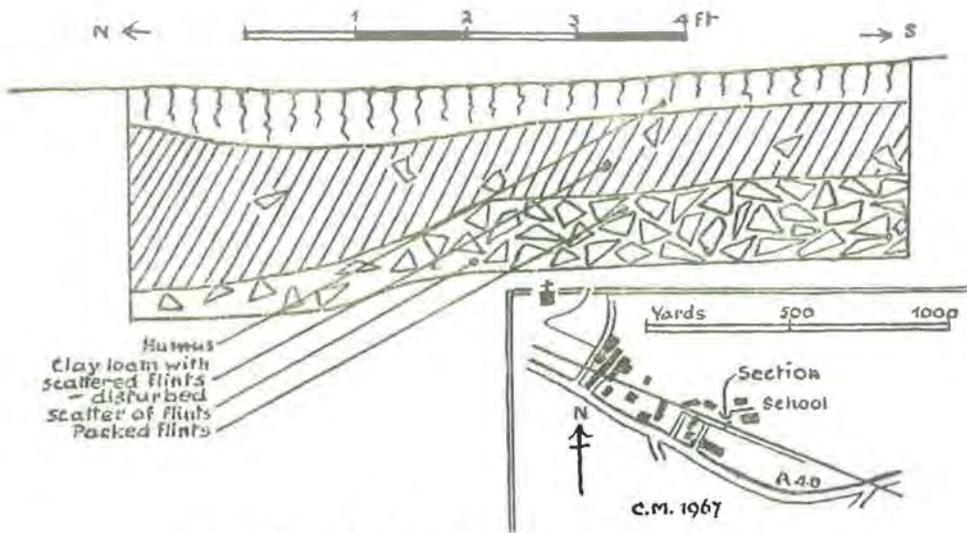


Fig. 11. Partial Section at Bartholomew Tipping School.