

ROMAN ROADS IN NORTH-WEST  
WALES  
(Revision 4)

G1632

Report number : 668



PART 1: TEXT

Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust



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Prepared

By

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For Cadw

Cover : Roman road RR69a above Cwm Penamnen

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## PART 1: Text

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# ROMAN ROADS IN NORTH-WEST WALES (G1632)

## 1. INTRODUCTION

### 1.1 Project Background

The Roman Roads project was initiated in 2002/03 and follows on from a study of Roman fort environs. Similar projects are being carried out by the other Welsh Archaeological Trusts. Regular liaison meetings are being held in order to ensure compatibility of methodology and data.

All of the surviving Roman forts and fortlets in the county are Scheduled Ancient Monuments but their surroundings were usually not included within the scheduled areas. The Roman fort environs project in Gwynedd produced a clearer picture of the extensive remains around almost all of the forts and provided scheduling and management recommendations. The second phase of the project is seeking to provide recommendations for the roads in the county. A very small sample of Roman roads appear in the schedule, usually short lengths around the forts, or segments that happen to pass through existing scheduled areas. Musson and Martin (1998, 38) note that, in Wales, 'of 253 Roman 'roads' and 'road segments' only 5 stretches are scheduled. There is surely a case here for scheduling enhancement'. The linear nature of Roman roads has also led to serious under recording on the regional Historic Environment Records (HER, formerly Sites and Monuments Records). Many have been located by single grid references with only occasional lengths transcribed onto maps. This has in turn led to a lack of adequate information being available during planning consultations. A project carried out by Clwyd-Powys Archaeological Trust in 2001-3 (Silvester and Owen 2003, CPAT report 527) developed a methodology for transcribing Roman road information onto a computerised Geographical Information System (GIS). This allows detailed routes and background information to be instantly accessible to the HER and thus to the planning process. The present project has adopted this approach and has produced a complete (GIS) record of the current body of data about Roman roads in Gwynedd. The main routes were digitised and entered into the database in the second year of the project and the results integrated into the Gwynedd Historic Environment Record. A report was also produced containing a hard copy of the data and summaries of all of the routes along with background information. The present report is an update of this and includes the results of the fourth and fifth year's work on the project. This includes a comparative study of a sample of extant roads, an in depth study of several areas that had been highlighted as needing future work in order to resolve problems and inconsistencies in the data set and a report on a trial excavation. It is anticipated that the 2006/7 report will be the final edition. This should, however, be seen as a report on a work in progress. The principal product of the project is the database and MapInfo files that can be accessed as part of the Historic Environment Record. This will be updated as new information is discovered and will provide a detailed and easily accessible record of all the Roman roads in North-West Wales.

## 2. PREVIOUS RESEARCH

The study of Roman roads in Wales dates back to at least the 17<sup>th</sup> Century with Edward Lhuyd noting in *Parochialia*, several roads reported by his correspondents. Roman roads seem to have held a particular fascination ever since. Fenton records several lengths of roads in his *Tours in Wales*, 1804-1813 as do several other writers at the time.

The first attempt to produce a wider account of the Roman roads in Britain was carried out by Thomas Codrington in 1903, but provides little information about roads in Wales. The Ordnance Survey produced their first Map of Roman Britain in 1924. An account of the Roman Roads of Wales was produced in several volumes by S O'Dwyer in the 1930s (O'Dwyer 1934 and 1935). These accounts assembled much of the contemporary information about Roman roads but also collected a lot of spurious accounts and indulged in 'join the dots' style projection of the road routes. O'Dwyer's insistence that no metalled roads were constructed between Roman times and the latter part of the 18<sup>th</sup> century inevitably leads to the labelling of any 'old road' as Roman. These accounts include much interesting information but have rightly been regarded with suspicion by subsequent workers in the field.

The first coherent account of Roman roads in Wales was produced by Ivan Margary in his *Roman Roads in Britain* (1955 and 57, 3<sup>rd</sup> edition in one volume 1973). He devised a numbering system for the roads which is still used today, albeit in a somewhat expanded fashion. This work must therefore be seen as forming the basis for the current project.

By the 1970s many of the major individual routes in North Wales had been examined in detail with published accounts being produced by Irvine (1956) Jones (1959), Bowen and Gresham (1967) and the RCAHM (1956, 1960 and 1964) amongst others. In the early 1970s, the Ordnance Survey began a programme of work, to assess the authenticity of the postulated Roman roads throughout the country. Field investigations were carried out along all of the credible routes and the results were used to update the published Ordnance Survey maps along with the *Historical Map and Guide to Roman Britain* (Latest edition, Ordnance Survey 2001). Clearly only a small proportion of the information could be added to published maps. The results of the survey were retained in an archive, now held by the NMR in Aberystwyth, as a series of annotated linear maps along with additional notes assessing each route in detail. This archive represents the most thorough study of the Roman roads of Wales to date.

Further detailed work has been carried out on some roads. Aerial reconnaissance has been shown to be an invaluable tool, some roads that are all but invisible on the ground are clearly visible on aerial photographs with a low angle of incident light (see Crew and Musson 1996, 30-1). Work in this field is currently being carried out by the RCAHMS and Hugh Toller amongst others. A detailed approach incorporating aerial reconnaissance, fieldwalking and detailed topographical survey has yielded good results on the Caersws to Caer Gai road (Jones, Putnam and Toller 1998, 117-9).

The most recent major publication is an account of the discoveries of Edmund Waddelove (1999) comprising a detailed account of over 200 miles of 'previously undiscovered Roman roads', mainly in Gwynedd. There is a huge amount of information in this volume. Examination of parts of his routes by various workers in the field, including evaluation work for the current project, suggests that some of his findings require further verification perhaps by excavation and documentary study. The volume was reviewed by Hugh Toller (1998, 246).

### 3. THE CURRENT STATE OF THE RESOURCE

The mountainous terrain of North Wales resulted in a layout and morphology of roads that is still poorly understood despite the research that has been carried out. Margary noted that:

'Much of the country [of Wales], even when not actually mountainous, is very hilly and broken, rendering aligned roads out of the question and causing frequent construction of terraced roads which are usually much narrower than normal. Thus the roads, where visible in their original form, are often only some 9 feet wide, and a large agger, wide ditches, or a well-marked alignment are rarely seen, all factors which render the observation and recognition of roads as Roman work unusually difficult.'

It is interesting to note that the Ordnance Survey *Historical Map and Guide to Roman Britain* (2001) only classifies the route of 40km of road in Gwynedd as 'definite' and 70km as 'possible'. The total length of road must have exceeded 280km. Varying amounts of data exist for the missing 170km. The approximate lines of some routes are dictated by geography but their exact lines are in dispute, others such as a likely road across Anglesey are unknown.

Dr J L Davies summarises the resource and research priorities in *A Research Framework for the Archaeology of Wales, Northwest Wales - Roman* (2003) as follows:

#### *a) Strengths:*

The strategic road system, intimately connected with the needs of military supply, has been extensively researched, with aerial reconnaissance having proved particularly successful in the elucidation of the course taken by the road network to the SE of Tomen y Mur, to the E of Caer Gai, and again to the E and S of Brithdir. Some fine stretches of road survive within the region: particularly significant are those whose course is largely indicated by quarry pits for road material.

There is still considerable interest in resolving the problem of road alignments at both professional and amateur level. The input of the RCAHM and the Snowdonia National Parks has been notable.

*b) Weaknesses:*

Substantial stretches of the road system are still conjectural. There are big question marks against the presumed course of the roads from Pennal to Brithdir, Segontium to Pen Llystyn and Pen Llystyn – Tomen y Mur. Similarly the route linking Bryn y Gefeiliau with Segontium, if such existed. Nothing is known of the road system on Anglesey. Virtually nothing is known of bridges on these routes. The small bridge abutment south of Tomen y Mur is unique.

*C) Opportunities and Research Priorities*

Our knowledge base is exceedingly weak, and a substantial portion of the road network is conjectural. Nothing is known of bridges, or alterations to the road network as is hinted at by apparently different alignments near Brithdir. Research into this vital element in respect of military supply and a means of economic development is important.

There is still considerable interest in the investigation of road systems, and is a fruitful field for co-operation between professionals and amateurs. The contribution of aerial reconnaissance in the detection of features such as quarry-pits for road material, in the absence of upstanding evidence for the roads, is vital.

Close watch needs to be kept on the likely sites of river crossings in the RB period, together with a monitoring of possible anchorages/docking facilities, as, for example, close to Caerhun. Native coastal traffic may possibly be revealed through concentrations of RB material.

An interrogation of the Historic Environment Record at the beginning of the current project produced 26 records of which 14 referred to established routes with Margary classification codes. The remainder of the records referred to short, well-preserved subsections of established routes, mainly around forts, multiperiod trackways with possible early origins and roads of Roman date that are not military roads. A road at Cleflog Uchaf near Valley on Anglesey (Davidson and Kurcharski 1999) has been taken as an example of the latter. This was discovered during works in advance of the new A55 road and is associated with a Romano-British settlement but does not clearly display the typical features of a Roman military road. Detailed transcriptions of the published routes were almost non-existent and it was clear that the HER could not adequately inform either the planning process or more general research functions in this field. The second year of the current project resolved many of these problems. The availability of digitised information from the OS linear files and published sources has quickly produced a heightened awareness of Roman roads in the planning process and Tir Gofal agrienvironmental scheme and is proving to be useful in ongoing research in the field.

#### **4. HISTORICAL DISCUSSION**

The most visible Roman monuments in the landscape of North-West Wales are a series of auxiliary forts belonging to the Flavian consolidation of Roman rule in North Wales in the late 70s AD. One undated, although probably early Flavian, invasion fort at Llanfor represents the earliest known installation. No evidence has yet emerged for the campaigns of Paulinus (as recorded by Tacitus) culminating in the attack on Anglesey in 60 AD.

The auxiliary forts are about 17-20 km apart and would have been linked by an all-weather road system. Dr Jeffrey Davies notes that 'the garrison posts would have been mutually supporting with any serious trouble being tackled by a concentration of auxiliary regiments' (Arnold and Davies 2000, 16). He also notes that well engineered roads would have opened up the country for trade and exploitation of mineral resources (*ibid.*, 35).

This well ordered network allows us to make certain inferences about gaps in the archaeological record. There is a suspiciously long gap of 37km between Segontium and Canovium suggesting the presence of an as yet undiscovered fort close to the strategically important Menai Straits. The lack of roads and proven forts on Anglesey clearly represents the most obvious gap in the road and fort network. Limited excavations in 1973-4 within the village of Aberffraw revealed the bank and ditch of what may be a Roman fort (White 1979) but the lack of datable finds leaves this open to question. Various other

'ancient roads' and concentrations of findspots have been recorded, most notably around Dwyran and Talwrn (HER records) but concrete evidence is still lacking.

## **5. THE ARCHAEOLOGY OF ROMAN ROADS**

The current project is concentrating on Roman Military roads. These were built to a well-defined pattern that can allow a well-preserved Roman Road to be identified, with a fair degree of certainty, without supporting datable evidence.

A 'typical' Roman road (Davies 2002, 33) is often fairly straight and consists of a central linear mound or agger on which a metalled surface is constructed. This is flanked on either side by large drainage ditches. Two strips of land, which are levelled but not usually metalled, and are demarcated by smaller outer ditches, flank the road. The agger may be of varying widths with the average width of metalling for roads in Britain being 6.5m. The metalling most commonly consists of crushed stone, pebbles and gravel sometimes mixed with sand (68% of excavated examples in Britain). Roughly cobbled surfaces are found on 22% of roads with paving occurring on only 4%. There are also usually several foundation layers producing an average depth of metalling of 51cm (*ibid.* 53-66).

This typical road type is often encountered in lowland Britain but may not be typical of upland roads. Margary notes that upland roads may only be 9 feet wide and a large agger, wide ditches or a well marked alignment are rarely seen. Records of well preserved upland roads, e.g., at Pen y Stryd and Caer Tyddyn near Brithdir (Crew and Musson 1996, 30-1) suggest that typical upland aggers are about 5m wide with fairly small inner ditches. A section across the remote upland road at Blaen-lliw-uchaf (Kelly 1986, 170-1) revealed a 4.2m wide agger with metalling of broken stone and clayey soil. Shallow side ditches about 1.2m wide were identified. None of the outer works have been identified in association with roads in Gwynedd. One of the most common associated features is a series of quarry pits, often set back a few metres from the road. The material for the agger and metalling was obtained from these. The siting of the quarry pits presumably indicates that wide strips were not cleaned alongside upland roads; the fact that they are set back a little from the edge of the road perhaps indicates a contraction of the lowland style with only narrow cleared strips alongside the road.

## **6. AIMS AND METHODOLOGY**

The scoping project revealed that the initial priority for the Roman Roads project should be the production of a data set containing details of all the known and suspected roads in Gwynedd that is compatible with the HER. Data from this could then be used to make scheduling and management agreements and inform the planning process, etc. The main source of data available to the project has been the Ordnance Survey linear files. These were compiled by the OS for mapping purposes throughout the 1970s and mid 80s until the RCAHMW took over the archaeological role of the OS in 1984. A copy of these files was made available to GAT at the beginning of the current phase of the project. Additional data has been obtained from the HER, published accounts, discussion with other workers in the field and from fieldwork carried out as part of the current project in tandem with the database production. The project has been conducted using a GIS programme, MapInfo, alongside a Microsoft Access database. This has produced data that is directly compatible with both Gwynedd HER and CPAT data.

Each Roman road has been digitised as a series of conjoining linear MapInfo files defined by information that exists about their form and survival. Each segment has been allocated a separate PRN and data has been attached to each record in accordance with the database fields proposed by CPAT with a few minor modifications to ensure HER compatibility. The digitised routes were mainly derived from the OS linear files as were the assessments of status and form. More recent or more detailed routes were added where applicable and as field work progressed. The 'short text' field (see below, Appendix 1) was used to enter a summary of descriptions from primary data sources, usually OS linear files, published reports or current fieldwork. The 'new text' field was used to enter comments, where appropriate, by the compiler.

Each road has been assessed by form, condition, survival and status. The latter field is of particular importance as it gives a basic confidence rating for the road. There are many 'Roman roads' both on the HER and in published literature and it was felt to be important to be able to differentiate between

proven roads, hypothetical roads and roads from other periods etc. The roads in the database are classified as follows.

- i) *Known*. A proven road. Extant earthwork or as a well-recorded buried feature.
- ii) *Proposed*. Conjectural sections either linking known segments or as hypothetical road alignments for which there is some physical evidence.
- iii) *Predicted*. Virtually no substantive evidence for a road other than someone's belief and/or conjectural road alignment with no known traces. Where the authenticity of a road is in significant doubt this is the highest level of status that can be achieved.
- iv) *Discounted*. Where a road has subsequently been disproved by a reliable authority or where an alternative line has now been accepted

## 6.1 Fieldwork

Targeted fieldwork has been carried out in tandem with the desktop analysis. In the second year of the project this initially examined a selection of better preserved roads, Bwlch y Ddeufaen (RR67c), Pen y Stryd (RR69b), Brithdir Triangles (RRN 51) and Gyrn to Bryn Melyn (RR642), as 'case studies', by fieldwalking and basic GPS plotting in order to confirm their detailed routes, make management recommendations and formulate strategies for further assessment. This has been expanded in the third, fourth and fifth years to include all of the roads in the known and proposed categories. These categories include all roads that can be expected to include extant archaeology. In addition to this more detailed investigations have been made of parts of Roads RRX95 (Segontium – Penllystyn - Tomen Y Mur), RRX48 (Segontium to Caer Llugwy), Roads around Caer Gai and Tomen y Mur (RR68, 69 66 etc) along with some additional work on RR67c (Canovium to Segontium), the routes from Brithdir to Pennal (RR69b and RRX96) and Anglesey. The more detailed work consisted of a more integrated approach, involving desktop and aerial photograph studies prior to the fieldwork and the replotting of routes using GPS. Detailed photographic records were made of these sites supplemented by hand drawn details where necessary. The information obtained has been integrated into the database and is summarised in section 7 below. The discovery of an apparently extant road beneath a deep layer of peat at in the uplands above Cwm Penamnen (RR69a) was followed up by a trial excavation in year 5 (see appendix 1).

## 6.2 Terminology

Roman roads have been recorded using several numbering and naming systems. The following conventions were used in the database.

- i. Name: Each road is usually known by a single name that has been previously recorded in the SMR. This generally refers to the forts at either end. A secondary name is sometimes recorded, e.g. Sarn Helen.
- ii. Margary/Ordnance Survey number. Margary provided a numbering system for all of the roads that he identified in Britain. Subsequent discoveries have led to a refinement of this system. The OS and RCAHM have added a series of prefixes to produce four series of numbers (RCAHMW 1974):
  - Routes considered to be Roman by Margary are numbered in a series prefixed by RR
  - Routes considered to be Roman by the OS but not listed by Margary are prefixed with RRX.
  - Routes considered to be Roman but not listed by Margary are prefixed RRN
  - Miscellaneous records not covered by the above are prefixed RRZ.In the present report, several new RRN numbers were added. These were assigned a series of numbers starting at RRN 50. These will be treated as temporary designations until confirmed by other participants in the Pan Wales Roman Roads project in order to avoid duplication.
- iii. PRN (road). Each named road has a PRN allocated to it.
- iv. Name (part of) Each digitised section has a name. Usually 'part of Roman road XXX to XXX', referring to the overall road name.

v. PRN (Section). Each digitised section has a separate PRN. The database then has a 'part of' field referring this to the PRN of the complete road.

### 6.3 Incorporated Data

All of the roads recorded in the OS linear files have been digitised along with most other published routes, and all routes recorded in the HER. The roads described by Edmund Waddelove in *The Roman Roads of North Wales, Recent Discoveries (1999)* have now been added to the data set. Waddelove 'describes some 200 miles of previously undiscovered Roman roads' mainly in Gwynedd, in some detail. These roads have yet to be 'peer reviewed' in the way that most of the routes on the OS linears have been. Many of the roads are not 'previously undiscovered', at least in their general direction, but several contentious new routes, e.g., from Segontium to Nefyn and Porthmadog to Dolgellau via Harlech, require further examination. These roads have not been digitised in the same detail as the OS files. Each road has been digitised from the published map as a single entity i.e. not divided up into separate PRNs. New PRNs will be allocated to each part of the roads to be assessed in the field.

The following data have been excluded.

1. The roads postulated by O'Dwyer (1934 and 1935). O'Dwyer's pamphlets suggested many Roman roads throughout Gwynedd. His methods have been considered to be unsafe by almost all subsequent workers in the field. The more sensible routes have all been described elsewhere and there seemed to be little point in incorporating large volumes of suspect data into the HER.

## 7. RESULTS

### 7.1 Introduction

The principal product of the project is the GIS database which is fully integrated into the HER. The data is thus available in an easily accessible, graphical, form via MapInfo linear files. A total of 856km of Roman road (including alternative routes) have been digitised in 353 sections, each with a separate description and range of database entries. The list of fields used in the database is included below in Appendix 1. This is based on the fields set out in *Roman Roads in Mid and North-East Wales* Appendix 2 (Silvester and Owen 2003).

A gazetteer of the roads based on selected details from the database is included below as Appendix 3 and a series of maps showing all of the digitised routes included in a separate volume. An account of each of the different roads is included below, including recommendations for further research, assessments of the status of the routes and indications of specific threats damage and management recommendations.

### 7.2 The Roman Roads of Gwynedd

#### *Road RR67c Canovium to Segontium (PRN 3842) Maps 1-6*

##### *Description*

The road from Deva to Segontium appears as Iter XI in the Antonine Itinerary. It names intermediate stations at *Kanovium* in the Conwy Valley and *Varae*, probably St. Asaph. Six milestones have been recorded alongside the road within Gwynedd, one found at Gorddinog (PRN 4066) naming the fort in the Conwy Valley as *Kanovium*.

The route on maps 1-6 is traced from Segontium in the west to Canovium at the east. There is some uncertainty about the line of the road between Segontium to Aber. The previously published proposed routes mainly rely on topographical arguments along with occasional alignments of modern features. A line following a modern road past the earthwork/signal station at Bryn Glas (PRN 3689) to the site of the milestone at Ty Coch (PRN 18) was proposed by Margary (1967, 350-1) and Hemp (1923, 171-5). Traces of the road are said to have been found at Caergarw (PRN 17562) and Llanddeiniolen (PRN

17565). Excavations in 1966 by pupils of John Bright School, Llandudno failed to find any trace at the latter (Evans, 1966).

A study of aerial photographs of this area held by the Central Register of Aerial Photography for Wales was carried out. Nothing was visible on the majority of the APs (mainly OS and RAF from the 1970s-90s) but a sortie flown in 1986 by J A Story for the SNP shows a series of linear features close to Margary's route. Three principal lengths of potential road can be seen all of which cut across the modern field system.

The first (PRNs 17831-2 on photograph SNP 2/10/86 5186149) can be traced for 1.4 km just to the south of Bryn Glas earthwork/signal station as a faint raised feature in low incident light. Hedgerows and a lane also continue this alignment for a further 1.3km to the north-east. If extrapolated a further 1.5km to the south-west the road runs to the south-east gate of Segontium. Significantly the farm about half way along the alignment is called Lon-glai, which can be translated as Clay Lane, perhaps referring to the Roman agger. A desktop study and field visit was carried out in order to check that the feature was not a product of modern pipelines, drainage, changes in field boundaries and the like. Tithe maps and early OS maps were consulted but no further information was forthcoming. The land-owner confirmed that the feature was not modern. A field visit confirmed that the linear feature identified on the aerial photographs is a low bank running across several fields. It is very difficult to see on the ground but had been photographed with low angle of incident light. The bank is most obvious around SH50906362 where it is about 5m wide. It has been disturbed in several places, perhaps by drainage works but appears to be a good example of a Roman agger. Ditch cleaning at the west side of the field has revealed the edge of, what appears to be, the gravel and clay agger in section. Also of significance is a kink in the hedge line and a blocked gateway on the line of the road suggesting that it provided a good way across the fields being slightly raised and therefore dryer. The kink probably results from the incorporation of an earlier feature such as a lane or earlier boundary into the current boundary.

The second alignment runs along Margary's route to the south-west of Llandeiniolen rectory (PRN 17833 and photograph SNP 2/10/86 5186165) and can be traced for 390m; a footpath follows the same alignment for a further 600m. Margary recorded that traces of the road had been found here and this length of earthwork has been reported as being visible in low light by a local resident in recent years. The excavations in 1966 suggest that this is a natural feature but it may be worth reassessing the results. Roman roads have been shown to be difficult to recognise in section particularly in improved pasture. A section cut through the possible road near Druid (SJ033431) in improved pasture by Hugh Toller in 2003 was defined only by small side ditches and a thin layer of gravel on a slight agger of clay. The excavators at Llandeiniolen may well have been expecting something more substantial. The possible road on the aerial photograph was visible because of the low light angle, it is almost impossible to see on the ground in average light.

The third possible alignment is just to the north of Ty'n-llwyn near Glasynfryn. A linear earthwork is clearly visible on the aerial photographs, running for 1km through improved pasture (PRN 17834 and photograph SNP 3/10/86 5286041). Despite several field visits this cannot be clearly traced on the ground, although a very low earthwork is visible in places. A study of the early map evidence shows that this area was heavily improved in the late 19<sup>th</sup> century. A completely different field system to the present is shown on the tithe map of 1841 and the feature identified on the aerial photograph corresponds to an isolated alignment of straight field boundaries that are unlikely to be linked to the Roman road. This cropmark can now be discounted as a candidate for the line of the Roman road.

A possible continuation in the form of a cropmark was noted close to Tynyffridd (PRN 17835 and photograph SNP 3/10/86 5286112). This would take the line 1km to the south of the Ty Coch milestone (not found *in situ*). It is however only a short length of cropmark and would require further evidence before it could be seriously considered as a candidate for the Roman road.

An inland deviation, perhaps linking with a road through the Llanberis pass was suggested by RCAHM (1956 lxxxiii). Evidence on the ground is again sparse although a milestone (PRN 2419) found within a hutgroup at Caer-bythod near Llys Dinorwig suggests that a road may have run close to this line.

Margary's line from Ty Coch to Aber mainly follows the line of hedgerows and lanes again with little evidence on the ground until it reaches the site of a milestone at Madryn Farm (PRN 368). The road turns inland at this point, two milestones found at Gorddinog (PRN 4066) indicate its approximate line

as it climbs into the uplands. There are several descriptions of the 8km length of trackway passing over Bwlch y Ddeufaen. Bezant-Lowe (1927 132-4) records lengths of a paved road, 6ft wide. RCAHM (1956, lxxii) and the OS investigators record lengths of shelves and banks along with fragments of paving. FK Bush of the OS field investigation team concludes, however, that "the only extant portions of this road lie between SH732715 and 720716, (i.e. PRN 17578), where an agger is visible parallel to the modern road for short stretches" (OS linear file RR67C1971).

The road across Bwlch y Ddeufaen was investigated in some detail as part of the present project. The main problem with this route is the complexity of the remains. The route is clearly multiperiod, the prehistoric remains alongside the road suggest that it was an ancient trackway and it was probably used more or less continuously, as a way of avoiding the perilous cliffs at Penmaenmawr, until the 18<sup>th</sup> century. At this point, there was an attempt to make a turnpike of the route. This was aborted and a road through the Sychnant pass was constructed (Dodd 1925, 130 and 132). In more recent times electricity pylons were constructed along the line of the old road and a maintenance road was constructed. This has been upgraded in the last few years, probably obliterating some of the features recorded in the various accounts of the route. A major gas pipeline and a smaller pipe have produced two well aligned linear features that run close to the line of the old road and have confused some investigators. Most of the route shown on the OS linear files follows a modern track with an assortment of hollow-ways banks and gullies running along-side it. Initial impressions suggested that it may not be possible to assign these features to any particular period without excavation. Aerial photographs (RAF 1948 CPE/UK2525 4058-62 and 4058-62 4040-42) predating of the modern track and pipelines were examined. This presented a clearer picture of the multiple trackways running across the uplands. This was followed by further field visits. It became clear that there is more extant road than recorded by the OS.

The route of the climb from the coastal plain to the uplands is still unresolved. The most obvious route would seem to be up Nant y Felin-fach (PRN 17588) close to the two milestones found close to Rhwiâu-uchaf. Unfortunately no traces of the Roman road have been found on this alignment. Both the modern and an older track that run close to the findspots were sectioned by Wm B Halhed (1912, 320) and both were found to be less than 2.5m wide and do not appear to be of Roman character. None of the early routes running from the Bwlch appear to run on this alignment, although the northernmost is fairly close. It is, of course possible that the milestones had been moved. Halhed notes that both were quite well buried 'showing only a small portion above the ground' so it seems that they, at least, had not been moved recently. The closest early route that is still detectable runs about 300m to the north-east of the findspots. This appears to run to the Roman road on the bwlch but is multiphase and eroded. It is clearly visible on RAF 1948 aerial photographs which show several phases and diversions to be present. The road runs through improved pasture and parts of it are now barely visible on the ground. A zigzag (PRN17842) apparently belonging to the earliest phase runs up from the modern road to the north-east of Rhiwiau isaf. This has recently been modernised and no early features are visible. The road follows a field boundary and is almost lost in the improved pasture. It joins the route traced by the OS team as a deep hollow way (PRN 17570) running fairly directly up a steep slope. The zigzag traced by the OS seems to belong to a later phase. The road can then be traced mainly as a series of hollow ways until it emerges into unimproved land to the south of Tyddyn-y-waen. No features that can positively be identified as Roman survive along this part of the route. The latter part is shown on the 1891 6 inch as a path and was visible on the RAF aerial photographs. It has since been largely destroyed by a shallow trench cut to accommodate the base of a rebuilt drystone wall. RCAHM recorded the Roman road surviving as a level shelf once it reached the unimproved uplands. This is still clearly visible as a 4 to 5m wide terrace running up to the boundary to Ffridd Newydd (PRN 17841). Several phases of road are present; the latest is part of a network of later paths and tracks running from Llanfairfechan to the modern track across Bwlch y Ddeufaen. Connections with the earlier route are not easily visible perhaps as a result of repairs and upgrades to the later track. A few debatable quarry pits can be seen on the north side of the terrace but they could be later features. Both Bezant-Lowe and RCAHM record the road as continuing along a shelf with the modern drystone wall running along its eastern edge. This is still clearly visible, the wall runs along the outside of a 5m wide, well defined terrace (PRN 17571) for 750m. Quarry pits are visible above, and set back slightly from, the road. Bezant-Lowe records that paved road 6 ft wide was found by excavation with a surface of small flat stones, in some parts quite closely fitted together. He states that larger flat stones may have been the foundation and the thickness of surface was from 3 to 6 inches. The Roman features to the east of this, where the modern track runs close to the wall (PRN 17572) have been largely destroyed. Bezant-Lowe also notes that Mr Richard Williams of Hengae states that his grandfather could remember the roadside



wall being built from stones taken from the road. The excavated road seems to be narrow perhaps belonging to a later phase, but the earthwork and characteristic quarry pits indicate a Roman origin for this stretch of road. The line of the road then diverges from the field wall and runs towards a ford across the eastern branch of the Afon Glan-Sais. There are several phases present here and Roman features are not obvious. The river bed and ford run at a level about 2m below the earlier road surfaces and the modern track has destroyed any earlier features. RCAHM conclude that the river must have been crossed by a bridge but the current level of the crossing could be the result of many years of erosion.

The road on the east side of the river is well preserved (PRNs 17573-4) and visible as a 4m to 5m wide agger running in a straight alignment for 720m. The roadside ditches are, in places, quite eroded making the agger very obvious. The agger is cut by a path at the east end of 17573 revealing what appears to be a foundation of stones and clay along with gravel metalling. There are several other phases of trackway present, almost all running to the north and visible as hollow ways. The road turns slightly to the south when it reaches the modern track. It is initially largely destroyed with only slight traces of a terrace and quarry pits visible on the upper side of the track (PRN 17575). The modern track and earlier roads again diverge at the drystone wall marking the parish boundary. The earlier road splits into two hollow ways neither of which retain any Roman road bed. The most southerly is, however, flanked by quarry pits suggesting that is the eroded line of the Roman road. This then crosses the modern track and runs uphill initially as a 5m wide cutting and terrace and then as an eroded agger. A milestone (PRN 4688) was discovered here in 1954 (RCAHM 1964, 122).

The OS record the road to the east of this as “extant”. This is visible as a ‘relatively uncomplicated earthwork consisting of a low bank, possibly the Roman agger, and a hollow way’. The modern road runs just below the Roman road and this has, at least, prevented more recent erosion. The present earthwork is generally accepted to be of Roman origin although it obviously retains features of other periods. The modern road overlies the Roman road to the east of Cae Coch for a little over 1km. RCAHM record that “faint traces of a bank appear under the S wall of the existing track” just to the north of Maen y Bardd. Several indications of an earlier road are also visible on the RAF 1948 sorties up to this point.

A possible alignment of a series of modern lanes can be traced from the uplands, down the side of the Conwy Valley, through Rowen to Tal y Cafn (RCAHM 1956, lxxiii and OS linear files RR67c, 1971). The site of the river crossing has not been identified but the presence of a road running alongside the River Conwy to the north of the fort has been confirmed by excavation and geophysical survey. (Reynolds 1938, 99-101 and Hopewell 2003, 22-24).

#### *Summary and recommendations for further work*

Progress has been made in tracing the line of this road during the present project. Evidence from aerial photographs has provided the first evidence of a definite line through the lowlands to the north-east of Segontium. The value of a thorough archive and field investigation of cropmarks was demonstrated when a convincing alignment of features near Pentir on an aerial photograph was found to be elements of an earlier field system. The line of the road from the River Cegin to the turn into the uplands between Aber and Llanfairfechan is still uncertain although aerial reconnaissance by RCAHMW in the summer of 2006 may have produced new information (pers. comm. Toby Driver 2007). This has yet to be assessed and could not therefore be integrated into the project data. Most authorities place it at the top of the coastal plain but no extant road has been identified. The route up the steep slope to Bwlch y Deufaen is still unconfirmed although the milestones suggest a route up Nant y Felin-fach is likely. The road can be traced for the 5.8km from Tyddyn-y-waen to Maen-y-bardd with a fair degree of certainty. The road is frequently disturbed by later features but enough Roman characteristics remain to confirm its line. The final descent to Canovium is largely projected and no extant Roman features have been identified.

### **Road RR67b Canovium to Varis (PRN 3841) Map 7**

#### *Description*

Road 67b forms part of Iter XI running between Deva and Segontium as recorded in the Antonine Itinerary. Margary (1957, 354-6) suggests a general route to Tal-y-Cafn. This was traced in detail by the OS field investigators (OS linear files RR67b 1963-1964). A series of slight features were traced from Rhyd-loyw to Cae-gwyn quay (Map 7). The route was summarised by G Stanhope-Lovell the senior OS surveyor as follows: "The proposed course west of SH 935745 is a tortuous one, and although evidence is strongly suggestive in places, it nowhere amounts to proof. Claims to recognisable remains (extant or on APs) are in all cases challengeable. The investigation was very thorough, and the course is almost certainly the best that can be deduced from topography, surface features and APs but on the present evidence it is no more than hypothetical". Much of this route was re-examined during the present project. It runs almost exclusively through heavily improved pasture and the visible earthworks are all very low and eroded. A zigzag near Rhyd-loyw is fairly convincing but the route must still be seen as hypothetical.

#### *Summary and recommendations for further work*

The line of this road can probably be classified as 'proposed'. It has been studied in some detail but further information could perhaps be gained from parch-mark evidence and limited excavation.

### **Road RR69a Canovium to Tomen y Mur (PRN 3844) Maps 8-9**

#### *Description*

The main north-south Roman road, running between Canovium and Tomen y Mur is commonly known by the later name of Sarn Helen. It has benefited from several detailed studies principally Bowen & Gresham (1967 246-8) RCAHM (1956 lxxi-ii and 1964 lxxxiv) and Reynolds (1930 98-101). The maps (8-16) follow the road from Canovium at the north to Tomen y Mur at the south. The northern part of the route from Canovium to Betws y Coed is described by Margary, Reynolds and RCAHM (1964) as following modern tracks and roads but no definite remains can be traced apart from in the immediate vicinity of the fort. It can probably be assumed that the described route is reasonably accurate as it follows the only topographically workable route along the western side of the Conwy Valley. From Betws y Coed the road probably follows fragmentary tracks to Dolwyddelan. The route south from Dolwyddelan was traced in some detail by Bowen & Gresham (1967 246-8) across the uplands to Tomen y Mur. This portion of the road was re-examined during the present project. The line of the road south of Dolwyddelan along Cwm Penamnen appears to follow modern tracks running through forestry plantations for the majority of its route. The 1887 OS 25" map shows the line of Sarn Helen before the plantations and shows that there have been few deviations from the older line. The 15th. Century buildings alongside the road at Tai Penamnen demonstrate the early origins of the road. There are however no extant Roman features until the road reaches the uplands on the east side of the head of the valley. Drainage works uncovered a 5m wide road with a surface of slate slabs (PRN 17691) beneath 0.4m to 1.2m of peat. This runs 70m to the west of the OS 1887 line. A similar find about 1km to the south by Peter Crew (1980) suggests that the road continues beneath the peat as far as Rhiw Bach Quarry.

A trial trench was cut across the road in 2006 as part of the current project (see appendix 1 for a full excavation report). This revealed a very well preserved 5.5m wide road, with a slate slab foundation and gravel and silty clay metalling. The foundation stones were probably quarried from outcrops to the west and the surface layer appears to have been derived from nearby quarry pits. The road was fairly flat with a slight slope to the east in order to allow run-off into the lower of two roadside ditches. It could be traced by probing for 1.05 km, and was visible as a parchmark on slopes above Rhiw Bach quarry.

The route can be traced onwards to Tomen-y-Mur via the Gamallt valley and Beddau Gwyr Ardudwy with a high degree of certainty. The line of the road was clearly used in post Roman times and post medieval improvements have hidden or modified parts of the original earthwork but enough survives to enable the route to be traced in detail. Excavations at Beddau Gwyr Ardudwy in 1990 confirmed that the post medieval road overlies the eroded Roman earthwork (PRN 17678, Longley 1996). A further length of well-preserved agger (PRN 17671) can be seen crossing rough moorland just to the north of Tomen-y-Mur

Waddelove (1999, 103-14) calculates that tidal levels were 3m lower than present (Waddelove and Waddelove 1990, see discussion below, p12) and suggests a route along the valley floor from Canovium with the road now being buried under silt (PRN 17818). He then suggests a route from Trefriw to Bryn y Gefeiliau (RR69aa). Both routes require independent conformation.

#### *Summary and recommendations for further work*

The northern part of the road runs along a natural transport corridor, the Conwy Valley, and cannot be traced on the ground with any certainty. It is likely that it is overlain by the later roads. Waddelove's version of route would be also be difficult to assess if we assume that the road would be buried beneath river silts.

The southern part of the road, in complete contrast runs across some of the most inhospitable uplands in Gwynedd and probably survives for much of its length. The road to the east of Blaenau Ffestiniog has been disturbed in places by quarrying. Most of it however, appears to be buried by close to 2000 years of peat accumulation. There are however sufficient visible traces to extrapolate its course. The road appears to be undisturbed and there is a high potential for the recovery of well preserved environmental evidence. It should also be noted that the typical agger and flanking ditch construction seems to have been modified in order to cross the peat bogs. A Roman date for the road buried in the peat is likely but has yet to be conclusively demonstrated. Sample excavation and environmental sampling could provide sufficient evidence. The main threat in this area is afforestation. Much of the road through Cwm Penmaen and Bryn Melyn plantations has already been destroyed or heavily modified. It is important that further encroachment on to the road is kept to a minimum.

#### ***Roads RR69aa Dolwyddelan to Trefriw (PRN 17806) and RRN53 Caer Llugwy to Betws y Coed (PRN 17805) Maps 10-12***

##### *Description*

If we assume that the line of the road 69a is close to correct, it must be assumed that there was an additional link road to the nearby fort of Caer Llugwy. Three possible routes have been proposed.

Hall (1923, 60-4) traced a route across the uplands between Dolwyddelan and Trefriw i.e. providing a direct link between road 66a and Caer Llugwy. The OS investigators found no traces Roman road along the projected route that mainly follows old tracks and modern roads. It is worth noting that Evans' map of 1795 shows no link between Capel Curig and Betws-y-Coed but does show a road running past Dolgam (on the opposite side of the river to the fort) to Gwydir Castle. Hall also proposed a diversion to the old mines to the east of the fort. It was noted during fieldwork during the Roman Fort Environs phase of the current project that a road, clearly of some antiquity, can be traced from the south gate of the fort along the line of Hall's route to Dolwyddelan (PRN 17708). Waddelove (1999, 108-12) traces a somewhat more direct route across the uplands via Pen y Ffridd quarries, The Crimea Pass and Llyn Glangors (PRN 17830). The supposed route through the Crimea pass was examined in detail during field work for improvements to the A470 (Hopewell 2005). Waddelove's evidence was found to be a series of fragments of a pre-turnpike route that bear no resemblance to an engineered Roman road.

The presence of at least part of a more direct link to RR69a was also recorded by Hall and re-examined during the Roman Forts Environs Project. The road from the east gate was clearly visible on the Geophysical Survey (Hopewell 2003, 21) and can be traced either as exposed metallings or earthworks along the south bank of the Afon Llugwy for much of the way between the fort and the eastern side of Pont Ty Hyll. The line becomes less clear towards Betws y Coed, a bank or agger is visible alongside

the river to the east of Ty Hyll. This can be traced for 450m before crossing the modern A5. It resembles a Roman agger and is 5m wide at the west becoming more fragmented and difficult to follow at the east. Two culverts with stone slab roofs are visible. This is not entirely convincing as a Roman road and Hall's conclusion that it could "represent either the coach road [Turnpike] or Roman road or both" seems reasonable. The road appears to cross the A5 and according to Hall runs at a higher level along the valley side. The area around, and to the west of, Swallow Falls Hotel has been recently landscaped and no earlier features remain. Elsewhere the line of the road runs through overgrown woodland and cannot be traced with the exception of a fragment of old lane at Cae'n-y-coed.

#### *Summary and recommendations for further work*

The upland routes of RR69aa can only be classed as 'predicted' but would certainly benefit from more detailed examination by field walking and aerial photographic analysis. The direct link makes more sense than a meandering trail over the uplands and there is good evidence for this route for a few hundred metres to the east of the fort after which point it cannot be distinguished from the turnpike.

#### **Road RR68 Part 1 Segontium to Tomen y Mur (PRN 3843) Maps 17-23**

##### *Description*

Margary (1957 351-2) traces the road between Segontium and Croesor (PRNs 17537-8) along current roads and a 'terrace lane high on the west slopes between Rhyd-ddu and Beddgelert'. The course of the terrace lane could, however not be determined by the OS investigators.

The route between Croesor and the vale of Ffestiniog is described by Bowen & Gresham (1967, 256-8). This follows the line of the old coach road and an earlier pack horse trail (PRNs 17537-8). No extant Roman road was identified by the OS (linear files RR 68 1973).

The remaining 3.5km between the Vale of Ffestiniog and Tomen y Mur (PRNs 17545-8) follows various tracks and roads and can be followed as terraces and an agger for about 1km before the fort (Bowen & Gresham, OS *ibid.*). The route from the crossing of the Afon Dwyrd was assessed during the current project. A road can be followed for 2.5km mostly as a terrace through improved pasture. It has been adopted by post-Medieval tracks for much of its length and has been partly truncated as it approaches the recently improved A470. This route can be seen to be earlier than the roads crossing it but little remains to prove its Roman origins.

The line of the road is fairly certain from the point where it crosses the minor road to Tomen y Mur 200m from the A470 (PRNs 17549-50). It is initially largely destroyed by a deeply cut modern lane leading to an old barn. A further 50m length of road has been severely damaged by the construction of a new barn. A longitudinal section is visible through the agger (Fig. 2). The metalling consists of small stones gravel and clay and is 10-15cm thick. The body of the agger appears to be about 25 cm thick and built up out of clay subsoil. The original ground surface was not visible but the agger appeared to be more stony than the undisturbed subsoil. The road to the south and east of this is generally well preserved initially visible as a 5.5m wide agger running through improved pasture and then as a 5m wide terrace alongside a stream. There has been serious erosion in places where the stream has meandered and cut into the road. The terrace is best preserved in PRN 17550. After this point the road passes through improved pasture and is barely visible except for an oblique hollow running to the corner of the fort. This has been accepted as Roman by Bowen and Gresham (1967) and the OS but seems to be anomalous as it does not appear to run to a gate. It could be suggested that this should be assigned to a later possibly post-Roman phase.

#### *Summary and recommendations for further work*

The line of the Segontium end of the road is mainly 'predicted' and in all probability runs, at least partially, under modern roads. The terrace described by Margary could merit further investigation and this could help to confirm this route. An old road, not necessarily Roman, runs from the Vale of Ffestiniog to the present day A470. The road immediately to the west of the fort is a little fragmentary but generally well-preserved although recent damage has been recorded where a new barn has been built.

## ***RR68 Part 2 Tomen y Mur to Caer Gai (PRN 3848) Maps 24-26***

### *Description*

The whole route was traced in detail and published by Colonel H C Irvine (1956 57-68). The route has subsequently been updated and recorded in more detail principally by Crew and Musson (1996, 30), Kelly (1986, 169-71) and the OS (linear files RR68 1973). Fieldwork for the present project in 2003 and 2004 has added further detail to the published accounts.

The road to the east of Tomen y Mur can be traced as an earthwork for 5.3km. Aerial photography has proved to be vital in defining parts of this road (Crew & Musson 1996, 30-1). This part of the road was also walked and recorded in detail during fieldwork for the present project in 2003. The road leaves the south-east gate of the fort, where bridge abutments followed by a ploughed out agger are visible (PRNs 17602-3) before two alignments are visible skirting a burial mound (PRNs 17503 and 17511). It had been assumed that the road then followed a modern track (PRN 17505) but an aerial photograph taken in light snow cover by Toby Driver (RCAHMW 2004-cs-0415) show that the road runs as a terrace through improved pasture (PRN 17814). It then follows modern tracks (PRN 17506-7) retaining the characteristic Roman quarry pits to the Afon Llafar at Dolddinas. The route can then be traced as an almost undisturbed series of terraces and lengths of agger across the uplands and to the south west of Llyn Hiraethllyn and down the slope to Cwm Prysor (PRN 17509-10). The latter part of this is illustrated particularly well in Crew & Musson. This length of road is almost certainly Roman and undisturbed and as such provides vital evidence for the character of Roman roads in the uplands.

Irving suggests a more northerly route (PRN 17514) for most of the above, following mine tracks etc. This must now be seen as being doubtful.

A convincing line for the road to the East of Prysor has recently come to light. The route was originally identified on GetMapping aerial photographs. Fieldwork in the 2006 season of the current project confirmed the existence of a zigzag and well preserved agger along with quarry pits (17855). The route is well preserved as it climbs to Moel yr Wden.

Irvine's route below Moel y Slates was confirmed by R S Kelly by excavation in 1986. The road now runs through a break in commercial forestry. Much of Irvine's route to the west and south-east of Moel y Slates was dismissed by the OS surveyors. This was examined in detail as part of the 2004 phase of the present project and revisited in 2006. Most of the 4.7km of road from Moel yr Wden to Foel Ystrodur Bach was found to be extant and well-preserved. It generally runs through boggy unenclosed uplands and is difficult to see beneath the tussocky grass. A series of aggers, terraces and cuttings, 4.5 to 5m wide, can be traced taking a fairly direct route across the open moorland. (see PRNs 17523-7 and 17807-8). Probing revealed up to 50cm of peat accumulation over some parts, demonstrating that the road has not been used in recent times. This part of the road has good potential for environmental sampling. The Roman road is joined by a later track just to the north of Bryn Cau and runs towards Ffridd Trawscoed. The presence of quarry pits suggests a continuation of the Roman alignment although the present track has clearly been upgraded (PRN 17528). Recent fieldwork during the Tir Gofal agrienvironmental scheme identified a possible length of Roman road (PRN 17804) on a different alignment to Irvine's route but this has now been discounted and is best interpreted as a series of earthworks connected with peat extraction.

Two alternative routes have been suggested for the eastern part of this road, one along the Lliw Valley by Archdeacon Thomas (1885, 199) and one through Y Lordship by Barri Jones (1959, 214 footnote). The OS surveyors failed to find any confirming evidence for either route. A parchmark (PRN 17809) visible on an aerial photograph taken by Hugh Toller in 1989 shows a road running from the end of the avenue to the west of Caer Gai along the alignment of the Lliw valley route.

P. Crew (1979, 55) suggests a possible side road (PRN 17525) running to kilns at Bwlch y Bi. This is clearly not a major military road as it is barely 2m wide in places but may be a packhorse trail connecting the kilns and the Roman road

### *Summary and recommendations for further work*

About 52% of this road now falls into the *known* category. Much of the western and central parts are extant and include several lengths of relatively undisturbed earthwork. The eastern half is less certain and in places runs through forestry and improved pasture making the detection of surviving road more problematic. There is however, still potential for the discovery of further surviving road on this route.

### **Road RRX95 Segontium – Pen Llystyn – Tomen y Mur (PRN 17553) Maps 27-34**

#### *Description*

The northern part of RR68, from Segontium through the Aberglaslyn Pass to Maentwrog is considered to be unlikely due its difficult and dangerous route through the pass (RCAHM 1960 lxi). The discovery of a fort at Pen Llystyn and a bathhouse at Tremadog indicate a more westerly route. Current work by Gwynedd Archaeological Trust has identified further Roman remains by the bathhouse, probably in the form of a grain drying kiln (Kenny pers. com.). It has also been noted by RCAHM (1964 lxxxiv-vi) that a route from Nant Coll to Maentwrog via Dolbenmaen and Traeth Mawr was mentioned in the Mabinogion. Routes have been proposed by RCAHM (1960, lxi & 1964, xxxiv-v) and the OS field investigation team (OS linear files RRX95 1968 – 73). These, for the most part, run along modern roads and tracks and no extant Roman features have been identified. Waddelove suggests a route somewhat to the east of the RCAHM/OS line (PRN 17821), from Segontium to Pen Llystyn and then, somewhat inexplicably, ignores the bath house and suggests a crossing along the line of Maddocks' cob suggesting that lower tidal levels would have made this a good crossing point.

Coastal change and sea levels in the Roman period in North Wales are still open to debate with a fair degree of variation between the results of various studies. It is accepted that sea levels have risen considerably since the last glaciation but the rate of change decreased considerably about 7000yrs BP and changes in the last two millennia have been limited to a few metres. A revision of the sea level curves taken from various studies (Heyworth and Kidson 1982, 110) suggest that sea levels around Britain were only slightly lower in the Roman period and that in North Wales they may have been slightly higher due to isostatic uplift. If evidence from Prestatyn has been correctly interpreted by Jones (1980, 97-102) the sea level may indeed have been higher. Boon (1978, 1-24 and 1980, 24-28) states that evidence from a 3<sup>rd</sup> century quay at Caerleon shows that Roman sea levels were about half a metre below those of the present day. There were however indications that earlier phases had flooded and as Waddelove and Waddelove (1990) note this appears to indicate rising levels throughout the Roman occupation. They also reinterpret the data by assuming that the quay would be 1m above the Highest Astronomical Tide and thus 2.23m below today's maximum. Their arguments have some merit but data from elsewhere in the area (Boon 1980 and Hawkins 1973) tend to suggest that this is an overestimation. Data from the Somerset levels supports a modest rise in sea levels during the Romano British period (Haslett *et al* 2001). The siting of forts such as Canovium and Pennal on navigable tidal rivers would also be nonsensical if sea levels were considerably lower.

In conclusion the evidence seems to indicate that tidal levels were fairly close to those of the present day and that a crossing point on the line of the present day Cob would be too wet to be practical. The existence of a bathhouse and possibly other Roman features at Tremadog suggests that the road passed through this area. The RCAHM/OS route from Tremadog onwards, alongside Traeth Mawr (PRN 17560) seems to be unlikely as the land falls extremely steeply to the former salt marsh and any route along this line would have been regularly flooded. The indirect line through the heart of the marshes would therefore have been somewhat impractical. The traditional crossing point, before the marshes were drained, was between Llidiart Ysptyty (the area around the bath house) and Minffordd (PRN 17812). This is shown on Evans, 1797 map of Wales. Breese and Anwyl (1909, 493) reproduce a letter from Mr Ellis Owen F.S.A. giving more information about this route (running from east to west).

'Opposite Felenrhyd is a ford to cross the Traeth bach. At Penrhyndeudraeth is a farm called Tyddynisaf where a few years ago....were found a great number (about two quarts) of Roman coins of Constantinus...The Minffordd fords are considered to be the best on Traeth Mawr, being harder, more shallow though broader, and very easily forded in the direction leading to Llidiart Ysptyty (Hospital's Gate) to the west of Tremadoc with its Bryn y Fynwent where I myself have seen graves opened....Between Llidiart Ysptyty and the village of Penmorfa are traces of a paved road.'

A map, drawn by John Salter in 1775, was recently discovered in the Penmaen Ucha Estate papers at the Dolgellau Record Office. This shows Traeth Mawr in detail and is remarkably accurate for its time. It shows the extent of the marshes and sands and the course of the river along with roads, crossing points and early embankments. This confirms the line of the Llidiart Ysptyty to Minffordd crossing. This has been transcribed on to the project MapInfo linear files as the earliest known crossing point.

Aerial photographs holdings at RCAHWM covering the 5km to the west of Tremadog and the crossing of Traeth Mawr were inspected. These consisted of vertical pairs from RAF sorties 106G/UK/1469, 106G/UK/664 and 106G/UK/1455. No features corresponding to a Roman road were identified. The area around Llidiart Ysptyty is the 'pinch point' on this route. The road, if it followed the north side of Traeth Mawr, must have run along the 160m wide strip of land between the marshes and the cliffs. This has been well evaluated during works in advance of the construction of a hospital on the northern part of the area. The line of the pre 1845 Caernarvonshire Turnpike Trust road would seem to be the most likely route (the west end of PRN 17812). This was sectioned but all that was identified was a terrace cut into the subsoil with no signs of either metalling or an earlier phase. (Davidson and Roberts 2004, 4) The road terrace was revetted with post-medieval masonry. It therefore appears that any evidence for a Roman road on this alignment would have been destroyed by the turnpike.

#### *Summary and recommendations for further work*

The presence of Pen Llystyn fort and Tremadog bath house suggest the route proposed by RCAHM is likely as far as Tremadog. Their route across the northern part of the marshes seems to be impractical and a crossing of Traeth Mawr to Minffordd and before continuing to Maentwrog is proposed. Waddelove's route across the line of the present day cob is dependant on the sea level being much lower during the Roman period, and must be seen as unlikely unless some definite extant road can be found.

#### ***Road RRX 48 – Segontium to Caer Llugwy (PRN 3852) Maps 35-38***

##### *Description*

The Royal Commission traces a possible route from Segontium to Caer Llugwy via Penygwryd (marching camp) (RCAHM 1960 lxii). Three short lengths of possible Roman road were identified, none of which were verified by the OS team. Waddelove (1999, 279-293) also traces a route (PRN 17824), in this case following an "Ancient Trackway" marked on an early edition of the OS 6in map. A further account has also been recently posted on the internet by John Hyde (2003) also following the 'ancient Trackway'. The portion of the road between Capel Curig and Nant Peris has been examined during the third year of the present project.

Much of the route traced by Waddelove and Hyde is depicted on the 1891 OS 1:10560 (6in) map as 'Ancient Trackway'. The modern road follows the line of the Llanberis to Pen y Gwryd, and Capel Curig to Beddgelert, turnpike roads. The road through the pass was not completed until 1831 being the last major work of the Caernarvonshire Turnpike Trust. The 'Ancient Trackway', must therefore be a route predating the Turnpikes. The presence of an earlier road is confirmed by antiquarian accounts. Pennant (1781, 179-80) describes the ascent from the end of Nant Peris:

'The ascent from hence is either over loose stones or solid staircase; and is exceedingly steep. It is a singular road, lying in a stupendous chasm, bounded for above a mile by nearly equidistant precipices, of prodigious height; on one side belonging to the Glyders, on the other hand by the parts of Snowdon. Refresh ourselves on a spot called the Gorphwysfa....a small distance from which is Bwlch y Gwyddel...'

W Williams (1802, 73) describes the road from Capel Curig to Llanberis as 'a road or rather a mere right of passage' that is 'exceedingly rugged and uneven'

Hyde Hall in a Description of Caernarvonshire (1809-1811, 184) records that 'a rough and ill made, but hard, bridle road.....proceeds through the pass or Bwlch Orphwysfa, towards Capel Curig'

The road is of sufficient merit to be included on J Evans' 1797 map of North Wales where it is shown to fork close to Bwlch y Gwyddel thus forming a triangle with the Capel Curig to Beddgelert road. The 1818 ordnance survey 2in /mile drawing shows the road in more detail and this appears to correspond closely to the Ancient Trackway on the 1891 edition following a fairly direct route with a crossing point further up the pass than the modern Pont y Cromlech.

The majority of the route was walked and recorded during fieldwork for the present project in January 2005. The road (PRN 17810) is first visible as an improved track running from a farmyard at Pont-y-Capel (see map 38) to the modern A4086. A further three tracks meet at or close to this point, a terrace above the present road, the Ancient Trackway and a possible link between the trackway and the farm road. The trackway then runs along the side of Dyffryn Mymbr as a 3.5m wide terrace with occasional stretches of rough boulder revetment. At one point the present track can be seen to overlie an earlier version. The more recent track diverges from the earlier after about 1km and terminates. The earlier trackway can then be traced along much of the Dyffryn Mymbr, before dropping to the level of the modern road at the west end of the valley. There are several well-preserved lengths, typically 2m wide and somewhat meandering with a rough boulder revetment.

The OS 1891 shows the Ancient Trackway running on an irregular course on or very close to the line of the modern road as it approaches Pen y Gwryd. This diverges from the road just before Hafod y Gwynt and continues on an alignment running towards the camp. The road (PRN 17602) then emerges from the grounds of Pen y Gwryd Hotel and can be seen to overlie the camp. Two phases are clearly visible for a few metres here before features associated with a waterwheel pit and leat cut into western side of the camp destroy all traces for a short distance. The road then continues as a somewhat eroded hollow way before meeting the modern road at SH 65755565, following its course for a few metres before re-emerging to run on a lower alignment around Bwlch y Gwyddel. The road here is quite well engineered, visible as a 2m wide terrace with a drystone revetment. An earlier phase is clearly visible at the apex of the bend on the Bwlch where a well-preserved narrow zigzag lies downslope of the revetted road. Several alignments of narrow terraces and hollow ways are then present along the less precipitous approach to Gorphwysfa. The road from this point down the pass to the crossing point of the river follows the line indicated on the OS 1891 map and is in places quite well made with lengths of revetted terracing and narrow causeway, up to 2m wide, surviving in several places. The streams are crossed by stone-slab bridges or culverts. An earlier narrow hollow way can be seen to have been superseded by the later road in several places. The trackway crosses the river at SH63465619 by means of a single-span clapper bridge that originally consisted of three side-by-side slabs on two drystone abutments. One slab has now fallen and the remainder of the bridge is now rather precarious. The OS 1891 shows a crossing via a ford a few metres downstream but this is not obvious on the ground. The road can be traced on the north side of the river until Pont y Gromlech. After this point it becomes more fragmentary, passing through improved pasture. Several stretches can however be followed on the approach to Llanberis (e.g. PRN 17600 noted by RCAHM 1960, lxii) but all seem to be similar to the character of the road through the pass.

It is clear that part of a pre-1831 road network runs between Capel Curig and Pont y Gromlech and probably to Llanberis and beyond. The Caernarvonshire Inventory (RCAHM, 1960 lxvi) lists the trackway down the pass as a packhorse trail and there seems to be no reason to revise this assessment although more than one phase clearly exists. The latest is well engineered with stone revetments, causeways, culverts and bridges. This continues in a similar fashion along Dyffryn Mymbr. Both Waddelove and Byde trace this latest phase and suggest Roman origins although Waddelove mistakenly claims that there are no signs of an earlier road through the pass above Pont y Gromlech. The fact that it overlies the earlier phases indicates its more recent origins and it seems likely that the upgrading of this route was carried out in the 18<sup>th</sup> century as part of estate improvements. Earlier phases of the road are visible in many places and consist of either a single narrow (1-2m wide) hollow way or a series of eroded tracks. Significantly none of the phases exhibit any Roman characteristics, all are 2m wide or less and no agger and ditch constructions or quarry pits were found. The lack of quarry pits is significant because it could be argued that all traces of a Roman road bed could have been eroded away by two millennia of traffic. Quarry pits seem to be a characteristic of upland Roman roads and none have been identified in the relatively narrow corridor along which the road could have passed between Pen Y Gwryd and Pont y Gromlech. RCAHM (1960 lxii) name one further possible length of road relevant to this discussion; 'Near Llynau Mymbr a short length of causeway..... closely resembles the agger of a Roman road' (PRN 17604). This is an isolated feature running from the modern road into an overgrown bog next to the river. Its alignment, running straight towards the river,



lakes and quite a steep drop suggest that it is not a length of Roman road and that it could be a later feature either running to a weir shown on OS 1891 or forming an earlier access to the farm of Garth.

In conclusion it seems to be very unlikely that a Roman military road ran between Caer Llugwy and Segontium via Llanberis pass. All the evidence to date suggests that Roman roads, even in the most remote uplands, are a minimum of 3m (more usually 4.5 to 5m) wide and that quarry pits are usually present. None of the roads examined here satisfy these criteria and there is no evidence for any other roads through the pass. The presence of a camp at Pen y Gwryd does not necessarily imply the presence of a Roman road. The camp could pre-date the road system or merely reflect the strategic importance of Pen y Gwryd.

#### *Summary and recommendations for further work*

The route now seems to be unlikely.

#### ***Road RR69b Part 1 Tomen y Mur to Brithdir (PRN 3845) Maps 39-44***

##### *Description*

Routes for this road have been suggested by Margary (1967 347-8) and Bowen & Gresham (1967 247-53). The northern part is generally easy to follow. It runs south from Tomen y Mur along modern roads and through improved pasture and cannot be positively identified for about 3km. Bowen & Gresham (1967, 248) suggest an eastern route running through semi-improved pasture and moorland to Pen y Stryd. The southern part of this section is particularly well preserved and is shown on an aerial photograph in Crew and Musson (1996, 30). The extant road to the north of Pen y Stryd (PRNs 17736-43) was walked and replotted during the present project. A well-preserved agger, with side ditches along with several lengths of terrace can be traced for about 2km. It was noted that very few quarry pits were visible, but this could be due to peat formation in the hollows.

This length of well-preserved road suggests that Margary's route along modern roads to the west can be discounted. There are two possible routes from Pen y Stryd to Brithdir. Margary proposes a line along the western side of Coed y Brenin and then along the modern road, via Llanelltyd, to Dolgellau (PRNs 17728-35). Bowen and Gresham trace a route to the east of Moel Hafod Owen (PRNs 17751-7). These routes were examined during the 2005 phase of the project. There are definite signs of several phases of earlier road beneath the present tracks along Margary's route but most are parts of the 18<sup>th</sup> century turnpike. The 1889 OS 25" map clearly shows the southern end of the agger at Pen y Stryd (17736) turning to the west. This part of the road, in the triangle formed by two modern roads and the forestry at SH72683174, has since been destroyed by a gas pipeline. A causeway that could be an agger (17852) runs up the slope opposite Pen y Stryd Chapel on a different alignment to the modern road. The modern tracks seem to follow the turnpike quite closely and this part was certainly the main route in 1889 (OS 25"). Unfortunately no evidence has emerged to link the two routes before this time. The fact that the possible agger is the only earthwork emerging from the disturbance by roads and forestry at the end of Pen y Stryd must mark it as a serious candidate for the Roman road. The turnpike and miles of forestry have made the chances of finding further Roman remains remote.

There are, on first inspection, several reasons for favouring Bowen and Gresham's route: Possible extant fragments of road near Llech Idris and at Bwlch Goriwared, the position of the *Bedd Porus* early Christian stone (beside the road), along with the road's alignment on Brithdir fortlet. Further examination suggests that signs are less convincing. The road near Llech Idris is visible as a very faint 4m wide terrace that cannot be confirmed as Roman. The road through Bwlch Goriwared is a typical multiperiod routeway consisting of braided hollow ways alongside a more modern track. No Roman engineering could be identified despite a thorough search during a field visit in 2006. The area is however very overgrown. Elsewhere it seems unlikely that the Roman road follows the line of the present as suggested by Bowen and Gresham. It runs along some very steep slopes in a fashion atypical of Roman roads and there is no evidence of any earlier phases. Finally the original position of the *Bedd Porus* stone is unknown. This route is thus also unproven and unless the modern road follows the Roman with absolutely no deviations there should be some extant road through the miles of unimproved land along the projected line.

Waddelove (1999, 143-166 and 167-172) suggests a completely different route to a 'fort' at Dolgellau (RRN58, PRN 17826) and concludes that RR69b road only runs as far as the kilns at Pen y Stryd. This would seem to be a remarkably inefficient pattern of road building. There would seem to be little merit in building a fully fledged military road 7km across country from a relatively minor series of kilns to Tomen y Mur when a simple 1.5km long link to the putative road to the west would have served to connect the kilns to the forts to both the north and south.

#### *Summary and recommendations for further work*

The well preserved length of road at Pen y Stryd dictates the alignment of the northern part of this road. The southern half is mainly predicted. There are two main candidates for the route, either along the line of the turnpike along the western side of Coed y Brenin and then onwards towards Dolgellau along the Mawddach valley or along hillsides to the east of the Mawddach and through Bwlch Goriwared to Brithdir. The former is often dismissed because it runs to Dolgellau which was thought to be a potential site of a Roman fort before the discovery of the fortlet at Brithdir. There are however indications that the Roman road may have turned in this direction after Pen y Stryd. The latter route runs fairly directly to Brithdir but little physical evidence has been discovered despite a great deal of investigation by several workers in the field. Waddelove's route is conjectural and again relies on the presence of a fort at Dolgellau. His argument for this, based on the current street plan of the town, is unconvincing.

#### ***Road RR69b Part 2 Brithdir to Pennal (PRN 3846) Maps 45-49***

##### *Description*

There are several predicted road alignments around the fortlet at Brithdir, few of which have been verified. Some reflect the idea that Dolgellau was seen as the main node in the road system in this area, prior to the discovery of the fortlet at Brithdir. The excavations at Brithdir (Hopewell 1997, 310-33) confirmed that there was an east-west road that continued in use after the abandonment of the fortlet in AD 120. Both Jones (1959, 208-20) and Rigg & Toller (1983, 162-4) trace the road via a series of earthworks to the Wnion Valley and then to Dolgellau. At this point there are two suggested routes to Pennal, RR69b, favoured by Margary and RRX96 favoured by Jones (1959, 211-2), St. Joseph (1961, 129-30) and Bowen & Gresham (1967, 252-3).

Margary traces a fairly direct course from Brithdir along Cefn y Clawdd and then an old road across the highlands to the Llefenni Valley. The OS recorded that the route was very eroded and probably not Roman (John Rigg F.I. in OS linear RR69b 1977). Margary next traces through Corris and then along the Dovey Valley to Pennal. The OS concluded that there was no Roman road along an alignment to the east of Cader Idris and favoured the western route RRX96.

The route along Cefn y Clawdd was examined as part of the comparative survey in 2005 and found to be much changed from when recorded by Margary and the OS. The most recent line of the old track has mostly been superseded by a narrow asphalt road. Occasional lengths of earlier road have survived and have not been affected by the recent upgrade. This is in most cases in the form of a terrace with the modern road overlying part of it (PRN17723-4) although hollow ways also survive in places. At SH76071402 the modern track curves away from the earlier line. A 4m wide terrace and a possible agger, 5m wide follow the more direct route. At SH75911366 A 4m wide terrace is cut by a narrow hollow way. There was clearly a well constructed road of some antiquity running along this route and Dodd (1925) does not record a turnpike here. The fragmentary remains make it difficult to confirm its Roman origins but this route should not be dismissed.

#### *Summary and recommendations for further work*

The OS dismiss this route, but it should be noted that all of the routes to the south of Brithdir are conjectural and are projections dependent on topographical evidence. There is clear evidence of an early route here although it is in too poor a condition to allow it to be definitely assigned to the Roman period. The identification of further extant remains on any of the routes must be seen as a priority in the study of Roman roads in Meirionnydd.

## ***Road RRN 51 and 52 – Brithdir Triangles (PRNs 17801 & 17802) Map 50***

### *Description*

Rigg and Toller (1983, 11) proposed a road from Brithdir to Long Mountain RR50 which was later retracted by Toller (see below). Part of this route consisted of a link from RR66b to RRN50. The southern part of this link road was traced as a well-engineered terrace by Rigg & Toller. Subsequent aerial photographic evidence (Crew & Musson 1996, 31) revealed the presence of a well-preserved Roman road to the west of this just above Caer Tyddyn.

The entire route was walked as part of the current project. The southern part is visible as a low 4.5m wide agger with obvious quarry pits. This joins a more recent track, at the top of the slope. This can be traced for a little over 1km. It is still in use and quite eroded in places but its Roman origin is demonstrated by the continuation of the quarry pits identified alongside the first part. (PRN 17778). The later terraced road (PRN 17777) is characterised by a lack of comparable quarry pits. The track enters a forestry plantation just to the north of an earthwork that has been tentatively interpreted as a Roman Signal Station (PRN 801). Occasional lengths of metalling are visible but the forestry has probably destroyed any quarry pits. Rigg & Toller also suggest a short cut from RRN51 to Brithdir. This was dismissed as being modern by Brown (1986, 23-4)

### *Summary and recommendations for further work*

The southern part of this route is a good example of an extant Roman road. It suggests that a route along Bwlch Oerddrws may have existed, it could also be seen as a link with the disputed route to Pennal via Cross Foxes and Corris (RR66b).

## ***Road RRX96 – Brithdir – Pennal W of Cader Idris (PRN 17887) Maps 51-60***

### *Description*

Jones (1959 211-2) St. Joseph (1961 129-30) and Bowen and Gresham (1967 252-3) have all published papers dismissing the route of RR69b to the east of Cader Idris, based on unsuitable terrain and the siting strategy of the fortlet at Brithdir. Various possible courses are suggested following a more circuitous route to the west of the mountain. The OS surveyors recorded that none of the routes show any trace of Roman construction. Three variations were proposed; All three initially run south-west from Brithdir along the old turnpike road, Ffordd Ddu. St. Joseph suggested a route extending as far west as the coast at Llwyngwrl. Bowen and Gresham traced an inland route along an old road to Llanegryn. A route between Llanegryn and Pennal is favoured by both St. Joseph and Bowen and Gresham, its historical importance in demonstrated by motte sitings at crossings of the Afon Dysynni and Afon Fathew. An alternative shorter route was also proposed by Bowen and Gresham running across the highlands via Abergynolwyn. The OS (linear file RRX96 1977) note that this road should be visible on the slopes of Mynydd Cefn Caer but there is nothing more than a narrow footpath at this point.

Several lengths of this route were examined during the present project. The 2 km of road to the west of Brithdir was field-walked at the same time as the conjoining part of PRN 3849. A 4 to 5m wide road, with many post-medieval features, can be traced following a fairly direct route to the Afon Wnion. The road immediately to the west of the fort (PRNs 17624-5) is largely lost within improved pasture although the former owner Mr Edwards of Tyddyn Derwen reports that a parchmark was visible below the modern road in dry summer of 1976. The road to the west of this is visible as a 4 to 6 m wide hollow way bounded for much of its length by field walls (PRNs 17622-3). A well preserved 4m wide zigzag (PRN 17621) of Roman character marks the start of the descent toward Llwybr-y-torrent. Further zigzags (PRNs 17620-1) mark the crossing of a steep-sided stream on the edge of Coed Dol-fawr. Masonry on the edge of the stream is all that remains of a built-up fort or culvert. This remains undated but is most likely to date from post-Roman improvements to the road.

Following investigations by Hugh Toller and John Burman the road between Dolgellau and Llanegryn was examined during the 2006 phase of the project. The Ffordd Ddu is a complex multiphase routeway. The most recent phase is an asphalt surfaced road, reverting to a roughly metalled track beyond Arthog,

which overlies the turnpike in many places particularly towards Dolgellau. The earlier phases of the road divert from the modern to the south of Cregennen lakes. A well preserved 4.5m wide terrace reused in parts as farm access roads marks the line of the turnpike. This can be seen in several places to overlie an earlier road. This is best seen to the south of Pant-y-lan where the turnpike follows the line of the modern road before diverging to form a zigzag up a steep hillside (PRN 17864). An earlier road, in the form of a hollow way with traces of an agger in places, initially runs to the north of this (PRN 17863). The turnpike clearly overlies this at the bottom of the zigzag. At least two phases of pre-turnpike road run up the hill. A narrow zigzag (PRN 17865) is well preserved and overlies an earlier feature that could be a more direct road (PRN 17866). This is poorly preserved and difficult to assess.

Long stretches of an earlier road (PRNs 17867-8) run alongside the modern track. PRN 17868 is marked as a track on 1888 OS maps but is currently in the form of a very deeply eroded terrace. This substantial feature can be seen to overlie a 4m wide well-engineered terrace in two places (PRNs 17873 and 17874). The modern road and earlier tracks diverge at Foel Tyr gawen. The earlier routes run to the west of the hill and two phases are again present. The modern runs to the east. In 1808 Pennant recorded that he took the old route to Peniarth and that a new road was being built here: "The new Road is marked out to turn that projecting point which hides the junction of the Vales, but is not yet in a state to be used". This appears to be the line of the present track.

The earliest phase of road on this route i.e. underlying the turnpike could represent the line of the Roman road. It is at least 4m wide and well engineered. There is however a possibility that two phases of turnpike exist here. Fenton records that:

"The Road, which though paid for, and meant for a turnpike, begins to lose all pretensions to such a Character, being rough, stony, and in many parts hardly traceable, and taking its course up very steep pitches; then going on tolerably straight"

The new (in 1808) road to Peniarth could indicate that the turnpike was being upgraded. This could of course be the modern track which was in place by the time the 1888 OS map was produced. On balance Fenton's description seems to be a good description of the presently visible remains of the turnpike.

The southern leg of this route is more problematic (PRN 17771). Much of the line between Rhyd-yronen and Cwrt this has been examined in the 2006 season. This was mostly found to be a typical narrow winding pack-horse route with no evidence for Roman engineering. A length of well engineered wider road was identified on the descent to Cwrt (PRN 17884) but further evidence is needed before this can be considered to be Roman.

#### *Summary and recommendations for further work*

There are signs of what could be Roman engineering on this route. The roads between the other forts in north-west Wales are around 22km long, representing a days march. A direct route between Brithir and Pennal would be 22km. The route being examined here is a rather excessive 32km long suggesting that units travelling between the forts could have to spend a night in the open. This would seem to negate the advantages of following the slightly easier terrain. The longer route would make more sense if there was a Roman presence west of Cader Idris. A document in the Peniarth Mss in the hand of Gruffydd Hiraethog c. 1560 records a building "where the bricks are yet to be seen" with paving after the fashion of ?flint dice route and windows in the earth. This could be a description of a Roman installation (see RCAHMW 1921). The location of the building would appear to be close to Peniarth but there are no further records and its exact location has been lost. If this was indeed a Roman building the road would make good sense.

#### ***Road RR66b Car Gai to Brithdir (PRN 3849) Maps 61-64***

##### *Description*

This road appears to follow a fairly direct route between the two forts. It has been traced in detail by Jones (1958-60, 208-220) and a similar, though not identical route was proposed by Margary (1973, 347-8).

On leaving Caer Gai the road runs in a roughly south westerly direction for about 4km, along modern roads and across open fields, passing the practice camps at Pont Rhyd Sarn. Both Jones and Margary identified several lengths of possible agger. The OS field investigators agreed with some of these findings (OS linear files RR66b 1973). The road then follows the Wnion Valley. Jones favours the north west bank and Margary the south east, the OS states that 'neither has good evidence although Margary's route is topographically largely impractical'. Jones then traces the route across country via fragments of terrace and a zigzag river crossing to the modern lane leading to Brithdir.

The former part of the route, to the south-west of Caer Gai, was examined during the 2005-6 phase of the project. The line of the road was initially identified by geophysical survey (Hopewell 2006) running through fields to the south-west of the fort on a different alignment to the former driveway to Caer Gai farm (PRN 17650). Margary and Jones then trace it along modern roads (PRNs 17646-8) as far as Pont Rhyd-Sarn. There is only one deviation, between Pont Lliw and Prys-mawr. This is now a well made farm track with no surviving signs of Roman engineering. A slight hollow to the north of the farmhouse marks the line of the earlier road.

The earlier road deviates from the modern just to the south-west of Pont Rhyd-sarn and is initially visible as a 5m wide flat-topped causeway (PRN 17645) with stone edging and one roadside ditch before becoming a sunken road between banks. Although this superficially resembles a Roman road the causeway is very flat topped and the sunken road is atypical and is not the result of erosion. This is most likely to be the remains of the 18<sup>th</sup> century turnpike. The road continues (PRN 17644) as an asphalt track as far as Tan-y-ffordd and then reverts to a flat sunken lane through unimproved pasture and forestry. As the road emerges from the rough ground into improved pasture to the south-east of Bryn Glas its character changes and it appears to be a good 5m wide Roman agger with slight side ditches. This may indicate that a ploughed-down turnpike looks exactly like a Roman road. It could also be interpreted as the remaining earlier phases of a Roman road with the later turnpike removed. Slab roofed culverts that seem to be a feature of turnpike roads were also recorded along this stretch. A good example of an agger close to Pant Gwyn (Margary 1957 and Jones 1959, PRN 17643) has since been destroyed by road improvements. The somewhat flimsy evidence for a Roman road is supported by the presence of two practice camps just to the south of Cefn Rhos suggesting that the turnpike was built over the Roman road. The turnpike and probably the Roman road continue on the line of the modern road as far as Drws y Nant (PRN 17640 and 17642). Two short lengths of surviving earlier road (PRNs 17641 and 17639) recorded as probably Roman road by the OS (Linear files 1978) appear to be typical turnpike.

Jones then traces the Roman road along the course of the modern track from Drws y Nant to Lletty Wyn (PRN 17635-7). There is little sign of an earlier road apart from a track at a stream-crossing near Lletty Wyn.

The latter portion of the route (PRNs 17627-34) from Lletty-wyn to the fortlet was traced during the 2004 phase of the current project. The line of the possible Roman road runs along a range of post-medieval tracks and roads. The general line and width of the tracks etc suggest a Roman origin but few, if any features are visible to prove this. A zigzag (PRN 17630) running to the Afon Celynog crossing predates the currently used road to the improved but extant packhorse bridge and could be Roman. There are also signs of a possible ford on the south-west side of the river at this point.

#### *Summary and recommendations for further work*

The line of this road is fairly convincing following the only topographically practicable route. The structural evidence is somewhat meagre but is supported by the presence of Practice camps at Pont Rhyd Sarn and 'link road' RRN51. It should be noted that, there are several records of damage to this road, principally to PRN 17643, during road improvements and 17633 during forestry works.

### **Road RR66a *Caer Gai to Deva (PRN 3850) Maps 65-68***

#### *Description*

Only a portion of this road falls within Gwynedd. The route has been proposed and traced in various places by Margary (1957 77-8) Jones (1958-60, 208-220) and Irvine (Unpublished typescript in OS linear file RR66a dated 1954)

The road has initially been traced for about 0.5km W of Caer Gai by Geophysical Survey and AP evidence (Hopewell 2003, 16-9)) and is then thought to follow the north side of Bala lake to Llanfor, along the line of the modern road. The OS linear files mark a length of approximately 4km, visible as a well-preserved terrace leading towards Caer Euni, as “extant”. Also of note are the place names Sarnau and Cefn-ddwysarn. This length of road was examined during the 2005-6 phase of the project. The road to the east of Llanfor runs along the modern road and tracks until Llidiart-y-groes. At this point the road is carried across an area of boggy ground to Cefn-ddwysarn by a massive flat-topped causeway, 10m wide at the base and 7m wide at the top (PRN 17611). This overlies an earlier road visible as a 5m wide terrace with a hollow way eroded into it (PRN 17857). The causeway appears to be a very impressive example of engineering associated with the turnpike road. The earlier terrace could be an eroded Roman feature or possibly an earlier phase of the turnpike.

The road can then be traced for a further 3.2 km to Blaen-y-cwm farm via Sarnau as a series of low causeways, terraces and slightly sunken lanes. All are about 5m wide and in good condition. There is however little that appears to be Roman. The terraces are massive and stone-revetted, the sunken lanes are sharply cut and flat bottomed and the causeways are flat topped. This is all typical turnpike engineering.

The road from Blaen-y-cwm to the county border is marked by further terracing (Margary and Irvine) although Irvine suggests a different route to the north of Caer Euni.

#### *Summary and recommendations for further work*

This route makes good topographical sense even though much of it is marked by turnpike and modern roads. This could be another example of a turnpike following a Roman line. There are however few extant Roman features to prove this hypothesis. The area around Caer Euni would benefit from further field investigation and aerial reconnaissance

### **Road RR642 *Caer Gai to Caersws (PRN 17803) Maps 69-70***

#### *Description*

This road was first described by Jones & Putnam and Toller 1998 (117-21) with further details published by Putnam & Toller in 2001 (117-9). A more detailed line for the southernmost part was provided by R Knisely-Marpole in a letter to B Silvester of Clwyd Powys Archaeological Trust.

Most of the route was walked by during the present project. The line of the road is initially visible on aerial photographs (Cambridge University Collection CB13, PRN 17845) running due south-east across the Dyfrdwy Valley. Fragmentary remains suggest that it continued up the south eastern side of the valley from Felindre to Gyrn. The road at the top of the hill is very well preserved, a 5m wide agger with side ditches and quarry pits (PRN 17795) can be traced across semi-improved moorland to a terrace running down-slope towards the Fechan valley (PRNs 17796-7). The road then runs along a modern track along the eastern side of the Afon Fechan (PRN 17798) before crossing the river and running in to Coed Ty'n-y-fedw forestry plantation (PRN 17799) where it appears to have been destroyed. The road emerges from the forestry (PRN 17800) and continues as a well preserved 4m wide terrace before linking to the modern track to Bwlch y Pawl. A possible Milestone recorded by Putnam & Toller in 2001 does not seem to be dressed but is an anomalous large natural stone. The road is then visible as fragments of terrace through Bwlch y Pawl, well preserved in places, amongst parallel

hollow ways along a clearly multiperiod route towards the Eiddew valley. The line is lost in blanket bogs just before county boundary.

#### ***Summary and recommendations for further work***

The discovery of this road alignment demonstrates the effectiveness of detailed investigation incorporating aerial reconnaissance, detailed survey and fieldwalking, along with discussions with local landowners and residents. The road is particularly well preserved close to Gyrn but could be under long-term threat from agricultural improvements.

#### ***Road RRX61 Llanfor – Forden Gaer (PRN 17768) Maps 71-72***

##### *Description*

This route was initially traced by H L Jones (1856 195-197) with further work by RCAHM (1921 118); Additional evidence was provided by the discovery of the fort at Llanfor.

Both Jones and RCAHM trace an ancient trackway called Sarn from about 2km east of Llanfor to Trum y Sarn and beyond. It is visible as a series of hollow ways and terraces tracing a line roughly south-east from Llanfor across the uplands of Moel Cae-Howel and Foel Cwm-Sian Llŵyd. The OS field investigation recorded various earthworks and concluded that the route is 'probable, and though it has no specifically Roman features [it] is comparable to several recognised stretches of Roman road in Wales'. (C F Wardale OS linear files RRX61, 1973)

The parts of this road that run through unimproved pasture (PRNs 17764-6) were examined as part of the 2004 phase of the current project. The road to the north of Bwlch Y Fenni (17764) is well-defined and clearly of some antiquity. It consists of a series of hollow ways and terraces, all about 3m wide. These are occasionally rock cut and the bedrock is worn and rutted where exposed. The road follows the contours around the hill at Rhiweadog-is-arfon and can be traced for several km through the uplands. It is again in the form of a 3m wide terrace with hollow ways in the more level ground. This road seems to be too narrow to be classified as a Roman military construction without other supporting evidence and no aggers, roadside ditches or quarry pits are present. This appears to be a road that has been well used in antiquity but there is nothing to suggest Roman origins and it is best interpreted as being medieval or post-medieval. This road was considered to be of sufficient importance to be marked on Evans' 1797 map of Wales.

#### ***Summary and recommendations for further work***

The route makes sense as a Roman road but there is nothing on the ground that supports this. All features appear to be post-Roman.

#### ***Road RRX 73 Brithdir – Long Mountain (PRN 3853) Maps 73-75***

##### *Description*

Several attempts have been made to trace a road south-east from Brithdir. A route was suggested by Putnam (1963, 22) following modern roads. The OS described the suggestion as reasonable but the evidence very tenuous. (OS linear files RRX63 1977). A similar route (in Gwynedd) was proposed by Rigg & Toller (1983, 155-65) but later retracted (Toller 1997, 299). The best supporting evidence in the linking road RRN51 demonstrated by Crew and Musson (1996, 31), suggesting a route over Bwlch Oerddrws.

#### ***Summary and recommendations for further work***

This is a fairly contentious route but one that cannot be dismissed. Proof of Roman construction to the east of the junction with RRN51 is required in order to differentiate it from turnpike and later roads.

### **Road RR69c Pennal to Trawscoed (PRN 3847) Map 76**

#### *Description*

Antiquarian records record a broad paved way to the river Dyfi (and county boundary). Gradiometer survey suggests that the road from the fort may lead to the present farm track towards the river (Hopewell 2003 13-17) although there is nothing that can be proved to be Roman.

#### *Summary and recommendations for further work*

The line of the road is largely conjectural but further aerial reconnaissance, documentary and, field investigation could identify the 'paved way'.

### **Road RRN54 Caer Llugwy to Bangor (PRN 17819) Maps 77-80**

Waddelove (1999, 77-101) proposes a route from Caer Llugwy to a hypothetical camp at Penrhyn, Bangor following amongst other things, the line of the old coach road, the turnpike through Nant y Benglog and Lord Penrhyn's road along the west side of the Nant Ffrancon. It seems likely that Waddelove has identified some stretches of early road but it requires further fieldwork in order to assess its Roman character. A report from Tim Strickland (*pers. com.*) of Gifford and Partners shows that a slate used in the roofing of legionary barracks in Chester [Princess Street 1981/2] had come from 'within a mile of Bethesda' (geological analysis). This perhaps adds credence to the idea of a Roman road running down the Ogwen valley.

### **RRN55 Caer Llugwy to Rug (PRN 17820) Maps 81-82**

Waddelove (1999, 36-71) traces a route from the east gate of the fort at Bryn y Gefeiliau, largely along the line of PRN 17709, to a possible ford at Betws y Coed. He then suggests a route following various features towards Moel yr Iwrch. This route requires further field assessment.

### **RRN56 Segontium to Nefyn (PRN 17823) Maps 83-88**

There is little doubt that an early road ran from Caernarfon to Aberdaron serving pilgrims travelling to Bardsey Island. Parts of this were then adopted by the Caernarvonshire Turnpike Trust. The straight parts of the present road near Aberdesach follow this route. Waddelove (1999, 247-277) notes that these straight stretches of road 'have the look of Roman surveying' and goes on to trace further features along this alignment. He then traces the road over Bwlch yr Eifl. This part of the proposed route was assessed as part of the current project (PRNs 17815-6). The 'narrow green terrace' described by Waddelove is about 2m wide and rather meandering. There are stone built culverts in places but it lacks any Roman features. The lower track traced by Waddelove that crosses a stream and shows 'indications of a made up crossing with stone abutments (Plate XI)' is nothing more than a 1m wide sheep-track and the abutments are merely paces where the track has eroded down to the stony subsoil. It is clear that this route requires further field assessment.

### **RRN57 Dolgellau to Harlech to Portmadog (PRN 17825) Maps 89-94**

Waddelove (1999 295-327) argues that a large area to the north-west of Brithdir/Dolgellau would have been outside Roman jurisdiction if the road did not continue to the coast towards present-day Harlech and then back to Portmadog. He traces a variety of old roads including the route shown by Ogilby (1675) across the uplands via Pont Scethin, Braich and Hirgwm. The route then passes through Llanbedr and Harlech and across the lowlands to cross Traeth Bach at Llanfihangel-y-traethau to join the putative road crossing on the line of the present day cob.

This road clearly follows an early route across the uplands and the crossing of Traeth Bach is at the traditional point as shown on Evans 1797 map. Some of the evidence presented as photographs in *The Roman Roads of North Wales* appears to be less than convincing. The road and ford on plates XVI and XVII do not appear to be of Roman character and the cropmark on Plate XXI appears to be agricultural



in origin. Further examination of some of the features along this alignment, particularly in the unimproved uplands should be able to find evidence of extant Roman features if the route is genuine.

#### ***RRN58 Tomen y Mur to Dolgellau (PRN 17826) Maps 39-44***

This route runs to the west of RR69b ignoring the attested Roman road at Pen y Stryd and running to a proposed fort at Dolgellau. The presence of a fort at Dolgellau has been suggested by several writers (e.g. Cambrian Archaeological Association 1949, 294 and Jones 1959, 208) but no hard evidence was ever uncovered and it is significant that they were all writing before the discovery of the fortlet at Brithdir. Waddelove (1999, 190-2) suggests that these writers were correct and the street layout of Dolgellau follows the layout of a Roman fort. There is however no reason to suppose that the main streets in Dolgellau are anything other than post-medieval and Ellis (1928, ch 6) suggests an 11<sup>th</sup> century foundation. The persistence of the street plan of a Roman fort therefore seems unlikely. Waddelove justifies the ignoring of RR69b by suggesting that it only ran from Tomen y Mur to the kilns. This, as noted above would seem to be a remarkably inefficient pattern of road building when a simple 1.5km long link to the putative road to the west would have served to connect the kilns to the forts to both the north and south. It can be concluded that unless some convincing extant road is discovered along this line, that the route is unlikely.

#### ***RRN59 Segontium to Bangor (PRN 17829) Maps 95-97***

Waddelove (1999, 237-45) proposes a slightly more northerly route along the north Wales coast than RR67c and suggests that the road leads to a fort at Penrhyn. The siting of a fort here has some topographical merit but no evidence has so far been uncovered. The route itself follows modern features and is based on topological arguments.

#### ***Roman Roads on Anglesey***

No widely accepted Roman remains on Anglesey apart from the watchtower and late 'naval base' near Holyhead have so far been discovered. These two sites are of limited use in the present study because they post date the establishment of the road and fort network in North Wales. The ditch and bank of a possible fort at Aberffraw on the west coast were identified by White (1997) but the small scale of the excavations and lack of datable evidence leave the interpretation of these features open to debate. The site is also largely built over making the acquisition of further evidence difficult. Roman roads elsewhere in the county run between fixed points defined by forts. Unfortunately on Anglesey these basic starting points are unknown. The task of finding Roman roads is further complicated by the topography and agricultural regime on the island. There are no tracts of untouched desolate uplands and almost all of the land is heavily improved.

On the positive side, the topography would have provided relatively few obstacles to the Roman road builders, so long straight, and thus easily identifiable, alignments should be present. There are also several limited areas that would have been strategically important. The crossing points of the Menai Straits provide two such foci. The central narrow part of the straits is unfordable and very treacherous and the traditional crossing points are at either end. There is some debate about sea levels in the Roman period but it is likely that the crossing points would have been similar to those that were utilised before the Bridges were built across the straits. The easiest crossing point was across the Lavan Sands at Aber. Evans' 1797 map shows two paths across the sands here. The narrow channel was crossed by ferry. It also shows Capel Ogwen which now appears to have been lost to the sea. A curiously isolated fish weir on the Lavan Sands shown on the 1<sup>st</sup> edition OS map also hints at a gradual erosion of the coast at this point and it is likely that the shoreline may have changed significantly since Roman times. The other crossing point is close to Segontium usually in more recent times by ferry at Tan y Foel or Aber Menai. A foot crossing may have been possible here at low tides although it is likely that a ferry was used to cross the remaining channel at low tide. Another focus of activity that has so far been ignored by most studies of Roman roads is suggested by the finds of copper cakes on Anglesey. The distribution map of findspots shows a significant cluster on the north of the island around Parys Mountain. Copper was known to have been mined from this site during the Bronze age and in the 18<sup>th</sup> and 19<sup>th</sup> centuries it was the largest copper mine in the world. The only evidence for Roman mining is in the form of copper cakes, circular, often stamped ingots, weighing around 18kg. Two of these were found on the mountain and at least a dozen more have been found on the island (as opposed to 5 others

in Gwynedd). Research is ongoing on the site, much of the early works will have been destroyed by opencast extraction in 18<sup>th</sup>/19<sup>th</sup> century but new discoveries are still being made by the Parys Underground Group ([www.parysmountain.co.uk](http://www.parysmountain.co.uk)).

It is likely that Roman infrastructure existed in this area in the form of roads and possibly a fort. It is also likely that an industrial area existed, the copper cakes indicate that the ore was smelted on or near the extraction point although evidence may, of course, have been destroyed by the extensive later workings.

Initially, two roads were investigated. Both were suggested after a seminar and a series of meetings were held with other researchers into Roman roads on Anglesey. The Talwrn Archaeological group have been investigating several possible roads and other Roman sites and the two roads discussed below were chosen for initial investigation. A study of recent aerial photographic evidence around Parys Mountain has failed to reveal any new evidence.

#### ***RRN60 Anglesey north-east route (PRN 17844) Maps 98-99***

This route was proposed by Owenna Orme from the Talwrn Archaeology Group. An ancient paved road, *Lon-y-Bwbach* (PRN 17839), leading from Llanddyfnan Church to Plas Llanddyfyan was recorded by Longueville Jones (1855, 27). It was suggested that this formed part of a Roman road crossing from Beaumaris to Holyhead. The road is still visible as a 5 to 6m wide track between field banks. The Talwrn Archaeological Group identified and exposed a well-made stone surface but this was found to be c.2m wide and was almost certainly a later phase overlying a much wider road or track. Further lengths of road with a similar character have been identified running on a fairly direct route for 20km from Cadnant on the Menai Straits and across the centre of the island (PRNs 17836-8 17848-50 and 17854). This is good evidence that this is at least in parts an early route, the roads are well-metalled and wide and would thus presumably have been of some importance but none appear on Evans' 1797 map. They are also fairly direct. This evidence could indicate a Roman origin but there is so far no physical evidence to support this and the route could easily be medieval or post medieval. There is also no particular reason to expect a Roman crossing to the Cadnant given that the only known fort is at Segontium. It should however be noted that a second fort on the Menai Straits has often been predicted due to the excessive 37 km gap between Segontium and Canovium.

A series of Roman finds and a small rectangular enclosure are currently being investigated close to Llanddyfnan church at the eastern end of *Lon-y-Bwbach* and this may provide further evidence about this route. Aerial photographs of Llanddyfnan from the 1946-7 RAF sorties were consulted but no further evidence was forthcoming.

#### ***RRN61 Anglesey west route, Tal y Foel – Holyhead (PRN 17843) Maps 100-106***

It was decided to further investigate a Roman road proposed by W. Wyn Williams Junr (1861, 186-188). This runs along the western side of the island with a detour around Malltraeth marsh. The route has been digitised in outline form (PRN 17843). Unfortunately the account consists of little more than a list of place-names with occasional notes such as 'it is very perfect for a short distance' (by Tyn-y-goedan) and it is 'very plain near these places' (Bryn Bychan, Alltwen Goch /Ddu). The route in its entirety makes some sense and it appears that he has recognised some early roads that could be of significance (e.g. the road at Cleifiog Uchaf (Davidson and Kurcharski 1999) discovered during assessment for the new A55 could be part of this route ).

Tal y Foel seems to be a possible crossing point from Segontium and was certainly a ferrying point in the 18<sup>th</sup> century. The large detour around Malltraeth marsh appears to be excessive and a direct route would almost certainly have been adopted, particularly if the remains at Aberffraw are relevant to the road network. Most antiquarians suggested roads running to Holyhead. This may have been the case but, as noted before, Caer Gybi is probably a naval base and post-dates the establishment of the Roman road / fort network in North Wales. It was thus not part of the original pattern of roads and thus not necessarily a major focal point, although a link could have been built at a later date.

Aerial photograph holdings from the Central Registry of Aerial Photography for Wales, mainly from 1970s to the 90s were consulted covering the southern section of this route from the Menai Straits to the north of Dwyran. This also covered the area around Ruddgaer and Llangeinwen. A significant number of Roman finds have been recovered from around Ruddgaer and a cropmark had been reported

by Toby Driver (RCAHMW) at Maes-y-porth Llangeinwen (PRN 18360). Unfortunately no further evidence was gleaned from the aerial photographs, several linear parchmarks were visible but all were found to be relict field boundaries.

Most of the W. Wyn Williams Junr route has been examined by the writer and the Talwrn group and it seems to be nothing more than a series of historically unconnected road fragments linked together to form a through route. The diversion around Malltraeth marsh seems to be particularly excessive. A traditional crossing place at Lon Dugod (PRN 17846-7) pre-dates the modern road system and would suggest a more direct route but there is again no evidence to demonstrate Roman origins. W. Wyn Williams Junr may have incorporated a fragment of early road in his projected route. A broad lane passes Bodrwyn and another length runs to the north-west of Cerrig Engan towards Gwalchmai.. There is again nothing to prove Roman origins.

### ***Summary and recommendations for further work***

Anglesey continues to be a problem. There are clearly several lengths of well-made road on the island predating the post-18th century network. These could well incorporate medieval elements and even have Roman origins. The main problem is that there are no known fixed points on Anglesey that the roads would run between. There are many potential crossing points along the Menai Straits and none have been shown to be Roman although a crossing near Segontium could perhaps be predicted. Traditionally Roman road studies have linked the Menai Straits to Caer Gybi at Holyhead. There is however no evidence of a fort here dating from the post-invasion consolidation of the territory. A fort to control the island would not have been built on an inaccessible offshore islet. Possibilities exist at Aberffraw and in the area around Parys Mountain but remain unproven or conjectural. It is therefore particularly difficult to prove that a road is Roman on Anglesey. Very convincing physical evidence probably derived from excavation would be required and this is likely to be very difficult to produce in the intensively farmed land on Anglesey.

## **8. SYNTHESIS**

### ***8.1 Morphology and Identification***

A good proportion of the extant roads in Gwynedd has been examined and preliminary conclusions can be drawn from this study. The majority of the surviving roads are in relatively unimproved uplands and it is becoming clear that these differ from the broad straight Roman roads ways seen in lowland Britain. Certain characteristics seem to be common to all upland roads so far examined and these can assist in distinguishing Roman roads from roads and tracks from other periods. These diagnostic criteria, while not in themselves new entirely information (see Margary 1973, Davies 2002, Crew and Musson 1996) have been developed and refined as the project has progressed.

#### **1. Alignment.**

The topography of the uplands makes it very difficult to construct a road running on a straight alignment for many kilometres without major engineering works. The construction of the roads so far recorded has been relatively simple with engineering confined to the occasional small rock cutting. They have been found to follow the terrain in a series of short straight alignments, usually 150m or more in length. Terraced roads have, however, been observed to follow a curving route while following the contours around a hillside. Straight alignments of over 1km have, occasionally, been recorded where the terrain is easily traversed. Zigzags are often utilised on steep slopes. Lowland roads such as RR67c Segontium to Caerhun (west part only) seem to follow the usual pattern of Roman roads i.e. long straight alignments often over several km.

#### **2. Width.**

Several definitions of road width have been suggested (Davies 2002, 33-4), some including features such as outer ditches that may not exist and certainly cannot be seen in the uplands. The width in the current discussion is defined as the estimated width of metalling. In the case of an agger this can be taken to be the distance between the inside of the inner ditches. Inaccuracies can occur if the agger has been spread by erosion or ploughing and thus overlies the ditches. This is probably less of a problem in undisturbed uplands than in improved pasture. The width of a terrace is taken to be the visible width

from the breaks of slope at either side. There will be a tendency for these estimates to be a little narrow because of slumping and erosion on the upper side.

Fig. 3 shows the distribution of metalling width in relation to length of road where this width occurs in *Known* and *Proposed* categories. The majority of roads are 5m wide with lesser amounts at 4m and 3m. The dips at 0.5m widths are almost certainly a result of estimates of poorly defined features being made to the nearest whole metre. The 3m and 4m peaks are probably somewhat exaggerated because of truncation of roads and soil slippage on terraces. The 5m peak corresponds to the width seen on most of the well-preserved routes and to the excavated sections (see Kelly 1986 and Longley 1996). This also corresponds to one of the peaks in road widths in Britain identified by Davies (2002). He identifies two, one at a little under 5m and another at a little over 6m as being 'standard values'. There was a wide range of values and other peaks occurred but these did not appear to be significant. A width of around 5m appears to be fairly standard away from London and the military zone in the north of England and the results from North-West Wales seem to add weight to this hypothesis. It should be noted that no roads less than 3m wide and very few more than 5.5m wide were identified as being Roman. The lower range is most significant because very few 'ancient' roads have been identified that are wider than 5.5m but there are many that are less than 3m. It can be concluded that a width of 4 to 5.5m can be considered to be a Roman characteristic, and that roads with a width of 3m should also be considered but should be carefully examined.

### 3. Construction

It is generally agreed (Davies 2002, 33) that Roman roads were built as raised aggers or sometimes as terraces. Drainage ditches are generally found on either side of the agger and in the lowlands a cleared strip and outer ditches are often present. These outer features do not appear to be present in the uplands. Small cuttings have occasionally been identified (e.g. PRN 17527), but extended hollow ways should not be classed as Roman unless there is evidence of severe post-Roman erosion.

The agger itself, from the limited data available for upland and other roads in North Wales, appears to be commonly constructed from material derived from the subsoil and surfaced with gravel and small stones in a clay or silt matrix (see Kelly 1986 and RR68 above). The metalling may only be 10-20cm thick making the surface quite difficult to identify. The commonly held misconception amongst the general public that Roman roads were paved with stone is clearly far from the truth.

This construction method produces very clear additional archaeological features in the form of quarry pits. These are a diagnostic feature of upland Roman roads and are illustrated particularly well on in Crew and Musson's aerial photographs of the areas around Llyn Hiraethlyn and Caer Tyddyn (1996 30-31). The size of the quarry pits is very variable but they are almost always set back from the road by a few meters. This factor can be used to distinguish them from equivalent features on later roads which are usually not set back in this fashion.

Part of road RR69a Canovium to Tomen y Mur running across blanket bogs above Cwm Penmachno is constructed from slate slabs, covered with a layer of gravel and small stones in a clayey silt matrix and laid on peat. This demonstrates that alternative methods of construction were employed where a conventional agger was not practical.

### 8.2 Turnpike roads

A major source of confusion when tracing Roman roads has been the presence of turnpike roads. These are very similar in their method of construction and when in poor condition are almost indistinguishable from Roman roads. Many turnpikes also follow the line of Roman roads and the builders appear to have viewed the presence of a well-engineered agger or terrace as a perfect foundation for their new construction. This has caused a great deal of difficulty in assessing the Roman origins of roads. A good example of the two styles of building can be seen at Caer Tyddyn south-west of Brithdir (PRNs 17777-8). The Turnpike is built over the Roman road at the north but they diverge as they run down the slope. The turnpike is more massively built with stone revetment on the terraced part. The characteristic set-back quarry pits are only visible on the Roman road.

The project has been hampered by the lack of authoritative works on Turnpikes in North Wales. Dodd 1925 remains the most informative about general routes and history but includes little about form and function. Observations during the present project may be of use to future research.

Distinguishing features of turnpikes are as follows:

- a) Many are 5m wide i.e. the same as Roman roads
- b) They often follow very direct routes, sometimes using Roman roads as their foundation.
- c) They seem to occur in three forms
  - i) as a raised causeway, superficially very similar to a Roman agger but more flat topped and often, unlike a Roman agger, with stone revetting.
  - ii) As a flat-bottomed sunken lane, this is unlike a Roman road construction.
  - iii) As a wide terrace, again similar to a Roman road. Stone revetting is common and is not normally found (perhaps buried after 1800 years) on undisturbed Roman terraces.
- d) Drystone culverts with stone-slab roofs are common. Roman roads also incorporated culverts but these are unlikely to be visible and still functioning.
- e) Quarry pits are sometimes present but are not usually consistently set back from the road like Roman examples. Quarry pits are however not visible on all Roman roads or turnpikes.

This list can only be seen as a general guide but may help to prevent some confusion. It should be noted however that the relationship between Turnpikes and Roman roads has yet to be resolved for many alignments in this report.

## **8.2 Threats and Management**

Many of the well preserved roads run through remote uplands and are probably not under immediate threat. There are however several instances of damage although these are from a limited amount of sources.

1. Forestry. Modern forestry planting techniques tend to obliterate all but the most robust archaeological features. A typical example of damage can be seen at Bryn-yr-odyn just to the north of Tomen-y-mur where a well preserved road runs into forestry and can no longer be traced. Destruction was avoided at Moel y Slaten and the road now runs through a ride in the forest. It could still be seriously damaged during felling and extraction works.
2. Road and track improvement. Roman roads usually follow well used transport corridors. Many were presumably destroyed in antiquity by erosion or were built over as roads were repaired and upgraded. Modern improvements still have an impact on Roman roads. RR67c (between Canovium and Segontium) across Bwlch y Ddeufaen has been disturbed by a modern access track in recent years. Several km of RR69b Tomen y Mur to Pennal at Cefn y Clawdd have been converted into an asphalt road.
3. Vehicle erosion. The increasing use of four wheel drive vehicles by farmers, and in places more seriously, by illegal trespassers for leisure purposes has caused erosion to many Roman roads that have survived as tracks and rights of way.
4. Pipelines. There is a very high correlation between the alignment of Roman roads and major pipelines. (e.g. Bwlch y Ddeufaen, Pen y Stryd and the Road to the north-west of Caernarfon). This demonstrates the skill of the road builders in choosing the most direct and usable alignments. In most cases some damage has occurred when the pipelines have been laid.
5. Agriculture. Ploughing and land improvement has probably removed visible traces of most roads in the lowlands and Anglesey. Any surviving roads in these areas are still under long term threat from agricultural improvement. Upland roads are less likely to be disturbed in this fashion but those in the interface between the uplands and improved pasture (e.g. at Gyrn PRNs 17795-7) can be seen under long term threat from further improvements.

## **8.3 List of sites for scheduling**

The Roman Roads of Gwynedd are under represented as Scheduled Ancient Monuments. About 2km of the road network falls within scheduled areas and this is mainly a result of the proximity of the roads to other sites. The following sites are suggested as candidates for Scheduled Ancient Monument status. Further sites may be added during the final phase of the project.

**Name:** Roman road near Gyrn **PRN** 17795-7

**Length:** 1.18km **Preservation:** Near Intact

**Threat:** Long term threat from agriculture

**Notes:** This is one of the best preserved lengths of Roman road in Gwynedd

**Name:** Roman road Glasgoed to Llyn Hiraethlyn **PRN** 17510

**Length:** 0.6km **Preservation:** Near Intact

**Threat:** Long term threat from agriculture

**Notes:** A very well preserved road, including a zigzag. Partly in semi improved grazing.

**Name:** Roman road, Moel y Slates **PRN** 17524

**Length:** 1.3km **Preservation:** Near Intact

**Threat:** Short term threat from forestry extraction

**Notes:** A well preserved length of upland road, currently in a ride in commercial forestry

**Name:** Roman road, Pen y Stryd **PRN** 17736-8

**Length:** 1.0km **Preservation:** Near Intact

**Threat:** Long term threat from agriculture / erosion

**Notes:** This is one of the best preserved lengths of Roman road in Gwynedd and is easily accessible to the public. Associated tile kilns (SAM M071)

**Name:** Roman road near Caer Tyddyn **PRN** 17778

**Length:** 0.5km **Preservation:** Near Intact

**Threat:** Long term threat from agriculture

**Notes:** A well preserved length of road with quarry pits in improved/semi-improved pasture.

**Name:** Roman road, Bwlch y Ddeufaen **PRN** 17574 and 17817

**Length:** 0.7 and 0.4km **Preservation:** Near Intact/Damaged

**Threat:** Long term threat from power-line maintenance

**Notes:** A well known Roman road. This has been disturbed in several places by post- Roman trackways modern access road upgrades, pipelines, and extraction of stone for Manchester airport.

**Name:** Roman road, above Cwm Penamnen **PRN** 17961

**Length:** 1.05 km **Preservation:** Intact

**Threat:** Long term threat from quarrying and forestry

**Notes:** A perfectly preserved Roman road buried beneath about 0.6m of peat. Road damaged or destroyed to the north by forestry plantation and to the south by quarrying

**Name:** Roman road, Moel yr Wden **PRN** 17855

**Length:** 0.6km **Preservation:** Near Intact

**Threat:** Long term threat from agricultural improvements and vehicle erosion

**Notes:** A very well preserved road, including a zigzag and length of agger

## 9. CONCLUSIONS AND SUMMARY

The available data about Roman roads in Gwynedd has now been reviewed, entered into the project database and integrated into the HER. The OS linear files provided a good starting point allowing initial assessment of the roads in Gwynedd without having to carry out a very substantial programme of fieldwork. Some of their findings have, however, been revised during the current phase of the project. The production of the GIS database is a significant step forward in the protection and management of Roman roads in Gwynedd new data is has been incorporated into the HER as the project has progressed. The newly accessible body of information on Roman roads has been utilised to inform both planning and heritage management procedures and has allowed greater protection to be given to this site type.

The recording of a level of confidence in the various routes has proved to be a useful feature of the database. It allows a fast assessment of the various routes on the MapInfo display. It is clear that the level of confidence in the routes of the roads is very variable. Some lengths of road can almost certainly be seen to be extant and Roman in origin e.g. at Pen y Stryd, Trawsfynydd (PRNs 17736 to 17743). Others are almost entirely conjectural with little or no evidence in the field e.g. the roads from Brithdir to Pennal.

The current project has highlighted both the strengths and weaknesses of the surviving road network in North-West Wales. The high level of survival of roads in the uplands is encouraging and a good basic record has now been made of all known extant examples. A stretch of the major lowland road in the area, RR67c Segontium to Caerhun (west), has now been identified.

There are 873km of road on the database but this includes many alternative and doubtful routes. If we assume that all of the known forts were joined by roads and that there was a road on Anglesey, the total length of Roman road must have been about 280km. Of this, 26km (7.5%) falls within the *known* category and 116 km (41%) in the *proposed* category. Both categories contain road where there is evidence of Roman origins and little or no duplication of routes. This leaves 48.5% as unknown or conjectural routes. It is interesting to note that the Ordnance Survey *Historical Map and Guide to Roman Britain* classified 39% of the roads as 'definite' or 'possible' in 2001 and that 51.5% now fall within the broadly compatible *known* and *proposed* categories in the project database. This suggests that the Roman roads project has produced a significant amount of new data as well as reviewing the known resource.

There are however still some holes in our knowledge of the Roman road network in the region, the most striking being the lack of any proven roads on Anglesey. Some progress has been made here but a major breakthrough is needed. The identification of a fort or other destination for a road would narrow the search considerably.

The scheduled lengths of Roman road are generally in the immediate environs of the forts; the only exceptions are a few short stretches that happen to pass through other scheduled areas. Scheduling enhancement must therefore be seen as a priority. Proposals for scheduling enhancement work have been made.

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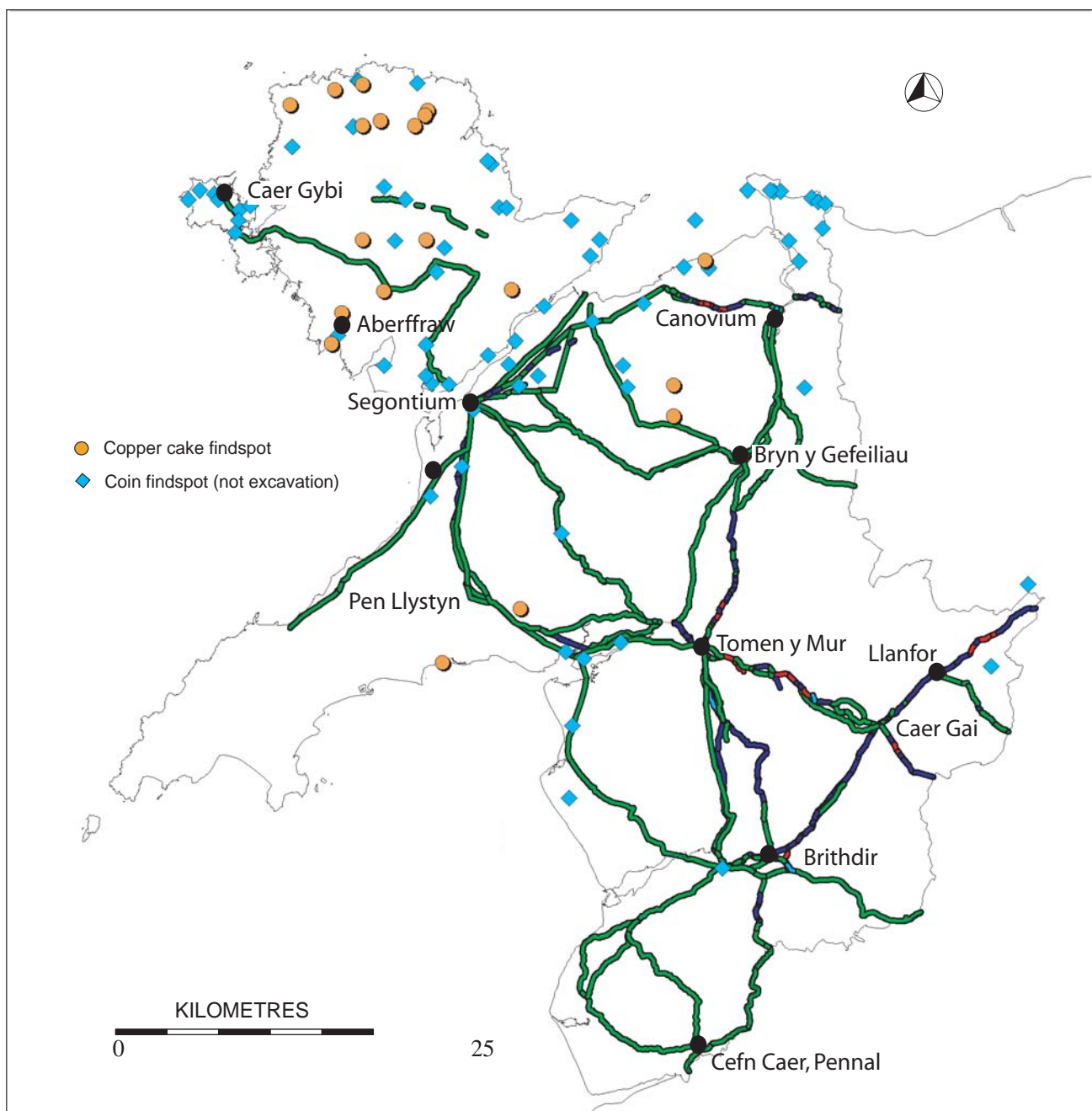


Fig. 1 Roman forts, possible roads and selected findspots in North-West Wales



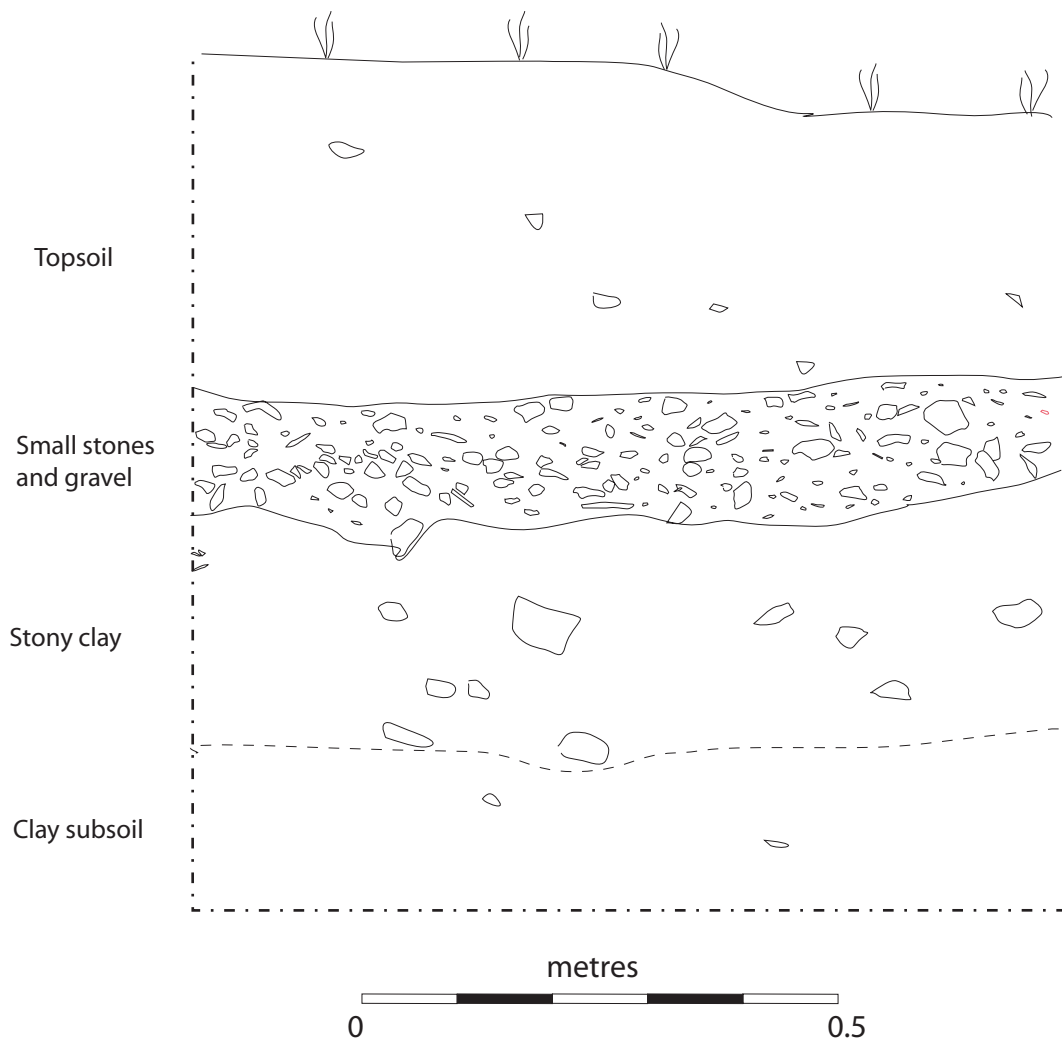


Fig. 2 Longitudinal section through RR68 near Tomen y Mur

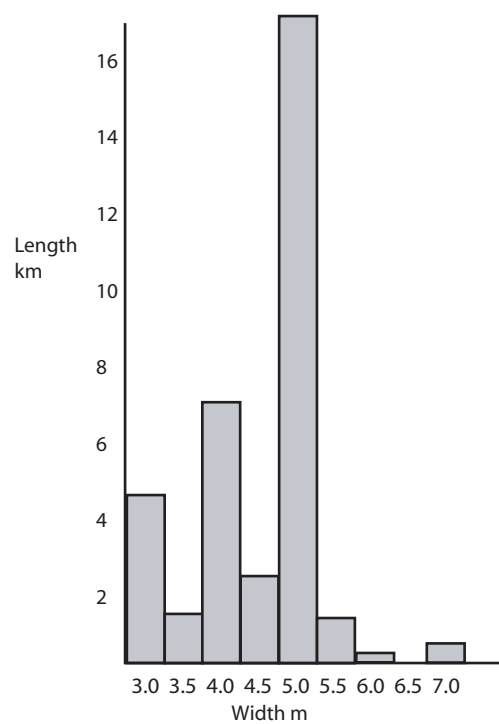


Fig. 3 Distribution of different widths of metalling for Roman roads in NW Wales



## **APPENDIX 1: EXCAVATION OF RR69a (CANOVIMUM TO TOMEN Y MUR) ABOVE CWM PENAMNEN**

### **1. INTRODUCTION**

The line of Sarn Helen Roman road has long been assumed to run along Cwm Penamnen. The Ordnance Survey show it running up the valley and then running south over the uplands towards Rhiw Bach quarry. There is no sign of the road on the ground across the uplands but Peter Crew (1980) discovered stone slabs within a drainage ditch overlooking the quarry and identified a 5m wide road buried in the peat at this point.

Further investigation as part of the current project revealed further exposures of slabs in drainage ditches towards the head of Cwm Penamnen. One ditch had been excavated down to the surface of a 5m wide road with an apparent surface of slate slabs (PRN 17691). This was lying beneath 0.7m of peat. The ditch was however, very narrow and few details of the road were visible.

This was considered to be of sufficient importance to merit further investigation and an assessment excavation was included in the 2006-7 phase of the current project.

### **2. METHODOLOGY**

The site is very remote and could only be accessed via a steep footpath leading from the forestry roads in Cwm Penamnen. The excavation was carried out by the author, Roland Flook and John Burman. The site is owned by Alfred McAlpine plc who kindly gave permission for the excavation.

The main excavation trench (located at SH73624761 at a height of 520m OD), with dimensions of 7.2m x 2.0m, was positioned so as to cut across the road and its side ditches. This was excavated entirely by hand. The exact position of the road was determined by probing the peat with a 1.5m long steel rod. This method was found to be very effective and the line of the road was followed as far as possible to both the north and south of the excavation using this method. The line was plotted using a hand held GPS. Exposures of the road in ditches and eroded areas were recorded photographically.

### **3. RESULTS**

#### **3.1 The survey**

The road was traced by probing for a total of 1.05km. It was found run through blanket bogs and was beneath 0.5 to 1.0m of peat. The probing took place every 20 or 30m and was deemed to be successful if the full 5m width of the road could be located along with a drop off at each side usually to the full 1.5m depth of the probe. This method was found to be unreliable once the peat accumulation was less than 1.2m deep because changes in the level of the subsoil and bedrock could not be reliably distinguished from the road surface.

Running from north to south, the road was first detectable at SH73694783 on the eastern side of the head of Cwm Penamnen. It is, at this point, running along the top of the valley and avoiding steep ground. It is however, not clear where it runs to the north of this. Lessening peat depths made probing unreliable above the valley, and the valley side is covered by a dense forestry plantation. Topographic considerations suggest that it either continued to follow the uplands, above the lip of the valley, down to lower ground, or that it ran on a terrace, along the steep valley side to join up with the traditional line of Sarn Helen on the floor of Cwm Penamnen.

The road can be traced south from the head of the valley for just over 1 km. It is visible on the ground at one point just above the head of Cwm Penamnen as a 5m wide bank between peat cuttings. The peat cutting was presumably abandoned when stone was encountered thus leaving the road intact and peat standing above it. The road surface can be seen in the edge of the cuttings.

From this point the road can be traced by probing and the presence of stones in drainage ditches, with only a short break where it crosses the upper Afon Machno, as far as the slopes above Rhiw Bach quarry. The survey was carried out at the end of a spell of dry weather and the road was visible as a very clear parchmark running down the slope at SH73744695 (Plate 1).

### 3.2 The Excavation

#### *Excavation Strategy*

Peat was excavated by hand to a depth of 0.7m, exposing the road surface and the upper fills of roadside ditches. The surface of the road in the southern half of the trench was then excavated (Plate 2) and sectioned. A small area was excavated down to the base of the peat allowing environmental sampling of the complete peat column. A detailed drawn, photographic and written record was kept of the excavations as they progressed. Two complete peat columns were taken along with columns from the roadside ditches and columns cut to below the depth of the road on the eastern side of the trench, to act as a control. These are currently being processed by Astrid Castledine. The trench was backfilled with the road foundation slabs relaid at the correct level. The vegetation was also reinstated on the surface of the trench in order to minimise erosion.

#### *Results (Figs A1.1-2)*

The excavation was in an area of blanket bog with a slight slope to the east. The peat accumulation was around 1.9m with about 1.2m beneath the road. The lower few cm of peat contained frequent pieces of wood and roots. The rest of the peat below the road was fairly uniform being black, sticky, stone and wood-free and non-fibrous. There were some cracks in the peat below the road surface extending down 20 or 30 cm. These presumably formed when it dried out as a result of the road surface being exposed to the sun and wind.

The road was laid directly onto the peat or perhaps the original ground surface. The foundation layer consisted of rough slabs of local poor quality shaley slate. Outcrops to the west of the road show signs of simple quarrying, and it appears that the slabs had simply been levered off the bedrock. The larger slabs were mostly sub rectangular with dimensions of up to 1.0m x 0.6m x 0.07m. They were generally laid flat, roughly aligned to the edge of the road and with gaps of around 0.2m between them. Gaps between the larger slabs were filled with smaller irregular flat stones and shattered slate. The shattered slate may have originated as larger stones that have disintegrated *in situ*. The foundation layer was between 0.07 and 0.15m deep and was deepest on the eastern (downhill) side. A few blocky stones on this side were set at an angle into the peat and road surface possibly to stop lateral movement. These included several of white quartz that could have acted as markers. A single wooden peg or stake was recovered from beneath a slab on the western edge of the road. This was presumably a surveying marker used to set out the line of the road. It was a simple round-section piece of wood that still retained its bark and had been cut to a point with a sharp implement. Its original length could not be determined because while the lower part was in anaerobic peat, the upper part had clearly been in aerobic conditions and had rotted away. Its position beneath a road foundation slab suggests that it was the end of a longer stake that had broken off close to the original ground surface. It could however be argued that the slab has moved slightly and that it was a peg or stake that had rotted *in situ*.

The slabs were sealed by a running surface consisting of a layer of grey clayey silt containing small slate chips and occasional larger stones. This covered all but a few parts of the slabs. It was a maximum of 0.12cm deep where it was filling in gaps between the foundation slabs but only survived to a maximum of 0.06m above the top of the stones. The material was derived from the local subsoil. Some hollows, probably indicating quarry pits survive on the higher ground to the east.

The road surface was fairly flat with no obvious ruts or signs of heavy wear although a patch of flat stones could indicate a repair. The road surface was sloping to the east (the western edge being 0.17m higher than the eastern) ensuring runoff into the downhill ditch. The surface of the road on the lower side was standing 0.07m above the contemporary ground surface. The surface was very slightly concave. The metalling at the centre was a little thinner so it seems that the centre of the road may have become somewhat eroded...

The flanking ditch on the lower, eastern side was defined by a thin (typically 2mm deep) layer of light grey silt, washed in from the road surface, in its base. It was cut into natural peat and was 65cm wide and 38 cm deep (below the road surface) with a shallow U shape in section. The base was uneven and there was a notch in the eastern side. The fill was very similar to the natural peat making the edges of the ditch poorly defined except where the light coloured silt was present. Occasional further lenses of



silt in the fill demonstrated an episodic infilling. The lower layers of peat may well have been washed in as opposed to having been laid down *in situ*. It should be noted that there was very little silty gravel and only the occasional stone that had been eroded from the road surface in the ditch. This suggests that the road was either little used or that the ditches were regularly cleaned. The level of the former ground surface beyond the ditch was also defined by a continuation of the thin gravel layer.

A ditch was also present on the upper side of the road. This was demonstrated by the presence of flat stones buried in the peat beside the road that had clearly slipped off the surface. There was however no gravel visible and the cut for the ditch could not be seen. There was a gradual change from the black peat beneath the road to a more fibrous, slightly orange peat probably indicating the ditch fill. The lack of gravel in the fill suggests that the run-off from the road was into the lower ditch.

A layer of very dark brown peat was overlying the ditch fills and old ground surface. This extended up to the level of the road surface suggesting that the road was open for a period of time after the ditches silted up and peat formation began. This is a likely scenario because the road surface was higher than the downslope land surface and it would have been better drained. Parts of the road surface were covered with a mat of what appeared to be long grass and roots which had penetrated the surface and followed the edges of the stones into the road matrix. This was presumably the first vegetation to grow over the road after abandonment.

The road and contemporary peat deposits were sealed by an accumulation of between 0.5 m (at the east) and 1.2m (at the west) of peat. This had a modern drainage ditch cut through it that was full of sphagnum moss.

### **Dating**

There were no datable finds from the excavation. Three preliminary radiocarbon dates were produced from the environmental samples taken by Astrid Castledine:

Peat from below a little below the road gave a date of 2100 $\pm$ 40 BP (2 sigma calibration Cal BC 340 to 330 and Cal BC 200 to 30)

Peat from a little above the road gave a date of 1340 $\pm$ 60 BP (2 sigma calibration Cal AD 610 to 780)

Organic sediment towards the base of the peat produced a date of 7760 $\pm$  60 BP (Cal BC 6690 to 6470).

This when viewed alongside the morphology of the road confirms its Roman date.

## **4. DISCUSSION**

This road exhibits several typical features of a Roman road. It is 5.5m wide, close to the typical width of an upland road (see part 8.1 above), and traces a direct line across the uplands. Drainage ditches are also present on both sides. Other aspects of its construction are however somewhat atypical. Most Roman roads examined in north-west Wales (and elsewhere) are in the form of a raised agger usually constructed from compacted stone and gravel. It is usual for the agger to be laid on a stable surface such as the top of the natural subsoil.

This option was not available for the road above Cwm Penamnen. The first stable layer would have been the clay beneath 1.2m of peat. It appears that the usual method of construction was modified here in order to deal with local conditions. A foundation layer of slate slabs was used to spread the weight of the road evenly. This was then covered with smaller pieces of slate and finally a thin layer of small stones in silty clay derived from the subsoil. The road does not appear to have been built as a typical agger; the surface was almost flat, with a slight slope to the east, allowing run-off into the lower roadside ditch. Roads across peat have occasionally been identified elsewhere. Fenton-Thomas and Drew reported on a road at Whitland, west of Carmarthen, built on peat, with foundations of large cobbles and small boulders (Burnham, 1995)

There was little evidence of erosion suggesting that the road had not been subjected to heavy use in either Roman or post-Roman times. The depth of the road metalling, including the foundations, was 0.18m or less and there was no evidence of resurfacing. The road was covered in peat in the immediate post Roman period while the surface was still intact and the main source of damage to the road after its abandonment seems to have been the action of grass roots. The massive post Roman erosion seen on routes such as Bwlch y Ddeufaen (RR67c Canovium to Segontium) is clearly not present here. The wider route may not have been entirely abandoned because it has persisted as the traditional Roman road route of Sarn Helen. The present-day Sarn Helen, however, incorporates many later phases and diversions and may well be a route that evolved at a later date (as opposed to remaining in continuous use) based on folk memories and utilising surviving sections of well-engineered Roman roads.

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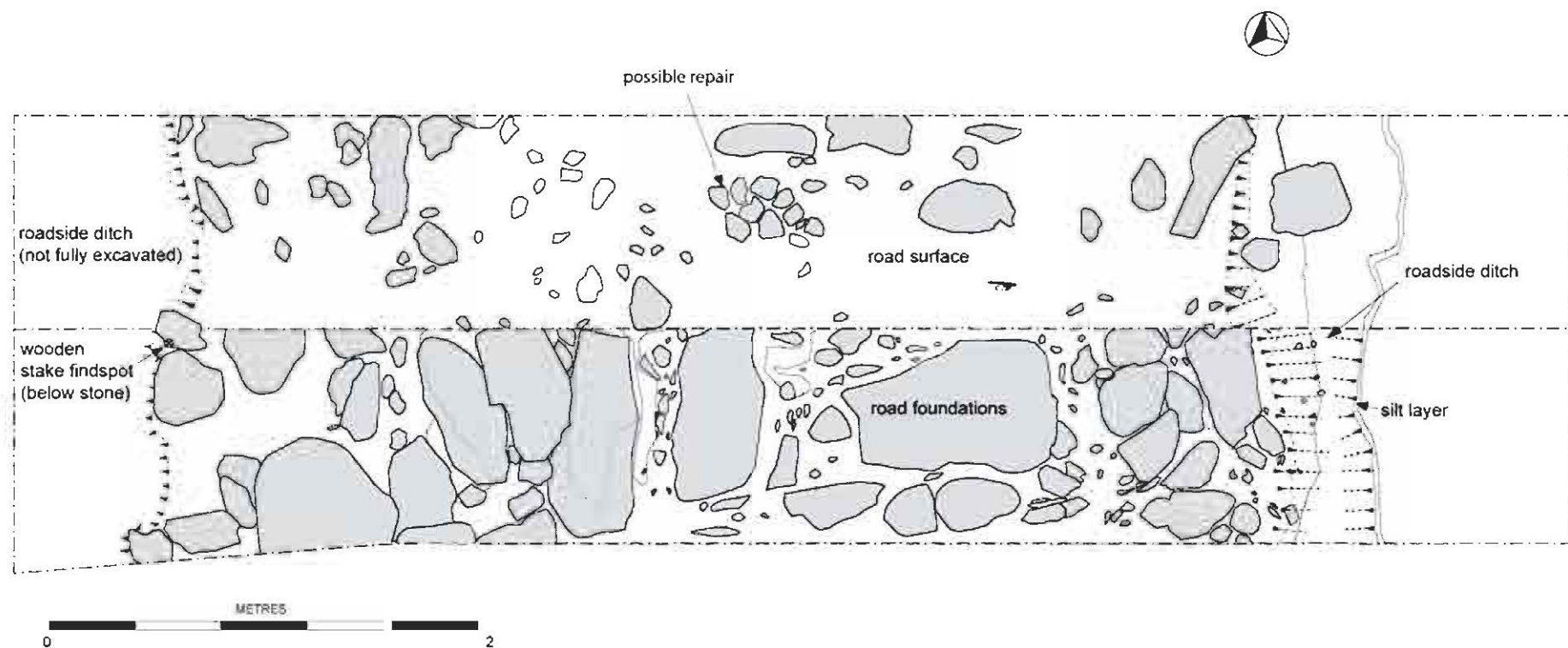


Fig. A1.1 The Roman road, metallised surface at the north, foundation slabs at the south



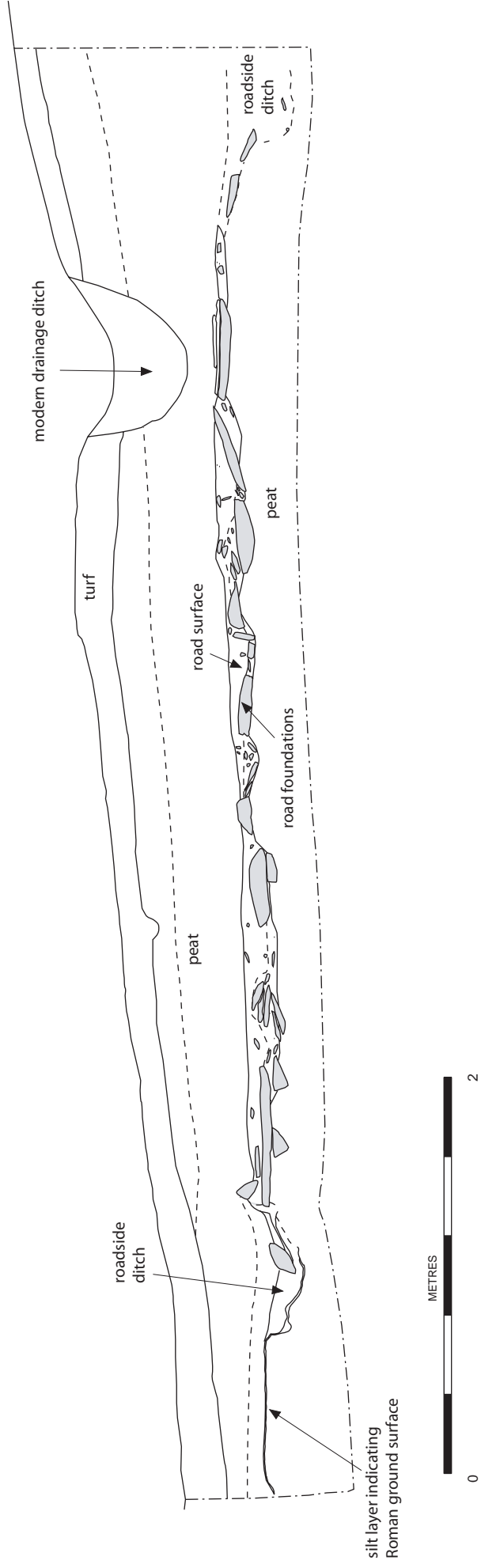


Fig.A1.2 North facing section through the Roman road





Plate A1.1 RR69a Parchmark above Rhiw Bach quarry



Plate A1.2 Section across RR69a with surface layers removed on the right-hand side





## APPENDIX 2 : THE GIS DATABASE DEVELOPED FOR THE ROMAN ROADS PROJECT

The following list of fields has been developed in the Roman road table. It indicates that the level of data that has been entered (where available) for each section of road, based on the Ordnance Survey mapping or in some cases published records and supplemented by other sources where these provide useful additional information. This database structure is mainly taken from Silvester and Owen 2003

<i>PRN</i> =	Standard Primary Record Number given to each length of a road, a length being distinguished by its homogeneity, consistent topographical setting etc.
<i>Part of</i> =	PRN given to the complete length of the road between forts. Note that there may not be a direct one-to-one correspondence with Margary numbers because his roads do not always recognise forts.
<i>See also</i> =	Used for PRNs which appear for point data in the Sites and Monuments Record applying to Roman roads in vicinity of polyline.
<i>Name</i> =	Name by which the road is usually known, normally from the forts or more rarely the settlements at its termini.
<i>Road no</i> =	Road number as given by Ivan Margary where appropriate, together with relevant prefix (RR). Note that where a road has been considered by the Ordnance Survey but not by Margary it is prefixed with RRX. In addition there are two other prefixes RRN and RRZZ for which see RCAHMW 1994, i).
<i>NGRI</i> =	10-figure grid reference for the beginning of a particular section of road.
<i>NGR2</i> =	10-figure grid reference for the end of a particular section of road.
<i>Type1</i> =	Road or trackway. If a boundary, hedge line or other linear feature defines the feature, this will be entered here and <i>Road</i> in Type 2. When there is any doubt on the nature of the feature, i.e. the road is assumed rather than recognisable, a question mark may be added.  Where a Roman road is postulated but there is no specific evidence for its existence <i>Type 1</i> may be entered as <i>Road ?</i> but <i>Period 1</i> will be <i>Roman</i> .
<i>Period 1</i> =	<i>Roman</i> or whatever is appropriate to the feature immediately visible as Type 1.
<i>Type 2</i> =	<i>Trackway/boundary</i> or <i>Road</i> etc depending on present form and use of the feature. <i>Road</i> will be used where the presence of the road is assumed but is disguised by a later feature.
<i>Period 2</i> =	Postulated date of the <i>Type 2</i> feature.

### Fields relating to the current appearance of the road

*Form (based on assessment of the available record)*

- i) Earthwork
- ii) Document (where road has been identified but no indication of its nature; or known to have existed but subsequently destroyed).
- ii) Cropmark

iv) Buried feature

*Condition (based on subject assessment of existing record)*

i) Near intact. Site has suffered only minimal damage

ii) Damaged. Site has suffered substantial damage

iii) Near destroyed. Very little of site remains

iv) Destroyed. No trace of site (above or below ground)

v) Unknown. Condition not known, usually because of incompleteness of records

*Survival (based normally on information provided in the most recent existing record or subjective assessment of that record)*

i) Earthwork. Surviving road showing as an earthwork

ii) Fossilised. Used where road or road line is believed to have been adopted by a more recent road or hedge

iii) Cropmark. Surviving road showing as a cropmark or soilmark

iv) Buried. Identified only through probing or through geophysics

v) Unknown. Survival not known, usually because of incompleteness of records

*Status (based normally on existing record and our assessment of that record together with the overall integrity of line)*

i) Known. Extant earthwork or as well-recorded buried feature. Shown as solid lines on OS strip maps

ii) Proposed. Conjectural sections either linking known segments or as hypothetical road alignments for which there is some physical evidence. Shown as dashed lines on OS strip maps, and where evidence is reasonably convincing

iii) Predicted. Virtually no substantive evidence for a road other than someone's belief and/or conjectural road alignment with no known traces. Where the authenticity of a road is in significant doubt this is the highest level of status that can be achieved.

iv) Discounted. Where a road has subsequently been disproved by a reliable authority or where an alternative line has now been accepted

*Physical details*

*Length* = Established from the terminal points of the section on the GIS map to the nearest 0.1m

*Width* = Field used only exceptionally where reliable information exists

*Source* = *OS linear mapping* denotes data from the strip maps. Other sources are titled as appropriate. A list of abbreviations supplements this field.

*Real* = An Indicator -either T or F - of whether the road section was accepted by the OS as a genuine Roman road. It has not been filled in consistently, particularly where a road has been better researched or newly identified since the OS's work.

*Short text* = Existing text already entered into the field from the OS strip maps and other primary sources (see above)  
*New text* = Supplementary text added during this project, by the compiler, usually as a qualifier to what appears in the *Short text*

*Administrative details*

*Drawing =* Freehand  
*Method*

*Scale =* 1:10,000

*Drawn in =* MapInfo (computer programme)

*Compiler =* Initials of the originator of first electronic record

*Date =* Date of the first electronic record

*Editor =* Initials of person making most recent amendment to the specific record

*Update =* Date of most recent amendment to the specific record



## APPENDIX 3: GAZETTEER OF DIGITISED ROADS

### Key:

PRN: Primary Record Number on the Historic Environment Record database

NGR: National Grid Reference of the centre of the length of road

OSMAP: Ordnance survey 1:10 000 map sheet

PART OF (PRN): The PRN of the complete Roman road

DESCRIPTION: A brief description of the road

NOTES: Comments added by the compiler of the database

FORM: E – Earthwork

D - Documentary evidence only

C – Cropmark

B – Buried Feature

CONDITION: 1 – Near Intact

2 – Damaged

3 – Near Destroyed

4 – Destroyed

5 - Unknown

STATUS: K – Known (Extant and demonstrably Roman)

PP – Proposed (Some physical evidence, possibly Roman)

P – Predicted (Conjectural alignment, no physical proof)

D – Discounted (Road disproved; demonstrably not Roman)

SURVIVAL E – Earthwork

F – Fossilised (i.e. line adopted by another feature)

C – Cropmark

B – Buried feature

U – Unknown

See appendix 2 for further details of database fields

## ROAD RR67C CANOVIUM TO SEGONTIUM

**PRN:** 17561 **NGR:** SH49086265 **OSMAP:** SH46SE **PART OF (PRN):** 3842

### DESCRIPTION

On leaving the NE gate of Segontium the road must have run almost direct for some 2 3/4 miles....along the summit of the ridge of land which at first divides the Cadnant valley from the course of the Seiont and further on forms the NW boundary of the Cegin Valley. (projected line only) (13)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

13 Hemp 1923

**PRN:** 17562 **NGR:** SH49886300 **OSMAP:** SH46SE **PART OF (PRN):** 3842

### DESCRIPTION

Traces of an old road were said to have been found in the second field to the SE of Caergarw. (13)

### NOTES:

**FORM:** B **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** B

### REFERENCES:

13 Hemp 1923

**PRN:** 17563 **NGR:** SH50406344 **OSMAP:** SH56SW **PART OF (PRN):** 3842

### DESCRIPTION

On leaving the NE gate of Segontium the road must have run almost direct for some 2 3/4 miles....along the summit of the ridge of

land which at first divides the Cadnant valley from the course of the Seiont and further on forms the NW boundary of the Cegin Valley. Probably the road passed to the SE of this post [Bryn Glas] (13)

No trace (1)

A straight field boundary and a lane continue on the line of the R road visible from the air (17831/2). Also of significance is the name of the farm on the line "Lon-glai" or Clay Lane, perhaps referring to the Roman agger (38)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978  
13 Hemp 1923

**PRN:** 17564 **NGR:** SH52286429 **OSMAP:** SH56SW **PART OF (PRN):** 3842

### DESCRIPTION

Modern road prob. On line of R road up to a point near and to the NW of Glan-yr-afon (13)

No trace but most likely alignment down the ridge (1) Cropmark on aerial photograph SNP 2/10/86 5186149 to the W (17832) suggest that this is the line of the Roman road also supported by place name Lon Glai trans. Clay Lane (43)

### NOTES:

**FORM:** B **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
13 Hemp 1923

**PRN:** 17565 **NGR:** SH53636546 **OSMAP:** SH56NW **PART OF (PRN):** 3842

### DESCRIPTION

Series of footpaths and hedgerows prob on line of R road. (13)

Traces of R road said to have been found near Rectory (5)

No trace along modern roads and footpaths (1)

Trench cut, no traces of road CBA, (Evans Arch Wales 1966)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957  
13 Hemp 1923

**PRN: 17566      NGR: SH56256789   OSMAP: SH56NE   PART OF (PRN): 3842**

**DESCRIPTION**

Just above Ty Coch was found a milestone in 1806 (14), Fenton (15) (1810) records signs of a road close to the house but milestone destroyed. There are no obstacles to a direct line between Lllandeiniolen and Ty coch. (line projected only) (13)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

13	Hemp	1923
14	Unknown	1847
15	Fenton R	1917

**PRN: 17567      NGR: SH59556998   OSMAP: SH56NE   PART OF (PRN): 3842**

**DESCRIPTION**

Fenton...old lane in direct line between Ty Coch and Maes y groes from Ogwen (15)

Sites of the actual crossings have yet to be identified (13)

Line projected only

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

13	Hemp	1923
15	Fenton R	1917

**PRN: 17568      NGR: SH64147186   OSMAP: SH67SW   PART OF (PRN): 3842**

**DESCRIPTION**

runs parallel to the coast....not followed by the present main road...course a little farther up the hillside and probably marked by hedgerow lines... runs between modern road and old lane higher up the hill especially to the west of Tyn yr Hendre. Short stretch of lane at Maes y groes (5)

No actual remains of the R road between [Maes y groes] and Aber (13)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

5	Margary I D	1957
13	Hemp	1923

**PRN: 17569      NGR: SH66987351   OSMAP: SH67SE   PART OF (PRN): 3842**

**DESCRIPTION**

Poss milestone at Madryn Farm, rough lane as it descends to Gorddinog. At the steep descent it becomes a very clear but narrow terrace and zigzags down the steepest part (5)

Ascent round the lower face of the hill above Gorddinog...Nant y felin fach was probably crossed near the Gorddinog kennels and the eastern slopes of the valley followed (13)

No evidence of road alignment or route (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

**NOTES:**

**FORM:** D                      **CONDITION:** 3                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1	OS Linear files	1978
5	Margary I D	1957
13	Hemp	1923
21	Dodd	1925

**PRN: 17570      NGR: SH67907308   OSMAP: SH67SE   PART OF (PRN): 3842**

**DESCRIPTION**

At the steep descent it becomes a very clear but narrow terrace and zigzags down the steepest part.... (5)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

The final zigzag appears to be the latest phase. The earlier continues to the north-west (PRN 17842). Parts of the road have been almost lost in improved pasture and a deeply eroded hollow way is all that remains of the steeper part of the road. There is little to identify it as Roman. (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

5Margary I D	1957
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17571      NGR: SH69437236   OSMAP: SH67SE   PART OF (PRN): 3842**

**DESCRIPTION**

Good example of shelf on hillside, wall built on eastern portion (16)

No change (1)

Paved road 6 ft wide found by excavation, surface of small flat stones, in some parts quite closely fitted together, larger flat stones may have been foundation. Thickness of surface from 3 to 6 inches. Mr. Richard Williams of Hengae states that his grandfather could remember the roadside wall being built from stones taken from the road (17)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Drystone wall sits on convincing 5m wide terrace (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1OS Linear files	1978
16 RCAHM	1956
17 Bezant Lowe W	1927
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17572      NGR: SH69737228   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank (16)

Hollow ways on or near line. Course uncertain beneath pylon line (1)

Richard Williams of Hengae states that his grandfather could remember the roadside wall being built from stones taken from the road (17)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

RR largely destroyed by modern road and ditches (38)

**NOTES:** Improved track (pylon maintenance) on or close to line of R road

**FORM:** D                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files	1978
16 RCAHM	1956
17 Bezant Lowe W	1927
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17573      NGR: SH70387205   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank, good example of bank (16)

Hollow ways on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Agger is low but visible running towards the ford where it has been destroyed by the modern road. A patch of erosion shows the agger to be made up of clay and rough stones with a gravel surface (38)

**NOTES:** Improved track (pylon maintenance) on or close to line

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006



**PRN: 17574      NGR: SH70727201   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank (16)

Hollow ways on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

A series of banks and hollow ways run across the bwlch beneath the power lines. The southernmost is almost certainly the agger of the RR. The side ditches have been eroded into hollow ways in places but the agger is largely intact. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

10S Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17575      NGR: SH71127191   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Good example of shelf on hillside, Paving revealed showing two periods of construction in 1952 (16)

Modern track on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Modern track just about on same line although fragments of terracing survive on S side (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

10S Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17576      NGR: SH71577174   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

The stretch through Bwlch y Ddeufaen is made up of about 12 short straight sections laid out to follow the form of the ground but never depart more than 100yds from the direct line. (16)

Modern track on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Modern track coincides with RR for a short distance but not at W. (38)

**NOTES:** Improved track (pylon maintenance) on or close to line

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

10S Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17577      NGR: SH71987155   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Good example of shelf on hillside/bank. (16)

Visible on A P s. Milestone (site of) beside road. Modern track on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Line of modern track diverges from RR (38)

**NOTES:** Improved track (pylon maintenance) on or close to line

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

10S Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN: 17578      NGR: SH72687139   OSMAP: SH77SW   PART OF (PRN): 3842**

**DESCRIPTION**

Good example of shelf on hillside. (16)

Visible on A P s, Hollow way 7m wide (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

**NOTES:** Hollow way and shelf or bank/agger clearly visible and well preserved above the road. Probably multiphase.

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

**PRN:** 17579      **NGR:** SH73687165      **OSMAP:** SH77SW      **PART OF (PRN):** 3842

**DESCRIPTION**

This road can be traced in two nearly straight sections to the bend at SH72687135. Stone pillar 6ft high appears to stand on the S edge of the vallum (16)

Prob. alignment of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

Earlier, probably Roman road can be seen diverging slightly from present on 1946 RAF A P s (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN:** 17580      **NGR:** SH74627209      **OSMAP:** SH77SW      **PART OF (PRN):** 3842

**DESCRIPTION**

Faint traces of bank under S wall of track (16)

Prob. alignment of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

**PRN:** 17581      **NGR:** SH75897199      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

The road probably passes through Tyn y Groes and Rowen (16)

No trace of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

**NOTES:**

**FORM:** D                      **CONDITION:** 3                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

**PRN:** 17582      **NGR:** SH77187185      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

The road probably passes through Tyn y Groes and Rowen (16)

Modern road prob on R road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
16 RCAHM	1956

**PRN:** 17583      **NGR:** SH77877153      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

The road probably passes through Tyn y Groes and Rowen (16)  
No trace of R road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
16 RCAHM                      1956

**PRN:** 17584      **NGR:** SH78107114      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

Road probably crossed the river at or perhaps some way S of Tal y Cafn (16)  
No trace of R road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
16 RCAHM                      1956

**PRN:** 17585      **NGR:** SH77717060      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

Road sectioned 14 ft wide, 3 ft thick (18)  
Parch marks show road and vicus (19)  
Geophys confirmed line of road and vicus (20)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

18 Reynolds P K B                      1938  
19 Frere S S and St Joseph J K S                      1983  
20 Hopewell D                      2003

**PRN:** 17586      **NGR:** SH77747053      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

Poss road to putative Roman docks sectioned 'may be Roman' (18)  
Geophys inconclusive (20)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

18 Reynolds P K B                      1938  
20 Hopewell D                      2003

**PRN:** 17587      **NGR:** SH77767105      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

AO RB Map Mss course, No trace (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** D                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files                      1978

**PRN:** 17588      **NGR:** SH68777241      **OSMAP:** SH77SE      **PART OF (PRN):** 3842

**DESCRIPTION**

Nant y felin fach was probably crossed near the Gorddinog kennels and the eastern slopes of the valley followed past the site of the discovery of two milestones....the way probably led almost directly to Bwlch y Ddeufaen joining the OS map route about a mile from the farm (13)

The present (in 1912) track was sectioned opposite to the place where the two (mile) stones were discovered and was found to be 8ft wide [2.4m] and of rubble and stone. Two sections were made through an old track in the woods that runs parallel to the more recent further down the slope, these were also found to be 8 ft wide. (40)

Nothing of Roman character has been identified running close to the stones (38)

**FORM:** D      **CONDITION:** 5      **STATUS:** P      **SURVIVAL:** U

13	Hemp	1923
40	Halhead W B	1912
41	Breese C E and Anwyl E	1909

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)  
Poss. Causeway. Note significant name 'Tal Sarn' = high causeway A P s (1)  
Unlikely course of road away from high ground (1)

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** E

10S Linear files	1978
22 RCAHM	1960

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

## 22 RCAHM 1960

Substantial causeway. Note name 'Sarn' (22)  
Prob modern (1)

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** E

1 OS Linear files	1978
22 RCAHM	1960

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

**FORM:** D      **CONDITION:** 5      **STATUS:** P      **SURVIVAL:** U

## 22 RCAHM 1960

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)  
?Gravel spread A P s. Nothing visible on ground (1)

*FORM:* C      *CONDITION:* 5      *STATUS:* P      *SURVIVAL:* C

**REFERENCES:**

1 OS Linear files 1978  
22 RCAHM 1960

**PRN:** 17594 **NGR:** SH52636347 **OSMAP:** SH56SW **PART OF (PRN):** 3842

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

**NOTES:** Projected linking section only

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

22 RCAHM 1960

**PRN:** 17595 **NGR:** SH52956345 **OSMAP:** SH56SW **PART OF (PRN):** 3842

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence. Section of bank may be R road but possibly due to cultivation (22)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files 1978  
22 RCAHM 1960

**PRN:** 17596 **NGR:** SH54126350 **OSMAP:** SH56SW **PART OF (PRN):** 3842

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

**NOTES:** projected linking section only

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

22 RCAHM 1960

**PRN:** 17597 **NGR:** SH55606361 **OSMAP:** SH56SW **PART OF (PRN):** 3842

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence.. A paved road is recorded from the hut group at Pen-isa'r-waen running roughly SW to the Afon Rhythallt in Wyn Williams King Arthur's Well 1858 chap V (22)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

22 RCAHM 1960

**PRN:** 17598 **NGR:** SH57606750 **OSMAP:** SH56NE **PART OF (PRN):** 3842

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence. The most important is the milestone found at Caer-bythod. The direct route from Ty-coch from Caer-bythod passes close to the extensive field system near Rhiwlas, which is associated with hut groups, one at least of the Roman period (22)

**NOTES:** Projected line, Ty-coch to Caer-bythod.

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

22 RCAHM 1960

**PRN:** 17817 **NGR:** SH71867161 **OSMAP:** SH 77SW **PART OF (PRN):** 3842

**DESCRIPTION**

Good example of shelf on hillside/bank. (16)

Visible on A P s. Milestone (site of) beside road. Modern track on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

A 4m to 5m wide road visible as either a terrace, somewhat eroded agger, or hollow way runs on a straight alignment to the north of the modern track. This is almost certainly the Roman road (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

10S Linear files	1978
16 RCAHM	1956
21 Dodd	1925
38 Hopewell D	2006

**PRN:** 17831      **NGR:** SH50596347      **OSMAP:** SH56SW      **PART OF (PRN):** 3842

**DESCRIPTION**

Cropmark on aerial photograph SNP 2/10/86 5186149 continuing from straight alignment of hedgerows. (43) Nothing on early maps, landowner confirms that it is not modern. Fragmented but substantial low agger particularly at W. Blocked gateway on line. Probable edge of gravel and clay agger visible in newly cleaned ditch. Almost certainly the line of the Roman road (38)

**NOTES:**

**FORM:** C                      **CONDITION:** 3                      **STATUS:** K                      **SURVIVAL:** C

**REFERENCES:**

38 Hopewell D	2006
43	1986

**PRN:** 17832      **NGR:** SH50276329      **OSMAP:** SH56SW      **PART OF (PRN):** 3842

**DESCRIPTION**

Cropmark on aerial photograph SNP 2/10/86 5186149 continuing from straight alignment of hedgerows and 17831. Not very clear. (43)

Nothing on early maps, landowner confirms that it is not modern, almost certainly the line of the Roman road (38)

**NOTES:**

**FORM:** C                      **CONDITION:** 3                      **STATUS:** K                      **SURVIVAL:** C

**REFERENCES:**

38 Hopewell D	2006
43	1986

**PRN:** 17833      **NGR:** SH54046587      **OSMAP:** SH56NW      **PART OF (PRN):** 3842

**DESCRIPTION**

Cropmark/terrace on aerial photograph SNP 2/10/86 5186165 running from Llandeiniolen rectory. (43) This has also been reported by a local resident in 2004. Difficult to see on the ground however. (38)

**NOTES:**

**FORM:** C                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** C

**REFERENCES:**

38 Hopewell D	2006
43	1986

**PRN:** 17834      **NGR:** SH56286752      **OSMAP:** SH56NE      **PART OF (PRN):** 3842

**DESCRIPTION**

Cropmark/terrace on aerial photograph SNP 3/10/86 5286041 (43). Difficult to see on the ground, poss. slight bank. (38) Tithe maps show that the cropmark is a result of boundaries of an earlier field system not a Roman road. (38)

**NOTES:**

**FORM:** C                      **CONDITION:** 3                      **STATUS:** D                      **SURVIVAL:** C

**REFERENCES:**

38 Hopewell D	2006
43	1986

**PRN:** 17835      **NGR:** SH58146828      **OSMAP:** SH56NE      **PART OF (PRN):** 3842

**DESCRIPTION**

Short length of linear cropmark on aerial photograph SNP 3/10/86 5286112. (43)

**NOTES:**



## ROAD RR67b CANOVIUM TO VARIS

**PRN:** 17652 **NGR:** SH79797258 **OSMAP:** SH77SE **PART OF (PRN):** 3841

### **DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Natural landing at rock outcrop, approximate logical course dictated by topography (1)

### **NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### **REFERENCES:**

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17653 **NGR:** SH80177253 **OSMAP:** SH87SW **PART OF (PRN):** 3841

### **DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Extant, E part overgrown (1)

### **NOTES:**

**FORM:** E **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** E

### **REFERENCES:**

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17654 **NGR:** SH80347258 **OSMAP:** SH87SW **PART OF (PRN):** 3841

### **DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Sight suggestion of possible agger under plough, partially covered by dumped soil to E. Easy and logical course that avoids crossing stream (1)  
Mostly in dense woodland in Bodnant estate; inaccessible (38)

### **NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

### **REFERENCES:**

1 OS Linear files 1978  
5 Margary I D 1957  
38 Hopewell D 2006

**PRN:** 17655 **NGR:** SH80447259 **OSMAP:** SH87SW **PART OF (PRN):** 3841

### **DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Course closely held by turn to N of embankment, hillocks of outcrop rock and slight cutting through hedge  
Extant (1)  
Slight earthwork in improved pasture (38)

### **NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

### **REFERENCES:**

1 OS Linear files 1978  
5 Margary I D 1957  
38 Hopewell D 2006



**PRN: 17656      NGR: SH80767261   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Logical course fairly closely held by cuttings and slightly higher ground to the south. No trace across pasture (1)  
No trace in improved pasture (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006

**PRN: 17657      NGR: SH81227277   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Modern road in cutting through two hillocks. Cutting extends beyond hedge into field on N side. [then follows] logical course to avoid high ground. Hedge on line. No trace of road (1)  
Poss cutting extending from modern road but generally lost in heavily improved pasture (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006

**PRN: 17658      NGR: SH81567258   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Poss course along modern road and across pasture. Logical course dictated by topography. No trace (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17659      NGR: SH82067241   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Agger-like feature along top of N-S ridge and downhill to west. Excavated, not Ro. Road (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17660      NGR: SH82167199   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
No trace in pasture or wood (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17661      NGR: SH82287190   OSMAP: SH87SW   PART OF (PRN): 3841**

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Wide terrace possibly Roman or may be natural. Slight and doubtful traces of terrace in copse (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1OS Linear files                      1978  
5Margary I D                      1957

**PRN:** 17662                      **NGR:** SH82447189                      **OSMAP:** SH87SW                      **PART OF (PRN):** 3841

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
No trace across pasture (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1OS Linear files                      1978  
5Margary I D                      1957

**PRN:** 17663                      **NGR:** SH82677185                      **OSMAP:** SH87SW                      **PART OF (PRN):** 3841

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Extant. Heavy scatter of stones in pasture bump on hedge (1)  
Faint hint of a terrace in heavily improved pasture (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1OS Linear files                      1978  
5Margary I D                      1957  
38 Hopewell D                      2006

**PRN:** 17664                      **NGR:** SH82987168                      **OSMAP:** SH87SW                      **PART OF (PRN):** 3841

**DESCRIPTION**

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)  
Lane probably on line, no topographical reason to deviate (1)

**NOTES:**

**FORM:** B                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files                      1978  
5Margary I D                      1957

**PRN:** 17665                      **NGR:** SH83197157                      **OSMAP:** SH87SW                      **PART OF (PRN):** 3841

**DESCRIPTION**

Extant remains near Rhyd-loyw (5)  
Bump on course. No trace in pasture, logical course (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1OS Linear files                      1978  
5Margary I D                      1957

**PRN:** 17666                      **NGR:** SH83357144                      **OSMAP:** SH87SW                      **PART OF (PRN):** 3841

**DESCRIPTION**

Mainly extant apart from part of zigzag, where washed out except for fragment of possible agger E of hedge [on W side of zigzag]  
(summarised from 1)  
Zigzag visible as spread terrace, clearly visible on GetMapping aerial photographs. Fairly typically Roman (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1OS Linear files                      1978  
38 Hopewell D                      2006

**PRN: 17667**      **NGR:** SH83487139    **OSMAP:** SH87SW    **PART OF (PRN):** 3841

**DESCRIPTION**

No trace in pasture (1)

**NOTES:**

**FORM:** B                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files    1978

**PRN: 17668**      **NGR:** SH83557136    **OSMAP:** SH87SW    **PART OF (PRN):** 3841

**DESCRIPTION**

Extant (1)

Low indistinct earthwork in heavily improved pasture (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
38 Hopewell D    2006

**PRN: 17669**      **NGR:** SH83897128    **OSMAP:** SH87SW    **PART OF (PRN):** 3841

**DESCRIPTION**

No trace in pasture (1)

**NOTES:** GAT copy of OS linear incomplete.

**FORM:** B                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files    1978

## ROAD RR69a CANOVIUM TO TOMEN Y MUR

**PRN:** 17670 **NGR:** SH70923931 **OSMAP:** SH73NW **PART OF (PRN):** 3844

### DESCRIPTION

Modern track on line (1)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

1OS Linear files 1978

**PRN:** 17671 **NGR:** SH70983963 **OSMAP:** SH73NW **PART OF (PRN):** 3844

### DESCRIPTION

Almost perfect R road (11) 4 to 5m wide agger in rough moorland (38)

Extant (1)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

1OS Linear files 1978  
11 Bowen E G and Gresham C A 1967  
38 Hopewell D 2006

**PRN:** 17672 **NGR:** SH71063974 **OSMAP:** SH73NW **PART OF (PRN):** 3844

### DESCRIPTION

Almost perfect R road (11) Difficult to trace possible modern disturbance (38)

No trace of Ro road across moorland (1)

### NOTES:

**FORM:** B **CONDITION:** 5 **STATUS:** K **SURVIVAL:** U

### REFERENCES:

1OS Linear files 1978  
11 Bowen E G and Gresham C A 1967  
38 Hopewell D 2006

**PRN:** 17673 **NGR:** SH71244022 **OSMAP:** SH74SW **PART OF (PRN):** 3844

### DESCRIPTION

Traces of R road here (11) Largely destroyed in forestry plantation (38)

No trace, forestry plantation, deep gully [at E] no trace of crossing (1)

### NOTES:

**FORM:** B **CONDITION:** 3 **STATUS:** P **SURVIVAL:** B

### REFERENCES:

1OS Linear files 1978  
11 Bowen E G and Gresham C A 1967  
38 Hopewell D 2006

**PRN:** 17674 **NGR:** SH71464086 **OSMAP:** SH74SW **PART OF (PRN):** 3844

### DESCRIPTION

Ford 100 yds above Bont Newydd (11)

No trace (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** B

### REFERENCES:

1OS Linear files 1978  
11 Bowen E G and Gresham C A 1967

**PRN:** 17675 **NGR:** SH71754125 **OSMAP:** SH74SW **PART OF (PRN):** 3844

### DESCRIPTION

Modern lane prob on line (11)

No trace (1)

### NOTES:

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967

**PRN:** 17676      **NGR:** SH71934153      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Faint terrace (11)  
No trace across arable fields (1)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967

**PRN:** 17677      **NGR:** SH72224196      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

on line of footpath, [then deviates as] terrace 60yds to E of footpath, apparently original R road, [rejoins as] grassy terrace (11)

Extant (1)  
Partly ploughed-out, spread terrace 6m wide at N then disturbed by field boundaries. 5-6m wide terrace at south and peters out

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17678      **NGR:** SH72434260      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

In a fair state of preservation as it passes through Beddau Gwyr Ardudwy (11)  
Trackway, no identifiable Roman features (1)  
Carriageway 5m wide flanked by upcast banks. Banks created during process of cleaning off the muddy carriageway and sealed two parallel ditches - their centrepoints 7.5m apart. Ditches interpreted as flanking the Roman road. Agger destroyed by use until 17th century (47)  
Line of road runs along recent track by waterworks then cuts the corner and runs across modern Bala road. Mostly destroyed by modern water pipe (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006
47 Longley D	1996

**PRN:** 17679      **NGR:** SH72674305      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

In a fair state of preservation as it passes through Beddau Gwyr Ardudwy (11)  
Extant (1)  
Road from ford turns sharply and then takes a route along the top of the Gamallt valley mostly as an eroded hollow way alongside a modern wall. A few lengths of terrace survive mostly 2.5m wide although probably eroded down from 5m or so. Several small rock cuttings visible, predating the hollow way but apparently later than a more direct (?Roman) route visible as an eroded bank. Clearly multiphase but apparently with Roman origins. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17680      **NGR:** SH72994340      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)  
 No trace at stream crossing, several hollow ways on the hill (1)  
 Road runs downhill to Afon Gamallt as a series of 3 eroded hollow ways. Present crossing by bridge or shallow ford.  
 Revetment to river bank probably represents an earlier, but not Roman bridge (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17681      **NGR:** SH73144368      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)  
 Made track and terrace, modern (1)  
 Probable multi period. Terrace with dry-stone revetment runs along fence line, then 4m wide terrace with further revetting at S.  
 Probably post-med. A few small quarry pits set back from the road hint at Roman origins. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17682      **NGR:** SH73394419      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)  
 Wet marshy area - no trace of agger (1)  
 4.5m wide agger at N, 3m rock-cut dogleg around outcrop then narrows to 3.5m. Very well defined and appears to be partly modern perhaps on a Roman foundation. Disappears into a bog at far S (38).

**NOTES:**

**FORM:** B                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17683      **NGR:** SH73704447      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

[road] occupies natural terrace above Cwm Teigl. Partly overlain by later road (11)  
 Trackway (1)  
 Hollow way and then revetted road across Nant Drewi. No obvious Roman characteristics although probable line (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17684      **NGR:** SH73794485      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

[road] occupies natural terrace above Cwm Teigl. Partly overlain by later road (11)  
 Hollow way (1)  
 Well defined terrace and agger running along an even gradient flanked by a later hollow way. A few quarry pits are set back from the agger. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17685      NGR: SH73844509   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

Terrace-way 10ft wide climbing gently to the N (1)

Clear terrace, averaging 4.5m wide, with 2m wide hollow way along centre. More eroded to the S (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
38 Hopewell D	2006

**PRN: 17686      NGR: SH73874561   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

Shallow hollow way. Very overgrown (1)

Raised agger/terrace through a forestry ride. Solid surface 0.2m beneath turf. Forestry impinges on the W side. Turns into a boggy hollow way at the north. (38)

**NOTES:** Current OS maps show that this section of the road passes through a forestry plantation and could well be lost or

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
38 Hopewell D	2006

**PRN: 17687      NGR: SH73854587   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

Short stretch of R road visible in the neighborhood of Rhiw bach quarry (12)

Terrace-way ditched on W side with short stretch of paved road centered at SH73954587, surveyed 1971 (1)

4m wide rough stone surface with kerb, close to quarry. This could be modern use of an earlier road not a typical upland agger. More convincing away from the quarry (38)

**NOTES:** Current OS maps show that this section of the road passes through a forestry plantation and could well be lost or

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
12 RCAHM	1964
38 Hopewell D	2006
38 Hopewell D	2006

**PRN: 17688      NGR: SH73934614   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

No trace across quarry (1)

Destroyed (38)

**NOTES:** presumed destroyed

**FORM:** D                      **CONDITION:** 4                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
38 Hopewell D	2006
38 Hopewell D	2006

**PRN: 17689      NGR: SH73904647   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

No trace across bog (1)

Road probably buried beneath peat (38)

**NOTES:** Poss buried under peat, good potential for environmental sampling

**FORM:** B                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978
38 Hopewell D	2006

**PRN: 17690      NGR: SH73814701   OSMAP: SH74SW   PART OF (PRN): 3844**

**DESCRIPTION**

Disused overgrown track, possible course (1)

Recent drainage ditches across road between Rhiw Bach and the head of Cwm Penamnen showed traces of substantial slate paving with a kerb of boulders (46)  
 Road not identified during Moel Bowydd upland survey. E-W road was visible in places. It was slate paved and similar to Sarn Helen description in (1) but was probably associated with the quarries (site 14754 (12)).  
 OS line follows a stream and ditches. No good evidence for the exact line of road given that it is probably buried in peat (38).

**NOTES:**

**FORM:** B                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978	
12 RCAHM	1964	
38 Hopewell D	2006	
46 Crew P	1980	346

**PRN:** 17691      **NGR:** SH73804683      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

No trace over summit of ridge (1)  
 Recent drainage ditches across road between Rhiw Bach and the head of Cwm Penamnen showed traces of substantial slate paving with a kerb of boulders (46)  
 Road initially revealed in drainage ditches. Excavations as part of Cadw funded Roman Roads project (G1632) in 2006 revealed a 5.5m wide road with a slate slab foundation and gravel and silty clay running surface derived from local subsoil. Slate for foundation quarried from outcrops to the west. Road traced by probing for 1.05 km, visible as a parchmark on slopes above Rhiw Bach quarry. Road in perfect state of preservation beneath the peat (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978	
38 Hopewell D	2006	
46 Crew P	1980	346

**PRN:** 17692      **NGR:** SH73624819      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)  
 A pre-forestry track is shown on OS 25". The northern part has been modernised and is now forestry road. The southern part must ascend the steep head of the valley. Both current track and 1887 OS run c. 70m to the east of last part of the buried road

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978	
38 Hopewell D	2006	

**PRN:** 17693      **NGR:** SH73694845      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)  
 Scarp up to 1m high, surveyed 1971 (1)  
 Old track shown on 1887 OS 25" now a modernised forestry road (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978	
38 Hopewell D	2006	

**PRN:** 17694      **NGR:** SH73644900      **OSMAP:** SH74SW      **PART OF (PRN):** 3844

**DESCRIPTION**

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)  
 Forestry road, now mostly disused can be traced for c. 1km from Ty'n-y-cwm. Bridge abutments ?18th/19th century visible at Ty'n-y-cwm. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978	
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**PRN: 17695**      **NGR: SH73715111**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

Roman road ran along W side of Cwm Penamnen (5)

Old road follows easiest route up Cwm Penamnen (1)

OS 1889 Sarn Helen runs along a direct route on the western side of Cwm Penamnen. Now a modern Tarmac/slate waste road.

Passes poss. 15th century ruins opposite Carreg Alltren (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006

**PRN: 17696**      **NGR: SH74795317**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

The main route of the R road from Pont-y-pant is thought to have approached Dolwyddelan along the S bank of the river close to the railway which has partly obliterated it although part remains in use as a lane (5)

No trace of R road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 3                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17698**      **NGR: SH76035453**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

Narrow lane said to mark course of R road from Pentre Du to Pont-y-pant (5)

Modern lane and track climb steadily north-eastwards from Lledr valley. Poss course (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17699**      **NGR: SH79155669**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

Road turns west for 3/4 mile at Betws-y-coed and then SW as a narrow lane from Pentre-du to Pont-y-pant (5)

No trace of R road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN: 17700**      **NGR: SH79765762**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

Exact line of R road unknown (12)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

12 RCAHM	1964
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**PRN: 17701**      **NGR: SH78786162**      **OSMAP: SH74SW**      **PART OF (PRN): 3844**

**DESCRIPTION**

Roman road exists as a valley side terrace from Trefriw to Betws-y-coed (5)

Modern road on line, no trace of Roman construction (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
5 Margary I D                      1957

**PRN:** 17702                      **NGR:** SH77013619                      **OSMAP:** SH74SW                      **PART OF (PRN):** 3844

**DESCRIPTION**

Exact course of Roman road unknown (12)  
Roman road lost over low lying ground but course generally represented by present main road (5)  
No change (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
5 Margary I D                      1957  
12 RCAHM                      1964

**PRN:** 17703                      **NGR:** SH77617024                      **OSMAP:** SH74SW                      **PART OF (PRN):** 3844

**DESCRIPTION**

Road with metal 2 ft thick 12 ft wide spread to 17ft (18)  
Fragmentary traces of spread agger but too vague to be surveyed (1)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** K                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files                      1978  
18 Reynolds P K B                      1938

**PRN:** 17704                      **NGR:** SH77577014                      **OSMAP:** SH74SW                      **PART OF (PRN):** 3844

**DESCRIPTION**

Possible bed of road found turning to the SW (18)  
Possible roadside ditches found by gradiometer survey (20)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

18 Reynolds P K B                      1938  
20 Hopewell D                      2003

**PRN:** 17705                      **NGR:** SH77307009                      **OSMAP:** SH74SW                      **PART OF (PRN):** 3844

**DESCRIPTION**

The road bends to the SW (18)

**NOTES:** Projected line only

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

18 Reynolds P K B                      1938

**PRN:** 17818                      **NGR:** SH77986333                      **OSMAP:** SH76SE                      **PART OF (PRN):** 3844

**DESCRIPTION**

Outline transcription of Waddelove's route. Follows higher route than Margary's suggested line (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

**REFERENCES:**

37 Waddelove E                      1999

**PRN:** 17830      **NGR:** SH70054873    **OSMAP:** SH74NW    **PART OF (PRN):** 3844

**DESCRIPTION**

Outline transcription of Waddelove's route. Line runs to W of fairly well-established route of Sarn Helen. (37).

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999

## ROAD RR69aa DOLWYDDELAN TO TREFRIW AND ROAD RRN53 CAER LLUGWY TO BETWS Y COED

**PRN:** 17706 **NGR:** SH74675715 **OSMAP:** SH75NW **PART OF (PRN):** 17806

### DESCRIPTION

Recent investigations in the neighborhood of the fort have established the existence of a direct route between Dolwyddelan and Trefriw. An ancient road has been traced between a point above Dolwyddelan.....up to the farm (Bryn y gefeiliau) itself. From the farm it descends steeply towards the fort diverging to the E of the present road a short distance below the farm house (27) No trace (1)

**NOTES:** Course projected from tracks shown on 1891 OS maps. A road can be traced from the southern gate of the fort for about

100 m

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978  
27 Hall J P 1923

**PRN:** 17711 **NGR:** SH78086303 **OSMAP:** SH75NE **PART OF (PRN):** 17806

### DESCRIPTION

There is some slight evidence for a more direct route. summary: - Crosses the river to the N of the fort and up the valley slope to the E passing Glyn. It picks up the old road from Pont Ty Hyll towards Llanrwst. It then cuts N to Llanrhychwyn. A stretch of road can be seen running from a reservoir to the E of Tyn-y-bryn farm to a point 1/4 of a mile to the W of Llanrhychwyn church. Road terminates at Trefriw (27)

**NOTES:** Plotted route approximate (from Hemp description)

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

27 Hall J P 1923

**PRN:** 17707 **NGR:** SH74745732 **OSMAP:** SH75NW **PART OF (PRN):** 17805

### DESCRIPTION

Undoubted R. road running from the E gate of the fort (27)  
Confirmed by geophysical survey (20)

**NOTES:**

**FORM:** B **CONDITION:** 2 **STATUS:** K **SURVIVAL:** B

### REFERENCES:

20 Hopewell D 2003  
27 Hall J P 1923

**PRN:** 17708 **NGR:** SH74935732 **OSMAP:** SH75NW **PART OF (PRN):** 17805

### DESCRIPTION

...road can still be clearly traced in places as a raised bank; elsewhere, although not visible its course can be followed under the turf with the help of a probe, and where it crosses ridges of rock it is eased over them by pitching (27)

**NOTES:** survival through the woods is good, sporadically visible to the east of this. Not planned in detail

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

27 Hall J P 1923

**PRN:** 17709 **NGR:** SH76305762 **OSMAP:** SH75NE **PART OF (PRN):** 17805

### DESCRIPTION

Eastwards...the roman way is obliterated by the almost disused coach road, until Pont Ty Hyll is reached...the old road continues as a grass covered mound following the river bank. It crosses the modern road a short distance below and follows it down the valley at a higher level. This could represent either the coach road or R road or both (27)  
Generally as 27: road as 5m wide agger beyond Pont Ty Hyll with stone culverts visible in two places, crosses A5 and is lost in short distance beneath forestry and hotel car parks. Then a fragment of an old through route is visible at Cae'n-y-coed. Road cannot be followed through woodland because of dense undergrowth. No line visible close to A5. (38)

**NOTES:**

**FORM:** E                    **CONDITION:** 2                    **STATUS:** PP                    **SURVIVAL:** E

**REFERENCES:**

27	Hall J P	1923
38	Hopewell D	2006

**PRN:** 17710                    **NGR:** SH75015707                    **OSMAP:** SH75NW                    **PART OF (PRN):** 17805

**DESCRIPTION**

Another carefully graded road leaves ....above Bryn y Gefeiliau farm and runs down to the river a short distance to the west of the  
ancient lead workings. ...may have been used by 'through traffic' (27)

**NOTES:**

**FORM:** E                    **CONDITION:** 5                    **STATUS:** P                    **SURVIVAL:** F

**REFERENCES:**

27	Hall J P	1923
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## ROAD RR68 PART 1 SEGONTIUM TO TOMEN Y MUR

**PRN:** 17533 **NGR:** SH52575914 **OSMAP:** SH56SW **PART OF (PRN):** 3843

### DESCRIPTION

Modern road probably on line of Roman road to Waunfawr (5)  
No change (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17534 **NGR:** SH53315808 **OSMAP:** SH55NW **PART OF (PRN):** 3843

### DESCRIPTION

.....but course doubtful beyond that point [Waunfawr] and the remains of a derelict railway provide plenty of false clues.....(5)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

5 Margary I D 1957

**PRN:** 17535 **NGR:** SH55845466 **OSMAP:** SH55SE **PART OF (PRN):** 3843

### DESCRIPTION

It has been suggested that the course of the road lay on the west side of Llyn Cellyn, where there are some clear traces of a narrow terrace but it is doubtful if there was ever enough space for this to reach the N end of the lake at the foot of the cliffs. (5)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

5 Margary I D 1957

**PRN:** 17536 **NGR:** SH57125348 **OSMAP:** SH55SE **PART OF (PRN):** 3843

### DESCRIPTION

As projected on OS linear map (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978

**PRN:** 17537 **NGR:** SH56625166 **OSMAP:** SH55SE **PART OF (PRN):** 3843

### DESCRIPTION

Roman road poss. Marked by terrace lane high up on W slopes between Rhyd-Ddu and Beddgelert (5)  
Possible course not identified (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17538 **NGR:** SH57874835 **OSMAP:** SH54NE **PART OF (PRN):** 3843

### DESCRIPTION

Roman road poss. Marked by terrace lane high up on W slopes between Rhyd-Ddu and Beddgelert passing near Meillionen Farm (5)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17539 **NGR:** SH59334676 **OSMAP:** SH54NE **PART OF (PRN):** 3843

**DESCRIPTION**

The Roman road probably ran through Aberglaslyn Pass (5)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

5Margary I D 1957

**PRN:** 17540 **NGR:** SH60464596 **OSMAP:** SH64NW **PART OF (PRN):** 3843

**DESCRIPTION**

Course of road prob. represented by a series of very hilly lanes between Nantmor and Bwlchgwynog (5)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

5Margary I D 1957

**PRN:** 17541 **NGR:** SH63514397 **OSMAP:** SH64SW **PART OF (PRN):** 3843

**DESCRIPTION**

It is generally accepted that the old coach road from Tan-y-Bwlch over the mountains to Croesor is the Roman road, and it certainly followed an earlier packhorse trail, the deep-cut hollows... can be traced...

Fine length of stone paved road...prob no later than C 18th (SH64444212) (11)

Portion of very ancient road at Ff Helen Arch C 1856 p422 prob pack horse route (1)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files 1978  
11 Bowen E G and Gresham C A 1967

**PRN:** 17542 **NGR:** SH65404129 **OSMAP:** SH64SE **PART OF (PRN):** 3843

**DESCRIPTION**

Suggested rote described (11)

Steep footpath, modern road/track, no trace of agger on suggested alignment (1)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files 1978  
11 Bowen E G and Gresham C A 1967

**PRN:** 17543 **NGR:** SH66114133 **OSMAP:** SH64SE **PART OF (PRN):** 3843

**DESCRIPTION**

Short length of surviving road (11)

Modern track (1)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files 1978  
11 Bowen E G and Gresham C A 1967

**PRN:** 17544 **NGR:** SH67184122 **OSMAP:** SH64SE **PART OF (PRN):** 3843

**DESCRIPTION**

Suggested rote described (11)

Footpath in wood (1)

**NOTES:**

**FORM:** **CONDITION:** **STATUS:** **SURVIVAL:**

**REFERENCES:**

1 OS Linear files 1978  
1 OS Linear files 1978  
11 Bowen E G and Gresham C A 1967  
11 Bowen E G and Gresham C A 1967

**PRN: 17545      NGR: SH67954114   OSMAP: SH64SE   PART OF (PRN): 3843**

**DESCRIPTION**

Hollows twisting downhill (11)

Footpath and old track etc (1)

Eroded zigzag terrace prob originally 4-5m wide. Hollow way cut into centre by water erosion etc. Poss Roman origins but clearly later use. It is the earliest of several old roads in this area. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17546      NGR: SH68544075   OSMAP: SH64SE   PART OF (PRN): 3843**

**DESCRIPTION**

The road is clearly marked on the maps and passes the copse called Nurse-bach Gelli-dywyll.....(11)

Track and road on suggested alignment (1)

1.5km of well preserved old road now a bridleway. All shown as paths on 1889 OS 25". Runs between two drystone walls as a 3.5m wide terrace at W. It then runs along terraces and improved lanes, following the contour to a ford near Cydnerth. A zigzag climbs the E bank leading to a slight hollow through improved pasture. Clearly an early road but at 2 to 3.5m wide a little narrow for a RR also somewhat meandering although overall route is direct. Poss Roman origins but much altered by later use

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17547      NGR: SH69123990   OSMAP: SH63NE   PART OF (PRN): 3843**

**DESCRIPTION**

Slight hollow in field...cart track on line (11)

No trace (1)

Road lost under modern dumping near Tyddyn Du, runs up to A470 as a 3m wide straight terrace that has been truncated by a recent ditch. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17548      NGR: SH69523971   OSMAP: SH63NE   PART OF (PRN): 3843**

**DESCRIPTION**

Road visible at stream crossing (11)

No traces (1)

Improved pasture either side of railway, nothing visible. Old track flanked by walls at SE. (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006



**PRN: 17549      NGR: SH69703912   OSMAP: SH63NE   PART OF (PRN): 3843**

**DESCRIPTION**

Deep cut modern road.....causeway on lower side of field wall (11)

Extant (1)

The road can be traced for all of 17549. Where well preserved, it is visible as a 5.5m wide agger and in places as a 5m wide terrace. Intermittently severe erosion by a stream on the southern portion. At the north the road has largely been destroyed by a modern road and a recently constructed Barn. The road surface can be seen in section where cut by the stream and the barn and consists of a 10-15cm deep layer of gravel on a clay agger. (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17550      NGR: SH70113897   OSMAP: SH73NW   PART OF (PRN): 3843**

**DESCRIPTION**

Terrace above stream (11)

Extant (1)

Well defined 5.0m wide terrace above stream (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17551      NGR: SH70453889   OSMAP: SH73NW   PART OF (PRN): 3843**

**DESCRIPTION**

Terrace 12 ft wide with bank on lower side (11)

No trace across pasture (1)

Very slight traces of a terrace (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN: 17552      NGR: SH70493884   OSMAP: SH73NW   PART OF (PRN): 3843**

**DESCRIPTION**

roadway in the form of a built agger.....road constructed un symmetrically with the axis of the fort....bounded by earth banks (11)

Extant (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

## ROAD RR68 PART 2 TOMEN Y MUR TO CAER GAI

**PRN:** 17502 **NGR:** SH70823840 **OSMAP:** SH73NW **PART OF (PRN):** 3848

### **DESCRIPTION**

Slight agger in improved pasture (3)

### **NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

### **REFERENCES:**

3Hopewell D 2004

**PRN:** 17503 **NGR:** SH71053817 **OSMAP:** SH73NW **PART OF (PRN):** 3848

### **DESCRIPTION**

curves around low knoll (2) Hollow way around mound (3)

### **NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

### **REFERENCES:**

2Crew and Musson 1996  
3Hopewell D 2004

**PRN:** 17504 **NGR:** SH71123806 **OSMAP:** SH73NW **PART OF (PRN):** 3848

### **DESCRIPTION**

Possible traces of agger in improved pasture (3)

### **NOTES:**

**FORM:** B **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** E

### **REFERENCES:**

3Hopewell D 2004

**PRN:** 17505 **NGR:** SH71453787 **OSMAP:** SH73NW **PART OF (PRN):** 3848

### **DESCRIPTION**

Footpath and field walls on line (1).

No extant road features or quarry pits on this line although some possible pits visible in improved pasture to the south (3)

Photograph from Toby Driver 2004-cs-0415 shows clear terrace in field to the S so this line is unlikely (39).

### **NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### **REFERENCES:**

1OS Linear files 1978  
3Hopewell D 2004  
39 Driver T 2004

**PRN:** 17506 **NGR:** SH72173784 **OSMAP:** SH73NW **PART OF (PRN):** 3848

### **DESCRIPTION**

grass track between road and quarry pits (1).

Currently used track 2.2m wide, very rutted and still eroding. Some big stones on the edge could be the remains of a kerb (3)

### **NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files 1978  
3 Hopewell D 2004

**PRN:** 17507 **NGR:** SH73013790 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Hollow way. Modern road on line (1). Quarry pits confirm the line of the Roman road (3)

**NOTES:**

**FORM:** B **CONDITION:** 3 **STATUS:** K **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files 1978  
3 Hopewell D 2004

**PRN:** 17508 **NGR:** SH73533771 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Dolddinas farm environs, no extant road. P. Crew reports a visible river crossing but very substantial erosion after flooding in ?2001 may have destroyed this. (3)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** U

**REFERENCES:**

3 Hopewell D 2004

**PRN:** 17509 **NGR:** SH73833740 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Road runs to W of Llyn Hiraethlyn. [The road] takes a fairly direct line through the low hills south of Dolddinas. (2). Road visible as a series of lengths of agger and terrace (plus a small cutting) between the river to the E of Dolddinas and Crew's AP transcriptions at Llyn Hiraethlyn. Well preserved. (3)

**NOTES:**

**FORM:** E **CONDITION:** 1 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

2 Crew and Musson 1996  
3 Hopewell D 2004

**PRN:** 17510 **NGR:** SH74283681 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

...zigzagging down the slopes south of the llyn....its line is emphasized by the large shallow quarry scoops on either side, which were used to win gravel for the road surface. Near the foot of the picture the road turns sharp left to descend a steep slope towards the corner of the modern fields. (2) Transcription shown. Well preserved agger visible in places, 3 to 3.5m wide with visible roadside ditches (3)

**NOTES:**

**FORM:** E **CONDITION:** 1 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

2 Crew and Musson 1996  
3 Hopewell D 2004

**PRN:** 17511 **NGR:** SH71073816 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Extant (1)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978

**PRN:** 17512 **NGR:** SH71173806 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Track running NW (4) No traces in pasture (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** B

**REFERENCES:**

1OS Linear files 1978  
4Irvine 1956

**PRN:** 17513 **NGR:** SH71573870 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

Alternative route (1 and 4)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1OS Linear files 1978  
4Irvine 1956

**PRN:** 17514 **NGR:** SH74493701 **OSMAP:** SH73NW **PART OF (PRN):** 3848

**DESCRIPTION**

No visible extant rems of Ro. Road (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1OS Linear files 1978

**PRN:** 17516 **NGR:** SH76403696 **OSMAP:** SH73NE **PART OF (PRN):** 3848

**DESCRIPTION**

No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

**REFERENCES:**

1OS Linear files 1978

**PRN:** 17517 **NGR:** SH76943701 **OSMAP:** SH73NE **PART OF (PRN):** 3848

**DESCRIPTION**

Shelf about 8 ft wide once heavily metallated (4)

Prob quarry road (1)

No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** E **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** F

**REFERENCES:**

1OS Linear files 1978  
4Irvine 1956

**PRN: 17518**      **NGR:** SH77333668   **OSMAP:** SH73NE   **PART OF (PRN):** 3848  
**DESCRIPTION**  
No trace of RR (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files    1978

**PRN: 17519**      **NGR:** SH75563668   **OSMAP:** SH73NE   **PART OF (PRN):** 3848  
**DESCRIPTION**  
No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files    1978

**PRN: 17520**      **NGR:** SH75753652   **OSMAP:** SH73NE   **PART OF (PRN):** 3848  
**DESCRIPTION**  
Road 8 ft wide visible as cropmark (4)  
No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** C                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** C

**REFERENCES:**

1OS Linear files    1978  
4Irvine    1956

**PRN: 17521**      **NGR:** SH76303626   **OSMAP:** SH73NE   **PART OF (PRN):** 3848  
**DESCRIPTION**  
Track on course of (4)  
No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files    1978  
4Irvine    1956

**PRN: 17522**      **NGR:** SH76903620   **OSMAP:** SH73NE   **PART OF (PRN):** 3848  
**DESCRIPTION**  
Stream on course of road (4)  
No visible extant rems of Ro. Road DRB gen. area (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1OS Linear files    1978  
4Irvine    1956

**PRN: 17523      NGR: SH78463625   OSMAP: SH73NE   PART OF (PRN): 3848**

**DESCRIPTION**

Old boundary ditch turns road into wet ditch (4)

Track visible on A/Ps (1)

Irvine's road is visible as 5m wide terrace at E with later boundary wall on downslope. 50cm of peat over hard surface, no obvious quarry pits. Line clear over watershed as 4.5m wide terrace and quarry pits (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956
38 Hopewell D	2006

**PRN: 17524      NGR: SH79263584   OSMAP: SH73NE   PART OF (PRN): 3848**

**DESCRIPTION**

Ledge about 12ft wide with signs of engineering and quarry pits.....road plainly visible from Moel y Slates (4)

Road visible on A/Ps (1)

Line of road confirmed during fieldwork by RS Kelly. Section cut. see PRN 5060. Now in a break in commercial forestry (6)

Difficult to trace in long grass on moorland, beyond that now in forestry ride. Will be under threat during forestry harvesting

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956
6 Kelly R S	1986
38 Hopewell D	2006

**PRN: 17525      NGR: SH77993535   OSMAP: SH73NE   PART OF (PRN):**

**DESCRIPTION**

Alternate route proposed by P Crew. Well defined terraced road over Bwlch y Bi (Old Roman Road on 1840 map) leading to 2 kilns. (7)

2m wide packhorse trail terraced into slope hollow way and poss. slight agger elsewhere. Too narrow to be a main Roman military road, i.e. not part of 3848, but could be Roman access to kilns (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

7 Crew P	1979
38 Hopewell D	2006

**PRN: 17526      NGR: SH79933525   OSMAP: SH82SW   PART OF (PRN): 3848**

**DESCRIPTION**

It follows a track marked on the map for 200yds and turns north-west (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

Vague signs of road through long grass, hollow way and terrace to large blocking wall/sheep shelter at SE (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956
38 Hopewell D	2006

**PRN:** 17527 **NGR:** SH80493461 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine traces "vestiges of a road". Occasional small quarry pits. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

Road well-preserved, runs beneath fridd wall at NW, rock cutting at SH80453470 and then as 4.5 to 5m wide agger except where eroded on steep slope, many quarry pits visible (38)

**NOTES:** Irvine's route shown to be correct, if a little difficult to trace

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956
38 Hopewell D	2006

**PRN:** 17528 **NGR:** SH82183356 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine traces an "old track" (shown on OS) across Ffridd Trawscoed, updating info in the Inventory (8). He notes some recent remetalling on the western part and probable 18th century metalling W of the junction with Bala track/road. Possible Roman metalling at SH82893346. Quarry pits noted in several places.

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
8 RCAHMW	1921

**PRN:** 17529 **NGR:** SH85363188 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine traces various tracks (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956

**PRN:** 17530 **NGR:** SH87123146 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine projection down to Caer Gai. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956

**PRN:** 17531 **NGR:** SH85903286 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Route through Y Lordship proposed by G D B Jones. He claims traces of a road were found during forestry in 1955 (9)

Indicative line digitised.

DJC dismisses this line as medieval packhorse trail and found no supporting evidence of forestry claims (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
9 Jones G D B	1959

**PRN:** 17532 **NGR:** SH83663222 **OSMAP:** SH82SW **PART OF (PRN):** 3848

**DESCRIPTION**

Archdeacon Thomas proposed a line along the Lliw valley (10)

DJC FI file. Topographically the valley route appears to be most satisfactory but detailed investigation failed to find any stretches of unquestionably Roman Construction. (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files                      1978  
10 Thomas D R                      1885

**PRN:** 17804                      **NGR:** SH81443389                      **OSMAP:** SH82SW                      **PART OF (PRN):**

**DESCRIPTION**

Possible length of Roman road identified by C Maxfield and A Batten just to N of Irvine's route during field work for Tir Gofal scheme. Described as very wide earthwork consisting of two outer ditches c.20m apart with agger and inner ditches well defined. (C. Maxfield pers. com.)

Almost certainly peat cutting, probing revealed no hard surface, RR positively identified on different alignment elsewhere (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** D                      **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D                      2006

**PRN:** 17807                      **NGR:** SH80133503                      **OSMAP:** SH82SW                      **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine traces "vestiges of a road". Occasional small quarry pits. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

Road difficult to trace here, ground very uneven perhaps indicating erosion or a landslide. Some poss. quarry pits visible (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files                      1978  
4 Irvine                      1956  
38 Hopewell D                      2006

**PRN:** 17808                      **NGR:** SH81173393                      **OSMAP:** SH82SW                      **PART OF (PRN):** 3848

**DESCRIPTION**

Irvine traces "vestiges of a road". Occasional small quarry pits. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

Road visible initially as 5m wide agger then as a terrace passing to the south of Foel Ystrodur Bach before being lost a bog before a few metres before the junction with the later track and PRN 17528 (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files                      1978  
4 Irvine                      1956  
38 Hopewell D                      2006

**PRN:** 17814                      **NGR:** SH71513778                      **OSMAP:** SH73NW                      **PART OF (PRN):** 3848

**DESCRIPTION**

Photograph from Toby Driver 2004-cs-0415 shows clear terrace in field to the S of more recent track (39).

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

39 Driver T                      2004

**PRN:** 17855                      **NGR:** SH77133541                      **OSMAP:** SH73NE                      **PART OF (PRN):** 3848

**DESCRIPTION**

Possible continuation of the road traced on Get Mapping A P s (38)

From W-E, road initially an eroded agger alongside modern track then a well-preserved zigzag 5m wide with frequent quarry pits. Some erosion here probably from WWII firing range. Road continues as a very well defined terrace with quarry pits before running into bogs. This provides a good link between Moel y Slaten and Llyn Hiraethlyn roads (PRNs 17510 and 17524) (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E



**REFERENCES:**

38 Hopewell D

2006

**PRN: 17875      NGR: SH78633619   OSMAP: SH73NE   PART OF (PRN): 3848****DESCRIPTION**

Ledge about 12ft wide with signs of engineering and quarry pits.....road plainly visible from Moel y Slates (4)

Road visible on A/Ps (1)

Difficult to trace in long grass on moorland, fairly well-defined agger beneath layer of peat is intermittently visible (38)

**NOTES:****FORM:** E**CONDITION:** 1**STATUS:** K**SURVIVAL:** E**REFERENCES:**

1 OS Linear files

1978

4 Irvine

1956

38 Hopewell D

2006

**PRN: 17876      NGR: SH78253602   OSMAP: SH73NE   PART OF (PRN): 3848****DESCRIPTION**

Continuation of 17875 appears to turn to the south. Slight poorly defined agger and terrace visible. Likely course following higher land away from blanket bogs (38)

**NOTES:****FORM:** E**CONDITION:** 2**STATUS:** PP**SURVIVAL:** E**REFERENCES:**

38 Hopewell D

2006

**PRN: 17877      NGR: SH77803581   OSMAP: SH73NE   PART OF (PRN): 3848****DESCRIPTION**

The link between 17855 and 17876 is difficult to trace. Quarry pits at the E could indicate the line. It would then run into blanket bogs and would have been buried in the peat. (38)

**NOTES:****FORM:** E**CONDITION:** B**STATUS:** PP**SURVIVAL:** B**REFERENCES:**

38 Hopewell D

2006

**PRN: 17879      NGR: SH74873628   OSMAP: SH73NW   PART OF (PRN): 3848****DESCRIPTION**

Projected line only (38)

**NOTES:****FORM:** B**CONDITION:** 5**STATUS:** P**SURVIVAL:** B**REFERENCES:**

38 Hopewell D

2006

## ROAD RRX95 SEGONTIUM – PEN LLYSTYN – TOMEN Y MUR

**PRN:** 17554 **NGR:** SH47645813 **OSMAP:** SH46SE **PART OF (PRN):** 17553

### DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen... (12)  
The present Caernarfon to Porthmadog road runs along the edge of a plateau 'overlooking the sea to the W and with good visibility to the E. - A suitable line for the Roman road (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
12 RCAHM	1964
38 Hopewell D	2006

**PRN:** 17555 **NGR:** SH47045321 **OSMAP:** SH45SE **PART OF (PRN):** 17553

### DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen... (12)  
The present Caernarfon to Porthmadog road runs along the edge of a plateau 'overlooking the sea to the W and with good visibility to the E. - A suitable line for the Roman road (further illegible note on copies at GAT) (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
12 RCAHM	1964

**PRN:** 17556 **NGR:** SH47884661 **OSMAP:** SH44NE **PART OF (PRN):** 17553

### DESCRIPTION

Course proposed by FKB (1), RCAHM (12) route (17557) runs along low ground with poor lateral visibility.  
No trace FKB (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
12 RCAHM	1964

**PRN:** 17557 **NGR:** SH47294691 **OSMAP:** SH44NE **PART OF (PRN):** 17553

### DESCRIPTION

Modern road crosses wet relatively low ground with poor lateral visibility, unlikely line for R road FKB (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
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**PRN:** 17558 **NGR:** SH48324359 **OSMAP:** SH44SE **PART OF (PRN):** 17553

### DESCRIPTION

...short stretches of it are in fact visible on either side of Pen Llystyn fort (12)  
No trace in vicinity (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files	1978
12 RCAHM	1964

**PRN:** 17559 **NGR:** SH52553973 **OSMAP:** SH54SE **PART OF (PRN):** 17553

### DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen in the Mabinogi story of Math vab Mathonwy, the men from South Wales, after their defeat by math near Caernarfon, fell back along a route from Nantcall to Dolbenmaen, and so by way of Traeth Mawr to Felinrhyd and Maentwrog.....(12)  
Modern road on line, no traces of Roman construction (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
12 RCAHM                      1964

**PRN:** 17560                      **NGR:** SH61674172                      **OSMAP:** SH64SW                      **PART OF (PRN):** 17553

**DESCRIPTION**

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen in the Mabinogi story of Math vab Mathonwy, the men from South Wales, after their defeat by math near Caernarfon, fell back along a route from Nantcall to Dolbenmaen, and so by way of Traeth Mawr to Felinrhyd and Maentwrog.....(12)  
Modern road on line, no traces of Roman construction (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files                      1978  
12 RCAHM                      1964

**PRN:** 17812                      **NGR:** SH57033963                      **OSMAP:** SH53NE                      **PART OF (PRN):** 17553

**DESCRIPTION**

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen in the Mabinogi story of Math vab Mathonwy, the men from South Wales, after their defeat by math near Caernarfon, fell back along a route from Nantcall to Dolbenmaen, and so by way of Traeth Mawr to Felinrhyd and Maentwrog.....(12)  
The Minffordd fords are considered to be the best on Traeth Mawr (41)  
Line may have followed traditional best crossing place from Tremadog to Minffordd (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files                      1978  
12 RCAHM                      1964  
38 Hopewell D                      2006  
41 Breese C E and Anwyl E                      1909

**PRN:** 17813                      **NGR:** SH66574123                      **OSMAP:** SH64SW                      **PART OF (PRN):** 17553

**DESCRIPTION**

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen in the Mabinogi story of Math vab Mathonwy, the men from South Wales, after their defeat by math near Caernarfon, fell back along a route from Nantcall to Dolbenmaen, and so by way of Traeth Mawr to Felinrhyd and Maentwrog.....(12)  
Modern road on line, no traces of Roman construction (1)  
The Minffordd fords are considered to be the best on Traeth Mawr (41)  
Line may have followed traditional best crossing place from Tremadog to Minffordd (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files                      1978  
12 RCAHM                      1964  
38 Hopewell D                      2006  
41 Breese C E and Anwyl E                      1909

**PRN:** 17821                      **NGR:** SH59233829                      **OSMAP:** SH53NE                      **PART OF (PRN):** 17553

**DESCRIPTION**

Outline transcription of Waddelove's route. Route via Porthmadog Cob, ignores bath-house. (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

**REFERENCES:**

37 Waddelove E                      1999

**PRN:** 17822    **NGR:** SH47485363    **OSMAP:** SH45SE    **PART OF (PRN):** 17553

**DESCRIPTION**

Outline transcription of Waddelove's route following higher ground than PRN 17555 etc. (37)

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37                      Waddelove E    1999

## ROAD RRX48 – SEGONTIUM TO CAER LLUGWY

**PRN:** 17599      **NGR:** SH56666117      **OSMAP:** SH56SE      **PART OF (PRN):** 3852

### **DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

**NOTES:** Projected route following modern roads, no evidence until 17600

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

### **REFERENCES:**

22 RCAHM    1960

**PRN:** 17600      **NGR:** SH59365906      **OSMAP:** SH55NE      **PART OF (PRN):** 3852

### **DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22). South of Llyn Peris there is a well-made terrace roadway suitable for wheeled traffic, which seems to have been partly washed out and replaced by a stepped packhorse trail before 1750 (22)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

### **REFERENCES:**

22 RCAHM    1960

**PRN:** 17601      **NGR:** SH61695740      **OSMAP:** SH65NW      **PART OF (PRN):** 3852

### **DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

**NOTES:** Projected linking route following modern roads, no evidence on ground.

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

### **REFERENCES:**

22 RCAHM    1960

**PRN:** 17602      **NGR:** SH65925580      **OSMAP:** SH65NE      **PART OF (PRN):** 3852

### **DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22). A terraced roadway at Penygwryd. This vanishes under the modern road on the W and cannot be traced further E.; it is later than the camp but seems to be earlier than the packhorse road. (22)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

### **REFERENCES:**

22 RCAHM    1960

### DESCRIPTION

**NOTES:** Projected linking route following modern roads, no evidence on ground.

**FORM:** E      **CONDITION:** 5      **STATUS:** P      **SURVIVAL:** U

**REFERENCES:**

22 RCAHM 1960

### DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22). Near Llynau Mymbyr a short length of causeway closely resembles the agger of a roman road (13) (22)

**NOTES:**

**FORM:** E      **CONDITION:** 5      **STATUS:** PP      **SURVIVAL:** E

**REFERENCES:**

13	Hemp	1923
22	RCAHM	1960

### DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

**NOTES:** Projected linking route following modern roads, no evidence on ground.

*FORM:* D      *CONDITION:* 5      *STATUS:* P      *SURVIVAL:* U

**REFERENCES:**

22 RCAHM 1960

### DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used...but does not imply the presence of a made roadway (22). A well-preserved packhorse trail runs from Capel Curig to Llanberis this is the only extant early road and there is no evidence to suggest that a Roman road ever passed this way (38). The Caernarvonshire Inventory (RCAHM, 1960 lxxvi) lists the trackway down the pass as a packhorse trail (22)

**NOTES:** Projected linking route following modern roads, no evidence on ground.

**FORM:** E      **CONDITION:** 1      **STATUS:** D      **SURVIVAL:** E

**REFERENCES:**

22	RCAHM	1960
28	Gresham	1938

**PRN: 17811      NGR: SH63875598   OSMAP: SH65NW   PART OF (PRN): 3852**

**DESCRIPTION**

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass.....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).A well-preserved packhorse trail runs from Capel Curig to Llanberis this is the only extant early road and there is no evidence to suggest that a Roman road ever passed this way (38). The Caernarvonshire Inventory (RCAHM, 1960 lxvi) lists the trackway down the pass as a packhorse trail (22)

**NOTES:** Projected linking route following modern roads, no evidence on ground.

**FORM:** E                      **CONDITION:** 1                      **STATUS:** D                      **SURVIVAL:** E

**REFERENCES:**

22	RCAHM	1960
28	Gresham	1938

**PRN: 17824      NGR: SH53335990   OSMAP: SH55NW   PART OF (PRN): 3852**

**DESCRIPTION**

Outline transcription of Waddelove's route. Similar route to PRN 3852 but takes inland route at west via Groeslon. (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

**REFERENCES:**

37	Waddelove E	1999
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## ROAD RR69b PART 1 TOMEN Y MUR TO BRITHDIR

**PRN:** 17730 **NGR:** SH71921915 **OSMAP:** SH71NW **PART OF (PRN):** 3845

### DESCRIPTION

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)  
Footpath on line of old service road passing through cutting, no trace of R road (1)  
Footpath and modern road on line, no trace of R road (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17731 **NGR:** SH71841958 **OSMAP:** SH72SW **PART OF (PRN):** 3845

### DESCRIPTION

No trace (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files 1978

**PRN:** 17732 **NGR:** SH73042265 **OSMAP:** SH72SW **PART OF (PRN):** 3845

### DESCRIPTION

Main road must represent course (5)  
Modern road, No trace of R road (prob course) (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17733 **NGR:** SH72722491 **OSMAP:** SH72SW **PART OF (PRN):** 3845

### DESCRIPTION

Road descends sharply from ridge to Pont ar Eden (5)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

5 Margary I D 1957

**PRN:** 17734 **NGR:** SH72702664 **OSMAP:** SH72SW **PART OF (PRN):** 3845

### DESCRIPTION

Route along minor modern road. [farm and cliffs named Bwlch y Ffordd] significant name (5)  
Forestry tracks and modern road, no trace of R. road (poss. course of) (1)  
Line of turnpike, may overlie an earlier road (not examined in detail) (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17735 **NGR:** SH72273014 **OSMAP:** SH73SE **PART OF (PRN):** 3845

### DESCRIPTION

Course represented generally by minor road, as a terrace way along west side of Craig Penshilen, Main road NOT Sarn Helen as shown on 1" OS (5)  
(GAT OS linear incomplete notation (1)  
This is the line of the turnpike road built sometime between 1777 and 1810. A well constructed road with pitched stone metalling on slopes and milestones. This appears to overlay an earlier road, significant deviations from the present road visible at SH72242946 (3m wide hollow way in poss. agger) and SH72353030 (hollow way). Clearly a multiperiod trackway but no



enough evidence to conclusively prove Roman origins. (38)

**NOTES:** GAT OS linear incomplete notation

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN:** 17736      **NGR:** SH72633201      **OSMAP:** SH73SE      **PART OF (PRN):** 3845

**DESCRIPTION**

Finely preserved piece of proper Roman road formed by two parallel ditches each about 4' wide delineating a true though small agger no more than 18' wide and 1' high (11).

Extant remains surveyed at 1/2500 (1)

Only surviving stretch of R road in Snowdonia which has the classical structural features..[ditches and agger]. A P published.

Direct line [earthwork] is 1980s gas pipeline (2)

Tile kilns PRN 2893 just to the E, 5.5m wide agger with clear ditches. Probing suggests 0.2m of peat above agger. No visible quarry pits (3)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
2 Crew and Musson	1996
3 Hopewell D	2004
11 Bowen E G and Gresham C A	1967

**PRN:** 17737      **NGR:** SH72533230      **OSMAP:** SH73SE      **PART OF (PRN):** 3845

**DESCRIPTION**

Finely preserved piece of proper Roman road formed by two parallel ditches each about 4' wide delineating a true though small agger no more than 18' wide and 1' high (11).

Extant remains surveyed at 1/2500 (1)

Only surviving stretch of R road in Snowdonia which has the classical structural features..[ditches and agger]. A P published.

Direct line [earthwork] is 1980s gas pipeline (2)

Modern pipeline cut across it revealing no metalling 1938 (28)

Cut by gas pipeline but generally visible as slight cutting 5.5m wide (3)

**NOTES:** Perhaps some confusion over pipelines

**FORM:** E                      **CONDITION:** 2                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
2 Crew and Musson	1996
3 Hopewell D	2004
11 Bowen E G and Gresham C A	1967
28 Gresham	1938

**PRN:** 17738      **NGR:** SH72383255      **OSMAP:** SH73SE      **PART OF (PRN):** 3845

**DESCRIPTION**

Terrace 18ft wide becoming faint towards the north (11)

Extant remains surveyed at 1/2500 (1)

A P published. Direct line [earthwork] is 1980s gas pipeline (2)

Well defined terrace 5.5m wide, cut into a moderately steep slope cutting and denuded agger at N (3)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
2 Crew and Musson	1996
3 Hopewell D	2004
11 Bowen E G and Gresham C A	1967



**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967

**PRN: 17745 NGR: SH71693339 OSMAP: SH73SE PART OF (PRN): 3845****DESCRIPTION**

Course represented generally by minor road (5)

**NOTES:** Road to E suggests that this should be discounted**FORM: D CONDITION: 5 STATUS: D SURVIVAL: F****REFERENCES:**

5 Margary I D	1957
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**PRN: 17746 NGR: SH72453266 OSMAP: SH73NW PART OF (PRN): 3845****DESCRIPTION**

Visible on AP (1)

A P published. Direct line [earthwork] is 1980s gas pipeline (2)

**NOTES:** Probably a pipeline**FORM: E CONDITION: 5 STATUS: D SURVIVAL: E****REFERENCES:**

1 OS Linear files	1978
2 Crew and Musson	1996

**PRN: 17747 NGR: SH70953670 OSMAP: SH73NW PART OF (PRN): 3845****DESCRIPTION**

It seems fairly certain that the road must have run between the village of Trawsfynydd and the railway station and then crossed the Afon Prysor near Wern Gron (11)

No trace mostly pasture fields (1)

**NOTES:****FORM: D CONDITION: 5 STATUS: P SURVIVAL: U****REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967

**PRN: 17748 NGR: SH70973698 OSMAP: SH73NW PART OF (PRN): 3845****DESCRIPTION**

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)

Modern track may mark route (28)

Precipitous slopes above stream. Graded footpath to W, prob course of road. Green lane in hollow way on line (1)

**NOTES:****FORM: E CONDITION: 2 STATUS: PP SURVIVAL: E****REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
28 Gresham	1938

**PRN: 17749 NGR: SH70943743 OSMAP: SH73NW PART OF (PRN): 3845****DESCRIPTION**

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)

Modern track may mark route (28)

Precipitous slopes above stream. Graded footpath to W, prob course of road. (1)

**NOTES:** Modern road cutting disturbs course**FORM: E CONDITION: 3 STATUS: P SURVIVAL: E****REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
28 Gresham	1938

**PRN: 17750 NGR: SH70923787 OSMAP: SH73NW PART OF (PRN): 3845****DESCRIPTION**

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)

Modern track may mark route (28)  
Route uncertain (5)  
Course not apparent across pasture field (1)

**NOTES:**

**FORM:** B                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
11 Bowen E G and Gresham C A	1967
28 Gresham	1938

**PRN:** 17751      **NGR:** SH76882099      **OSMAP:** SH71NE      **PART OF (PRN):** 3845

**DESCRIPTION**

Land enclosed and cultivated and remains of a R road not to be expected. Route to crossing of the Wnion at Bont Newydd and thence to Brithdir is easy (11)  
No precise route obvious and no Roman evidence found (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
11 Bowen E G and Gresham C A	1967

**PRN:** 17752      **NGR:** SH76682318      **OSMAP:** SH72SE      **PART OF (PRN):** 3845

**DESCRIPTION**

Farm road brings course to a point 1/2 mile east of Llanfachreth. (11)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

11 Bowen E G and Gresham C A	1967
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**PRN:** 17753      **NGR:** SH76512439      **OSMAP:** SH72SE      **PART OF (PRN):** 3845

**DESCRIPTION**

Bwlch Goriward is a natural pass to the south from the Central uplands of Merioneth. On the west side of the modern track through it there is an ancient made roadway running for about a mile 20 to 30 yards away from the modern track. This resembles Roman work elsewhere and the roadway predates a cattle trail that cuts across it (11)  
Poss rd (in middle of the Bwlch) visible on A P s (1)  
Clearly a multiperiod route, an old trackway consisting of braided hollow ways, each 2-4m wide runs 10 to 20m to the west of the present track. No evidence of Roman features. It should be noted that the area is very overgrown with tall grass heather making a good assessment difficult (38).

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967
38 Hopewell D	2006

**PRN:** 17754      **NGR:** SH75982557      **OSMAP:** SH72NE      **PART OF (PRN):** 3845

**DESCRIPTION**

Old farm road and forestry track mark route by a gentle graded way up the side of a wide valley (11)  
No extant evidence (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
11 Bowen E G and Gresham C A	1967

**PRN:** 17755      **NGR:** SH76322809      **OSMAP:** SH72NE      **PART OF (PRN):** 3845

**DESCRIPTION**

Excellent river [Afon Ty Newydd] crossing point. Modern road probably marks course. A well planned route along gentle

slopes (11)  
No extant evidence (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files    1978  
11 Bowen E G and Gresham C A    1967

**PRN:** 17756                      **NGR:** SH74802982                      **OSMAP:** SH72NE                      **PART OF (PRN):** 3845

**DESCRIPTION**

If the roman road did go this way it must lie under the modern road (11)  
Modern road no trace of R road (1)  
No sign of any earlier features, route clings to a steep valley side and runs through very rough ground. Not a typical Roman

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files    1978  
11 Bowen E G and Gresham C A    1967

**PRN:** 17757                      **NGR:** SH73193133                      **OSMAP:** SH73SW                      **PART OF (PRN):** 3845

**DESCRIPTION**

Short length of poss. road 15 yds NE of destroyed farmhouse of Llech Idris and 100 yds S of Bedd Porus (11)  
Very low and eroded terrace/agger, 4m wide, running down hill towards river crossing. Difficult to assign a date, many WW2 features in this area (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

11 Bowen E G and Gresham C A    1967

**PRN:** 17758                      **NGR:** SH72843165                      **OSMAP:** SH73SE                      **PART OF (PRN):** 3845

**DESCRIPTION**

If the roman road did go this way it must lie under the modern road (11)  
Modern road no trace of R road (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files    1978  
11 Bowen E G and Gresham C A    1967

**PRN:** 17759                      **NGR:** SH72923087                      **OSMAP:** SH73SE                      **PART OF (PRN):** 3845

**DESCRIPTION**

Route favored by Col. H C Irvine (unpublished) (1)  
How it got to be shown on some OS maps as Sarn Helen is uncertain (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files    1978

**PRN:** 17827                      **NGR:** SH72133418                      **OSMAP:** SH73SW                      **PART OF (PRN):** 3845

**DESCRIPTION**

Outline transcription of Waddelove's route. Suggests that road runs only as far as Pen y Stryd tile kilns. (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

**REFERENCES:**

37 Waddelove E    1999

**PRN:** 17852                      **NGR:** SH72613131                      **OSMAP:** SH73SE                      **PART OF (PRN):** 3845

**DESCRIPTION**

4m wide poss. agger and terrace running uphill from Penystrd chapel predating 17735 Sarn Helen/Turnpike also shown on 1889



## ROAD RR69b PART 2 BRITHDIR TO PENNAL

**PRN:** 17620 **NGR:** SH75441874 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Approaches remains of ford on more direct line than that of modern track (23)

5m wide zigzag on either side of stream. Remains of masonry (ford or culvert), not necessarily Roman, at crossing point. (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17621 **NGR:** SH75691857 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Road zigzags down to track (23)

Hollow way, about 4m wide zigzags down slope. Fairly convincingly Roman in character (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17622 **NGR:** SH76221859 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Road becomes cutting as slope increases (23)

Road visible as a hollow way initially to S of field wall and then between two walls. From 4 to 6m wide. Possible Roman origins but clearly much subsequent use (38)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17623 **NGR:** SH76411864 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Hedgerow continues alignment (23)

Slight hollow way 3-4m wide beside hedge then slight break of slope and yellowing of grass even in wet weather to east of

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17624 **NGR:** SH76811873 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Shallow causeway (23)

Nothing visible in fields, but former owner Mr. Edwards of Tyddyn Derwen reports that a parchmark was visible below modern road in dry summer of 1976 (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17625 **NGR:** SH77041878 **OSMAP:** SH71NE **PART OF (PRN):** 3846

### DESCRIPTION

Remains of foundation stones along alignment where modern road deviates (23)

Mainly built over (24)

Nothing visible (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

23 Jones G D B    1959  
 24 Hopewell D    1997  
 38 Hopewell D    2006

**PRN:** 17712                      **NGR:** SH70630024                      **OSMAP:** SH70SW                      **PART OF (PRN):** 3846

**DESCRIPTION**

Line of road and vicus demonstrated by excavation and geophysical survey (20)

**NOTES:**

**FORM:** B                      **CONDITION:** 1                      **STATUS:** K                      **SURVIVAL:** B

**REFERENCES:**

20 Hopewell D    2003

**PRN:** 17713                      **NGR:** SH71340025                      **OSMAP:** SH70SW                      **PART OF (PRN):** 3846

**DESCRIPTION**

It seems likely that it turned towards a crossing of the Dovey at Llugwy along the modern lane (5)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

5Margary I D    1957

**PRN:** 17714                      **NGR:** SH73310130                      **OSMAP:** SH70SW                      **PART OF (PRN):** 3846

**DESCRIPTION**

Existing road on the north side of the Dovey must mark the route almost to Pennal (5)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

5Margary I D    1957

**PRN:** 17715                      **NGR:** SH75250427                      **OSMAP:** SH70SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

Road descends to the bridge over the Afon Dulas by a most Roman looking Zigzag [at Ffridd]. Minor road marks course (5)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

5Margary I D    1957

**PRN:** 17716                      **NGR:** SH76580874                      **OSMAP:** SH70NE                      **PART OF (PRN):** 3846

**DESCRIPTION**

Road appears at some points on the SE bank of the Afon Dulas as a derelict terrace (5)

**NOTES:** Mostly outside Gwynedd

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

5Margary I D    1957

**PRN:** 17717                      **NGR:** SH76771010                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

Destroyed by quarrying (5)

No trace (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 4                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

1OS Linear files    1978  
 5Margary I D    1957

**PRN:** 17718                      **NGR:** SH75941059                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846



**DESCRIPTION**

Road descends the valley of the Llefenni along the W side mostly as a clear narrow terraced road (5)  
Fragments of tracks and footpaths but never the course of a continuous road (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957

**PRN:** 17719                      **NGR:** SH76031201                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

Road descends the valley of the Llefenni along the W side mostly as a clear narrow terraced road (5)  
Precipitous hillside never the course of any road or track....modern track not of Roman origin (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957

**PRN:** 17720                      **NGR:** SH76091258                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)  
Deeply rutted watercourse....barely recognisable as track...well graded terrace no trace of Roman origin (1)  
Terrace and earlier track mostly destroyed by modern macadamised single-track road. This can be seen to overlie an earlier terrace, most notably at SH 76111254 where the earlier road is about 4m wide. An overgrown hollow way also appears to run about 20m to the W (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957  
38 Hopewell D    2006

**PRN:** 17721                      **NGR:** SH75921276                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)  
Sunken track between old walls. N trace of R road (1)  
Terrace and earlier track mostly destroyed by modern macadamised single-track road. An earlier route runs to the W as a hollow way, cutting the corner at SH 75991273 (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** B

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957  
38 Hopewell D    2006

**PRN:** 17722                      **NGR:** SH75831325                      **OSMAP:** SH71SE                      **PART OF (PRN):** 3846

**DESCRIPTION**

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)  
Typical mountain track 2.0m wide, sunken and eroded, winding through the mountain pass and around rock in an un-Roman way (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957

**PRN:** 17723 **NGR:** SH76091402 **OSMAP:** SH71SE **PART OF (PRN):** 3846

**DESCRIPTION**

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)  
Severely eroded and sunken. Barely recognisable as former road. Well graded on steep hillside but no trace of Roman work....modern 2,0m wide terrace at N. No trace of R road though well graded (1)  
Terrace and earlier track severely damaged by modern macadamised single-track road that mostly overlies the earlier terrace. 3 phases visible at SH76071402 modern rd, 4m wide terrace beside 5m wide poss. agger. A 4m wide terrace cut by a narrow hollow way lies to the W of the modern road at SH75911366. (38)

**NOTES:**

**FORM:** E **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006
38 Hopewell D	2006

**PRN:** 17724 **NGR:** SH76221453 **OSMAP:** SH71SE **PART OF (PRN):** 3846

**DESCRIPTION**

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)  
Two parallel tracks. Western one is Margary's Roman terrace, 3.5m wide in parts. It is later than the hollow way which runs below and parallel to its east and which was reduced to a knife-edged bottom by soil from the construction of the terrace and earlier wear and erosion (1)  
Terrace and earlier track mostly destroyed by modern macadamised single-track road. Fragments of an earlier road survive: Hollow way to E at SH76241469 and edge of a terrace at SH76201428 (38)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006

**PRN:** 17725 **NGR:** SH76501582 **OSMAP:** SH71NE **PART OF (PRN):** 3846

**DESCRIPTION**

Course probably along present main road (5)  
Modern road, no trace of Roman road (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN:** 17726 **NGR:** SH75991691 **OSMAP:** SH71NE **PART OF (PRN):** 3846

**DESCRIPTION**

Course probably along present road (5)  
Modern road, no trace of Roman road (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN:** 17727 **NGR:** SH74231757 **OSMAP:** SH71NW **PART OF (PRN):** 3846

**DESCRIPTION**

Old road climbing steeply in very straight lengths probably marks the course (5)  
Modern road, no trace of Roman road (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN:** 17728      **NGR:** SH72451836      **OSMAP:** SH71NW      **PART OF (PRN):** 3846

**DESCRIPTION**

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)  
Modern road on line no trace (1)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

**PRN:** 17729      **NGR:** SH72201885      **OSMAP:** SH71NW      **PART OF (PRN):** 3846

**DESCRIPTION**

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)  
Footpath on line (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957

## ROADS RRN51 AND RRN52 BRITHDIR TRIANGLES

**PRN:** 17777 **NGR:** SH79031758 **OSMAP:** SH71NE **PART OF (PRN):** 17801

### DESCRIPTION

As the Wroxeter - Dolgellau road emerges from the pass a road branches off to the north west. For the first 750m it is a contour-following terraced road.....(31)

The road takes a lower curving line just above Cae'r Tyddyn (2)

Rigg and Toller line is later, it cuts the R. road and the distinctive Roman quarry pits cease at the junction (3).

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** D **SURVIVAL:** E

### REFERENCES:

2Crew and Musson	1996
3Hopewell D	2004
31 Rigg J and Toller H	1983

**PRN:** 17778 **NGR:** SH 7887176 **OSMAP:** SH71NE **PART OF (PRN):** 17801

### DESCRIPTION

The road takes a lower curving line just above Cae'r Tyddyn [agger and quarry pits clearly visible on AP] (2)

Low 4.5m wide agger visible with a hint of a ditch on the western side. Nearly ploughed out next to the farm.

Rough metalling visible where the road is cut by a stream above Cae'r tyddyn. A good example of extant road c. 600m long (3)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

2Crew and Musson	1996
3Hopewell D	2004

**PRN:** 17779 **NGR:** SH78581822 **OSMAP:** SH71NE **PART OF (PRN):** 17801

### DESCRIPTION

.....it enters soft ground across which it has been mutilated [for 900m]. It then crosses over firm ground and is clearly of Roman origin and generally well preserved. For the first c.500m it largely follows the contours along a hillside as a curving well-engineered terrace with intermittent remains of a ditch on the uphill side and then for 300m it descends a well-graded terrace to an old barn.....it has since been slightly mutilated by forestry activities (31)

The line of the Roman road follows a later track, which continues as PRN 17777. The track is still in use and is eroded in many places and is 2m wide. Metalling, of undetermined age, is visible where the track has recently been cleared of grass etc. Erosion shows that metalling extends to either side of the current track. The most obvious Roman features are the distinctive quarry pits, set back a few metres from the road, that continue from PRN 17778 (3)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

3Hopewell D	2004
31 Rigg J and Toller H	1983

**PRN:** 17780 **NGR:** SH78891936 **OSMAP:** SH71NE **PART OF (PRN):** 17801

### DESCRIPTION

From the barn the road continues as a walled green way which passes through a cutting and descends a steep hillside (31)

Road through forestry, much disturbed although stone and gravel metalling intermittently visible. N end quite steep with fairly large stones forming the surface in places (3)

### NOTES:

**FORM:** E **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

3Hopewell D	2004
31 Rigg J and Toller H	1983

**PRN:** 17781 **NGR:** SH78341835 **OSMAP:** SH71NE **PART OF (PRN):** 17802

### DESCRIPTION

Course uncertain apart from a short length of weak terrace (31)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

31 Rigg J and Toller H

1983

**PRN:** 17782 **NGR:** SH77791844 **OSMAP:** SH71NE **PART OF (PRN):** 17802

**DESCRIPTION**

Visible as a weak terrace c. 4.0m wide (31)

**NOTES:**

**FORM:** E

**CONDITION:** 5

**STATUS:** P

**SURVIVAL:** E

**REFERENCES:**

31 Rigg J and Toller H

1983

**PRN:** 17783 **NGR:** SH77401864 **OSMAP:** SH71NE **PART OF (PRN):** 17802

**DESCRIPTION**

engineered cutting at the SE, agger to W of field wall (31)

**NOTES:**

**FORM:** E

**CONDITION:** 5

**STATUS:** P

**SURVIVAL:** E

**REFERENCES:**

31 Rigg J and Toller H

1983

## ROAD RRX96 BRITHIR TO PENNAL, WEST OF CADER IDRIS

**PRN:** 17769 **NGR:** SH67401415 **OSMAP:** SH61SE **PART OF (PRN):** 17887

### DESCRIPTION

Course proposed by St Joseph (30) and Bowen and Gresham (11). Marked by lanes, tracks and old coach road (Ffordd Ddu), rising by easy gradient and taking advantage of the natural grain of the country. No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain.

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

1 OS Linear files	1978
9 Jones G D B	1959
11 Bowen E G and Gresham C A	1967
30 St Joseph	1961

**PRN:** 17770 **NGR:** SH59190924 **OSMAP:** SH50NE **PART OF (PRN):** 17887

### DESCRIPTION

Course proposed by St Joseph along old route (30)  
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
9 Jones G D B	1959
11 Bowen E G and Gresham C A	1967
30 St Joseph	1961

**PRN:** 17771 **NGR:** SH63520083 **OSMAP:** SH60SW **PART OF (PRN):** 17887

### DESCRIPTION

Course proposed by St Joseph (30) and Bowen and Gresham (11). Along old route with the early importance of the Afon Dysynni and Afon Fathew crossings shown by mottes.  
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
9 Jones G D B	1959
11 Bowen E G and Gresham C A	1967
30 St Joseph	1961

**PRN:** 17772 **NGR:** SH62890968 **OSMAP:** SH60NW **PART OF (PRN):** 17887

### DESCRIPTION

Course proposed by Bowen and Gresham (11). A very attractive route which certainly carried heavy traffic in historical times and up to the 19th C.  
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

1 OS Linear files	1978
9 Jones G D B	1959
11 Bowen E G and Gresham C A	1967
30 St Joseph	1961

**PRN:** 17773 **NGR:** SH68330660 **OSMAP:** SH60NE **PART OF (PRN):** 17887

**DESCRIPTION**

Alternative route proposed by Brown and Gresham (11). A shorter though more arduous route.

Pro: Roman coins found at Castell y Bere.

Anti: Rems of the road should appear unambiguously on the slopes of Mynydd Cefn Caer, but there is no more than a narrow footpath there. Virtually impassable in winter. (1)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

IOS Linear files 1978

11 Bowen E G and Gresham C A 1967

**PRN:** 17776 **NGR:** SH70390016 **OSMAP:** SH70SW **PART OF (PRN):** 17887

**DESCRIPTION**

Probable road to S on gradiometer survey (20)

**NOTES:**

**FORM:** B **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** B

**REFERENCES:**

20 Hopewell D 2003

**PRN:** 17784 **NGR:** SH76441860 **OSMAP:** SH71NE **PART OF (PRN):** 17887

**DESCRIPTION**

projected line to terrace at Wern Goch (31)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN:** 17785 **NGR:** SH76201853 **OSMAP:** SH71NE **PART OF (PRN):** 17887

**DESCRIPTION**

weak 50m long terrace (31)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN:** 17786 **NGR:** SH75901847 **OSMAP:** SH71NE **PART OF (PRN):** 17887

**DESCRIPTION**

projected link from terrace at Wern Goch (31)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN:** 17787 **NGR:** SH74941863 **OSMAP:** SH71NW **PART OF (PRN):** 17887

**DESCRIPTION**

Under modern road (31)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN:** 17788 **NGR:** SH74381821 **OSMAP:** SH71NW **PART OF (PRN):** 17887

**DESCRIPTION**

visible as 150m terrace and agger then follows field boundaries (31)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN: 17789** **NGR:** SH73741789 **OSMAP:** SH71NW **PART OF (PRN):** 17887

**DESCRIPTION**

under modern road (31)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN: 17790** **NGR:** SH73681758 **OSMAP:** SH71NE **PART OF (PRN):** 17887

**DESCRIPTION**

terrace (31)

**NOTES:**

**FORM:** E **CONDITION:** 5 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

31 Rigg J and Toller H 1983

**PRN: 17858** **NGR:** SH69621513 **OSMAP:** SH61NE **PART OF (PRN):** 17887

**DESCRIPTION**

Short length of terrace through woodlands to S of present road. Date uncertain (38)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D 2006

**PRN: 17859** **NGR:** SH68751489 **OSMAP:** SH61SE **PART OF (PRN):** 17887

**DESCRIPTION**

Fragments of earlier terrace beside modern road, date uncertain (38)

**NOTES:**

**FORM:** E **CONDITION:** 3 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D 2006

**PRN: 17860** **NGR:** SH68321473 **OSMAP:** SH61SE **PART OF (PRN):** 17887

**DESCRIPTION**

Length of terrace marking earlier road beside modern. Date uncertain (38)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D 2006

**PRN: 17861** **NGR:** SH66601376 **OSMAP:** SH61SE **PART OF (PRN):** 17887

**DESCRIPTION**

Three phases of road are present here, the modern, the turnpike and an earlier terrace. Turnpike and frags of earlier terrace visible from river crossing at SH66911389 and track to Nant-y-gwrddail. (38)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D 2006



### *DESCRIPTION*

**NOTES:**

*FORM: E*                      *CONDITION: 2*                      *STATUS: P*                      *SURVIVAL: E*

**REFERENCES:**

38	Hopewell D	2006
38	Hopewell D	2006

### ***DESCRIPTION***

**NOTES:**

*FORM: E*                      *CONDITION: 2*                      *STATUS: PP*                      *SURVIVAL: E*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM: E*                  *CONDITION: I*                  *STATUS: D*                  *SURVIVAL: E*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM: E*                      *CONDITION: 1*                      *STATUS: P*                      *SURVIVAL: E*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM: E*                      *CONDITION: 2*                      *STATUS: PP*                      *SURVIVAL: E*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM: E**                      **CONDITION: 1**                      **STATUS: PP**                      **SURVIVAL: E**

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM: E**                      **CONDITION: 2**                      **STATUS: PP**                      **SURVIVAL: E**

**REFERENCES:**

38 Hopewell D 2006

### *DESCRIPTION*

**NOTES:**

**FORM: E**                      **CONDITION: 2**                      **STATUS: PP**                      **SURVIVAL: E**

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM: E**                      **CONDITION: 2**                      **STATUS: PP**                      **SURVIVAL: E**

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM: E*                      *CONDITION: 2*                      *STATUS: PP*                      *SURVIVAL: E*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM: B*                      *CONDITION: 5*                      *STATUS: P*                      *SURVIVAL: B*

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM: E**                      **CONDITION: I**                      **STATUS: PP**                      **SURVIVAL: E**

**REFERENCES:**

38 Hopewell D 2006

### DESCRIPTION

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**FORM: E**      **CONDITION: 1**      **STATUS: PP**      **SURVIVAL: E**

## 38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** PP                      **SURVIVAL:** E

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

*FORM:* E      *CONDITION:* 1      *STATUS:* P      *SURVIVAL:* E

38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM:** E      **CONDITION:** 1      **STATUS:** P      **SURVIVAL:** E

## 38 Hopewell D 2006

### DESCRIPTION

**NOTES:**

**FORM:** E      **CONDITION:** 2      **STATUS:** P      **SURVIVAL:** E

## 38 Hopewell D 2006

### ***DESCRIPTION***

**NOTES:**

*FORM:* E                      *CONDITION:* 2                      *STATUS:* P                      *SURVIVAL:* E

## 38 Hopewell D 2006

### DESCRIPTION

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**NOTES:**

**FORM:** E

**CONDITION:** 1

**STATUS:** P

**SURVIVAL:** E

**REFERENCES:**

38 Hopewell D

2006

**PRN:** 17886 **NGR:** SH66011345 **OSMAP:** SN69SE **PART OF (PRN):** 17887

**DESCRIPTION**

The earlier road runs a few metres north of modern road. At Afon Arthog crossing at SH65761339 the turnpike and an earlier phase are clearly visible (38)

**NOTES:**

**FORM:** E

**CONDITION:** 2

**STATUS:** PP

**SURVIVAL:** E

**REFERENCES:**

38 Hopewell D

## ROAD RR66b CAER GAI TO BRITHDIR

**PRN:** 17626 **NGR:** SH77161882 **OSMAP:** SH71NE **PART OF (PRN):** 3849

### DESCRIPTION

Post AD 120 road discovered by excavations in 1975 and 1991 (24)

### NOTES:

**FORM:** B **CONDITION:** 3 **STATUS:** K **SURVIVAL:** B

### REFERENCES:

24 Hopewell D 1997

**PRN:** 17627 **NGR:** SH78071915 **OSMAP:** SH71NE **PART OF (PRN):** 3849

### DESCRIPTION

Macadamised road on line for 1.5 miles (23)

Straight but v. narrow road on line. Visible on AP (1)

Modern asphalt road on line (38)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17628 **NGR:** SH79071960 **OSMAP:** SH71NE **PART OF (PRN):** 3849

### DESCRIPTION

Grassy, overgrown lane. Zigzag to river crossing (23)

5m wide modernised lane (38)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17629 **NGR:** SH79411981 **OSMAP:** SH71NE **PART OF (PRN):** 3849

### DESCRIPTION

Road climbs SW along back of ridge (23)

5m wide modernised lane terraced into slope (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17630 **NGR:** SH79872011 **OSMAP:** SH71NE **PART OF (PRN):** 3849

### DESCRIPTION

Name implies bridge stands on site of ford. Zigzag approach to river crossing (23)

Track zigzags up slope on NE side of Afon Celynog after somewhat modernised packhorse bridge. Two phases visible, the present asphalt road and a grassed over zigzag to the E. (38)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959  
38 Hopewell D 2006

**PRN:** 17631 **NGR:** SH80102053 **OSMAP:** SH82SW **PART OF (PRN):** 3849

### DESCRIPTION

Road largely hidden by soil slip (23)

Prob course marked by a series of terraces 3.0 to 3.5m wide and a sunken lane (1)

Terraced track 4m wide...becomes 2m wide between field walls (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17632      **NGR:** SH80472080      **OSMAP:** SH82SW      **PART OF (PRN):** 3849

**DESCRIPTION**

From Lletty Wyn to Helygog the road runs at a higher level (5)  
Modern wall on either side of track. Traces of paving and large stones? Course of R. road. (1)  
Track runs through forestry between drystone walls (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
38 Hopewell D	2006

**PRN:** 17633      **NGR:** SH80822115      **OSMAP:** SH82SW      **PART OF (PRN):** 3849

**DESCRIPTION**

Road destroyed through forestry plantation, road leveled by bulldozing (23)  
Terrace stones and an old track/wall mark prob course (1)  
3m track runs through forestry (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 3                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17634      **NGR:** SH81282156      **OSMAP:** SH82SW      **PART OF (PRN):** 3849

**DESCRIPTION**

Ford. Sunken lane, road climbs more steeply to avoid little ravine (23)  
Lane climbing and skirting ravine, prob course of road. (1)  
Modern lane 4-5m wide turns sharply towards Lletty Wyn to avoid stream a few possible quarry pits (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17635      **NGR:** SH81302173      **OSMAP:** SH82SW      **PART OF (PRN):** 3849

**DESCRIPTION**

Remains of ford preserve the original route where present follows S bend (23)  
Old track now disused and wet, prob course (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959

**PRN:** 17636      **NGR:** SH81462214      **OSMAP:** SH82SW      **PART OF (PRN):** 3849

**DESCRIPTION**

Road climbs SW as a macadamised terrace (23)  
Prob. Course (1)  
Modern asphalt road on line (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17637      NGR: SH81572263    OSMAP: SH82SW    PART OF (PRN): 3849****DESCRIPTION**

At Drws y Nant the valley broadens out and allows the R road to climb above it and run along the ridge to the SW (23)  
 Modern road terraced, prob course (1)  
 Modern asphalt road on line (38)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17638      NGR: SH82362353    OSMAP: SH82SW    PART OF (PRN): 3849****DESCRIPTION**

At Drws y Nant the valley broadens out and allows the R road to climb above it and run along the ridge to the SW (23)  
 Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)  
 Modern road on course of R road (1)  
 Modern road on line (38)

**NOTES:**

<b>FORM:</b> D	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17639      NGR: SH82862419    OSMAP: SH82SW    PART OF (PRN): 3849****DESCRIPTION**

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)  
 Farm track prob on course of R road (1)  
 Terraced farm track, probably part of the turnpike (38)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17640      NGR: SH83192463    OSMAP: SH82SW    PART OF (PRN): 3849****DESCRIPTION**

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)  
 Modern road on course of R road (1)  
 Modern road on line (38)

**NOTES:**

<b>FORM:</b> D	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17641      NGR: SH83522499    OSMAP: SH82NE    PART OF (PRN): 3849****DESCRIPTION**

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)  
 Old road on terrace 9 ft wide (prob R road) (1)  
 5m wide terrace prob mostly turnpike, very similar to examples at Rydyman that are not on the Roman route (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17642                      **NGR:** SH84592620                      **OSMAP:** SH82NE                      **PART OF (PRN):** 3849

**DESCRIPTION**

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)

Modern road on or near line maintains level course along valley side a few feet above the bottom (1)

Modern road on line (38)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17643                      **NGR:** SH85092686                      **OSMAP:** SH82NE                      **PART OF (PRN):** 3849

**DESCRIPTION**

Agger visible at head of pass (5, 23, 1APs)

Ground disturbed by road alterations, No traces of agger (1)

Modern road has destroyed agger (38)

**NOTES:**

**FORM:** B                      **CONDITION:** 4                      **STATUS:** PP                      **SURVIVAL:** U

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17644                      **NGR:** SH85512773                      **OSMAP:** SH82NE                      **PART OF (PRN):** 3849

**DESCRIPTION**

Lane on line following spine of shallow ridge (23)

Course marked by old lane and hedgerows with traces of agger (5)

Prob traces of agger to S alongside hedge (1)

Road clearly visible as an interesting progression of forms. From the N, initially a tarmac lane then a 5m wide slightly raised causeway, then a sunken lane, all fairly typical turnpike/coach road. Appears as typical Roman agger in improved pasture at S. Stone slab-roofed culverts at stream crossings at S. Fairly typical turnpike perhaps overlying Roman road. Adjacent practice camps support this hypothesis (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
23 Jones G D B	1959
38 Hopewell D	2006

**PRN:** 17645                      **NGR:** SH85742837                      **OSMAP:** SH82NE                      **PART OF (PRN):** 3849

**DESCRIPTION**

Agger 15ft wide, 1-2 ft high (5)

Reed covered causeway with old boundary wall along side for part of the way (23)

Old road between banks across low lying wet ground. Poss incorporates agger but no visible remains (1)

Visible on AP (1)

5m wide flat-topped causeway with one roadside ditch at north. Overgrown at S before becoming sunken road between banks.

Not typically Roman, visible structures probably turnpike (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E



**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17646      NGR: SH86462939    OSMAP: SH82NE    PART OF (PRN): 3849****DESCRIPTION**

Macadamised by-road on the line along a ridge of higher ground above the valley floor in a series of short straights towards the Afon Dyfrydwy> also place name Rhyd Sarn (23)  
route marked by a hedge and lane (5)  
Modern road on or near line (1)  
Modern road on presumed line (38)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 3	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
5 Margary I D	1957
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17647      NGR: SH87093056    OSMAP: SH83SE    PART OF (PRN): 3849****DESCRIPTION**

Remains of road seen in copse N of farmhouse...[then to E] causeway climbing alongside hedgerow (23)  
No certain traces of road in copse, poss. traces of agger; unsurveyable [to E] (1)  
Slight hollow in copse, then improved farm track on 4m wide terrace running to crossing place of Afon Lliw, perhaps marked by shallows and stone on bank a few m W of present bridge (38)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 2	<b>STATUS:</b> PP	<b>SURVIVAL:</b> E
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**REFERENCES:**

1 OS Linear files	1978
23 Jones G D B	1959
38 Hopewell D	2006

**PRN: 17648      NGR: SH87333098    OSMAP: SH83SE    PART OF (PRN): 3849****DESCRIPTION**

Modern road on line shown on strip map (1)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> F
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**REFERENCES:**

1 OS Linear files	1978
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**PRN: 17649      NGR: SH87793131    OSMAP: SH83SE    PART OF (PRN): 3849****DESCRIPTION**

Coach road visible on AP (1)

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 2	<b>STATUS:</b> P	<b>SURVIVAL:</b> E
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**REFERENCES:**

1 OS Linear files	1978
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**PRN: 17650      NGR: SH87613135    OSMAP: SH83SE    PART OF (PRN): 3849****DESCRIPTION**

Course of (4)  
No traces (1)

**NOTES:**

<b>FORM:</b> B	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> B
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**REFERENCES:**

1 OS Linear files	1978
4 Irvine	1956

**PRN: 17651      NGR: SH84342559    OSMAP: SH82SW    PART OF (PRN): 3849**

**DESCRIPTION**

Narrow terrace, so damaged and faint in places as to show its age, widened and remade in some places but traceable to Drws y Nant (5)  
Topographically, largely an impractical route along steep slopes and across deep gorge at Coed -y-Ddol

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files    1978  
5 Margary I D    1957

**PRN:** 17809      **NGR:** SH87303116      **OSMAP:** SH83SE      **PART OF (PRN):** 3849

**DESCRIPTION**

Parch mark running from end of avenue to w of Caer Gai visible on aerial photographs taken in 1989 by Hugh Toller (44)

**NOTES:**

**FORM:** C                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** C

**REFERENCES:**

44 Toller H    1989

**PRN:** 17828      **NGR:** SH75781772      **OSMAP:** SH71NE      **PART OF (PRN):** 3849

**DESCRIPTION**

Outline transcription of Waddelove's route. Southern route suggested. (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

**REFERENCES:**

37 Waddelove E    1999

## ROAD RR66a CAER GAI TO DEVA

**PRN:** 17606 **NGR:** SH87933159 **OSMAP:** SH83SE **PART OF (PRN):** 3850

### DESCRIPTION

Air photography showed that the eastern approach to the fort ran in a straight line from the present farm entrance ENE to Lon. Though difficult to locate in the first field E of the farm, which is thought to contain the site of a cemetery, a hump in the hedge and large foundation stones ploughed up along the line of the road make its course more obvious to the gardens of some new houses at Lon. (23)

Line of road and associated vicus in first field to E confirmed by geophysical survey (20)

### NOTES:

**FORM:** C **CONDITION:** 2 **STATUS:** K **SURVIVAL:** C

### REFERENCES:

20 Hopewell D 2003  
23 Jones G D B 1959

**PRN:** 17607 **NGR:** SH88203172 **OSMAP:** SH83SE **PART OF (PRN):** 3850

### DESCRIPTION

It climbs as a cutting E of Coed y Lon (23)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959

**PRN:** 17608 **NGR:** SH88543196 **OSMAP:** SH83SE **PART OF (PRN):** 3850

### DESCRIPTION

it runs along the hillside as a leaf covered terrace. 12 ft. wide (23)

### NOTES:

**FORM:** E **CONDITION:** 5 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

23 Jones G D B 1959

**PRN:** 17609 **NGR:** SH90893421 **OSMAP:** SH93NW **PART OF (PRN):** 3850

### DESCRIPTION

RR66a follows route of modern road along N shore of lake (5)

Modern road on or near line of R road (course of) (1)

### NOTES:

**FORM:** B **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** F

### REFERENCES:

1 OS Linear files 1978  
5 Margary I D 1957

**PRN:** 17610 **NGR:** SH95563771 **OSMAP:** SH93NE **PART OF (PRN):** 3850

### DESCRIPTION

Hollow ways (1)

Track runs alongside field wall, probably turnpike (38)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

### REFERENCES:

1OS Linear files 1978  
38 Hopewell D 2006

**PRN: 17611 NGR: SH96423816 OSMAP: SH93NE PART OF (PRN): 3850**

**DESCRIPTION**

Extant (1)

Massive flat-topped causeway, 10m wide at base 7m at top, crossing a bog at Cefn-ddwysarn. At least 1.5m high. Overlies an earlier road at the N. Almost certainly a very impressive length of turnpike. Place name Cefn-ddwysarn significant (38)

**NOTES:**

**FORM:** E **CONDITION:** 1 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978  
38 Hopewell D 2006

**PRN: 17612 NGR: SH96693877 OSMAP: SH93NE PART OF (PRN): 3850**

**DESCRIPTION**

Extant (1)

A very low flat topped terrace with rems of outer ditches visible. Metalling below a few cm of mossy turf. Rems of slab roofed culvert close to SW end before modification into narrow footpath. Culvert now single slab bridge 2.5m x 1.5m. Abutment suggests original width of 4 to 5m (38)

**NOTES:**

**FORM:** E **CONDITION:** 3 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978  
38 Hopewell D 2006

**PRN: 17613 NGR: SH97163934 OSMAP: SH93NE PART OF (PRN): 3850**

**DESCRIPTION**

? Quarry owner confirms former existence of road, now robbed of stone (1)

Road E from Sarnau initially runs along modern tracks before becoming terrace in woodland and then a sharply cut hollow in a terrace along the edge of fields above Bethel. Not typical Roman road. Typical Turnpike. (38)

**NOTES:** GAT copy of OS linear incomplete.

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978  
38 Hopewell D 2006

**PRN: 17614 NGR: SH98083967 OSMAP: SH93NE PART OF (PRN): 3850**

**DESCRIPTION**

...an older terrace ..appears again above the road on the north side (5)

Extant (1)

Initially at W a low terrace through pasture then a substantial stone revetted terrace 5.5m wide through woodland. Typical turnpike (38)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978  
5Margary I D 1957  
38 Hopewell D 2006

**PRN: 17615 NGR: SH98513991 OSMAP: SH94SE PART OF (PRN): 3850**

**DESCRIPTION**

...an older terrace ..appears again above the road on the north side and this is the old course to Sarnau (5)

Extant (1)

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** PP **SURVIVAL:** E

**REFERENCES:**

1OS Linear files 1978  
5Margary I D 1957

**PRN:** 17616    **NGR:** SJ01094206    **OSMAP:** SJ04SW    **PART OF (PRN):** 3850

**DESCRIPTION**

...then an older road climbing to higher ground, on the north side of the valley as a terrace road follows the course for several miles [between Glan yr Afon and Bethel] (5)

**NOTES:** GAT copy of OS linear incomplete. Irvine traces a different route across the moor to the N of Caer Euni. This needs to

be entered and maps consulted.

**FORM:** E                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

5Margary I D    1957

**PRN:** 17617    **NGR:** SJ02634254    **OSMAP:** SJ04SW    **PART OF (PRN):** 3850

**DESCRIPTION**

Beyond Druid the present road may mark it to Glan yr Afon (5)

**NOTES:** GAT copy of OS linear incomplete.

**FORM:** D                      **CONDITION:** 5                      **STATUS:** PP                      **SURVIVAL:** F

**REFERENCES:**

5Margary I D    1957

**PRN:** 17618    **NGR:** SH88963253    **OSMAP:** SH83SE    **PART OF (PRN):** 3850

**DESCRIPTION**

A ford ...lies in line with the last known section of the road...no indications of any continuation (23)

**NOTES:**

**FORM:** D                      **CONDITION:** 5                      **STATUS:** P                      **SURVIVAL:** U

**REFERENCES:**

23 Jones G D B    1959

**PRN:** 17619    **NGR:** SH90213341    **OSMAP:** SH93SW    **PART OF (PRN):** 3850

**DESCRIPTION**

Short stretch of terrace 3.5m wide above modern road. Prob modern track (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1OS Linear files    1978

**PRN:** 17857    **NGR:** SH96513842    **OSMAP:** SH93NE    **PART OF (PRN):** 3850

**DESCRIPTION**

5m wide terrace with a hollow way eroded into it. Massive turnpike causeway overlies southern end. Place name Cefn-ddwysarn significant. Either early phase of turnpike or Roman road (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D    2006

## ROAD RR642 CAER GAI TO CAERSWS

**PRN:** 17792 **NGR:** SH87873134 **OSMAP:** SH83SE **PART OF (PRN):** 17803

### DESCRIPTION

Road visible as crop mark on Cambridge University collection CB13 (20)

### NOTES:

**FORM:** C **CONDITION:** 5 **STATUS:** K **SURVIVAL:** C

### REFERENCES:

20 Hopewell D 2003

**PRN:** 17793 **NGR:** SH88283079 **OSMAP:** SH83SE **PART OF (PRN):** 17803

### DESCRIPTION

Projected line across the valley (3)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

3Hopewell D 2004

**PRN:** 17794 **NGR:** SH83793263 **OSMAP:** SH82NE **PART OF (PRN):** 17803

### DESCRIPTION

Projected line from 'heavily ploughed out causeway' at Felindre (35) to extant road PRN 17794 at top of hill.

### NOTES:

**FORM:** E **CONDITION:** 3 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

35 Putnam W and Toller H 2001  
35 Putnam W and Toller H 2001

**PRN:** 17795 **NGR:** SH89282925 **OSMAP:** SH82NE **PART OF (PRN):** 17803

### DESCRIPTION

Magnificently preserved section of road....in minimally ploughed moorland...over 40 individual quarry pits recorded (35 and 36)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

3Hopewell D 2004  
35 Putnam W and Toller H 2001  
36 Jones B Putnam W and Toller H 1998

**PRN:** 17796 **NGR:** SH89432894 **OSMAP:** SH82NE **PART OF (PRN):** 17803

### DESCRIPTION

The road changes direction at [Boncyn Crwn] cairn.....cairn used as a quarry, and the road is here edged with quartz from the cairn (35)

Road runs slightly down hill but across the contour initially well preserved with inner ditch but becomes a less well-defined, as a terrace, lower down the slope (3)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** K **SURVIVAL:** E

### REFERENCES:

3Hopewell D 2004  
35 Putnam W and Toller H 2001

**PRN:** 17797 **NGR:** SH89582868 **OSMAP:** SH82NE **PART OF (PRN):** 17803

### DESCRIPTION

One section includes two versions of terrace where soil slip has occurred (36)

Road visible as a rounded 4m wide terrace with a realignment at the NW (3)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** K **SURVIVAL:** E

**REFERENCES:**

3 Hopewell D	2004
36 Jones B Putnam W and Toller H	1998

**PRN: 17798      NGR: SH89922825    OSMAP: SH82NE    PART OF (PRN): 17803****DESCRIPTION**

Road follows a more recent track and is poorly preserved in parts. It crosses the river via a zigzag to the N of Bryn-melyn (3) and (35)

Detailed route based on map sent by R Knisely-Marpole to B Silvester (CPAT). Revaluation of the route suggests zigzag may

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 3	<b>STATUS:</b> PP	<b>SURVIVAL:</b> E
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**REFERENCES:**

3 Hopewell D	2004
35 Putnam W and Toller H	2001
38 Hopewell D	2006

**PRN: 17799      NGR: SH90442756    OSMAP: SH92NW    PART OF (PRN): 17803****DESCRIPTION**

South east of Bryn Melyn the road has been much altered by agricultural use but can be seen running into forestry plantation (36)

Not located (3)

Terrace reused by agricultural tracks runs from opposite side of river to Bryn Melin to forestry plantation, Destroyed as it passes through forestry.

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 3	<b>STATUS:</b> PP	<b>SURVIVAL:</b> E
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**REFERENCES:**

3 Hopewell D	2004
36 Jones B Putnam W and Toller H	1998
38 Hopewell D	2006

**PRN: 17800      NGR: SH91912648    OSMAP: SH92NW    PART OF (PRN): 17803****DESCRIPTION**

On the southern side of the plantation...road running above a disused agricultural track as terrace with quarry pits as the road heads for Bwlch-y-Pawl. Large stone partly dressed and foreign to the area...may be a Roman milestone. Road located by AP along northern side of Afon Eiddew quarry pits on upside of the route (35 and 36) 4m wide terrace to S of plantation then follows modern track to Bwlch-y-pawl. Then visible as fragments of terrace, well preserved in places, amongst parallel hollow ways. Lost in blanket bogs just before county boundary. 'Milestone' does not seem to be dressed but is anomalous large natural stone.

**NOTES:**

<b>FORM:</b> E	<b>CONDITION:</b> 5	<b>STATUS:</b> PP	<b>SURVIVAL:</b> E
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**REFERENCES:**

35 Putnam W and Toller H	2001
36 Jones B Putnam W and Toller H	1998
38 Hopewell D	2006

## ROAD RRX61 – LLANFOR TO FORDEN GAER

**PRN:** 17760 **NGR:** SH93703627 **OSMAP:** SH93NW **PART OF (PRN):** 17768

### DESCRIPTION

Road and vicus on geophys survey (20)

### NOTES:

**FORM:** B **CONDITION:** 1 **STATUS:** K **SURVIVAL:** B

### REFERENCES:

20 Hopewell D 2003

**PRN:** 17761 **NGR:** SH93913620 **OSMAP:** SH93NW **PART OF (PRN):** 17768

### DESCRIPTION

Road and vicus on geophys survey (20)

### NOTES:

**FORM:** B **CONDITION:** 1 **STATUS:** K **SURVIVAL:** B

### REFERENCES:

20 Hopewell D 2003

**PRN:** 17762 **NGR:** SH95833533 **OSMAP:** SH93NW **PART OF (PRN):** 17768

### DESCRIPTION

Course on hillside and across Dee valley uncertain (1)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

10S Linear files 1978

**PRN:** 17763 **NGR:** SH96193539 **OSMAP:** SH93SE **PART OF (PRN):** 17768

### DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly leveled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

8RCAHMW 1921  
29 Jones H L 1856

**PRN:** 17764 **NGR:** SH96783394 **OSMAP:** SH93SE **PART OF (PRN):** 17768

### DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly leveled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Hollow-way 2m wide, alternating with a terrace 2.5m wide at W, big stones at stream crossing at SH96723416. Hollow way curves around shoulder of hill to Bwlch y Fenni (1)

Hollow ways and terraces max 3m wide nothing convincingly Roman (38)

### NOTES:

**FORM:** E **CONDITION:** 2 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

10S Linear files 1978  
8RCAHMW 1921  
29 Jones H L 1856  
38 Hopewell D 2006



**PRN:** 17765      **NGR:** SH97483273      **OSMAP:** SH93SE      **PART OF (PRN):** 17768

**DESCRIPTION**

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly leveled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Well graded terrace way crossing shoulder of hill (1)

Terrace max 3m follows the contour. Nothing convincingly Roman (38)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** PP                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
8 RCAHMW	1921
29 Jones H L	1856
38 Hopewell D	2006

**PRN:** 17766      **NGR:** SH98203209      **OSMAP:** SH93SE      **PART OF (PRN):** 17768

**DESCRIPTION**

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly leveled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Hollow-way, max 2m wide alternates with terrace way max 3.0m wide. Hollow way becomes sinuous and overgrown at the E (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
8 RCAHMW	1921
29 Jones H L	1856
38 Hopewell D	2006

**PRN:** 17767      **NGR:** SH99313115      **OSMAP:** SH93SE      **PART OF (PRN):** 17768

**DESCRIPTION**

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly leveled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Course uncertain no feature evidence (1)

**NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** P                      **SURVIVAL:** E

**REFERENCES:**

1 OS Linear files	1978
8 RCAHMW	1921
29 Jones H L	1856

## ROAD RRX73 BRITHDIR TO LONG MOUNTAIN

**PRN:** 17791      **NGR:** SH85821458    **OSMAP:** SH81SE    **PART OF (PRN):** 17803

### **DESCRIPTION**

Route suggested by Putnam (32) connecting Lydham Fort, Forden Gaer, Bryn Penarth and Dogellau, following modern roads nearly all the way. Suggestion reasonable, evidence very tenuous (OS linear comments (1))

Also part suggested by Crew and Musson (2) Caer Tyddyn, Bwlch Oerddrws, Dyfi valley, Caersws.

Course described in Britannia by Rigg and Toller to Long Mountain (31)

Reviewed by Browne (33), Gwynedd portion described as pure speculation.

Retraction published by Toller (34) concentrating mainly on turnpikes along the W part of the route i.e. not Gwynedd.

### **NOTES:**

**FORM:** D

**CONDITION:** 5

**STATUS:** P

**SURVIVAL:** F

### **REFERENCES:**

1 OS Linear files	1978
2 Crew and Musson	1996
32 Putnam W	1970
33 Browne D	1986
34 Toller H	1997

## PRN: 17774 NGR: SN69669935 OSMAP: SN69NE PART OF (PRN): 3847

**NOTES:**

**SURVIVAL:** U

## 2003

**NOTES:**

***SURVIVAL:*** B

## 2003

## ROAD RRN54 CAER LLUGWY TO BANGOR

**PRN:** 17819      **NGR:** SH66976041      **OSMAP:** SH67NE      **PART OF (PRN):**

**DESCRIPTION**

Outline transcription of Waddelove's route. Proposed road along Nant Ffrancon to Bangor (37).

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999

## ROAD RRN55 CAER LLUGWY TO RUG

**PRN:** 17820      **NGR:** SH79355650      **OSMAP:** SH75NE      **PART OF (PRN):**

**DESCRIPTION**

Outline transcription of Waddelove's route. Follows RRN53 then a different alignment west of Betws y Coed. (37)

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999

## ROAD RRN56 SEGONTIUM TO NEFYN

**PRN:** 17815      **NGR:** SH35774463      **OSMAP:** SH34SE      **PART OF (PRN):** 17823

### **DESCRIPTION**

The 'narrow green terrace' described by Waddelove (37) is about 2m wide and rather meandering. There are stone built culverts in places but it lacks any Roman features. (38)

### **NOTES:**

**FORM:** E                      **CONDITION:** 1                      **STATUS:** P                      **SURVIVAL:** E

### **REFERENCES:**

37	Waddelove E	1999
38	Hopewell D	2006

**PRN:** 17816      **NGR:** SH35524430      **OSMAP:** SH34SE      **PART OF (PRN):** 17823

### **DESCRIPTION**

The lower track traced by Waddelove (37) that crosses a stream and shows 'indications of a made up crossing with stone abutments (Plate XI)' is nothing more than a 1m wide sheep-track and the abutments are merely paces where the track has eroded down to the stony subsoil. (38)

### **NOTES:**

**FORM:** E                      **CONDITION:** 2                      **STATUS:** D                      **SURVIVAL:** E

### **REFERENCES:**

37	Waddelove E	1999
38	Hopewell D	2006

**PRN:** 17823      **NGR:** SH42735142      **OSMAP:** SH45SW      **PART OF (PRN):**

### **DESCRIPTION**

Outline transcription of Waddelove's route. Road largely along Pilgrim's way towards Bardsey. (37)

**NOTES:** Requires further field assessment.

**FORM:** D                      **CONDITION:**                      **STATUS:** P                      **SURVIVAL:**

### **REFERENCES:**

37	Waddelove E	1999
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## ROAD RRN57 DOLGELLAU TO HARLECH TO PORTHMADOG

**PRN:** 17825      **NGR:** SH58902650    **OSMAP:** SH52NE    **PART OF (PRN):**

**DESCRIPTION**

Outline transcription of Waddelove's route. Newly proposed road giving access to coast and area centred on Harlech. (37)

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999

## ROAD RRN58 TOMEN Y MUR TO DOLGELLAU

**PRN:** 17826      **NGR:** SH71502936      **OSMAP:** SH72NW      **PART OF (PRN):**

**DESCRIPTION**

Outline transcription of Waddelove's route. Route running to W of and ignoring Pen y Stryd. Pre-supposes a fort at Dolgellau.

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999



## ROAD RRN59 SEGONTIUM TO BANGOR

**PRN:** 17829      **NGR:** SH53906689      **OSMAP:** SH56NW      **PART OF (PRN):**

**DESCRIPTION**

Outline transcription of Waddelove's route. Route assumes a fort at Bangor and ignores milestone (not in situ). (37)

**NOTES:** Requires further field assessment.

**FORM:** D

**CONDITION:**

**STATUS:** P

**SURVIVAL:**

**REFERENCES:**

37 Waddelove E

1999

## ROAD RRN60 ANGLESEY NORTH-EAST ROUTE

**PRN:** 17836 **NGR:** SH40418205 **OSMAP:** SH48SW **PART OF (PRN):** 17844

### DESCRIPTION

An ancient paved road, Lon-y-Bwbach , leading from Llanddyfnan Church to Plas Llanddyfyan was recorded by Longueville Jones (1859). It was suggested that this formed part of a Roman road crossing from Beaumaris to Holyhead (42)  
A series of 5m or more wide probable early roads, between hedge banks traced by Talwrn Archaeology Group. Roman origin yet to be proven (38)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

38	Hopewell D	2006
42	Longueville Jones H	1855

**PRN:** 17837 **NGR:** SH43398140 **OSMAP:** SH48SW **PART OF (PRN):** 17844

### DESCRIPTION

An ancient paved road, Lon-y-Bwbach , leading from Llanddyfnan Church to Plas Llanddyfyan was recorded by Longueville Jones (1859). It was suggested that this formed part of a Roman road crossing from Beaumaris to Holyhead (42)  
A series of 5m or more wide probable early roads, between hedge banks traced by Talwrn Archaeology Group. Roman origin yet to be proven (38)

### NOTES:

**FORM:** F **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

38	Hopewell D	2006
42	Longueville Jones H	1855

**PRN:** 17838 **NGR:** SH46308005 **OSMAP:** SH48SW **PART OF (PRN):** 17844

### DESCRIPTION

An ancient paved road, Lon-y-Bwbach , leading from Llanddyfnan Church to Plas Llanddyfyan was recorded by Longueville Jones (1859). It was suggested that this formed part of a Roman road crossing from Beaumaris to Holyhead (42)  
A series of 5m or more wide probable early roads, between hedge banks traced by Talwrn Archaeology Group. Roman origin yet to be proven (38)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

38	Hopewell D	2006
42	Longueville Jones H	1855

**PRN:** 17839 **NGR:** SH49457863 **OSMAP:** SH47NE **PART OF (PRN):** 17844

### DESCRIPTION

An ancient paved road, Lon-y-Bwbach , leading from Llanddyfnan Church to Plas Llanddyfyan was recorded by Longueville Jones (1859). It was suggested that this formed part of a Roman road crossing from Beaumaris to Holyhead (42)  
A series of 5m or more wide probable early roads, between hedge banks traced by Talwrn Archaeology Group. Metalling, probably a later phase, 2m wide. Roman origin yet to be proven (38)

### NOTES:

**FORM:** E **CONDITION:** 1 **STATUS:** P **SURVIVAL:** E

### REFERENCES:

38	Hopewell D	2006
42	Longueville Jones H	1855

**PRN:** 17848 **NGR:** SH53917509 **OSMAP:** SH57SW **PART OF (PRN):** 17844

**DESCRIPTION**

A straight length of road runs from former ?ford and bridge over Afon Rhyd Eilian near Castellior to track from NW from Bryn Eryr to a crossing point of the now canalised Afon Braint (49)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** p **SURVIVAL:** F

**REFERENCES:**

49 Talwrn Archaeology group 2005

**PRN:** 17849 **NGR:** SH48507916 **OSMAP:** SH47NE **PART OF (PRN):** 17844

**DESCRIPTION**

Lon Bwbach seems to continue as fragmentary route via Pen y Fan. (49)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** p **SURVIVAL:** F

**REFERENCES:**

49 Talwrn Archaeology group 2005

**PRN:** 17850 **NGR:** SH46968022 **OSMAP:** SH48SE **PART OF (PRN):** 17844

**DESCRIPTION**

Line of road uncertain but field name Hen Lon suggests a more direct route than at present (49)

**NOTES:**

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

**REFERENCES:**

49 Talwrn Archaeology group 2005

**PRN:** 17854 **NGR:** SH55527320 **OSMAP:** SH57SE **PART OF (PRN):** 17844

**DESCRIPTION**

Druid road leading from The straits at the mouth of the Cadnant formerly ran through the grounds of Plas Cadnant. It is still visible as a 4m wide terrace for around 420m. It then runs as a hollow alongside woodland. This was formerly adopted as the drive to Plas Cadnant. This appears to be an early route but there is nothing to positively identify it as Roman (38, 49).

**NOTES:**

**FORM:** E **CONDITION:** 2 **STATUS:** P **SURVIVAL:** E

**REFERENCES:**

38 Hopewell D 2006  
49 Talwrn Archaeology group 2005

## ROAD RRN61 ANGLESEY WEST ROUTE, TAL Y FOEL TO HOLYHEAD

**PRN:** 17843 **NGR:** SH40387341 **OSMAP:** SH47SW **PART OF (PRN):**

### DESCRIPTION

Outline transcription of a road proposed by W. Wyn Williams Jnr in 1861. The route in its entirety makes only limited sense but it appears that he has recognised some early roads that could be of significance. Tal y Foel seems to be a possible crossing point from Segontium. The large detour around Malltraeth marsh appears to be excessive and there is no particular reason for a road to run to Holyhead given that Caer Gybi is probably a naval base and post dates the establishment of the Roman road / fort network in North Wales. (45)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** U

### REFERENCES:

45 Wyn Williams W jnr 1860

**PRN:** 17846 **NGR:** SH43286852 **OSMAP:** SH46NW **PART OF (PRN):** 17843

### DESCRIPTION

Lane leading to an old crossing point on Malltraeth Marsh known as Lon Dugod. Proposed by Hugh Pritchard 1871 (Ref.) Evans' map shows crossing Close to Ty Flat  
Metalled road leads down to marshes, clearly of some antiquity but no specifically Roman features (38) (49)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

38 Hopewell D 2006  
49 Talwrn Archaeology group 2005

**PRN:** 17847 **NGR:** SH40347090 **OSMAP:** SH47SW **PART OF (PRN):** 17843

### DESCRIPTION

Evans' map shows crossing Close to Ty Flat presumably a continuation of Lon Dugod. Road continues along the line of modern track towards Trefdraeth Church and the via fragments of relic track to Bodwrddin. Possible crossing point of the Gwna noted. Possibly continues towards high status Cwrtai to the NW but little or no extant route (49)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** p **SURVIVAL:** F

### REFERENCES:

49 Talwrn Archaeology group 2005

**PRN:** 17851 **NGR:** SH40607365 **OSMAP:** SH47SW **PART OF (PRN):** 17843

### DESCRIPTION

W. Wynne Williams jr. route. One part of the "Roman road" appears to be of some significance. A broad lane passing Bodrwyn and another length to the NW of Cerrig Engan towards Gwalchmai may mark part of an early through-route. Nothing to prove Roman origins however (49)

### NOTES:

**FORM:** D **CONDITION:** 5 **STATUS:** P **SURVIVAL:** F

### REFERENCES:

49 Talwrn Archaeology group 2005

## APPENDIX 4: INDEX OF ROMAN ROADS

ROMAN ROAD ROUTES		
PRN	SITENAME	MARGARY No
3841	Roman Road : Canovium - Varis	RR67b
3842	Roman Road : Canovium - Segontium	RR67c
3843	Roman Road : Segontium - Tomen y Mur	RR68 (1)
3844	Roman Road : Canovium - Tomen y Mur	RR69a
3845	Roman Road : Tomen y Mur - Brithdir	RR69b (1)
3846	Roman Road : Brithdir - Cefn Caer, Pennal	RR69b (2)
17887	Roman Road : Brithdir - Cefn Caer, Pennal W of Cadair Idris	RRX96
3847	Roman Road : Cefn Caer, Pennal - Trawscoed	RR69c
3848	Roman Road : Tomen y Mur - Caer Gai	RR68 (2)
3849	Roman Road : Caer Gai - Brithdir	RR66b
3850	Roman Road : Caer Gai - Deva	RR66a
3851	Roman Road : Cefn Caer, Pennal - Caersws	RR643/64
3852	Roman Road : Caer Llugwy - Segontium	RRX48
3853	Roman Road : Brithdir - Long Mountain	RRX73
3854	Roman Road : Caer Gai - St. Asaph	-
17553	Roman Road : Segontium - Pen Llŷstyn - Tomen y Mur	RRX95
17768	Roman Road : Forden Gaer - Llanfor	RRX61
17801	Roman Road : Bwlch Oerddrws - Pont Helygog	RRN51
17802	Roman Road : Brithdir Triangles - Brithdir	RRN52
17803	Roman Road : Caersws - Caer Gai	RR642
17805	Roman Road : Caer Llugwy - Betws y Coed	RRN53
17806	Roman Road : Dolwyddelan - Trefriw	RR69aa
17819	Roman Road: Bangor - Bryn-y-Gefeiliau	RRN54
17820	Roman Road: Rhug - Bryn-y-Gefeiliau	RRN55
17823	Roman Road : Segontium - Nefyn	RRN56
17825	Roman Road : Dolgellau - Harlech - Porthmadog	RRN57
17826	Roman Road : Tomen y Mur - Dolgellau	RRN58
17829	Roman Road : Segontium To Bangor	RRN59
17843	Roman Road Tal y Foel - Holyhead	RRN60
17844	Anglesey NE Route	RRN61

ROMAN ROADS: Sub divisions by PRN			
PRN	Sitename	MARGARY No	PART OF
17415	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17502	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17503	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17504	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17505	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17506	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17507	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17508	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17509	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17510	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17511	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17512	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17513	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17514	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17516	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17517	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17518	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17519	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17520	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17521	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17522	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17523	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17524	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17525	Poss Roman Road Moel yr Wden		
17526	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17527	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17528	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17529	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17530	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17531	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17532	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848









17748	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17749	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17750	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17751	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17752	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17753	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17754	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17755	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17756	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17757	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17758	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17759	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17760	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17761	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17762	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17763	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17764	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17765	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17766	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17767	Part of Roman Road : Forden Gaer - Llanfor	RRX61	17768
17769	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17770	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17771	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17772	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17773	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17774	Part of Roman Road : Cefn Caer, Pennal - Trawscoed	RR69c	3847
17775	Part of Roman Road : Cefn Caer, Pennal - Trawscoed	RR69c	3847
17776	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17777	Part of Roman Road : Bwlch Oerddrws - Pont Helygog	RRN51	17801
17778	Part of Roman Road : Bwlch Oerddrws - Pont Helygog	RRN51	17801
17779	Part of Roman Road : Bwlch Oerddrws - Pont Helygog	RRN51	17801
17780	Part of Roman Road : Bwlch Oerddrws - Pont Helygog	RRN51	17801
17781	Part of Roman Road : Brithdir Triangles - Brithdir	RRN52	17802
17782	Part of Roman Road : Brithdir Triangles - Brithdir	RRN52	17802
17783	Part of Roman Road : Brithdir Triangles - Brithdir	RRN52	17802
17784	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17785	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17786	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17787	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17788	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17789	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17790	Part of Roman Road : Brithdir - Cefn Caer, Pennal	RR69b	17887
17791	Part of Roman Road : Brithdir - Long Mountain	RRX73	17803
17792	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17793	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17794	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17795	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17796	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17797	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17798	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17799	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17800	Part of Roman Road : Caersws - Caer Gai	RR642	17803
17804	Part of Roman Road, Tomen y Mur - Caer Gai -	RR68	3848
17807	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17808	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17809	Part of Roman Road : Caer Gai - Brithdir	RR66b	3849
17810	Part of Roman Road, Segontium – Caer Llugwy	RRX48	3852
17811	Part of Roman Road, Segontium – Caer Llugwy	RRX48	3852
17812	Part of Roman Road, Segontium - Pen Llystyn - Tomen y Mur	RRX95	17553
17813	Part of Roman Road, Segontium - Pen Llystyn - Tomen y Mur	RRX95	17553
17814	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17815	Part of Roman Road Segontium - Nefyn	RRN56	17823
17816	Roman Road Segontium - Nefyn	RRN56	17823
17817	Part of Roman Road, Segontium - Canovium	RR67c	3842
17818	Part of Roman Road, Canovium - Tomen y Mur	RR69a	3844
17820	Part of Roman Road, Rhug - Bryn-y-Gefeiliau	RRN55	17820
17821	Part of Roman Road Segontium - Pen Llystyn - Tomen y Mur	RRX95	17553
17822	Part of Roman Road Segontium - Pen Llystyn - Tomen y Mur	RRX95	17553
17824	Roman Road : Caer Llugwy - Segontium	RRX48	3852
17827	Part of Roman Road : Tomen y Mur - Brithdir	RR69b	3845
17828	Part of Roman Road : Caer Gai - Brithdir	RR66b	3849

17830	Part of Roman Road : Tomen y Mur - Canovium	RR69a	3844
17831	Part of Roman Road, Segontium - Canovium	RR67c	3842
17832	Part of Roman Road, Segontium - Canovium	RR67c	3842
17833	Part of Roman Road, Segontium - Canovium	RR67c	3842
17834	Part of Roman Road, Segontium - Canovium	RR67c	3842
17835	Part of Roman Road, Segontium - Canovium	RR67c	3842
17836	Part of Anglesey NE Route	RRN60	17844
17837	Part of Anglesey NE Route	RRN60	17844
17838	Part of Anglesey NE Route	RRN60	17844
17839	Part of Anglesey NE Route	RRN60	17844
17840	Part of Roman Road, Segontium - Canovium	RR67c	3842
17841	Part of Roman Road, Segontium - Canovium	RR67c	3842
17842	Part of Roman Road, Segontium - Canovium	RR67c	3842
17843	Roman Road Tal y Foel - Holyhead	RRN61	17843
17844	Anglesey NE Route	RRN60	17858
17845	Part of Roman Road : Caersws - Caer	RR642	17803
17846	Part of Anglesey SW Route	RRN61	17843
17847	Part of Anglesey SW Route	RRN61	17843
17848	Part of Anglesey NE Route	RRN60	17858
17849	Part of Anglesey NE Route	RRN60	17858
17850	Part of Anglesey NE Route	RRN60	17858
17851	Part of Anglesey SW Route	RRN61	17843
17852	Part of Roman Road : Tomen y Mur -	RR69b	3845
17853	Part of Roman Road : Tomen y Mur -	RR69b	3845
17854	Part of Anglesey Ne Route	RRN60	17858
17855	Part of Roman Road, Tomen y Mur - Caer Gai	RR68	3848
17856	Part of Roman Road, Segontium -	RR67c	3842
17857	Part of Roman Road : Caer Gai - Deva	RR66a	3850
17858	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17859	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17860	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17861	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17862	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17863	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17864	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17865	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17866	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17867	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17868	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17869	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17870	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17871	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17872	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17873	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17874	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17875	Part Of Roman Road, Tomen Y Mur - Caer Gai	RR68	3848
17876	Part Of Roman Road, Tomen Y Mur - Caer Gai	RR68	3848
17877	Part Of Roman Road, Tomen Y Mur - Caer Gai	RR68	3848
17878	Part Of Roman Road, Tomen Y Mur - Caer Gai	RR68	3848
17879	Part Of Roman Road, Tomen Y Mur - Caer Gai	RR68	3848
17880	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17881	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17882	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17883	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17884	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17885	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887
17886	Part Of Roman Road : Brithdir - Cefn Caer, Pennal	RRX96	17887



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