

List Entry Summary

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Name: Two sections of Roman road in Bramshill Forest between Roman Star Post and Rapley Lake

List Entry Number: 1016332

Location

The monument may lie within the boundary of more than one authority.

County:

District: Bracknell Forest

District Type: Unitary Authority

Parish: Crowthorne

County:

District: Bracknell Forest

District Type: Unitary Authority

Parish: Winkfield

National Park: Not applicable to this List entry.

Grade: Not applicable to this List entry.

Date first scheduled: 13-Aug-1976

Date of most recent amendment: 24-Oct-1997

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: RSM

UID: 28179

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description

Summary of Monument

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Roman roads were artificially made-up routes introduced to Britain by the Roman army from c.AD 43. They facilitated both the conquest of the province and its subsequent administration. Their main purpose was to serve the Cursus Publicus, or Imperial mail service. Express messengers could travel up to 150 miles per day on the network of Roman roads throughout Britain and Europe, changing horses at wayside 'mutationes' (posting stations set every 8 miles on major roads) and stopping overnight at 'mansiones' (rest houses located every 20-25 miles). In addition, throughout the Roman period and later, Roman roads acted as commercial routes and became foci for settlement and industry. Mausolea were sometimes built flanking roads during the Roman period while, in the Anglian and medieval periods, Roman roads often served as property boundaries. Although a number of roads fell out of use soon after the withdrawal of Rome from the province in the fifth century AD, many have continued in use down to the present day and are consequently sealed beneath modern roads.

On the basis of construction technique, two main types of Roman road are distinguishable. The first has widely spaced boundary ditches and a broad elaborate agger comprising several layers of graded materials. The second usually has drainage ditches and a narrow simple agger of two or three successive layers. In addition to ditches and construction pits flanking the sides of the road, features of Roman roads can include central stone ribs, kerbs and culverts, not all of which will necessarily be contemporary with the original construction of the road. With the exception of the extreme south-west of the country, Roman roads are widely distributed throughout England and extend into Wales and lowland Scotland. They are highly representative of the period of Roman administration and provide important evidence of Roman civil engineering skills as well as the pattern of Roman conquest and settlement. A high proportion of examples exhibiting good survival are considered to be worthy of protection.

These two sections of Roman road in Bramshill Forest are the best surviving between Staines and Silchester. Part excavation has demonstrated the survival of archaeological evidence relating to the construction of the road and the nature of the landscape in which it was built, while leaving the majority of deposits intact.

History

Legacy Record - This information may be included in the List Entry Details.

Details

The monument includes two sections of the Roman road from London to Silchester, known locally as the Devil's Highway which runs roughly east-west through Bramshill Forest, across what was formerly Easthamstead Plain. These two sections of road are the best surviving visible sections between Staines and Silchester and include an agger (carriageway) approximately 17m wide and cambered up to a central height of 0.75m above the surrounding ground level.

Either side of this carriageway is a ditch about 2m wide and originally 0.75m deep. These ditches provided drainage from the surface of the road, delineated the edge of the highway and would have helped prevent animals from straying onto the road.

Limited archaeological excavation has shown that the road is similar in

construction to other excavated sections at Staines and at Silchester.

MAP EXTRACT

The site of the monument is shown on the attached map extract. It includes a 2 metre boundary around the archaeological features, considered to be essential for the monument's support and preservation.

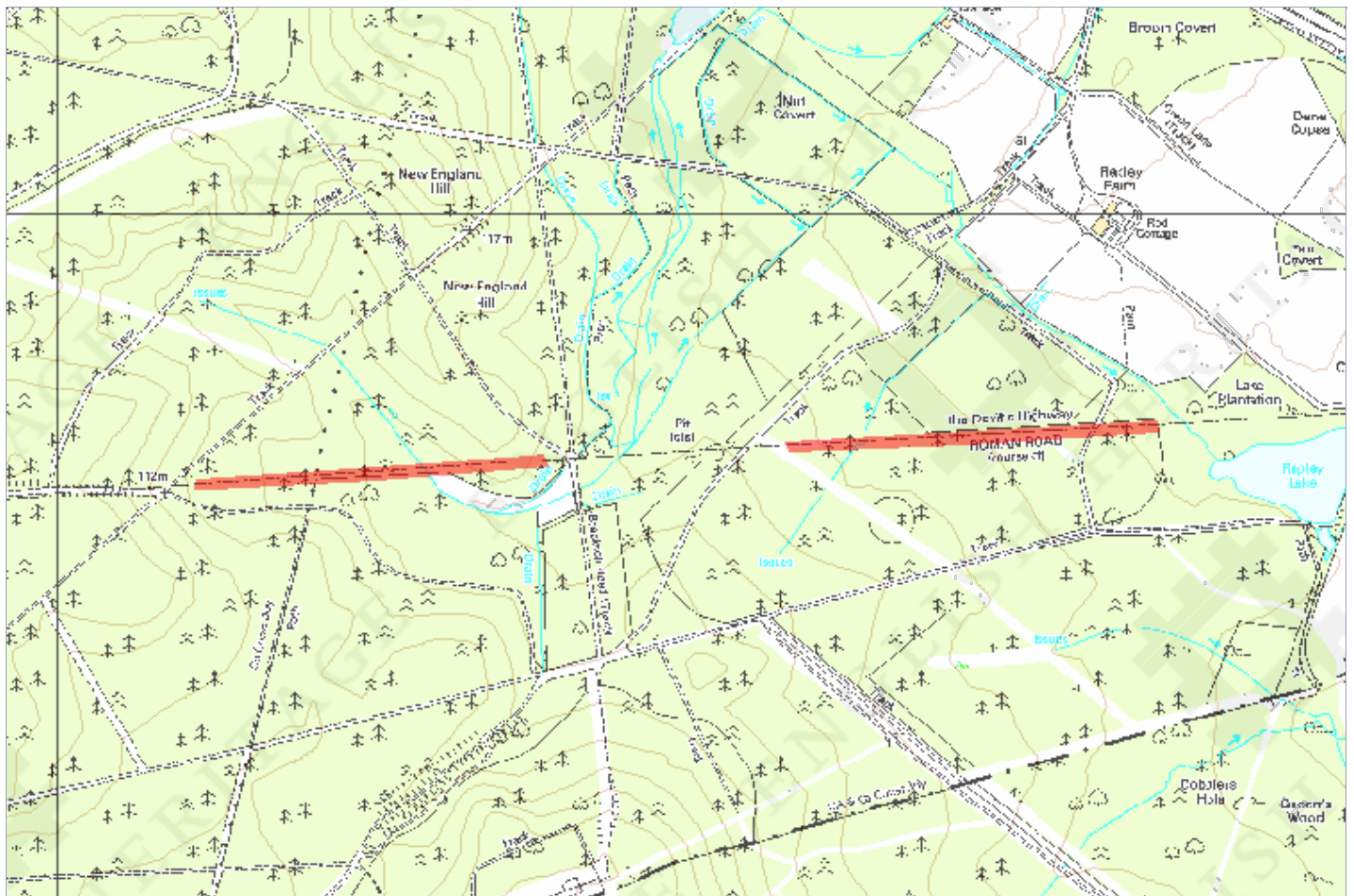
Selected Sources

1. **Book Reference** - *Author:* S.M.R.O. - *Title:* SAM 151 Stretch of Road - *Date:* 1983 - *Type:* SMR - *Description:* PRN 01074.16.000

Map

National Grid Reference: SU 88462 64618, SU 89352 64673

The below map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1016332.pdf](#)



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