

Historic period	Prehistoric Routes Mesolithic (9000 -4000) Neolithic(4000-2200); Bronze Age 2200 -750- Iron Age 750-43AD	Roman Roads AD 43-410	Saxon and Dark Age routes AD 410 -1066	Early Medieval (post 1066) to Highways Act 1555	Trackways in 16thC & 17thC .First Turnpike Act 1663	Enclosure Act s 1750-1850 and Turnpikes	Modern period from 1888 Act to present day
Types of Ancient Trackway(s) found in the respective historic period.	The Ridgeways; Wetland tracks and Hollow-ways; Animal tracks; Mountain and Moorland Paths.	Constructed cobbled Roads with typical features including Aggers, Dykes and ditches. They form a hierarchial system.	Ceremonial and Spiritual routes, Drovers roads, packhorse routes, Salt ways and Sand routes including Causeways and linear Earthworks.	Drovers Roads; Packhorse trails, Salt ways, Church paths, Corpse trails , Monastic and Pilgrim routes & Forest tracks.	Driftways and Cartways, Packhorse routes, Drovers Roads, Village lanes, walks, &Forest tracks. including dykes and causeways	Enclosure Roads; Turnpike system, early industrial roads. Smuggler trails. Stalkers Tracks. Miners tracks ;canal towpaths, processional ways	New Roads replace turnpikes from 1870; Responsibilities for maintenance gradually passes to County Councils. Radical changes on the pattern of communications. Development of leisure trails for walking and cycling
Characteristics	<p>First emergence of semi-natural and pseudo-permanent paths following desire lines in pre-historic period. Not thought to be deliberately constructed but came into being to meet specific needs. Possibly date from the end of last glacial period about 10,000 years ago.</p> <p>Generally Animal tracks developed by large migratory animals. They form wide corridors. Some transhumance likely.</p> <p>Archaeological evidence of trade(including transcontinental trade) in tools (Chert) Stone, metals and salt.</p> <p>By Mesolithic period complex track systems over both local and long distances likely. (Starr Car)</p>	<p>Total length of known Roman roads about 8,000 miles, (Main Straets) but probably about 10,000 miles adding in those so far undiscovered sections. Likely to have posting stations every 15 miles.</p> <p>Hoskins refers to other local roads as well, (extent unknown) additional to an already extensive network.</p> <p>Probably a hierarchy of roads evolved. Individual roads likely to be well planned but probably not to an overall master plan.</p> <p>Smaller settlements not more than 7 miles from a new</p>	<p>The most difficult period to understand. No known roads which can be dated to this period. Roman main roads gradually fell out of use. Rivers become more important for access. Ditches and dykes become frontiers.</p> <p>Large numbers of dykes, some Anglo-saxon (6th &7th C). May protect trade routes. Possible statement of power and ownership. Frequently ownership and possession defined in charters (no maps). Walking the boundaries defined the ownership (beating of the bounds).</p> <p>The suggestion is that Roman roads particularly local roads continued to be used by the Saxons. Those which disappeared had no local function in early Saxon times or were impassable as a</p>	<p>System of Minor roads largely complete by AD 1000. The trackways experience unorganised change and development of their original pattern. Medieval concept of a road was a right of way or easement not a physical entity. Thus if impassable traveller had a right of divergence. About 40% on Roman lines rest were probably reused from earlier times supplanted by some new routes (through habitual use). Tend to be the origin of Drove Roads and trading routes (saltways) only to become much more important in later years.</p> <p>Medieval roads often changed the shape of villages, in response to commerce. Sometimes various alternative routes existed within and around villages, most</p>	<p>Packhorse routes were common up to the 1750's . Can be seasonal. Normally to the nearest market town. Many survive. Mostly on higher ground and escaped turnpiking or metalling. Sometimes overlapped with drover's roads. However distinguished from the latter by being narrow, many are now leisure paths. Pub names may give them away. (Packhorse Inn, Nags Head, Woolpack). Guide Stones (1702 Act of Parliament) common. Some routes may be sunken hollow –ways. The remoter routes are marked by stone crosses and later by Wayside stones. Pack and prime Ways or causeys maintained by the parish. Not usually engineered or metalled except on boggy ground or steep slopes, some roughly paved. Zig zags on steep slopes often remain as footpaths. However most old tracks now widened for</p>	<p>One fifth of the mileage of country lanes dates from 1800.</p> <p>The Ridgeways start to become enclosed tracks, separated by hedges or fences from fields by 1750.</p> <p>Enclosure Roads may be improved Roman Roads. Mostly have straight alignments. Metalled roads in valley bottoms many with bridges. Enclosures can sweep away existing road pattern and lay down new simpler one but were not ubiquitous. They changed the minor communication pattern but main roads were left largely unaltered apart from minor widening and straightening. Minor roads recognizable as being straight with standard width between boundary hedges or walls of 30, 40 or 60ft feet. They may change alignment on tops of hills or on parish boundaries. Enclosure process brought about restrictions of access to</p>	<p>National Parks and Access to the Countryside Act 1949. Introduces National trails. There are 15 National Trails (2016); and 1 national trail in Scotland.</p> <p>Most national trails follow old routes and are based on existing rights of way.</p> <p>Shorter routes are referred to as Local walks and Parish paths.</p> <p>Leisure uses now very important.. Some trails are seriously over used. Snowdon; and Lake District; North York Moors. (Lyke Lake Walk) removed from list to prevent damage.</p> <p>Select committee for public walks 1833 led to Highways Act1835. See Roscoe's 'Wanderings in North Wales' 1836.</p>

	<p>Man made paths, timber bridges and causeways over marshy land appear.</p> <p>Tracks become deliberately routed in Neolithic period, linking settlements.</p> <p>Creation of monuments, burial mounds (long barrows); henges.(raised banks and ditches fringed with wooden posts or stones). Gradual evolution of network of local tracks for agriculture, husbandry and social intercourse. Examples include Starr Carr (East Yorkshire)</p> <p>The Ridgeways : ‘The communication highways’ taking wide swaths along hills tops, particularly dry routes in chalk terrain. Basic navigation was achieved by sighting and using astronomy. The Ridgeways were in continued use until the Middle Ages when traffic increased.</p> <p>Wetland Tracks dating from the Neolithic period and included those found crossing marsh and low lying areas. Originally the ‘Dogger banks’ lost through rises in sea level after the last ice age. They may be tidal mud</p>	<p>Roman road implies an intricate and still largely undiscovered pattern of minor routes.</p> <p>Numerous Roman roads are still in use today but likely will be much altered. They may be main roads, country lanes and parish boundaries.</p> <p>Straightness of alignment typical but not absolute. Straight alignments were the easiest way to carry out the initial survey. Directness probably a better description. Roman engineers understood the local geography, however they had an almost complete picture of the countryside and its developed landscape to help them and on which they imposed their new road system. Romanised trackways therefore often based on the improvement of a much older pre-historic trackway system .</p> <p>Roman Roads sometimes displayed complex and variable construction</p>	<p>result of bridge collapse.</p> <p>Documentary evidence for the growth of roads is however slight.</p> <p>Sometimes illogical and spurious names given to landscape features with no clear purpose and not understood. Dykes said to be 9thC actually cannot be dated at all. Some inscribed stones 7thC to 9thC along upland tracks, but not helpful as they could be religious.</p> <p>Offas dyke for example,makes use of natural boundaries, linking and reinforcing the image of the natural boundary relating back to culture. Cymry (meaning fellow countrymen celtic, combrogi) . Ancient pottery found at Fleam Dyke (Cambridge) however,suggests an earlier history before rebuilding in Anglo saxon times.</p> <p>Herepaths (army roads) were quite common. (Salisbury Way) Wiltshire Herepath (Marlborough to Avebury) possibly a branch of the Great Ridgeway used in 18thC as coach road.</p> <p>9thC Port Ways usually prehistoric tracks being</p>	<p>can still be identified. Towns grew at end of the Saxon period. The success of towns and villages largely relied on the road system of the middle ages. Some systems were modified and deliberately altered often several times to capture passing trade, others did not require modification and retained their importance. The recurring feature of all roads and tracks is the minor modification through time of basic routes established in the very remote past.</p> <p>Very rare to find that a documented medieval road has disappeared without trace. May have lost original importance and changed its role but it is nearly always there in some form.</p> <p>The 13thC saw the diversion of roads to the new urban areas. There after the road system becomes a vital part of the medieval economy. Packhorse tracks predominate, whilst major routes would have wagons and through erosion become sunken hollow ways. May be braided and duplicated</p> <p>Basically three types of trackway emerge:</p>	<p>wheeled traffic. Reconstructing these routes is vital to understanding the economic system of the 16thC to 18thC.</p> <p>Packhorse bridges may give clues to routes. The earliest are medieval some without parapets. Most date from around 1650.</p> <p>Drover roads or drifts A network of roads, many are poor narrow and steep. Pack horses common with few wagons or coaches.</p> <p>Reached a zenith in the 18thC and early 19thC. .Many are now metalled roads, ‘Halfpenny fields’ attached to Inns and Smithy’s. Droving developed into carriage of other goods and news including banking. Height of droving corresponded with early turnpikes. Often took difficult routes to avoid turnpike taxes. Punctuated by stances or Halts. (Drovers Rest, Black Bull Inn etc).</p> <p>Drove Roads in Scotland numerous, most became military roads in the 18th C. others improved in 19thC by Telford. Linked by Tryst or cattle fairs. Drovers preferred old tracks keeping to higher ground avoiding bridges and turnpikes. In Wales place names give clues, ffordd,heol, and Sarn all mean road. (The Long Mynd). The precise routes are numerous throughout</p>	<p>the countryside. The concept of the ‘Right of Way’ begins. Enclosure extinguished common rights of access. Enclosure Roads generally built straight and at 40ft width with hawthorn hedges and ditches. S bends provide an example of joining up an old village road with a new enclosure road. Generally in the Midlands but few in south west or upland areas.</p> <p>Smugglers trails are typically found in Cornwall between Cornish Hedges ,(sunken paths similar to dry stone walls with a wide earth core and a wide concave top), some may be prehistoric, many are early medieval or early industrial.</p> <p>Stalkers tracks became a lucrative means of accessing the countryside of Scotland and Northern England. Scotland has ‘a right to roam’ which takes pressure off the paths, now used predominantly for leisure. Highland clearances led to seaside villages like Lochinver expanding in size to accommodate the dispossessed.</p> <p>Miners tracks many of great antiquity developed rapidly during 18thC &19th C. They became the first long distance trading routes for metals (lead, copper and iron, stone and salt); some would have followed the original Ridgeways.&Roman Roads and may date back to the Bronze Age. Coal was the most significant mineral transported by canals and railways</p>	<p>Manchester Association for the Preservation of Ancient Footpaths 1826. Commons Open Spaces and Footpaths Society 1865.</p> <p>Major single change was sealing of tracks with tar. Mostly tarred by 1930.</p> <p>Ministry of Transport 1919.</p> <p>Many old Roads lost.</p> <p>No inclusive strategy. The sheer scale of urban growth has destroyed the physical remains of many old roads but they can usually be traced on the old maps.</p> <p>Many tracks and lesser routes have passed out of modern use. Still some 140,000 miles of public footpaths , bridleways and byways in England and Wales.</p> <p>Countryside and Rights of Way Act 2000 reclassified Roads used as Public Paths as Restricted Byways. CROW Act granted freedom to roam over mountain, moor, heath, downland and Common land. (Described as Access Land).</p> <p>A Countryside Commission survey in 1988 found that 50% of Rights of Way In England and Wales were</p>
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	<p>(Gwent) and crannogs in Scotland (platforms of timber used as homesteads).</p> <p>Deliberately constructed trackways in the Neolithic period found in Somerset dating from 3000 to 2000 BC.</p> <p>Most of these ancient trackways are evidenced through archaeology and many are of great antiquity and historic value.</p> <p>Dendrochronology allows accurate dating not otherwise possible with some later trackway types.</p>	<p>depending on the locally available materials. They typically have an embankment or agger with a cambered surface of metal, flint, gravel or other stone.</p> <p>Roman engineers tended to favour higher ground where some roads may be unmetalled.</p> <p>The use of terraces and zig zags to overcome steep slopes in hilly areas is notable, some of which are still visible. They may be recognised by easy and continuous grading unlike Medieval trackways which wander about in unplanned form.</p> <p>Five ways used to cross rivers: Fords, Culverts, Bridges, Causeways and Ferries.</p> <p>Roman roads were not the only lines of communication at this time or even the most common. There remained a multitude of unplanned trackways and lanes in every part of the country reflecting the large numbers of</p>	<p>reused. (the Roman road from Silchester to Old Sarum). Changes to such roads outlined by Taylor (1979) at Stamford, Winchester and Tamworth.</p> <p>Sand routes across bays such as Morecambe reduce distance but required guides; used since Middle Ages by Monks. Practice only ceased when railways introduced.</p> <p>Saltway is a more useful term, (The Witches). (Droitwich). Salt routes first recorded from the late Saxon period though trade predates this. Place names assist in identification including 'witches'.</p> <p>Street assumed to be a deliberately constructed road, as opposed to way, weg or herepath.</p> <p>In 8th, 9th and 10th C the nucleated village appears. As these villages grew in late Saxon times they were directly related to the existing road system that may have been centuries old by then. The basic framework remains but changed in detail to meet new circumstances.</p>	<p>(i) Unfenced trackways giving access to a common field system of open strips, the tracks running along the headlands between the strips. (ii) Wandering lanes between hedged or stonewalled fields in woodland or upland areas including moorland, enabling farmers to reach fields, and (iii) drove roads on mountains and moors used for seasonal movement or obtaining bracken, peat, fish etc.</p> <p>Some of these tracks had specialised uses for industry or warfare.</p> <p>The access roads of the open and common field system have now largely disappeared. In places they can be seen reflecting the general layout of the original strips. The ridge and furrow (long rounded ridges separated by furrows arranged in curving blocks). These may be local tracks leading from one village to another through the ridge and furrow and are often hollow-ways; or an unploughed permanent access way separating two adjacent blocks of ridges.</p> <p>There is evidence that</p>	<p>England, Wales and Scotland and would depend on numerous factors including tradition, congestion, accommodation, tollgates etc. The pattern of driving changed as the railways grew in the 19th C. Many drove roads have been little used since mid 19th C. Their legal status is problematic as they may be BOATS.</p> <p>First Road Legislation in Highways Act 1555. Gradual development of the control and construction of roads first by LA's, other organisations and finally by the state. Highways Act 1555 first move to state control. Placed repair responsibility on parishes. Minimum Road widths established in 1691 Act which distinguished between driftways and cartways by width (3ft and 8ft). Signposts introduced (1697). Led to Turnpike Acts of 18th C. General Highways Act 1835. 17th C Post Roads. Official Postal service begun in 1635. Ogilby's Britannia Maps. 1675.</p> <p>First Turnpike Act 1663 (Wadesmill to Royston). By 1700 7 Acts. From 1700 to 1750 average of 10 per year. 1750-1800 40 a year.</p> <p>Turnpikes provide the link between early roads and the modern era. Turnpikes originally temporary and not centrally planned. Mostly a disjointed network until</p>	<p>supplanting the packhorse and drovers roads. Canal towpaths initially used horse drawn power and are the bridge between the old methods of transportation and the modern use of steam and diesel power. Canal building preceded the railways and changed much of the landscape. The routes themselves are however of modern origin being either 18th or 19th C.</p> <p>From 1760 new type of enclosure becomes more common. (old enclosures date back to the 16th C). Most enclosures happen during 1760-1820. Mostly mid England. Not Scotland or Wales.</p> <p>The consideration of enclosure roads is totally missing from several regional road histories. A plan of the old landscape rarely survives before 1830.</p> <p>Enclosure process obliterated many old tracks and field paths. Some improved most discontinued or lost. Occasionally old roads widened and straightened resulting in right angled bends where the old road went round the medieval furlongs. In most cases completely new roads laid out. Distinguishable from Roman roads as they never lead to Roman sites and are not very long. Later enclosure roads may be 30 to 60ft wide. Main roads or turnpikes through an enclosed area may be largely unaltered, but possibly widened or straightened.</p> <p>Occupation roads similar to</p>	<p>impossible to follow without a map, 66% were not signposted (unlawful) and 15% impossible to follow.</p> <p>Piecemeal reaction to changing circumstances in individual locations.</p> <p>Destructive changes to the social and visual environment.</p>
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		farmsteads and hamlets spread across all terrains.	<p>South and west England generally escaped this process. Many lanes exist today as they were in the Dark Ages. Possibly prehistoric in north Devon. Suggests road system largely complete by 11thC. only subsequently modified to meet new circumstances.</p>	<p>the arrangement of blocks of strips in medieval common fields was probably based on Roman enclosed fields which had trackways running through them and could be of pre-historic origin. ie Britons still using roads or tracks of great antiquity which may have changed only slightly over thousands of years.</p> <p>Rural medieval roads include those in reclaimed lands, forests, fens and moorlands. Upland areas still reveal irregular pattern of stone walled fields with winding lanes cut lower than the surrounding fields (Dartmoor sunken lanes).</p> <p>Bridges are the best indicators of a medieval road or track. Numerous good examples some built of stone, other minor bridges may be timber. They may reveal changing route patterns. Pontages levied for repairing bridges; may lead to diversions and abandonment of old route lines. (Abingdon bridge brought decline of Wallingford). Causeways across Fens were medieval, Maud's Heath Chippenham</p> <p>Paths linking monasteries were known</p>	<p>1750's. A legal innovation not a physical one. They only took over existing roads that needed improvement. Little new road building. Ceased in 1773. Some resurgence in 1790's. (John Cary's New Itinerary 1798).</p> <p>Turnpikes controlled by locally elected trusts small in scope and coping with only local needs. Lacked capital, central organisation or control. Multiplicity of routes brought into a single line, establishing the lines of trunk roads used today.</p> <p>Changed layout of many villages where traffic sought refuge in inns etc. 1784 Royal Mail route from London to Bristol. In 19th C use of Iron bridges.</p> <p>1821 saw 18,000 miles of turnpike road in England and 2000 miles in Wales. From 1860 disturnpiking only 184 trusts in 1881 last vanished in 1895 due to effect of growth of railways. 1878 Act required all disturnpiked roads to be restyled as Main Roads.</p> <p>Drove Roads and Packhorse tracks lived on throughout the 18th and 19thC, though of older origin they were of equal importance. They covered all of the British Isles. They are best preserved as abandoned hollow-ways in upland</p>	<p>enclosure roads. Created in 19th C as higher moorland enclosed and apportioned. Typical of Westmorland and Yorkshire.</p> <p>Many enclosure walls and hedges have been removed since 1970. By mid 19thC present road system virtually complete. It had evolved slowly over thousands of years from natural animal tracks through prehistoric ways Roman roads, Saxon lanes, medieval highways, droveways, turnpikes and enclosure roads.</p>	
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				<p>as troads. Their essential function was control and power. Paths took an elevated and deliberately constructed route giving these 'high roads' status. Some fell out of use following the dissolution of the monasteries. May be recognised by builders' use of cut and fill techniques incising paths deeply into the hillsides. May be metalled with bridges for crossing streams, whilst stone slaps may mark a boundary of the trod.</p> <p>Pilgrimage illuminates the relationship to walking more than following any other historical pathway (the notion of striving for something). The act of walking the journey itself was an integral part of the intangible experience. Not just a means of getting to a destination. Pilgrimage associated with Catholicism but the notion of travelling to a special place for help or to make offerings is much older.</p> <p>Forest tracks permitted access for commercial purposes and date back to before the Norman conquest. Subsequent restrictions applied through Forest laws were gradually altered. Exploitation for wood</p>	<p>areas.</p> <p>Drove Roads and Packhorse trails recognised as sinous hollows 3 to 6ft wide running along valleys and crossing mountain passes. May be parallel routes reflecting local topography. Such a description is equally suitable for prehistoric Roman or medieval trackways thus dating is very difficult In Wales may be paved or causewayed, can be zig zagged or built into steps. Roads through difficult terrain were often improved as technology advanced.</p>		
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				<p>used in defence, charcoal burning and for access to iron mines relied on the numerous paths.</p> <p>Corpse trails tend to date from late medieval times. May be known as bier road, burial road, coffin road, lyke or lynch way, funeral road or procession way. A belief existed that carrying a corpse along a road made it a right of way. Landowners were keen to ensure that such church tracks did not become so. They ended up being routed through bog and marsh land. Hence they go through desolate and remote fells. The spiritual importance of river crossings due to a pagan belief that spirits could not cross water emerged.</p>			
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Historic period	Prehistoric Routes 9000-4000BC Mesolithic (9000 -4000) Neolithic(4000-2200); Bronze Age 2200 -750- Iron Age 750-43AD	Roman Roads AD 43-410	Saxon and Dark Age routes AD 410 -1066	Early Medieval (post 1066) to Highways Act 1555	Trackways in 16thC & 17thC .First Turnpike Act 1663	Enclosure Act s 1750-1850 and Turnpikes	Modern period from 1888 Act to present day
Classification by function.	<p>Nomadic Hunting; Fishing, Agriculture and husbandry, later for trade and social discourse. May link small settlements; some are the earliest known Drovers Roads.</p> <p>Wetland tracks in the Fenlands were key to defence and economic control. These Fenland tracks date from the Bronze age. Some are 'solid' earthwork causeways and become the first 'trunk roads'.</p>	<p>Romanic culture spread along the main routes..</p> <p>Administrative control became the key. Original military objectives overtaken by economic and trading uses.</p> <p>Military roads of two kinds: communication and supply, and control. Some were multi functional. Mining for lead, iron , tin and copper was important and led to roads connecting with the south. Some trading of pottery limited to about 50 miles. Roads also used for imports such as wine, Samian pottery, metal work and olive oil and marble.</p>	<p>Defensive barriers. Signalling and tribal movement. A means of controlling warring local tribes. Localised movement between highly dispersed farms.</p> <p>Herepaths (army roads) quite common. (Salisbury Way) Wiltshire Herepath (Marlborough to Avebury) possibly a branch of the Great Ridgeway used in 18thC as coach road.</p>	<p>A channel of communication for religious and commercial purposes. Church paths documented in Cornwall (freglos) marked by granite wayside cottages. They may be pannier ways joining fishing ports with their markets and also smugglers routes.</p> <p>Conveyance of the dead to the Medieval church.</p>	<p>Goods to market sometimes before advent of carts. Typically accessing early industry based on hilly terrain. (Wool; lead; cloth; salt ; coal;corn all transported).</p>	<p>Multiplicity of uses. Very few single function routes except in more remote locations where military routes, stalkers tracks and smugglers trails might be found.</p>	<p>Leisure uses become important. But still important for access to countryside for industrial and agricultural purposes. Many still being lost to development.</p> <p>Main Roads. Promenades, Leisure Trails , Cycle Paths and Pedestrian zones.</p> <p>Introduction of Motorway system in 1961. The first new planned roads in the UK since Roman Times.</p>
Regional Locations	<p>Short tracks taking advantage of a ridge of higher ground can be found throughout Britain.</p> <p>Wetland Tracks include those found in the peat of the Somerset Levels and East Anglian Fenlands.</p>	<p>Many locations but mostly south of Antonine wall, Scotland. Not well researched in Wales. Examples In England mostly altered by later development. Recognised by field</p>	<p>Ubiquitous. Prevalent in Wiltshire, Wales & Devon. Also Cheshire and East Anglia. Generally affect tribal locations. Many reflect early Drove Roads forming an extensive network.</p>	<p>Pilgrims Way London to Canterbury. Shrine of St Thomas Becket. Probably of much earlier derivation. (Typical ridgeway route known as the Old Road). Possibly from Salisbury plain (Stonehenge) linking at Farnham. (the Harrow</p>	<p>Most easily found in hilly country; Lake and Peak district; Somerset ;Dorset, Wiltshire; North York Moors; Exmoor and Dartmoor. Hambleton Durham to York through Cleveland Hills. Also Wales (Harlech to Dolgellau) and Scotland:</p>	<p>Military Routes including Wades Roads in Scotland. Mostly 18th C Mostly straight 6ft wide surfaced with gravel and with bridges.culverts and drains. Corrieyairack pass followed and improved an existing route (originally drovers). built over a much longer period than roman roads.</p>	

	<p>Mountain and Moorland routes include those found in the Dartmoor Forest, Peak District and Northumberland (not all such routes are on high ground).</p>	<p>survey and documentary research in Antonine Itinerary. `</p>	<p>Evidence of Icknield Way and Grimms ditches of the Chilterns.</p>	<p>way) Dubious to name a track after a single user. Probably there for 3,500 years and mostly used by Drovers to avoid turnpike tolls.</p> <p>Monastic routes include the Abbots Way from Buckfast to Tavistock. (Also known as Jobbers Path or Cawse). The Abbots way is of doubtful heritage , a better route is to the north marked by 22 stone crosses. The evidence of user is difficult to establish.</p> <p>Mastiles lane Malham. Kilnsey to Lake district.. enclosed in late 18thC (previously unwalled track now green lane)</p> <p>Also Winchester to Canterbury. Paviland Cave Gower Peninsula. St Cuthbert's Way (Melrose to Lindisfarne). Forest of Dean.</p> <p>Forest of Dean; Ashdown Forest; Epping Forest and New Forest.</p>	<p>(Skye to Falkirk) . The Long Mynd and The Port Way (an alleged pre historic track).</p> <p>Southern Pennines shows an extensive web of narrow trackways and Holloways across the moors, with deep furrows or trenches often duplicated. (Bradwell Edge). Also paved packhorse ways at Froggatt. 17th C.</p> <p>Castleton and Tideswell exhibit very broad Green Lanes running at right angles off main roads, leading to abandoned lead mines. Scotland has many visible drove roads some probably prehistoric. Simonside Hills in Northumberland used by 18th C drovers, but these tracks are also associated with prehistoric settlements, Roman forts and Medieval villages.</p>	<p>Stalkers tracks in highland areas, many well kept due to high rents charged for shooting parties.</p> <p>Salt ways (Northwich to Sheffield) Salters Knowl, Salter Barn. Probably packhorse routes. Quarry roads (Moses trod (Great Gable) and Jobber roads on Dartmoor for carriage of wool . Also quarrymens paths (Honister pass).</p> <p>Yorkshire coal, Derbyshire lead, Cornish tin .</p>	
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<p>Examples of historic typology found in the UK.</p>	<p>The Ridgeways:</p> <p>Berkshire/Oxfordshire (Overton Hill to Ivanhoe Beacon);</p> <p>The Icknield Way, (Chilterns to The Wash);</p> <p>The Harrow Way (Stonehenge to the North Downs);</p> <p>The Jurassic Way, (Lincoln to Glastonbury);</p> <p>The South Downs Ridgeway; (Beachy Head to Petersfield);</p> <p>The Pilgrims Way (Canterbury to Guildford);</p> <p>The Exmoor Ridgeway;</p> <p>The Kerry Hills Ridgeway (Bishop's Castle);</p> <p>The Portway and The Long Mynd, (Shropshire);</p> <p>The Old Portway (Mam Tor, Derbyshire).</p> <p>Wetland tracks</p> <p>The 'Sweet Track' (Shapwick, Somerset) and tracks generally found around Sedgemoor and the Somerset levels including those coastal tracks at Bridgewater.</p>	<p>Roman Roads:</p> <p>Ermine Street (London to York); Great North Road; Fosse Way (Exeter to Lincoln); Watling Street (Canterbury to London) (London to Midlands and North-west); Peddars Way, (part in Norfolk-Colchester to Lincoln (Holme next the Sea); Stane Street (London to Chichester); Akeman Street (StAlban's to Cirencester and Cambridge to Littleport), Chute Causeway (Winchester to Mildenhall Wilts); The Port Way (Silchester to Sailsbury); Ryknild Street (Bourton-on-the – water to Derby); Sarn Helen Carmarthen to Conway; Stane Street (east) (Hertfordshire to Colchester); Stone street (Canterbury to Lympne); Wades causeway (Malton to Whitby); Well path (Crawford to Nithsdale) High Street</p>	<p>Offa's Dyke, Welsh Marches;</p> <p>Devil's Dyke (Cambridgeshire);</p> <p>Wansdyke (Wiltshire).</p> <p>Anglesey has many dark age route ways.</p> <p>LLanerchymedd to Aberffraw;</p> <p>Herepaths: (Wiltshire to Avebury); (NB may be separate from line of The Pre-historic Ridgeway itself)</p> <p>Salt or Salters Road (radiating from Droitwich and Natwich Cheshire)</p> <p>Saxon wegs or ways: (Charmouth to Axminster ,Devon,),(Darenty to Newnham);</p> <p>The Red Way (Uplyme Devon);</p> <p>The Hedged Way, (Witherington to Redlynch).</p>	<p>Lych Way Devil's Tor Dartmoor leading to Lydford Church. Lich Way across Dartmoor to Lydford. (until 1260).</p> <p>Corpse roads evident in Lake district and Scotland. Garrigill to Kirkland in EdenValley. Mardale Green . (Kirk Gate = Church road).</p> <p>Feetham. Yorkshire Dales (Keld and Muker to Grinton).</p> <p>The Chester Road (A5) London to Holyhead. The Exeter Road Guildford to Sherborne; The Great North Road (London to York and the North). The Great West Road (London to Bath). The Norwich Road (London to Attleborough). The Wheel Causeway (Jedburgh to Carlisle)</p> <p>Wansford bridge 1577 a good example of a new route across an old ford</p>	<p>Craven way; Reddystone Scoutgate (causeway Littleborough to Todmorden); Blackwood Path Dartmoor, (Ugborough Moor, Ivybridge). Spurrells cross (14thC).</p> <p>Cadger's Loan (Stirling to Falkirk) The Welsh Road (Wormleighton Warwickshire to Culworth Northamptonshire) ; Eildon Quaw (Roxburghshire); Penchrise Pen toHat Knowe</p> <p>Stockley bridge Borrowdale. Common in Lakeland (Wasdale Head to Borrowdale; Stake pass Langdale to Borrowdale).</p> <p>Frequently found in Pennines (Haslingden and Todmorden).</p> <p>Many paved with lines of stones about 2ft wide running across field and moor. Limersgate and Long Causeway are good examples of packhorse routes. On Dartmoor Black lane (carriage of peat).</p>	<p>Apart from Cornwall Smugglers trails include part of Peddars Way Norfolk (Massingham to Hunstanton) and Culver Hole (Gower peninsular). Stalkers tracks in Pennines (Keld to Bowes, Middleton Teesdale to Dufton, Cross Fell to Alston. Lairig Ghru in Caimgorms).</p> <p>Miners tracks Snowdon (Yr Wyddfa) Horse shoe old copper mine. Greenside Lake District (lead); Crannock Fell ,Cumbria way. Cornwall tin mines (Rinsey Head to Trewavas). Great Orme Mines, Llandudno.</p> <p>Canals are found throughout Britain with notable examples in Scotland (Caledonian) , and linking major cities including Birmingham, Manchester and London, some have impressive aqueducts such as Pontcysyllte or Boat lifts (Falkirk) and tunnels; Boat lane (Stand edge) tunnel leads over the Pennines.</p> <p>Processional ways include Rotten Row in Hyde Park, London.</p> <p>Military roads (Balmoral to Tomiintoul); Inverness and Fort Augustus; Invermoriston to Kyle of Lochalsh)</p>	<p>National Trails in England and Wales:</p> <p>Cleveland way;</p> <p>Cotswolds way;</p> <p>England Coastal path;</p> <p>Glyndwr's way;</p> <p>Hadrians Wall path;</p> <p>North Downs Way;</p> <p>Offa's Dyke;</p> <p>Peddars Way;</p> <p>Pembroke shire Coast;</p> <p>Pennine Bridleway;</p> <p>Pennine Way;</p> <p>South Downs Way;</p> <p>South West Coastal path;</p> <p>Thames Path;</p> <p>The Ridgeway;</p> <p>Yorkshire Wolds Way.</p> <p>Scotland: Kirk Yetholm to Cape Wrath.</p>
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	<p>East Anglian Fens and Norfolk Broads also important., including Flag Fen wooden causeway.</p> <p>Mountain and Moorland tracks are ubiquitous in the Lake District; Pennines, and across southern and western England and Wales. They also feature prominently in the Scottish Highlands including on the Islands of Skye, The Hebrides and Orkney/Shetland</p>	<p>(Patterdale Lake district); Blackstone Edge (Pennines), Ackling Dyke (Salisbury to Dorchester); Dere Street (York to Corbridge); Devil's Causeway (Hadrian's Wall to Berwick upon Tweed), Foss Way (Lincoln to Axminster), Gartree Road (Leicester to Stanion); The Great Road (London to Colchester); King Street Peterborough(West) to Bourne; Maiden Way (Kirby Thorpe to Hadrian's Wall)</p>					
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Historic Typology of Trackways :tabulated history

Sources: Compiled from:

Taylor C (1979) Roads and Tracks of Britain;
Hindle B (2001) Roads and Tracks for Historians;
Rudd-Jones & Stewart (2011) Pathways;
Margary I.D. (1967) Roman Roads in Britain
Hoskins W.G. (1955) Making of the English Landscape

Notes: (i)The time periods should be taken as indicative of the emergence of a particular class of trackway but are not absolute.
(ii)Location examples are based on verifiable evidence of the existence of a particular typology of trackway.