



14 : TURNPIKE ROADS & DROVERS' WAYS

Long-Distance Travel after the Romans

As we saw in Chapter 5, the network of principal roads that existed in Lincolnshire in the Roman period has been identified with reasonable confidence, albeit that some of these almost certainly had prehistoric origins. By comparison, the centuries between the Romans and the emergence of turnpike trusts in the 1600s are relatively obscure. Did travellers simply stick to the old Roman network, as is often claimed, or were new routes created in the Medieval and post-Medieval periods? This chapter investigates the legacy of road travel within Lincolnshire after the Romans left up to the emergence of modern tarmacked roads in the early 20th century. The distinctive legacy of droving is also considered.

Medieval roads in Lincolnshire

Identifying Medieval roads and how they relate to our current network is notoriously difficult, particularly when compared to the engineered routes

of the Romans and even, to some extent, the ridgeways of prehistory. Medieval roads were apparently unsurfaced and therefore prone to migrate over time (Hindle, 2016). However, there is both archaeological and historical evidence to help, including early maps and the itineraries of important travellers such as monarchs and bishops. The famous Gough Map of c. 1360 is thought to show the main roads in England with



FACING PAGE: former turnpike road from Wold Newton to Grimsby

RIGHT: former droveway, Lincoln Heath