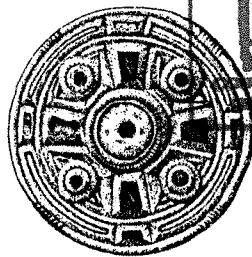


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Archaeological Field Unit

Evaluation of the Roman Road at Sheep Lair Farm, Folksworth.

S.N. Kemp

1995

Cambridgeshire County Council

Report No. A58

Commissioned By the Department of Transportation, Cambridgeshire County Council.

**Evaluation of the Roman Road at
Sheep Lair Farm, Folksworth.**

S.N. Kemp BA MSc AIFA

1995

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Report No A58

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SUMMARY

As part of the A1 widening programme the Archaeological Field Unit, Cambridgeshire County Council evaluated the course of the Roman road at OS Field No. 8776, Sheep Lair Farm, Folksworth. Field evaluation was undertaken in November 1993 to assess the condition of the Roman road and adjacent hollow way identified by Evans and Shotliff (1991). Archaeological work included trenching, earthwork and geophysical survey.

The evaluation area lies on the south side of the Norman Cross roundabout and Sheep Lair Farm, Folksworth and to the west of the A1. Trenches were placed in the southern part of the field just north of Stilton where the Roman road survived as a pronounced agger. Five trenches of up to 20m in length were excavated by machine through the roadway to record the construction sequence. Trenches were opened adjacent to the agger with the expectation of finding roadside ditches. Excavation showed the road to consist of two flint cobble layers overlying made-up ground. No roadside ditches were encountered, however, the evaluation area was restricted due to the potential disturbance to grazing land.

Remnants of a medieval landscape were also recognised as being of archaeological interest (Evans and Shotliff 1991). These consist of medieval agricultural remains, largely of ridge and furrow, with a hollow way lying on the eastern side of the Roman road. Pelling and Leith (1992) indicated the vulnerability of these remains within the widening proposals.

Quarries lie within or close to the intake of land. Quarrying caused significant landscape alteration during the post-medieval period within the parish of Folksworth. References to gravel extraction occur in 1550 and again in 1821 and 1844 suggesting a recent date to land alterations which are probably associated with the construction and maintenance of the Great North Road.

Ogilbey's map of 1675 indicates that this Ermine Street was certainly a major routeway in the seventeenth century, whilst Taylor (1979) has demonstrated that during the medieval period a more westerly course was preferred. Historical research indicates a single shift of route from the Roman road to the present alignment. This had occurred by 1821, probably during the late seventeenth century when the Great North Road between Alconbury and Peterborough was turnpiked.

Geophysical survey recognised a series of high magnetic anomalies which may represent kilns. As these features were not recognisable during the course of the earthwork survey it is probable that they represent archaeological activities prior to the conversion of the open field system to pasture, a land use change which probably dates to at least the seventeenth century. Evaluation of these anomalies is recommended.

EVALUATION OF THE ROMAN ROAD AT SHEEP LAIR FARM, FOLKSWORTH.

1 INTRODUCTION

As part of the A1 widening programme the Archaeological Field Unit, Cambridgeshire County Council evaluated the course of the Roman road at OS Field No. 8776 which lies to the south of the Norman Cross roundabout on the west side of the A1 (TL 159/905). Field evaluation was undertaken in November 1993 to assess the condition of the Roman road and adjacent hollow way which were identified by Evans and Shottliff (1991). Further archaeological work included earthwork and geophysical survey in order to identify archaeological remains adjacent to the Roman Road.

2 TOPOLOGY AND GEOLOGY

The Geological Survey's drift map for the area (BGS 172, 1877) suggests that the A1 routeway passes through an extensive area of Anglian Boulder Clays between Sawtry and Chesterton. Trenching within OS Field 8776 and boreholes undertaken by the Department of Transport as part of the Environmental Assessment indicate that much of the geology south of the Norman Cross round about is composed of weathered Jurassic clays.

The field dips markedly westwards from the Roman road towards a small stream flowing north to south and then westwards into Yaxley parish. The Geological Survey (BGS 172, 1877) indicate that this channel cuts through fluvial glacial sediments of sands and gravels. Directly to the east of the A1 much of the original ground surface has been removed by quarrying along the Yaxley road. Historical documentation for the Folksworth area suggests that the exploitation of sands and gravels in the area was of major importance from the sixteenth century (Appendix A).

3 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The archaeology of the area is largely obscured by medieval cultivation remains which were subsequently converted to pasture. This land use change occurred prior to the seventeenth century probably due to the increasing importance of droving along this routeway (Appendix A). It has therefore been necessary to undertake a geophysical survey to assess the potential for subsurface archaeological remains, earthwork and historical surveys were used to assess surface remains and later land use change.

At present there is no evidence for prehistoric remains within the assessment area or immediately adjacent to the development. The earliest archaeological evidence in the area dates from the Roman period consisting of a remnant of Ermine Street preserved as a north-south orientated ridge adjacent to the eastern field boundary (Pelling and Leith 1992). Evans and Shottliff (1991) noted a hollow way lying on the eastern side of the *agger* of the Roman road suggesting a gradual migration of the road system eastwards. Other remains visible within this area reflect the medieval open field system preserved as

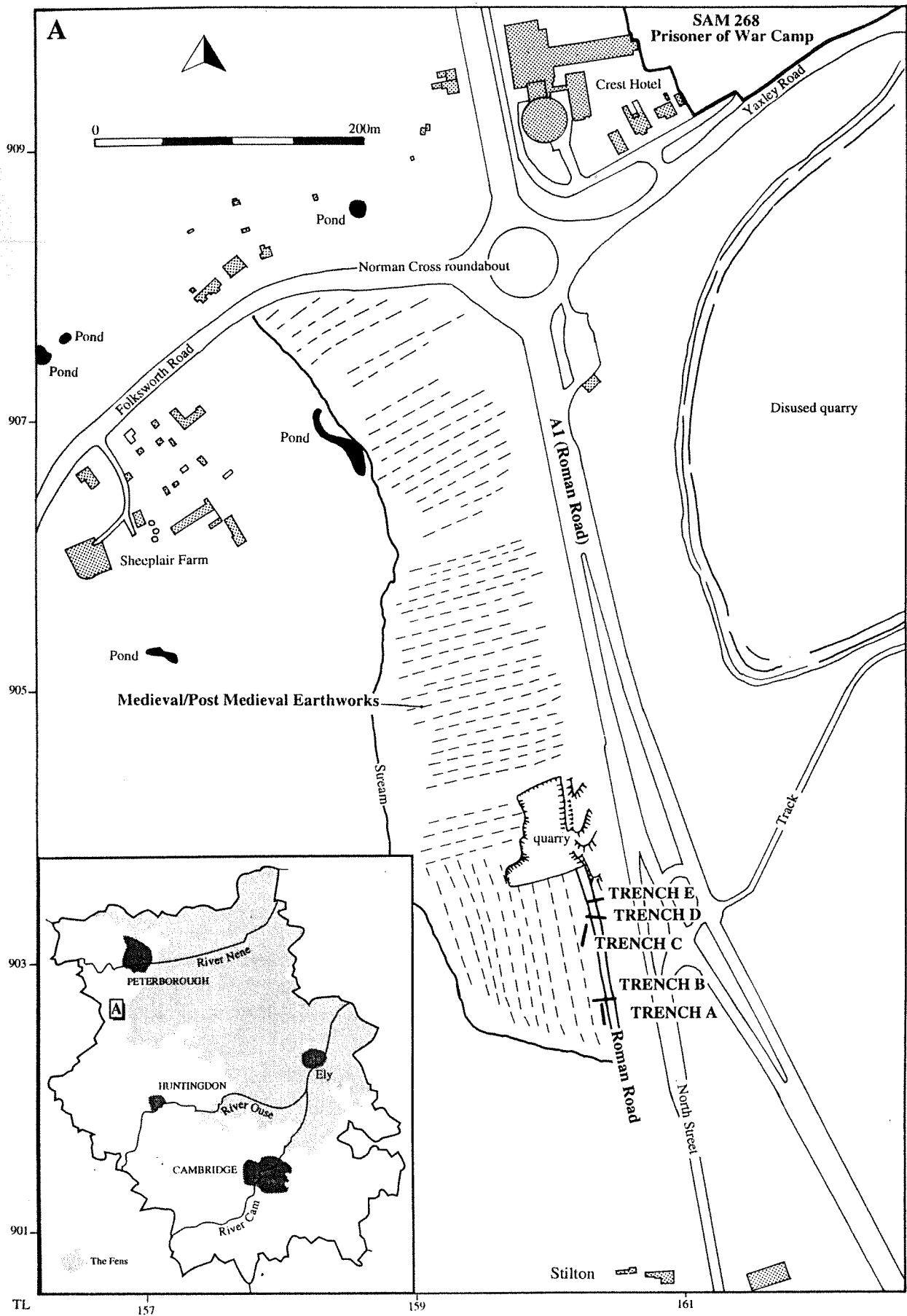


Figure 1 Location map and plan of trenches

earthworks by the conversion of farmland from arable to pasture (Appendix A). These earthworks are the remains of Strete and Nor furlongs which lay within the Stilton Field (Appendix O, Fig. 3). The open field system is overlain by more recent field boundaries and drainage ditches which cut across the ridge and furrow. During the eighteenth or nineteenth century quarrying was undertaken within this field. Gravel extraction is recorded as early as 1550, whilst there are documentary references for clay pits being excavated in this area during the seventeenth and eighteenth centuries (Appendix O).

It is possible that earlier remains of prehistoric or Roman date exist beneath medieval earthworks. Geophysical survey indicates the presence of a number of pre-medieval archaeological features in the central and northern parts of the site. The most significant anomaly was highly magnetic, possibly indicative of a kiln.

To the north-east of the site lies the Napoleonic Prisoner of War camp (SAM 268) used between 1796-1816 (Appendix O). Artefacts associated with military dress decorations and fastenings, both English and French, have been found throughout the parish. The use of Yaxley and Folksworth churches and the presence of a cemetery external to the confines of the prisoner of war camp show that militia and detainees were active within the wider social and economic landscape of the period.

4 METHODOLOGY

Trenching was used to evaluate the condition of the Roman road and adjacent hollow way. Five trenches up to 20m in length were located to cut across these features and adjacent archaeological remains. Trenching was restricted on the farmers instructions to cause least disturbance to pasture and grazing. Trenches were opened by a four wheel drive JCB (digger loader), slots were cut through the *agger* of the Roman road both manually and by machine.

Earthwork and geophysical surveys were also undertaken. The earthwork survey was undertaken to map the open and enclosed field systems prior to destruction. Geophysical survey was used to investigate the potential for earlier (pre-arable to pasture conversion) archaeological activities within this field.

Trench A

Located to assess for archaeological remains along the western edge of the Roman road.

No archaeological remains were encountered.

Trench B

Located to assess the Roman *agger* and hollow way

Topsoil

- 8 North to south orientated ditch lying on the western side of the Roman road. 0.60m deep and 0.70m wide with a slightly concaved base and sides. Edges of the feature were difficult to trace due to a high degree of root disturbance. Filled with grey brown silty clays with occasional flint pebbles (7). No finds.

This ditch cuts through deposits associated with the make-up of the Roman road. A line of trees runs parallel with the course of this ditch.

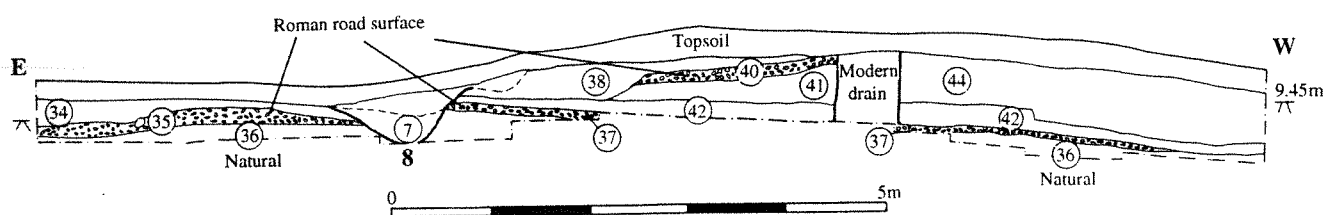


Figure 2 North facing section through the Roman road, Trench B.

- 34/38 Grey brown sandy silty clays with flint gravels and cobbles. Cut by ditch 8.
- 40 Discontinuous layer of flint gravels and cobbles. This deposit grades from cobbles (41) at the top of the *agger* to gravels and pebbles (39) on the lower eastern side of the Roman road.
- 41/44 Grey brown sandy silt layer lying beneath the gravel/cobble surface of 40.
- 42 Yellow red brown clayey silts and sands.
- 35/37 Layer of flint pebble and cobbles within a sandy silt matrix. Deposit dips at $<10^{\circ}$ to the east and west. Overlies natural clays.
- 36 Grey brown clays with flint gravels. Natural.

Trench C

Located to assess for archaeological remains along the western edge of the Roman road.

No archaeological remains were encountered.

Trench D

Located to assess the Roman *agger* and hollow way

Topsoil

- 3 North to south orientated ditch running parallel with the *agger* of the Roman road. This ditch was about 1.20m in width, total depth remains unknown: excavation of this feature was abandoned due to flooding. The upper fill of the feature was of a grey brown silty clay with occasional flint pebbles. Nineteenth century pottery was discovered within this ditch.

This feature was cut from just below the turf level, cutting through the gravel and cobble surfaces. A line of trees runs parallel to this ditch.

- 10/11 Greyish brown sandy silts and clays, and sandy clays with a small clay component cut by 3. This layer coarsens slightly to the east. Brick and tile fragments were retrieved from the upper levels of this deposit.
- 12/13 Grey brown sandy clayey silts with occasional flint gravels.
- 14 Layer of flint gravels and cobbles up to 0.10m in maximum dimension set into a matrix of clayey sands. This layer dipped east and westwards from the apex of the agger as a discontinuous band of flint gravels and cobbles.
- 17 Grey/green clays. Natural

Trench E

Located to assess the Roman *agger* and hollow way close to the spoil heaps associated with the nearby quarry.

Topsoil

- 25 North to south orientated ditch lying on the eastern side of the *agger* of the Roman road. 0.70-0.80m wide and over 0.50m in depth. This feature is filled with grey brown silty clay with <1% flint and chalk fragments and yellow brown mottled clays with <1% flint. The ditch cuts down from just below the topsoil through the cobbled surface (21/27).
- (21/27) Layer of yellow brown silty clays and sands with occasional flint cobbles. Flint cobbles up to 0.10m in maximum dimension concentrate towards the basal horizon of this deposit. This deposit has been much disrupted by root action close to the north - south orientated ditch 25.
- 22/28/29/31 Red brown sandy clays with a 2% flint cobble component up to 0.10m in maximum dimension. These cobbles are spread throughout the deposit with no particular concentrations.
- 30/32/33 Mottled grey, red and grey/green silty clays with occasional flints. Natural.

5 RESULTS

Excavation revealed a disrupted sequence of archaeological deposits with dating evidence only retrieved from more recent features.

At the base of the sequence lies the natural Jurassic clays, which are overlain by a deposit of red sands and clays. No buried soil was present indicating that the natural soil profile was removed in preparation for road construction. This was followed by at least two gravel cobble layers separated by make-up layers of silty clays and sands. Although no dating evidence was recovered from the road surfaces it is believed that this is a remnant of the Roman road given the known course of the Roman routeway. It is apparent from the stratigraphic sequence and comparison with other remnants of the routeway that this stretch of the Roman road has been much denuded during the post-Roman periods. The Royal Commission (RCHM 1969:38) record the Roman road as surviving up to 5 ft high and 180ft wide where unaffected by post-Roman quarrying and pitting. Disturbance of the roadway may have resulted from medieval

cultivation, alternatively, materials may have been extracted to maintain other roads in the vicinity.

Sometime following the abandonment of the Roman road a ditch was excavated along the eastern side of the road and bounded with hawthorn. It is probable that these landscape features reflect an enclosure boundary which ran along the course of the Roman road and the parish boundary. No road surfaces were discovered within the hollow way recognised by Evans and Shotliff (1991) this suggests a single shift of the road eastwards to its present course. Given the location of the enclosure boundary, the parish boundary and the absence of road surfaces immediately to the east of the Roman road it is possible that the hollow way represents a droving track running adjacent to and parallel with the Great North Road; Richardson indicates that roads could have wide strips of grass on either side, hedge to hedge distance being 40 ft. (Richardson 1989:170). The presence of quarry spoil over this area indicates that the road shifted course prior to the nineteenth century and probably during the late seventeenth century when the Great North Road between Alconbury and Peterborough was turnpiked.

Earthwork survey defined three main phases of activity on the basis of surviving upstanding remains. The medieval agricultural system is preserved as a series of ridge and furrow divided into furlongs. Historical research undertaken as part of this project indicates that the site lies within Stilton Field, which contained two furlongs, Strete and Nor. Conversion from arable to pasture lead to the preservation of this agricultural system, probably about the same time that a series of enclosure boundaries and drainage ditches were cut across the ridge and furrow. During the eighteenth and early nineteenth century quarrying occurred within this field and can be seen to cut through the medieval agricultural system and late enclosure boundaries, with quarry spoil heaps overlying the Roman road.

Geophysical survey was also undertaken within the field to assess for sub-surface archaeology. The results indicate two areas of interest which produced magnetic anomalies. The first has provisionally been interpreted as a kiln, the second produced a similar anomaly within a small enclosure. These remains are not visible at the surface and are therefore presumed to date prior to the conversion of the field from arable to pasture and possibly prior to the development of the open field system.

6 CONCLUSION

Archaeological work was undertaken adjacent to the A1 in order to record elements of the Roman, medieval and post-medieval landscapes prior to their destruction by the A1 Widening programme. Excavation revealed the made-up surfaces of the Roman road of Ermine Street. The road appears to be in a much reduced state possibly resulting from the affects of medieval cultivation and extraction of the cobble surfaces. Earthwork survey and documentary research has pieced together the historic landscape, indicating a dynamic landscape undergoing alterations related to changes in the local routeways and the agricultural system

7 ACKNOWLEDGEMENTS

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Special thanks are due to Mr. J Blackman of Sheep Lair Farm without whose permission and interest this work would not have been undertaken.

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**Documentary Historical Research For
The Proposed A1 Widening Scheme:
Folksworth To Morborne Section**

By

Twigs Way BSc MA AIFA

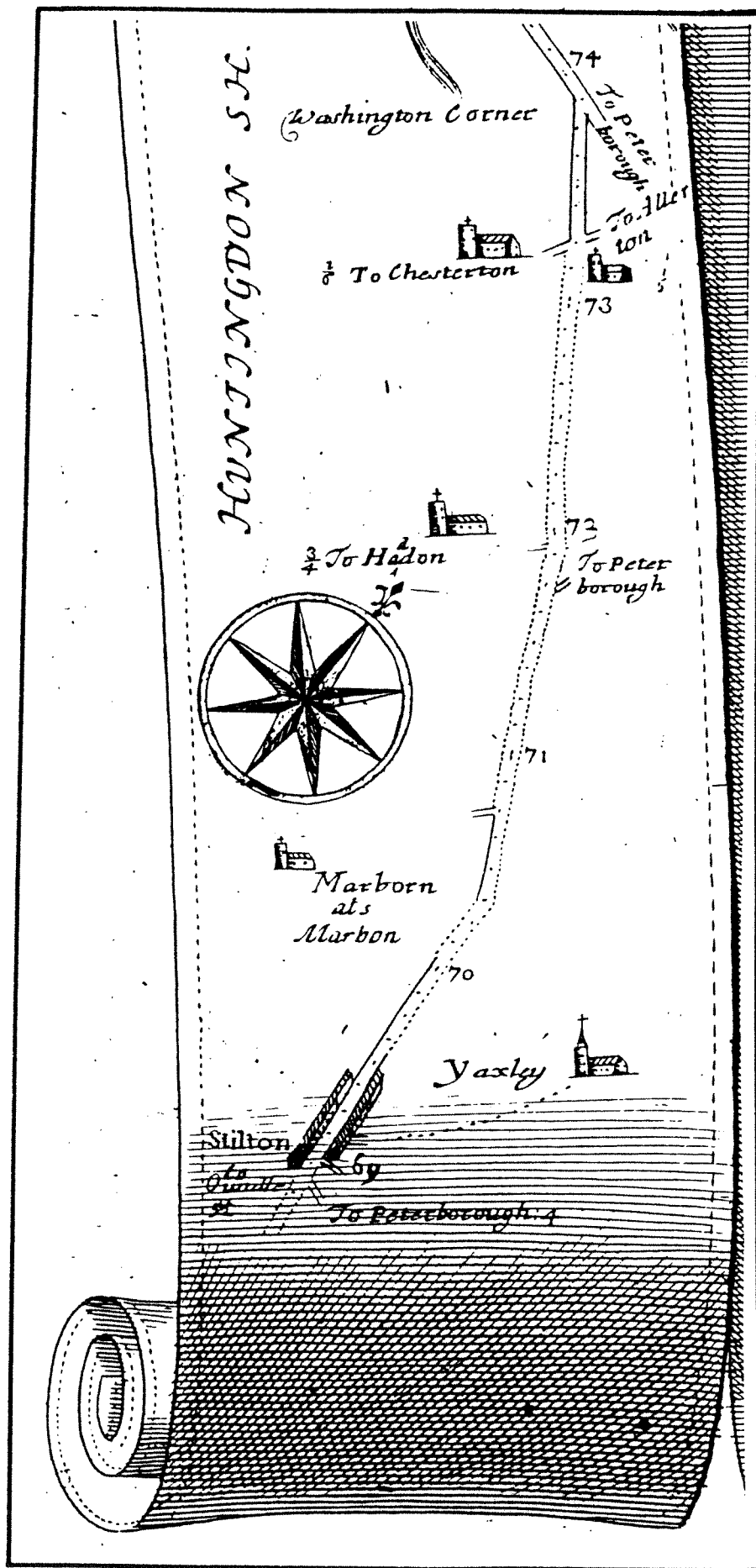
Documentary and Archaeological Historic Landscape Consultant

February 1994

Commissioned by Cambridgeshire County Council

Archaeological Field Unit





Frontispiece

Ogilby's Road Map of 1675, *Brittania* Sheet 2.

Detail Showing the Road from Stilton to Chesterton

**Documentary Historical Research For The Proposed A1 Widening
Scheme: Folksworth To Morborne Section
By
Twigs Way MA AIFA**

Introduction

This study was commissioned by the Archaeological Field Unit of the Cambridgeshire County Council as part of a series of area and site specific evaluations associated with the proposed A1 Widening Scheme. This historical research is concerned with the area evaluation extending from the southern parish boundaries of Folksworth and Yaxley in the south, to the southern parish boundary of Morborne in the north, and includes the area of Norman Cross. It concentrates on the areas immediately adjoining the present A1 which will be most affected by the proposed road widening, although consideration is also given to the wider landscape history of the parish of Folksworth and broad changes in agricultural practices as reflected by relict earthworks. The influence of a major road route lying on the eastern boundary of the Folksworth parish is also considered in the context of local economic and social change.

The following areas were highlighted by the Archaeological Field Unit as being topics on which the historical research should concentrate;

- i. Location of the cemetery for the Norman Cross Depot;
- ii. Evidence for changes in alignment of the main (A1) road, from its original route to its present course several metres east, and possible dates and reasons for this re-alignment;
- iii. Dates for exploitation of the quarries to the immediate south west of Norman Cross and type of material quarried;
- iv. Discussion of any evidence for buildings and occupation areas of historical date within the proposed area of the road widening;
- v. Assessment of the nature and date of agricultural earthworks to the immediate west of the A1 just to the south of Norman Cross.

These areas of concern were partially determined by the archaeological need to evaluate types of archaeology likely to be present and determine the need for an appropriate course of action; but were also designed to enable a fuller understanding of the known archaeology and historic landscape. In addition it was hoped to set these topics within the broader framework of a brief parish history of Folksworth parish.

The aim of this research was not the construction of a history of manorial descent or an architectural or ecclesiastical account and these topics are only referred to where they have directly influenced the development of the areas of historical landscape concerned. Further information on these subjects is contained within the Victoria County Histories for these parishes (VCH Hunts vol. iii).

Although the study makes general observation on the local economy and road systems prior to the fifteenth century these comments are not (with one exception) based on primary sources for that period; time and funding available did not allow this type or level of research to be undertaken. It must also be noted that, although there is only limited documentary evidence for occupation in the historical period in the areas of relict ridge and furrow to the immediate west of the present road, documentary research of this type cannot entirely discount the possibility of occupation pre-dating the earliest records of agricultural activity in that area ie. in this case prior to the late medieval period. This occupation will of course be sealed by the relict ridge and furrow. However it can be stated that there is no field or place name evidence to suggest previous occupation in that area during the historic period.

From the perspective of documentary based historical work, linear schemes, such as road widening or pipelines, present specific problems and may necessitate considerably more work than site specific evaluations, as this work is likely to be concerned with several parishes and therefore multiple sets of documentary materials, as well as an extended temporal scale. However, this type of project may also provide the opportunity for the inclusion of research elements which may then be extended into other areas or parishes through which the linear development passes. Recommendations for further work in adjoining parishes are therefore discussed towards the end of the report.

Sources

Primary and secondary documentary sources used in this research are listed in the Bibliography at the end of the report. With the exception of two books relating to the Norman Cross Prisoner of War Depot very little secondary material was available, and no discussion of the economy or settlement history (other than manorial descent) was available for the parish of Folksworth.

Primary documentary records for Folksworth parish are also particularly poor and cartographic records almost non-existent. With the exception of a single partial sketch map included with a sale of land, there is no extant plan of the parish prior to the late nineteenth century Ordnance Survey maps. Despite limited Parliamentary Enclosure

records being extant there is no evidence that an accompanying plan was ever made, although there is an enigmatic reference in the Enclosure commissioners accounts to a 'survey'. Absence of cartographic material made the construction of a landscape history extremely difficult and, despite the presence of a detailed sixteenth century terrier giving descriptions of field and furlongs, some documented landscape elements could not be positively located within the parish.

Although the areas of primary concern lay within the parish of Folksworth it was also necessary to selectively consult records for the neighbouring parishes of Morborne and Yaxley, the latter particularly with reference to the road re-alignment and the location of the Prisoner of War cemetery. Again available, extant, cartographic and secondary materials for these parishes are particularly poor.

This paucity of material for all of the area under study meant that it was necessary to consult as many of the extant records as feasibly possible. These records were widely scattered, being held in the Huntingdon Record Office; the Northamptonshire Record Office; the Cambridge University Library (Manuscripts and Map Rooms); the Norris Collection (Norris Museum, St Ives); the Proby Estate Collection (held privately); and the British Library. Further records concerning the Norman Cross Depot held in the Hardwick Collection at the British Library were not eventually consulted but may be of use should further information be required on either the site of the Depot itself or the smaller cemetery areas known to lie on the east side of the road.

Results and Discussion

i. Location of the Cemetery for the Norman Cross Prisoner of War Depot

A Prisoner of War Depot existed immediately to the north east of Norman Cross from 1796 until 1816. The Depot was the first in the country and was built to cope with the influx of prisoners from the Revolutionary and Napoleonic Wars. The location, history and architecture of the actual Depot buildings are well known (Brown 1880; Walker 1915)¹. During its period of existence some 8,000 prisoners were housed at any one time, in addition militia, administrators, medical personnel and construction and maintenance workers had accommodation within the depot. Several plans of the Depot buildings, believed to date from shortly after the demolition of the Depot at the end of the war, are included in Walker's study (*ibid.* 18 onward). However, the cemetery for the prisoners and militia has never been securely located, despite archaeological evaluations in 1990-91 by Peterborough Museum (Meadows 1991). There was concern that the

¹ The remaining earthworks were surveyed by the Royal Commission for Historic Monuments in 1984.

proposed road widening would result in the disturbance of, what is believed to be, an extensive area of burials lying to the immediate west or east of the road. It was therefore hoped that documentary research would enable an exact location and extent to be given for the cemetery so that mitigation procedures could be devised.

Initial research indicated that during the period the Depot was occupied there were a *minimum* of 1,770 prisoner deaths, of which some 1,000 occurred during an epidemic in the years 1800-1801. The number of prisoner deaths is taken from the certificates of death which were preserved and it is possible that these are incomplete or missing for certain years (Walker 1915, 36). Exact numbers of deaths of militia, administrators and other personnel is not currently known, although this data would be relatively easily available from a search of the burial registers for the surrounding parishes of Yaxley, Folksworth and Morborne for the period of occupation. The number of militia deaths is known to be a very small number in comparison with prisoner mortality.

Documentary research indicated that there were in fact five locations for interments according to the status of deceased and date of death;

- a. Up until 1813 militia and (English) officers were interred in Yaxley churchyard. This policy appears to have caused some ill feeling in the area by putting pressure on space in the churchyard;
- b. Throughout the period of occupation (1796-1816) some militia and particularly, carpenters, builders, wives etc, were interred at Folksworth churchyard;
- c. From 1813 to 1816 militia and (English) officers were interred in a small piece of ground adjacent to the Barrack Masters House known as the 'Military Burial Ground'. The site lay to the east of the Barrack Masters House and the ground appears to have been walled or fenced with a lockable gate. After the end of the war the site was to be given to the parishioners of Yaxley as compensation for the area of churchyard used prior to 1813. By the mid to late nineteenth century it appears to have formed part of the extended gardens and orchards of the, by then private, house; the few gravestones in the area having been removed. At present this area is still in private hands and its consecrated status is unknown. Burials are still believed to be contained in this area which is now an over-run garden².

² It may be considered archaeologically advisable to inform the present occupants of the history of this area of the garden!

d. At the commencement of occupation no special area had been set aside for burials of prisoners and an unknown number were interred immediately outside the walls of the Depot at the north east corner. It was reported in the late nineteenth/early twentieth century that agricultural activities did disturb some burials in this area. The status of the entire Depot site as a Scheduled Ancient Monument will presumably prevent further disturbance of these burials although it must now be ensured that the scheduled area includes all these burials.

e. At an unspecified date an area of land was purchased by the government to act as a 'permanent' prison cemetery. The government deeds concerning the purchase of this land, and the subsequent sale after the war, were not unfortunately located during this documentary search. However, the approximate location of the area is described in both Brown and Walker (*ibid.*) on the basis of verbal information from both local inhabitants and ex-militia. Earthworks of graves were also said to be still upstanding at the beginning of the twentieth century marking out the area.

The cemetery is reported to have been located within a field approximately a quarter of a mile up from the cross-roads at Norman Cross, several hundred *yards* to the north of the Depot and on the west of the Great North Road. Only a portion of the original field was purchased and of this it is further reported that only one corner was eventually used for burials. Walker (*ibid.* 36) states that 'the lower part' of the field was purchased whilst Brown adds that only a small quarter of the pasture field was used (Brown *ibid.* 111). Both sources agree that small mounds and depressions marking the area of *individual* graves could still be seen in the late nineteenth century leading to the area being known as 'The Lows'. After the war the government sold the land "along with all the dead that lay in part of it" (Brown, *ibid.* 111).

Figure 1 indicates the probable locations of the burials based on available documentary information. There are three possible locations, dependant on the understanding of the term 'lower' as either indicating the south of the field, or, given the topography of the area, the west of the field. The small triangular field to the immediate north, suggested locally as a possible burial area, contains undisturbed ridge and furrow and can therefore be discounted. A comparison of the location of the archaeological trenching carried out in 1990-91 with Figure 1 indicates that it is more likely that the burials lie in the west of the field, but given the large distances between trenches this cannot be guaranteed. The field lies within Folksworth parish and the lack of documentary and, particularly cartographic, sources for that parish has been discussed above. The absence of full tithe or enclosure records in particular has prevented a more exact location being given.

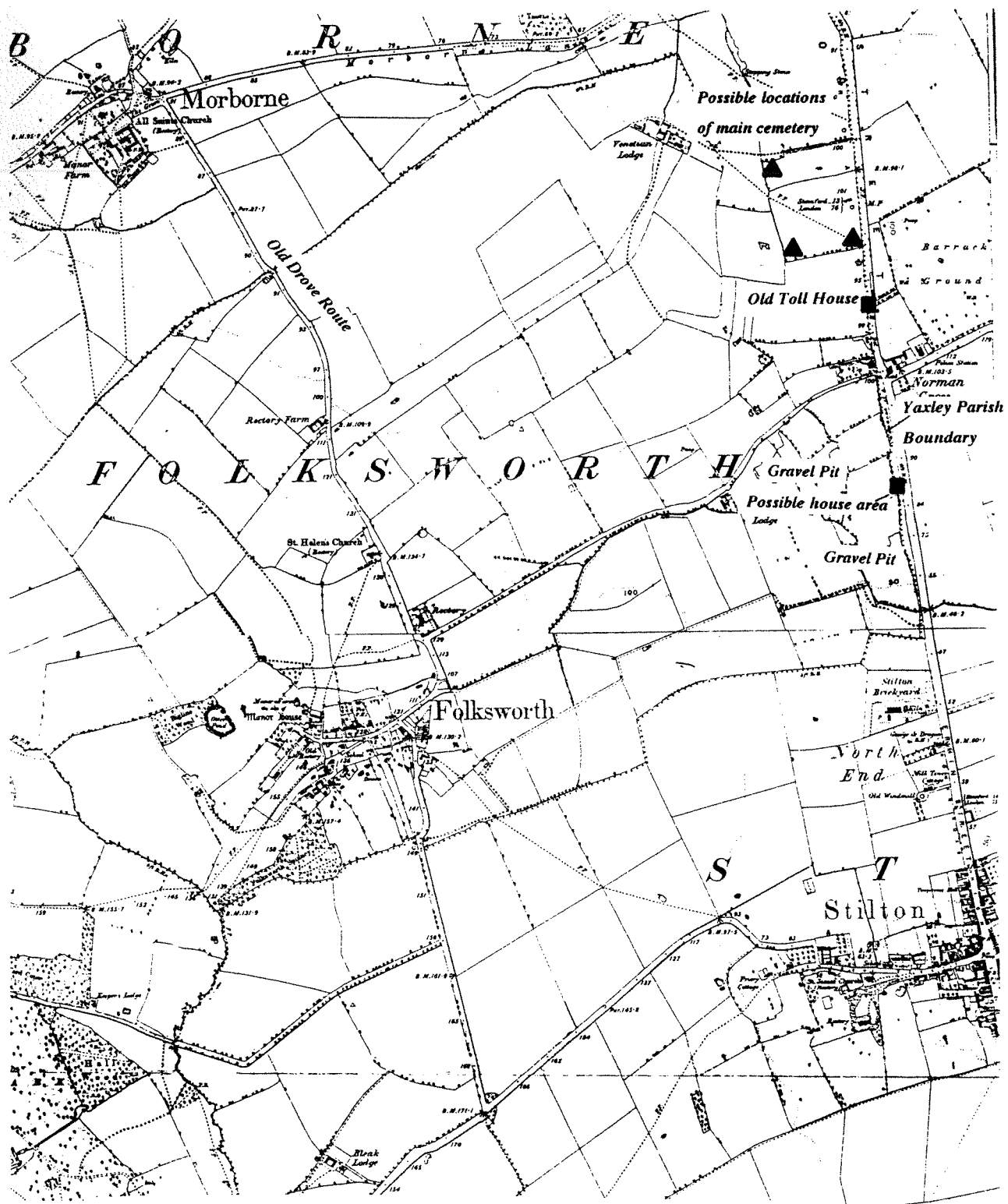


Figure 1 Folksworth Parish 1884-7 Showing probable locations of Prisoners main cemetery, location of the Toll House, approximate location of area held by Mrs Ashby, and gravel pits in vicinity of road. From: OS 6" Map 1884-7 Hunts Sheets VSW and IXNW (no longer at scale)

The high number of prisoner burials raises the question as to whether inhumation was in individual graves or mass burial pits. There is no direct evidence at present on this question although Walker and Brown (*ibid.*) both argue for individual burials with separate coffins being placed within *all* the graves. These arguments appear to be largely based upon moral outrage at the thought of mass burial rather than actual data, although reports of individual grave mounds suggest individual interments took place in some instances. This is an important question with implications both for the approximate area taken up by the prisoners burials and the possible complexities of excavation in the event of disturbance. If interment was individual then, given the number of burials, it is expected that an area of at least an acre is occupied by the cemetery.

ii. Evidence for changes in alignment of the Ermine Street and Discussion of the possible dates and reasons for this alignment

To the south of Norman Cross at approximately TL161/905 the parish boundary of Yaxley diverges from the present western edge of the A1 and runs along what has been described as a medieval hollow way several metres to the west (Pelling and Leith 1992). It has been suggested that this hollow way is placed between the agger and ditches of the original Ermine Street and this therefore indicates that some re-alignment has taken place since the Roman period. It was hoped that a date and cause for this re-alignment could be recovered from documentary sources. It was also possible that the parish boundary between Yaxley and Folksworth had itself moved from an original line along the middle of the old road route or the western edge of the present route and this possibility was explored.

The dearth of relatively recent cartographic and documentary sources including information on road and boundary lay out, such as that usually available from the Enclosure or Tithe Awards and Apportionments, had a particularly adverse affect on this area of the research. However, a brief outline of the history of the road, and its impact on the local economy and the land immediately surrounding it, is given below.

i. The Roman and Medieval Road and the major droving routes

For much of its length the modern A1 follows the important Roman road of Ermine Street which ran from London to York via Peterborough. At various points along its length research has recovered evidence for typical Roman raised agger and boundary ditches and Hindle (1993, 31) has suggested that the width and height of the central agger of Ermine Street indicates a major road route. The suggestion is confirmed by other historical and archaeological research into national Roman route ways. The Ermine Street appears to have been in continuous use up until at least the end of the Roman occupation and possibly beyond.

However, studies by Taylor (1979) have demonstrated that, during the medieval period, parts of the Cambridge to Peterborough stretch of Ermine Street were abandoned for some time in preference for drier routes lying to the west. A westerly route led from Alconbury to Wansford whilst slightly further east, a second route ran from Sawtry to Washingley, turning east to Folksworth and then north again to Chesterton. Both routes re-joined the Ermine Street further north. Examination of Figure 2 shows that, locally, this would have laid strong emphasis on the Washingley to Folksworth and Folksworth to Morborne routes and also, although not shown by Taylor, possibly the through route leading on to the old Roman road at Norman Cross. One of the uses of these roads would have been as drovers routes, although the peak in droving did not come until several centuries later.

By 1675 when Ogilby produced the first series of road maps showing the major, and several minor, roads in Britain, the major through route north from London was again considered to be Ermine Street, known by then as the Great North Road (frontispiece). Both Yaxley and Morborne are illustrated on this map, along with the village of Stilton which is shown as lining the route. Folksworth is not shown. The key to Ogilby's maps indicates that, where the road ran through enclosed areas the edge was shown as a solid line, but where the adjoining land was unenclosed the edge was dashed. It is interesting to note that from Stilton to approximately the parish boundary between Folksworth and Morborne the road is portrayed with a solid line on the west and a dashed line on the Yaxley side. Unfortunately Ogilby gave no indication of parish boundaries on his maps and so it is not possible to exactly recover the placement of the Yaxley/Folksworth parish boundary at that time relative to the edge of the road.

From the medieval period onward long distance droving grew steadily, reaching its peak between the seventeenth and the mid nineteenth centuries and this increase corresponded with the establishment of the turnpike system which itself commenced in the mid seventeenth century. Droving typically used both major route ways, for ease of travel, and minor roads, to avoid the increasingly common toll payments. Some metalled routes were also avoided in case of damage to the hooves of the cattle.

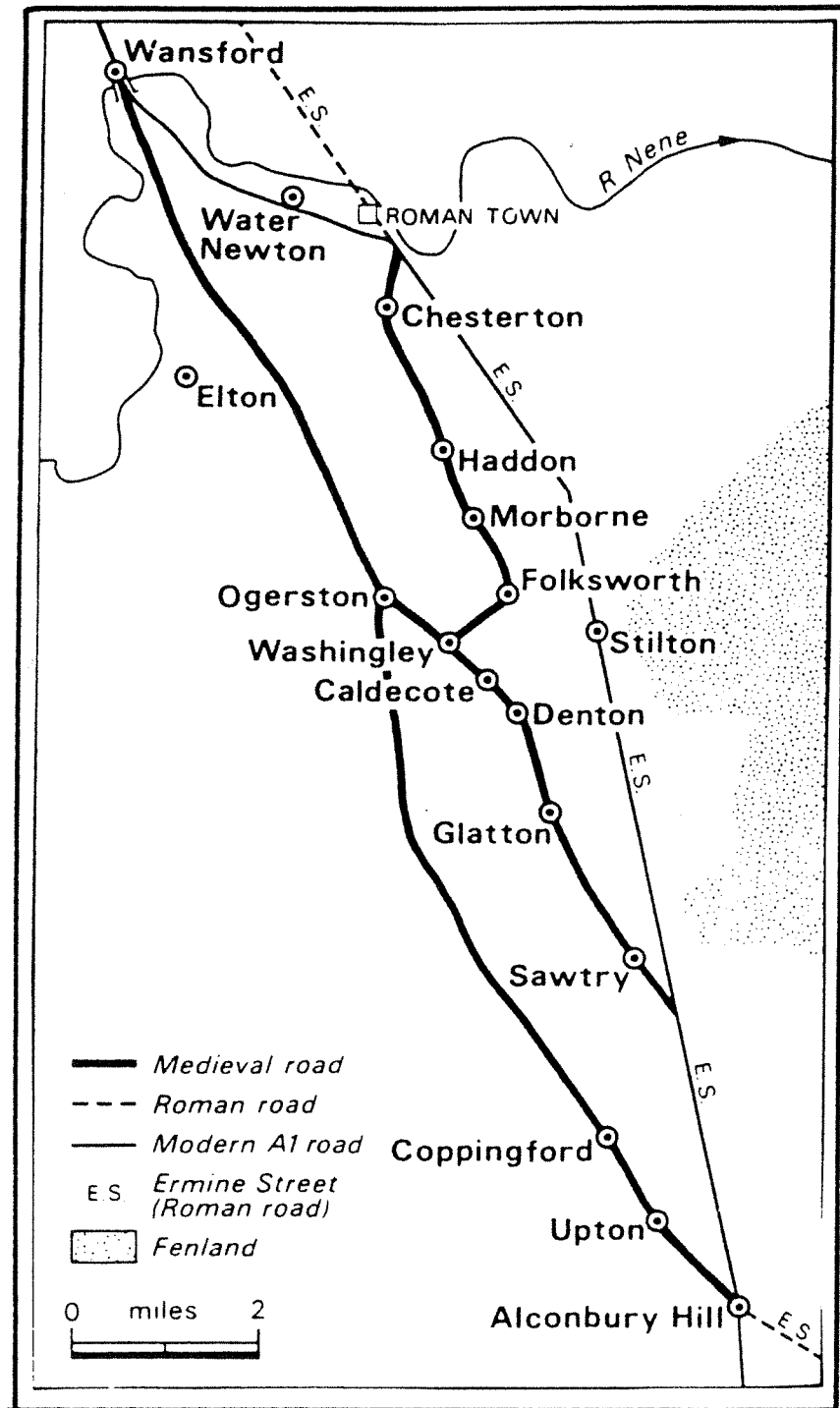


Figure 2

Medieval Roads in Cambridgeshire: Showing move away from Ermine Street
From Hindle, 1993 (After Taylor, 1979)

ii. Turnpiking and minor re-alignment of the road (or alteration in the parish boundary)

Increasing concern with the state of the roads in general, itself linked to increases in trade, travel and droving, led by 1550 to national legislation concerned with the maintenance of routes. Initially maintenance of particular stretches of roads was ruled as being the responsibility of the parish in which the road lay. This system was however widely seen as both unfair and difficult to enforce, particularly where major roads ran through small and/or poor parishes, exactly the situation which pertained at Folksworth where routes to the west and the north of the village retained importance for droving. The parish of Yaxley to the west of the Great North Road was considerably larger in terms of both area and population, having developed into a small market town in the thirteenth century, and these factors alone would probably have been sufficient to result in the parish boundary for Folksworth being placed on the western boundary of the Great North Road by this time, even if it had not done so originally. However, this is more likely to have resulted from minor re-alignments of the route itself rather than alterations in the ecclesiastical and administrative boundaries.

The Great North Road is historically important as one of the earliest routes to be turnpiked, and the entire stretch from Alconbury to up beyond Peterborough had been turnpiked by the late seventeenth century. The minutes of the Turnpike commissioners are available for much of the nineteenth century and these records indicate that compensation for both land and road repairing materials was being paid to landholders in Yaxley, notably Lord Carysfort and Mr Vice. Surprisingly, there is no note at that period of any moneys being paid to landholders in Folksworth either as compensation or for gravels.

Enclosure records of 1769 record that Lord Carysfort held land abutting the 'Great Highway' to the west (ie. on the east side of the road) but does not specify any land on the other side. However, a plan of Yaxley in 1821 shows that by then Lord Carysfort also held land immediately to the west of the Great North Road between Norman Cross and the Stilton parish boundary. This is the area which has been archaeologically identified as including relict agger and ditches and as forming a medieval hollow way. By 1821 the road was clearly positioned very slightly to the east and the Yaxley/Folksworth parish boundary is shown as running along the west edge of the relict road as at present. A very small area (0-0-24) between the holdings of Lord Carysfort was held by a Mrs Ashby - about whom no further information can be found.

Parish boundaries were not shown on the draft OS maps of 1790 to 1801 and so the survey of 1821 discussed above is the first on which the position of these boundaries is

shown. Prior to this documentary evidence on the relative layout of the fields and road comes indirectly from field terriers and land exchanges. It is interesting to note that there are no references in the extensive surveys of the sixteenth and seventeenth centuries of lands in Folksworth lying next to the boundary with Yaxley, instead references are made exclusively to land abutting the London Way or Kings Highway (both of which are alternative terms for the Great North Road). This is also true of several later eighteenth century surveys, although admittedly these are not so extensive and may not have included lands abutting on this southern area of the road.

On present evidence it would therefore appear that the road shifted to its present position at some time during the eighteenth or early nineteenth centuries. This is exactly the period during which the Turnpike Commissioners were active along this stretch of the road and it seems most probable that the alteration may be related to their actions. In a terrier of 1821 there is a reference to a "gravel pit ground" in Folksworth, the first mention of the quarrying of gravels in that parish since 1550. In 1844 there is also a mention of the use of one small field which was "much cut up by getting Gravel for the Roads" for which liberal allowance was made, on account of the scarcity of this type of material in the area. This gravel pit has now been identified as that still marked on nineteenth century maps, lying to the immediate east of Folksworth Lodge in the approximate area of the present Sheep Lair Farm (at approx. TL 158/907). This gravel pit appears to truncate the relict ridge and furrow in that area and may have shifted or expanded from the site of the gravel pits mentioned in 1550.

In the same survey of 1844 mention is made of lands adjoining (rather than abutting) the Great North Road about which it was recorded "all grass . . . by no means of first rate quality, but adjoining as it does the North Road between Stilton and Norman Cross it is valuable for droves". This small area was connected to the Great North Road (in its present position) by a small track and gate. This survey relates to the period towards the end of the importance of droving, which died out abruptly in the mid to late nineteenth century with the growth of the railways. This emphasis on pasture in fields adjoining or abutting the Great North Road is almost undoubtedly one which considerably pre-dated this nineteenth century record. A considerable amount of pasture is now known to have been present along the eastern boundary of Folksworth from the seventeenth century - resulting incidentally in the fossilisation of the ridge and furrow which is the subject of the present archaeological survey.

It seems probable that a switch in emphasis in the early modern period from the medieval routes further west, back to the Great North Road/Ermine Street, combined with the increasing numbers of drovers and cattle, resulted in a switch of emphasis from arable to pasture land in this area of the parish. Although decline in agricultural prosperity (and even population) following the decline in importance of the routes that ran from Washingley through the actual village of Folksworth may also be linked with the contraction of arable lands. The terrier of 1550 indicates that areas of pasture were then located to the centre and west of the parish, some of which adjoined the Folksworth to Washingley route

iii. Dates of exploitation for the quarries to the immediate south west of Norman Cross

Two areas of quarrying are shown as "Old Gravel Pits" on the 1885-87 OS map and, as both lie near the Great North Road and appear to cut into relict ridge and furrow archaeological interest focused on the date and role of these quarries.

It has already been noted above that some quarrying was being carried out for gravel for the roads in the mid nineteenth century and that this quarry was located just to the west of the then Folksworth Lodge. There are no records at that time for gravel quarrying in the area further to the south near the parish boundary with Stilton but, given the evidence for repair and possible re-alignment of the road during the Turnpike period it seems likely that these gravel 'pits' also date to this period or at least continue up until then.

There is a single reference to Gravel pits in 1550 and these are located as adjoining Stonehill Furlong in Mydle Field next to the spring called Streteway Spring. From the present understanding of the layout of the sixteenth century field system, this description would locate the quarry to the same approximate area as those presently known.

Other pits and quarries noted within the various terriers and surveys are Clay Pits (Claypitte Slade 1609-32; Clay Pitts Slade 1685; and Clay Pit Slade, 1761) and Redde Pyttes (1550). In the seventeenth century Clay Pitts Slade is located as lying in Stilton Field and presumably the actual pits adjoined this, whilst Redde Pyttes was located at one end of Wolnelonde Furlong in West Field. (See Figure 3).

iv. Buildings and occupation immediately to west of Great North Road/A1

In connection with the turnpiking of the Great North Road toll gates and weighing machines were set up at intervals along the route to collect the tolls. There is both documentary and cartographic evidence for the presence of a Toll or Turnpike House

(and weighing machine) to the north of Norman Cross and the widening of the A1 at this point would result in destruction of any foundations or structural remains associated with this toll house. The Toll House is shown on the draft OS map of 1790-1801 and again on the OS map of 1885-87 as the "Old Toll House" (Figure 1). It is situated within Folksworth parish abutting on the west side of the road at approximately TL1595/8108 (lying opposite the main entrance of the Norman Cross Depot).

Given the early date of the turnpiking of this stretch of road it is probable that a Toll House of some kind has existed at that spot since the early to mid seventeenth century and this, combined with the rarity of such remains (due largely to previous road widening schemes), suggests that the area should be subject to archaeological investigation.

Further south below Norman Cross, the Yaxley survey of 1821 records a very small area (0-0-24) held by a Mrs Ashby between the holdings of Lord Carysfort at approximately (TL 1601/9035). Within the area there appears to be a small building and, (with the eye of faith) this can also be seen on the draft OS 1" map of 1790-1801. Unfortunately there are no other contemporary records of a 'Mrs Ashby' within the Yaxley documentary sources. The building appears to lie just within the parish of Yaxley and is certainly not mentioned in any field terriers or surveys for Folksworth parish. As the building overlies the area of the relict road it must be presumed to post date the re-alignment of the road (Figure 1).

In addition to this remains of a post mill have already been located archaeologically at TL 1579/9172. This lies within the parish of Morborne and it was not within the brief of this study to carry out documentary research on this area. Should archaeological work go ahead on the structure some documentary research is strongly recommended.

Other than these three instances there is no evidence from the period post 1550 of any structures to the west side of the Great North Road. However, as emphasised above occupation cannot be discounted prior to the medieval period and archaeological material may be sealed by the ridge and furrow.

v. Assessment of the nature and date of agricultural earthworks to the immediate west of the A1, south of Norman Cross

Archaeological survey and aerial photography has revealed a considerable amount of relict ridge and furrow lying on the immediate west of the present A1 as it runs through Folksworth. This ridge and furrow abuts the 'medieval hollow way' on the east and extends west as far as a modern field boundary at approx. 157/901 to 155/905. A small amount is also present to the north west of the Norman Cross roundabout. The ridge and furrow is disturbed in two places by areas of quarrying or pitting - both of which areas are shown as "Old Gravel Pits" on the 1885 Ordnance Survey maps. The ridge and furrow is well preserved with remnants of several furrows and associated headlands. At the northern end the ridge and furrow respects the present brook that runs north south commencing at TL 158/908 but at the southern end near the boundary with Stilton a single furrow appears to have extended over the brook. A small amount of less well preserved ridge and furrow has also been noted in the field that became the Norman Cross Depot.

In the absence of any cartographic sources for Folksworth it was extremely difficult to trace the change in agricultural practices that led to the abandonment of this area of arable and its conversion to pasture. However, a sixteenth century terrier enabled reconstruction of the historic parish landscape at that period. Further, more limited, field surveys were then used to chart changes in the landscape and economy. Complete reconstruction of the pre-enclosure landscape was not possible as very few field names had survived into the modern period and so location of the old fields and furlongs was severely hampered. In many cases only approximate locations in the parish could be given (ie. to the south west of the village abutting on the Stilton parish boundary). The research was also limited in the amount of time that could be spent on this reconstruction. A complete list of field and furlong names gained from the various surveys is given in Appendix 1.

Figure 3 is an approximate reconstruction of the layout of the fields and furlongs in the sixteenth century. The parish was divided at that time into three large open fields, Mydle Field, Stylton Field and West Field. In addition to this a smaller Bulmer Field lay to the north of the village. By the seventeenth century some re-arrangement had taken place and Bulmere Field had become part of the 'new' Morborne Field. By the eighteenth century a Home Field had also been introduced.

In addition to the large open fields with their associated furlongs, headways and balks the terrier also makes references to several meadows and closes and also the 'Great Pasture' of Folksworth, which appears to have laid to the immediate south west of the church between the roads. Gravel Pits, clay pits and a "dych" are also referred to. Unfortunately time was not available within the context of this report for a full analysis of the agricultural system or the historic landscape however consideration of the field and furlong names immediately indicates certain elements. The parish appears to have contained several wet or boggy areas (as reflected in the frequent use of the term '*slade*', *Bullmere*, *Rushe* furlong) which contrasted with the higher ground (Bulmer Hill, Hareborough Hill, Hanging Hill). Areas of intercommon existed with the parish of Stilton to the south and there were relatively few areas of small closes. There is little indication of any woodland (although this may be due to the type of survey) and no reference to a mill laying outside of the village (the survey does not deal with the immediate area of the village).

Several route ways across the parish and adjoining the parish boundary are referred to directly and indirectly. These include Barfurlough Way, Burough Way, Church Way, Hunter Way, Strete Way and the London Road (also known as the Kings Highway to London). A later seventeenth survey also refers to Crowland Way and Haddon Way - although this may merely be due to changes in road names rather than additional roads. Some field and furlong names also reflect the presence of roads such as Streteway Spring, Strete Furlong, Newland Way Furlong, Church Way Furlong, and - more indirectly - Stangate Furlong and Harborough Furlong. The latter may be derived from the term Harbour or Cold Harbour which are names frequently associated with rest places along roads, and specifically drove routes. Salteway, Stangate and Strete Way are also terms frequently indicative of the presence of a Roman road.

Careful reading of the detailed sixteenth century survey appears to show that the land right up to the London Way (the present A1, prior to re-alignment) was under arable cultivation as part of Strete Way lying next to Strete Spring (the present Brook). However, as discussed above, this appears to have been turned to pasture by at least the nineteenth century and, on the evidence of the seventeenth and eighteenth century surveys, probably considerably earlier. Previous to this leys and pasture appear to have been concentrated in the areas of Salteway Furlong (West Field), in parts of Bulmer Field and along the Strete Way in Middle Field and Church Way in Brook Furlong (Middle Field). Thus concentrating on the main routes through the parish.

Conclusions and Recommendations

Despite the paucity of available documentary material for the areas defined for this research, it has been possible by detailed examination of those sources which do still exist, to address all of the subjects of archaeological concern. It has been possible to examine elements both of the medieval (agricultural earthworks); the early modern (quarrying, road re-alignment, and later buildings); and later historic landscapes (cemetery and Depot).

The role of the road has been stressed throughout the period of the study as a route-way, and as a strong influence on the economy and society of the surrounding parishes. In particular the impact of the main drove routes through the parish of Folksworth have been explored and alterations in the historic agricultural landscape linked to shifts in emphasis between the major routes running through the parish. Although it has not been possible to explore this impact in detail within the confines of this report, it is probable that the re-routing of the droves along the present A1, combined with the re-alignment of the road to run through Yaxley on both sides, may also have strongly influenced the stagnation of population and settlement at Folksworth. It is noted that the church lies some distance from the furthest extension north of the present village and this may be an indication of village shrinkage.

It is important to recognise that many of the road-linked historic landscape elements discussed should ideally be examined not only at the local or parish scale but also at the broader scale, taking in a longer length of the route. Studies of the placement of Roman settlements along, what was primarily a Roman constructed route, have already been carried out. However the impact of the road during the post Roman periods has too often been ignored archaeologically.

This report has highlighted the importance of the existence of the drove routes to the parishes along their routes. It is already known that, at some date, drove routes in this area from Alconbury to Peterborough changed and further examination of these alterations, and the impact on the economy of the parishes along the routes should be seriously considered as part of the archaeological survey of the A1 widening area. Pelling and Leith (1992) indicated that there was a surprising amount of relict ridge and furrow along the line of the A1 and, given the results of this historical research, it appears likely that this is a result of a similar shift from arable to pasture along the later medieval drove route as it passed through other parishes. Historical research on these areas, linked to the destruction of that ridge and furrow by the A1 widening, could provide invaluable information on the dates that this occurred and its extent. Thus enabling examination of the changing patterns of droving across the county over time.

During the later phases of its use the route was lined with buildings concerned with the administration of the turnpike system. Toll houses were usually constructed at intervals of ten to fifteen miles, often with accompanying inns, and hostelries, all of which influenced the developments of the villages to which they were attached. The status of the A1 as one of the first routes to be turnpiked makes a study of the position and type of these tolls particularly important.

Even in the modern period, one of the deciding factors in the placement of the Norman Cross Prisoner of War Depot was the easy accessibility of the site from main ports and from London, provided by the road network. The Depot, with its cemetery and (later) memorial are thus only the latest of many landscape components linked to this archaeologically and historically important route way.

Acknowledgements

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OS Pathfinder Maps 1: 25 000 918, 939

Turnpike Commission Minutes and papers Alconbury-Peterborough HRO X46 1/98

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Appendix 1

List of Fields, Furlongs, Closes and Roads in Folksworth at various dates 1550-1936

| Date | Open/Great Fields | Closes and Furlongs | Roads and Ways |
|-------------|--------------------------|--------------------------------|-----------------------------------|
| 1550 | | | Barfurlough Way |
| 1550 | | | Borough Way |
| 1550 | | | Church Way |
| 1685 | | | Crowland Way |
| 1685 | | | Haddon Way |
| 1550 | | | Hunt(er) Way |
| 1550 | | | London /(Kings Highway to London) |
| 1685 | | | London Road |
| 1550 | | | London Way |
| 1761 | | | North Road |
| 1550 | | | Strete way |
| 1760 | | Barn Close | |
| 1760 | | Bell Close | |
| 1879 | | Bells Close | |
| 1936 | | Bigling Wood | |
| 1550 | | Broke Meadow | |
| 1724 | | Bull More Meadow | |
| 1609-32 | | Bullmere Meadow | |
| 1761 | | Bullmore Hill Close | |
| 1760 | | Bulls Close | |
| 1821 | | Bullymore Hill | |
| 1821 | | Bullymore Meadow | |
| 1550 | | Bulmer Hill | |
| 1636 | | Bulmer Hill Close | |
| 1760 | | Bulmore Hill Close | |
| 1760 | | Butt Close | |
| 1879 | | Chapel Close | |
| 1761 | | Clay Pit Slade | |
| 1760 | | Cooks Pen | |
| 1760 | | Cow Close | |
| 1550 | | Curtes Close | |
| 1550 | | Damedyshe meadow | |
| 1550 | | Dames Dych | |
| 1550 | | Fallow feld | |
| 1936 | | Folksworth Spinney | |
| 1760 | | Folly Close | |
| 1760 | | Fullers Close | |
| 1821 | | German Dilly | |
| 1821 | | Gravel Pit Ground | |
| 1550 | | Gravel Pits (next Mydle Field) | |
| 1609-32 | | Great Pasture | |
| 1550 | | Great Pasture | |
| 1879 | | Harbor Hill | |
| 1550 | | Harborough Slade | |
| 1550 | | Hareborough Hill | |
| 1761 | | Hill Close | |
| 1760 | | Home Close | |
| 1821 | | King Close | |
| 1761 | | Lawrence's Hill Close | |
| 1849 | | Lentons Upper Close | |
| 1550 | | Little Close (of Miles Forest) | |
| 1761 | | Little Glebe Close | |
| 1761 | | Long Close | |
| 1550 | | Long Hussey (field?) | |
| 1760 | | Middle Wood Close | |
| 1821 | | Morborn Hill | |
| 1879 | | Narrow Close | |
| 1550 | | Redde Pyttes | |
| 1760 | | Scotley's Close | |

| | | |
|---------|----------------|------------------------|
| 1760 | | Scotney' Wood |
| 1760 | | Sibleys Close |
| 1879 | | Skilletts Close |
| 1879 | | Stilton Close |
| 1550 | | Stockwell Hollow |
| 1760 | | Stockwells |
| 1550 | | Strete Spring |
| 1550 | | Strete way Spring |
| 1550 | | Stylton Mere/more |
| 1761 | | Town Close |
| 1760 | | Towns End Close |
| 1879 | | Towns End Close |
| 1849 | | Vice's Close |
| 1761 | | Willow Row |
| 1879 | Bottom Field | |
| 1550 | Bulmere Field | Alryne/Hanginghill |
| 1550 | Bulmere Field | Gorydole |
| 1550 | Bulmere Field | Lytle Bulmere |
| | | Furlong/Feld |
| | | More Furlong |
| | | Newlande Furlong |
| | | Red Land |
| | | Strete Furlong |
| 1550 | Bulmere Field | |
| 1550 | Bulmere Field | |
| 1550 | Bulmere Field | |
| 1550 | Bulmere Field | |
| 1760 | Home Field | |
| 1760 | Home Field | |
| 1760 | Middle Field | |
| 1760 | Middle Field | |
| 1879 | Middle Field | |
| 1609-32 | Middle Field | Brook Meadow |
| 1685 | Middle Field | Bulmer Meadow |
| 1685 | Middle Field | Glebe Close |
| 1685 | Middle Field | Glebe Headland |
| 1609-32 | Middle Field | Long Furlong |
| 1609-32 | Middle Field | Personage Meadow |
| 1609-32 | Middle Field | Personage Meadow |
| 1609-32 | Middle Field | Stonehill Furlong |
| 1609-32 | Middle Field | Townsend Furlong |
| 1685 | Middle Field | Well Slade |
| 1609-32 | Middle Field | Well Slade Furlong |
| 1760 | Morborn Field | |
| 1685 | Morborn Field | Bulmer Meadow |
| 1685 | Morborn Field | Numans long Close |
| 1760 | Morborne Field | |
| 1609-32 | Morborne Field | Brooks Furlong |
| 1685 | Morborne Field | Cookes Penn |
| 1609-32 | Morborne Field | Folksworth Close |
| 1685 | Morborne Field | Glebe Meadow |
| 1685 | Morborne Field | Hanghill |
| 1609-32 | Morborne Field | Hanghill Furlong |
| 1609-32 | Morborne Field | Long Hayden |
| 1685 | Morborne Field | Long Hayden |
| 1609-32 | Morborne Field | Newland Way Furlong |
| 1609-32 | Morborne Field | Stangate Furlong |
| 1609-32 | Morborne Field | Stockwell Furlong |
| 1609-32 | Morborne Field | Street way Furlong |
| 1550 | Mydle Field | Barfulough Way Furlong |
| 1550 | Mydle Field | Brode Arse Furlong |
| 1550 | Mydle Field | Broke Furlong |
| 1550 | Mydle Field | Bryre Furlong |
| 1550 | Mydle Field | Bulmer Hill Furlong |
| 1550 | Mydle Field | Bulmer Hill Leys |
| 1550 | Mydle Field | Bulmer Medow |
| 1550 | Mydle Field | Church way Furlong |
| 1550 | Mydle Field | Cley Furlong |
| 1550 | Mydle Field | Furlong abutteth |
| | | Sholdercote Furlong |
| 1550 | Mydle Field | Furlong next Stangate |
| | | Furlong |
| 1550 | Mydle Field | Husway Furlong |
| | | Ba(..) Furlong Way |

| | | | |
|---------|---------------|--------------------------|-----------|
| 1550 | Mydle Field | More Furlong/Leys | |
| 1550 | Mydle Field | Myde Land Furlong | |
| 1550 | Mydle Field | Saynt Elen Bank Furlong | |
| 1550 | Mydle Field | Shal(.)ercote Furlong | |
| 1550 | Mydle Field | Stangate Furlong | |
| 1550 | Mydle Field | Stonehill Furlong | |
| 1760 | Stilton Field | Welslade Furlong | |
| 1760 | Stilton Field | | |
| 1685 | Stilton Field | Brook Meadow | |
| 1685 | Stilton Field | Clay Pitts Slade | |
| 1609-32 | Stilton Field | Claypitte Slade | |
| 1685 | Stilton Field | Glebe Land | |
| 1609-32 | Stilton Field | Harbrow Hill Furlong | |
| 1609-32 | Stilton Field | Rushe Furlong | |
| 1550 | Stylton Field | (T/C)Sotton Hill Furlong | |
| 1550 | Stylton Field | Maple Furlong | |
| 1550 | Stylton Field | Norfurlong | |
| 1550 | Stylton Field | Strete Furlong | |
| 1550 | West Field | | Salte Way |
| 1550 | West Field | (abutteth) Dame Slade | |
| 1550 | West Field | Blackeamy | |
| 1550 | West Field | common balk | |
| | | (intercommened) | |
| 1550 | West Field | Flaxlande | |
| 1550 | West Field | Gore Furlong | |
| 1550 | West Field | Hareborough Hill | |
| 1550 | West Field | Rushe | |
| 1550 | West Field | Salteway | |
| 1550 | West Field | South Langlande | |
| 1550 | West Field | Stone Furlong | |
| 1550 | West Field | Wolnelande | |



Cambridgeshire
County Council

Archaeology

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