

## 1 of 40 Multi-Cultural Great Britain Landscape Series by M.R. Mumford

This eBook is a mixture of research documents and interactive hyperlinked web sites. The A5 road London to Ireland with historical and commercial features, ending at Caergybi (Holyhead) across Ynys Mon Anglesey follows original Roman routes. See more heritage and history of Holyhead and District from 1809.

<http://www.landscape-guides.co.uk/cat.asp?CatID=44> Carneddau means cairns, referring to Iron and Bronze Age burial sites. One look at the map reveals the extent of these ancient civilizations, for on many of the hilltops especially those of the north, are the words 'fort', 'burial mound', 'hut circle', 'stone circle'. The last of these civilizations, the Ordovices, would have farmed on the upper Carneddau slopes when the Romans came to Wales between 75AD to 400 AD. Many Romans settled and developed large parts of Romano England with fine towns.



<http://www.cheshirewestandchester.gov.uk/visiting/museums/grosvenor-museum.aspx>

Although these proud Celtic tribesmen resisted with all the resources they could muster, they were defeated by Julius Agricola somewhere between AD75 and 77. The Ordovices would have had to watch from the hilltops as the invaders built their powerful fort, Canovium, at Caerhun in the Conwy Valley and the road across the mountain pass of Bwlch y Ddeufaen to their fort at Segontium (Caernarfon). After a period of further resistance Agricola ordered his troops to exterminate the Ordovices and it is believed that he succeeded, for history has no further mention of them. Though this area of the Deceangli, the Romans built a number of Legionary fortresses from their Deva (Chester) to Pestatyn, Canovium (Caerhun) and on to Segontium (Caernarfon). With other link roads down the Conwy Valley from Rowen and Llanbedr y Cenin.



Original 2000 year's old Roman Road at Blackstone Edge east of Rochdale, on the border between Lancashire and Yorkshire



All by-passing Penmaenmawr via Aber. From the above map of Wales over 50 fortresses with linking roads. From these early beginning's we have our existing towns and remains still

with us today.

See Pen-y-Groes to Caernarfon <http://www.landscape-guides.co.uk/cat.asp?CatID=42>

Packhorses were used on very primitive roads or pathways. In steep places large stone or slate slab steps were laid to help the horse to climb and descend with their heavy loads.



Aber is very much about roadways from the bronze age to the instigation of the turnpikes. Aber was a major transit point from the North Wales and Anglesey to the markets of Wrexham and Chester, there were no bridges so all rivers had to be forded or ferried across. After crossing the Menai Straights the biggest problem was the crossing of the river Conwy. If you were taking livestock to market or other places you needed to cross the river Conwy, to do that you needed two large pieces of flat land for your stock to be assembled, before you went into the water and then a large piece of land to come out on to, the land was ideal at Tal Y Cafan, drovers could cross there and so could the ferries for people, until Telford bridges replaced them in 1826.

**Packhorses were used since The Roman period starting AD75, right up to the 19th century in hilly areas**

## Early Turn Pike Trust Roads

The term "turnpike" originates from the similarity of the gate used to control access to the road, to the barriers once used to defend against attack by cavalry. The turnpike consisted of a row of pikes or bars, each sharpened at one end, and attached to horizontal members were secured at one end to an upright pole or axle, which could be rotated to open or close the gate. Roads were just wide mud tracts in winter, in summer not much better. When you approach Leominster you can still see a raised pathway, in Malvern their main road is even wider than our picture shows with common grazing land on both sides of a modern road today. <http://www.actonscott.com/historic.php> . Original farm wagon from farm museum.



The above Great North Road near Highgate, on the approach to London before turnpiking. The highway was deeply rutted and spread onto adjoining land. The inset wagon was the last in a long line of wide iron rimmed wheels for getting through the mud.

Tudor statutes had placed responsibility on each parish to maintain all its roads. This arrangement was adequate for roads that the parishioners used themselves but proved unsatisfactory for the principal highways that were used by long-distance travellers and waggoners. During the late 17th century, the piecemeal approach to road maintenance caused acute problems on the main routes into London. As trade increased, the growing numbers of heavy carts and carriages led to serious deterioration in the state of these roads and this could not be remedied by the use of parish statute labour. An alternative approach to coordinate effort on a single highway that passed through several parishes was introduced in 1663, when an Act of Parliament gave the local justices powers to erect tollgates on a section of the Great North Road, between Wadesmill, There was a small number of similar schemes during the later decades of the 17th century but all of these were managed by the justices in quarter sessions, rather than by an independent trust. This is a 4 page FREE SAMPLE of 18 page downloadable eBooks: <http://www.landscape-guides.co.uk/easyview2.asp>