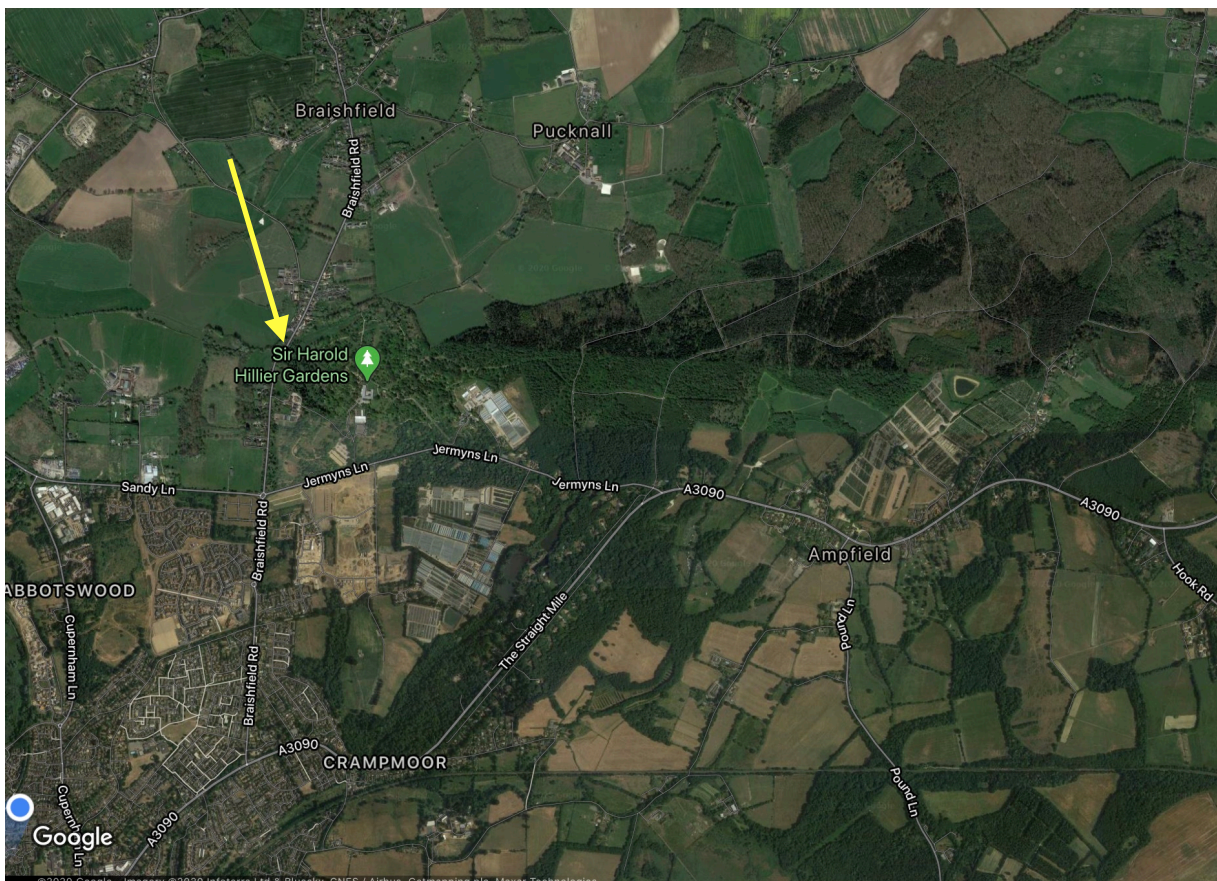


What route would an Anglo-Saxon have followed when travelling between Romsey and Winchester? I have argued that the main routeway ran east from Romsey to Crampmoor where it crossed the bridge mentioned in the Romsey charter (S 812) of c.972. From there it continued along Green Lane, through Gosport to Ampfield and so to Winchester. I have also written a paper describing a route north along the Test valley, crossing Greatbridge causeway and running through Timsbury and Michelmersh and on towards King's Somborne. This would have met the Roman road from Winchester east of the Horsebridge crossing. There is some evidence that this crossing and possibly the Roman road itself had gone out of use by the late Saxon period. We think that 'the old killing place' mentioned in the Chilcomb charter of 909 (S 376) was located along this road. If the execution site had gone out of use by this date, it could indicate that the road had as well. In this case, there must have been an alternative route towards Winchester along the road crossing the river at Stockbridge, a bit further to the north. This would have been a long, out of the way, route to get from Romsey to Winchester. However, it would have taken advantage of an almost level stretch of road along the valley, significant for an ox-drawn cart. At least by the 10th century, the road from Winchester to a crossing of the Test must have been well maintained.

Another route north out of Romsey is indicated by evidence in a 10th century land grant charter. One of the landmarks on the Michelmersh boundary, described in 985 (S 857), is a bridge across the Fairbourne. This was located on the present day Braishfield Road, arrowed below. From this road, a traveller could have headed east towards Winchester through Pucknall and Woolley Green. There are Roman remains at Braishfield and Woolley Green. These settlements would have been connected to the town of Venta Belgarum, Winchester, by rural roads or tracks. In my paper on Ticcenesfelda, I suggested that the woodland at Ampfield would have been accessed from the north to make use of this route towards Winchester and Crawley. Alternatively, a traveller could have continued north through Braishfield and then northeast along the horseway, another Michelmersh charter landmark. This route, presumably unsuitable for ox carts, led up to the Roman road passing Farley Mount. We think the old execution site was located nearby at a barrow labelled Robin Hood's Butt on the 1588 Hursley map. I have discussed this route in my paper on Stemnes Path.



So, there were several possible routes to follow by heading north from Romsey and then east to Winchester. Today's travellers are very unlikely to take any of these; they either head out of Romsey up Winchester Hill and along The Straight Mile or else take Cupernham Lane to Sandy Lane and then Jermyns Lane. The straight turnpike road was an infrastructure improvement of the late 18th century. It diverted traffic away from the early route along Crampmoor Lane, which is now signposted as a 'No through road'. This is a considerable loss of status for a road that was probably an important routeway for some 900 years. Does Jermyns Lane have such a long history?

July 18 1924 p8 Jermyns

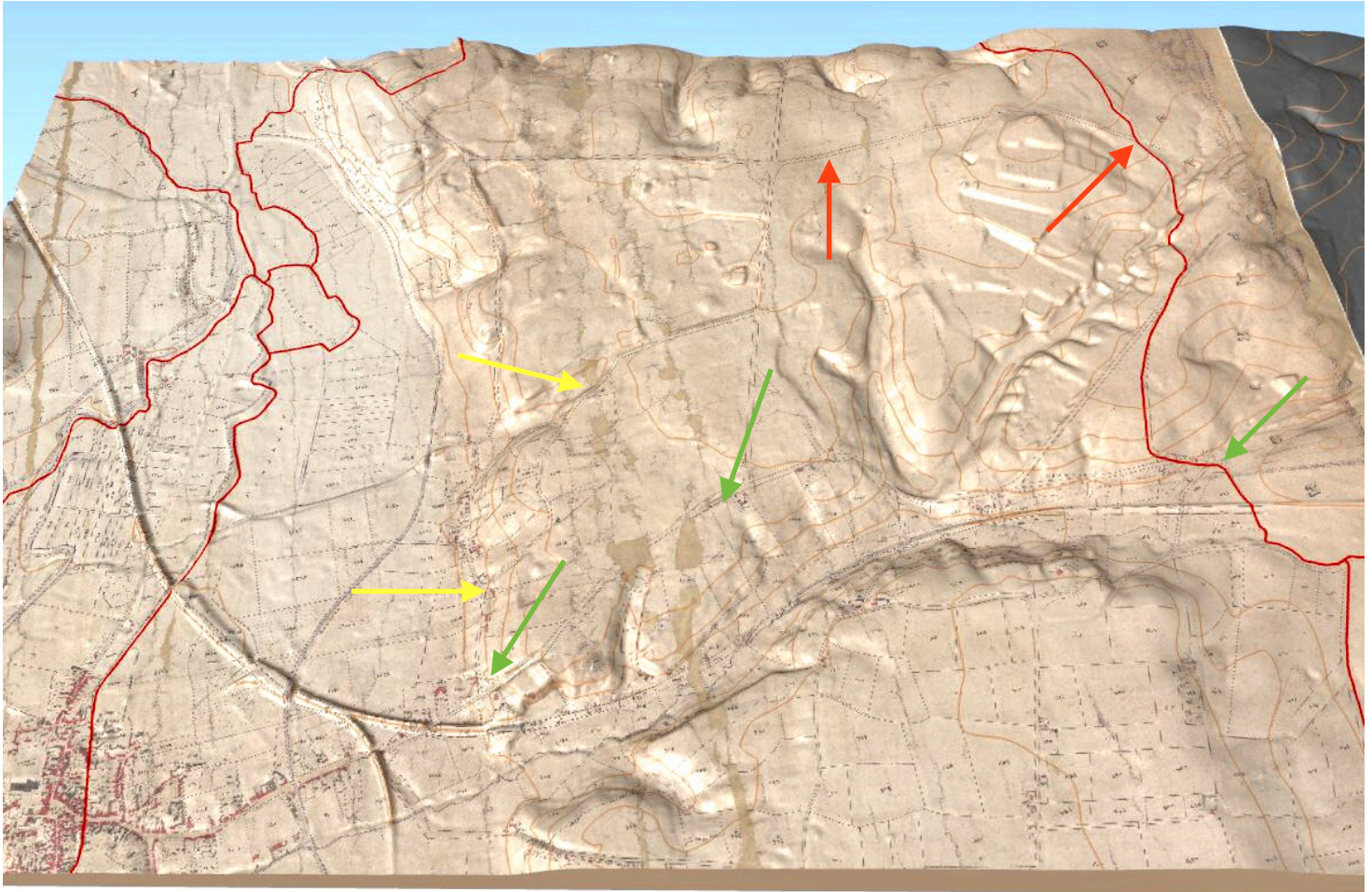
### THE STORY OF JERMYNS.

As Jermyns has become such an attractive place, it may not be out of place to give a few historical details. In the first place, possibly the original road to Winchester led out of Romsey, through Cupernham, past Jermyns and the Bloody Bridge and joined the present turnpike road. Crampmoor, in olden times, was probably reached from Romsey by a by-lane. As explaining the name "Bloody Bridge," it may be said that Cynegils, the first Christian King of Wessex (611-643 A.D.) is supposed to have met his death beside a brook in Jermyns Lane.

The late Mrs. Suckling says that Jermyns, in 1819, was part of the estate of "Abey's wood" acquired by John Foster in 1539-40. Early in the 18th century the property now called Jermyns belonged to a family named Jarman, who lived on the site of Mr. Pepper's house. On a large flat stone in Romsey Abbey is an inscription with the date defaced: "Here lyeth William Jarman, of Abbots wood, in this parish, who dyed aged 79. Also of Alice, his wife, who dyed November, 1745." The Jarmans sold "Jermyns" proper to the Heathcotes, somewhere about 1819, and probably its identity with "Abey's wood" was then lost. The Jarmans called all their estate "Abbots wood," although on the Fleming map it is all styled "Jarman's farm," and in 1792 it was all rated as "Jarmans." Somewhere about the 1860's we learn that a Romsey chemist, named Jones, poisoned by accident a Mrs. Sergection Smith, who was then living at Jermyns, and the story long thrilled Romsey to its depths. Some time after that Mr. Edward Gordon Linzee lived at Jermyns for 50 years. Mr. Joseph Ellershaw Pepper has been the owner for about 20 years, and his kindness in throwing

Many local historians have held the view that the main route from Romsey to Winchester followed Jermyns Lane. This idea has been around for a long time, as this 1924 cutting from the *Romsey Advertiser* demonstrates. The relevant passage reads: *possibly the original road to Winchester led out of Romsey, through Cupernham, past Jermyns [house] and the Bloody Bridge and joined the present turnpike road. Crampmoor, in olden times, was probably reached from Romsey by a by-lane. As explaining the name "Bloody Bridge," it may be said that Cynegils, the first Christian King of Wessex (611-643 A.D.) is supposed to have met his death beside a brook in Jermyns Lane.* This seems to imply that the road dates back to the 7th century, which is highly unlikely. There is no record of the location or circumstances of the king's death, certainly nothing to link him with Jermyns Lane. Perhaps this local myth influenced the belief that Jermyns Lane was an Anglo-Saxon routeway.

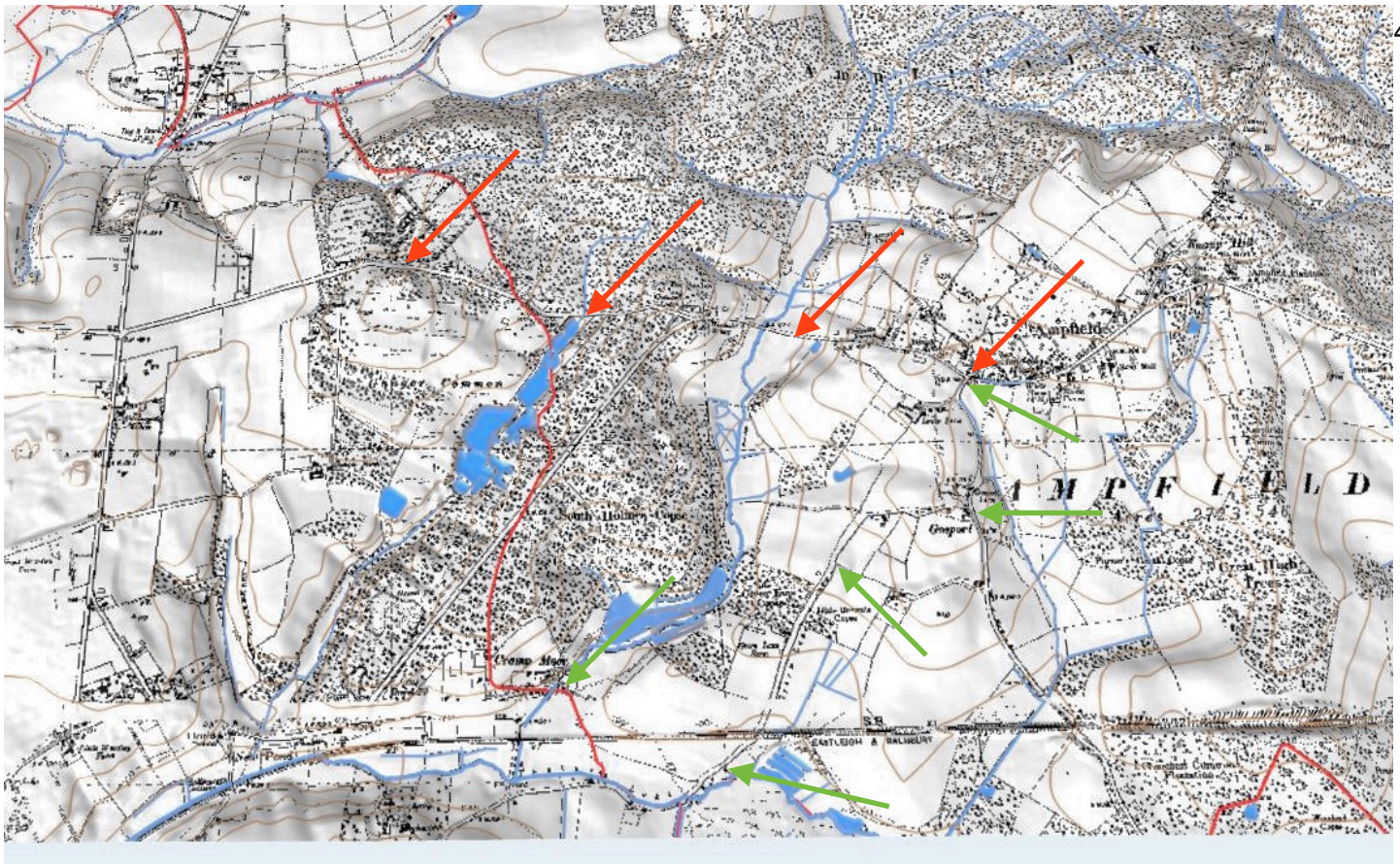
A pre-Conquest date for Crampmoor Lane is attested by the mention of a bridge in the Romsey charter at the point where the road met the boundary of the estate. The route from the town can be traced on the 1845 tithe map. To the east of the boundary lay the southern tip of a tract of land described in the early 10th century Ampfield charter. The continuation of the route towards Winchester probably ran alongside the *haga* bounding that land and on to Ampfield. Here it would have met up with traffic travelling east along Jermyns Lane. The Crampmoor Lane and Jermyns Lane routes are not alternative routes from Romsey to Winchester, they are alternative routes to Ampfield. I want to examine the roads within the landscape to consider the likelihood that this choice was available to the Anglo-Saxons.



Above is a 3D view of the 1845 Romsey tithe map. Contour lines are at 5m intervals. Parish boundaries are dark red. Green arrows point out the road to the bridge at Crampmoor. Jermyns Lane is arrowed in red. The town of Romsey lies on a broad, flat river terrace of the Test at about the 15m contour. The road continuing east from The Hundred climbs out of the valley and up through the series of stepped terraces. The first green arrow points to the junction with Cupernham Lane. It heads north along the edge of the second terrace. A traveller

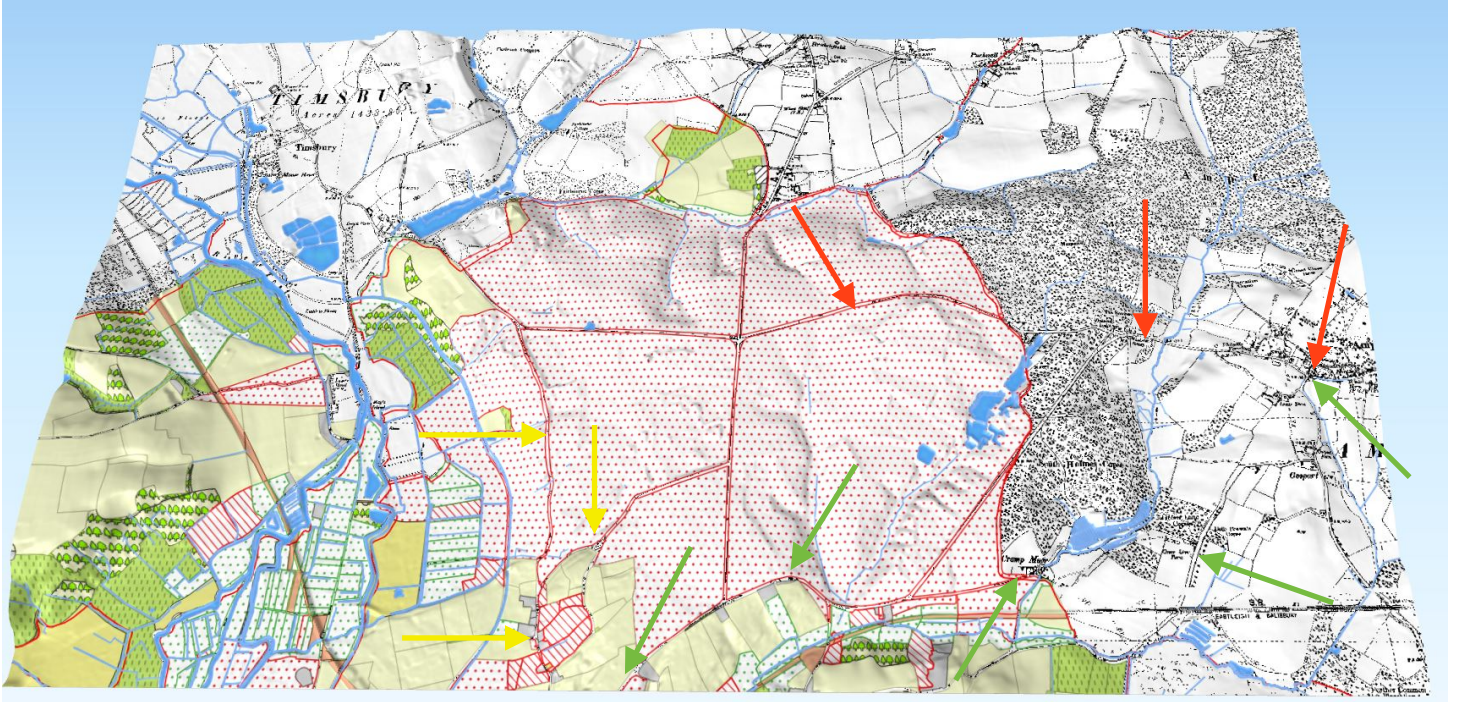
heading towards Jermyns Lane would have had a steep climb through three more terraces to reach the plateau at the 40m contour. The detail map shows two roads branching off from Cupernham Lane, Woodley Road to the south and Richmond Road. Yellow arrows mark the route. The plateau is relatively flat. Jermyns Lane climbs to a height of 60m before descending into a valley towards Bloody Bridge, beyond the parish boundary. The Crampmoor route rises to 40m before heading down into the valley of the Tadburn.





The Crampmoor route from the town to the parish boundary was shorter than that along Jermyns Lane. Its probable course on to Ampfield, arrowed in green, ran alongside the *haga*, now Green Lane. The road turns north from Gosport along the side of a narrow valley to the junction with Jermyns Lane. Although shorter, this northern route crosses two valleys and would have required two bridges. It might have passed to the south of Ampfield Hill to avoid the climb. The 1812 enclosure map below shows the road with Bloody Bridge arrowed. This is the earliest evidence we have of the bridge.

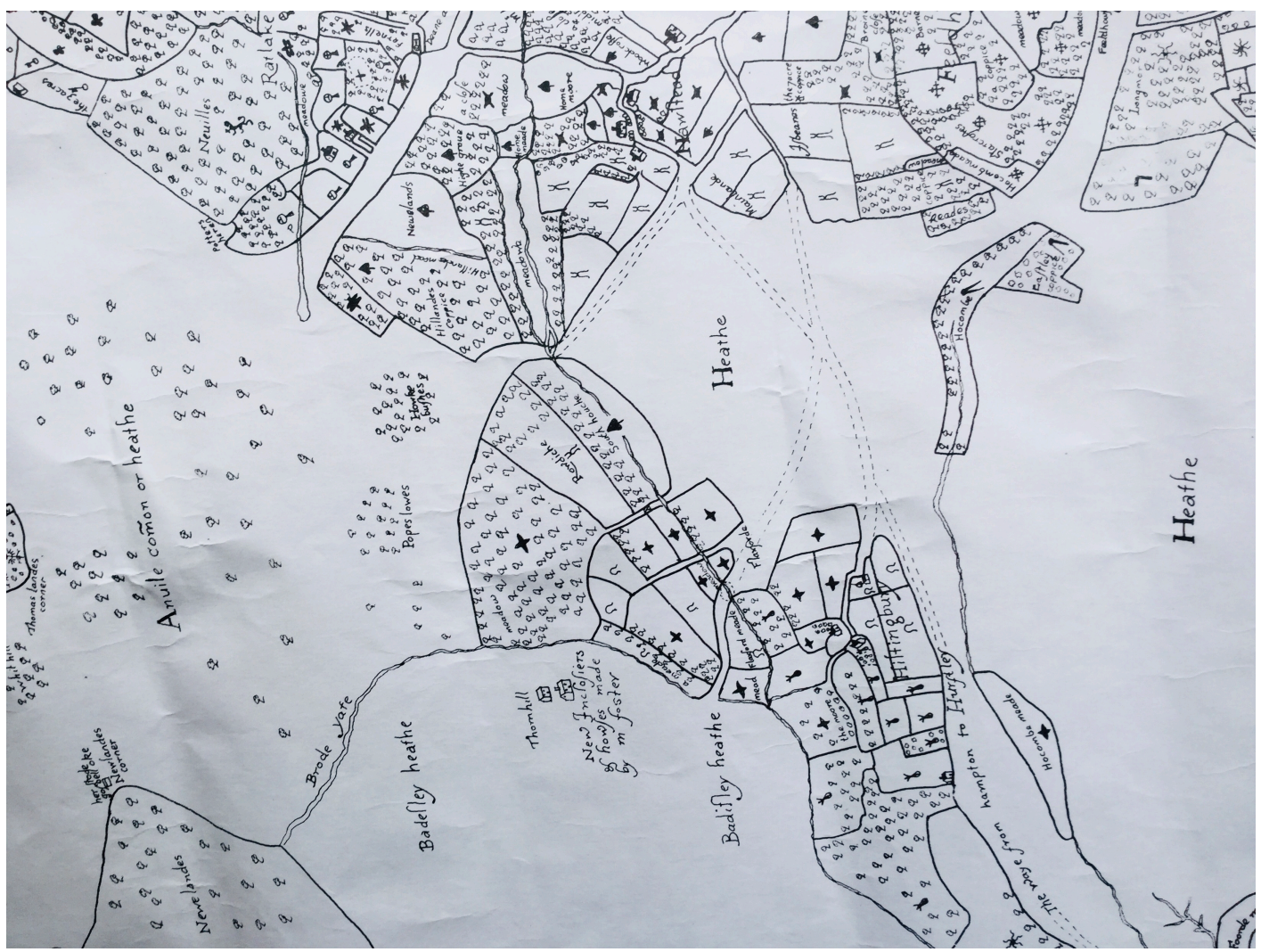




The map above shows fields on the 1845 tithe map categorised by land use. The red dots denote tithe free land. The mid-19th century roads and the topography show up well against this background. I think a large part of this tithe free area was woodland, as the name Abbotswood demonstrates. The route to Ampfield via Crampmoor is indicated by green arrows and Jermyns Lane by red. Yellow arrows point to two possible routes along Cupernham Lane towards Jermyns Lane, either heading northeast or continuing north and then east. Whichever route was taken, travelling to Ampfield via Jermyns Lane was a longer journey involving more ups and downs than heading east to Crampmoor.



Above is a section of the 1588 Treswell map of the Hursley estate. It does not show Crampmoor Lane which would have met the boundary at the north end of Theven Lane. The road was in the parish of Romsey Extra and outside the bounds of the estate, so there was no particular reason to include it on the map. Jermyns Lane is also missing from the map. The red arrow points to the approximate location of Bloody Bridge. This was within the estate. If the road and bridge were present, why weren't they mapped? Furthermore, there is no indication of a gap in the Bishop's Bank, which is labelled 'the diche or bonnde betwene the two manors'. I think that this is evidence that Jermyns Lane post-dates the map. Another section of the map, below, indicates 'the way from hampton to Hursley' by a dotted line crossing the 'Heathe'. Other tracks are mapped to show the routes taken across this open ground. Jermyns Lane crosses woodland. It would not have been possible to wander at will through the woods and over the *haga*.





We think that the tract of land at Ampfield described in the early 10th century charter, S 381, was managed, at least in part, as a source of venison. The boundary clause refers to a 'slaughtering place' and a *haga*. The word *haga* can mean simply a hedge, but was also used for a more substantial barrier surrounding a game-enclosure. The *haga* forming the western boundary still survives as the Bishop's Bank. It would probably have been topped by a hedge or fence. The deer park at Merdon depicted on the Hursley map is a 16th century equivalent. Note how the roads skirt around the park. Gates in the paling are carefully drawn; there are no roads passing through them. I find it difficult to believe that the Anglo-Saxon Bishop of Winchester allowed a road to run through his *haga*.

There is documentary evidence for the existence of the road from Romsey to Crampmoor in the 10th century, the presence of a bridge in the Romsey charter. Our plotting of the charter boundary landmarks, placing the bridge on a stream at the end of the Bishop's Bank, lined up with Crampmoor Lane on the tithe map. There was a reason for the Anglo-Saxons to travel this way, quite apart from heading to Winchester. The open grassland of Baddesley Common would have been a valuable resource as summer pasture. Floodplains would have been managed as meadow to provide winter fodder, with restricted summer grazing. Fields north of the town named on the tithe map as various Gastons, grass enclosures, would have lacked access to water in the dry summer months. The river terrace south of the Tadburn, the area of the Broadlands estate, is topped by a layer of brickearth. This would have been used for arable farming. On Baddesley Common both grass and water were available during the summer for grazing and dairying.

The nuns of Romsey abbey purchased their woodland from King Edgar, a transaction recorded in the charter. The woodland would have been a carefully managed resource, accessed by roads and tracks. There would have been no reason for a road to connect the woods belonging to the nuns with the woodland on the Bishop of Winchester's side of the *haga*. There was no need for an alternative route to Ampfield via Cupernham and Jermyns Lane. Travelling via Crampmoor was shorter and required only one bridge. I think this was the only pre-Conquest route to Winchester passing through Ampfield. Jermyns Lane was not the way to Winchester.