

Oxford Flood Alleviation Scheme

Phase 2

Appendix 11

Additional Information

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Appendix 11

Additional Information

1 NORTH HINKSEY CAUSEWAY (OA 119)

1.1 *Introduction*

- 1.1.1 The desk-based assessment has identified the possible alignment of a medieval causeway (hereto referred to as the 'Hinksey Causeway') between the modern village of North Hinksey and Osney Mead, thus running through the area of proposed development (see Section 4.5.1). Today, this feature exists as a footpath but it has been speculated that the route formed the main western approach to Oxford in the early middle ages and may have continued along the line of a Roman road. OA has therefore been commissioned to carry out some additional research into the feature.

1.2 *Location*

- 1.2.1 The 'Hinksey Causeway' is the southern part of the route from the Botley Road across the former Botley Mead to Ferry Hinksey (now partly lost under Ferry Hinksey Road). The track, formed of a path between two ditches is a public footpath, and would appear to be part of a road/track network of some likely antiquity. The modern Ordnance Survey map shows the footpath aligning with Harcourt Hill, a road leading south-west from North Hinksey onto the public bridle path known as the Oxford Greenbelt Way. This route leads in a broadly straight line to Besselsleigh village, south-west of Henwood (Figure 11). The trackway can be clearly shown on LiDAR imagery which clearly shows the line of the Causeway and the line of the Oxford Greenbelt Way (Figure 12), the latter running down the slope of Harcourt Hill and crossing the modern line of the A34. Its historic line is lost as it passes through the village of North Hinksey (bisected by the A34 and then lost to infill development north of Hinksey Lane), but south of Hinksey Lane it can be clearly seen running down towards the Hinksey Stream and then continuing on its modern line towards Osney Mead.
- 1.2.2 The Lidar image (Figure 12) also (perhaps even more clearly) shows the line of another footpath which runs to the north of, but roughly parallel to the Hinksey Causeway. This path, Willow Walk, also leads from Ferry Hinksey Road to a bridge at North Hinksey. This is also a public footpath and was constructed between 1876 and 1877 by the local landowner Aubrey Harcourt to provide access to a proposed development on Harcourt Hill (Hanson 1996). The path is tarmacked and is now regularly used by walkers, cyclists and horse-riders and has effectively replaced the Hinksey Causeway as the primary link between North Hinksey and Oxford.

1.3 *The feature*

- 1.3.1 A walkover/photographic survey of the feature was carried out on 15th February 2017. The weather was clear and sunny and visibility was very good. The feature is a public footpath and all sections of it were accessible. A selection of

¹ Sometimes also referred to as 'Monks Causeway'

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photographs of the feature are presented as Figures 18-23). Proceeding south-westwards (from Osney Mead) the track passes to the south of the electricity sub-station before crossing the line of the Bulstake Stream on a modern bridge (Figure 18). It then runs in a more-or-less straight line (south-westwards) towards the crossing of the Hinksey Stream. The feature here runs along a raised causeway with slightly overgrown ditches on either side (Figures 17-20). It crosses the Hinksey Stream on a modern bridge (Figure 21) and then passes along the edge of the garden of The Fishes public house before emerging into North Hinksey Lane just to the south of Ferry Cottage.

1.4 Sources

- 1.4.1 The track passes through the parish of Oxford St Thomas (although part of it was later transferred to North Hinksey parish). There is a pre-enclosure map of Botley Mead dated 1848 (reproduced by Salter, *Oseney Cartulary II*, 633); tithe map of 1846/1853 (Oxon Record Office; TNA IR 30/27/110), and an enclosure map of 1853 (ORO QS/D/A/Book 11). For North Hinksey (part of which lay within the City of Oxford) there is the Harcourt estate map of 1842, reproduced by Hanson (1996).

1.5 The Roman Road

- 1.5.1 There is substantial evidence to suggest that the Oxford Greenbelt Way (and therefore arguably the line of the Hinksey Causeway) follows part of a Roman Road. I.D. Margary includes it as Route 164 in his seminal book *Roman Roads in Britain* (1957, ii, 270) as the line between North Hinksey and Bessels Leigh. He argued that Route 164 continued to the road which now exists as the modern A338 which runs south through Frilford, East Hanney and onto Grove. This is a logical suggestion, though modern and historical maps fail to pinpoint where the road would have joined with the A338. Nonetheless, the line of Route 164 is highly characteristic of a Roman road. It is possible that both this route and the road through Cotshill and Boar's Hill, (where several Oxfordshire pottery kilns were located) were Roman, while Gabrielle Lambrick (1969, 86-7) argues that these routes were also in use during the early medieval ('Anglo-Saxon') period. Its line to the north of the Bulstake Stream is uncertain and open to considerable conjecture. Several people have speculated that the road would have continued to a Roman settlement north of modern Oxford which has been revealed during excavations at Mansfield College and from various chance finds including Roman burials and pottery from the vicinity of the Oxford University National History Museum and the University Parks area (Booth pers. comm.). However, no evidence of a Roman road has been discovered in the area. A Roman road leading to the north of the city may have connected with Banbury Road, which appears to have been in use prior to the 10th century and may also have had a Roman antecedent (cf. Blair 1988, 223). A less-convincing argument, on current evidence, is that it continued north-east from Oxford passing Woodeaton Roman temple and eventually joining to the north-south Alchester to Dorchester-on-Thames road (Philips in Lambrick 1969, 93; Henig and Booth 2000, 36, fig. 2.1).

1.6 Post-Roman

- 1.6.1 Historians generally agree that the western approach road supported traffic to and from the west of Oxford during the medieval period, though just how regularly used it was has raised some debate. Salter (1936, 1-2) argued that, prior to the

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construction of the Botley causeway in the 16th century, people travelling west from Oxford would have crossed the river at Ferry Hinksey (the previous name of North Hinksey). This proposal was based upon two 14th century documents, most notably a 1352 charter in the Cartulary of Osney Abbey which details a property grant by Roger Brekebek of a tract of land south of the meadow of the Prioress and Convent of Studley, where a ford 'called Oxenforde' and a bridge could be crossed on the way to North Hinksey (Salter 1928, 458–9).

- 1.6.2 The presence of a ferryman at the crossing of the Hinksey Stream is mentioned in several documents, including two deeds in the Lyell Cartulary of Abingdon Abbey in the 13th century (Lambrick 1969, 81) and in the Osney Cartulary in the 14th century (Salter 1936, 1; see also Day 1979, 284). The presence of the ferry into the mid 19th century can be clearly seen on the OS map of 1878 (Figure 17) which continues to show the Stream being crossed by ferry rather than bridge.
- 1.6.3 Lambrick (1969, 81) recounts a description of the route by John Leland in the first half of the 16th century where he reached Hinksey Ferry by crossing a causeway from Osney and travelling onward to Bessels Leigh (Leland J ed L. Tomlin-Smith 1906–7, 215). She suggests that the route was probably still well used during this period, though it was perhaps only suitable for pedestrians and horses than for heavy traffic. Leland's descriptions indicate that the route was secondary to the main road through the south gate of Oxford (ibid.).
- 1.6.4 Davis, in a seminal article 'The Ford, the River and the City' (1973, 258-60), claiming the primacy of the southern approach to Oxford along the Grandpont causeway (St Aldate's) largely dismissed the idea that the western approach road was well-used by the 14th century, arguing that the ford near the bridge at North Hinksey was only called 'Oxenforde' in order to gain property rights over Osney Island. As suggested by Leland, Davis claims that the main route for heavy traffic from Oxford to the south side of the Thames crossed over the Grandpont, a substantial bridge built by Robert d'Oilly in the late 11th century, which led south to Hinksey Hill. This argument is supported by the fact that the Grandpont causeway extends for over a mile across an elaborate series of fords and bridges, but with less water channel crossings (ibid.). The consensus around Davis's view has been challenged, most recently by Alan Crossley (Crossley in prep.)
- 1.6.5 The route of this road is open to conjecture. As mentioned above, the alignment of the current footpath between Hinksey Stream and Bulstake Stream accords with the trackway down Harcourt Hill and provides some evidence that the Roman (and early medieval) route continued along this line. It is possible however that its line may have been altered or diverted in the later medieval period.. In 1467, Osney Abbey granted a strip of land to the Hinksey Ferryman for a causeway to be constructed to link the ferry with the stone causeway that led to Osney Bridge (Day 1979, 284) and it would appear reasonable to argue that this (at least for some of its length) formed the line of the current Hinksey Causeway. The track appears on John Rocque's 1761 map of Berkshire (Figure 13), the Hinksey Estate Map of 1842 (Figure 14), the 1853 tithe map of St Thomas' Parish (Figure 16) an 1848 map of Botley Mead (Figure 15) and the 1878 first edition O.S. map (and on subsequent maps). Interestingly rather than leading to Osney Bridge the line of the possible Ferryman's Causeway to the north of the Bulstake Stream leads to a smaller bridge just to the west. This route is now Ferry Hinksey Road which joins Botley Road with Osney Mead Industrial Estate
- 1.6.6 The line of the causeway between the Hinksey and Bulstake Streams is clearly shown on the Hinksey 1842 estate map (Figure 14) which shows the track passing in a north-easterly direction from Ferry Hinksey between two meadows 'Great

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Midley' and 'Little Midley' (in what is now North Hinksey, but formerly within the City) and running to the Bulstake Stream. North of the Bulstake Stream it passed between Kings Mead and Oatlands and, as shown on the 19th-century maps of Botley Mead, turned slightly northwards and passed between Oatlands and Osney Mead until it reached the Botley Road. There are several interesting aspects to the 1848 map of Botley Mead (Figure 15). One is that it clearly depicts the track as a roadway between two ditches (just like the extant section to the south). The other is that it cuts right across the shots in the hay meadow, bisecting stripes owned by James Parker, James Morrell and University College (see key in Salter 1929, 635). Both roadway and the meadow stripes are likely to be some antiquity and yet it is clear from the way that the road cuts across the parcels of land that the meadow divisions must be older. This would be entirely consistent with the creation of a more formal and well-drained roadway (? the Ferrymans Causeway of 1467) in the late mediaeval period and replacing an earlier trackway whose course is unknown.

- 1.6.7 Another curiosity revealed by historic mapping is that the junction of the track with the Botley Road, which is also shown on the 1606 map of 'Rewley Grounds' at Corpus Christi College (Salter 1929, 633), is there depicted as continuing directly into Binsey Lane on the other side of the Botley Road, which had not yet been diverted onto its modern route further to the west. While the track itself has been lost, the old route is still followed by the stream on the west side of the Bullstake playing field on the north side of the Botley Road.

1.7 Conclusions

- 1.7.1 It is therefore impossible to categorically state whether the route of the North Hinksey causeway followed the early medieval western approach road and the line of a Roman road. The line of the current footpath between the Hinksey Stream and the Bulstake Stream (and its extension to the north) is clearly marked as extant on all maps from the 17th century onwards and the presence of a road or track between these two points during the medieval period is also clearly demonstrated by the various documentary sources. As detailed in paragraph 6.6 above some doubts have been cast upon the date of the section north of the Bulstake Stream as it clearly cuts across the likely medieval field pattern of Botley Meadows but this may simply demonstrate that this section (and therefore possibly also the section to the south, which is crossed by the proposed flood channel) was slightly realigned as part of the construction of the 15th century Ferrymans Causeway. The balance of evidence would seem to suggest that a road or track on this general alignment crossed the floodplain during the early medieval period and there is a reasonable case that this feature had a Roman origin (as it seems unlikely that the Roman road between Bessel Leigh and North Hinksey would have simply stopped at Hinksey Stream) but the precise alignment is uncertain. The association between the current alignment of the footpath and the line of the 15th century Ferrymans Causeway is impossible to prove with the current data but there would appear to be reasonable grounds to present this as a theory.

2 RUSKIN'S ROAD

2.1 Introduction

- 2.1.1 The potential for a second road of historic significance within the proposed development area was highlighted in Sections 4.6.10 and 4.6.11. These described

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Oscar Wilde's recollection of his role in the construction of a road between the villages of North and South Hinksey under the supervision of art critic, John Ruskin, in 1874.

2.2 Location

- 2.2.1 The road was the former lane from North to South Hinksey, shown on early county maps (Rocque 1761 and Andrews and Drury 1777) but towards South Hinksey reduced to a footpath or non-existent by the time of the first OS map survey of 1876.
- 2.2.2 *Sources:* In addition to the county maps for Berkshire, there is the 1842 Harcourt estate map for North Hinksey previously referred to; while for South Hinksey there is an enclosure map of 1814 (for Cumnor and North Hinksey). There is no tithe map for either parish.

2.3 Ruskin's road

- 2.3.1 While lecturing at Oxford in the 1870s Ruskin preferred to stay at the Crown and Thistle inn in Abingdon and walk to Oxford through Bagley Wood and across Ferry Hinksey. He was aware of the damp low-lying land at Hinksey and the poor quality of any footpath linking them. He would have known that the cholera epidemic had extended to Hinksey, and no doubt he also felt that the Harcourt landlords could have done more for their village; the work of his friend Henry Acland, the Regius Professor of Medicine, in improving conditions in his endowment estates at Marsh Gibbon were clearly also an inspiration. Thus, it was that in the summer term of 1874 he gathered a group of willing undergraduates from his art lectures and persuaded them to join him on remaking the trackway between the two villages. Initially the diggers and roadbuilders were a group of men from Balliol College, and others joined them after the long vacation; so it was that the newly-arrived Oscar Wilde joined the group in the Michaelmas Term of 1874. Work on the project continued sporadically until April 1875 and ceased altogether after Ruskin suffered a personal tragedy in May of that year (Hilton 2000, 265-7, 291-5).
- 2.3.2 Wilde, writing in 'Art and the Handicraftsmen' in his 1879 series *Essays*, told of Ruskin's unhappiness that young men did not expend physical exertion on anything more useful than cricket or rowing, 'without any result at all except that if one rowed well one got a pewter-pot, and if one made a good score, a cane-handled bat'. Ruskin was concerned that other people did not benefit from hard work and labour, so he convinced Wilde and several of his contemporaries to embark on a new venture designed to address this issue. He found that the villages of North and South Hinksey (Upper and Lower Hinksey, as he called them) were separated by a 'swamp', a low-lying area on the floodplain south of Oxford. Ruskin suggested that the workforce build a road which would cross between the settlements for the villagers to use instead of having to travel for miles on a longer route.
- 2.3.3 Wilde briefly described the work conditions, stating that it took place over two months during the winter in the mud and the rain. He states that they toiled every day, learning how to lay levels, break stones, and wheel barrows along a plank. John Ruskin joined in with the work, while other classmates turned out to mock their exploits. The project, however, only lasted one season due to John Ruskin leaving Oxford to go to Venice. Wilde states that the road 'ended abruptly—in the middle of the swamp.'

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- 2.3.4 Held in the substantial collections of the famous Oxford photographer, Henry Taunt (1842–1922) are several images taken in 1874 of the Ruskin road-builders in action (e.g. Figures 22 & 25). One photograph taken about 10 years after the project shows a completed section of road in the middle of the village alongside several cottages (Figure 23) one of which is almost certainly still standing in North Hinksey today (Figure 24). What these images show is that rather than building a completely new road, Ruskin's workforce was making improvements to the existing road in the village. Another image of the builders shows that they managed to work quick enough within the space of two months to continue road improvements to the outskirts and beyond the limits of the settlement, and it seems likely that this section of the road was being built to the south-east of North Hinksey (Figure 25).
- 2.3.5 The 1876 first edition OS map shows the parallel lines of two hedgerows running for just less than one kilometre south-east from the centre of North Hinksey village (Figure 5a). This feature still exists today as an unimproved road leading to Oxford Rugby Club, after which it continues onto a privately-owned trackway. Thereafter, the line of the trackway continues as a single hedgerow in a south-west direction before it arcs to the west as it passes along a small water channel which leads to the northern corner of South Hinksey village. John Rocques' 1761 map very clearly shows that this entire line followed the route of a pre-existing road which linked the two villages (Figure 5). On his map, the fields to the south-west of the road appear to have been under arable cultivation, while those to the north-east were water-meadows. For John Ruskin to claim that a road was needed in order to cross the 'swamp' between the two villages suggests that this road went out of use sometime between the end of the 18th century and the middle of the 19th century, perhaps due to flooding. This may explain the route of a footpath which can be seen on the 1878 O.S. map leading from the south-eastern end of North Hinksey to the western corner of South Hinksey. It is possible that the footpath superseded the 18th century road, because it lay further south from the water-meadows and was presumably located on slightly higher, dryer ground. In any case, Ruskin's workforce appears to have followed the line of the 18th century road which may have been visible, if not in use, at this time. This would also explain why the current trackway abruptly ends in a field on its way to South Hinksey.

3 CROPMARKS WITHIN THE STUDY AREA AS PLOTTED BY THE NATIONAL MAPPING PROGRAMME

3.1 *Introduction*

- 3.1.1 The original desk-based assessment report did not include a detailed review of aerial photographs of the study area. Such a review had been carried out during the 2008 works as a separate piece of work by Waterman CPM and OA were supplied with a (draft) version of this report in 2008 but this did not contain detailed plots of the cropmarks. As part of the current survey OA made several attempts to obtain a final version of the report containing detailed plots but it would appear that no such a report has been produced. In February 2017 OA were therefore commissioned to carry out a review of other published or digital aerial photographic transcriptions and to produce augmented figures showing the location of known cropmark sites. The results of the survey (including discussion of the sources consulted and the methodology employed) are presented below and the results are mapped on Figures 28a-d.

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3.2 *Watermans 2008 survey*

3.2.1 This report was produced as part of the background information compiled for the 2008 feasibility study. The survey examined a larger study area than that examined during the current works. This study area extended from Kings Weir (Wytham) in the north to Sandford in the South. It consulted the following sources/archives of aerial photographs:

- National Library of Aerial Photographs (NLP) as held by Historic England (then known as English Heritage) at the National Monuments Record Centre in Swindon.
- Cropmark plots as produced by the Royal Commission for Historical Monuments of England (RCHME) as part of the National Mapping Programme (NMP) between 1990 and 1994².
- Aerial Photographs as held by the Cambridge University Unit for Landscape Modelling.
- Aerial Photographs as held by Oxfordshire County Council Sites and Monuments Record (as it was then known).
- Various internet based sources including colour vertical aerial photographs taken for the Millennium Map by UK Perspectives (UKP, a consortium of Aerofilms and Infoterra) and similar photographs viewed via Google Earth. Sites and Monuments Record (as it was then known).
- Ortho-Rectified aerial photographs and Light Detecting and Ranging (LiDAR) imagery supplied by the Environment Agency.

3.2.2 The results of this survey were presented in a detailed report by Waterman CPM. OA were supplied with a draft version of the report (dated 14th May 2008) in 2008. This suggested that the survey had identified 20 discrete areas of cropmarks (numbered in the report as AP 01-20). Digital data was supplied which showed the outline of these areas of cropmarks but no detailed plots of the cropmarks were supplied. This report and the GIS have been reviewed and the information used in the current desk-based assessment report.

3.2.3 OA has attempted to obtain a copy of any detailed plots that may have been produced as part of the 2008 survey but no such plots have been located. The desk-based assessment report therefore used the outline polygons as supplied by Watermans CPM as a guide to areas of known cropmark activity, allocating them OA nos in accordance with the numbering system used in the main desk-based assessment report. Cropmark polygons were allocated OA nos 640-647 and are shown upon Figures 3a & 3b of the main desk-based assessment report. The correlation between the 2008 polygons and the current OA (2016) cropmark areas is presented in the table below.

2008 Watermans Cropmark Polygon	OA No	Date	Description
AP 06	640	Medieval with possibly earlier or later components	Area of cropmarks/earthworks identified during 2008 survey of aerial photographs within FAS area. Medieval cultivation remains (ridge and furrow). Area also includes possible enclosure

² This resource is discussed further below in paragraph 3.1.5

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			and drains of unknown dates (HER MOX8747/NMR 1201255).
AP 19	641	Medieval	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area. Area contains eroded ridge and furrow earthworks seen on aerial photographs.
AP 02	642	Uncertain, potentially prehistoric	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area. Survey identified buried rectilinear ditched enclosure and linear ditch at this location. Also includes undated linear features (HER MOX12043) and cropmarks of a possible enclosures and a pit (NMR 1071692).
AP 17	643	Prehistoric	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area. The area contains a buried round barrow. This feature is also recorded by the NMR as 1071689 and 661995.
AP 07	644	Uncertain, potentially prehistoric	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area. Clear evidence on aerial photographs for a buried ditched rectilinear enclosure, ditches and pits. These features are also recorded as NMR 1095230, 1095232, 1095231 and HER MOX10956.
AP 01	645	Uncertain possibly Prehistoric	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area due to the presence of a circular feature on military aerial photographs.
AP 20	646	Medieval	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area. Eroded ridge and furrow earthworks seen on aerial photographs.
AP 16	647	Uncertain possibly Prehistoric. Medieval elements	Area of cropmarks identified during 2008 survey of aerial photographs within FAS area due to the presence of a group of heavily ploughed ring ditches. These are also recorded as HER MOX10951 and NMR 662007. Also contains clear ridge and furrow earthworks towards the southern end and three paddocks in the central area as seen by OA during the walkover survey.

3.3 2017 survey: Method and Sources Consulted

- 3.3.1 Following submission of the original desk-based assessment and its circulation to the statutory consultees (the archaeological officers at Oxfordshire County Council and Oxford City Council) concern was expressed that (in the absence of the detailed cropmark plots from the 2008 survey) the maps of the report did not fully define the distribution of archaeological features within the study area. OA were therefore commissioned in February 2017 to carry out a review of accessible cropmark plots and augment the mapping for the main desk-based report. The survey was not extended to a review of the original aerial photographs.
- 3.3.2 Prior to the 2008 Survey, the only detailed survey of the cropmarks of the study area was a survey of the area carried out by the Royal Commission on the Historical Monuments of England (RCHME) Air Photo Unit as a pilot project for the National Mapping Programme (NMP). This is an ongoing project which aims to map all cropmarks within England. The Pilot project (which included the cropmarks within the study area) was carried out between 1990 and 1994 and concentrated upon the gravel soils of the Thames Valley. The survey did not

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interpret or map medieval fields and later features. The survey does not come with any annotation or interpretation. The result of the survey was transcribed upon a series of film overlays at a scale of 1:10000. These were designed to overlay the 1:10,000 scale Ordnance Survey quarter sheets. The results of the survey are now held by Historic England who, as English Heritage, replaced the RCHME.

- 3.3.3 As part of the 2017 survey, OA were commissioned to contact Historic England and obtain copies of the NMP transcriptions in order to add the transcribed cropmarks to the mapping.
- 3.3.4 Historic England were contacted in February 2017 and supplied vectorised Raster data (essentially digitised copies of the original hard copy data) and OA has produced a series of maps (Figures 28a-d) which show the location of plotted NMP cropmarks overlaid upon a map of the 2008 polygons (with their OA rather than Waterman nos).
- 3.3.5 In addition to this (and to ensure that as many cropmark plots as possible were included on this map), OA examined two further sources which had the potential to provide areas of plotted cropmarks. The Oxfordshire County Council Historic Environment Record was contacted to ascertain whether they had any (non-NMP) cropmark plots. They indicated that they did not. OA also consulted a published survey of cropmarks within the Upper Thames Valley (Benson and Miles 1974) produced by the Oxfordshire Archaeological Unit³. This survey had identified cropmarks to the north (Port Meadow) and south (Sandford-upon-Thames) of the study area for the current study but no cropmarks have been identified within the study area itself.

3.4 Results of the Survey

- 3.4.1 The results of the survey are presented on Figure 28a-28d. These consist of an overall map of the cropmarks and the scheme area (with insets for key cropmarks: Fig 28a) and a set of detailed maps showing the cropmarks within the northern, central and southern area of the study area (Figure 28b-d). As a broad overview, the most obvious factor is the relative absence of plotted cropmarks within the study corridor and, in particular, the non-alignment between the results of the 2008 survey and the NMP survey. Of the eight 2008 AP areas (shown on Figure 28 as OA nos 640-647) only three (640, 642 & 644) contain NMP cropmarks. These represent:
- A rectangular enclosure located on the south-western corner of 640. This feature is not mentioned in the description of AP 06 in the 2008 report.
 - A partial rectangular enclosure located in the north-western corner of 642. The 2008 survey identified a 'buried rectangular ditched enclosure and linear ditch' within this area, but the report specifically states that 'the NMP did not note these features' (Waterman CPM 2008 39) and it would appear that these cropmarks and those identified in 2008 are different entities.
 - A linear feature and rectangular enclosure located in the southern half of 644. The 2008 survey had identified 'clear cropmark evidence for the presence of a buried ditched rectangular enclosure, ditches and pits' (Waterman CPM 2008 45) but states that the 'feature was noted and mapped by the NMP but was mispositioned on the hand-drawn overlay for the NMP map' (ibid). The exact location of this feature is therefore uncertain.

³ A forerunner of the present Oxford Archaeology.

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- 3.4.2 The reasons for the non-alignment between the NMP survey of the 1990s and the Waterman CPM survey of 2008 (particularly the greater quantity of cropmarks identified by the latter) is difficult to explain, but one explanation is provided by the 2008 report which states that the NMP survey 'was undertaken using selected aerial photographs and to a more restricted specification than is now applied to these studies' (Watermans CPM 2008 3) and also notes that 'the survey did not interpret or map medieval fields and later features (ibid) .

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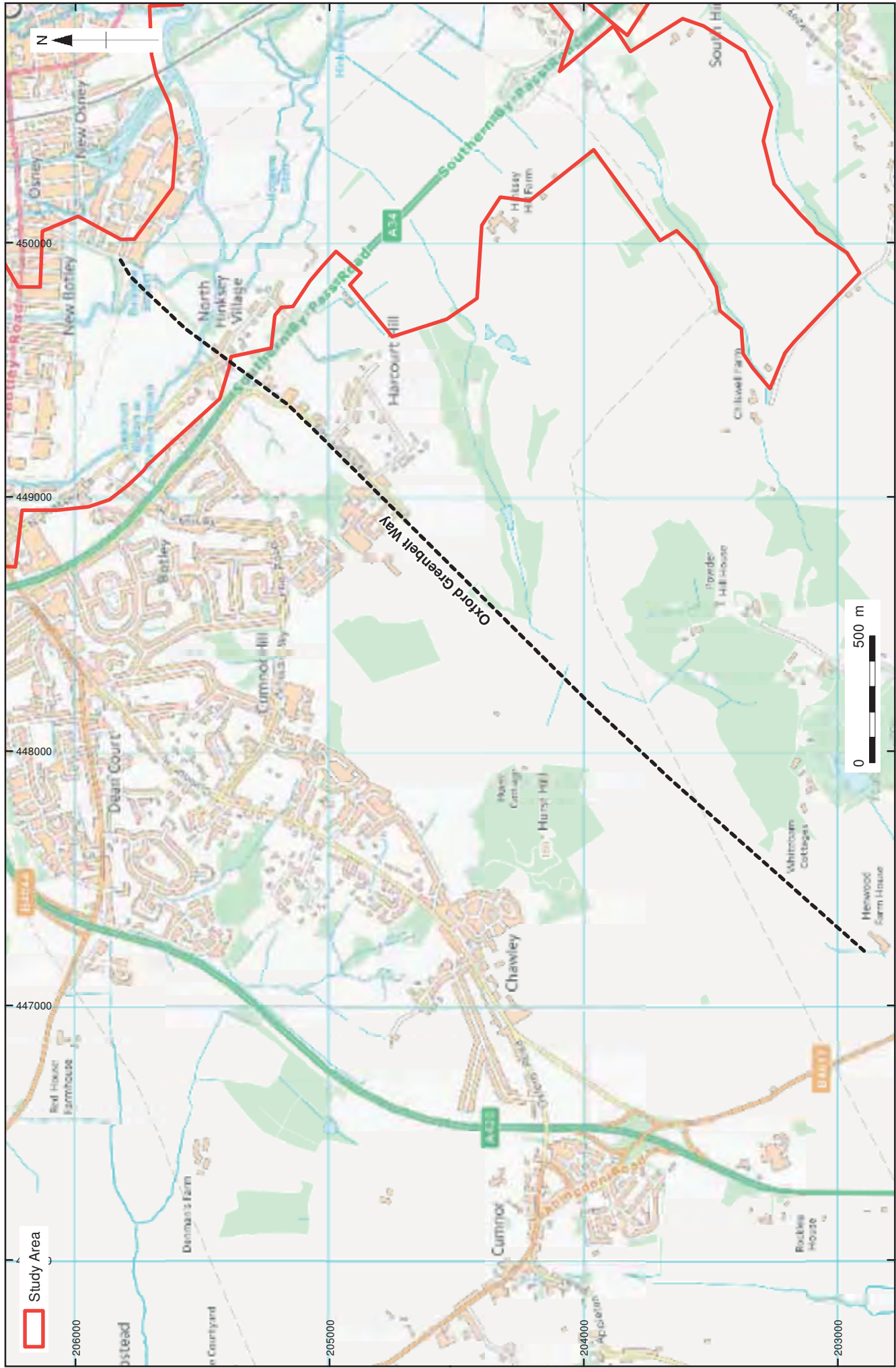


Figure 11: Modern Ordnance Survey map showing the route of the Oxford Greenbelt Way and its north-east route through North Hinkley to Osney Mead



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 Contains OS data © Crown Copyright and database right 2016
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Figure 12: LiDAR image of Harcourt Hill road leading north-east to North Hinksey and its possible continuation on the opposite side of Hinksey Stream

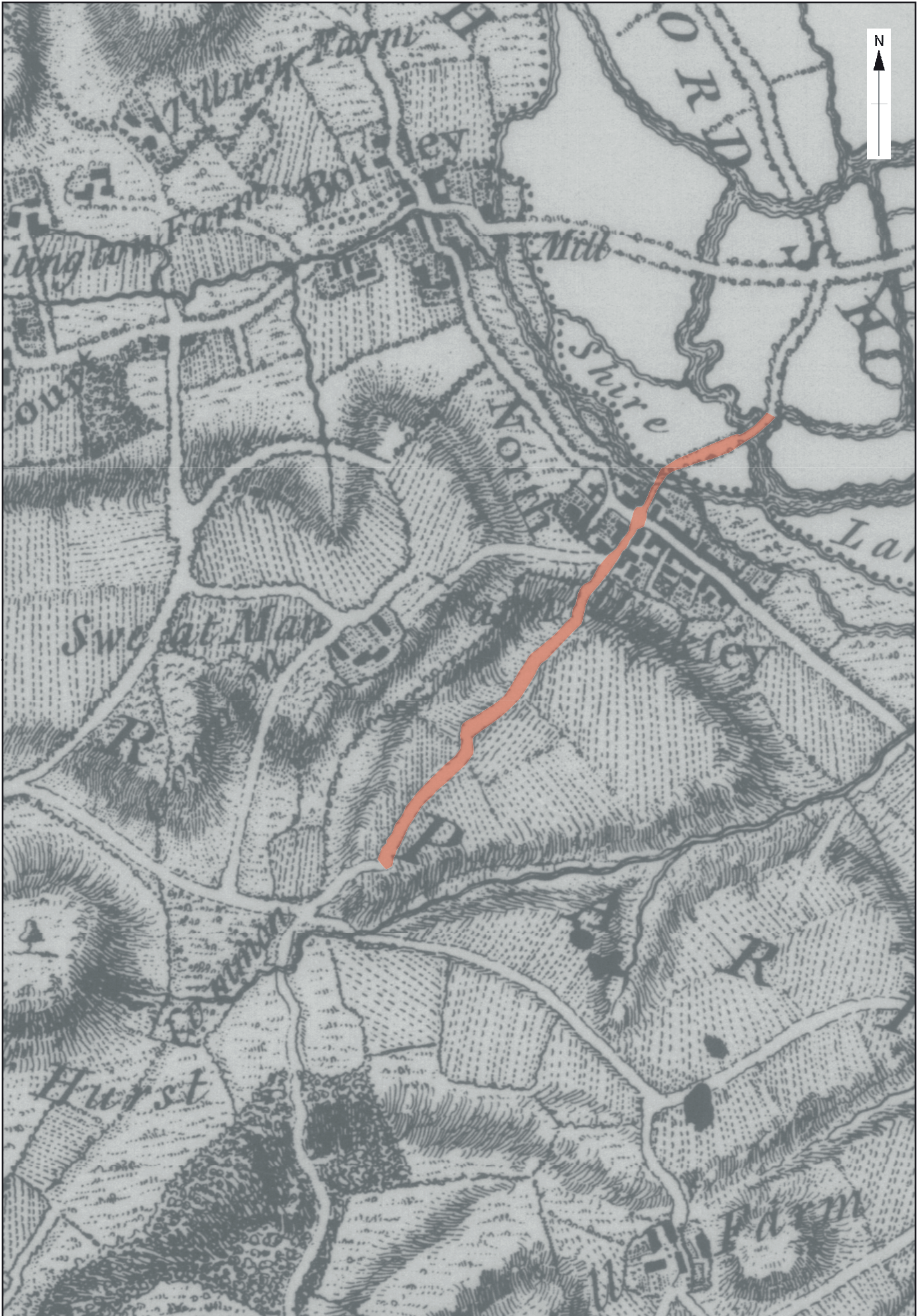


Figure 13: Trackway OA 119 as marked on Rocque's map of Berkshire (1761)

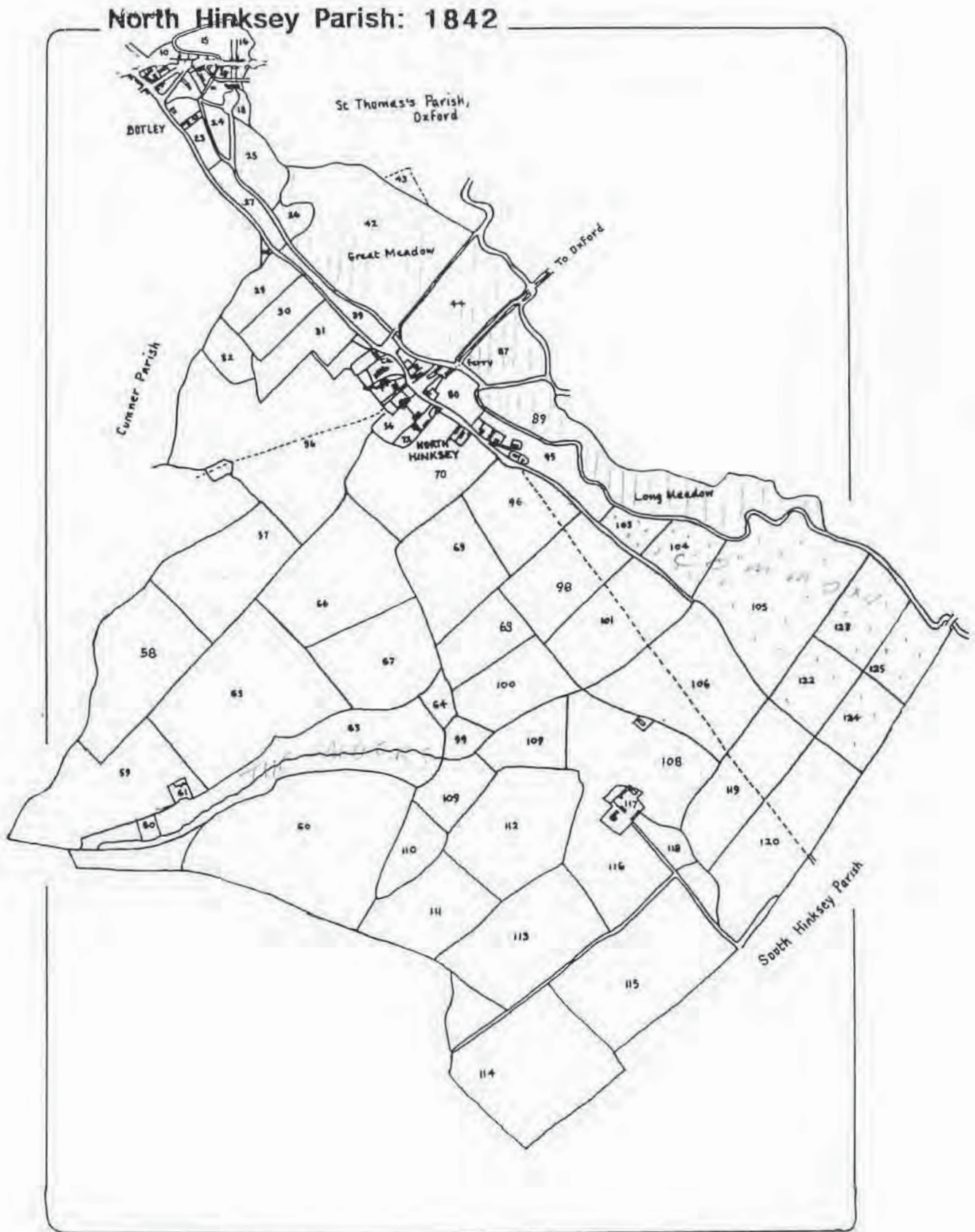


Figure 14: North Hinksey Parish, 1842



Figure 15: Map of Botley Meadows, 1848



Figure 16: Tithe map of the Parish of St Thomas, Oxford (1853) (©Oxfordshire History Centre)

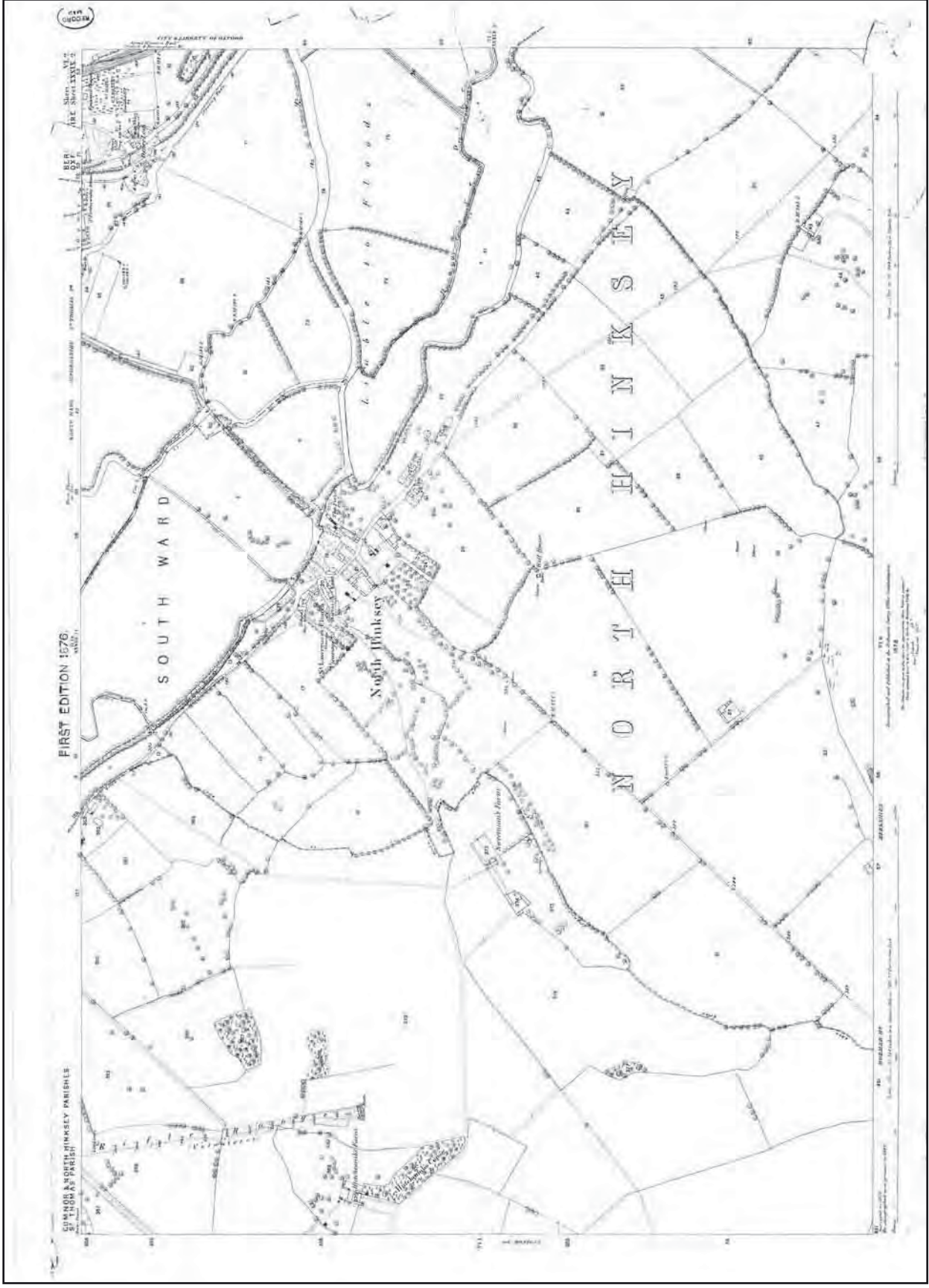


Figure 17: First Edition Ordnance Survey Map (1878)



Figure 18: Modern bridge carrying trackway OA 119 across the Bulstake Stream



Figure 19: Line of trackway OA 119 between Bulstake Stream and Hinksey Stream. Looking south-west. Line of flanking ditches can be seen



Figure 20: Line of trackway OA 119 between Bulstake Stream and Hinksey Stream. View south from northern ditch showing typical profile of raised causeway



Figure 21: Line of trackway OA 119 between Bulstake Stream and Hinksey Stream. Looking south-west and showing overgrown line of southern ditch



Figure 22: Line of trackway OA 119 between Bulstake Stream and Hinksey Stream. Looking north-west from close to Hinksey Stream and showing northern ditch



Figure 23: Modern bridge carrying trackway OA 119 across Hinksey Stream



Figure 24: Ruskin Road, North Hinksey, Oxfordshire (1874): the Ruskin road diggers working in the village, with thatched cottage in the background (©Oxfordshire History Centre, ref. POX0113598)



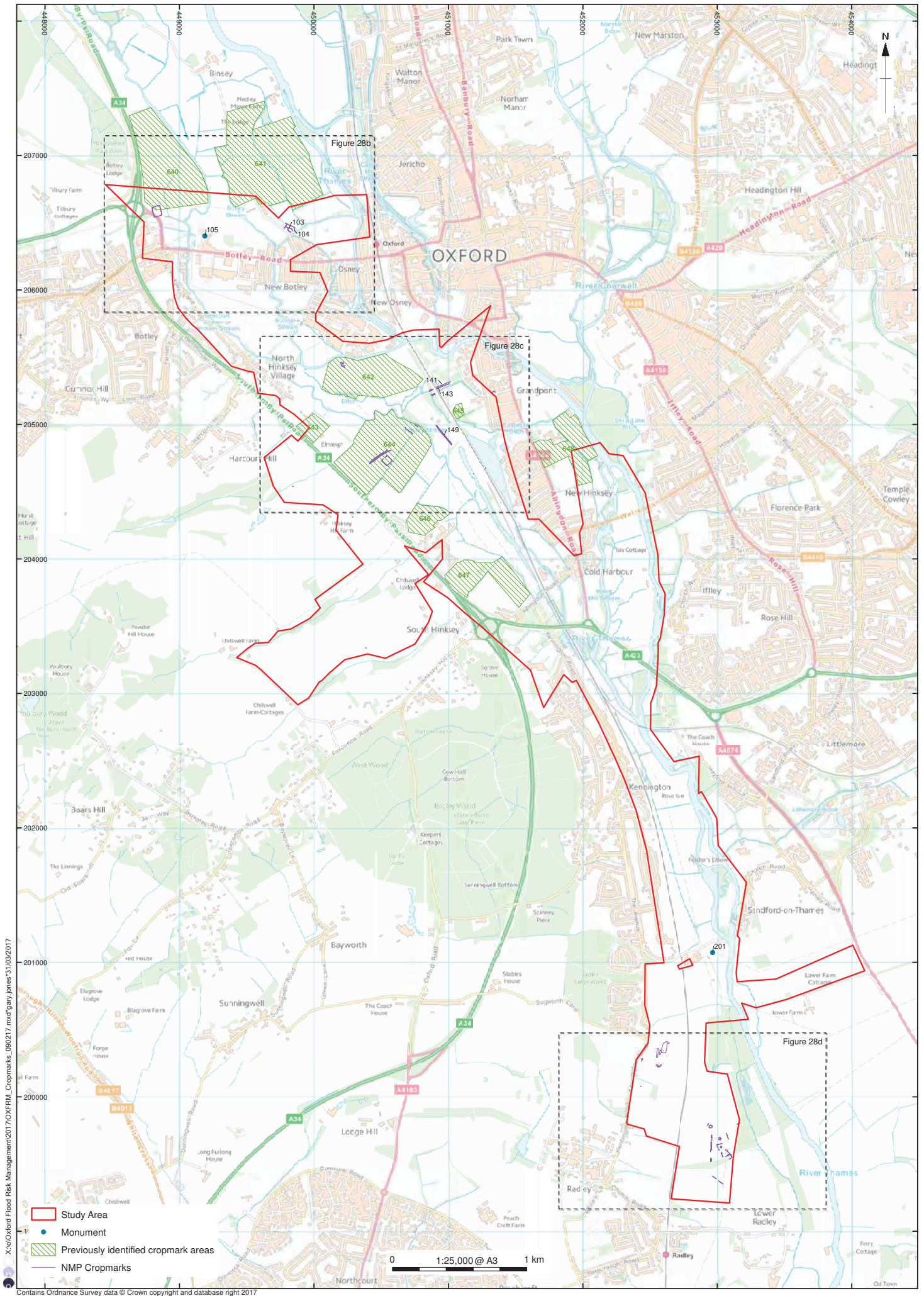
Figure 25: Ruskin Road, North Hinksey, Oxfordshire (1885): view of completed section of Ruskin road in the village (©Oxfordshire History Centre, ref. POX0113631)



Figure 26: Street view of cottage in North Hinksey also seen in the Ruskin road-builder photos (NGR 449693, 205319; photo by M. Allen)



Figure 27: Ruskin Road, North Hinksey, Oxfordshire (1874): a group of road diggers with wheelbarrows working on Ruskin Road outside the village (©Oxfordshire History Centre, ref. POX0113587)



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Figure 28a: Comparison of NMP Croppmarks to previously identified areas

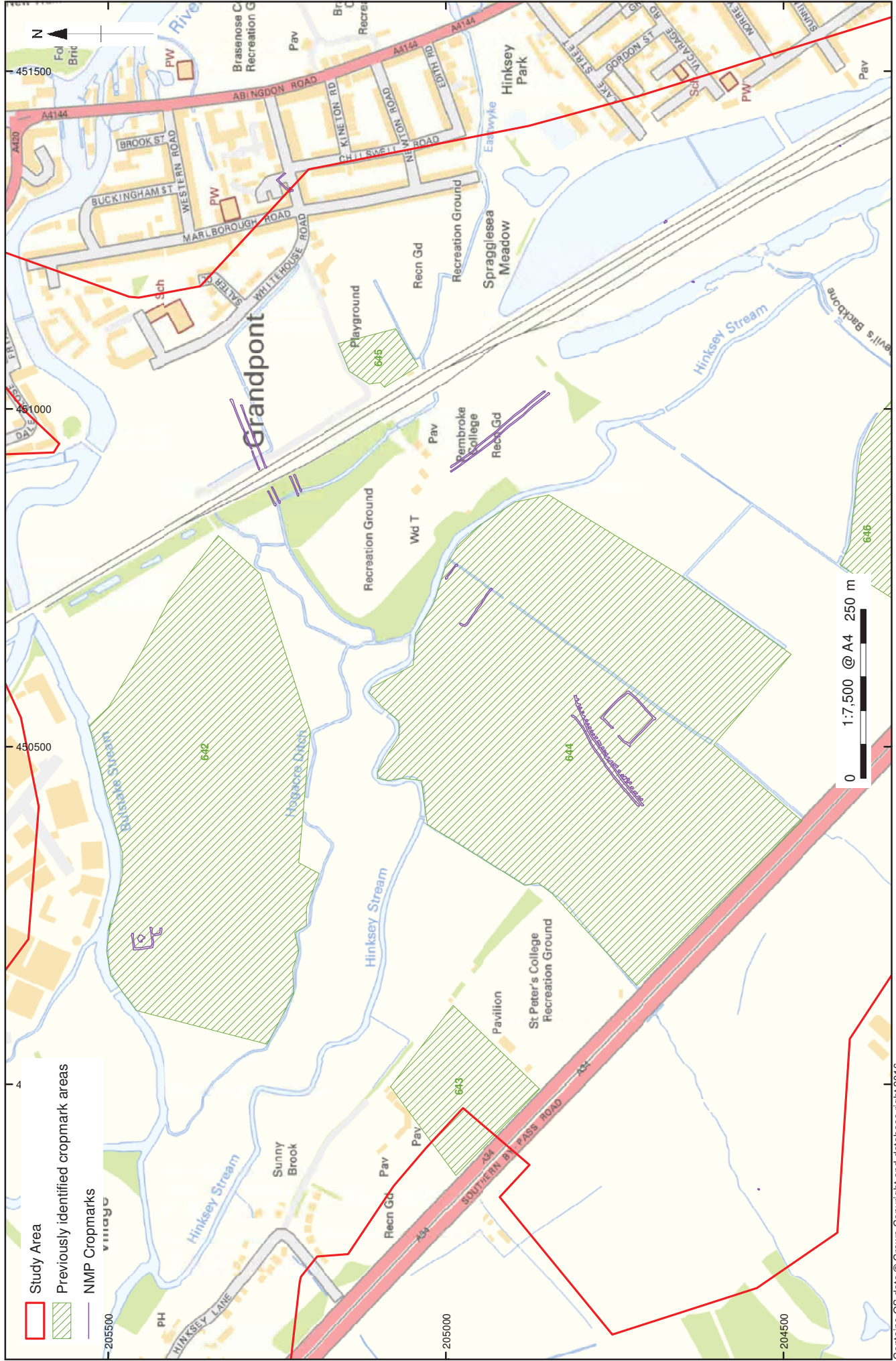


Figure 28c: Comparison of NMP Croppmarks to previously identified areas - Central

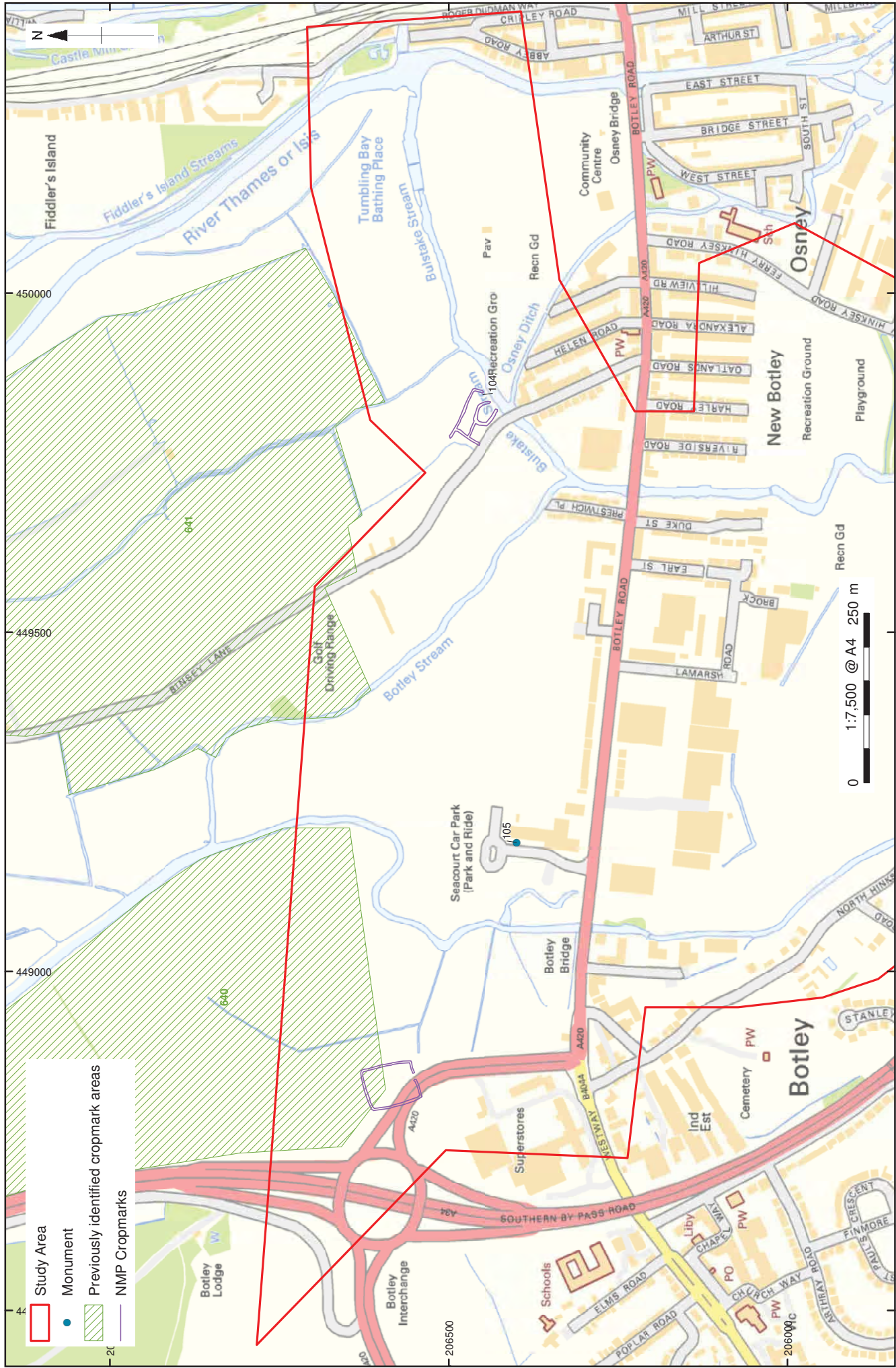


Figure 28b: Comparison of NMP Cropmarks to previously identified areas - North



Figure 28d: Comparison of NMP Cropmarks to previously identified areas - South