

A ADVENTURE BIKE RIDER

— GUIDE TO —
GREENLANING
— IN BRITAIN —



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WELCOME TO THE ABR GUIDE TO GREENLANING IN BRITAIN



As been as you've taken the time to download this *ABR Guide to Greenlaning in Britain*, chances are you've already experienced the joy of riding on Britain's network of byways, or you're curious about giving it a go. Either way, you've come to the right place.

Throughout the past decade, *Adventure Bike Rider* magazine has detailed hundreds of green lanes in every corner of the land, guiding riders along the byways and unclassified roads of Britain with detailed map locations, step-by-step route descriptions, difficulty ratings, and wow factors.

The result is the most extensive library of British green lanes ever produced and a treasure trove for riders wanting to venture off the beaten track. And what's more, there are routes for people of all abilities, from complete beginners to trail riding experts, whether your chosen steed is a big adventure bike or a lightweight enduro machine.

It's something we're so proud of, we've created the *ABR Guide to Greenlaning in Britain* in order to share a selection of our favourite routes with you. If you like what you see, you can unlock hundreds more green lanes by becoming a member of the ABR Digital Library which gives you instant access to every issue of *Adventure Bike Rider* (and every green lane) ever published, on your phone, tablet, or computer. Simply, go to www.adventurebikerider.com, hit the 'Digital Library' menu tab, and sign up

today using the discount code GREEN50 to save you 50% on your membership.

In this guide, we'll help you navigate some of the complexities and pitfalls of greenlaning in Britain. You see, while hitting the trails is one of the most pleasurable activities you can do on a motorcycle, actually finding legal routes to ride is something of a dark art. Unless you get your kicks from pouring over maps for hours while getting to grips with acronyms such as TRO, BOAT, and UCR, it can prove a frustrating experience. This is why we've done all the hard work for you.

We'll also explain why greenlaning technically isn't riding 'off road' in Britain and the implications this has for your bike and the gear you wear, as well as ensuring you don't fall foul of police checks, council restrictions, and fellow countryside users, leaving you to enjoy the freedom of roaming the trails.

Each one of these routes is an ideal way to spend a few blissful hours on two wheels, so get stuck in and don't forget to use the discount offer code GREEN50 to unlock the entire *ABR* Digital Library of hundreds of green lanes, saving you 50% on your membership in the process.

Happy trails...

James Oxley
James Oxley
 Assistant Editor
Adventure Bike Rider

Words and Pictures:

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- James Oxley
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A GUIDE TO

GREEN LANES

WHAT ARE GREEN LANES?

Before we head out onto the trails, it's worth taking a moment to clarify that a green lane isn't actually a recognised right of way. Instead, it's a blanket term that has been adopted to cover a collection of public rights of way, including byways, restricted byways (that allow two-wheeled traffic), and unclassified roads.

The practice of riding (or driving) along them is what's become commonly known as greenlaning, giving us the opportunity to turn off the asphalt and ride a range of dirt, sand, gravel, and downright boggy trails. Luckily for us, the UK boasts a wide range of green lanes, from those that are beginner friendly, all the way up to paths that are best tackled on trail bikes. There really is something for

every adventure biker looking to explore the byways of Britain.

However, let's be clear about one thing... it is not off-roading. All the green lanes in this guide are part of the public highway and, as such, your bike must be road legal, have a MOT, be taxed and insured, and you must wear a helmet. In some popular areas (think Salisbury Plain) police do patrol and will check your documents should they stop you. They even have the power to seize illegal bikes.

FINDING GREEN LANES ON AN OS MAP

To find your closest green lanes, you'll want to grab yourself a local OS map. You should opt for a 1:25,000 map which provides plenty of detail about the areas you want to explore on your bike. Many

green lanes are small features and can be easy to miss on a larger scale map.

The public rights of way we're interested in are byways open to all traffic (BOAT). We're also interested in unclassified roads (UCR) which can also be referred to as other routes with public access (ORPA).

Take a look at an Ordnance Survey map key when you get a moment to familiarise yourself with how they're marked. However, finding your first BOAT or UCR is only half the battle... Once you've found a green lane you want to ride, you'll want to check that an order hasn't been placed restricting you from riding it on your bike, either during a certain time of year or full stop. These come in the form of traffic regulation orders (TRO) and can be seasonal (restricting traffic in the wet winter months),

temporary (for essential works), or only apply to vehicles with more than two wheels, which is good news for bikers, but not so much for 4x4 drivers.

DISCOVERING IF A BYWAY IS LEGAL TO RIDE

Councils usually have definitive up-to-date lists of TROs for their counties on their websites, as well as a definitive map. These help confirm if a byway is rideable. Previously, the only copy of a definitive map was physically held by the council and you'd have to make an appointment to view it. Now, you can simply search online for your county plus the words 'definitive map' for an online version.

Physically, byways should also be signposted, although in practice this doesn't always occur. Signs such as 'Byway Open to All Traffic', 'Byway'

with a red arrow, and 'Unsuitable for Motor Vehicles' all indicate that you can proceed, whereas TRO restrictions, seasonal restrictions, and restrictions on motorised vehicles (including a red circle with a car and motorcycle inside) should be marked and indicate you need to turn back.

TRAIL RIDING ETIQUETTE

When you're riding the lanes, it's important to remember that their numbers have been dwindling for many years due to an ever-growing list of temporary and permanent restrictions placed upon them. The Trail Riders Fellowship, a membership organisation dedicated to conserving green lanes in England and Wales, puts a lot of effort into campaigning to keep those that are under threat open,

but you can help when you're out on the trails by thinking of yourself as an ambassador for biking.

It's important to remain polite and courteous to other byway users, especially if your presence is challenged, while also enjoying yourself. Always stay on the recognised byway. As tempting as it may be, going off-piste is both illegal and an easy excuse for the council to close lanes in the future.

Finally, spare a thought for fellow byway users, particularly horse riders and cyclists. Some horses spook easily, so we'd recommend shutting off your engine and pulling to the side of the lane in order to let them pass calmly. If we make the effort to show each other courtesy and respect, there's no reason we can't all enjoy exploring Britain's green lanes for many years to come. **ABR**

WHICH BIKE IS BEST FOR

GREENLANING?

O

K, if you want to open a can of worms, this is one of the best ways of going about it. Online forums are littered with heated debates espousing the virtues and weaknesses of various motorcycles for riding green

lanes. In reality, you can enjoy hitting the trails on a wide variety of bikes, but it's important to take into account your riding ability, the conditions, and the difficulty level of the trail you plan to ride. This is why we give each lane featured in the *ABR* Digital Library a difficulty rating from one to five.

For example, there are some wide open trails with smooth surfaces that are perfect for a novice rider to enjoy on a big adventure bike, like a Honda Africa Twin or a BMW R 1250 GS. However, there are also plenty of steep, twisty, rocky, and muddy lanes that are better suited to a lightweight trail bike fitted with knobbly tyres for extra grip.

As a general rule, a lighter, off-road focused machine, like a Honda CRF250L or a KTM 450 EXC-F, with plenty of suspension travel, a good amount of ground clearance, durable spoked wheels, and off-road focused rubber is going to prove more fun and easier to handle on the trails than a larger, heavier machine. You'll have more confidence to tackle tougher terrain and you'll likely find your riding skills progressing faster.

However, plenty of us ride big adventure bikes for a reason. They're fantastic on the road and they're also extremely capable when you venture off the black top. If you've ever watched a professional rider putting the likes of a GS Adventure or an Africa Twin through their paces in an off-road setting, it's mind blowing to see what these machines are really capable of doing.

But even if, like me, you won't be entering the Dakar Rally any time soon, taking your adventure bike greenlaning remains brilliant fun. Depending on your skill level and experience, you'll likely need to take things more slowly than if you were on a lighter trail bike. You'll also need to choose how you negotiate objects such as fallen tree branches more carefully, and you'll definitely work up a sweat picking up your bike if you drop it, but that's all part of the fun, right?

Whether you ride an adventure bike or a trail bike, you're a beginner or a seasoned rider, indulging in a spot of greenlaning is one of the best ways to enjoy riding in the countryside, and the *ABR* Digital Library has plenty of green lanes for everyone. **ABR**



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H

ow does the prospect of riding 20km of uninterrupted trails through the magnificent grounds of an English country estate sound to you? Too good to be true? Well, that's exactly what you can do at the 2021 Adventure Bike Rider Festival (25-27 June, Ragley Hall, Warwickshire). There'll be no traffic regulation orders, no grumpy rambles, and no dodging traffic on road sections, just 20km of pure, unadulterat-

ed, off-road motorcycling pleasure, well, apart from some themed pitstops along the way (think beach bars). You see, while we enjoy nothing more than exploring the byways of Britain, green lanes can be tricky to find and frustratingly short to ride, requiring plenty of time on the blacktop to link trails together. This is why we created the on-site AX41 Adventure Trail for your riding enjoyment. It will be the jewel in the crown of the 2021 Adventure Bike Rider Festival and suitable for riders of all abilities, from beginner to trail riding expert, whether you ride

a big adventure bike or a lightweight enduro machine. Elsewhere at the 2021 Adventure Bike Rider Festival, you'll be able to join the TRF for guided green lane ride outs, test ride every new adventure bike on the market, improve your skills with world-class off-road tuition, hear from guest speakers from the world of adventure biking, get expert advice and find the right gear in the Adventure Village, and relax with fellow riders at the Bridgestone Bar while enjoying live music and entertainment in the magnificent grounds of Ragley Hall. We're looking forward to seeing you there. **ABR**

★★★★★
"DELIGHTED WITH GREAT FOOD, GOOD BEER, NICE CLEAN TOILETS AND SHOWERS AND LOADS TO DO."
Tony Dennis

★★★★★
"HAD SUCH A GREAT TIME LAST YEAR, THIS YEAR BLEW IT OUT OF THE PARK."
David Barton

★★★★★
"FIRST TIME CAMPING FOR WELL OVER 20 YEARS BUT LOVED EVERY BIT OF IT."
Alistair Irvine

★★★★★
"A BRILLIANT WEEKEND, SO WELL ORGANISED."
Callum Carter

GET YOUR TICKETS NOW

All previous ABR Festivals completely sold out months in advance and we had long reserve lists of riders wanting in, so with Early Bird tickets now on sale, make sure you're quick. To get your tickets, go to www.adventurebikerider.com/festival2021

What: Adventure Bike Rider Festival 2021
When: Friday 25 to Sunday 27 June, 2021
How to book: Visit: www.adventurebikerider.com/festival2021
More info: Go to www.bit.ly/abrfest2021



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THE ROUTE

1-2
Start at the church in Symondsburry, near Bridport. There is a track going uphill from the signpost marked as a dead end. Ignore the red and white road closed signs put there by disgruntled ramblers who frequent the lane. Continue up past a small holding and on into the deep gorge, which features carvings in the orange stone. Pass a fork coming in from the left to a crossroads at the crest.

2-3
Take the lane straight ahead that drops away into a wooded sunken track. This would be the stretch that all but experienced off roaders would struggle with on a large adventure bike. The going down here gets very deeply rutted at times and is pretty slippery and tricky after rain. There are some intriguing carvings in the rock along the way and, in midsummer, you have to duck the branches and brambles. Pass through the double gate straight on and proceed through the stream bed, past a farm on the left, to a tarmac lane. Bear left at the Hell Lane sign.

3-4
Go straight ahead at the next junction and, shortly after, ignore the right hand turn to Venn Farm, instead following the lane left and down to where the

track goes out into an open field. Follow the rising traverse across the field and past Butt Farm on your left where you join a gravel track to Ryall village. Here you pick your way left on onto a tarmac road.

4-5
Just as you leave the village, there is a stony track on the right climbing back on yourself. This is a cut through to Morecambelake Road that goes anti-clockwise around Hardown Hill to the A35 major road.

5-6
Go straight across the A35 and, after a few metres, take the left-hand fork following a nice stretch of track just east of Charndown Hill. Hang a left at the next junction onto Muddyford Lane, dropping down and then up towards the A35. Just before the main road, turn right towards the National Trust carpark at Langdon Hill.

Near the carpark, hang a left onto a rough track (Langdon Lane) that skirts the east of Langdon Hill and then bear left onto Petticrate Lane. After a few metres you have two choices. I prefer the right fork. When you reach tarmac you can detour right to a fine pub right by the beach and the perfect place for a break

and even a swim. The Anchor Inn sells local Palmers real ale and superb fresh seafood as well as coffee etc. Go back up Sea Hill Lane to Chideok and turn right onto the A35.

6-7
Watch out for the speed camera leaving the village and carry on to the top of the hill, being careful not to miss the left hander at the crest. Follow the tarmac stretch to a lovely section of trail back to the climb you did up from Symondsburry.

Take the sharp right back down through the gorge to the finish in Symondsburry where you started.

ALTERNATIVE OPTIONS

A) At point 2, you can explore a nice track leading off to the right towards Henwood Hill. It is an easy return detour but eventually closes down into thick brambles. On your return you could then descend Hell Lane to your right.

B) If you are apprehensive about the slippery descent between point 2 and 3 due to wet weather or being on heavy bike, you can turn left at point 7 towards the A35 and follow the main road to Chideock, turning right at point 6 towards North Chideock, and rejoining our route by turning left at the T junction near point 3. **ABR**

SOUTH WEST HELL LANE CIRCUIT, WEST DORSET

words and photos by John Norris

Dorset is a fabulous area to explore by green lane, although there are fewer here than in nearby counties. The lanes themselves are varied, including hard, stone tracks, muddy stream beds, and overgrown wild flower-lined single track. There are routes suited to adventure bikes and some probably best tackled on something lighter and more agile.

The great thing about Dorset is the roads connecting the sometimes short green lane routes are a delight in themselves, often only just qualifying as tarmac roads. Hell Lane, featured in this route, is one of many beautiful holloways (ancient sunken tracks) found in Dorset. The track has been cut several metres deep into the ground from horse and carts pulling limestone out as far back as the

14th Century. The stone was used to build St John The Baptist's church in Symondsburry where our route starts and finishes.



THE FACTS

DISTANCE:
9 miles

NEAREST TOWN:
Bridport

MAPS:
Explorer 116 Lyme Regis and Bridport

START/END GRID REFERENCE:
Circuit ride from SY 445 935

DIFFICULTY RATING:
3 (Hell Lane descent 4 but variable subject to recent rain)

WOW FACTOR:
4

OTHER TRAILS:
ABR issue 51 and 53, Teignmouth and Dawlish



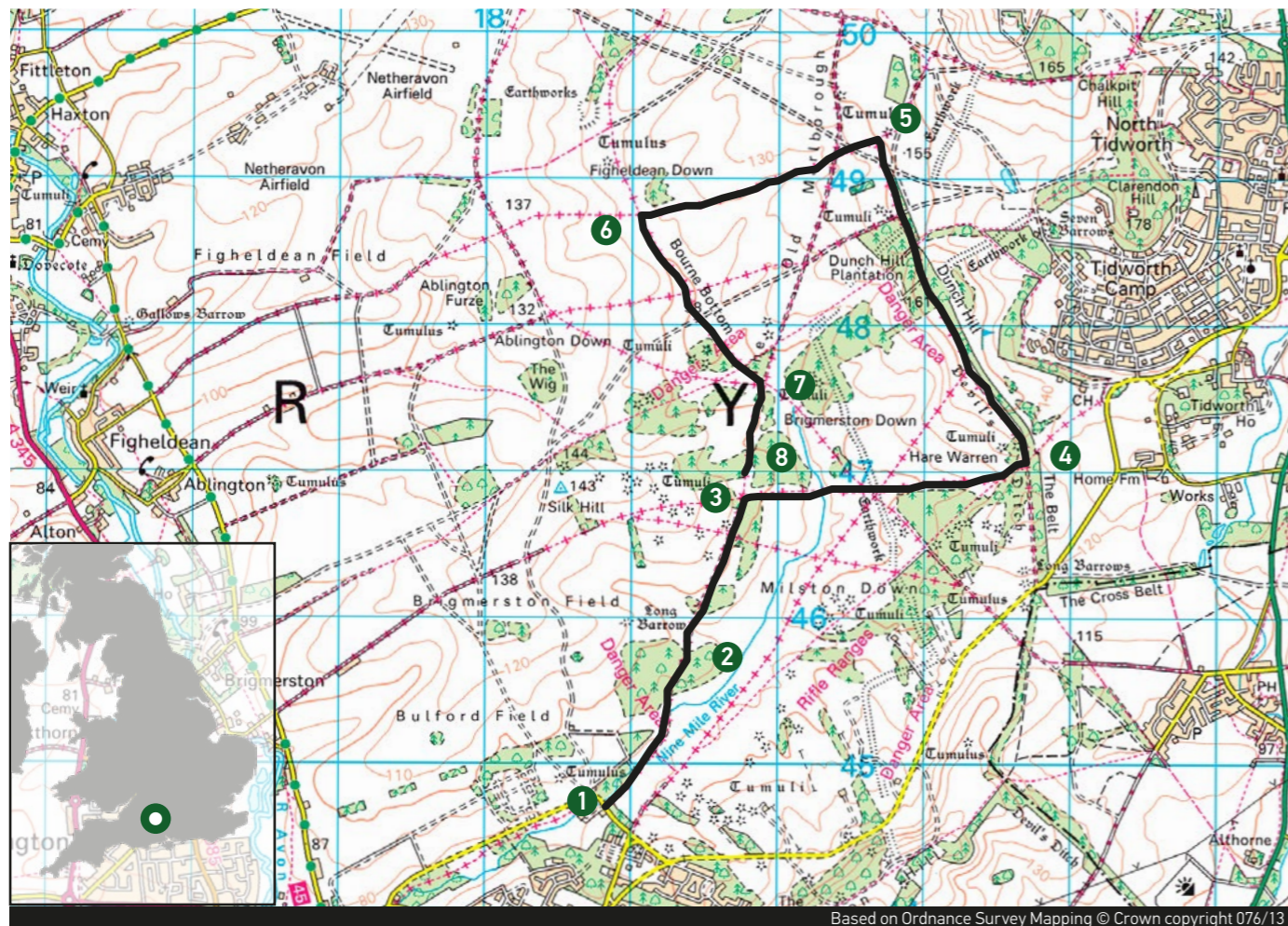
A TRAIL CARVED INTO THE LANDSCAPE



A MOMENT FOR REFLECTION



TIME FOR A DIP?



SOUTH WEST SALISBURY PLAIN, WILTSHIRE

words and photos by Mike Beddows

Salisbury Plain has hundreds of miles of legal trails criss-crossing the area. It is a fantastic place to ride. Some trails are easy and graded (like the perimeter road that encircles the plain), some are rutted and muddy, some are wet and have plenty of puddles, and some lead to tank pit areas. A word of warning, if the puddle looks big and deep, it probably is, so care is required. It's far safer to probe the depth first with a stick than lose your bike, and I am serious. There are a few puddles which will swallow your bike up whole. So, you have been warned. If in doubt, back track and find another byway around the obstacle.

Don't go off-piste to go around as this behaviour is a problem on the plain, and if caught you will be severely punished. There are plenty of military patrols in the area. The same goes for any tracks that are not signposted. One good thing about the Plain is that there are 'byway' signs everywhere. So, if you are not on a signposted

trail, the chances are you are not on track, so be careful. That said, stick to the rules and Salisbury Plain is trail riding heaven, and there are no gates which is a fantastic bonus and makes the riding even better.

Red flags can be an issue and if you see a flag flying then it means there is likely to be live firing in the area. Do not venture down byways where there are red flags. There's still plenty to play on if a section is closed. When I was last there, a Hercules was doing cargo drops which meant a section was closed and we were directed to ride off-piste to bypass the area by troops on the ground.

When the military are on the plain it's a fantastic sight to see the hardware driving, and flying by. Tanks, 4x4s, trucks, Hercules planes and Merlin helicopters were all seen during the ride. We passed a FIBUA (Fighting In Built Up Areas) village and there was an assault going on, so plenty of firing, smoke and flashbangs going off.

I've detailed a short eight-mile ride onto the plain from the south side. Please use this as a start, but I strongly suggest you expand the ride. Just look at the map, there are byways everywhere.

THE FACTS

DISTANCE:
7.5 miles

NEAREST TOWN:
Bulford to the south,
Salisbury is 10 miles away.

MAPS:
Salisbury and Stonehenge
(Explorer 130)

**START/END
GRID REFERENCE:**
SU188447

DIFFICULTY RATING:
2

WOW FACTOR:
4

OTHER TRAILS:
ABR issue 55, Salisbury
Whoops

THE ROUTE

1-2

Start near the town of Bulford about nine miles north of Salisbury. There's a fuel station in Bulford if you need petrol. The trail starts as a wide 4x4 track headint through woods which soon opens up and run along the edge of a farmer's field. It does get a bit muddy (we were riding after Storm Dorris passed through) but isn't difficult. There are plenty of muddy puddles to splash through, which are nothing more than knee deep, but if you hit these at speed you will know about it. You pass a track on the left, but there is no byway sign so this isn't legal. Continue down the track. Pass a restricted byway to the right and you make your way onto the plain.

2-3

The going is fairly fast now. You pass what looks to be a play area on the right. Stay on track, you never know who is around watching. Pass through more trees and the ground becomes harder and faster. Take it steady though, as you never know what's round the next bend or over the next crest. Once out of the trees it's worth stopping and taking in the panorama across the Plain. The views are fantastic in all directions. There are muddy shallow ruts now but nothing difficult. Proceed towards the woods in the distance. There's a few

nice big muddy puddles which are ok to go through. Stay on track as there are trails heading off all over the place, but these are army tracks. You pass a byway intersection (feel free to go exploring, just keep a note of where you are heading as it can get disorientating with all the byways heading in all directions). You head between some trees and then as they open up again you come across a really big muddy puddle. Be careful here, it's pretty deep, about thigh deep. It's OK to go through but if in doubt probe it first. Just don't stall or fall off, as one of our group did. Head to the crossroads.

3-4

You've now reached a gravel road which leads in three directions (straight on, left and right). Proceed to the right. The plan is now to form a loop and get back to this intersection. As it's graded the going will be faster now. It's hard and compact all the way to the end. As you are going you will pass over a six-byway intersection. Where else do you get an intersection with six byways heading off in all directions? Proceed through the woods and uphill slightly. Stop at the next intersection. Straight on here will lead you off the plain.

4-5

Turn left. Again the going is fast and the track well graded. There are no

muddy puddles. You skirt a woodland to the left and pass a couple of byways on the left leading back into the plain. At the next crossroads turn left.

5-6

Again, you are on a fast gravel road and the views ahead are superb. Pass over another byway crossroads and keep going straight ahead. At the next crossroads turn left.

6-7

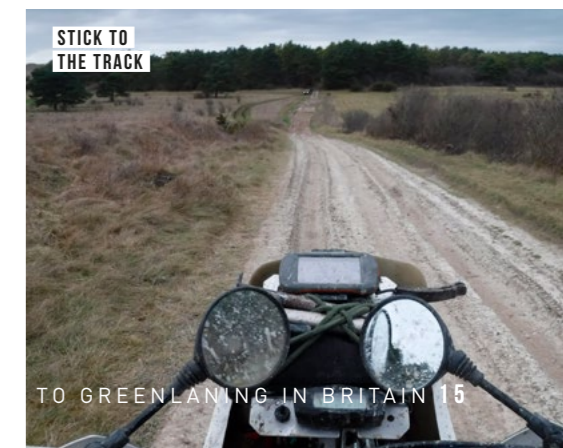
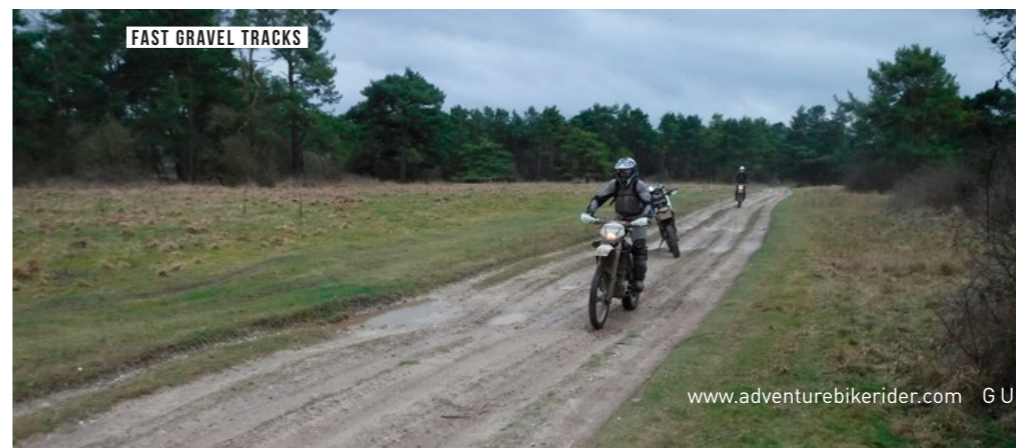
There are gates on this lane which may be closed (if they are, either back track and find another byway around, or keep going forward and find another way around). After all, it's an adventure. This leads you along a 4x4 track which is fairly muddy with shallow ruts, a change to the fast riding you have no doubt just been doing. There are a few puddles but nothing to trouble you. Cross over a byway intersection and at the next crossroads turn right.

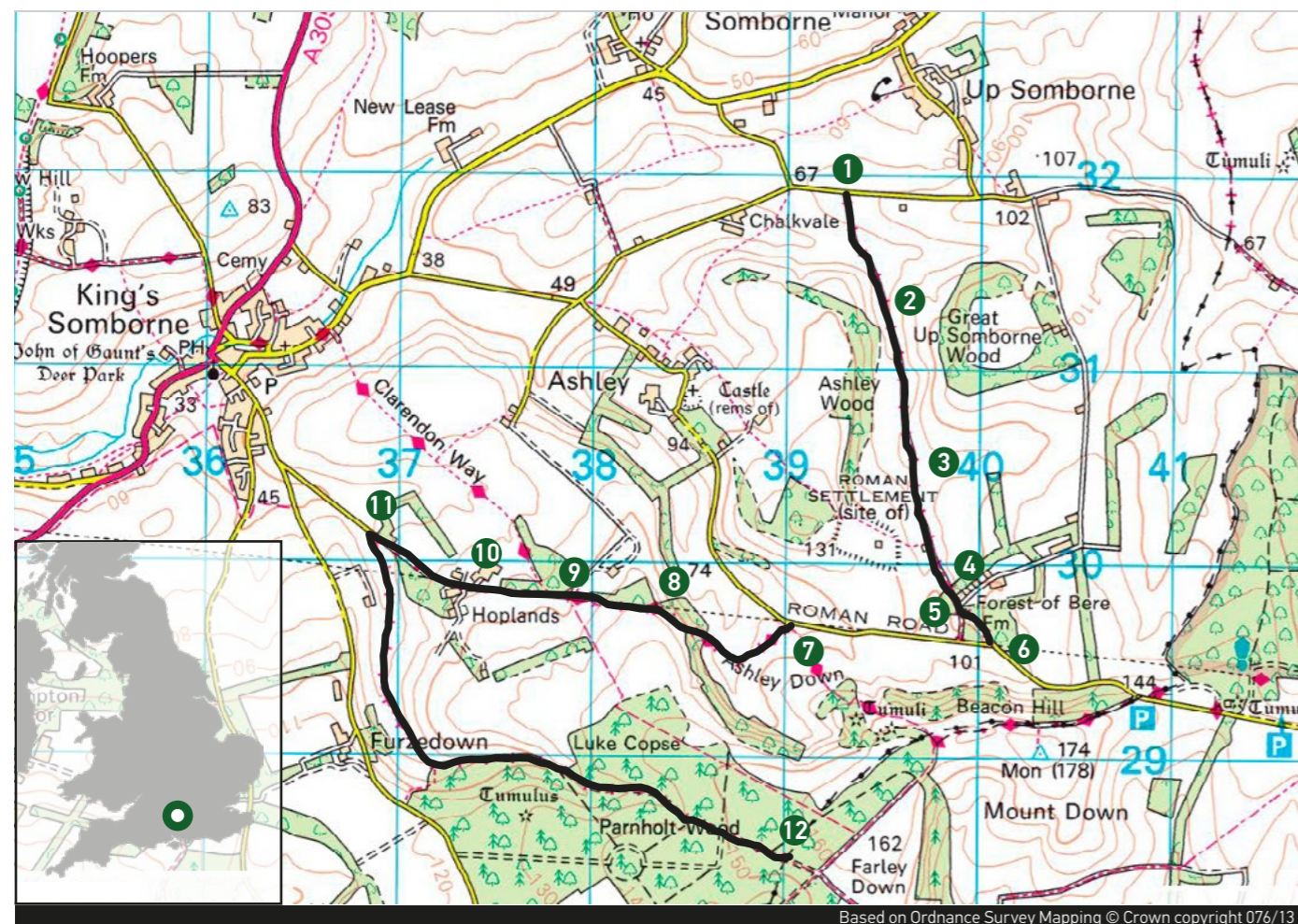
7-8

After a short section, you will reach point number three again.

3-1

Complete this section in reverse which will take you safely off the plain. Now go back and explore a few of those byways you passed heading off in all directions. **ABR**





Based on Ordnance Survey Mapping © Crown copyright 076/13

SOUTH ASHLEY DOWN, HAMPSHIRE

words and photos by Mike Beddows

On a trip to an ABR organised meet in Salisbury, I decided to lengthen my time away and spend a day trail riding in the South Downs National Park. After a long journey down in my camper, I found a wild camping spot just west of Winchester, and the trails started directly from here the following morning. There's a fantastic network of green lanes in the south and they are really easy to find using an OS map.

Bar a few TROs that were easily identifiable on the ground, the rest of the trails were fun and flowed really well. The main positive for me was that I didn't have to open a gate all day, a rarity as where I live 'up north' there are gates everywhere. The lanes marked up here are fairly straightforward and could be attempted by anyone on almost any bike. In dry conditions, I'd even say that road based tyres would be a possibility with a bit of care.

It's worth pointing out now that the last lane (points 11-12 on the map) goes to a dead end. So, to stay 100% legal, make sure you

turn around at the point designated on the map. On the ground, the physical trail continues and there is no sign stating the legal route has come to an end. Just beware of this fact when riding it. Personally, I think it's ridiculous that routes exist where their legal status changes along the way, but this isn't the first lane I've ridden like this. There are many dead end routes throughout the UK. It's just another way of restricting use on a lane as, if it goes to nowhere or stops halfway down, it's less likely people will make the effort to ride it.



THE FACTS

DISTANCE:
5.5 miles

NEAREST TOWN:
Winchester

MAPS:
Explorer OL32, Winchester

**START/END
GRID REFERENCE:**
SU393319 / SU390284

DIFFICULTY RATING:
2

WOW FACTOR:
2

OTHER TRAILS:
See ABR issues 41 and 43
for more green lanes in
Hampshire.

THE ROUTE

1-2

The trail starts off as a wide farm track, large enough for four-wheel drive vehicles. It is bordered on both sides by a grass verge followed by bushes before the fields take over. It's a hard, compact base with some shallow ruts. The riding is easy but pleasant as you proceed. Great views of rolling countryside lie ahead. There are a few puddles but it could be very slippery after a downpour. Head between the trees.

2-3

There was a large puddle here (and it hadn't rained for a while so the standing water was pretty old), and after a downpour I'd expect this puddle to be even bigger. There's no point trying to go around. It's about knee deep, so if you have any doubt, probe it with a stick first. Continue on much of the same terrain, which is nice and easy going. There are many field entrances, hence why the lane is in good condition. Once out of trees, the lane continues between hedgerows.

3-4

Heading slightly downhill now, the ruts are slightly deeper, but they are wide and can be ridden easily. There's

grass growing in the middle and the hedgerows become more sporadic, before they disappear completely leaving just a fence on the left. Then you proceed into the open fields on the right. Proceed to the tarmac.

4-5

A short tarmac section.

5-6

You will see the next short lane heading off to the left under the trees. It's an easy section that leads to the road.

6-7

Turn right onto tarmac.

7-8

There's a right of way sign on the left. Head up a slight bump to start the lane, which is narrow but not difficult. Head around to the right as the lane goes between open fields. There are ruts with grass in the middle. It's not hard as the ruts are wide.

8-9

The trail becomes a sunken lane between open trees. I like this section as it feels like a true green lane. Proceed

slightly uphill and out of the sunken lane. The track is a bit muddy in places and pretty slippery with a few puddles.

9-10

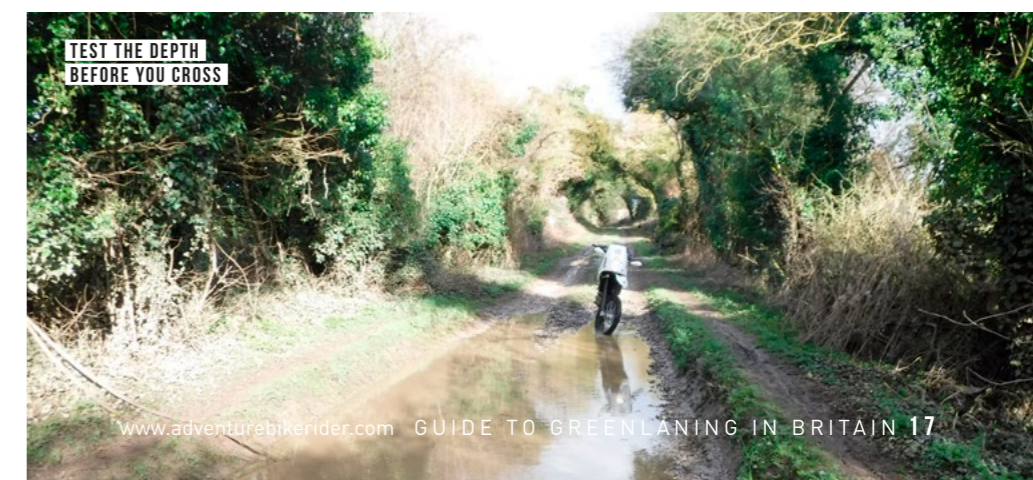
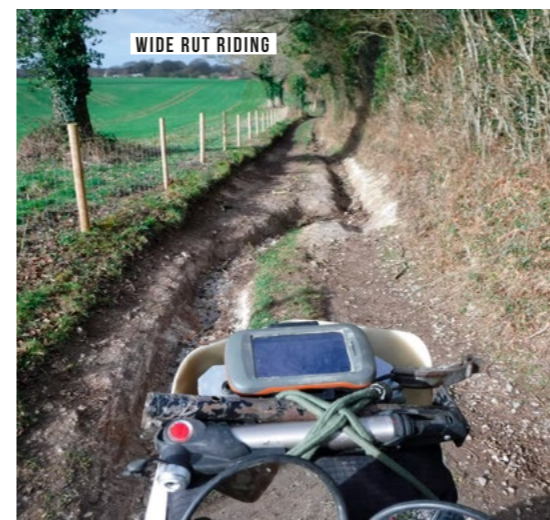
There is a lot of erosion on the trail on this section. It's good fun and, if care is taken, it won't be difficult for novices. There's a deep rut to bounce over but stick to the left for an easy route. A big puddle appears spanning the trail. It's deeper in the right-hand rut, about knee deep so stick to the left for a shallower route.

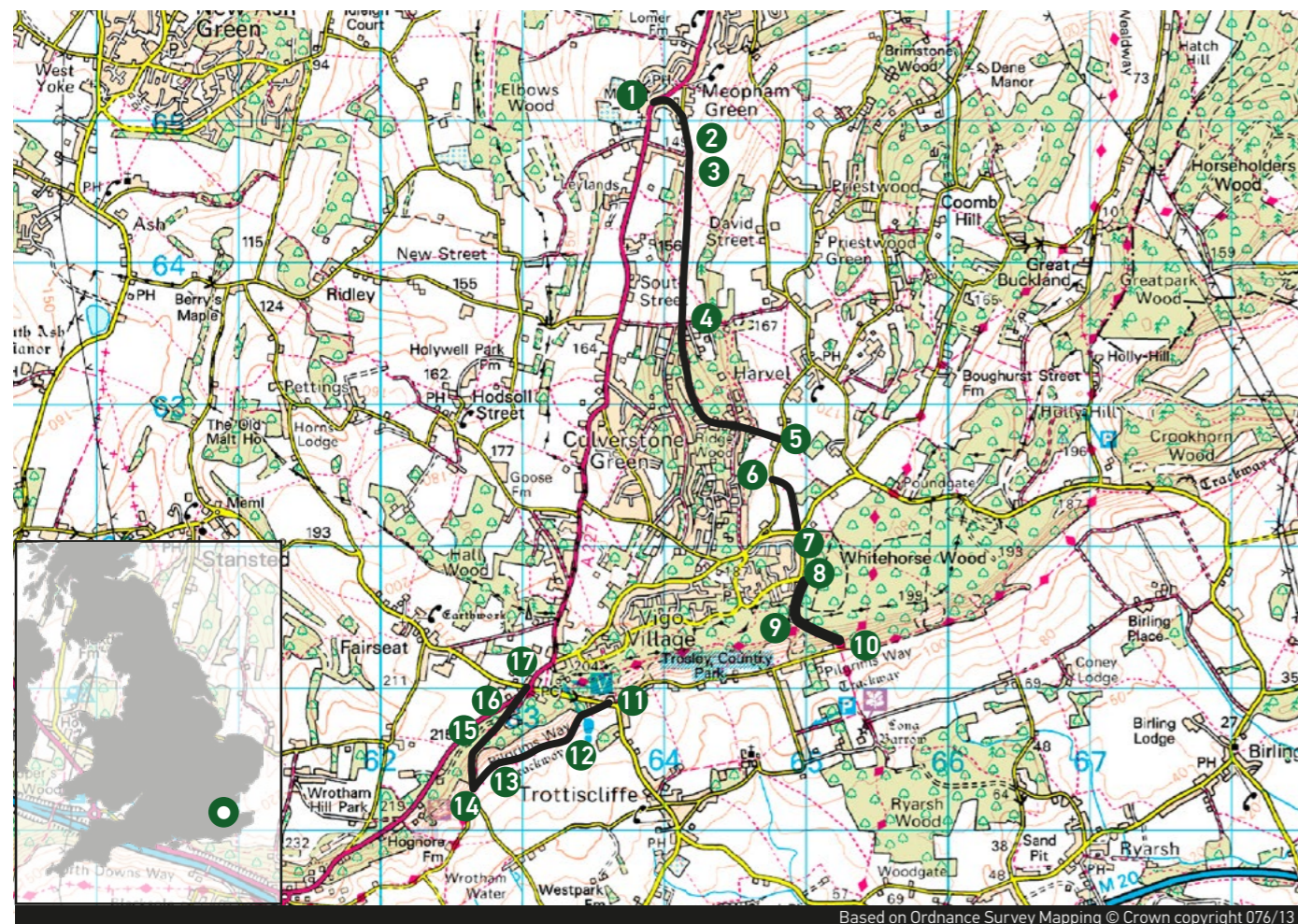
10-11

Turn right onto tarmac.

11-12

You may wish to miss this section out as the legal part leads to nowhere. It starts as a hard, compact base with a few puddles. Head towards the trees and the trail turns into a forest track. It's not difficult. But at point 12 on the map the legal section runs out. To stay within the law, it's now time to turn around. Or, although I'm not sure on the legalities of this, approximately 200m down the track to the right, the tarmac starts again. So, hopping off the bike followed by a quick push should suffice. **ABR**





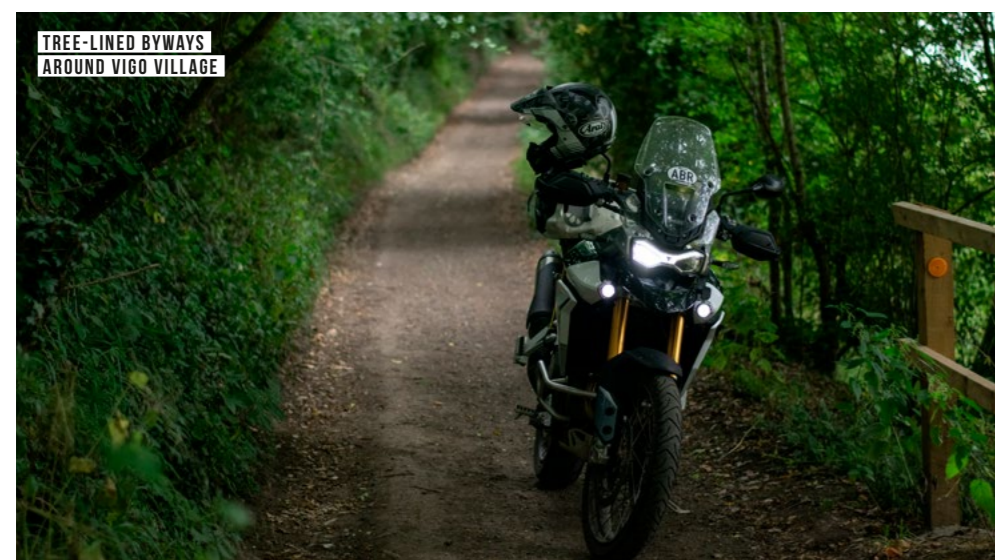
Based on Ordnance Survey Mapping © Crown copyright 076/13

SOUTH VIGO VILLAGE, KENT

words and photos by Mike Beddows

This selection of five green lanes makes for an enjoyable and challenging ride around the village of Vigo in Kent's North Downs. It's just a short hop from London's M25 orbital motorway, making it the perfect way to escape the hustle and

bustle of the city for a few hours. The route begins at Meopham Green and takes you more than six miles, with 4.5 miles of those on green lanes. The hardest byway carries a difficulty rating of four and is really only suitable for experienced riders. In the winter, all of these trails will require knobbles for extra grip but in the summer months anyone should be able to ride them as long as it is dry.



TREE-LINED BYWAYS
AROUND VIGO VILLAGE

THE FACTS

DISTANCE:

6 miles total with 4.5 miles of green lane sections

NEAREST TOWN:

Vigo Village

MAPS:

Explorer 148, Maidstone and the Medway Towns

START/END

GRID REFERENCE:

TQ 64132 65020 / TQ 63082 60965

DIFFICULTY RATING:

3/4

WOW FACTOR:

3

OTHER TRAILS:

Kent byways in ABR issue 26

THE ROUTE

1-2

The entrance to the byway is from Steeles Lane and lies directly behind the Meopham Green cricket ground club house. The first section is a wide track with large puddles either side, keep an eye out of local dog walkers here.

2-3

As you approach this next section there will be a large house facing you, take a left just before the house and go down a steep section which forms a large S bend. The trail is made up of loose shingle and chalk, so take care.

3-4

This mile-long stretch starts off running downhill before it levels out. There are some overhanging shrubs so standing on the pegs is a no-no. It finally ends with another byway crossing it (Heron Hill Lane). Heron Hill Lane is often used, so don't go flying out onto it.

4-5

Follow Ridge Lane through a small group of houses where caution should be taken. There is a steep climb up and down halfway along this section, with a give way sign in the middle of it (Valley Lane) so be watchful.

5-6

Take a 0.2 mile road section to the overgrown entrance of Upper Harvel Byway. Careful, it's easy to miss.

6-7

This lane is enclosed by foliage and is more like riding through a tunnel. The track is very deeply rutted and cut-up, with tree roots protruding through the ground, so watch out.

In the winter, it is slippery and we have had a few fallers (ABR forum member V-Stromjohn) being caught out cross-rutting. It is not for beginners and can't really be ridden fast. The lane finishes at Harvel Road on a blind bend,

so make sure you take extra care when you are exiting onto the main road.

7-8

A very muddy flat section, with puddles and mud everywhere. There are no real problems but if your bike wasn't dirty before, it will be now. Even in the summer this section retains water.

8-9

This starts at a fork in the trail, go left to follow the byway. This is where beginners should stop, turn around and find another route.

This section is enclosed by trees with a steep drop off on the right, there is a barbed wire fence stopping you from going off the edge but be careful not to bin it because you probably won't see your bike again anytime soon.

This section is also very steep and drops 240ft in the space of a tenth of a mile. It is made up of chalk and flint and when it rains becomes a very fast flowing river.

Just to make it harder, it has about 60 large railway sleepers embedded into it, making steps that run its complete length. The drop off on these can be up to 12"-14", so a bash plate and a decent amount of clearance is needed.

If you like a challenge on a big bike, do this lane. Keep in mind that walkers use the set of steps too.

9-10

The entrance to this lane is halfway up Taylor's Lane, opposite Pilgrim House. In the summer months, this lane is good for beginners but, as the rain falls, it becomes more of an intermediate byway and in winter becomes very slippery and a lot harder.

The first section is through Spring Wood on a tree covered track with fields to the left and steep climbs up the North Downs to the right. The track dips downhill and is rutted, most of it is on an adverse camber which is falling from right to left, so balancing is interesting.

10-11

As you exit the woods the trail becomes wider and more undulating and you can get a bit of air at this stage. Again watch out for walkers. In the winter this section gets pretty slippery.

11-12

About 100 yards before the end of this trail you will notice that there is another one that forks to the right and goes up the North Downs. This is the Trottscliffe steps, our next lane.

12-13

A short ride which ends on Wrotham Water Lane.

12-14

From Wrotham Water Lane, proceed over the speed bump until you come to a fork in the trails. Take the left one to reach Trottscliffe steps.

14-15

Proceed left onto a wooded section with views on the right across to Wrotham village and Trottscliffe. In the wet, grip is hard to find. This is a tough climb with 6"-8" steps and it is very demanding for big adventure bikes, there are about 40 steps to contend with across its full length. Again this section is not suited to beginners.

15-16

After you have climbed up the steps, you now come upon a wider wooded section that flattens off a bit.

16-17

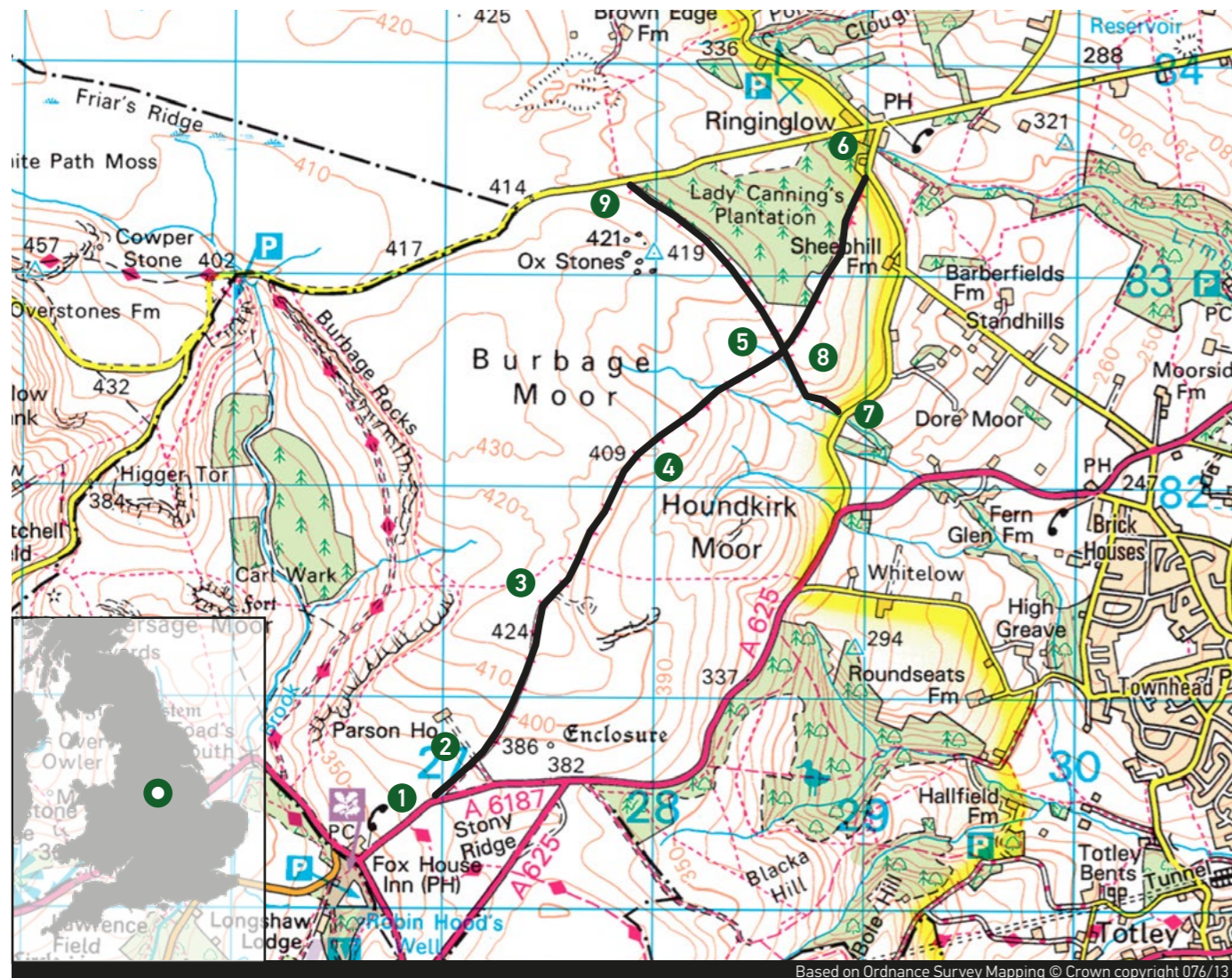
This last section is flat with an intersecting road in between. It's a long drive to a house and is therefore a private no-through road. After the drive the trail becomes rutted as it goes through woods for about 200 yards and finishes at the Gravesend Road (A227). Take care when exiting onto the A227. **ABR**



COLDRUM LONG BARROW



BIG BIKE
FRIENDLY TRAILS



MIDLANDS HOUNDKIRK MOOR, PEAK DISTRICT

words and photos by Mike Beddows

There is often a trail that sticks in a person's mind. Mine is Houndkirk Moor and probably not for the reasons you may think. It was back in January 2001, New Year's Day to be precise. My wife was nine months pregnant with our first daughter (she gave birth on the 10 January). I was under strict orders not to drink on New Year's Eve due to the fact it was possible for her to go into labour any day, so, being sober on New Year's Day (a rarity), we decided to go for a drive in the country (yes, a drive). I had a Vauxhall Frontera 4x4 and we enjoyed a few country roads in Yorkshire before we came across Houndkirk Moor purely by chance. I'd never taken the 4x4 off-road, and this was before I got into trail bike riding on green lanes.

I don't know why, but I decided to drive along the trail. My wife, being nine

months pregnant, was obviously not happy about bouncing around, but I loved it. I was hooked, but it didn't take long for my inexperience to show. We were soon stuck and alone in the middle of Houndkirk Moor on New Year's Day, with a heavily pregnant woman in hysterics. I eventually managed to get free and it all worked out in the end. But, as I said, I was hooked and I wanted more. I didn't like how expensive the 4x4 was, and if I got it stuck on my own, I'd probably end up in trouble so I got into trail riding, all because of Houndkirk Moor. My logic was that a bike would be easier to free on my own if I got stuck, and not as expensive if I damaged it.

Houndkirk Moor is a fantastic, long-ish trail and has altered a lot over the years. It's more graded now than it was when I first attempted it back in 2001, and it can be attempted by novice riders if care is taken, bar the section A-B on the map, which is only really suitable for competent riders.

THE FACTS

DISTANCE:
4.3 miles

NEAREST TOWN:
Sheffield

MAPS:
OS Explorer 278, Sheffield and Barnsley

START/END GRID REFERENCE:
SK270805/ SK279834

DIFFICULTY RATING:
2-4

WOW FACTOR:
5

OTHER TRAILS:
ABR issue 11, Rowland and issue 9, Stanage Edge

THE ROUTE

1-2

A short section leads away from the main road. Proceed along a wide, well graded track. Take care as you approach the gate as a track crosses in front of it and traffic may be obscured by the wall.

2-3

Continue through the gate. You are still on a wide graded track with lots of small, loose stones. Proceed through the next gate which is only a few metres after the first one. You are heading slightly uphill until you reach the moorland on either side. You will see a parking area off to the right when you crest the hill. It's worth stopping here to take in the distant views across Sheffield to the right.

3-4

When you leave the car park, you will head slightly right and you can see the track heading out across the moor. It's still wide and well graded, with lots of small stones but nothing too troublesome. The track seems to go on for miles. Being so close to Sheffield, it does get a lot of traffic from motorbikes,

4x4s, pushbikes, horses and plenty of walkers and their dogs, so take care. As you head into the distance, be on the lookout for the sandy washouts that may catch you unaware, especially if you've built up some speed. Be wary of other trail users.

4-5

As you head uphill and to the right, there are a few rocks on the trail to contend with, but nothing too difficult. There are strategically placed boulders to try and keep traffic to the left. The original track used to run to the right and is now washed out in places. The original track used to be great fun here as it was more technical. The replacement is still well graded. Proceed to the cross roads.

5-6

Head straight on. You can now exit the trail by continuing on or heading to the left towards point nine on the map. For the more advanced, head straight on and at the end go right and enter the moor again at the next stage. Continue through a gate and head downhill until you meet the road.

6-7

A short road section.

7-8

This section isn't for novice riders or four-wheel drive vehicles, and this can be seen from the small gate you use to access the trail. Immediately, the going is a lot tougher. The trail is narrower and covered in rocks. Some loose, some well and truly embedded in the ground. Your suspension will take a beating here. Always look ahead and try and choose the best line. Try not to stop, getting going again is tiresome. In the wet, this section can be even trickier, but it is my favourite part of the trail. Continue to the cross roads and head straight on.

8-9

The trail is graded and narrower than the first section. As you approach the wood (on your right) you will go through another gate. The track from here loses its newish grading but is still fairly straightforward. There may be a few puddles on this section but nothing too deep. Continue to the gate and exit onto tarmac. **ABR**



CROSSING THE MOORLAND



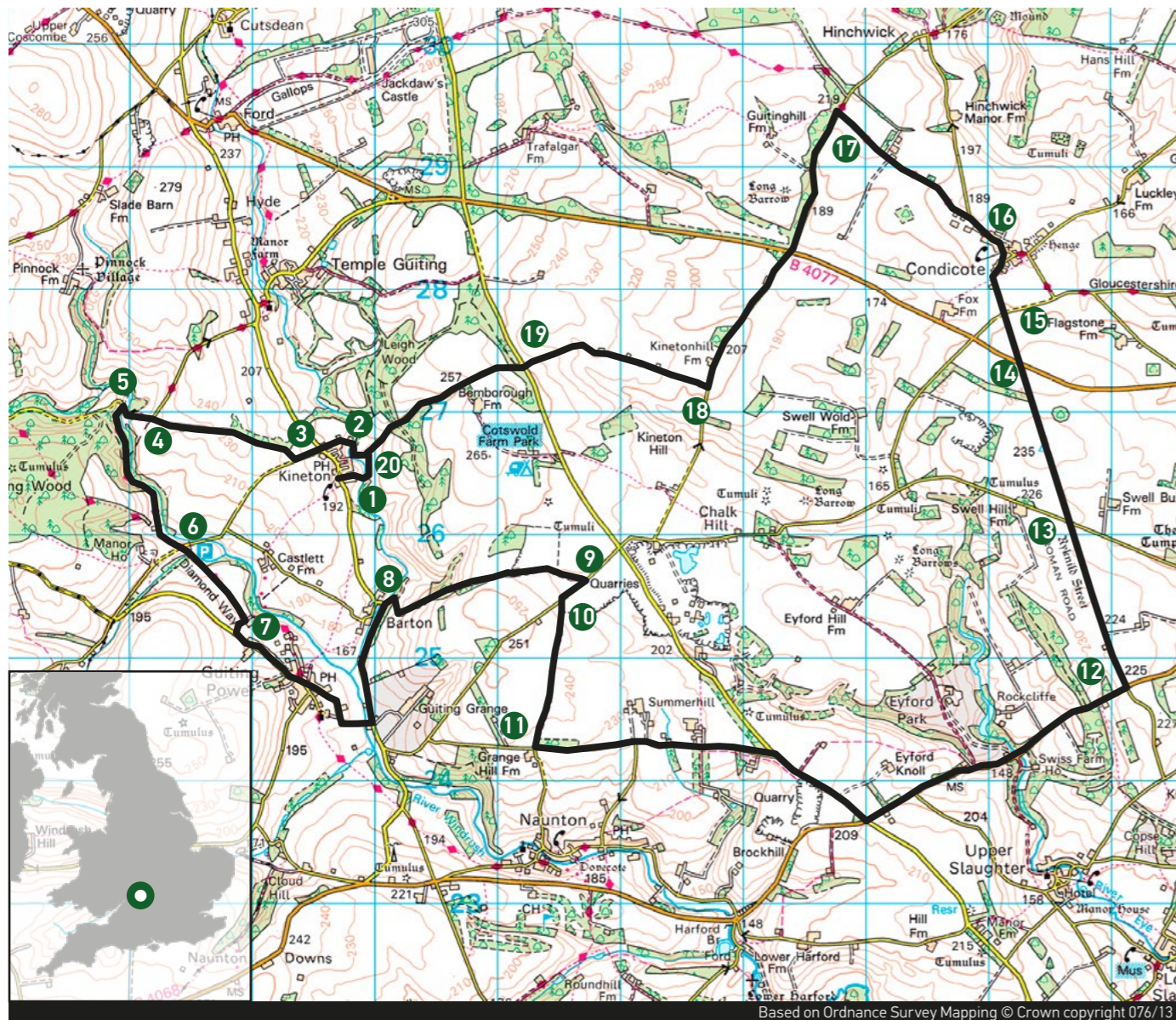
GRADED TRAILS



CLOSE GATES AFTER YOU



REMOTE BEAUTY OF THE MOOR



MIDLANDS BEGINNER'S LOOP, THE COTSWOLDS

words and photos by Mike Beddows

This series of trails is located in the Cotswolds, close to ABR headquarters in Stratford-upon-Avon. The route forms a 17-mile circular trip starting and ending in the small village of Kineton. I'd suggest giving yourself a minimum of two hours to complete the loop, but this part of the country shouldn't be rushed. These green lanes are fantastic for beginners and the road sections connecting them pass through some of the most picturesque of the Cotswold villages. The scenery is simply amazing. There are approximately eight miles of trails on this route, all with an ABR difficulty rating of 1-2, so it's suitable for beginners.

All the trails in this feature can be found on the Ordnance Survey map The Cotswolds, OL45.



THE FACTS

DISTANCE:
17 miles

NEAREST TOWN:
Kineton

MAPS:
OS Explorer OL45, The Cotswolds

START/END GRID REFERENCE:
SP097282/ SP097282

DIFFICULTY RATING:
1-2

WOW FACTOR:
3

OTHER TRAILS:
ABR issue 27, Alcester Trails

THE ROUTE

1-2

Starting in Kineton, there are two fords for the more adventurous. Take care when riding through these. The first ford (SP099265) is the easier of the two. The bottom is uneven but the water should be clear enough to see obstacles. The second ford (SP098267) has a tricky entry with a slight drop, which could catch you unaware. If in doubt, stop the bike first and have a look at the crossing before proceeding. If you're still in doubt, walk the crossing to work out the best point of entry and route across.

3-4

This trail is slightly overgrown. It has a single bike track that zigzags from left to right. It has a compact base and should be no problem for all riders. Halfway along, the trail passes Sheepphouse Barn on the left and becomes a wider farm access trail.

4-5

A road section.

5-6

This is marked on the OS map as a B road but it appears the local council has stopped maintaining it. The tarmac surface is breaking up and the road is covered in forest debris. Take care.

6-7

At the crossroads, continue straight on and follow the Diamond Way. This trail has a wide compacted surface. After half a mile, turn left and take the middle track heading downhill. At the bottom there is a small ford to play in. Crossing the ford, the trail leads to Castlett Farm. The ford can become very swollen after significant rainfall. A short graded sec-

tion continues uphill. This soon ends and gives way to a muddy, slippery slope, which is more like a forest footpath.

7-8

A road section.

8-9

After a few meters, take the right fork up the hill. After 100m, stay left and stick to the main trail. At Tinkess Barn continue heading straight on. The trail has a hard compact surface with muddy sections.

9-10

A road section.

10-11

This is an easy lane with a hard-packed base. It starts off wide and gradually gets narrower. There's some grass growing on the trail. Beginners, take it easy.

11-12

A road section.

12-13

This trail follows an old Roman road called Icknield Street. It has a hard-packed solid base and is just one-vehicle wide. The trail is very easy going. As you progress, grass starts to appear in the middle of the track. There are no ruts.

13-14

This lane continues on from the previous one. It's recorded on Trailwise (www.trailwise.org.uk), the national catalogue of Rights of Way, as Condicote Lane. This trail is a narrow track that zigzags from one side to the other and is slightly more difficult than the first one; it's quite overgrown. There's no option

but to follow the well-worn riding track. There are some muddy bits, but nothing that should trouble riders. After 0.6 miles the trail proceeds slightly downhill, terrain is muddy and will be harder if approached from the opposite direction.

14-15

This trail continues on from the previous one. Cross the road and proceed onto the narrow bike track which zigzags from one side to the other. Watch out for overgrown areas and scratchy bushes. This lane shouldn't trouble novice riders if enough care's taken.

15-16

A road section.

16-17

The start of this trail follows a farm access road. There are a few muddy, shallow puddles. The base is a mix of mud and hard-packed gravel. At 0.5 miles continue straight on past the farm.

17-18

A road section.

18-19

This trail goes through several fields over a grassy surface. I'd expect this to be very slippery in the wet and there is no clearly defined trail. Stay close to the edge of the field. There are three gates. When I last rode this trail I was confronted by three large bulls blocking the last gate so had to retrace my tracks and ride the road around. After the final gate, the last 0.3 miles are on a farm access track with a hard base.

19-20

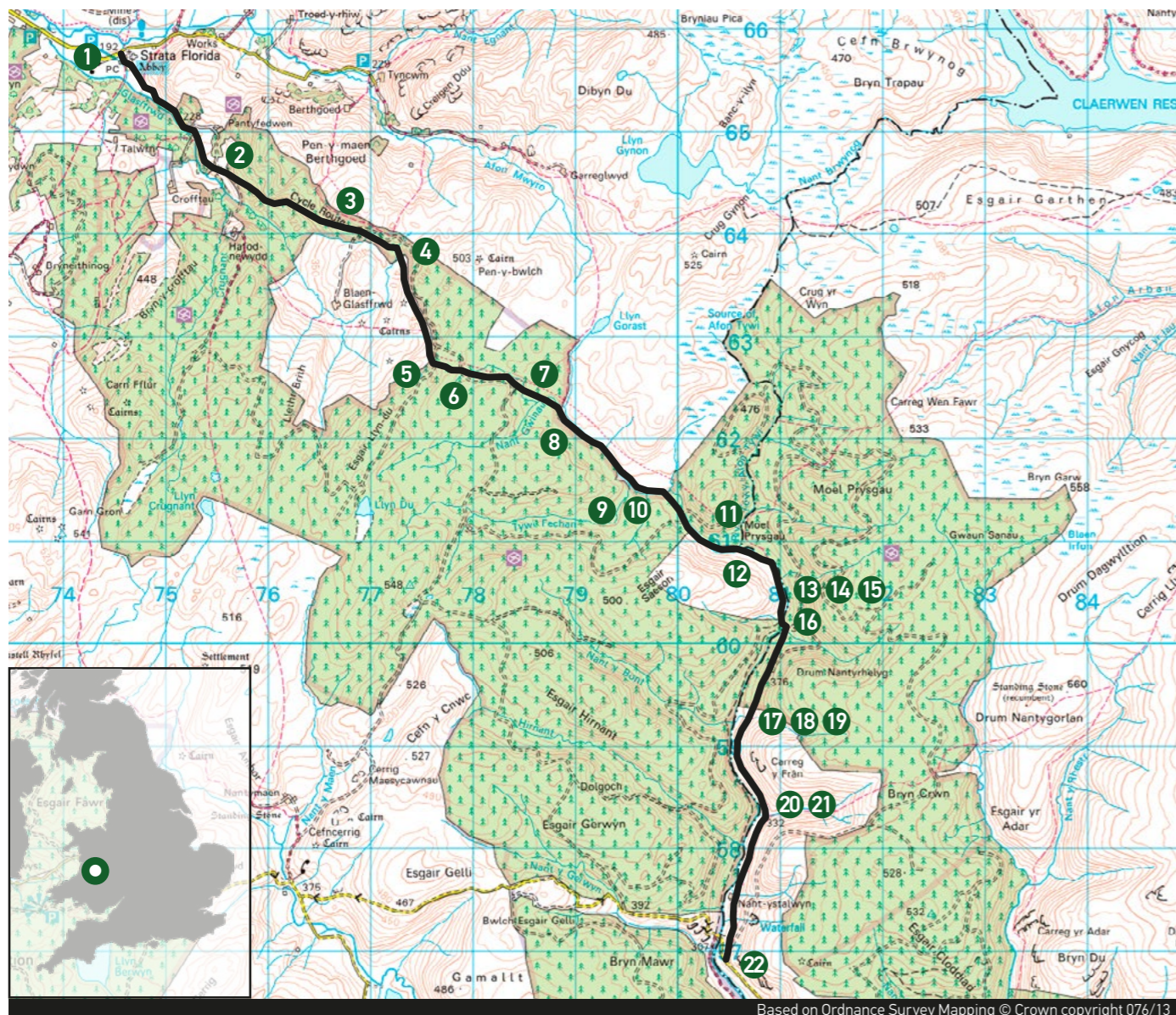
Back to the start. **ABR**

A TYPICAL COTSWOLDS VIEW



WATCH OUT FOR SLIPPERY GRASS





THE ROUTE

- 1** Start at Strata Florida Abbey.
- 2** Ride for 1 mile along a single-track tarmac road. The trail now starts on the left.
- 3** Proceed uphill along the rocky hard-based trail for 0.9 miles (1.9 miles). At the intersection with the gravel road, continue straight on.
- 4** Continue for 0.4 miles and go through the gate (2.3 miles).
- 5** The trail proceeds uphill along a rocky track. As the track levels out there are several large water splashes; the water here can be deep. (3 miles).
- 6** Continue down the trail for 0.3 miles, again more rocks but not technically difficult (3.3 miles). At the intersection, turn right then immediately left. You are presented with a large, deep puddle. From here on there are many large puddles and water splashes.
- 7** First ford at 3.7 miles. This is an easy, small ford.
- 8** Second ford at 3.9 miles. This is slightly bigger than the first.
- 9** Third ford at 4.3 miles. Take care, there are large rocks in the middle of this ford. Keep right if possible and stay clear of the middle.
- 10** Forth ford is straight after the above. The trail now forms the base of the flowing water. It isn't deep, but as water flows across the trail, I've classed this as a ford. There are lots of rocks. In wet weather, this section is tricky.
- 11** Fifth ford at 5 miles. At the intersection, continue straight on (5.1 miles).
- 12** Sixth ford at 5.3 miles. This is the deepest ford so far.
- 13** Seventh ford at 5.7 miles. This is the longest ford on the Strata Florida. Keep left for the shallow route.
- 14** Eighth ford at 5.8 miles. When water levels are low, this ford can be dry.
- 15** The ninth ford at 5.9 miles.
- 16** The 10th ford at 6 miles.
- 17** The 11th ford at 6.4 miles. This one is a tiny stream.
- 18** The 12th ford at 6.5 miles. This has a tricky exit. If the water level is low, it won't prove a problem; if it's high, the rock step at the far end will be hidden. Be aware of it. Stay left if possible as the right-hand side of the exit is steep and can be slippery.
- 19** The 13th ford at 6.5 miles. It's worth walking to this one and making a mental note of the way across. It's not difficult, but the pool on the left can be deep if you enter incorrectly.
- 20** The 14th ford at 7.4 miles, small ford.
- 21** The 15th ford at 7.7 miles, small ford.
- 22** The trail ends when it meets the tarmac road at 8.8 miles. **ABR**

WALES STRATA FLORIDA, MID WALES

words and photos by Mike Beddows

THE FACTS

DISTANCE:
8.8 miles

NEAREST TOWN:
Pontrhydfendigaid

MAPS:
OS Landranger map 147, Cwm Elan a Llanfair-ym-Muallt

START/END GRID REFERENCE:
SN746657/ SN805569

DIFFICULTY RATING:
3

WOW FACTOR:
5

OTHER TRAILS:
The ABR Digital Library has a series of fantastic trails in Mid Wales

The Strata Florida is a fantastic trail if you love water crossings, but it's not one to attempt solo. Fall off mid-crossing on your own and you'll be in trouble. In the dry, the puddles are deep. In the wet, they can be downright dangerous. The river is extremely powerful too. To get an idea of what conditions are like after heavy rainfall, head over to YouTube and search for 'The Nutters Strata Florida Green Laning'.

The route I've mapped starts at Strata Florida Abbey, so it's easy to find the start location, but if you're unsure whether you'll make it across all the fords, do this route in reverse as the most difficult crossings are those at the end. If the river's running really high, the 12th ford may be totally impassable. Various factors, such as changes in

current and shifting rocks, can alter the best path across a ford on a daily basis. For this reason, I can't give detailed specifics on how to tackle each crossing, but I've included the ford number and distance from the start to help identify each water obstacle.





WALES CLAERWEN RESERVOIR, MID WALES

words and photos by Mike Beddows

This trail is fairly straightforward and is suitable for beginners. In fact, I'd go as far as saying it is suitable for any adventure style bike and, if care is taken, any tyre. The trail is a mix of compacted hardcore/slate type stone for the duration. Although it is easy, care still needs to be taken. There are loose stones that can cause the bike to bounce around and the drops down to the reservoir along the way are steep. I would suggest doing the trail in good weather. The area is very exposed to the elements and in a downpour it can be very unpleasant. This only adds to the danger as it's far too easy to build up speed and lose concentration. Something you don't want to do on this trail. The area is also very remote and if you break down in the middle it's a long walk out. The area is fantastic for viewing red kites and you are likely to see several throughout the trail. Gigrin Farm

Red Kite Feeding and Rehabilitation Centre is located near Rhayader where between 200 and 500 kites visit per day. There are a lot in the local area.



THE FACTS

DISTANCE:
8 miles

NEAREST TOWN:
Rhayader

MAPS:
OS Landranger map 147, Cwm Elan a Llanfair-ym-Muallt

START/END GRID REFERENCE:
SN871637/ SN794680

DIFFICULTY RATING:
1-2

WOW FACTOR:
3

OTHER TRAILS:
ABR issue 42, Lower Claerwen Reservoir

THE ROUTE

1-2

Start the trail at the dam. On a wet day the overflow from the reservoir down the dam wall is very impressive. Ride along the trail as it winds its way round the side of the Claerwen Reservoir. Cross over a bridge at point 2. This is a single car width with a large drop to stream below. Take care, there are no barriers to stop an out of control bike toppling over the edge. Not advised.

2-3

Continue riding to the next bridge over the stream below. Again, this is very similar to the previous bridge. Take care.

3-4

You are quiet high up the side of the reservoir along this section now and the views are impressive. You will

again approach a bridge with a stream below. Ahead and to the right you will see a very remote farmhouse. Imagine living in an area such as this. In winter I would expect this farm to be completely cut off when it snows.

4-5

Continue on a long section. The trail hasn't really altered since you left the dam wall a few miles previous. Continue to a gate which is just before another very remote farm.

5-6

Continue over a wooden bridge. Take care as the wood can be very slippery in the wet. The trail alters now and is less loose slate rock and more of a hard compacted stony muddy trail. It still isn't difficult.

7-8

Here you will see the start of the old byway, the Monks Trod.

8-9

Continue along the trail until you reach a sizeable ford. It is not difficult and is about knee deep. It can be fast flowing after rainfall. It has a loose stone base. Take care. Continue along the trail to the end where it meets the tarmac road. **ABR**

MAKING A SPLASH



GOOD WEATHER NOT GUARANTEED

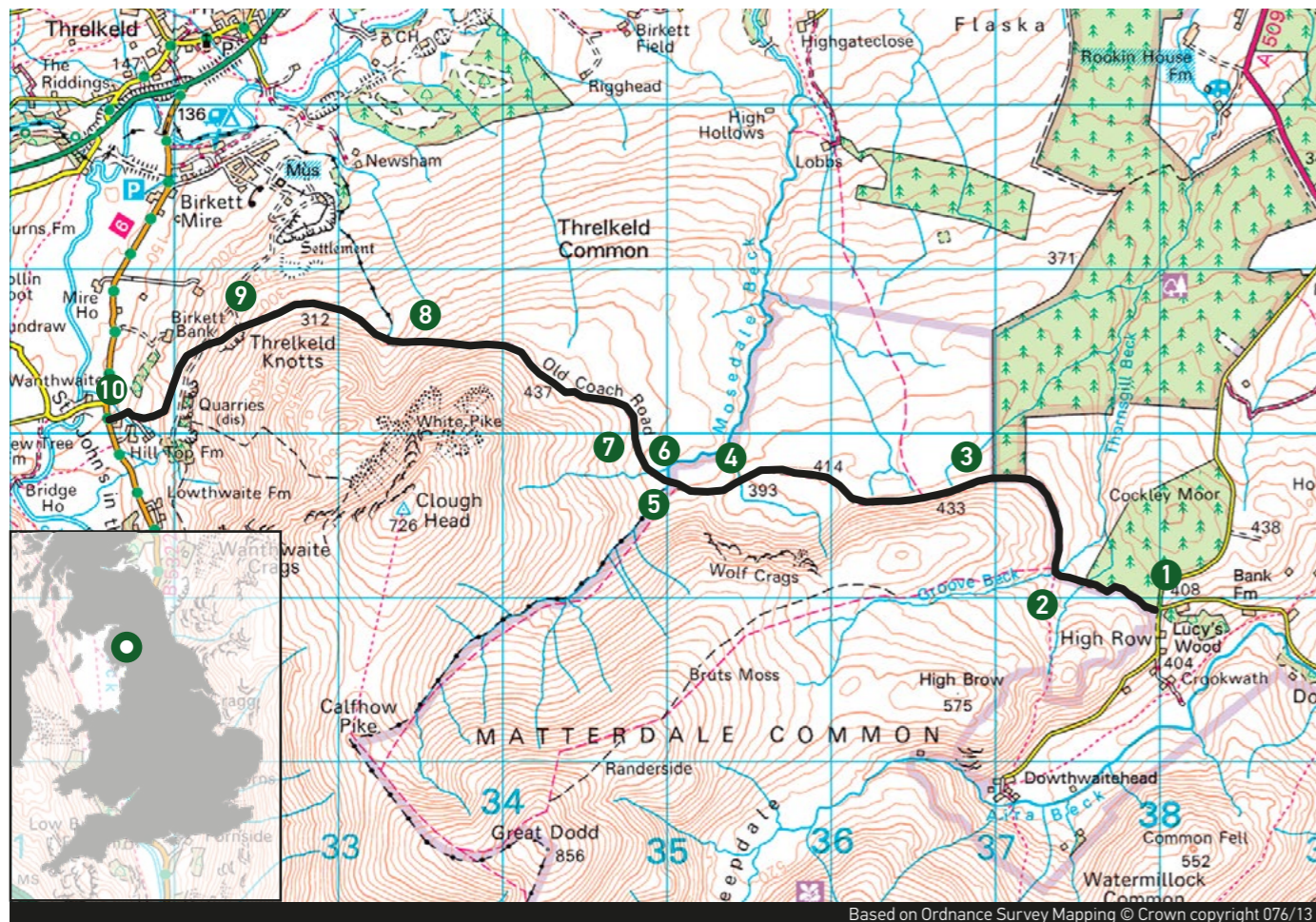


CLAERWEN DAM



A STUNNING LANDSCAPE





NORTH OLD COACH ROAD, LAKE DISTRICT

words and photos by Mike Beddows

This is the longest legal trail in the Lake District and stretches for 5.2 miles from near Dockray in the east (around the northern end of the Helvellyn range) to the Vale of St John in the west. It's a fantastic trail, the scenery is stunning, and the highest point along the trail is 437m.

The Old Coach Road was the main through route for people travelling from east to west before the coming of the railways. Near the route summit there is Hause Well, a spring issuing from a crevice in the rock.

The trail is very remote, so make sure you go prepared when you attempt it. If you have any mechanical failings along the route, you'll have a long walk back out.

The trail is in fantastic condition. It's also popular with long-distance walkers and mountain bikers, so take care if you encounter other users. The trail can be attempted in either direction, the easiest being from east to west. I've given it a difficulty rating of 2-3 as there are a couple of 3 rated sections. These should be attempted with caution if you're a novice rider.



THE FACTS

DISTANCE:
5 miles

NEAREST TOWN:
Glenridding, Ullswater, to the south

MAPS:
OL Explorer Map OL5, The English Lakes, North Eastern

START/END
GRID REFERENCE:
NY380219/ NY316231

DIFFICULTY RATING:
2-3

WOW FACTOR:
4

OTHER TRAILS:
ABR issue 25, Kirby Stephen Trails

THE ROUTE

1-2

The trail starts as you proceed through a gate. It's a well-used, well-maintained single 4x4 track with a solid base. There are several knee-deep puddles which may have an uneven, muddy base. It's not possible to go around them as there are high banks on either side, so ride through them with care.

2-3

There is a very picturesque ford at 0.4 miles that has a few slippery rocks. The trail continues with a few more puddles, but nothing as deep or large as the ones in section 1-2.

3-4

The views of the Lake District really open up now to the 800m plus mountains on the other side of the valley. The trail is a mix of hard compact stones and mud. There are more puddles here,

but nothing to be concerned about. This section is harder in the wet as conditions can get muddy.

4-5

The trail proceeds downhill and is relatively straightforward. The uphill climb on the other side may prove tricky in the wet. It's not a technical slope but can get slippery. My advice is to let momentum take you up the slope.

5-6

When I rode it last, there was slight damage to the trail for the next 100m section. It was dry when I did it, but this section could get very muddy in the wet until it's repaired. It could also be prone to collecting a lot of water, so be careful if you approach this route after significant rainfall.

6-7

This is the trickiest section so far as

there are lot more ruts and loose stone.

7-8

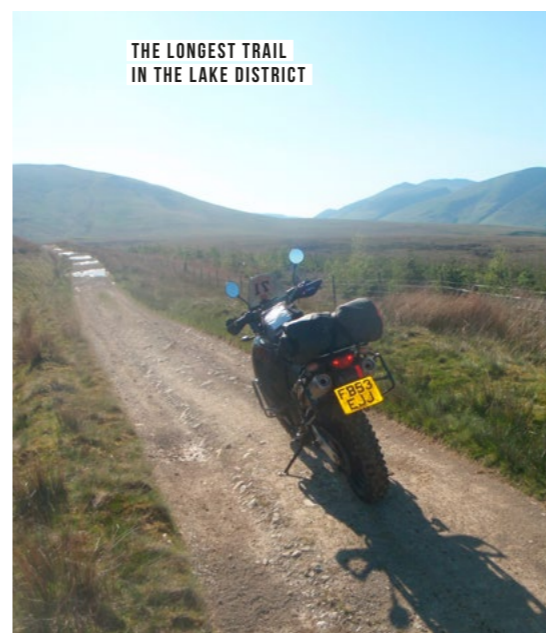
Begin a long, rocky descent. There are lots of ruts and gullies to negotiate here. The rocky surface is loose and comprises fist-sized rocks.

8-9

It's worth stopping here (4.3 miles) to appreciate the views of the lush green valley that stretches out in front of you. The trail continues down and contains more rocky gullies. This section will be the hardest if you choose to do the trail in reverse. It's a long climb and will need commitment to complete it in one go.

9-10

The trail gets easier and ends when you pass through two gates and approach the tarmac B5322 road. **ABR**





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NORTH SLALEY FOREST, NORTHUMBERLAND

words and photos by Mike Beddows

T

he route through Slaley Forest is fantastic and covers a variety of terrains and difficulties along the way. Unfortunately, some of the sections

have seasonal TROs and some sections are not suitable for beginners. These have been detailed, so please read the route description carefully. There is no excuse to be caught on the TRO sections out of season. There are plenty of signs as you proceed, so in theory it should be difficult to get lost.

The route starts off as a great moorland track as you pass over Blanchland Moor. As you approach the forest at point five on the map, you have the option to head left. This section has a seasonal TRO and is also not suitable for beginners. Beginners should continue straight on and join the sections between points five and 12. They then have the option of turning right and heading to point 13 or continuing straight on and heading for point 10 on the most direct route.

The seasonal TRO sections are fantastic and only for the more competent riders out

there. Expect single track in places, lots of mud, ruts and generally harder going than the rest of the routes marked. When riding, it's obvious why they have seasonal TROs on these sections. In wet winter weather it would be far too easy for these routes to become impassable and would result in too much damage to the land for them to be kept open.

There are lots of off shoots to the legal tracks. Please keep to the legal tracks only and don't be tempted to play off piste. This route offers a fantastic 10-mile route and it would be a shame to lose it for miss-use.



THE FACTS

DISTANCE:
10 miles

NEAREST TOWN:
Hexham (North)

MAPS:
Hadrian's Wall, OL43

**START/END
GRID REFERENCE:**
NY954506 / NY980547

DIFFICULTY RATING:
2-4

WOW FACTOR:
5

OTHER TRAILS:
Lots of byways and UCRs in Northumberland that are worth checking out

THE ROUTE

1-2

Head up the tarmac single track lane to the gate. Proceed through the gate and continue a few metres along the tarmac. You will see the lane forking off to the right. It's a well used 4x4 track and starts with grass in the middle with shallow ruts. It soon opens up as you proceed across the moorland. It's a typical moorland track with a hard-compact base and a few loose stones and occasional puddles.

You can see the track winding its way into the distance so can get some speed up. There's nothing technical really, and it's ideal for beginners. Head through a gate and the track becomes more graded now as you approach the house in the distance. As you get closer slow down, you will head downhill to a large water crossing that you have to ford. It's caused by a stream that runs next to the trail and is about knee deep and not too difficult.

2-3

You will see a track heading to the right and to a gate. You can exit the trail here if it's not for you in any way. Everyone else bear left and continue along the trail. The route continues as a well graded track, heading slightly uphill and round to the right. There are a few loose stones and water washouts but nothing serious. You follow a wall on the right with the moors to the left. There appears to have been lots of grading going on. Head through the next gate and you will see a track heading off to the right here, continue straight ahead (there's a 'no vehicles' sign to the right). It becomes a lot rockier, so enjoy yourself as you bounce over them.

3-4

After the gate, keep going across the moor. The track is well used and not too difficult. Still ideal for beginners. There are a few loose stones but fantastic fast riding can be achieved as you can see well ahead. You are literally riding in the middle of the moor. There are no walls as you progress. After a few bends you head towards a gate. You can now see Slaley Forest in the distance.

4-5

There's another track heading off to the right. Keep going straight. The track doesn't change and is still well graded with a few shallow puddles along the way. Keep heading towards the large forest in front. Pass a track to the left which

is off limits and keep heading towards the forest. As you approach the forest, keep an eye out for the track to the left.

This is a no access track in winter and it's for motorcycles only. You will understand why if you ride this section for about five minutes. It deteriorates into a single track on the other side of the forest.

5-6

As you enter the forest, there is another gate. Go through this and on to a forest track that runs between the trees. It's well graded and obviously an old logging track. It's easy going as you ride between the trees. As you leave the tunnel of trees, it isn't really apparent which way to go as there are no signs here. Keep going straight, don't take the left into the trees. You now have moorland on your left and trees on your right. After approximately 300m there is a track to the left leading away from the trees, take this. I'm not sure why there is a lack of signage here as everything else over the moors appears to be well signposted. Continue to the gate on the edge of the moor. The track becomes rutted and technical with some deep muddy puddles. There is a sign on the gate stating the seasonal TRO.

6-7

Turn immediately right after the gate. Again, there is a lack of signage and there are tracks heading to the left and straight on, but these are out of bounds. This bit is fantastic but definitely not for beginners. It soon turns into a single track with lots of ruts and technical bits. The forest is still to your right, moorland to the left. This is definitely not for 4x4s anymore. It's slower going now as you pick the best route through the ruddy sections. There are fantastic views to the front and left, and stones, mud, puddles, and ruts are the order of the day. Take care as there are several tricky bits, but it really depends on the route you pick as you ride down the trails. On the steepest part of the hill it gets pretty technical with some large rocks to bounce down. The ground is soft as you proceed onwards, hence the seasonal TRO. Continue on to a gate at the edge of the forest.

7-8

Head through the gate and you now have a wall on your left. It's pretty tight down this section and there are lots of ruts to negotiate and very little space to do much else but ride straight on. There is

single track all the way to the end. There is a wire fence on your right and a high wall on your left. Go to the crossroads.

8-9

Head straight on to form a loop, but this does take in another seasonal TRO section. Go through the gate and continue along a wooded section. The trees are different here, being very widely spaced, so there's plenty of vision either side. The track is fairly easy but does get muddy in places especially where the logging vehicles have driven. Pass a couple of obvious left turns but these are just more logging tracks. Continue straight on until you see a track doubling back on the left with signs denoting this is another seasonal TRO section.

9-10

It becomes pretty muddy on this part and it's easy to understand the seasonal TRO. It becomes single track in places and there's lots of mud and muddy puddles. The track narrows as you proceed along it, eventually becoming a wide single track type trail. Continue through the gate and you are back on the main trail. Turn left.

10-11

This is a well-used graded track for the most part. It's easy to pick up speed so be careful. You will soon pass the track you have used at point 11. Continue going straight. The trail becomes a bit more of a sandy base in places so take care as sand has a tendency to drift into mounds.

Soon you will pass a track on the left and the trail suddenly turns into a graded forest track with a hardcore base as you proceed through the trees. It can be very fast along this section.

11-12

At the end, turn right along a well graded solid compact road suitable for cars. Keep going. You are back to near point five.

12-13

Turn left. Proceed along the well graded wide road until you reach the end. Be wary. You can get speed up and there are several, deep water splashes. Some are deep. You have been warned. I nearly went over the bars going through one of them. **ABR**

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