

ROADBOOK

SURREY AND HAMPSHIRE

Across the Home Counties

Most of our roadbooks tend to stick to one area, but a while before selling our old Discovery we decided to try something a bit different. This route is the result – a sort-of ‘two centres’ roadbook that explores some lanes in one area then heads for another via a lengthy road liaison section. Obviously, all our routes contain some road work, but this one’s different in that most of the tarmac is concentrated into one stretch. You can therefore treat this as two separate routes stitched together, either of which would make an enjoyable couple of hours’ laning on its own, or follow it the whole way, experiencing two sets of lanes each with its own unique character

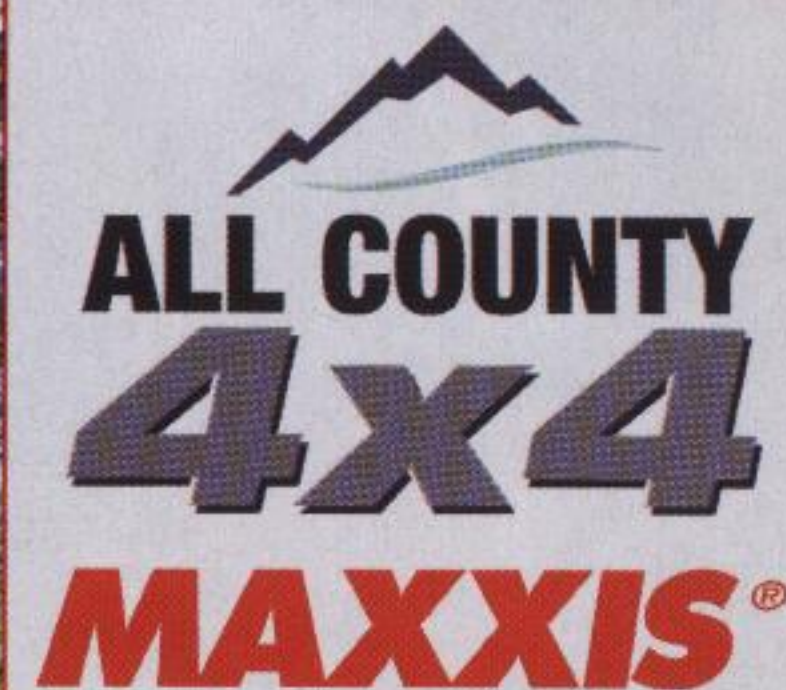
ROUTE GUIDE

START	Forest Green (TQ 123 414)
FINISH	Golden Pot (SU 708 433)
HOW LONG?	58.4 miles / 6 hours
TERRAIN	Wooded farmland
HAZARDS	Other users on lanes, traffic on roads Some pretty tight lanes
OS MAPS	Landranger 186 (Aldershot and Guildford) Landranger 187 (Dorking and Reigate)

IS IT SUITABLE?

TYRES	All-terrains preferable
WEATHER	Tricky in places when very wet
LOW BOX	Definitely helpful at times
SOFT-ROADERS	Likely to struggle
SCRATCHING	Substantial risk where it exists
DRIVING	Very precise car control required on some sections
DAMAGE	Likely if you’re careless

1 0.0		TQ 123 414 Start in Forest Green, outside the Parrott Inn on Horsham Road. With the inn on your right, pull forwards to the T-junction – zero your trip here and turn right to start the route	5 2.2		TQ 141 431
2 0.7			6 2.3		At the top of the gully, turn hard right then follow the track with the line of wooden posts to your left
3 1.6			7 2.4		Follow the red waymarker round to the left
4 1.65			8 3.1		Caution down the hill – this is a busy area





9 3.2			14 5.9		Caution – this is a much busier road than it looks as you approach it
10 3.3			15 7.2		Turn right at the crossroads immediately after the speed limit signs and bus stops
11 5.5			16 8.95		
12 5.6			17 9.65		TQ 125 502 This is a fast and busy road, so start slowing and indicating when you pass the road on your left. Turn left on the track in the dip a little further on – it's hard to spot, but you'll see the wooden finger posts at the junction as you approach
13 5.7		TQ 127 476	18 10.05		

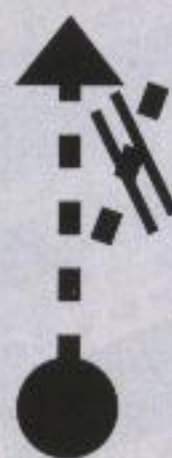
19

11.15



20

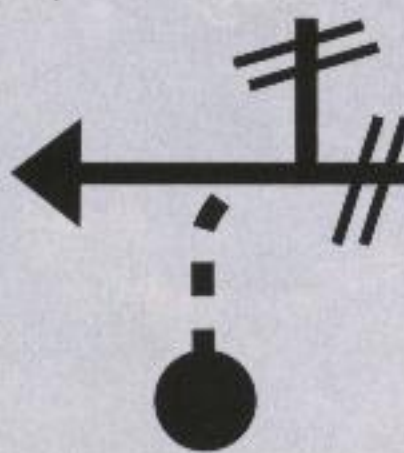
11.7



Take the left fork where the track splits in two. They do seem to join back up further on, but this one keeps you further away from someone's house

21

11.85

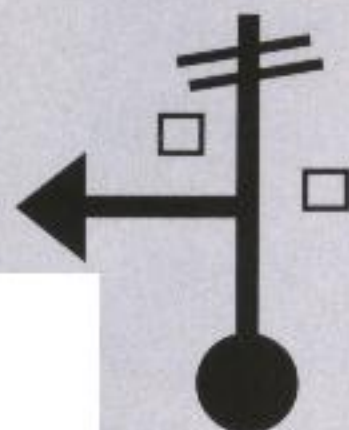


Turn left on the main A246 and follow it straight on, carrying on ahead when you get to the traffic lights

ZERO TRIP

22

1.9



Green Dene
Sheepless 1
Shere 4

23

4.4



TQ 077 496

Your last landmark before the turning is a pair of gated tracks on the right, just before the road bends gently left. Shortly after this, just before a sharper left-hand bend, turn hard left over your shoulder on to the track. There's a height barrier at the entrance, where the track goes through a walkers' car park

24

4.6



This track has been badly abused by illegal off-roaders, and you'll see lots of places where tree trunks have been used to block access into the woods. If you see anyone doing this, act the same way you would if you spotted them burgling someone's house; it's no less of a crime

USING OUR ROADBOOKS

Total Off-Road's unique roadbooks guide you through the British countryside on a mixture of surfaced and unsurfaced roads. The tracks we use are public rights of way, either Byways Open to All Traffic or Unclassified County Roads, all of them commonly referred to as green lanes.

NAVIGATION

We've deliberately made it as easy as possible to follow the route, using a mixture of instructions, tulip diagrams and grid references. We normally only include junctions at which you have to make a turning or don't have right of way, so just stay on the main road or take the most straight-ahead option unless we tell you otherwise.

If you're unfamiliar with six-figure grid references, you'll find a guide to using them on the legend of any OS map. Our aim is for you to be able to do the route without maps, but we do recommend having them.

SAFETY

The symbols on the first page of the roadbook advise you of how suitable it is for your vehicle. These are just guidelines, however. We'll warn you of any hazards or difficult sections, but the nature of any green lane can change quickly. Wet weather can make a huge difference to the conditions underfoot, and what's wide open in winter can be tightly enclosed and scratchy in summer. The responsibility is yours!

Our roadbooks are designed to be safe to drive in a solo vehicle, and are largely suitable for standard 4x4s on road tyres. We do recommend travelling in tandem wherever possible, however. The risk of getting stuck can be greater than it appears – and if you break down, having help at hand can make the difference between it being inconvenient and downright dangerous.

RESPONSIBILITY

Irresponsible driving is a massive problem on green lanes. In particular, you must always stay on the right of way. Never drive off it to play on the verges or surrounding land, even if you can see that someone else has; doing so is illegal and can be tremendously damaging, both to the land and to 4x4 drivers' reputation.

The fact that you can see where it's happened shows how much harm it does. It's no excuse to say you're just following where another driver has already been. Most green laners have taken to videoing anyone they see behaving like this and passing the evidence to the police, which shows how much anger there is towards the criminal element.

Elsewhere, simple common sense and courtesy should be your watchword. The do-and-don't list below should always be in your mind, but keep your speed down, be ready to pull over for others and make it your aim to show the world that 4x4 drivers aren't the hooligans they think we are.

ANTIS

Anti-4x4 bigotry does exist, but it's less common than you'd think. By and large, it's limited to organisations who just want to get the countryside all to themselves.

These organisations are beyond being reasoned with, but it's rare to encounter real hostility even from their rank-and-file members. If you're friendly towards the people with whom you share the countryside, the vast majority will respond in kind. There are always bad apples, but no more so than anywhere else.

Likewise, most local residents will accept your presence if you're driving sensibly. What suspicion you do encounter is likely to be from people worried that you're there to steal from them, so be ready to offer a word of reassurance. Once satisfied that you're not after their quad bikes, their mood will lighten.

It only takes one vandal to tarnish a person's view of all 4x4 drivers, and once the damage is done it tends to be permanent. But if enough of us resolve to be ambassadors, it might make a difference to the way we're perceived by society in general.

DO'S & DON'TS

- Keep your speed right down
- Pull over to let walkers, bikers and horse riders pass
- Don't travel in large convoys: split into smaller groups to avoid hassling others
- Leave gates as you found them
- Don't drop litter
- Don't go back to drive the fun bits, such as mud or fords, again
- Scrupulously obey all closure and voluntary restraint notices
- Don't cause a noise nuisance, particularly after dark
- Ensure you have a right to be there. We research the routes on our roadbooks very carefully, but the status of any route can change without notice
- Be prepared to turn back if the route is blocked, even illegally
- If you find an illegal obstruction, notify the local authority
- If someone challenges you, be firm but polite. Stay calm and don't get into a slagging match
- Stick absolutely scrupulously to the right of way
- You have as much of a right to be there as everyone else. Which of course means they have as much right as you





Step 24-25 (left): The logs along the side of this lane are there to stop illegal 4x4 use in the woods. If you see anyone doing it, call Surrey Police on 0845 125 2222

Step 31-32 (below): The ruts in this lane will lean you in towards the bank on the left, not to mention some hefty tree trunks...



25 4.9		This is just a few yards after Step 26
------------------	--	--

26 5.6		
------------------	--	--

27 5.65		 <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">MIDDLE STREET</div>
-------------------	--	--

28 6.2		 <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">Ewhurst Cranleigh</div>
------------------	--	--

29 6.4		TQ 073 466 <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">PARKLANDS</div>
------------------	--	---

30 6.6		Follow the road to the end of the houses. As you reach the railway line in front of you, it swings hard left round the end of the last building
------------------	--	---

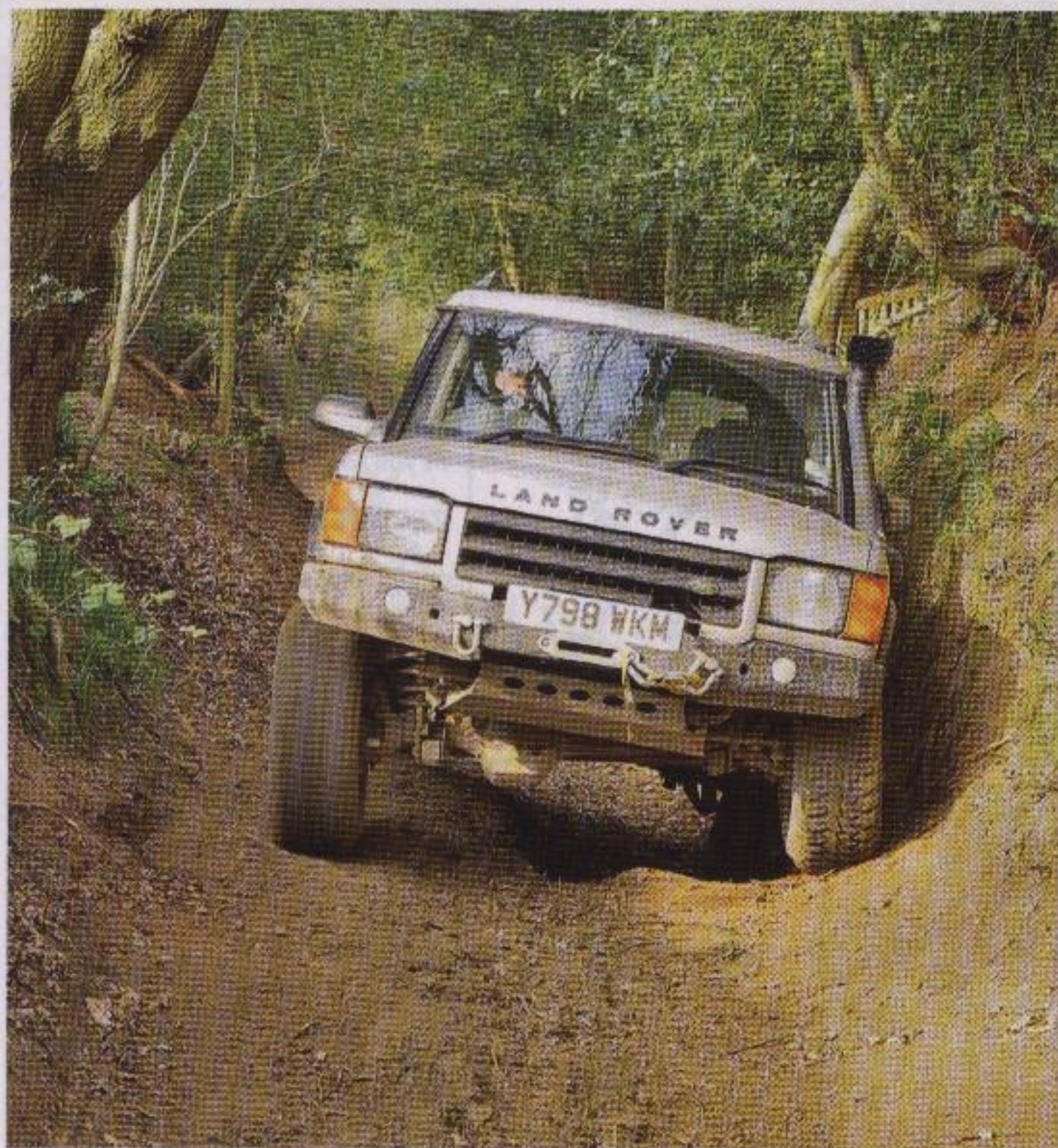
31 6.7		The track gets quite narrow and bumpy in places, before dropping into a gullied side-slope
------------------	--	--

32 7.5		
------------------	--	--

33 7.8		
------------------	--	--

34 7.9		TQ 064 449
------------------	--	-----------------------

35 8.1		
36 8.4		
37 9.2		TQ 058 454 Turn tightly over your shoulder at the second track on the left, then follow it ahead across the green. Up ahead, it gets very uneven for a spell, with sharp side slopes and axle-twisters galore
38 9.9		
39 10.3		The climb up out of the lane is quite uneven, but you shouldn't need more than a blip of your throttle to get over it. If you need to, try again with a different line – don't sit there spinning your wheels like an idiot
40 10.4		
41 10.5		Caution over the normally dry stream bed, which has been eroded into a sharp crest
42 11.1		
43 11.3		Cranleigh Shamley Green Guildford
44 12.05		
45 12.1		This is the start of a very lengthy road liaison section. If you don't have time to do the whole route, here's the place to cut it ZERO TRIP Wonersh Guildford
46 1.4		B2129 Bramley 1/2
47 2.05		There's a fuel station on the right as you reach the roundabout





48

2.6

Godalming
4 miles

49

4.5

Godalming
Hydestile
Hambleton

50

5.6

This is at a set of lights in suburban Godalming

Milford A3100
Charterhouse
Hurtmore

51

6.25

52

6.45

The turning is shortly after you go under the railway bridge

Eashing 1

53

8.1

Caution – this is a main road and, as the speed limit signs to your right illustrated, traffic coming at you from both sides will be giving it some

54

2.5

Take the second exit at the first roundabout then, after the flyover, the first exit at the second, following the B3001 for Farnham and Elstead

55

7.15

There's a fuel station on the left just after the level crossing

56

7.25

Head across the dual carriageway in the town centre, following the sign for Central Farnham. This takes you into a one-way system; after swinging hard left, get into the right-hand lane to go straight ahead then stay on the main road as it swings right. When it splits in two at a T-junction, follow left for Petersfield on the A325

57

8.05

Dippenhall 1½
Crandall 1¼
Odiham 7

58

11.2

Crookham Village 2¼
Fleet 3¾
Odiham 4¾

59

12.0

Reading
Basingstoke

60

12.5

There's a fuel station opposite you as you turn

ZERO TRIP

Reading
A287
Basingstoke (M3)

61

0.9

This is a few hundred yards after the end of the dual-carriageway section

Calf Lane
Quarry



62 1.0		SU 773 503
------------------	--	------------

63 1.2		
------------------	--	--

64 1.5		
------------------	--	--

65 2.3		Take care – it's a tight turn
------------------	--	-------------------------------

66 2.7		Signed as a no through road
------------------	--	-----------------------------

67 2.9		Also signed as a no through road
------------------	--	----------------------------------

68 3.4		When the road ends at the gates for Swanthorpe Farm, take the track to their left
------------------	--	---

69 4.1		
------------------	--	--

70 4.6		
------------------	--	--

71 5.2		
------------------	--	--

72 5.4		SU 769 458 The junction is at the bottom of the hill
------------------	--	---

73 5.6		
------------------	--	--

74 6.4		
------------------	--	--



75 6.7		ZERO TRIP
-----------	--	-----------

80 3.4		
-----------	--	--

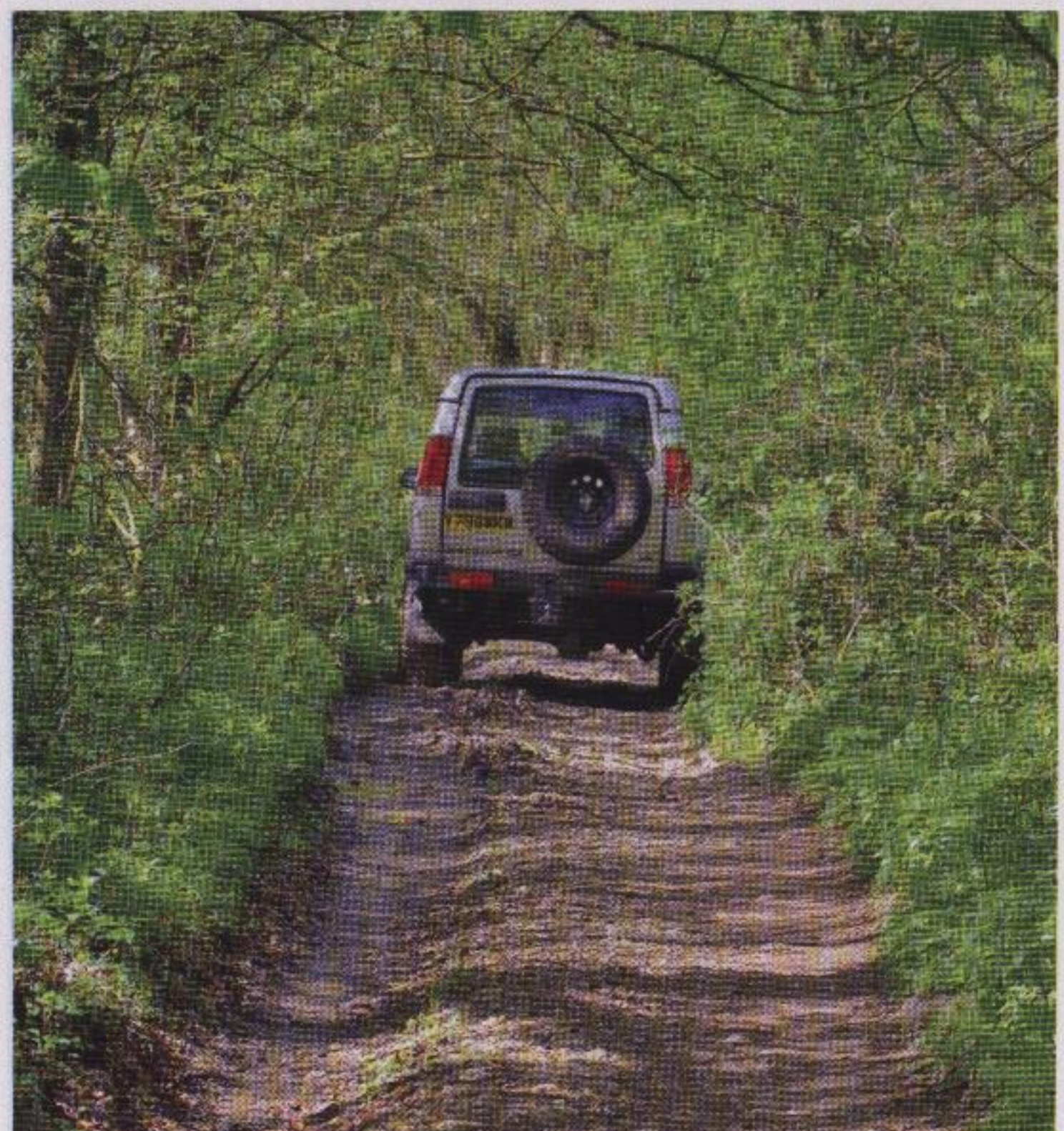
76 0.4		Well Crondall 2½ 4
-----------	--	--------------------

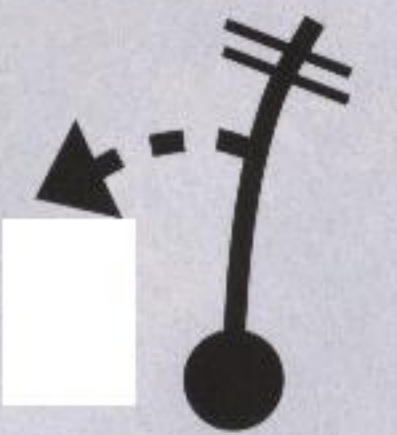
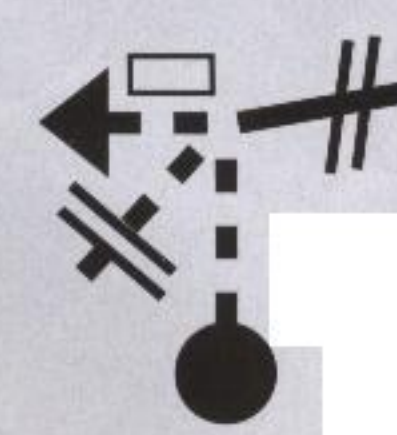
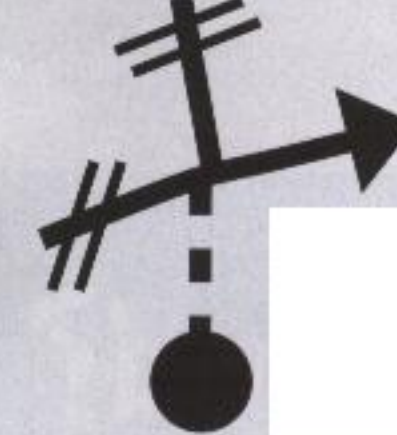

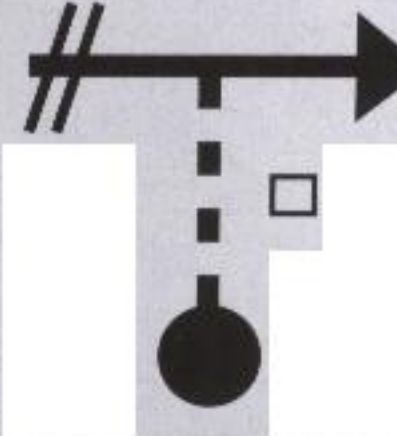



81 4.5		
-----------	--	--

77 1.7		SU 761 464 Expect the track to get a little rutted after about a quarter of a mile
-----------	--	---

78 2.6		
-----------	--	--

79 3.2		Caution – visibility is poor to the left as you emerge
-----------	--	--



82 4.75		SU 722 443
83 5.05		Follow the track into the woods when you see the red waymarker
84 5.35		
85 5.45		SU 719 433
86 6.25		
87 6.35		SU 707 424 There's no sign at the end of this track, but it's easy enough to spot – just look out for the concrete grippers at the junction. Look out also for kids playing on the lane
88 6.4		Caution between the trees – it's very tight, and you're squeezing between them mid-corner. The hill beyond them will be slippery if it's wet, too
89 6.65		Caution – this is a fast road, and visibility is poor as you emerge
90 7.15		Turn right at the crossroads to finish the route at the Golden Pot inn

Step 87-88: The swing hanging from the trees a little way down this lane suggests you should look out for kids at play. Some more grown-up than others...

Step 88: Further on, there's another kind of game to play as you squeeze your truck round a hard corner between two trees. It's very tight, and the roots create an axle-twister as well

