

NORTH-WEST NORFOLK

A laning adventure for all

This meandering route picks its way south a few miles inland from the west-facing Norfolk coast, before swinging round towards King's Lynn for a final flourish in a very unusual parkland landscape. The rights of way here are mainly very well surfaced, easily driven and scenic, so you can relax and enjoy the view on a trip which you might end up thinking has taken you on a journey back in time...

1 0		TF 704 434 Start on Kirkgate Street in Holme next the Sea, with the White Horse on your left. Zero your trip by the pub car park and set off through the village heading east	4 0.5		
2 0.25		Follow the road round to the right – it's fairly obvious that it's the main road, but there aren't any white lines to tell you	5 0.65		
3 0.4		TF 708 431 <div>CHALKPIT LANE</div>	6 0.85		

OUR DISCO

The Discovery we used for setting out this roadbook was built in association with **Extreme 4x4**. The company supplied a variety of its products including longer-travel suspension, heavy-duty bumpers and underbody protection, as well as a winch and snorkel. For more info, go to www.extreme4x4.co.uk or call 01255 411411

ROUTE GUIDE

START	Holme next the Sea (TF 704 434)
FINISH	Bawsey (TF 670 199)
DISTANCE	38.15 miles
TIME	3 hours
TERRAIN	Gently rolling farmland
HAZARDS	Farm traffic
	Other users
	Some tricky navigation
OS MAPS	Landranger 132 (North West Norfolk)
	Explorer 250 (Norfolk Coast West)

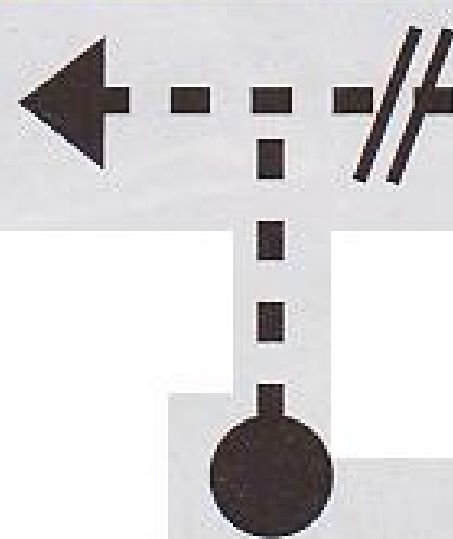
IS IT SUITABLE?

TYRES	Full driveable on road tyres
WEATHER	Approach with care in very wet conditions
LOW BOX	Not necessary
SOFT-ROADERS	Ideal
SCRATCHING	Slight risk only
DRIVING	Easy unsurfaced tracks
DAMAGE	No abnormal risk



7

1.05



8

1.8



9 1.9		TF 724 421 Look out for the wooden byway sign
10 2.7		
11 3.0		
12 3.15		TF 732 406
13 3.35		
14 3.7		
15 3.95		ZERO TRIP
16 1.35		
17 2.2		TF 747 371 It's a very slight dog-leg right as you cross the road (caution – it's busier than you expect) then continue ahead on a grassy track between the fields
18 2.7		At the end of the fields, carry on ahead on a gravel track between the trees. The track crossing your path here may not last forever – when we set out the route, it was just a strip mown into the grass
19 3.2		



Step 17: It looks like a T-junction as you come to the road, but there's a track ahead with a slight dog-leg to the right. Watch out for traffic





Step 21: The turning is hard to spot – look out for the wooden sign immediately after the bridge parapets

20 4.1		
21 4.85		TF 727 356 Immediately after crossing a tiny bridge with brick parapets, turn tight left over your shoulder on to a track. In wet conditions, there might be a small ford to cross a few yards in
22 5.4		
23 5		
24 5.75		
25 6.4		

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 32: Keep it at a crawl on the way past Bircham Windmill – it’s a popular attraction, and more often than not there’ll be families milling about

26 7.1		TF 722 325	31 0.6		
27 8.35			32 0.75		Dead slow past Bircham Windmill, which is right by the road – watch out for tourists and cars doing an impression of Brownian motion
28 8.4		A wooden sign here says the track is a bridleway, but don't worry, it's a public highway	33 0.95		TF 761 324
29 8.8			34 1.15		Emerge from between the hedges and carry on ahead along the field edge, taking great care to stay out of the crops
30 9.6		ZERO TRIP	35 1.35		

36 2.6		
37 3.45		
38 3.75		
39 4.55		
40 5.5		
41 5.5		TF 754 293
42 6.4		A tree which had been placed over the entrance to the lane has been cut through and pulled open like a gate. Take care – there's not a lot of room
43 8.3		Caution past another downed tree then past the house
44 8.45		Turn left on the main road then immediately get into the filter lane to turn right
45 8.5		TF 772 255 Turn right for Massingham then immediately right again
46 8.65		Follow the road as it swings hard left in front of the buildings then continue ahead towards a large concrete apron
47 8.7		Carry on across the apron and ahead on the track





Step 50: The crossroads with the track isn't easy to spot. It's the first you come to after passing Washpit Cottage on the right



48 10.05		TF 779 234
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54 4.8		
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49 11.0		ZERO TRIP
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55 4.95		
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50 3.2		TF 735 225 The turning is hard to spot – it's the first cross-road with a track after you pass Washpit Cottage on the right
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56 5.0		
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51 3.65		
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57 5.2		Caution – it's a major road
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52 4.0		Caution over a large farm track
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58 5.65		<div> <div>←</div> <div>Congham 1 Grimston 2</div> </div>
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53 4.15		
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59 7.85		
60 8.9		
61 9.05		<p>TF 703 219 Caution all the way along here – it's a very straight road, but for the sake of the people who live next to it don't be tempted to put your foot down</p> <p>CLIFFE-EN-HOWE ROAD</p>
62 9.85		<p>When the tarmac ends and a big wide track goes off to the left, follow right on a much smaller track over a tiny bridge. It looks like it's going to be a driveway to start with, but it turns into a well defined track through the woods</p>
63 11.4		<p>Dead slow past the farm</p>
64 11.3		<p>TF 664 221</p>
65 11.8		
66 11.9		



67 12.4		
68 12.6		<p>Here's something you don't get on every laning trip – the track runs next to the ruins of the 12th Century Church of St Mary, which was excavated in 1998 by the Time Team people</p>
69 12.9		
70 13.2		
71 13.6		<p>Pull in to the Sandboy pub for the end of the route (and, if you wish, a Sunday carvery, salsa dancing, authentic Thai cuisine and maybe a quick wedding...)</p>

Coming Up...

Time to get back in to low box! Dales – get ready for big, long hills, rock crawls and side slopes on some classic trails and newly created byways

