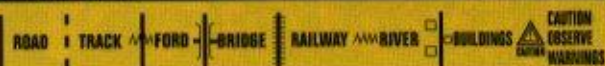


## LEGEND



## ROADBOOK



## SALISBURY PLAIN

Wherever you go in the world to get your off-road thrills, there is quite simply nothing like Salisbury Plain. A vast wilderness given over to training the British Army, it's criss-crossed by an extraordinary network of rights of way which make it entirely unique.

Much as we like to criticise the manner in which countryside access has been managed in Britain, especially over the last ten years, there can be few countries in which the concept of rights of way is so strong, it's possible to drive your 4x4 right through the middle of a military exercise, even as tanks roll by around you. That, however, is the bizarre reality on the Plain, one which makes exploring it by 4x4 even more of an adventure.

This roadbook, which is in the main a combination of lanes used in various other routes over the past few years, explores a series of rural byways which vary enormously in nature, both on and off the Plain. At times, you'll be likely to meet a dog-walker coming the other way in a family hatchback – but here and there, you'll encounter ground the likes of which will make you glad to have a second vehicle behind you with a strong towrope ready for action.

When you reach the Plain itself, meanwhile, you'll encounter a different kind of hazard. The rights of way used here cross and recross the Larkhill and Westdown Artillery Ranges, meaning you're liable to come face to face with red flags and closed gates – at these times, normal rights of way rules are emphatically not applicable, and you must keep out.

This only becomes a potential problem towards the end of the route, however, from around step 175 onward. Unless you're doing it on a day when there's late firing on the Westdown Artillery Range (normally Tuesdays and Thursdays, plus some Saturdays), you'll probably get here after the red flags come down at 5pm or so, though in winter we'd suggest being cautious about driving on the Plain after dark, as picking your route through the sea of tank trails and other tyre tracks is hard enough in daylight.

By now, at any rate, you'll have had a major day's green laning already, so if you have to cut and run here you won't be missing too much. In particular, as well as a wide variety of tracks in the lands surrounding the Plain, you'll have explored parts of the Army's training areas where live firing doesn't normally happen, meaning you shouldn't see any red flags – though you might well come face to face with the odd couple of dozen tanks or be studiously ignored by a well-disciplined group of marching squaddies.


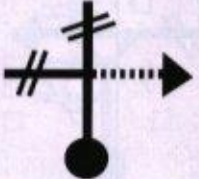
These are the areas the army uses for practising infantry manoeuvres, and the landscape all around shows the marks of this. Everywhere you look, there's evidence of where tanks have chewed the ground up – creating a bizarre moonscape of a view in places and, possibly more to the point, making it a pig of a job to work out where you are.

As a result, this is a roadbook which, while it's by no means all plain sailing (boom boom) for drivers, really is the equivalent of a masters' degree for your navigator. Make no mistake, finding your way around out here is tough; and when we say 'make no mistake,' we mean it in every conceivable sense, because getting it wrong and ending up off the right of way is ridiculously easy and potentially very dodgy indeed. Don't assume that the army and its range wardens are out to get you, though; they understand the way it is, and will only get shirted if you start acting the fool.

Hopefully, our instructions will help you find your way through. But don't forget that since we set out this roadbook, there's every chance that the landscape could have been crucified by several hundred tons of tracked vehicles – code, perhaps, for 'take a map and GPS.'

Don't be put off, though. This is a fascinating adventure in a landscape that's quite unlike anything else in Britain, and the route will also take you past both Stonehenge and the 'German Village' – a complex used to train troops in street fighting. Get lucky, and they could be at it, thunderflashes and all, as you drive past – a surreal bonus in a route which will be quite unlike any other green laning experience you'll ever have.



<b>1</b> 0.0		<b>SU 331 630</b> Start outside the Crown and Anchor in the village of Ham; it's just south of the junction between Ham Road and Spray Road. Zero your trip with the pub to your left and pull away past the red phone box
<b>2</b> 1.1		<b>SU 331 613</b> This track gets quite enclosed and scratchy after a few yards. Don't bear right through any gates



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## STICK TO THE ROUTE!

When using green lanes, you must **ALWAYS** stick to the right of way. **NEVER** drive off on to the verges or surrounding land. It's illegal, it's damaging and lanes are constantly being closed because of it. Playdays are for playing - lanes are for laning!

<b>Start</b>	Ham (SU 331 630)
<b>Finish</b>	Bratton (ST 913 523)
<b>Distance</b>	130.4 miles
<b>Time</b>	12 hours
<b>Terrain</b>	Gentle downland
	Bleak open plain
<b>Hazards</b>	Ruts, sometimes deep
	Occasional axle twisters
	Surface water after wet weather
	Unexploded bombs
	Other users
	Other users, in tanks
<b>OS Maps</b>	Landranger 173 (Swindon and Devizes)
	Landranger 174 (Newbury and Wantage)
	Landranger 184 (Salisbury and the Plain)
	Explorer 130 (Salisbury and Stonehenge)
	Explorer 131 (Romsey, Andover and Test Valley)
	Explorer 143 (Warminster and Trowbridge)
	Explorer 157 (Marlborough and Savernake Forest)
	Explorer 158 (Newbury and Hungerford)

## Salisbury Plain

Access to the rights of way on Salisbury Plain is controlled by red flags and lamps posted to show when live firing is in progress. When these are up, you must keep out of the areas they relate to - fail to do so, and you could wind up getting prosecuted, shot or blown to bits.

A section of road and track towards the end of this roadbook crosses the Westdown Artillery Range, and is normally closed until 5pm every day. On Mondays, Wednesdays and Fridays, all things being equal the flags come down after that, but on Tuesdays, Thursdays and Saturdays the firing can continue into the night. Sundays are normally left open, though the ranges can be shut without notice at any time - to dispose of unexploded shells, for example, or if the day's activities have started any fires in the grass and brush. To check the exact situation, you can call the range operations office on 01980 674763; they understand how it is with rights of way on the Plain, and are very helpful.





3 1.8		The surface starts getting rutted
4 2.2		Right then right again, then almost immediately left through the gate – it's signed as a byway
5 3.6		<b>CAUTION</b> – visibility is poor on the left
6 3.9		<b>SU 294 607</b> Don't turn too early – you're going through a gate which looks like it never gets closed, but there's a similarly shaped field entrance 50 yards before it which could confuse you. Look for a byway sign opposite your turning – it was hanging off its post when we set out the route, but at least the post itself should still be there!
7 4.7		The track suddenly dives into a thick wood. It's still okay, but becomes scratchy and the corners will give you some close encounters with trees
8 5.3		
9 7.0		Salisbury A398  ZERO TRIP
10 0.15		
11 2.95		<b>SU 259 264</b> Look out for the byway sign as you approach, then turn through the gate
12 3.3		
13 3.9		Slow through the farm buildings, then turn right and follow the track beneath the telegraph poles
14 4.4		It gets rutted and bumpy after this; vehicles with low ground clearance will struggle
15 4.4		
16 5.95		Continue ahead on the slightly lesser track

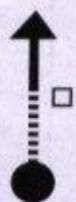

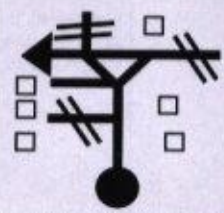
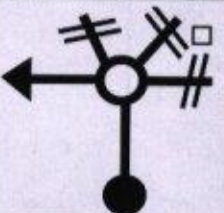
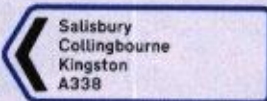

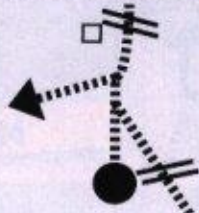

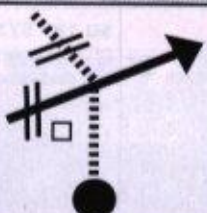
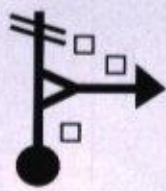
## Following the route

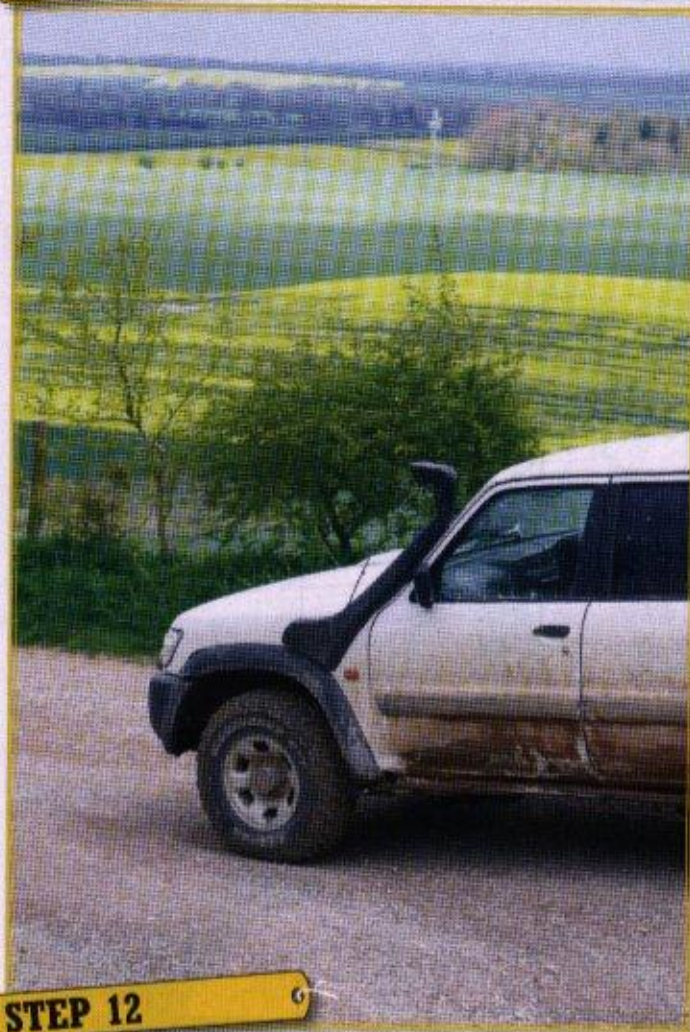
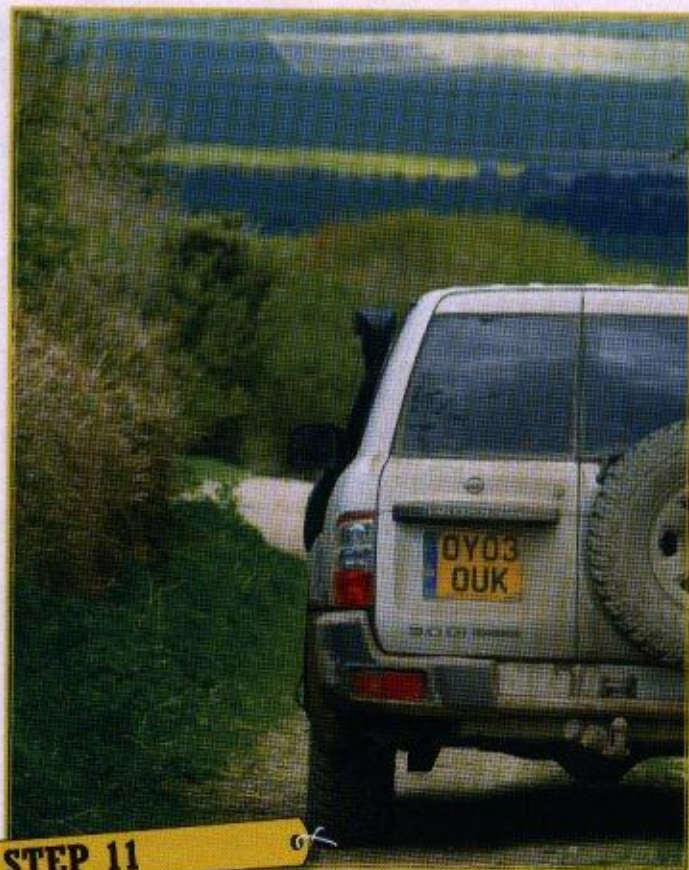
Our roadbooks use a mixture of tulip diagrams, maps, grid references and instructions to help you navigate. We deliberately make it as easy as possible to follow the route: you might well find that we've given you more information than you need, but we'd sooner do that than not provide enough and risk getting you lost.

We normally only include 'active' junctions – that is, those at which you have to make a turning or don't have right of way. If we think there's any doubt, we'll include it rather than leaving it out, but as a general rule you can safely assume that you're meant to 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 Landranger, Pathfinder or Explorer map. We include portions of these maps for certain sections of each roadbook, but strongly advise buying the real thing for any route you intend to follow.



<b>17</b> 6.05		
<b>18</b> 6.25 		Left at the V, then left again at the main road
<b>19</b> 7.9		There's a fuel station on the roundabout 
<b>20</b> 9.2		<b>SU 224 588</b> The byway is accessed from the start of a lay-by on the outside of the corner
<b>21</b> 10.45		<b>SU 214 571</b> Turn left immediately before the green corrugated iron barn
<b>22</b> 11.4		
<b>23</b> 11.9		ZERO TRIP
<b>24</b> 1.0		<b>SU 238 554</b> Turn right immediately before the fuel station on the right

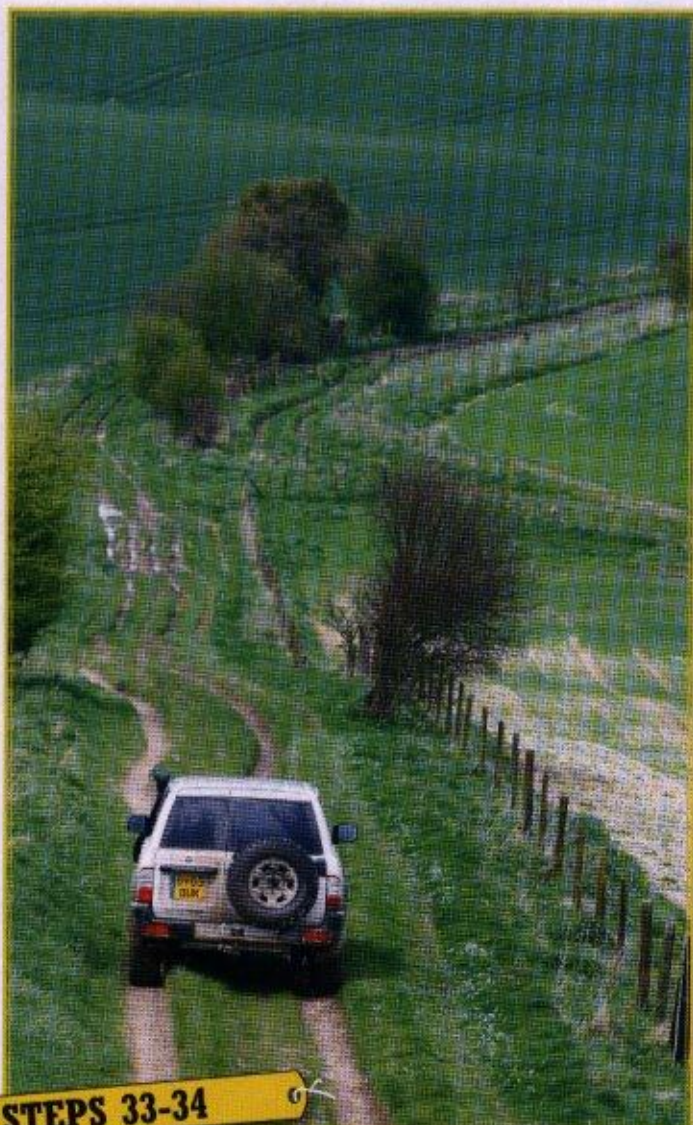




<b>25</b> 1.2		
<b>26</b> 2.0 		<b>SU 223 549</b> This is an ill-defined grass track along the field edge, with the fence to your left. Look out for a byway sign on the fence post at the junction
<b>27</b> 2.2		The track on the left is gated
<b>28</b> 2.5		Turn right immediately after the gate, to run along the bottom field edge
<b>29</b> 2.6		
<b>30</b> 3.1		
<b>31</b> 3.2		
<b>32</b> 3.3		<b>SU 209 554</b>

<b>33</b> 4.1		<b>SU 211 565</b>
<b>34</b> 4.7 		There are ruts at the bottom of the hill, and for the next mile, which are deep enough to require respect
<b>35</b> 5.9		
<b>36</b> 6.2		Yours is the slightly lesser track
<b>37</b> 6.8		
<b>38</b> 7.5		<b>ZERO TRIP</b>
<b>39</b> 0.4 		<b>SU 180 573</b> <b>CAUTION</b> as you approach - it's a very tight turn back over your shoulder
<b>40</b> 0.9		





**STEPS 33-34**



**STEPS 35-36**

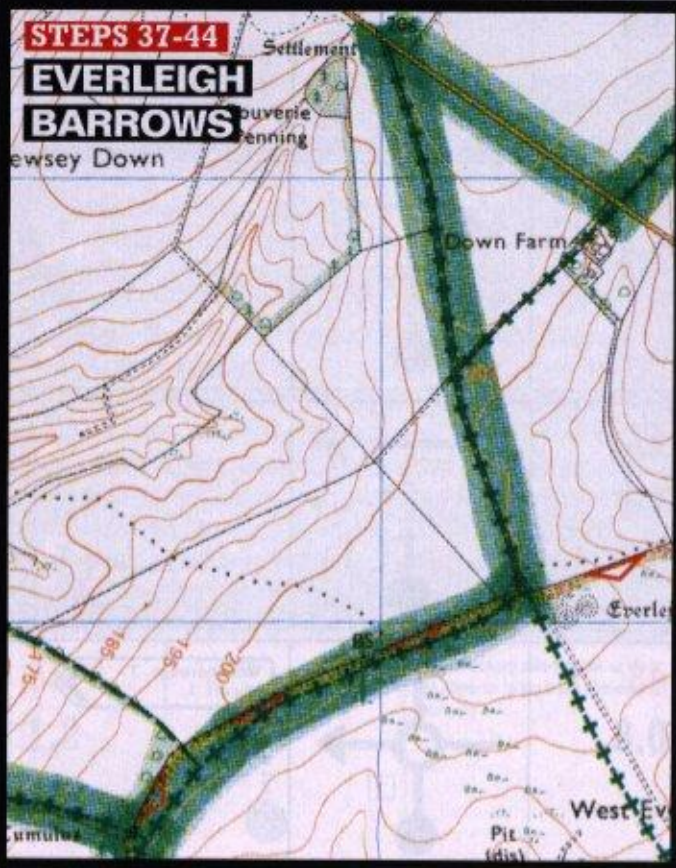
## About our roadbooks

The *Off Road Yearbook* is a sister publication to *Total Off Road*, which proudly remains the only monthly magazine in Britain ever to have published 4x4 roadbooks. These routes take you through the British countryside on a mixture of rights of way and public highways, both surfaced and unsurfaced.

Our roadbooks are closely related to those in *Total Off Road*. They're designed to be safe to drive in a suitably prepared solo vehicle, and are largely suitable for standard 4x4s on tyres which are no more aggressive than a general-purpose mud-terrain. We do recommend travelling in tandem wherever possible, however, not just because it's safer but because it's also more fun. The risk of getting stuck can be far greater than it appears – and whatever you're driving, having help at hand can make the difference between a breakdown being inconvenient and potentially life-threatening.

We always try to warn you of any potentially difficult sections you'll encounter, but the nature of any unsurfaced right of way can change quickly and dramatically. Wet weather can make a huge difference to the conditions underfoot, and what's wide open in winter can be tightly enclosed and paintwork-rippingly scratchy in summer.

Finally, the roadbooks in *The Off Road Yearbook* were set out using the Nissan Patrol you see in the pictures. Our reasoning is that if a vehicle this large can get through, anything can! The Patrol is unmodified, except for its snorkel, winch and heavy-duty bumpers, and is fitted with the kind of tyres mentioned above. We don't include any lanes which it's not capable of tackling, and if we ever need to use its standard-fit rear diff-lock to get through, we'll warn you of this in the text.



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<b>41</b> 1.2		Bear right at the M80 sign, then follow the tyre tracks around the field edge with the fence and hedge line to your right
<b>42</b> 1.25		Join a larger set of tracks and keep on following the field edge as before
<b>43</b> 1.8		SU 174 555 It's not obvious where you turn through the gate until you're on it – the old metal byway sign is hidden by trees
<b>44</b> 2.5		
<b>45</b> 3.3		Keep your speed down – some farm buildings appear very suddenly on the right
<b>46</b> 3.8		
<b>47</b> 4.6		ZERO TRIP
<b>48</b> 0.8		Woodborough 3 Hilcott 1
<b>49</b> 2.7		YARDS LANE
<b>50</b> 3.6		Marden
<b>51</b> 5.4		Devizes 5
<b>52</b> 5.5		Devizes A342
<b>53</b> 6.5		There's no sign at the junction, but you're following the B3098 for Urchfont
<b>54</b> 6.9		SO 054 572 Redhorn Hill
<b>55</b> 8.2		You'll often see red flags flying right by this track, which runs along the perimeter of the Larkhill Artillery Range. Don't worry – they refer to the land to your right; so long as you stick to the track, you're okay
<b>56</b> 10.0		Just after a flagpole on the right, your landmark is a load of steel beams sticking up out of the ground on the left. Turn left here, then immediately follow round to the right to run parallel to the main track on a faint grass track



<b>57</b> 10.2		Turn left through the rusty gate by the MOD signs
<b>58</b> 10.3		As you approach the green barn, spot the white horse to its left on the hillside in the distance
<b>59</b> 10.6		Where the main track swings gently left to pass another green barn, carry on ahead on a smaller track
<b>60</b> 10.8		The going starts getting a bit scratchy on the left
<b>61</b> 10.9		<b>CAUTION</b> this is a steep, rutted descent which takes you down a series of sharp steps
<b>62</b> 11.3		Don't worry, the 'Road Used as a Public Path' sign is wrong – we called Wiltshire County Council to check, and they said they'd change it to one saying 'Byway.' That was in April 2008  ZERO TRIP
<b>63</b> 1.1		<b>SU 114 558 CAUTION</b> – the turning is hidden until you're almost on it, and other drivers won't know what you're doing. They seem to insist on coming through here twice as fast as they should, too. Start slowing and signalling early – it's right opposite the Charlton Cat pub, and immediately before three chevron arrow signs for the left-hander
<b>64</b> 1.15		The climb gets rutted and uneven, and is steep enough to be awkward



## Driving on rights of way

- ▲ Keep your speed right down
- ▲ Pull over to let walkers, bikers and horse riders pass
- ▲ Don't travel in large convoys. More than about six vehicles, and you should split into smaller groups to avoid hassling other users
- ▲ Leave gates as you found them
- ▲ Don't drop litter
- ▲ Fords are not there for washing your vehicle
- ▲ Fix that oil leak before you go
- ▲ Mud is not a playground
- ▲ 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 polite and stay calm. If you're driving sensibly on a public highway or byway, they don't have a leg to stand on
- ▲ If someone gives you abuse (it does happen, though much less frequently than some laners' tales might make you think), don't give it back
- ▲ Stick absolutely scrupulously to the right of way
- ▲ Ramblers are not evil

<b>65</b> 1.2		There's a sharp axle-twister as you climb on to the track crossing your path
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<b>66</b> 1.6		
<b>67</b> 2.1		SU 162 549
<b>68</b> 2.4		Immediately after the unexploded bomb warning sign, turn left on the faint grass track and follow ahead with the fence line to your left
<b>69</b> 2.8		This is just after you've gone through a big dip. Note that the 'private land' sign, which it is no doubt accurate, doesn't stop the track from being a public right of way
<b>70</b> 3.1		
<b>71</b> 4.05		
<b>72</b> 4.25		
<b>73</b> 4.3		
<b>74</b> 4.8		Andover Upavon A342
<b>75</b> 5.1		Get in lane for the A342 for Andover, before turning right at the T-junction then immediately left, again for Andover
<b>76</b> 10.3		SU 203 536 Take the first turning at the junction, which is signed up ahead as being for The Street
<b>77</b> 10.6		It gets very overgrown after the farmhouse, but it's only grass and the ruts aren't too bad
<b>78</b> 11.3		SU 191 540
<b>79</b> 11.5		SU 189 542 Turn tightly back over your shoulder, keeping the shrub line to your right
<b>80</b> 11.6		Keep the shrub line to your left
<b>81</b> 12.1		Join the Cat 1 track. Tank tracks mean it's basically impossible to see where the byway goes – you're aiming to join the main track on the outside of the corner





## STEP 77

82 12.3		SU 189 530
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83 12.5		
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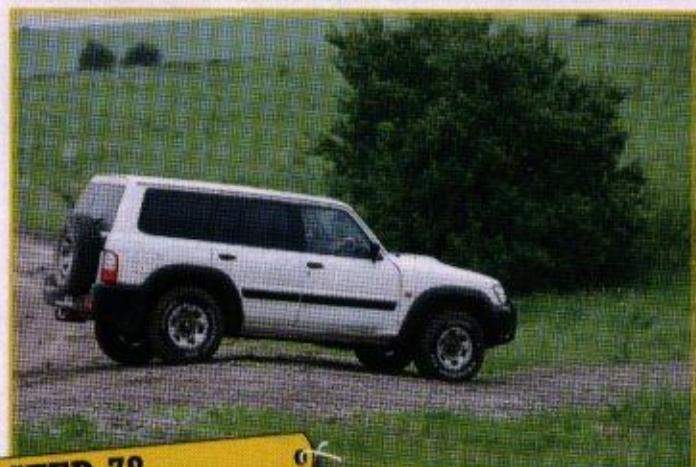
84 13.1		ZERO TRIP
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85 0.7		SU 203 525 Take the track to the right of the warning sign
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86 1.3		SU 204 516 Stick to the main track ahead past the copses on the left
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87 1.9		Stick to the main track
-----------	--	-------------------------

88 2.5		Pass a fenced-off earthwork on the left with 'out of bounds' signs on it
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## STEP 78



## STEPS 77-78



## STEP 81



## STEP 85

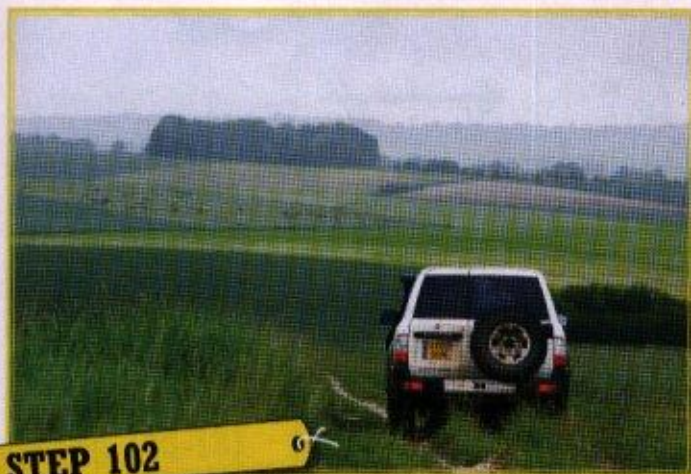
WARNING TO PUBLIC  
DANGER FROM UNEXPLODED  
SHELL AND MORTAR BOMBS  
ON NO ACCOUNT SHOULD ANY  
OBJECT BE MOVED OR TOUCHED  
IT MAY EXPLODE

30



<b>89</b> 2.8		SU 204 492
<b>90</b> 2.9		SU 203 491
<b>91</b> 3.2		SU 201 490
<b>92</b> 3.8		SU 191 487 Pass the wood on the right then turn right on a track at the bottom of the hill
<b>93</b> 4.0		SU 188 491
<b>94</b> 4.4		SU 188 496
<b>95</b> 4.6		SU 191 499 Tracks everywhere... Aim for the best chalky one ahead amid all the tank tracks
<b>96</b> 4.9		SU 192 503 The right of way ahead could be any of the tracks! Just keep on straight ahead...
<b>97</b> 5.1		SU 192 507 Climb on to and over the Cat 1 track. The right of way is parallel to it on the far side – if you can find it!
<b>98</b> 5.6		SU 184 506 A fence across what appears to be the correct line of the byway means you're forced on to the Cat 1 track for a short spell
<b>99</b> 6.7		SU 179 490
<b>100</b> 6.9		SU 180 487 Turn right on to a field, heading more or less west south west. The right of way is totally indistinct
<b>101</b> 7.0		SU 179 486 Cross a bigger track and carry on ahead, aiming more or less for the large hangar in the distance. You're literally driving over virgin ground here
<b>102</b> 7.1		SU 177 485 Join a proper track
<b>103</b> 7.5		SU 171 482
<b>104</b> 8.5		<b>CAUTION</b> – visibility is terrible as you emerge <b>ZERO TRIP</b> Bulford





**STEP 102**



**STEPS 102-103**

<b>105</b> 2.5		
<b>106</b> 2.6		
<b>107</b> 2.7		Fuel on the right
<b>108</b> 2.8		HIGH STREET

<b>109</b> 4.0		
<b>110</b> 4.5		SU 144 440
<b>111</b> 4.55		This is the turning referred to in step 110
<b>112</b> 4.9		
<b>113</b> 5.7		
<b>114</b> 5.8		
<b>115</b> 6.0		
<b>116</b> 6.4		



<b>117</b> 6.9		
<b>118</b> 7.5		SU 125 443  WILLOUGHBY ROAD
<b>119</b> 7.9		
<b>120</b> 8.0		
<b>121</b> 8.05		
<b>122</b> 8.75		<b>CAUTION</b> past the Stonehenge visitor centre
<b>123</b> 8.8		
<b>124</b> 9.1		SU 118 418

<b>125</b> 10.7		ZERO TRIP
<b>126</b> 1.6		Stoford Great Wishford
<b>127</b> 3.0		Warminster A36
<b>128</b> 4.4		Fuel on the left
<b>129</b> 4.5		SU 067 369 The byway is opposite Pembroke Cottage; there's a sign, but it's hidden as you approach
<b>130</b> 6.1		
<b>131</b> 6.9		
<b>132</b> 7.3		<b>EXTREME CAUTION</b> as you cross the A303 dual-carriageway





## STEPS 130-131

**133**  
7.9



A sign says 'private land - keep out'. It refers to the land, not the right of way

**134**  
8.0



Take the less well defined set of tyre tracks as you emerge from the trees

**135**  
8.2

Two sets of tracks run parallel here; it seems as if the ones on the right are the right of way

**136**  
9.3

The two sets of tracks join back up

**137**  
10.2



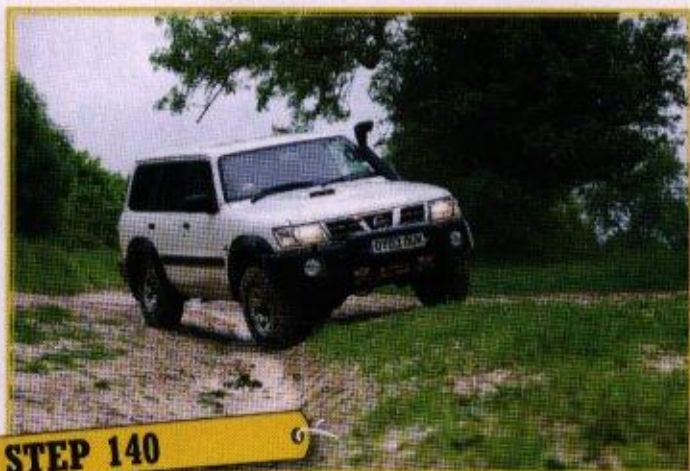
ZERO TRIP

**138**  
1.0



SU 020 434  
Take the chalky track, not the surfaced road next to it

Byway



## STEP 140

**139**  
1.5



**140**  
1.7



Byway

**141**  
1.8

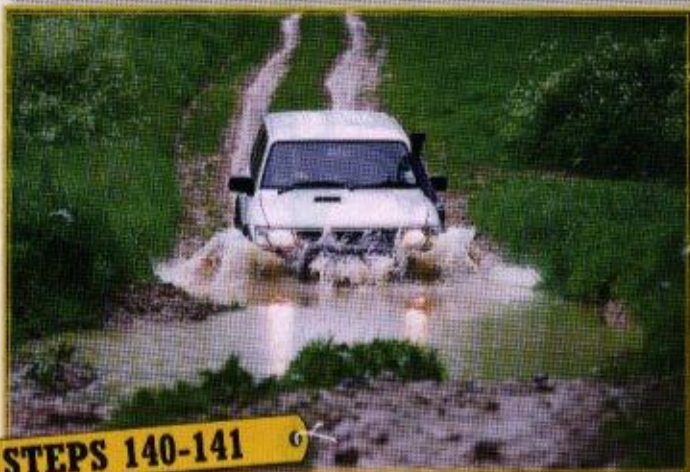


**CAUTION** here. You come to a sea of ruts, some of which are proper dodgy; take a walk first and recce a route through

**142**  
1.9



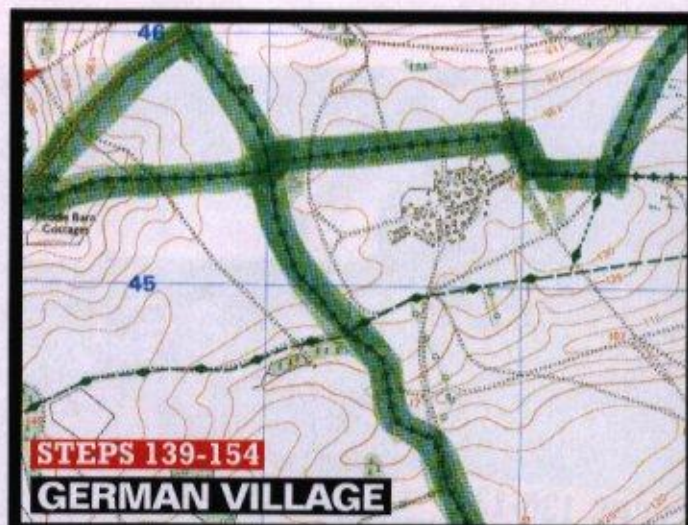
Follow the byway sign



## STEPS 140-141



143 2.0		Follow the byway sign
144 2.5		
145 2.8		Cross a bigger track
146 3.1		
147 3.7		SU 006 460  Byway
148 4.1		
149 4.2		
150 4.25		Cross a major track and follow the ruts ahead



151 4.4		Continue ahead, keeping the German Village to your right
152 4.7		
153 4.8		Turn left opposite the gateway to the German Village. No, don't be tempted to wander in, even if there's no-one around – you ARE being watched!
154 5.0		SU 023 454 Turn left on the tyre tracks a few yards before the junction with a Cat 1 track – see the byway sign and follow it exactly



<b>155</b> 5.4		Follow the main tracks dead ahead
<b>156</b> 5.5		Cross the larger track and follow the tyre tracks ahead
<b>157</b> 5.6		Cross the larger track and follow the tyre tracks ahead
<b>158</b> 5.7		Cross the larger track and follow the tyre tracks ahead
<b>159</b> 5.8		Cross the larger track and follow the tyre tracks ahead
<b>160</b> 5.9		
<b>161</b> 6.5		
<b>162</b> 8.4		<b>SU 053 448</b> Turn right on the byway opposite the turning for Orcheston

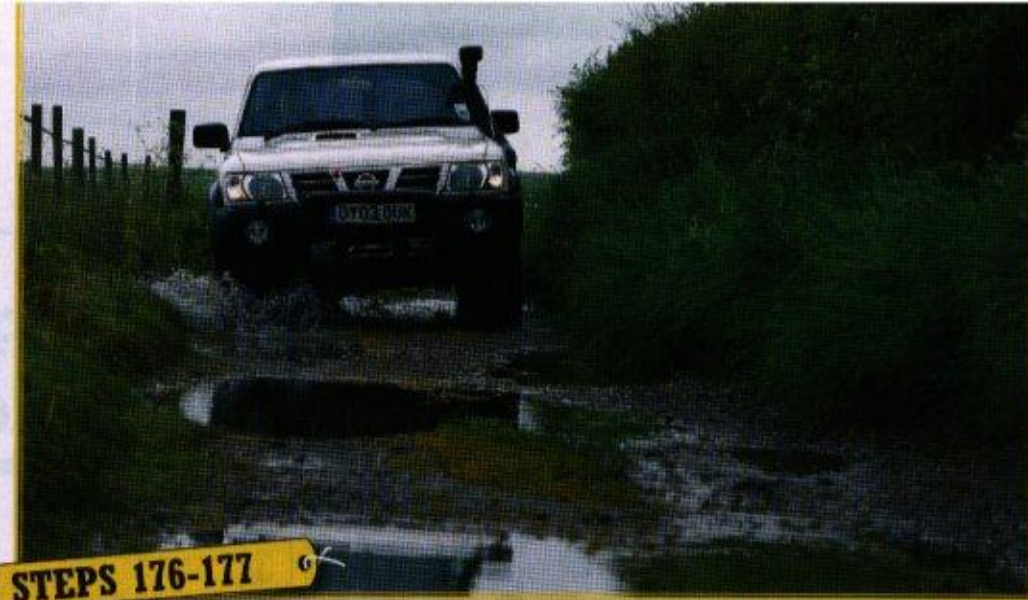
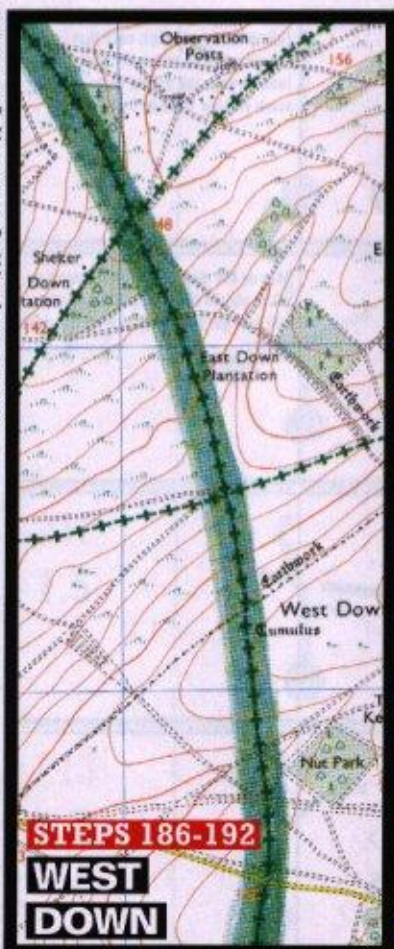
<b>163</b> 8.6		
<b>164</b> 10.0		<b>SU 030 453</b> You'll know when you get here – it's your first big track crossing since the last junction
<b>165</b> 10.3		Follow through the rutted dip, which is often flooded, and up the hill
<b>166</b> 10.6		Choose your line carefully through the hollow – it's rutted, and often flooded. Then continue ahead up the chalk hill
<b>167</b> 11.1		Through another rutted hollow then follow ahead to the road
<b>168</b> 13.1		<b>ZERO TRIP</b>  Salisbury A360
<b>169</b> 0.3		Fuel on your left, then at the roundabout follow the A360 for Salisbury
<b>170</b> 0.6		<b>NETT ROAD</b>  <b>SU 070 435</b> The turning is very hard to spot – it's at the end of a stone and brick wall on your left, and as you approach it you'll be able to see the national speed limit signs in the distance



171 0.7		The track is in fact semi-surfaced for much of its length
172 1.7 		<b>CAUTION</b> - this is a major road, and visibility to the left is limited
173 2.0		SU 086 447
174 2.6		ZERO TRIP
175 3.2		This road is closed when the artillery ranges are in use, in which case there'll be a sign warning you of the fact. Firing normally happens 9-5 Monday to Friday, and late into the night on Tuesdays and Thursdays. Saturdays can be all-dayers too, but Sundays are normally free
176 4.8		SU 068 467 Take the track at the 'public right of way' sign
177 5.4 		<b>CAUTION</b> past the farm buildings on the right and ahead on the road
178 6.0		

179 6.4		SU 059 450 
180 6.7		SU 058 453 Turn left for Rookery Farm
181 6.9 		<b>CAUTION</b> past the farm buildings on the left then ahead on the track
182 7.0		
183 7.1		
184 7.2		Straight over a major track and on to the chalky track ahead
185 7.4		Take the main track at around 11 o'clock, by the stand of trees on the right
186 8.0		ZERO TRIP





<b>187</b> 0.1		Follow the main visible track over the crest of the hill in the distance
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<b>188</b> 0.5		Either track is okay – they run parallel
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<b>189</b> 0.7		Follow the main visible track up the hill to the right-hand corner of the trees ahead
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<b>190</b> 1.2		Cross a major track and take the track at 1 o'clock with the woods immediately to your right
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<b>191</b> 1.3		Take the main track, keeping the stand of trees to your right
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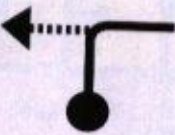




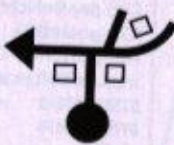

<b>192</b> 1.6		SU 047 499
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<b>193</b> 4.3		ZERO TRIP
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<b>194</b> 0.4		Look out for the byway sign
<b>195</b> 0.9		
<b>196</b> 1.2		
<b>197</b> 1.3		← Lavington
<b>198</b> 1.6		
<b>199</b> 2.1		
<b>200</b> 2.8		Follow ahead for Westbury on the B3098
<b>201</b> 3.1		<b>ST 997 536</b> The track is shortly after Dauntsey's School drop-off point on the left. The byway sign has been knocked down, but there's a bridleway sign for the track opposite which you can use for reference
<b>202</b> 3.5		Follow the byway sign; note that you're not meant to be taking the concrete road through the double gates, but the much smaller track to its left
<b>203</b> 3.7		Stay on the main track ahead; straying off to play in the woods is illegal and will just get 4x4s banned from the right of way
<b>204</b> 4.1		
<b>205</b> 4.6		
<b>206</b> 4.8		<b>CAUTION</b> – this is a busy road 
<b>207</b> 6.4		<b>SU 009 509</b>
<b>208</b> 8.6		The track is about as well surfaced as they get without being a road
<b>209</b> 9.8		Unclassified Road Pear Tree Hill →



210 10.7		
211 11.3		<div>Westbury Erlestoke B3098</div> <div>ZERO TRIP</div>
212 1.5		<div>ST 955 534</div> <div>Stoke Hill Farm</div>
213 1.7		
214 1.75		<p>This is just a few yards after stop 213. The track on the right is a footpath — that's what the 'No Access for Civilian Vehicles' sign is referring to</p>
215 2.1		
216 2.6		ST 949 529
217 2.9		Continue on the main track
218 3.6		
219 3.9		
220 4.1		
221 4.8		
222 4.85		
223 5.9		
224 6.1		
225 6.3		<p>Pull into the car park at The Duke for the end of the route, and some very well earned R&amp;R</p>