

# WEST CAMBRIDGESHIRE

## Summer-only laning on farm tracks and woodland trails

Despite its name, this roadbook starts and finishes in East Northamptonshire as well as including a loop in North Bedfordshire. Appropriately, then, several of the tracks you'll be using are part of the Three Shires Way. Almost all the rights of way in this month's route are closed throughout the winter to prevent surface damage in wet conditions, so now is the time to get out there and enjoy the lush, rolling scenery and quiet woodlands of a corner of England that's often overlooked. Note also that this roadbook starts relatively close to where last month's left off - and in the long hours of summer light, you could put them together to make a marathon day's laning





## IS IT SUITABLE?

### TYRES

All-terrains likely to help

### WEATHER

Avoid in very wet conditions

### LOW BOX

Not necessary

### SOFT-ROADERS

Some ruts may cause problems

### SCRATCHING

Infrequent, mainly quite mild

### DRIVING

Care required on sections with ruts and holes

### DAMAGE

No obvious risk if driven as it should be

## ROUTE GUIDE

### START

Newton Bromswold (SP 999 659)

### FINISH

Warmington (TL 076 914)

### DISTANCE

58.1 miles

### TIME

4-5 hours

### TERRAIN

Gently rolling woods and farmland

### HAZARDS

Occasional ruts and holes

Grass will be slippery when wet

### OS MAPS

Landranger 153 (Bedford and Hunt'don)

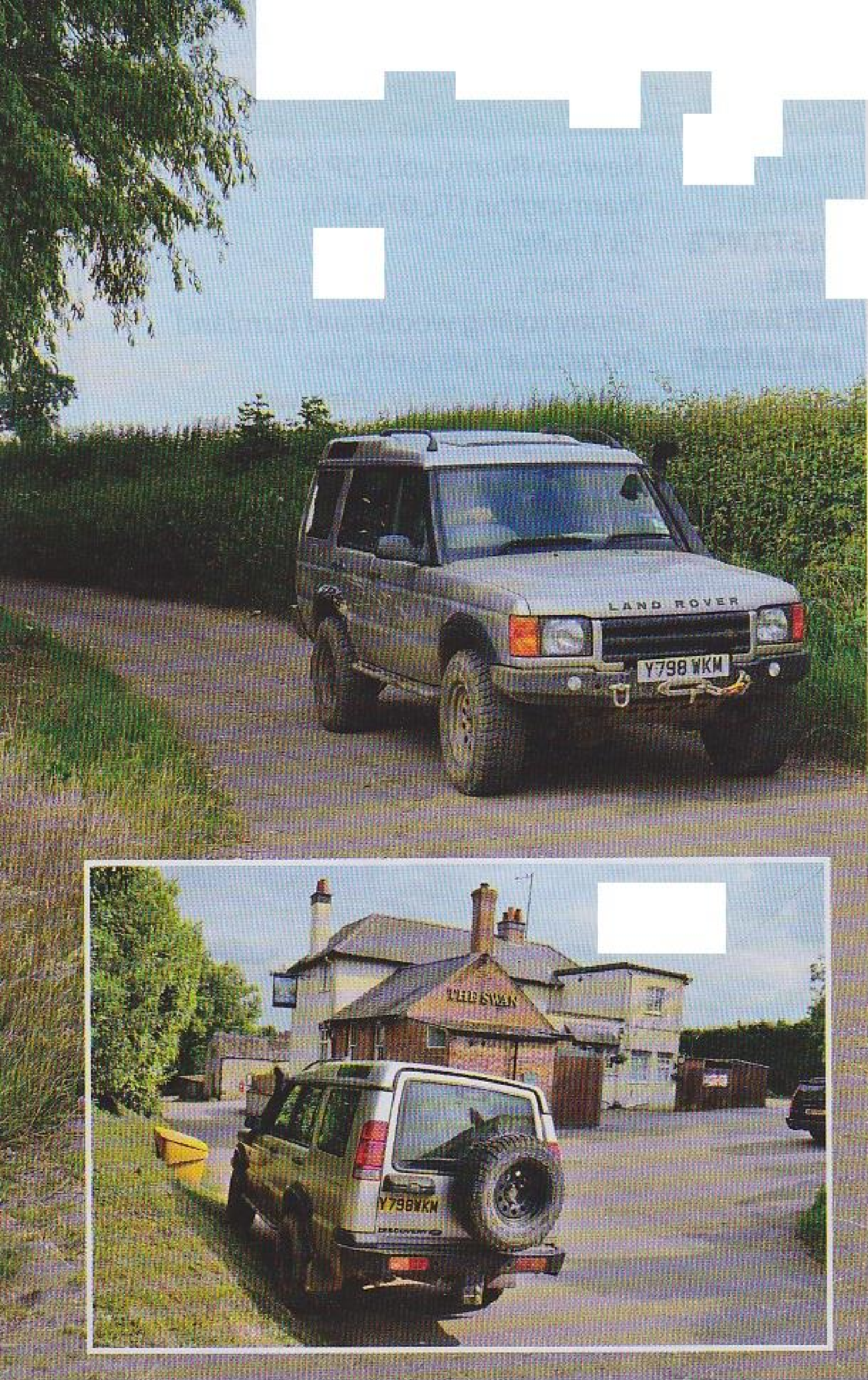
Landranger 142 (Peterborough)

## 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](http://www.extreme4x4.co.uk) or call 01255 411411







**Step 1:** We think this roadbook might set a new record for how quickly we get the tarmac out from under you. From the start point to the gravel is no more than a dozen car lengths or so

<b>4</b> 4.85		Middle Lodge
<b>5</b> 5.25		<b>TL 019 675</b> When the concrete farm road goes hard left, carry on ahead along the field edge. The 'no vehicles' sign is deceptive – the part of it explaining that it only applies in the winter is hidden by undergrowth. Take care all the way along here – there are plenty of bumps to catch out the unwary
<b>6</b> 5.7		Dog-leg left through the galvanised gate, then the character of the lane changes and it becomes more overgrown
<b>7</b> 6.1		Follow the main track
<b>8</b> 6.2		Three Shires Way
<b>9</b> 6.35		
<b>10</b> 6.6		
<b>3</b> 3.6		Yelden 1¼
<b>11</b> 7.65		Tilbrook Kimbolton B645 3 4½





<b>12</b> <b>7.85</b>		<b>TL 041 702</b> Keep it slow as you approach – the turning isn't very obvious until you're on top of it
<b>13</b> <b>8.4</b>		
<b>14</b> <b>9.0</b>		<b>ZERO TRIP</b> 
<b>15</b> <b>0.35</b>		<b>TL 052 684</b> It's easier to spot than you'd expect – the opening is quite wide



## 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 16 (main pic) :** You're only crossing an unsurfaced farm track here, but as you emerge out on to it from the much smaller trail you've been on it feels like it might as well be the A1

**Step 19 (left):** The local authorities' policy of imposing seasonal TROs on just about every track in this region means you'll only rarely come across ruts on this roadbook. Every so often, though, you'll have to tiptoe your way through deep holes in the surface; the series at this point is quite short, but it's as extreme as any



<b>20</b> 3.4		Caution – you're emerging on to a busy road here
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<b>16</b> 0.65		Caution over a much bigger track
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<b>21</b> 6.35		<div>  Dillington         </div>
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<b>17</b> 1.7		Don't turn too early – this is an obvious track with another one (gated) opposite. If you see a wooden waypost immediately after the junction that suggests the track ahead is a footpath, don't worry – it's been broken and propped against the hedge, so don't assume it's the right way round
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<b>22</b> 7.45		<div>  Grafham 1 Water         </div>
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<b>18</b> 2.05		The track to the right is gated
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<b>23</b> 10.8		<div>  Grafham Ellington         </div>
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<b>19</b> 2.25		It gets a bit rutted and bumpy here
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<b>24</b> 12.3		<b>TL 161 691</b> Keep it dead slow – watch out for walkers, kids and animals  <div>CHURCH ROAD</div>
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<b>25</b> <b>13.2</b>		At the car park, turn hard right on the first track 
<b>26</b> <b>14.5</b>		Caution – visibility is poor to the left as you emerge <b>ZERO TRIP</b> 
<b>27</b> <b>0.45</b>		 CHURCH ROAD
<b>28</b> <b>0.55</b>		 CHURCH ROAD
<b>29</b> <b>0.65</b>		<b>TL 137 716</b> Carry on ahead on the no-through road when you see Chapel Lane on the right 
<b>30</b> <b>0.7</b>		Where the road goes left through a gate on to a concrete apron, follow ahead on to the track 
<b>31</b> <b>1.45</b>		Follow the byway sign 
<b>32</b> <b>1.6</b>		Caution – it's uneven as you approach the junction, then there's a climb up to the road and visibility is poor as you emerge. You can just about see to the right, but not to the left – and it's a very straight road, so overtaking traffic could be coming at you on either side 
<b>33</b> <b>1.75</b>		Caution – this is a residential area, and you'll be passing a school. We're taking you round in a circle here, simply because it would be too dangerous to try and turn left at Step 32. Keep it dead slow the whole way through the village FERRIMAN ROAD 
<b>34</b> <b>1.9</b>		 ROYSTON AVENUE







**40**

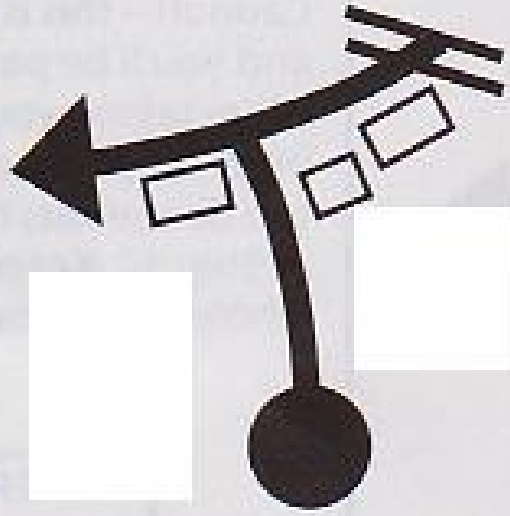
4.85



Take the narrower track where it splits in two – it's not as tight as it first looks, but it's quite rutted and bumpy as well as being on the scratchy side

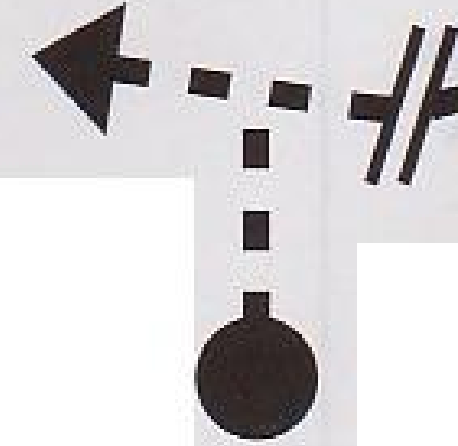
**35**

1.95



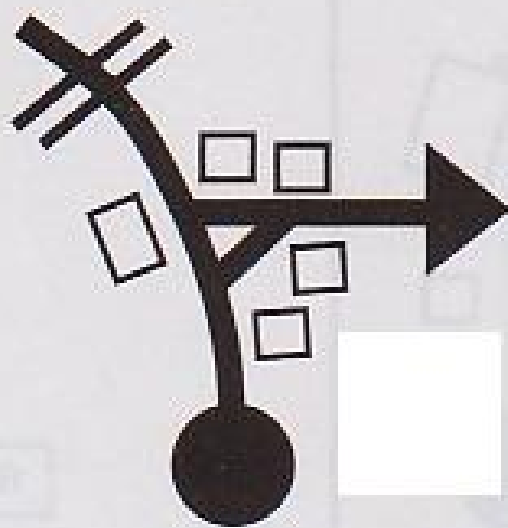
**41**

4.95



**36**

3.65

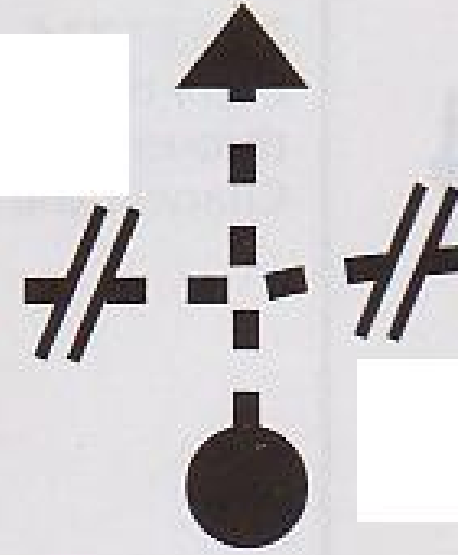


**TL 108 709**

It's signed as a no through road

**42**

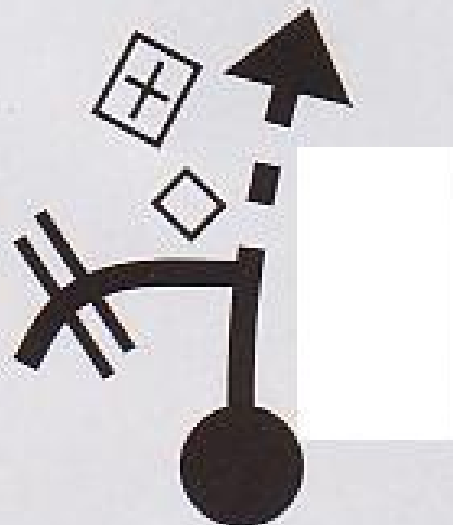
5.5



Caution as you cross a larger track and continue ahead on a much smaller one

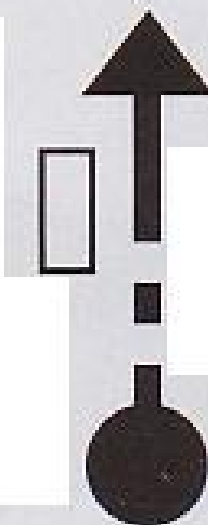
**37**

3.75



**43**

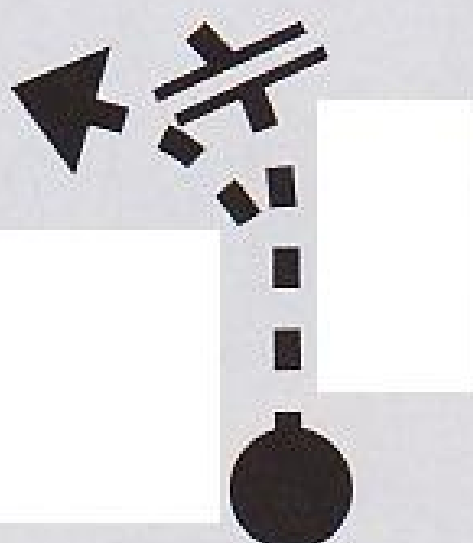
5.9



Take care through the village after the gate

**38**

4.4



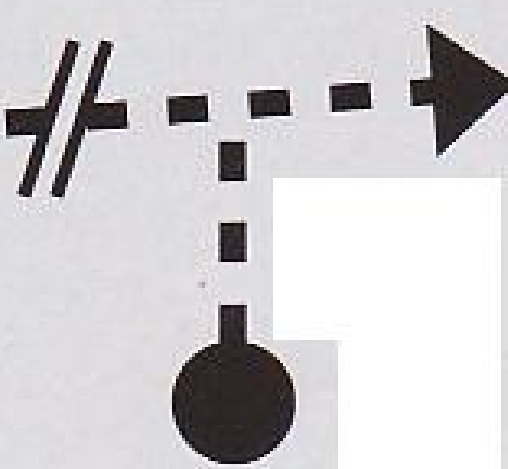
**44**

5.95



**39**

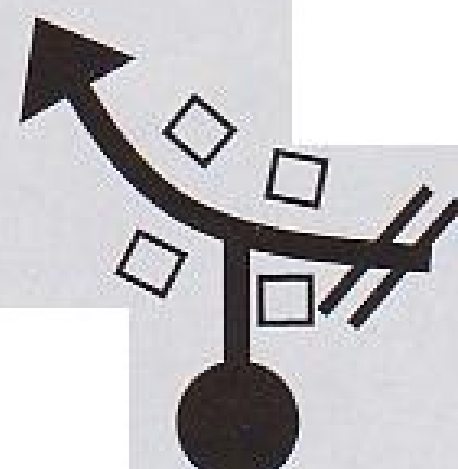
4.65



This one gets quite bumpy, so keep your speed down and your eyes open

**45**

6.2



The turning is by a red post box (and phone box, for however long it lasts). It's signed as a no through road



46  
6.85

TL 128 736

47  
7.65

Caution as you cross a larger track

48  
8.1

49  
8.25

ZERO TRIP

50  
1.9

Old Weston  
Oundle

51  
3.3

Clopton  
Winwick  
The Giddings

52  
4.7

TL 083 793  
The track is immediately after the road on the left for RAF Molesworth

53  
5.55

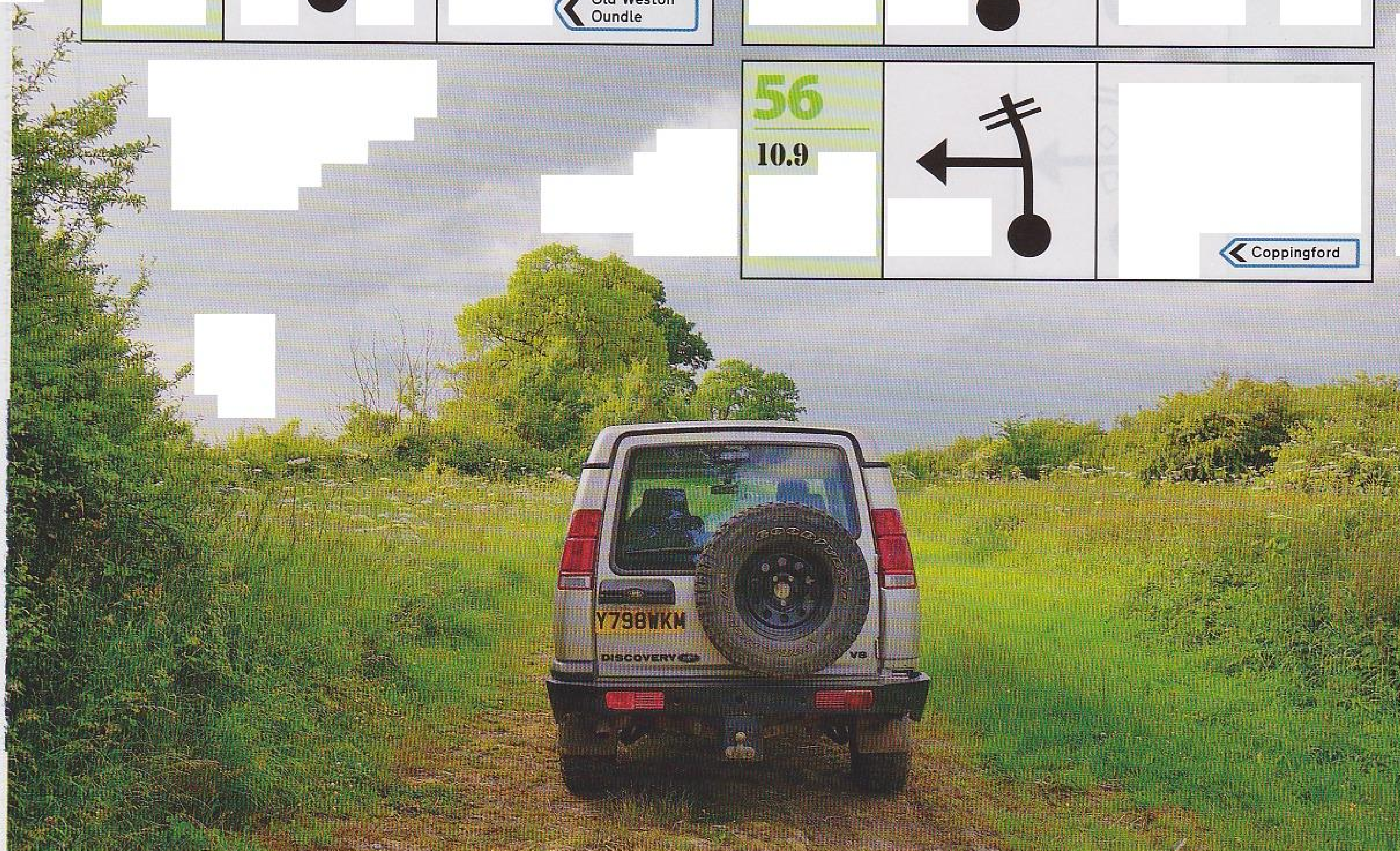
54  
6.65

55  
7.4

Turn left for The Giddings then immediately right on Hamerton Road

56  
10.9

Coppingford





57

12.1

Byway  
Bullock Road

63

5.4

TL 072 860  
Immediately before a sharp right turn by a solitary tree, take the grassy track left through the dark green iron gates and follow it along the field edge

58

13.9

64

5.6

Where the track swings hard left to follow the field edge, carry on ahead through the wooden gate. It leads on to a very wide grassed track – almost wide enough to feel more like a narrow field. Further ahead, get ready to make friends with some cows...

59

14.4

TL 144 830

65

5.95

60

15.25

66

6.3

It's not clear which road to take as you approach the split, but the one off to the right is in fact a private lane

61

15.85

Caution – this is a deceptively fast and busy road  
ZERO TRIP

67

6.7

62

1.7

Luddington  
Hemington

68

7.6

TL 059 874

69

8.2

70

8.25





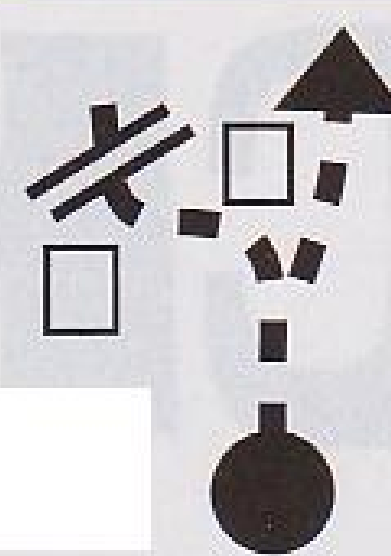
71

8.65

A sign warns you not to enter when the red flag is flying. The rifle range by the track is owned by a school, not the MOD, so the right of way is unaffected, but do approach with caution – not least because it's also used by the local armed police...

75

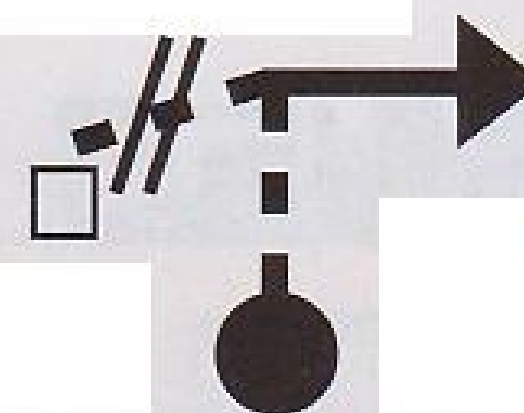
9.95



Follow the smaller track signed 'Nene Way'

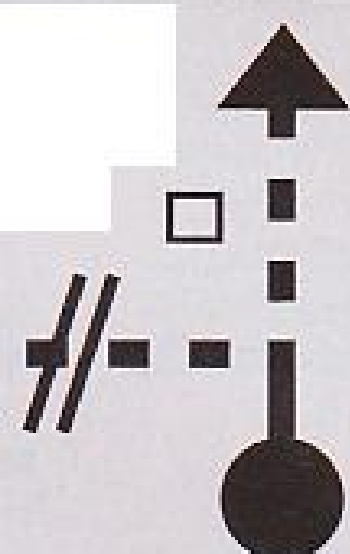
76

10.0



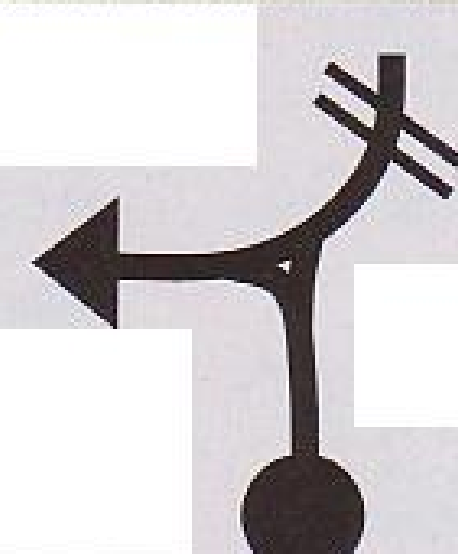
72

8.8



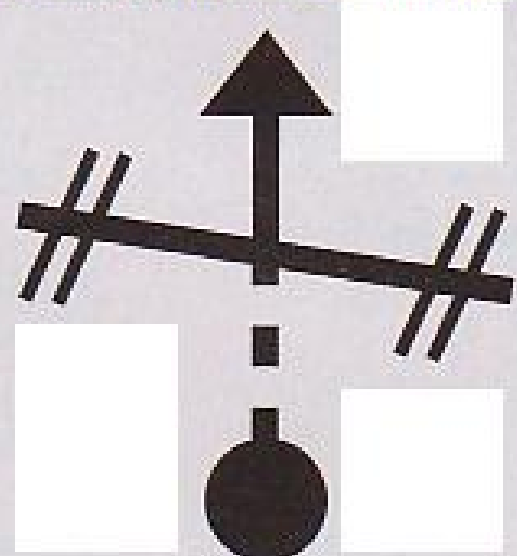
77

10.1



73

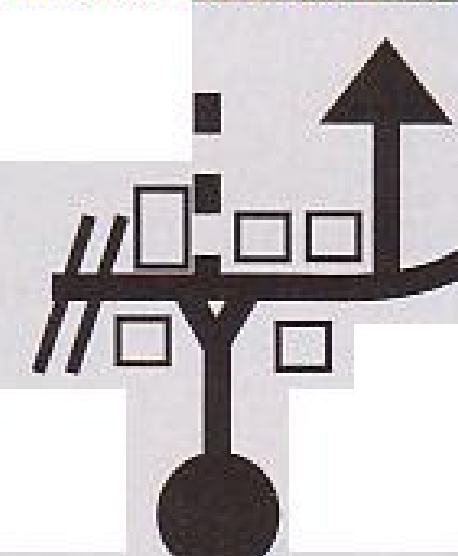
9.3



TL 069 898

78

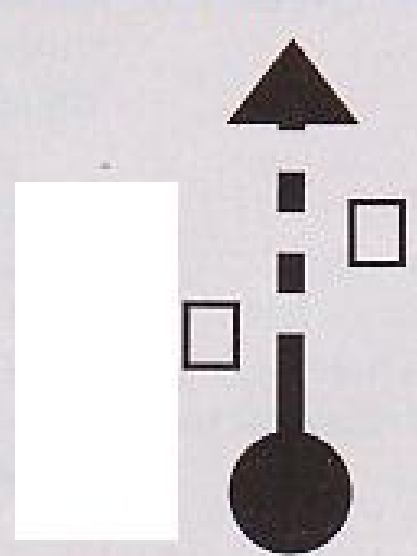
10.2



Turn right then immediately left on Stamford Lane

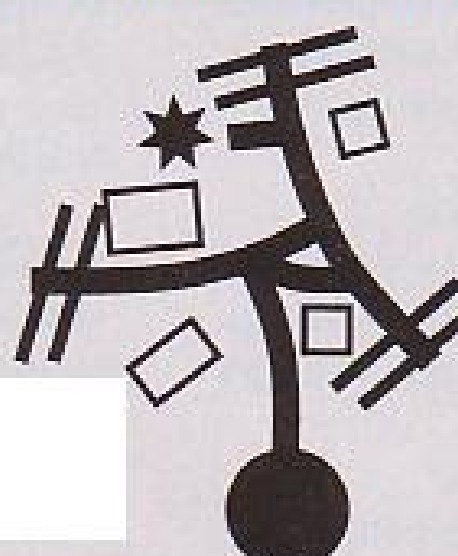
74

9.6



79

10.5



Turn right then immediately left at Britain's most complicated road junction, then left again into the Red Lion car park to end the route