

# YORKSHIRE DALES

## The lanes less travelled...

This is a fascinating route comprising some of the less well known lanes in a part of the country you might think is all about high-level moortop tracks. We'll be back later in the year to do another roadbook on some of the classic trails, but for now here's one to dish up plenty of entertainment for driver and navigator alike... at least, when you're not too busy marvelling at the rugged Yorkshire scenery!



|                  |  |  |                  |  |                                |
|------------------|--|--|------------------|--|--------------------------------|
| <b>1</b><br>0.0  |  | <b>SD 934 903</b><br>Start in Bainbridge, outside the Rose and Crown on the corner of the one-way system that routes the A684 through the village. If you're travelling to do the roadbook, this would make a perfect place to stay. Zero your trip at the pub car park exit and turn left, heading north on the C-road out of the village | <b>4</b><br>2.1  |  | <b>SD 949 921</b>              |
| <b>2</b><br>0.35 |  | <br>Askrigg<br>Leyburn 1 3   | <b>5</b><br>2.3  |  |                                |
| <b>3</b><br>1.45 |  | The turning is immediately after the Crown Inn on the left as you head through Askrigg<br>Muker 5½   | <b>6</b><br>2.35 |  | This is very soon after Step 5 |



## IS IT SUITABLE?

### TYRES

Suitable for all apart from very low-profile sizes

### WEATHER

Avoid in snow or fog

### LOW BOX

Makes it easier in places

### SOFT-ROADERS

Okay in all but the most car-like

### SCRATCHING

No real risk

### DRIVING

Care needed on steep hills

### DAMAGE

No risk if driven properly

## ROUTE GUIDE

### START

Bainbridge (SD 934 903)

### FINISH

Hawes (SD 870 895)

### DISTANCE

47.05 miles

### TIME

6 hours

### TERRAIN

Farm tracks; open moorland

### HAZARDS

Awkward navigation; other users

### OS MAPS

Landranger 98 (Wensleydale)

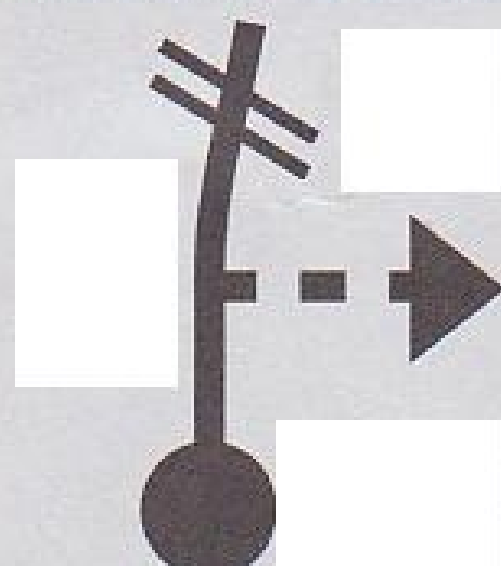
Landranger 99 (Northallerton and Ripon)

Explorer OL30 (Yorkshire Dales Northern and Central)



7

2.5



SD 953 921

Caution – it's a steep climb up on to the track

Castle Bolton Smi >

## 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



|                        |  |                       |
|------------------------|--|-----------------------|
| <b>8</b><br><b>3.1</b> |  | <b>SX 839 590</b><br> |
|------------------------|--|-----------------------|

|                         |  |  |
|-------------------------|--|--|
| <b>12</b><br><b>7.4</b> |  | <b>SE 045 934</b><br>You're entering a wilderness area criss-crossed by tracks, not all of which are rights of way. Follow the roadbook scrupulously, and don't under any circumstances go off the surfaced tracks |
|-------------------------|--|--|

|                         |  |                      |
|-------------------------|--|----------------------|
| <b>9</b><br><b>3.65</b> |  | <b>ZERO TRIP</b><br> |
|-------------------------|--|----------------------|

|                          |  |  |
|--------------------------|--|--|
| <b>13</b><br><b>7.85</b> |  |  |
|--------------------------|--|--|

|                         |  |                      |
|-------------------------|--|----------------------|
| <b>10</b><br><b>5.2</b> |  | <b>Castle Bolton</b> |
|-------------------------|--|----------------------|

|                         |  |   |
|-------------------------|--|---|
| <b>14</b><br><b>8.4</b> |  | <b>SE 059 930</b><br>Immediately after the wooden footpath sign on the right, turn left on a track which then swings back right in front of the old mining structures. You then follow it ahead up the hill – don't take the track over your shoulder towards the chimney |
|-------------------------|--|---|

|                          |  |                      |
|--------------------------|--|----------------------|
| <b>11</b><br><b>6.45</b> |  | <b>Grinton Reeth</b> |
|--------------------------|--|----------------------|

|                          |  |  |
|--------------------------|--|--|
| <b>15</b><br><b>8.85</b> |  |  |
|--------------------------|--|--|



The section between Steps 12 and 18 includes a variety of tracks which criss-cross the old mining landscape of Preston Moor. A bit of road liaison following the watersplash (left) and then you're back in to it at Step 20





|            |  |   |
|------------|--|---|
| 16<br>9.1  |  | Turn right where the track ahead is signed as a public footpath   |
| 17<br>9.35 |  | Ignore the track on the left opposite all the shooting boxes on the right   |
| 18<br>10.2 |  | You'll go through a small watersplash just before the junction<br><b>ZERO TRIP</b>  |
| 19<br>1.15 |  | Redmire 3<br>Caperby 5  |
| 20<br>2.15 |  | <b>SE 073 919</b><br>Turn right opposite the sign for Preston   |
| 21<br>0.45 |  |   |
| 22<br>2.95 |  | This is shortly after the cattle grid   |
| 23<br>3.5  |  | If this feels familiar, don't worry – we don't normally use tracks more than once on the same roadbook, but you've already done this one in the other direction |

## 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





|                   |  |  |                   |  |   |
|-------------------|--|--|-------------------|--|---|
| <b>24</b><br>3.9  |  | Turn left with the old mining structures in front of you, then immediately left again at the T-junction with a bigger track. A little further on, you might start getting déjà vu again... | <b>29</b><br>0.3  |  | <div> Coverdale<br/> Carlton<br/> 4 </div>                  |
| <b>25</b><br>5.2  |  | Follow the road ahead for Preston  | <b>30</b><br>1.85 |  |   |
| <b>26</b><br>5.95 |  | Dropping down into Preston-Under-Scar, turn very tightly back over your shoulder on a road that's not signed to anywhere   | <b>31</b><br>3.2  |  | Follow the sign for West Witton                             |
| <b>27</b><br>6.8  |  |  | <b>32</b><br>3.5  |  | <b>SE 062 876</b><br>Follow the wooden sign for West Burton |
| <b>28</b><br>7.55 |  | <b>ZERO TRIP</b><br><div> W. Witton<br/> Aysgarth<br/> Hawes<br/> A684 </div> <div> 2¼<br/> 6<br/> 16 </div>   | <b>33</b><br>4.65 |  |   |



34  
5.4

39  
7.8

Follow the main track straight on, ignoring the glorified field entrance on the left

35  
5.7

40  
8.25

A wooden footpath sign for West Burton points up the hill; you take the right fork down it

36  
6.85

SE 043 891  
This is in Swinithwaite. The track is semi-surfaced with broken tarmac as it climbs the hill

41  
9.1

37  
7.05

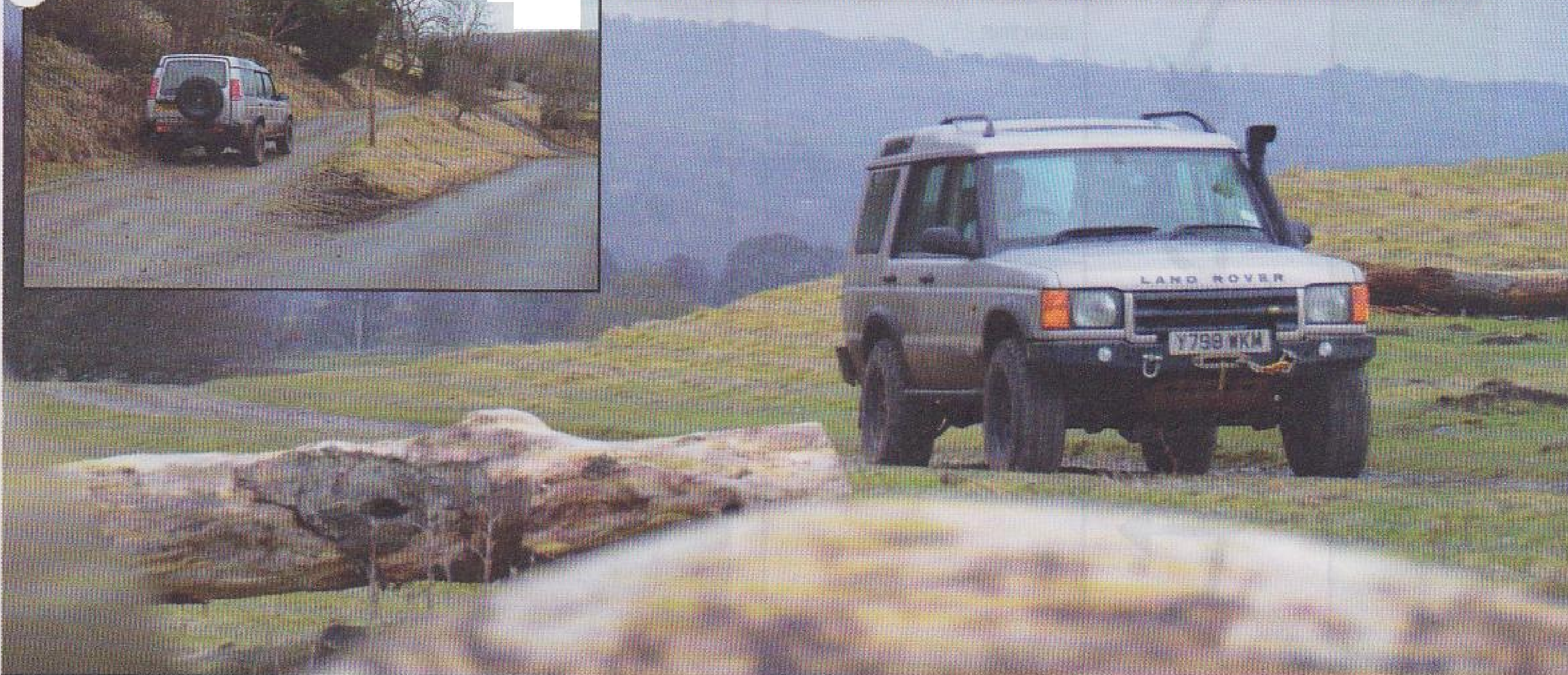
The scruffy tarmac gives way to a proper track, though further on there are some concrete sections on steeper parts of the climb



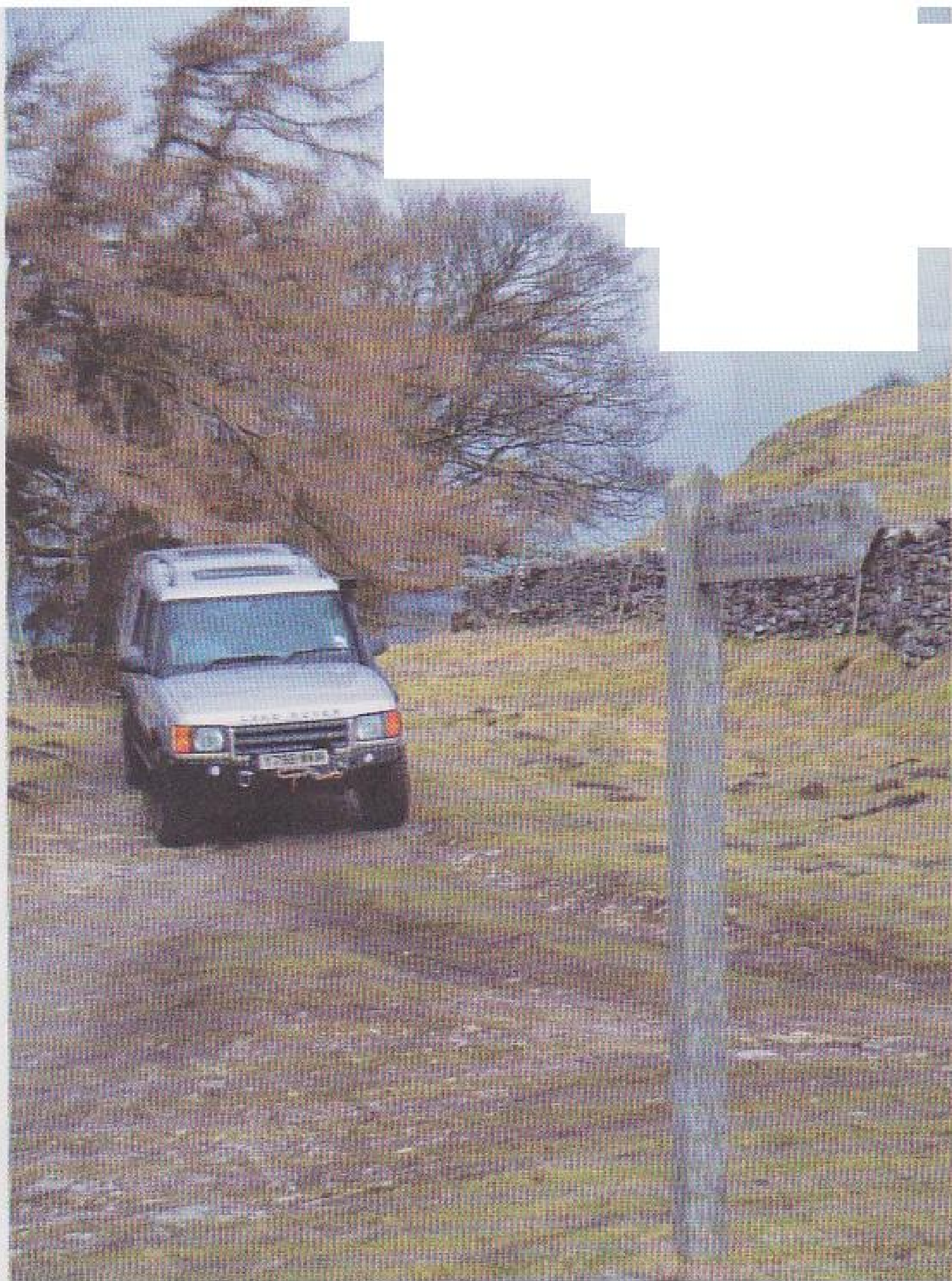
38  
7.7



Step 32 (left): High Lane is laid out in front of you as the road descends Witton Steeps. Climbing back up from Swinithwaite (main pic), the track is a mixture of gravel and concrete; back up on High Lane (above), it's firm surfaced and tends to collect water







**Step 40:** Both tracks look similarly sized as you approach the junction, but the one climbing the hill to your left is only a footpath

|                   |  |  |
|-------------------|--|--|
| <b>46</b><br>2.6  |  | <div> Bainbridge 5<br/> Hawes 9<br/> A684 </div>   |
| <b>47</b><br>7.4  |  | There's a fuel station on the left just after you cross the bridge on the way into Bainbridge. Just after that, as the main road swings left you carry on ahead for Countersett, Semer Water and Marsett |
| <b>48</b><br>7.45 |  |  |
| <b>49</b><br>8.1  |  | <b>SD 925 895</b><br>Follow the wooden byway signs for Beggarmans Road   |
| <b>50</b><br>9.5  |  | Caution – there's a step up on to the road, and very poor visibility to both sides   |
| <b>51</b><br>1.55 |  | <div> Hawes 1<br/> A684 </div>   |
| <b>52</b><br>2.0  |  | <div> Gayle 34 </div>  |





53

2.75

54

4.0

SD 862 875

Few Head

55

4.1

56

4.25

57

4.7

The gated tracks to either side are just field entrances really, but they look like more than that as you approach

58

5.1

59

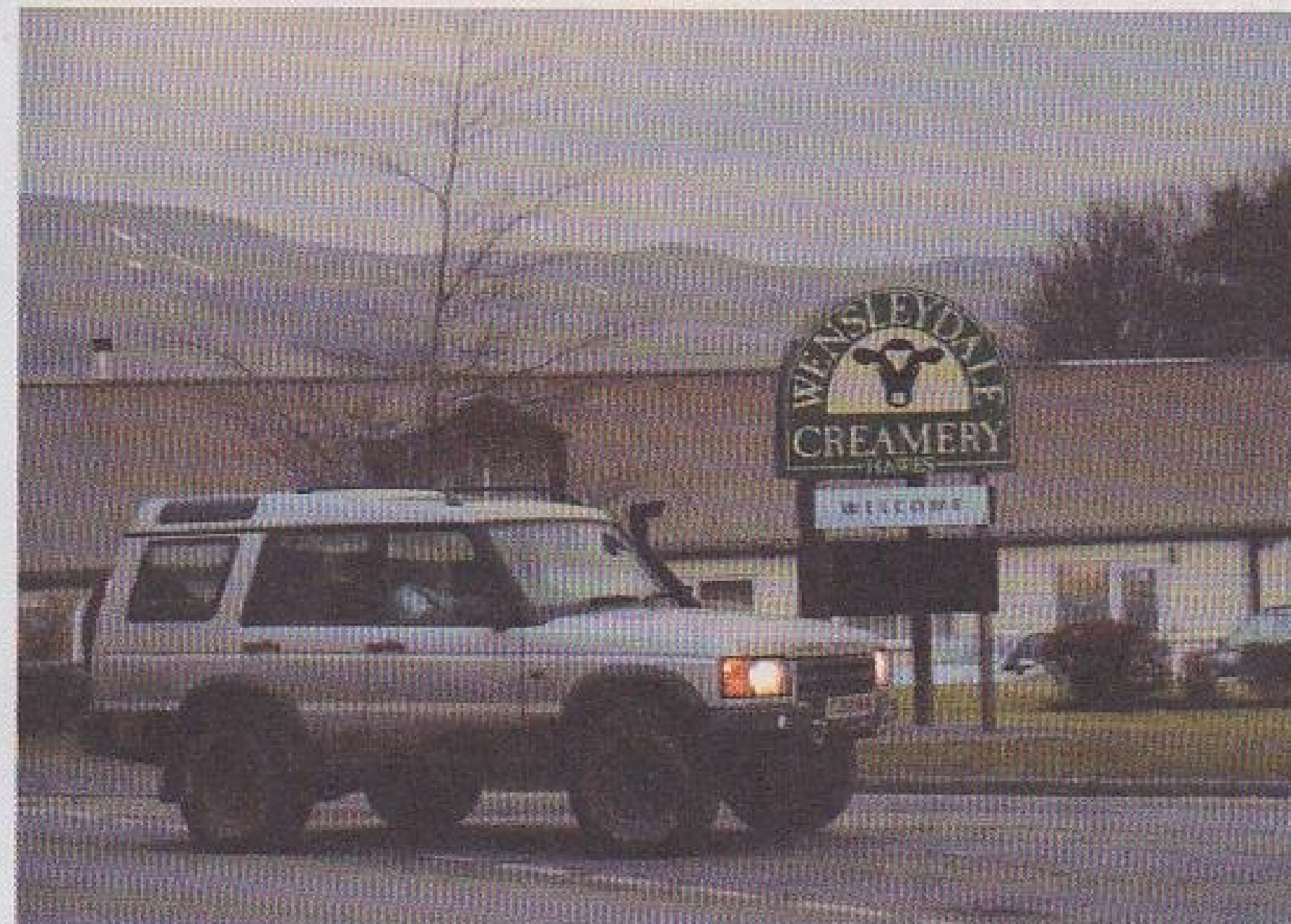
5.2

SD 865 890

60

5.45

Follow the sign for Cam Road



61

5.75

SX 916 703

62

6.0

63

6.65

64

6.7

65

6.9

Pull in to the Wensleydale Creamery visitor centre for the end of the route and the start of some cheese-buying excitement

Coming Up...

There might not be a lot in the way of hills, but don't underestimate Norfolk as a place to go laning. Next month's route is long, tricky and surprisingly varied...