

DAVE BARTER

# GREAT BRITISH BIKE RIDES





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40 CLASSIC ROUTES FOR ROAD CYCLISTS



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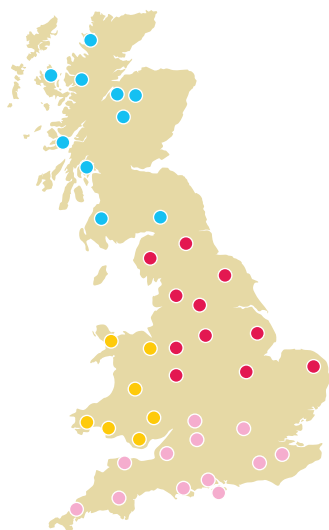
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# PREFACE

Over twenty years ago I joined Post Office Research as an Executive Engineer (class B). It was in the Post Office Research Centre that I first met Chris Covell and through him my interest in outdoor adventure was resurrected. Many years previously I'd been a keen cyclist and had also spent long weekends deep underground in the caves of Wales. My wiry frame the perfect shape for the aspirant caver.

Chris introduced me to rock climbing – the hard way. I was unceremoniously bundled into a car, driven to the Peak District and dragged up as many gritstone classics as Chris could lead in a day. As his loyal 'second' I was given no quarter. Every climb had to be completed in order that his gear was retrieved. My hands have never really recovered from one particularly brutal day spent hand jamming my way up Stanage Edge with Chris enquiring as to why I was taking so long.

As part of my bleeding into the climbing fraternity I was handed a copy of Ken Wilson's *Classic Rock*. This book opened my eyes to the full potential of climbing within the UK. It listed a series of aspirational climbs for a beginner such as me; classic climbs that every climber should do. The photography and text willed the climber on to 'have a go', and I found myself poring over it wondering whether I could really make it up Napes Needle or Eagle Ridge. This book more than anything else made me want to be a climber and also made me realise that the country I live in is stuffed full of things to climb. Sadly, career and other distractions intervened; my vertical career foundered with only a few meagre ticks from the book. But I never forgot that list and often wondered whether it would be feasible for me to tick it off.

Ten years later cycling replaced my climbing aspirations and I became more and more obsessed with the sport. I found myself ferreting through bookshops in search of cycling guides to widen my horizons. All the time looking for the cycling equivalent of *Classic Rock*. I unearthed plenty of interesting books and even rode Land's End to John o'Groats inspired by one of them. But where was my ticklist? Where was the guide that when completed would mean I'd truly served my apprenticeship as a British road cyclist?

In 2010 I found myself in a work meeting looking out of the window. Across the street a swimming pool was being demolished, soon to be replaced by a car park. I'm sure there may have been good reasons for this, but the act of replacing something meant for exercise with something to facilitate cars began to play on my mind. I started to worry that my career would follow a similar path, with my cycling slowly demolished by the time required to 'do business', exercise making way for commerce.

A few months later I took a drastic decision. I was clearly not going to find the cycling book I sought. I needed to ensure that cycling remained integral to me as an individual. What better way to combine the two than write the book myself? With the support of my family, I resigned immediately and began to plan the book.

My vision was a road cycling route guide that would cover all of Great Britain. A set of aspirational routes that were tough enough to gain bragging rights yet within the reach of any committed cyclist. These routes would showcase the greatest climbs and best roads the country has to offer while providing rides that could be completed within a day. After many months of planning I spent a whole year travelling the country and scouting out these great loops.

It was a year filled with incident. The glorious highs of conquering some of the toughest road cycling the country has to offer will stay with me forever. I'll never forget the gravel onto the moor having finally ticked Rosedale Chimney, a climb I'd

***“I was clearly not going to find the cycling book I sought. I needed to ensure that cycling remained integral to me as an individual. What better way to combine the two than write the book myself? With the support of my family, I resigned immediately and began to plan the book.”***

lived in awe of for years. Neither will I forget the circuit of Mull, pedalling round Loch Na Keal in perfect solitude with only the seabirds for company. In fact, every single ride had a highlight, a reason to go back and do it again. This is what makes them great rides and this is what I hope to achieve by this book. A set of routes that nag to be ridden because they provide much more than exercise, they're stuffed with experience as well.

*Great British Bike Rides* is my cycling tribute to *Classic Rock*. Forty classic British routes that every road cyclist should ride. A showcase of the very best road cycling that the country has to offer including many roads and climbs that can only be fully appreciated from the bike. I don't lay claim to any of the routes within; each has been inspired by the cyclists that have gone before me, or cycling events that are putting these rides on the map.

Some of the rides pay direct or indirect homage to existing sportives, such as the Fred Whitton, Dragon Ride, Bowland Beast and Tour of the Peak. Others tinker with known scenic loops, such as the Scottish Borders route and the circumnavigation of the Isle of Wight. There are a few I've cooked up myself by linking climbs worth doing or areas worth riding in.

One thing I do know is that us cyclists like nothing better than a good 'which route is best' debate. I've ridden with a committed time triallist with a predilection for dual carriageways. His idea of a good day out is fifty miles of flat road completed in under two hours. He'd shake his head in horror if I ever dared suggest taking the scenic route. I'm sure these loops will stir similar reaction in others. Some may suggest that there are better ways to ride across Exmoor. Others may not agree that the Lake District route should go straight up the Struggle. Well, the only way to know is to ride them. And that's what I urge you to do with these routes.

This book is not meant to be the definitive guide to road cycling in Great Britain. I wrote it to point the way firmly in the direction of where the good riding can be found. There's no way that forty loops can encompass all of the good stuff. That's for you to explore and discover for yourself. But hopefully with a few pointers from me you can know where to start, and by presenting this list the debate as to where the greatest riding is can properly begin.

The hardest thing about writing this book was finishing it. I love cycling in Great Britain more than anywhere else in the world and it pains me to draw a line under this quest. I could have continued for years, following new lines on the map and wondering just what would await me as I crested each unriden hill. I hope that with this book you can be inspired to do the same. Cut loose from your normal life for a day and get out onto the road instead. You'll be amazed by what is out there and equally amazed by how much experience you can stuff into a single loop.

Use the guide to explore the cycling within this eclectic land. Go forth and evangelise about the 'Great British Bike Ride', a phrase that has been hijacked by Lands End to John o'Groats. It's not the only great ride, there's a myriad of them out there hidden within the hills and lanes. And when you've found something that I've not mentioned within these pages, please drop me a line, I need to know!

***“It’s not meant to be the definitive guide to road cycling in Great Britain. I wrote it to point the way firmly in the direction of where the good riding can be found. There’s no way that forty loops can encompass all of the good stuff. That’s for you to explore and discover for yourself.”***

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# INTRODUCTION

## A GREAT TIME TO GET OUT AND RIDE

British Cycling is undoubtedly in the ascendancy. Our track riders such as Sir Chris Hoy consistently win World Championship and Olympic Golds; we have our first Tour de France winner in Bradley Wiggins; and, as one of the greatest sprinters in history, Mark Cavendish has cemented Britain's domination of the road. And it's not just the boys doing well. Nicole Cook has won Olympic medals, World Championships and has dominated the national scene for years, and now a new generation of female talent, such as Laura Trott and Lizzie Armitstead, is stepping up to take her place.

At last our country's cycling heritage is properly on the map and we are globally recognised as a nation that can 'do the business' on a bike. This success has spurred on countless lapsed or new riders to pick up their bikes and discover the pleasure available upon two wheels. This in turn has seen the genesis of a diverse range of cycling events and sportives ready to sate the appetite of those looking for their next cycling challenge.

Consequently riders are spending increasing amounts of money on serious equipment while following proper training programmes to ensure that they can meet the distance and fitness requirements of these events. The tide is beginning to turn as road cycling moves from a niche sport to a mainstream activity. A legion of old hands look on with pleasure as the sport they've known and loved for generations finally achieves the recognition it fully deserves. The club riders, touring cyclists, Audax riders, road racers and time trialists quietly go about their business of eating the miles as they have done for years. These riders know all about the trials and tribulations of completing a long distance cycle route. They're out there in all weathers pushing away at the pedals in defiance of the variable weather conditions that so often plague the British roads.

These riders will tell you of their affection for the British road network. Between them they will have ridden every single mile that they're allowed, a few have even strayed onto closed motorways. Some will warn you away from horrifically steep climbs, others will eulogise over quiet coastal roads that dip their toes into the sea. You'll hear about 'must do' rides, iconic views, amazing cafes and endless debates about which area of the country has the best places to ride.

In fact, we should wonder why anyone ever takes their bike abroad. There's a wealth of great cycling to be had right on the British doorstep. Our road network is massive, complex, diverse and able to take you almost anywhere that you want to go. A mish mash of geology and glacier carved landscape awaits those looking for a nice bit of scenery. It's impossible to describe the Great British countryside in a few words as the island is constantly varying from barren high moors to complex valley systems shrouded in forest. To make it even more interesting, all of this is crammed into a relatively compact area. Look at Great Britain upon any map of the world – the country looks like a European afterthought. But for cyclists this proves to be a real bonus as just about everywhere is relatively accessible whatever the chosen means of transport to get there. This in turn provides potential for cycling adventure without the need to travel huge distances or expend vast amounts of money. It really is all there waiting upon our doorstep.

***“Our road network is massive, complex, diverse and able to take you almost anywhere that you want to go. A mish mash of geology and glacier carved landscape awaits those looking for a nice bit of scenery, and it’s constantly varied.”***



Great Britain is steeped in cycling heritage. It's arguable that cycling began here when the Scottish blacksmith, Kirkpatrick Macmillan reputedly invented the rear wheel drive bicycle. A chain of innovators rapidly turned his device into a machine that unlocked the countryside for the majority who could not afford the luxury of a motorcar nor deal with the hassle and maintenance of a horse. The British cycling industry waxed and waned over many decades as household brands such as Raleigh were beaten into submission by cheaper foreign imports. Yet a pride in British cycling engineering remains and new brands are emerging to meet rising demand, while older players such as Pashley see their sales go from strength to strength.

In short, recent years have seen a resurgence in British cycling. Our elite riders are winning again, the industry is growing and many bike shops are booming as they fit out a new generation of cyclists with carbon frames and designer cycling wear. Cycling is becoming recognised as a highly inclusive sport with avenues open to all ages, sexes and abilities. Cycling infrastructure is gradually improving as urban areas attempt to keep bicycles away from cars via dedicated lanes unheard of twenty years ago. Sustrans and other bodies have created huge networks of mapped and signed cycle routes that spider across the entire country. All one needs is a map, some free time and a sense of adventure, Sustrans will take care of the rest.

The sportive is now entrenched within the British cycling calendar and forms the bedrock of many a rider's annual training plans. These rides attract thousands of riders who pay to be guided around challenging routes along with the support of signage, food stops and the occasional goody bag at the end. Some have been running for years, while others have popped up to feed the insatiable desire of sporting riders to push themselves that little bit more.

Add this all up – a resurgence in British cycling, a new generation of riders looking for challenge, a network of roads and lanes waiting for their wheels and a calendar full of challenging rides waiting to be ridden – it cries out for a documented list of Great British bike rides. But hang on, just what is a Great British bike ride?

## WHAT IS A GREAT BRITISH BIKE RIDE?

First, the ride has to showcase the **countryside** through which it threads its path. The rider needs to feel properly immersed within their surroundings and end the loop feeling it's somewhere where they'd like to return.

It also needs some decent **roads**. Roads with character that merit a discussion in the pub at the end. These roads may wind gently over hills, traverse huge glaciated valleys or hack through farming country encased within hedgerows. Roads are not the sole preserve of the motorist, they're part of our cycling history. Every great ride needs to ensure that our amazing network is celebrated rather than relegating cyclists to sanitised tarmac trails.

These rides must throw in a lot of **challenge**. A *good* ride is achievable but a *great* ride is necessarily hard. At the end the rider must dismount with the mixed emotions of relief and elation at having overcome the challenge.

*“Cycling is becoming recognised as a highly inclusive sport with avenues open to all ages, sexes and abilities. Cycling infrastructure is gradually improving as urban areas attempt to keep bicycles away from cars via dedicated lanes unheard of twenty years ago.”*

Great rides should avoid the traffic and **celebrate** the cycling experience leaving the rider alone to relish the outdoors without a breath of carbon monoxide or the terror of a car passing too close.

The cyclist must feel that they're embarking upon an **adventure** as they begin the ride. A journey into the unknown or the revisiting of a route that's bound to come littered with incident. All great rides should lead to exaggerated tales, a climb that nearly finished the rider for good, a descent that came close to a fall or a set of weather conditions that were bravely overcome with a plastic bag and some newspaper.

Finally, Great British bike rides need to be quintessentially **British**. We don't have the Alps here so let's not try and recreate them. But we do have miles and miles of challenging terrain.

This is what you've stumbled upon within this book. A collection of forty Great British bike rides that span the country and celebrate our wonderful road network. A set of rides that will challenge every cyclist, a set of rides to aspire to and tick off over the years. A set of rides that can be ridden at your leisure, your pace, with no entry fee and no set date of departure. Each can be ridden when the weather is right, rather than when the organiser demands, allowing you to maximise the riding experience in the most clement weather available.

These rides have been designed to balance challenge with scenery. Each route dives away from the main road network as soon as it can in a quest for the back country lanes. This is where we find that spirit of adventure as you find yourself wondering just what it is you're going to find around the next corner. These rides are littered with climbs. The British geography is responsible for this as they're mostly hard to avoid. Even Norfolk comes with gradients and it must be argued that you can't have a true British riding experience without puffing up the odd hill. Some areas are stuffed full of them and the amount of climbing underpins the major challenge of the ride. However, as cyclists we need to ride them. Many of these climbs are iconic cycling challenges that put the Alps to shame. For sure Ventoux is a challenging ride, but all the Lake District passes in a single loop? You're probably going to die.

In summary, all of these routes are hard. They're all longer than 50 miles and often traverse challenging terrain. Some of them climb over 12,000 feet in total and one contains a demanding 2,000-foot ascent from the sea to mountaintop. There's a huge diversity of roads from smooth flat tarmac to one section that'll have you reaching for the mountain bike. There's the odd gate, plenty of cattlegrids, occasional rickety bridges, a smattering of fords and even a ferry.

The rides are distributed relatively evenly across Great Britain. Forty routes is enough to showcase the wonderful cycling to be had, but nowhere near enough to cover every single area. Think of the book as a cycling appetiser designed to whet the appetite for further exploration of the riding that Great Britain has to offer. Don't be angry if you feel there's an area that's been missed, think of it as a blank canvas ready for your route planning work of art. Additionally, the routes stick to the roads by design. Cycle paths are mostly ignored as this book is a celebration of riding upon the road.

***“For sure Ventoux is a challenging ride, but all the Lake District passes in a single loop? You’re probably going to die.”***

These rides are not for the unprepared. They're primarily designed for the cyclist who has served their apprenticeship and is ready to challenge themselves in terms of distance and difficulty. Completed as single day rides they'll need a degree of fitness and stamina, but there's no reason why the loops couldn't form the basis of a multi-day cycle tour. However, the reason they're designed as loops is to offer up the challenge of a hard day out on the bike. If you ride regularly with a club on their Sunday run, have completed a 100km sportive or survived a British cycle tour then you're ready to attempt these rides.

Make no mistake that many of the routes are aspirational in their nature. One hundred miles around the Peak District demands a huge level of respect and associated fitness. The Bealach Na Ba is hard enough without a forty mile ride through a glen to get to its base, and the Lake District challenge has seen many a rider limp home with their tail between their legs, challenge uncompleted. But the determined cyclist will accomplish them all. Prepare well, ensure the fitness is there, regulate effort and manage nutrition properly and you'll be fine.

Many of the routes are already firmly entrenched upon the cycling map, such as the Tour of the Peak that grew from the route of a classic road race now sadly consigned to history. Others are based upon sportive loops that have become increasingly popular over the years.

The Dragon Ride route pays homage to a sportive that is now an international event recently awarded gold status by the UCI. Then there are loops that just sprang from the map, areas that looked interesting and were in need of exploration, or climbs that needed linking up to form a classic route.

Within this book you will find 3,157 miles of memorable road riding coupled with 282,842 feet of ascent (5,080 kilometres and 86,174 metres if you want to go metric). That's plenty to keep even the most committed road cyclist busy, so get out your map and start planning your assault upon the Great British bike rides.

**Dave Barter**

Swindon, February 2013

***“Many of the routes are already firmly entrenched upon the cycling map, such as the Tour of the Peak that grew from the route of a classic road race now sadly consigned to history. Others are based upon sportive loops that have become increasingly popular over the years.”***

# SOUTHERN ENGLAND

*12 rides – 1,503km –  
22,046 metres ascent.*

*It's tempting to think of the riding in southern England as green, agricultural, sedate and mainly flat.*

*However, this part of the country goes out of its way to lull you into a false sense of security. There's a huge network of tough rides to be had within its network of thin lanes.*



I think Exmoor is one of the hardest rides in this book. Dunkery Beacon is like a terrier biting away at your legs, determined to never let go no matter how hard you kick. This climb comes early in the ride, with loads more to come; only the scenery saves you from the savagery. Its cousins in Dartmoor are equally tenacious; hills that make no excuses for their difficulty and have flashed grimaces of pain on the faces of pros and amateurs alike. Yet both of these rides have a wilderness feel as you circumnavigate wild moors and hide away in tiny lanes.

The Cornish loop provides the most westerly English challenge and attempts to destroy stereotypes of sandy beaches and relaxation. This is another challenging bike ride that takes you away from the holiday camps and into the wilder areas. Further east Cheddar beckons, probably the most profound British gorge road, part of a relatively flat route that has a touch of the Netherlands about it. Dropping down to Dorset you'll encounter a loop with a ferry crossing and a chance to take in the whole of Poole Harbour. Plenty of drama is thrown in en route, including a section of firing range.

Cyclists have known about the New Forest for years and the ride from Keyhaven showcases a fantastic route through trees and across the moors. Make a weekend of it and head over to the Isle of Wight for a demanding circumnavigation of the island replete with non-stop sea views, rolling roads, a chain ferry and the country's most eccentric theme park at Blackgang Chine.

Wiltshire presents any cyclist with a perfect challenge; tick off all of its white horses in a single ride, then take a trip a few miles north and complete a road cyclist's tribute to the Cotswolds. Eighty miles of quiet lanes following a route designed by a club captain with many years of cycling experience.

The Chilterns is another area with a huge cycling heritage and used to host innumerable road races. Sadly, many of these are gone, but the roads are still there along with a perfect balance between challenge and enjoyment. This heritage continues with the loop through the Ashdown Forest celebrating a ride that's been run for many years along with York Hill that lays claim to being the scene of the first ever road race. Finally, there's Surrey, home of Box Hill, the 2012 Olympic road race route and a loop that takes in Richmond Park, two 'must do' sections for any Great British bike rider.







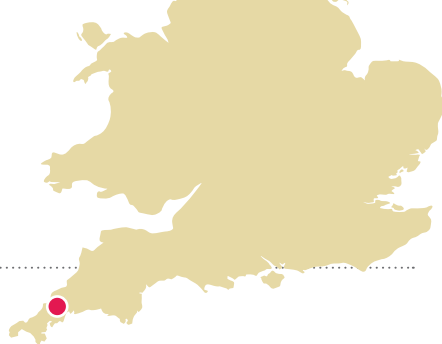


102km/63.5mi/SERIOUS



# CORNWALL

## A TOUGH COAST TO COAST THROUGH CORNWALL'S HIDDEN LANES



*When you think of Cornwall you visualise pasties, sandy beaches and ice cream; idyllic summer days spent lounging on the beach watching the kids splash about in the waves.*

But Cornwall has a harsher side to it which is waiting to be discovered by the determined cyclist. It's hilly – in fact scratch that, it's **really** hilly – and it's almost impossible to find a flat ride in Cornwall. You're either gurning up a hill or careering downwards, desperately trying to avoid tractors or errant holidaymakers.

Cornwall doesn't really do shallow hills, it likes them sharp, steep and to the point. It's got some of the hardest riding in the UK and you're going to feel your legs after a ride around here! Halfway through you will ask yourself if the gradients will ever ease off and allow you to rest. I'm afraid the answer is that they won't and no you can't. Land's End to John o'Groats riders quite rightly fear the Cornish stage of their trip – there is simply no way of escaping the hills down here.

Cornwall also has a deep industrial heritage, much of it based around stuff that has been dug from its soil and shipped off elsewhere to be turned into products. This ride eschews the sandy beach views and ice cream parlours in favour of dark back lanes and quiet Cornish roads. It gives you a flavour of both the area's tough riding and its industry as you are dragged along tiny, high-hedged lanes through an undulating landscape and over a working quarry, getting a real feel for Cornish cycling in the process.

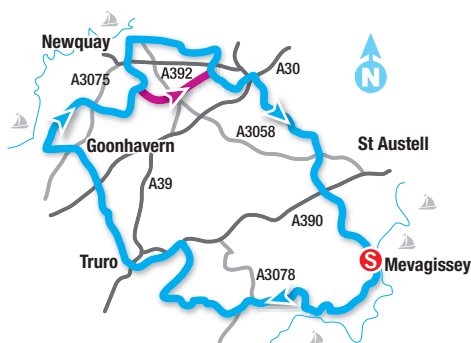
One of Cornwall's great advantages is that it is one of the few counties with a north and south coast. Therefore it clearly lends itself to a 'coast to coast in a day'

route and that is what I have constructed here. There are not many British rides where you can cross a country in a single day and still be home for tea.

So why isn't Cornwall near the front of the mind in road cycling heritage? Try typing 'famous Cornish cyclists' into Google and you'll be disappointed. Yet there is a thriving scene, with local crits and time trials being run from Penzance to Plymouth. Look up the Penzance Wheelers for example and you will see that they run a whole series of events throughout the year. Why not ride this route one day and race the next? (Or race first so as to save the legs if you've got anything of a competitive side!)

Cornwall is a land of discovery for road cyclists, as long as you are prepared to forego the main roads in favour of the lanes. The lanes can be daunting as some are very narrow, high-sided and usually offer a complete lack of passing places. But that's Cornwall for you, and meeting agricultural vehicles or caravans misdirected by their SatNav devices simply serves to enrich the experience. Deal with that and what you'll find is a great workout in the hills, superb scenery to distract you from the pain and a really unique place to ride your bicycle.

***"...it's hilly – in fact scratch that, it's really hilly..."***





SOLITUDE AND SINGLETRACK ROAD

## ROUTE DESCRIPTION

I suggest that you kick off from Mevagissey. It's a nice little seaside town that has a whole host of calorific food options for the end of the ride. (Trust me you will need them.) You'll begin nervously, fighting through its narrow lanes past bemused tourists looking for their bed and breakfast accommodation. Then the climbing starts and you'll feel right at home as you grind your way up the beautiful coastal roads before turning inland at East Portholland. The lanes begin proper from here on and the traffic dissipates. You follow National Cycle Route 3 ('Chalk and Clays') to the Tresillian River on roads that vary from idyllic thin slabs of tarmac to can-a-cow-really-eat-that-much-grass-in-a-day spattered and rutted lanes.

Current OS maps show that NCN 3 goes over the river by a ferry. Good luck – when I got there I found a huge sign saying 'Pedestrians only... no bikes' so I've added in a little diversion to Tresillian and into Truro via a nice little back road and a ludicrously small road tunnel, taller riders on 'gate' like bikes... watch out!

You leave Truro via a gorgeous set of lanes that climb up through forest and then abandon the NCN at the A30 crossing, heading instead towards Goonhavern, where the scenery becomes more agricultural. A few more lanes and you've made it to Perranporth. Nip down to the village for a proper Cornish tourist experience – a pasty and a cup of coffee. Choose carefully, as Cornish pasties vary from a sublime combination of tender meats, potatoes and firm, crisp pastry to some manky old mince served up in a covering of sock. If it comes in a packet, avoid.

More lanes and hills take you to Newquay, which can be avoided if you wish but I like to remind myself of why I avoid it on my Cornish holidays in favour of the more quaint villages. An eclectic collection of tacky B&Bs line the A3058 as you dash out of town and are reunited with NCN 3. You now start to climb and the route begins to really stick the knife in. An increasingly challenging set of undulations wind their way up to the highpoint of the ride at Foxhole. You nip through Indian Queens, apparently named after a pub, and then climb through the clay workings to the summit and my favourite views of the trip.

For sure it's nice to gaze over a sandy beach, but we're cyclists, aren't we, and we can't ride our bikes over water without extreme modification. I prefer to gaze out over

land littered with cycling opportunities and from Foxhole that's exactly what you get. Look north to where you've been and exhale an exhausted 'phew', then look south towards your final destination and realise, with some relief, that the ride is almost done.

It's mostly downhill from here, but this is Cornwall, where you are always less than a mile from a climb... Green lanes drag you down from Foxhole, through Sticker and back to the sea from whence you came.

## SHORTER OPTION

There are plenty of opportunities for shortcuts along the way as this part of the country is littered with roads. Just promise me that you will steer clear of the A30, or 'Cornwall's M4', as I like to call it. This is a nasty, featureless and busy bit of road populated by impatient holidaymakers with cars full of children being sick.

Looking at the map I would find it hard to create a shorter loop as the epicness of the coast to coast journey would be lost. Maybe skip Newquay by riding from Trevoll straight to White Cross using the minor roads and bringing the ride down to less than 60 miles.

DIS.	CUM.		INSTRUCTION				
0	0	●	Turn left out of car park and head SE Valley Road	2.5	57.3	←←	Crossroads in village, turn left SP Trerice then keep left, SP Trerice
0.2	0.2	↑	Follow one way system around centre onto Polkirt Hill, SP Portmellon	0.9	58.2	↖	Fork left SP Trerice
0.7	0.9	←	Turn left	1	59.2	→	Turn right at crossroads follow blue cycle sign
2.5	3.4	→	Keep right SP blue 'cycle' sign (NCN 3)	0.8	60	←	Keep left
1	4.4	←	Turn left SP Boswinger and Penare	0.6	60.6	←	Turn left round NT property (Trerice) following blue cycle signs
7	11.4	←←	Turn left on bend, SP Veryan, then keep left SP Veryan	2.4	63	↑	Straight over at A392
2.4	13.8	←	T-junction, turn left SP Veryan	2	65	→	Turn right over two mini roundabouts, SP Truro
1.1	14.9	→	T-junction, turn right SP Tregony	1	66	←	Turn left SP Wadebridge
0.5	15.4	←	T-junction, turn left, A3078 SP St Mawes	1	67	→	Turn right SP Colan
0.4	15.8	→	Turn right SP Lamorran	1.7	68.7	→	Keep right
2.2	18	→	Crossroads, turn right SP Ruan Lanihorne	4.1	72.8	→	Turn right at farm
0.9	18.9	→	Keep right into Ruan Lanihorne	0.3	73.1	→	T-junction, turn right
0.2	19.1	↖	Fork left in village	1.6	74.7	↑↖	Straight over at crossroads SP Newlyn East then fork left
2.2	21.3	←	T-junction, turn left SP St Michael Penkivel	3	77.7	←	T-junction, turn left
3.4	24.7	→	T-junction, turn right, then follow road right past passenger ferry sign	0.3	78	⤿	Roundabout, 2nd exit Fraddon Hill
3.6	28.3	←	Keep left SP Tresillian	0.8	78.8	⤿	Mini roundabout, 1st exit, straight SP St Dennis
0.2	28.5	←	Keep left SP Tresillian	0.7	79.5	⤿	Roundabout, 2nd exit SP St Dennis
1.5	30	←	T-junction, turn left, A390	0.3	79.8	⤿	Roundabout, 2nd exit SP St Dennis
1.7	31.7	←	Turn left SP Pencalenick	0.2	80	⤿	Roundabout, 2nd exit SP Parkandillick
3.2	34.9	⤿	Roundabout, 3rd exit, St Clement Street SP Perranporth	2.1	82.1	→	Keep right SP Treviscoe
0.5	35.4	→	Turn right, Moresk Road	1.9	84	→	Keep right
0.4	35.8	←	Turn left, SP 13'3" Height Restriction	1.9	85.9	←	T-junction, turn left SP Nanpean
1.8	37.6	→	T-junction, turn right	1.2	87.1	→	Turn right
0.4	38	→	Keep right after phonebox	1.3	88.4	→←←	T-junction, turn right, then left, then left again into Chegwins Hill
1.2	39.2	→	Keep right by houses	0.8	89.2	→	Turn right SP High Street
1	40.2	←	T-junction, turn left following blue cycle signs	0.8	90	↖	Fork left
0.5	40.7	→	Crossroads, turn right following blue cycle signs (NCN 32)	0.9	90.9	↑	Straight over A3058
2.3	43	↑	Crossroads, straight over SP Goonhavern	0.4	91.3	▶	T-junction, sharp right SP St Stephens Coombe
3.3	46.3	⤿⤿	Keep left at both mini roundabouts (1st exits)	1.2	92.5	←	Turn left SP Sticker
0.2	46.5	→	Turn right SP Reen Cross	1.2	93.7	↑	Straight over at crossroads
0.7	47.2	↑	Straight over at crossroads	1.1	94.8	←→	T-junction, turn left SP St Austell, then right SP Mevagissey
1.3	48.5	→→	Crossroads, turn right, then right again	1.3	96.1	↑	Straight over at crossroads SP St Ewe
0.6	49.1	↑	Keep straight through houses	2.8	98.9	←	T-junction, turn left SP Mevagissey
0.5	49.6	←→	T-junction, turn left, B3285, then right SP Mount	0.3	99.2	←	T-junction, turn left SP Mevagissey
2.7	52.3	←	Turn left over stone bridge	2.3	101.5	→	Turn right, B3273 SP Mevagissey
1.3	53.6	→	T-junction, turn right SP Perranporth	0.5	102	●	Finish
1.2	54.8	↑	Straight over A3075				

*“...For sure it is nice to gaze over a sandy beach, but we’re cyclists aren’t we?”*





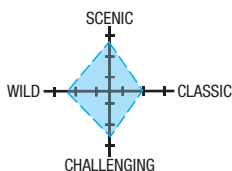
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## DASHBOARD

### LENGTH/DURATION

Ride Length	102km/63.5mi
Duration (Fast)	03:43
Duration (Med)	04:45
Duration (Avg)	05:58
Total Ascent	1,979m/6,493ft

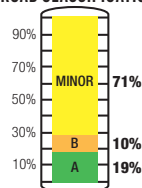
### MOTIVATIONS



### GRADINGS

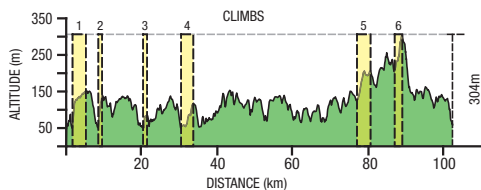
Ride Grade	Serious
Routing Grade	Involved
Climbing Grade	Serious
Gearing	Compact
Wheels/Tyres	Some rough surfaces

### ROAD CLASSIFICATION

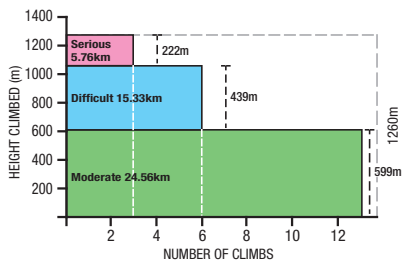


# ROUTE INFORMATION

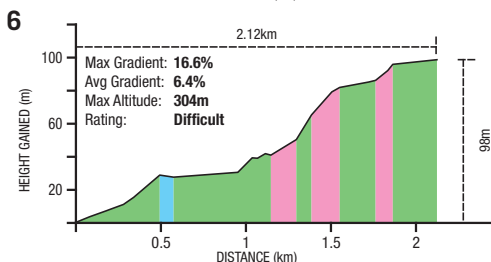
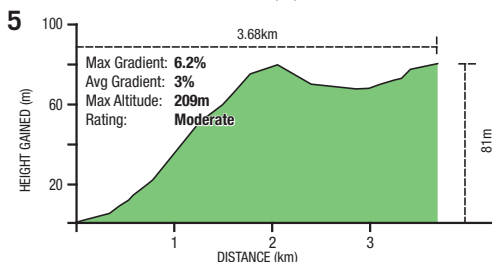
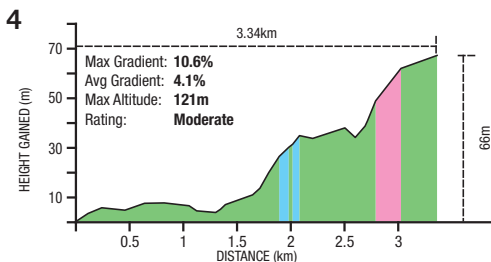
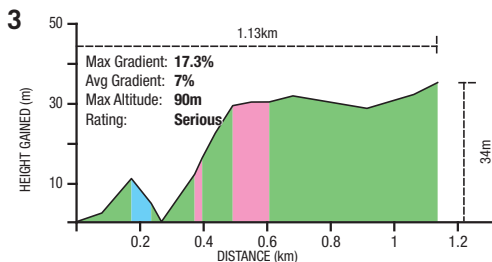
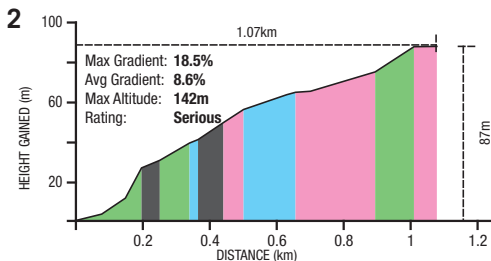
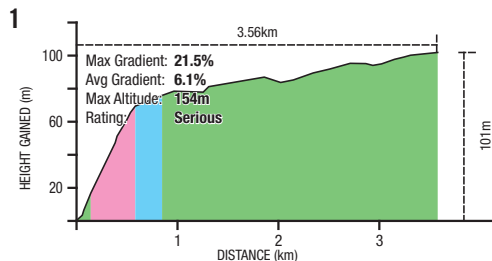
## ROUTE PROFILE



## HILL ANALYSIS



## HIGHLIGHT CLIMBS



## ADDITIONAL INFORMATION

### RECOMMENDED START

Main car park in Mevagissey.

Lat: N 50.271744

Lon: W 4.790671

OS: SX 012 450



### WIND AND BEST TIME TO RIDE

#### Recommended

All year round.

#### Avoid

Peak holiday periods.

