

CYCLING

LAND'S END TO JOHN O' GROATS

LEJOG End-to-End on quiet roads and
traffic-free paths



Richard Barrett

CYCLING LAND'S END TO JOHN O' GROATS

**LEJOG END-TO-END ON QUIET ROADS AND
TRAFFIC-FREE PATHS**

by Richard Barrett

CICERONE

JUNIPER HOUSE, MURLEY MOSS,
OXENHOLME ROAD, KENDAL, CUMBRIA LA9 7RL
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NASA relief data courtesy of ESRI

Dedication

This book is dedicated to my club-mate Mari, who mid-way through writing this guidebook also became my partner.

Acknowledgements

My thanks to Jonathan and Joe Williams of Cicerone for commissioning me to produce this book and introducing me to wonderful bits of country I had never previously visited. I should also like to thank Andrea, Verity and the production team, who once again made the process such a pleasure and my friend Ian Gilbert who joined me through the Scottish Lowlands.

Front cover: The obligatory photograph at the fingerpost at John o' Groats

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Updates to this Guide

While every effort is made by our authors to ensure the accuracy of guidebooks as they go to print, changes can occur during the lifetime of an edition. This guidebook was researched and written before the COVID-19 pandemic. While we are not aware of any significant changes to routes or facilities at the time of printing, it is likely that the current situation will give rise to more changes than would usually be expected. Any updates that we know of for this guide will be on the Cicerone website (www.cicerone.co.uk/1025/updates), so please check before planning your trip. We also advise that you check information about such things as transport, accommodation and shops locally. Even rights of way can be altered over time. We are always grateful for information about any discrepancies between a guidebook and the facts on the ground, sent by email to updates@cicerone.co.uk or by post to Cicerone, Juniper House, Murley Moss, Oxenholme Road, Kendal, LA9 7RL.

Register your book: To sign up to receive free updates, special offers and GPX files where available, register your book at www.cicerone.co.uk.

ROUTE SUMMARY TABLE

Stage	Start	End	Distance (miles/km)	Ascent (m)	Riding time hrs at 12mph (19kph) + 500m/hr*	Traffic-free (%)	Page
1	Land's End	Fowey	65/105	1400	8-9	10	32
2	Fowey	Creddon	65/105	1700	8-9	13	42
3	Creddon	Clevedon	86/138	800	8-9	24	49
4	Clevedon	Worcester	91/146	700	8-9	17	58
5	Worcester	Nantwich	83/134	900	8-9	14	69
6	Nantwich	Garstang	85/136	600	8-9	46	81
7	Garstang	Penrith	70/112	1400	8-9	1	96
8	Penrith	Moffat	70/112	700	7-8	5	107
9	Moffat	South Queensferry	64/102	900	7-8	20	120
10	South Queensferry	Pitlochry	66/106	1300	8-9	25	130
9a (alt)	Moffat	Balloch	83/133	1000	8-9	56	139
10a (alt)	Balloch	Pitlochry	92/147	1600	11-12	34	153
11	Pitlochry	Aviemore	60/96	900	6-7	28	164
12	Aviemore	Alness	64/102	700	6-7	29	172
13	Alness	Tongue	66/106	1100	7-8	1	181
14	Tongue	John o' Groat's	64/102	1300	7-8	0	189
Total			1000/1600	14,400		17	
Total (alt)			1046/1675	14,800		21	

*Estimated riding times are based on the time to cover the distance plus the time spent climbing.

Main Route Schedule

Miles from Land's End		10 DAYS@14mph + 700m/hr	12 DAYS@13mph + 600m/hr	14 DAYS@12mph + 500m/hr	16 DAYS@11mph + 400m/hr	18 DAYS@10mph + 300m/hr
Land's End ▶	0					
St Austell ▶	50	Land's End to Liskeard 79 miles 1800m ascent 8-9hr	Land's End to Liskeard 79 miles 1800m ascent 8-9hr	Land's End to Fowey 65 miles 1400m ascent 8-9hr	Land's End to Fowey 65 miles 1400m ascent 8-9hr	Land's End to St Austell 57 miles 1200m ascent 9-10hr
Fowey ▶						
Liskeard ▶						
Okehampton ▶	100	Liskeard to Taunton 86 miles 1800m ascent 8-9hr	Liskeard to Taunton 86 miles 1800m ascent 8-9hr	Fowey to Crediton 65 miles 1700m ascent 8-9hr	Fowey to Crediton 65 miles 1600m ascent 8-9hr	St Austell to Okehampton 54 miles 1500m ascent 10-11hr
Crediton ▶						
Taunton ▶	150			Crediton to Clevedon 86 miles 800m ascent 8-9hr	Crediton to Axbridge 72 miles 800m ascent 8-9hr	Okehampton to Taunton 54 miles 1000m ascent 8-9hr
Axbridge ▶	200	Taunton to Gloucester 106 miles 800m ascent 8-9hr	Taunton to Gloucester 106 miles 800m ascent 8-9hr			Taunton to Clevedon 51 miles 300m ascent 6-7hr
Clevedon ▶				Clevedon to Worcester 91 miles 700m ascent 8-9hr	Axbridge to Gloucester 69 miles 600m ascent 7-8hr	Clevedon to Gloucester 55 miles 500m ascent 7-8hr
Gloucester ▶	250					
Worcester ▶	300	Gloucester to Nantwich 120 miles 1200m ascent 10-11hr	Gloucester to Newport 92 miles 900m ascent 8-9hr	Worcester to Nantwich 84 miles 900m ascent 8-9hr	Gloucester to Kidderminster 56 miles 500m ascent 6-7hr	Gloucester to Kidderminster 56 miles 700m ascent 7-8hr
Kidderminster ▶						
Newport ▶	350				Kidderminster to Nantwich 62 miles 600m ascent 7-8hr	Kidderminster to Nantwich 62 miles 600m ascent 8-9hr
Nantwich ▶	400		Newport to Chorley 84 miles 700m ascent 7-8hr			
Chorley ▶	450	Nantwich to Kirkby Lonsdale 113 miles 1200m ascent 9-10hr		Nantwich to Garstang 85 miles 600m ascent 8-9hr	Nantwich to Chorley 56 miles 500m ascent 7-8hr	Nantwich to Chorley 56 miles 500m ascent 7-8hr
Garstang ▶						
Kirkby Lonsdale ▶	500		Chorley to Sedbergh 68 miles 900m ascent 6-7hr	Garstang to Penrith 70 miles 1400m ascent 8-9hr	Chorley to Kirkby Lonsdale 58 miles 600m ascent 7-8hr	Chorley to Kirkby Lonsdale 58 miles 600m ascent 7-8hr
Sedbergh ▶						
Penrith ▶	550	Kirby Lonsdale to Moffat 112 miles 1400m ascent 9-10hr	Sedbergh to Lochmaben 86 miles 1000m ascent 8-9hr	Penrith to Moffat 70 miles 700m ascent 7-8hr	Kirkby Lonsdale to Carlisle 63 miles 900m ascent 9-10hr	Kirkby Lonsdale to Carlisle 63 miles 900m ascent 9-10hr
Carlisle ▶						
Lochmaben ▶	600		Lochmaben to South Queensferry 79 miles 900m ascent 7-8hr	Moffat to South Queensferry 64 miles 900m ascent 7-8hr	Carlisle to Moffat 50 miles 500m ascent 5-6hr	Carlisle to Moffat 50 miles 500m ascent 6-7hr
Moffat ▶						
South Queensferry ▶	650	Moffat to Perth 106 miles 1600m ascent 9-10hr		South Queensferry to Pitlochry 66 miles 1300m ascent 8-9hr	Moffat to South Queensferry 64 miles 900m ascent 8-9hr	Moffat to South Queensferry 64 miles 900m ascent 9-10hr
Perth ▶	700		South Queensferry to Pitlochry 66 miles 1300m ascent 8-9hr		South Queensferry to Pitlochry 66 miles 1300m ascent 9-10hr	South Queensferry to Pitlochry 66 miles 1300m ascent 10-11hr
Pitlochry ▶	750	Perth to Aviemore 90 miles 1500m ascent 8-9hr		Pitlochry to Aviemore 60 miles 900m ascent 6-7hr	Pitlochry to Aviemore 60 miles 900m ascent 7-8hr	Pitlochry to Kingussie 47 miles 700m ascent 7-8hr
Kingussie ▶						
Aviemore ▶	800		Pitlochry to Inverness 99 miles 1600m ascent 10-11hr	Aviemore to Alness 64 miles 700m ascent 6-7hr		Kingussie to Inverness 52 miles 700m ascent 7-8hr
Inverness ▶	850	Aviemore to Crask 106 miles 1700m ascent 9-10hr			Aviemore to Alness 64 miles 700m ascent 7-8hr	Inverness to Lairg 55 miles 900m ascent 8-9hr
Alness ▶			Inverness to Tongue 91 miles 1400m ascent 9-10hr	Alness to Tongue 66 miles 1100m ascent 7-8hr		
Lairg ▶	900				Alness to Tongue 66 miles 1100m ascent 8-9hr	Lairg to Bettyhill 51 miles 1000m ascent 7-8hr
Crask ▶						
Tongue ▶	950	Crask to John o' Groats 88 miles 1400m ascent 8-9hr	Tongue to John o' Groats 64 miles 1300m ascent 6-7hr	Tongue to John o' Groats 64 miles 1300m ascent 6-7hr	Tongue to John o' Groats 64 miles 1300m ascent 8-9hr	Bettyhill to John o' Groats 50 miles 800m ascent 7-8hr
Bettyhill ▶						
John o' Groats ▶	1000					

Alternative Route Schedule

Miles from Land's End		10 DAYS@14mph + 700m/hr	12 DAYS@ 13mph + 600m/hr	14 DAYS@12mph + 500m/hr	16 DAYS@11mph + 400m/hr	18 DAYS@10mph + 300m/hr
Land's End	0					
St Austell	50	Land's End to Liskeard 79 miles 1800m ascent 8-9hr	Land's End to Liskeard 78 miles 1800m ascent 9-10hr	Land's End to Fowey 65 miles 1400m ascent 8-9hr	Land's End to Fowey 64 miles 1400m ascent 9-10hr	Land's End to St Austell 57 miles 1200m ascent 9-10hr
Fowey						St Austell to Okehampton 54 miles 1500m ascent 10-11hr
Liskeard						Okehampton to Taunton 54 miles 1000m ascent 8-9hr
Okehampton	100	Liskeard to Taunton 86 miles 1800m ascent 8-9hr	Liskeard to Taunton 86 miles 1800m ascent 9-10hr	Fowey to Crediton 65 miles 1700m ascent 8-9hr	Fowey to Crediton 65 miles 1700m ascent 9-10hr	Taunton to Clevedon 51 miles 300m ascent 6-7hr
Crediton						Clevedon to Gloucester 55 miles 500m ascent 7-8hr
Taunton	150			Crediton to Clevedon 86 miles 800m ascent 8-9hr	Crediton to Axbridge 72 miles 800m ascent 8-9hr	Gloucester to Kidderminster 56 miles 500m ascent 7-8hr
Axbridge	200	Taunton to Gloucester 106 miles 800m ascent 8-9hr	Taunton to Gloucester 104 miles 800m ascent 9-10hr		Axbridge to Gloucester 69 miles 600m ascent 7-8hr	Kidderminster to Nantwich 62 miles 600m ascent 7-8hr
Clevedon						Nantwich to Chorley 56 miles 500m ascent 6-7hr
Gloucester	250			Clevedon to Worcester 91 miles 700m ascent 8-9hr	Gloucester to Kidderminster 56 miles 500m ascent 7-8hr	Chorley to Kirkby Lonsdale 58 miles 600m ascent 6-7hr
Worcester	300	Gloucester to Nantwich 120 miles 1200m ascent 10-11hr	Gloucester to Newport 92 miles 900m ascent 8-9hr	Worcester to Nantwich 84 miles 900m ascent 8-9hr	Kidderminster to Nantwich 62 miles 600m ascent 7-8hr	Kirkby Lonsdale to Carlisle 63 miles 900m ascent 7-8hr
Kidderminster						Carlisle to Abington 68 miles 900m ascent 8-9hr
Newport	350		Newport to Chorley 84 miles 700m ascent 7-8hr	Nantwich to Garstang 85 miles 600m ascent 8-9hr	Nantwich to Chorley 56 miles 500m ascent 6-7hr	Abington to Balloch 65 miles 800m ascent 7-8hr
Nantwich	400	Nantwich to Kirkby Lonsdale 113 miles 1200m ascent 9-10hr	Chorley to Sedbergh 68 miles 900m ascent 6-7hr		Chorley to Kirkby Lonsdale 58 miles 600m ascent 6-7hr	Balloch to Pitlochry 93 miles 1600m ascent 9-10hr
Chorley	450					Pitlochry to Aviemore 60 miles 900m ascent 6-7hr
Garstang						Aviemore to Crask 106 miles 1700m ascent 9-10hr
Kirkby Lonsdale	500	Kirby Lonsdale to Moffat 112 miles 1400m ascent 9-10hr	Sedbergh to Lochmaben 87 miles 1100m ascent 8-9hr	Garstang to Penrith 70 miles 1400m ascent 8-9hr	Kirkby Lonsdale to Carlisle 63 miles 900m ascent 7-8hr	Inverness to Alness 64 miles 700m ascent 7-8hr
Sedbergh						Alness to Lairg 55 miles 900m ascent 8-9hr
Penrith	550			Penrith to Moffat 70 miles 700m ascent 7-8hr	Carlisle to Abington 68 miles 900m ascent 8-9hr	Lairg to Bettyhill 51 miles 900m ascent 8-9hr
Carlisle	600					Bettyhill to John o' Groats 50 miles 700m ascent 7-8hr
Annan						
Lochmaben	650			Moffat to Balloch 83 miles 1000m ascent 8-9hr	Abington to Balloch 65 miles 800m ascent 7-8hr	
Moffat						
Abington						
Larkhall	700	Moffat to Callender 117 miles 1800m ascent 10-11hr	Lochmaben to Balloch 97 miles 1200m ascent 9-10hr			
Balloch						
Drymen						
Callender	750		Balloch to Pitlochry 93 miles 1600m ascent 9-10hr	Balloch to Pitlochry 93 miles 1600m ascent 8-9hr	Balloch to Aberfeldy 78 miles 1400m ascent 10-11hr	
Aberfeldy	800	Callender to Aviemore 119 miles 1700m ascent 10-11hr				
Pitlochry						
Kingussie	850		Pitlochry to Inverness 98 miles 1500m ascent 10-11hr	Pitlochry to Aviemore 60 miles 900m ascent 6-7hr	Aberfeldy to Aviemore 75 miles 1100m ascent 9-10hr	
Aviemore						
Inverness	900			Aviemore to Alness 64 miles 700m ascent 6-7hr	Aviemore to Alness 64 miles 700m ascent 7-8hr	
Alness						
Lairg	950		Inverness to Tongue 91 miles 1200m ascent 9-10hr	Alness to Tongue 66 miles 1100m ascent 7-8hr	Alness to Tongue 66 miles 1100m ascent 8-9hr	
Crask						
Tongue	1000	Crask to John o' Groats 88 miles 1640m ascent 8-9hr	Tongue to John o' Groats 64 miles 1300m ascent 7-8hr	Tongue to John o' Groats 64 miles 1300m ascent 8-9hr	Tongue to John o' Groats 64 miles 1300m ascent 9-10hr	
Bettyhill						
John o' Groats	1050					



The winding mechanism of the UK's largest and oldest working salt mine alongside the Weaver Navigation in Winsford (Stage 6)

INTRODUCTION



Heading towards Lochmaben on the quiet roads of Dumfriesshire (Stage 8)

Cycling the length of Great Britain between the two extremities of Land's End in the southwest and John o' Groats in the northeast is a challenge that many cyclists aspire to at least once in their lifetime. There is no official route to follow and what happens in between is entirely up to you. So there is a lot of planning involved.

The journey is commonly referred to as 'LEJOG' when ridden south to north, 'JOGLE' when ridden in the opposite direction and sometimes just as 'the End-to-End route'. But no matter what you call it, it is going to be at least 874 miles, which is currently considered to be the minimum

distance if you throw caution to the wind and ride beside fast-moving traffic following trunk roads and busy city streets. The safer and more enjoyable option detailed in this guidebook links stretches of traffic-free, shared-use paths with quieter roads without adding much to the distance to give an 'optimal' route that can still be comfortably ridden by a reasonably fit cyclist in a fortnight. The 'optimal' route is 1000 miles (1600 km) with 14,400m of ascent, the majority encountered at either end of the route. A slightly longer option has alternative stages through Glasgow and the Trossachs is 1046 miles (1675km) with 14,800m of ascent.

WHY THE END-TO-END ROUTE?

Land's End is not the most westerly point on the island of Great Britain; neither is it the most southerly. And when you get to the other end you will see that John o' Groats is actually about 2 miles (3km) south of the nearby headland of Dunnet Head. So what's all the excitement about then?

The simple answer is that Land's End and John o' Groats are the two populated places on the island of Great Britain separated by the greatest distance. And it's this that has captured people's imagination and turned the journey into a challenge. Once you've completed it you will never look at a weather map in exactly the same way; mentions of rain across the Highlands will bring the memories of your ride and the friendship of the people you rode with flooding back. Your ride will also form a common bond with every other End-to-End

At the lighthouse on Dunnet Head, the most northern point on mainland Britain (Stage 14)



you meet for the rest of your life, giving endless topics of conversation about the best route, the hardest day or the best pint you enjoyed along the way. And because you've ridden it, you can talk knowledgeably.

TAILORING THIS ROUTE TO YOUR NEEDS

Every End-to-End starts out by developing a plan that works for them in terms of the amount of time they can spare; their budget and the places they want to visit along the way. This guidebook takes you through those considerations and gives you the tools and information to develop your own itinerary and schedule.

The route described in this guidebook sticks to traffic-free paths and minor roads. This makes navigation more complex so turn-by-turn instructions and detailed maps are included in the route description. Using the GPX tracks for the LEJOG route that is described here and the corresponding JOGLE route, which are available to download for free at www.cicerone.co.uk/1025/GPX, will undoubtedly make navigation easier.

However, many will want to tailor the route to their own needs. For instance, you may wish to make a detour to visit a landmark, friends or family or incorporate an iconic climb. You can easily do this by uploading the GPX files into one of the route planning apps listed in Appendix D, most of which can be used without

a subscription, and incorporate your detour safe in the knowledge that most apps automatically pick a route

that sticks to cycle paths and quieter roads. Now it's your End-to-End route; your challenge.

A JOURNEY THROUGH A MYRIAD OF LANDSCAPES

Great Britain is renowned for its geological diversity with rocks of almost all geological ages appearing as outcrops. This route crosses the bands of different types of rock which typically run in a north-easterly direction. As a result you cycle over a rich variety of terrain. Sometimes it's flat making progress rapid, but in other places it's hillier and more challenging and it's all due to the underlying geology.

In southwest England, Devonian and Carboniferous slates, shales, sandstones and limestone are common, giving rolling hills, diverse coastal scenery and bleak moors wherever harder granites come to the surface. Once past Taunton, the Somerset Levels are a lowland landscape typically just 20–30 feet above sea level. They were formed during the last 10,000 years after the last ice age and until they were drained in the 16th and 17th centuries would have flooded regularly. Here sedimentary clays overlay older Triassic rock with numerous outcrops, typically formed from sandstone and shales that were once islands standing out above the wetlands. Look out for Burrow Mump, which is 4 miles (6km) to the east of the route south of Bridgwater and the more prominent Glastonbury Tor, which is 10 miles (16km) to the east of the route.

The route skirts around the western end of the Mendips Hills, a ridge of largely Carboniferous limestone that hides Cheddar Gorge then heads north across the flatlands along the Bristol Channel. These were formed from alluvial deposits and are riven by small rivers that were once tidal for some way inland but are now controlled by sluices or 'clysts' as they are called locally.

The wide fertile Severn Vale runs northwards through Gloucestershire and Worcestershire with the higher ground of Cotwolds Hills to the east and the Forest of Dean and the Mendip Hills to the west. Being formed from sedimentary sandstones topped with alluvial clays means it is mostly flat, giving miles of easy pedalling. However, deposits of tills and gravels left by retreating glaciers do give the occasional low hill such as Woolridge to north of Gloucester. At Kidderminster, the route leaves the River Severn and follows its tributary the River Stour which eventually turns east into the West Midlands. Here the sedimentary shales, sandstones and mudstones contain coal measures that were once mined in the Shropshire Coalfields

STAGE 1

Land's End to Fowey

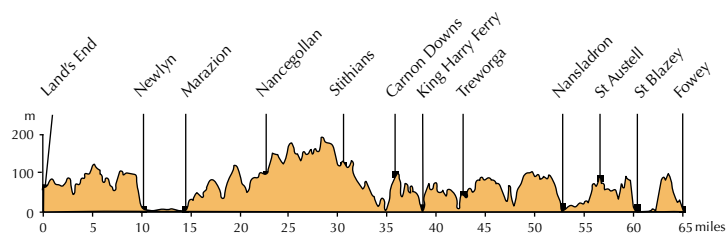
Start	Fingerpost at the far end of Land's End complex (SW 342 251)
Finish	Slipway to Bodinnick Ferry in Fowey (SX 127 522)
Distance	65 miles (105km)
Ascent	1400m
Time	8–9hrs
OS Maps	OS Landranger 203 and 204
Refreshments	St Buryan, Newlyn, Penzance, Marazion, Goldsithney, Stithians, Perranwell, Carnon Downs, Philleigh, Heligan, St Austell, the Eden Project, St Blazey and Par
Accommodation	Plenty of accommodation of all types in the popular coastal resorts, but not so much inland

First the obligatory photograph at the famous signpost then it's time to start. You may be raring to get some miles ticked off, but many End-to-Enders consider the first 150 miles through Cornwall and Devon to be the hardest of all. This is where riders without the physical and mental stamina needed for consecutive long days in the saddle throw in the towel. Use this first stage to ease yourself into a rhythm where you cover the miles efficiently. To minimise the amount of climbing, the stage sticks to the middle ground between the hillier roads along the coast and higher ground inland, but it is still challenging. If you have time to spare there are lots of interesting places to visit along the stage such as the Lost Gardens of Heligan and the Eden Project.

Immediately after leaving Land's End turn left along NCN 3 and follow it across Threeve Common, behind Sennen Cove and across the busy A30 making use of a shared-use path alongside the eastbound carriageway. After 3 miles, turn left along the B3283 and ride to **St Buryan** (6/59 miles), where NCN 3 turns south into hillier terrain along the coast, turn right towards Lamorna. After 2



miles turn left at the T junction and follow the B3315 first through **Sheffield** and then steeply downhill to **Newlyn**. Go straight ahead at the cross roads in the centre of the village to re-join NCN 3 and follow it along the front in **Penzance** (12/53 miles) and enjoy 5 miles of easy cycling all the way around the bay to **Marazion** (15/50 miles) where St Michael's Mount is just off-shore. Here NCN 3 heads north through the once thriving mining towns



Newlyn Art Gallery celebrates the work of contemporary artists working locally who follow in tradition of the famous Newlyn School of artists who settled in the town over 120 years ago.

of Camborne and Redruth, but we meet it again later in the stage. ◀

If **St Michael's Mount** looks similar to Mont St Michel in Normandy, it's because the Priory Church on the summit was also built by French Benedictines monks who were gifted the small Cornish island by Robert de Mortain, (c.1031–c.1095), the half-brother of William the Conqueror, who controlled most of Cornwall following the Norman invasion of 1066.

The monks built the monastic buildings during the 12th century but were evicted when Henry V (1386–1422) banished alien religious orders during the Hundred Years' War (1337–1453). The tidal island changed hands many times in subsequent years until it was purchased by John St Aubyn (1613–1684). His descendants, the Lords St Levan, still live at St Michael's Mount, which is now owned and managed by the National Trust.

During the early 19th century the island had over 300 inhabitants, three schools, three pubs and a Wesleyan chapel. Today it is far quieter with only 30 permanent residents living and working on the island. You can visit St Michael's Mount castle, shops and cafés See www.stmichaelsmount.co.uk for details.

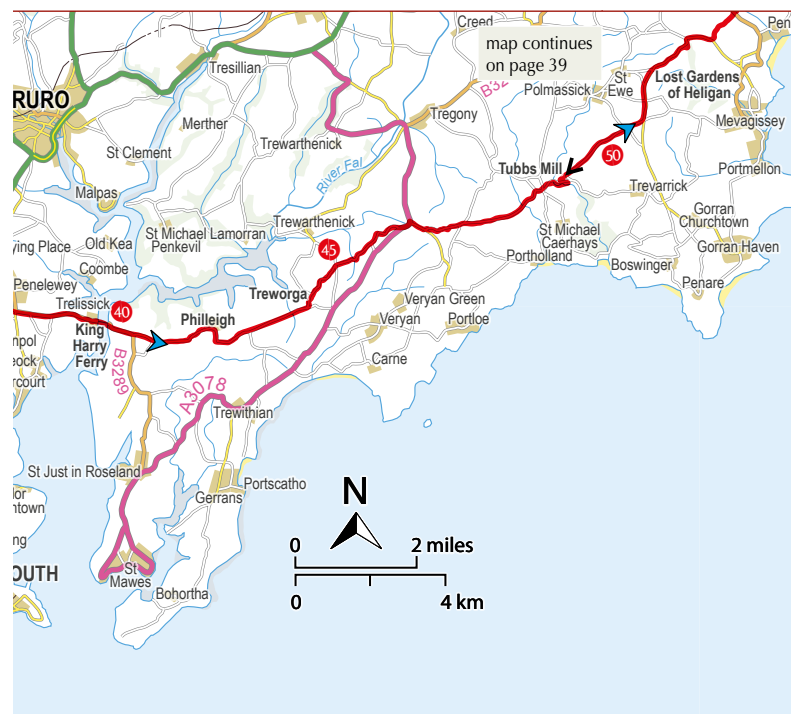


After passing through Marazion, cross the A394 and follow the B3280 through **Goldsithney** (17/48 miles) with the engine house and chimneys of the old tin mine at Tregurtha Downs to your left. At the end of the village, turn right towards **Millpool**. Ride through Millpool before turning right towards Ashton, the sign being on your right. Turn left after a mile and ride into Godolphin Cross (21/44 miles). Go straight on at the crossroads in the centre of the village and climb gently up to meet the B3302, in spring enjoying fields ablaze with daffodil which have been grown locally for over 100 years.



Cross the junction and continue to **Nancegollan** (23/42 miles). At the crossroads in the centre of the village, carry straight on towards Porkellis then after 2½ miles cross the B3297 and continue to **Porkellis** (27/38 miles). Turn left alongside The Star Inn and ride through **Carnkie** (29/36 miles) and **Stithians** (31/34 miles) to meet the A393. Cross over the main road following signs towards **Perranwell** (34/31 miles). Continue through the village and up Old Carnon Hill to **Carnon Downs** (36/29 miles).

Near the top of the ascent, turn right towards the magnificently named **Come-to-Good** (37/28 miles) then join the B3289 and ride through Trelissick to the **King**



Harry Ferry (39/26 miles) by which time our route will yet again be temporarily following NCN 3. ▶

The **King Harry Ferry** (www.falriver.co.uk) across the River Fal runs continually from 7.00am (or 9.00am on Sundays) until dusk. There has been a crossing here for centuries, but the first mechanised ferry went into service in 1888 using a steam engine on the riverbank to pull the ferry along underwater chains. Since 1956 the ferries have been powered by on-board diesel-electric engines, but submerged chains remain an essential part of the mechanism.

Trelissick Gardens, which are now owned by the National Trust, were planted by the local Daniell family, whose fortune came from copper mining. The gardens were then further developed by the Copeland family of potters.



A contemplative sculpture of an elderly man looks out at the King Harry Ferry across the River Fal where cyclists are simply asked to make a charitable donation

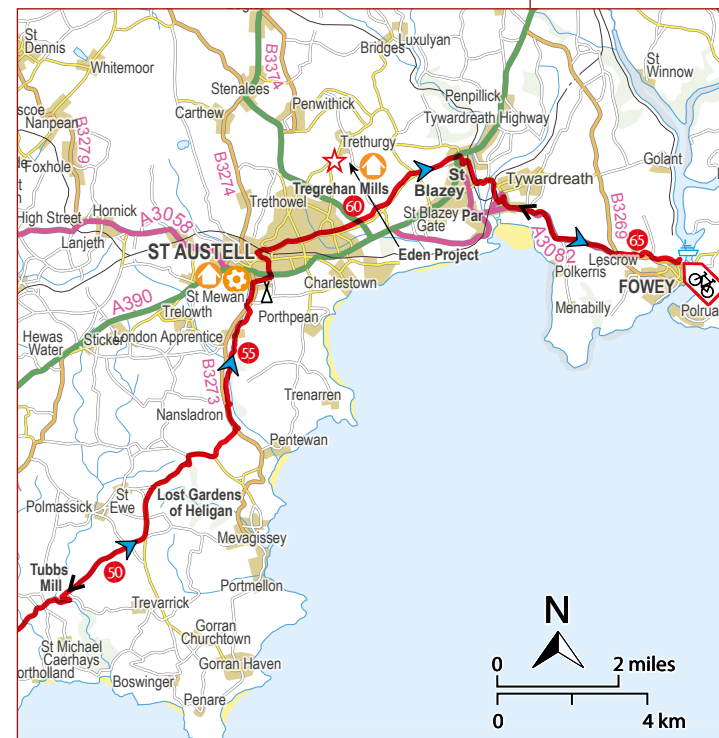
Once disembarked, climb away from the river, turn left towards **Philleigh** (41/24 miles) and ride through the village. Two miles further on, turn left and ride through **Treworga** (43/22 miles). Go straight across the next crossroads, taking the unsigned road alongside the converted chapel. At its end, turn left along the A3078 towards Truro, then after 400 metres turn right towards Portholland. After another 400 metres turn left towards Mevagsissey and then a mile further on bear right at a forked junction still heading towards Mevagsissey, again briefly following NCN 3. At the next junction where the NCN 3 goes right, turn left towards Truro and then immediately right and descend steeply to **Tubbs Mill** (48/17 miles). Cross the river, then 350 metres further on turn sharply left towards Mevagsissey and climb steadily for 2 miles. Cross the first staggered crossroads and then turn left at the next junction towards St Austell. After 1¼ miles turn right into the grounds of **The Lost Gardens of Heligan**, swing quickly left through Heligan Woods Caravan Park to pick up NCN 3 and follow it for

STAGE 1 – LAND'S END TO FOWEY

7 miles through the Pentewan Valley to **St Austell** (56/9 miles). ►

The **Lost Gardens of Heligan** (www.heligan.com) were not really lost so much as neglected by the descendants of the Tremayne family who planted them over a period of 150 years from the mid 18th century before finding it all too much. Prior to World War I, the Heligan estate employed 22 gardeners. However, 16 were killed in action or died from their injuries immediately after the war, leaving a staff of eight who struggled to cope. Later in

In wet weather it may be better to use the B3273 which runs alongside the shared-use path all the way to St Austell.





*Parked up by a small
thatched cob building
at the Eden Project*

the 1920s, the then owner Jack Tremayne decided that his first love was Italy, which had earlier inspired part of the planting, so he left Heligan and the gardens became overgrown.

After Jack Tremayne died, the Heligan estate was made into a family trust and one of the beneficiaries introduced the record producer and subsequent serial entrepreneur Tim Smit to the gardens. Together with a group of fellow enthusiasts, Smit restored the gardens to their former glory creating an important tourist attraction that has revitalised the local economy.

Follow NCN 3 right along Swales Road on the edge of the town, across the A390, through the town centre and out along Carlyon Road. Continue past the retail outlets and through the outer suburbs to **Tregrehan Mills** (59/6 miles) where the NCN 3 swings north to the Eden Project which is less than a mile off-route. It's a wonderful place to visit, take a break and stay overnight.

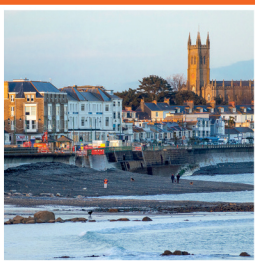
Motivated by the success of Heligan, Tim Smit conceived the idea of creating a series of biomes that could house thousands of plant species in almost natural conditions. He called it **The Eden Project** (www.edenproject.com) and set about sourcing funds to turn his vision into reality on the site of a former china clay pit that first found fame as the planet surface of Magrathea in the 1981 BBC TV series of *The Hitchhiker's Guide to the Galaxy*.

The Project was fully planted and opened to the public in the spring of 2001 and was an immediate success attracting a million visitors each year whose spending gives a tremendous boost to the local economy.

But if you want to press on, go straight on at the crossroads by the children's playgrounds at Tregrehan Mills. Climb up to the next crossroads and follow NCN 2 down through **St Blazey** (60/5 miles) to the outskirts of **Par** (62/3 miles). Bear left along the A3082 towards **Fowey**. Then after 2 miles, turn left at the roundabout following signs for Bodinnick and ride down to the car ferry in Fowey where the stage ends.

RIDING NORTH TO SOUTH – JOGLE

If you are facing a long rail journey home and don't anticipate completing your ride until late afternoon, consider breaking your trip in two with a stop-over close to an intermediate station.



- cycle the length of Great Britain (1000 miles)
- Dartmoor, the Somerset Levels, the Severn Valley
- the Lake District, the Cairngorms and the Flow Country

Cycling Land's End to John o' Groats is a challenge that many aspire to at least once in their lifetime and this guidebook gives you everything you need to help you realise your goal. The route sticks to quieter roads and traffic-free paths without much meandering to give an 'optimal' route of 1000 miles that can be comfortably ridden in 14 days.

Divided into 14 stages with alternative schedules for those wanting to ride faster or slower, plus a choice of ways through Central Scotland, the route passes through a diverse range of landscapes ranging from virtually sea level across the Somerset Levels to over 1400ft through the magnificent Cairngorm Mountains.



- logistical know-how on getting you and your bike to the start and back from the finish
- downloadable GPX tracks so you can adapt the route to suit your own needs
- invaluable load-lightening tips and advice on pre-trip training
- detailed listing of places to stop for repairs and refreshments

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