

# Walkers Directory

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The information in this chapter is aimed mainly at walkers visiting Britain from overseas (although some of it will also be useful to British walkers). For practical details on specific regions, see the Information Sources sections in the individual chapters. For more general information about the country, you'll need a general guidebook; naturally we recommend Lonely Planet's *Great Britain* guide.

## ACCOMMODATION

The accommodation you use while walking in Britain is as varied as the routes you fol-

low, and the range of choices (from basic bunkhouses to smart hotels) is all part of the attraction. In all the walk descriptions in this book we list places to stay. The list is not exclusive – they're usually the places we think are the best or most useful for walkers. In many areas you'll find more options. We first give the budget options (up to about £20 per person) then a selection of midrange places (from about £20 to £50 per person). Occasionally we recommend something over £50 because there's not much else in the lower price bands, or simply because we think it's a jolly nice place.

## B&Bs & Guesthouses

The B&B ('bed and breakfast') is a great British institution. Basically, you get a room in somebody's house, and at smaller places you'll really feel part of the family. Larger B&Bs may have four or five rooms and more facilities. 'Guesthouse' is sometimes just another name for a B&B, although they can be larger, with higher rates.

B&Bs in country areas often offer a special welcome for walkers. You might stay in a village house, an isolated cottage or a farmhouse surrounded by fields. In towns and cities it's usually a suburban house. Wherever, facilities usually reflect price – for around £20 per person you get a simple bedroom and share the bathroom. For a few pounds more you get extras such as TV or a 'hospitality tray' (kettle, cups, tea, coffee) and a private bathroom down the hall. For around £25 to £30 you get all the above plus an en suite bathroom.

Breakfasts are traditionally enormous – just right to set you up for a day in the hills

## WALKING CLUBS

There are many walking clubs in Britain, many of them local groups of large national organisations such as the **Youth Hostels Association** ([www.yha.org.uk](http://www.yha.org.uk)) or the **Ramblers' Association** ([www.ramblers.org.uk](http://www.ramblers.org.uk)) – the latter boasts over 500 local groups around the country. Hooking up with a local group is a great way to meet like-minded people. Other national clubs with local groups include the **Long Distance Walkers Association** ([www.ldwa.org.uk](http://www.ldwa.org.uk)) for mile-eaters and those who like a challenge, and the **Backpackers' Club** ([www.backpackersclub.co.uk](http://www.backpackersclub.co.uk)) for those who like to walk and camp, and be self-contained in the countryside. For details on individual clubs go to the main website of each organisation and follow the links to (or search for) 'local groups'.

## PRACTICALITIES

- Good magazines for walkers include *TGO*, *Trail* and *Country Walking*, or dip into *Walk*, the magazine of the Ramblers' Association.
- Use electric plugs with three flat pins to connect appliances to the 220V (50Hz AC) power supply.
- Tune into BBC radio for a wide range of content, no adverts and good regular weather forecasts. BBC Radio Scotland carries specific weather forecasts for hill walkers.
- Be ready for a bizarre mix of metric and imperial weights and measures in Britain; for example, petrol is sold by the litre, but road distances are given in miles.

(see the boxed text on below for a rundown on the menu). In country areas, many B&Bs also offer evening meals (from around £10) and packed lunches (from around £3), although these must be ordered at least a day in advance. In these enlightened days, nearly all places will do a vegetarian breakfast, although this may be of the extra-egg-no-bacon type. Some B&Bs only serve breakfast between 8am and 9am, which is annoying if you want to make the most of the day, but places more used to walkers will happily serve breakfast earlier if you ask.

B&B prices are usually quoted per person, based on two people sharing a room (so doubles might be £40 to £60). Solo travellers have to search for single rooms and may pay a premium – around 75% of the double rate. Some B&Bs simply won't take single people (unless you pay the full double-room price), especially in summer.

Here are some more B&B tips:

- Advance reservations are always preferred at B&Bs, and are essential during popular periods. Many require a minimum two-night stay at weekends.
- Rates may rise at busy times (eg August) and differ from those quoted in this book. Conversely, rates may be cheaper in the 'low' (eg winter) season.

- Some B&Bs charge slightly higher rates at weekends.
- If a B&B is full, owners may recommend another place nearby (possibly a private house taking occasional guests, not in tourist listings).
- In cities, some 'B&Bs' are for long-term residents or people on welfare; they don't take passing walkers.
- In country areas, most B&Bs cater for walkers but some don't, so always let owners know if you'll be turning up with dirty boots.
- Some places reduce rates for longer stays (two or three nights) or for groups.
- When booking, check where the B&B is actually located. In country areas, postal addresses include the nearest town, which may be 20 miles away – important if you're walking! – although some B&B owners will pick you up by car for a small charge.

## Bunkhouses & Camping Barns

Bunkhouses are simple places to stay, handy for walkers, cyclists or anyone on a budget in the countryside. They usually have a communal sleeping area and bathroom, heating and cooking stoves, but you provide the sleeping bag (and possibly

## BRITISH BREAKFASTS

If you stay in B&Bs or visit cafés you will encounter a phenomenon called the 'Full English Breakfast' in England, and the 'Full Breakfast' everywhere else. This consists of bacon, sausage, egg, tomatoes, mushrooms, baked beans and fried bread. In B&Bs it's preceded by cereals, served with tea or coffee and followed by toast and marmalade. In Scotland and northern England (if you're really lucky) you may get black pudding – a mixture of meat and fat and blood.

If you don't feel like eating half a farmyard it's quite OK to ask for just the egg and tomatoes. Some B&Bs offer other alternatives, such as kippers (smoked fish) or a continental breakfast, which completely omits the cooked stuff and may even add something exotic like croissants.

cooking gear). Most charge £7 to £10 per person per night.

Camping barns are even more basic. They are usually converted farm buildings, providing shelter for walkers and visitors to country areas. They have sleeping platforms, a cooking area and basic toilets outside. Take everything you'd need to camp, except the tent. Charges are around £5 per person.

Most bunkhouses and camping barns are privately owned, but the Youth Hostels Association handles information and reservations on their behalf. Other bunkhouses and camping barns are listed in the *Independent Hostel Guide* and website ([www.independenthostelguide.co.uk](http://www.independenthostelguide.co.uk)).

#### MINOR RESERVATIONS

When booking major B&Bs and YHA hostels by phone, you can pay up front by credit card. Smaller B&Bs and independent hostels often accept phone bookings but do not require a deposit. If you book ahead and your plans change, please phone and let your accommodation know. Owners lose money by holding beds for people who never arrive, while turning away others who arrive on spec.

### Camping

The opportunities for camping in Britain are numerous – great if you're on a tight budget or simply enjoy fresh air and the great outdoors – although a tent is not essential for any of the walks described in this book.

If you're from overseas, forget the backwoods/bushwalk type of camping of Australasia and North America, where you can pitch a tent anywhere. It just doesn't work like that in Britain, except in very remote areas (and by that we mean more than half a day's walk from an official site or any other form of accommodation) where wild camping *may* be tolerated by landowners.

The usual way of doing things is to camp at a campground (called a camp site in Britain). In rural areas, these range from farmers' fields with a tap and a basic toilet, to smarter affairs with hot showers and many other facilities. For an idea of just how smart some can be, we recommend *Cool*

*Camping: England* by Jonathan Knight, a coffee-table book in the Hip Hotels tradition, listing 40 exceptional camp sites and proving that sleeping under canvas doesn't need to be damp and uncomfortable any more. Volumes covering Wales and Scotland are planned.

Many cities and towns, especially near popular walking areas, have well-appointed camp sites, although these are usually some distance from the centre, which can be awkward if you want to go in for shopping or something to eat.

Rates at camp sites range from around £3 per person at a very basic site, up to around £8 at those with more facilities. Some sites also charge per tent or per car (if that's how you're travelling). To simplify matters, many places charge 'per pitch' – usually the price of a tent and two people. We have quoted 'sites for 2' rates throughout this book, unless the charging structure is different.

If you don't mind carrying a full pack, most national trails and other long-distance paths (LDPs) are fairly well served by camp sites, but you can sometimes find a long section without a camp site. In this case, if you ask nicely, farmers may permit your tent in their field on a one-off basis. Remember that all land is private in Britain, so if you camp without permission you could be moved on rather aggressively. If you can't find anyone to ask, be very discreet. Use your common sense too: don't camp in crop fields, for example, and be meticulous about waste. Leaving a mess spoils things for the next walkers, possibly endangers wildlife and makes landowners less likely to allow camping in the future.

A final note: always carry a stove. Open fires are not normally allowed on official sites or for wild camps. They can be dangerous and quite often there isn't enough wood anyway.

### Hostels

There are two types of hostel in Britain: those run by the Youth Hostels Association (YHA) or Scottish Youth Hostels Association (SYHA), and independent hostels. You'll find them in rural areas, towns and cities, and they're aimed at all types of traveller – whether you're a long-distance walker or touring by car – and you don't have to be young or single to use them.

#### AVOIDING THE BULGE

If you're walking a national trail or other long-distance path (LDP), especially one that's about six or 12 days long, try to avoid starting on a weekend, as that's when most people begin, creating a 'bulge' of demand for accommodation along the route. Several B&Bs on the Coast to Coast Walk, for instance, are often quiet most of the week and then have to turn people away on the busy one or two nights when most walkers come through.

#### YHA & SYHA HOSTELS

Many years ago, YHA and SYHA hostels had a reputation for austerity, but today they're a great option for budget travellers. Some are purpose-built, but many are in cottages and country houses – even castles – often in wonderful locations. Facilities include showers, drying rooms, lounges and equipped self-catering kitchens. Sleeping is in dormitories, but many hostels also have twin or four-bed family rooms, some with private bathroom.

If you're planning to stay in several YHA or SYHA hostels, you should join the YHA (☎ 0870 770 8868; [www.yha.org.uk](http://www.yha.org.uk); per year £16, under 26 £10), SYHA (☎ 0870 155-3255; [www.syha.org.uk](http://www.syha.org.uk), per year £8, under 18 £4) or another Hostelling International (HI) organisation. Accommodation charges vary – small hostels cost around £10 to £13 per person, while larger hostels with more facilities are £10 to £20. SYHA hostels in Edinburgh and Glasgow cost from £18, while London's excellent YHA hostels cost from £25. Students, under-26s and over-60s get discounts. If you're not a YHA/SYHA/HI member (or you're only planning to stay in one or two hostels during your trip and it's not worth joining) you pay around £3 extra per night in England and Wales, and about £1 extra in Scotland.

Most hostels in England and Wales offer meals, and charge about £4 to £5 for breakfasts and packed lunches, and around £6 for good-value three-course dinners. Meals at SYHA hostels are usually not available.

Hostels tend to have complicated opening times and days, especially out of tourist season, so check these before turning up. Small rural hostels may close from 10am to 5pm. Reservations are usually possible – many can be booked through the websites and you can often pay in advance by credit card.

One final warning: the YHA constantly monitors its hostels, and sometimes has to close them down – because they've become too expensive to operate, too old to main-

tain, or simply don't get enough guests. All the YHA hostels listed in this book were open at the time of research, but be prepared for some to close down (and some new hostels to open) over the life of this book.

#### INDEPENDENT HOSTELS

Britain's independent hostels and backpacker hostels offer a great welcome. In rural areas, some are little more than simple bunkhouses (charging around £5), while others are almost up to B&B standard, charging £15 or more.

In cities, backpacker hostels are perfect for young budget travellers. Most are open 24/7, with a lively atmosphere, a good range of rooms (doubles or dorms), bar, café, internet and laundry. Prices are around £15 for a dorm bed, or £20 to £35 for a bed in a private room.

### Hotels

A hotel in Britain can be a simple place with a few rooms or a huge country house with fancy facilities, grand staircases, acres of grounds and the requisite row of stag heads on the wall. Charges vary as much as quality and atmosphere, with singles/doubles costing £30/40 to £100/150 or beyond. More money doesn't always mean a better hotel – whatever your budget, some are excellent value while others overcharge.

If all you want is a place to put your head down when travelling between walking areas, and you're unconcerned about style or ambience, chain hotels (often along motorways and busy roads) can offer bargains. For example, **Travelodge** ([www.travelodge.co.uk](http://www.travelodge.co.uk)) offers rooms at variable prices based on demand; on a quiet night in November, twin-bed rooms with private bathroom start from £15, while at the height of the tourist season you'll pay up to £45. Other chains include **Hotel Formule 1** ([www.hotelformule1.com](http://www.hotelformule1.com)), with rooms from £25.

In London and other cities you can find similar places – motorway-style, in the centre of town – that can be very good value, although often lacking something in soul. These include **Premier Travel Inn** ([www.premiertravelinn.com](http://www.premiertravelinn.com)) and **easyHotel** ([www.easyhotels.com](http://www.easyhotels.com)), the latter with no-frills, airline-style rates and rooms.

### Pubs & Inns

As well as selling drinks, many pubs and inns offer B&B, particularly in country areas. Staying in a pub can be good fun – you're automatically at the centre of the community – although accommodation varies enormously, from fairly basic rooms with ageing furniture and frayed carpets to stylishly decorated suites with good facilities. Expect to pay around £15 per person at the cheap end, though more usually around £25, and up to around £35 for something better. A major advantage for solo tourists

is that pubs are more likely to have single rooms.

If a pub does B&B, it normally also has evening meals, served in the bar or adjoining restaurant. Breakfast may also be served in the bar the next morning – not always enhanced by the smell of stale beer...

### Rental Accommodation

If you want to concentrate on walking in one area for a week or two, renting a place can be ideal. You can choose from neat town apartments, quaint old country houses or converted farms (although they're always called 'cottages'), all set up for self-catering.

At busy times (especially July and August) you'll need to book ahead. Cottages for four people cost around £200 to £400 per week. At quieter times, £150 to £200 is more usual, and you may be able to rent for a long weekend.

### ACCOMMODATION CONTACTS

The national tourism sites – [www.enjoyengland.com](http://www.enjoyengland.com), [www.visitwales.com](http://www.visitwales.com) and [www.visitscotland.com](http://www.visitscotland.com) – all have comprehensive accommodation sections. All hotels listed are approved by these tourism boards, but have to pay to be inspected and listed.

For a countrywide view an excellent first stop is **Stilwell's** ([www.stilwell.co.uk](http://www.stilwell.co.uk)), a huge user-friendly database for independent tourists, listing holiday rental cottages, B&Bs, hotels, camp sites and hostels. Stilwell's is not an agency – once you've found what you want, you deal with the cottage or B&B owner direct. From the website you can also order a colour holiday-cottage brochure.

Other good agencies for holiday cottage rentals include **Hoseasons Country Cottages** (☎ 01502-502588; [www.hoseasons.co.uk](http://www.hoseasons.co.uk)), while a good B&B site is **Bed & Breakfast Nationwide** ([www.bedandbreakfastnationwide.com](http://www.bedandbreakfastnationwide.com)), both with colour brochures.

Recommended guidebooks include the annually published *Good Hotel Guide* and the *Which? Good Bed & Breakfast Guide*. Both are genuinely independent – hotels have to be good, they can't pay to get in. For walker-friendly accommodation a book called *Walk Britain* is published annually by the Ramblers' Association, and is a very handy planning tool, also listing routes, gear shops, baggage carriers, local guidebooks, maps and more.

For details on hostels, contact the **YHA** (☎ 0870 770 6113, 01629-592708; [www.yha.org.uk](http://www.yha.org.uk)); the website also has information about bunkhouses, camping barns and YHA camp sites – even places where you can rent a tepee. In Scotland, the equivalent organisation is the **SYHA** (☎ 0870 155 3255; [www.syha.org.uk](http://www.syha.org.uk)).

The **Independent Hostel Guide** ([www.independenthostelguide.co.uk](http://www.independenthostelguide.co.uk)) covers hundreds of non-YHA/SYHA hostels in Britain and beyond, and is by far the best listing available. It's also available as a handy annually updated book at hostels or direct from the website. North of the border, there's the excellent **Scottish Independent Hostels** ([www.hostel-scotland.co.uk](http://www.hostel-scotland.co.uk)).

If you're planning to camp extensively, or combine walking in Britain with touring in a camper-van or motorhome, it's well worth joining the friendly and efficient **Camping & Caravanning Club** (☎ 0845 130 7631; [www.campingandcaravanningclub.co.uk](http://www.campingandcaravanningclub.co.uk); annual membership £30); this organisation owns almost 100 camp sites and lists thousands more in the invaluable *Big Sites Book* (free to members). Membership includes discounted rates on club sites and various other services, including special rates for cars on ferries.

### REACH FOR THE STARS

As in most countries, the majority of hotels and B&Bs (and even hostels) in Britain are awarded stars according to their levels of quality and service. Walkers shouldn't worry too much about big numbers as many one- and two-star places are small and owner-managed, where guests feel especially welcome. Conversely, some five-star places have loads of facilities but can feel impersonal. In addition, because they have to pay to register with the tourist board before they're awarded any stars at all, many B&Bs don't bother, even though their service is absolutely fine. The moral: if you use official accommodation lists as your only source, you might miss out on a real gem.

### Shelters & Bothies

Very simple shelters – often no more than a shed or a long-abandoned shepherd's hut – exist in some remote parts of England and Wales but are most common in Scotland, where they're called bothies. They're not locked or guarded, and those in Scotland are maintained voluntarily by the Mountain Bothies Association (MBA). There's no charge to use a bothy, but you're expected to stay one or two nights only, and groups of more than three are discouraged. There are no facilities and you need your own cooking equipment, sleeping bag and mat. In the last few years some bothies in popular areas have been overused to the point of destruction. Consequently, the MBA prefers the location of others to remain fairly secret. Some walks in this book pass near bothies but, unless essential, they're not listed. Where bothies are already marked on maps they can hardly be considered secret, so are listed. Whatever, if you find a bothy and use it, leave it as you found it (or better).

### BAGGAGE SERVICES

Along most of the popular LDPs, commercial companies offer baggage-carrying services, transporting your kit from one B&B or hostel to the next, while you saunter along carrying just the stuff you need for the day. Some outfits cover just one route, and are listed in the relevant chapters. The main players covering several routes include: **Brigantes Walking Holidays & Baggage Couriers** (☎ 01729-830463; [www.brigantesenglishwalks.com](http://www.brigantesenglishwalks.com)) Covers most of the popular LDPs in Britain, and is the only firm to cover the entire Pennine Way. Usually requires a minimum of four bags (so if you're solo you pay four times the rate, unless you can hook up with other walkers). **Sherpa Van** (☎ 0871 520 0124; [www.sherpavan.com](http://www.sherpavan.com)) Baggage transfers on a very wide range of walks across the whole of Britain. The website also contains a wealth of information and useful planning tools.

Some baggage services also act as informal buses between destinations – ideal if you twist an ankle and can't walk for a day, or if you just want a rest!. The service is free if your bag is being transferred.

Alternatively, many B&Bs offer baggage transfers (if you're staying with them, of course). You can enquire when booking. In addition, local taxi services in walking areas are quite used to transporting bags rather than people – especially handy if you don't think you'll need this service for the whole route. Local tourist offices and B&Bs can advise on taxi firms offering this service.

Costs for baggage transfer with the commercial companies vary from £5 to £20 per bag per stage, so it's obviously worth shopping around. You may be able to use these services for a couple of stages, while some companies insist you sign up for the whole route. Taxis and B&Bs tend to charge for the journey, rather than the bag – obviously making it cheaper for groups.

### BUSINESS HOURS Banks, Shops & Offices

Monday to Friday, most offices, businesses, shops, banks and post offices operate from 9am to 5pm (possibly 5.30pm or 6pm in cities). On Saturday, shops keep the same hours, while Sunday shopping hours are around 11am to 4pm.

In smaller towns, shops tend to close at weekends and for lunch (normally 1pm to 2pm), and in country areas on Wednesday or Thursday afternoon too. In cities and large towns, there's usually late-night shopping on Thursday – up to about 7pm or 8pm.

London and large cities have 24-hour convenience stores. At the other end of the scale, in the Outer Hebrides some locals adhere strictly to the Scriptures, so on Sunday nearly all shops are shut, most pubs are closed and even the public toilets can be padlocked.

## Museums & Sightings

When it comes to sightseeing, large museums and major places of interest are usually open every day. Some smaller places will open just five or six days per week, usually including Saturday and Sunday and closing on Monday and/or Tuesday. Much depends on the time of year, too; places of interest will open daily in high season, but may open just at weekends (or keep shorter hours) in quieter periods.

## Pubs, Bars & Clubs

Pubs in towns and country areas in England and Wales usually open daily from 11am to 11pm, sometimes to midnight Friday and Saturday. Some may shut from 3pm to 6pm. In Scotland, pubs tend to close later; 1am is normal and 3am is not unusual. Throughout this book, we don't list pub opening and closing times unless they vary significantly from these hours.

In cities, some pubs open until midnight or later, but it's mostly bars and clubs that have taken advantage of new licensing laws in England and Wales ('the provision of late night refreshment', as it's officially called) to stay open to 1am, 2am or later.

## Restaurants & Cafés

Restaurants in Britain open either for lunch (about noon to 3pm) and dinner (about 6pm to 10pm in smaller towns, up to 11pm or midnight in cities, and often as early as 8pm in country areas), or they might open for lunch or dinner only – depending on the location. Restaurants are usually open every day of the week, although some places may close on Sunday evening, or all day Monday.

### WHERE THERE'S SMOKE

For years, the regulations concerning smoking in restaurants in Britain have been vague or non-existent. Some places provided no-smoking areas, while others didn't bother – meaning the smokers at the next table wouldn't hesitate to spark up even if you were halfway through your meal. But those days are over: a new Health Act came into force in summer 2007, banning smoking in 'all enclosed public places apart from licensed premises that do not serve or prepare food' throughout England and Wales, replicating similar laws already in force in Scotland. In short, this means all restaurants in Britain will be completely nonsmoking, as will pubs serving food. Pubs that make most of their money from beer, as opposed to food, will probably stop offering dodgy pies and cheese rolls, and allow smoking to continue. Through 2006 a fascinating debate raged: does a packet of peanuts count as 'food'? And what about pickled eggs? By the time you read this book, we'll know.

Café and teashop hours also vary according to location. In towns and cities, cafés may open from 7am, providing breakfast for people on their way to work. Others stay open until 5pm or 6pm. In country areas, cafés and teashops will open in time for lunch, and may stay open until 7pm or later in the summer, catering to tourists leaving stately homes or hikers down from the hill.

In this book, many restaurants and cafés are listed and reviewed, and we indicate if they're open for lunch or dinner or both, but precise opening times and days are given only if they differ markedly from the pattern outlined here.

In winter months in country areas, café and restaurant hours will be cut back, while some places may close completely from October to Easter.

## CHILDREN

Many parts of Britain are ideal for walking with children under the age of 10. But many other parts are not – being too high, too steep or requiring too much effort to reach. Several of the routes in this book are suitable for kids aged 11 to 15 – mostly the day walks graded 'easy' – but as much depends on attitude and enthusiasm as on fitness or ability. Long-distance walks are another matter; some young people don't have the stamina for multiday routes, but for those over 16, many of the national trails are feasible, although in some cases the daily distances may need to be trimmed. Lonely Planet's *Travel with Children* contains plenty of useful information. Look out, too, for the excellent *Family Walks* series of guidebooks, published by **Scarthin** ([www.scarthinbooks.com](http://www.scarthinbooks.com)).

## CLIMATE

In keeping with its geography, the climate of Britain varies widely from place to place. It also varies from day to day, so visitors will soon sympathise with the locals' conversational obsession with the weather.

The winter months (November, December, January and February) are generally least pleasant for walking. It's cold and the days are short, although the hills are less crowded. Snow and ice intermittently cover many highland areas from about December, making walking on hills and mountains potentially dangerous without experience, although nothing can be more exhilarating than a walk in clear sunlight across a snow-covered mountain. Generally, the further east you go the drier it gets and the further north you go the colder it gets (although temperature is also greatly influenced by altitude).

Through the rest of the year (March to October) the weather can be good for walking – it's often dry and cool, and sometimes even warm. In summer, temperatures can become hot and you'll need sunscreen to avoid getting burnt, even if it's windy and overcast.

The following sections provide a bit more detail.

### England

Climatologists classify England's climate as 'temperate maritime', for which you can read 'mild and damp'. Light winds that blow off warm seas stop inland winter temperatures falling very far below 0°C and keep summer temperatures from rising much above 30°C. The average high in southern England from June to August is 21°C and the average low is 12°C. It tends to be colder in the north of England, but not as cold as in Scotland. Rainfall is greatest in hilly areas, such as the Lake District and Pennines, but you can expect some cloudy weather and rain anywhere in Britain at any time.

### Scotland

'Varied' may be a vague description but it perfectly describes Scotland's climate. One good thing about the weather is that it does change quickly – a rainy day is often followed by a sunny one. In the mountains there are also wide variations over short dis-

tances; while one glen broods under cloud, the next may enjoy full sunshine.

Considering the latitude (Edinburgh is as far north as Moscow), you might expect a colder climate, but warm Atlantic winds give the west coast a relatively mild climate, with average summer highs of 19°C. May and June are generally the driest months (as with the rest of Britain, rainfall generally decreases as you go east) and the best time for mountain walking. Note, however, that the Highlands can have extreme weather at any time; in the Cairngorms snow has been recorded in every month of the year.

### Wales

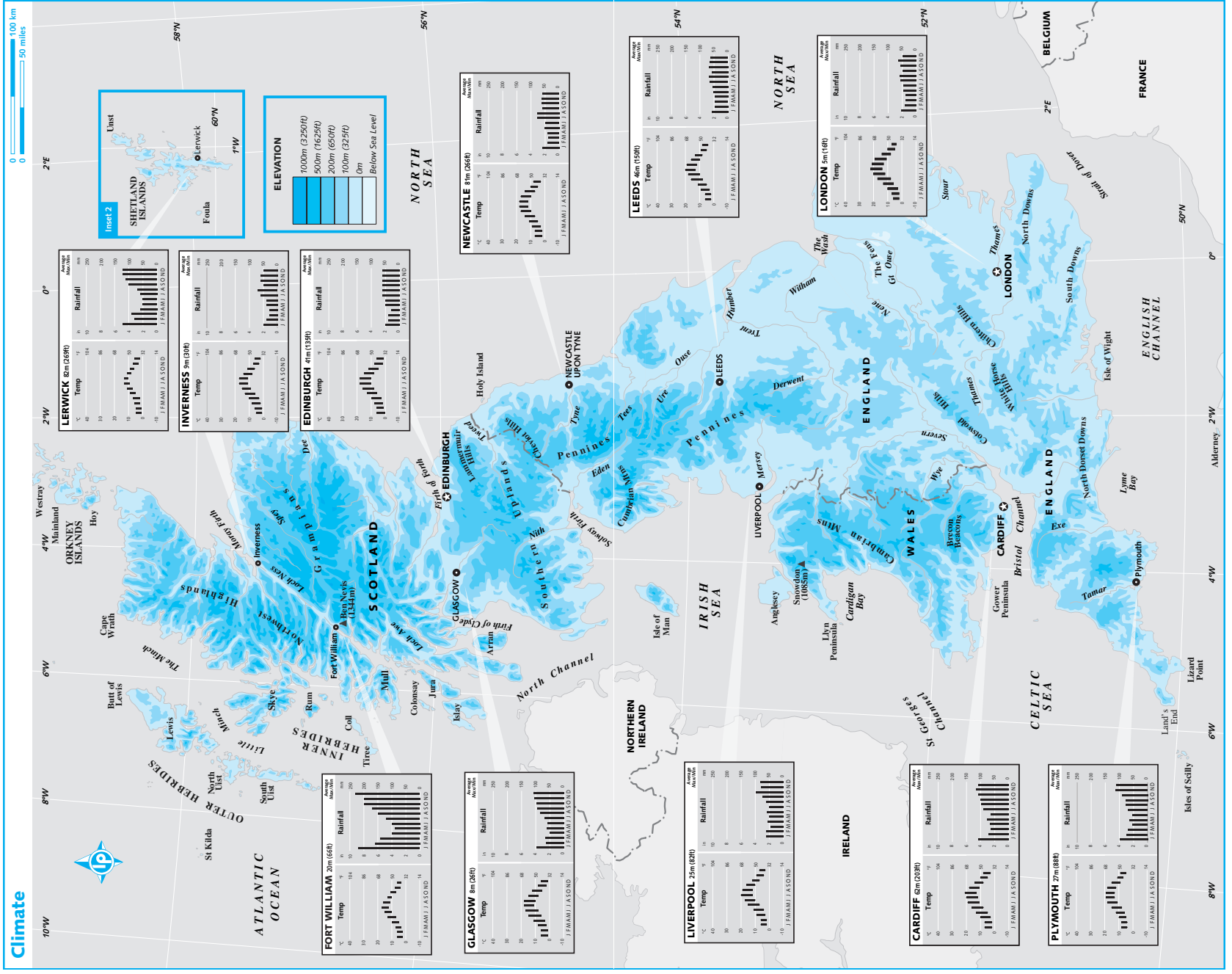
Temperatures are about on a par with England, but Wales gets a bit more rain. That said, the closeness of the mountains to the coast means you encounter very different climatic conditions within a relatively short distance. In practice this means if it's raining, it will be fine somewhere nearby. It also means you can get sun, then rain, then sun again within a couple of hours.

### Weather Information

Walking in Britain is remarkably care-free, but walkers should never underestimate the changeability of the weather, especially in highland or coastal areas, where low cloud, fog, rain and snow can mean trouble for the unprepared. The problem can be minor – you get lost in the mist for a while, or get slightly wet in a rain shower – but things can get much more serious if the fog is thick, or if temperatures drop below freezing.

So before you go walking, always check the weather. General forecasts are available on TV and radio, and it's always worth checking the outlook the day before you walk. In national parks and tourist areas, weather bulletins are posted at tourist offices, hostels, outdoor gear shops and cafés frequented by walkers.

There are also several online and telephone information services. Good places to start are the **BBC Weather Service** ([www.bbc.co.uk/weather](http://www.bbc.co.uk/weather)) and **Met Office Weather** ([www.metoffice.gov.uk](http://www.metoffice.gov.uk)). Both offer next-day and five-day forecasts at a national, regional and local level. The Met Office also has a forecast service especially designed for walkers in the hills at [www.metoffice.gov.uk/loutdoor/mountainsafety](http://www.metoffice.gov.uk/loutdoor/mountainsafety).



Also good is **WeatherCall** ([www.weathercall.co.uk](http://www.weathercall.co.uk)); this site uses information from the Met Office and makes local forecasts available over the phone, for example ☎ 09068-500415 for North Wales and ☎ 09068-500419 for the Lake District. A complete list of phone numbers for all areas in Britain is available on the website, and on small 'business cards' available free at tourist offices, outdoor gear shops and the like.

Other automated phone services include **WeatherCheck** (☎ 0900-133 3111), offering general outlooks; by using the phone keypad you can home into specific areas around Britain. Similar services are advertised in walking magazines and at tourist offices. Calls to these numbers cost 60p per minute.

## CUSTOMS

The UK has a two-tier customs system – one for goods bought in from another EU country, where taxes and duties have already been paid; and the other for goods bought duty-free outside the EU. Following is a summary of the rules; for more details see [www.hmce.gov.uk](http://www.hmce.gov.uk) or under 'Customs Allowances' at [www.visitbritain.com](http://www.visitbritain.com).

For duty-free goods from *outside* the EU, the limits include 200 cigarettes, 2L of still wine plus 1L of spirits or another 2L of wine, 60cc of perfume, and other duty-free goods (including beer) to the value of £145.

There is no limit to the goods you can bring from *within* the EU (if taxes have been paid), but customs officials use the following guidelines to distinguish personal use from commercial imports: 3000 cigarettes, 200 cigars, 10L of spirits, 20L of fortified wine, 90L of wine and 110L of beer – still enough to have one hell of a party.

## EMBASSIES & CONSULATES

### British Embassies

Below is a selection of Britain's embassies (or consulates and high commissions where appropriate) overseas; for a complete list, see the website of the **Foreign & Commonwealth Office** ([www.fco.gov.uk](http://www.fco.gov.uk)), which also lists foreign embassies in the UK.

**Australia** (☎ 02-6270 6666; [www.britaus.net](http://www.britaus.net); Commonwealth Ave, Yarralumla, ACT 2600)

**Canada** (☎ 613-237 1530; 80 Elgin St, Ottawa, Ontario K1P 5K7)

**France** (☎ 01 44 51 31 00; [www.amb-grandebretagne.fr](http://www.amb-grandebretagne.fr); 35 rue du Faubourg Saint Honoré, 75383 Paris Cedex 8)

**Germany** (☎ 030-204 570; [www.britischebotschaft.de](http://www.britischebotschaft.de); Wilhelmstrasse 70, 10117 Berlin)

**Ireland** (☎ 01-205 3700; [www.britishembassy.ie](http://www.britishembassy.ie); 29 Merrion Rd, Ballsbridge, Dublin 4)

**Japan** (☎ 03-5211 1100; [www.uknow.or.jp](http://www.uknow.or.jp); 1 Ichibancho, Chiyoda-ku, Tokyo 102-8381)

**Netherlands** (☎ 070-427 0427; [www.britain.nl](http://www.britain.nl); Lange Voorhout 10, 2514 ED The Hague)

**New Zealand** (☎ 04-924 2888; [www.britain.org.nz](http://www.britain.org.nz); 44 Hill St, Wellington)

**USA** (☎ 202-588 6500; [www.britainusa.com](http://www.britainusa.com); 3100 Massachusetts Ave, NW, Washington, DC 20008)

### Embassies & Consulates in Britain

A selection of foreign diplomatic missions in London is given below. This will be of use to tourists from overseas if, for example, you've lost your passport. But remember that these embassies won't be much help if you're in trouble for committing a crime locally; even as a foreigner, you are bound by the laws of Britain.

**Australia** (☎ 020-7379 4334; [www.australia.org.uk](http://www.australia.org.uk); Australia House, Strand, WC2B 4LA)

**Canada** (☎ 020-7258 6600; [www.canada.org.uk](http://www.canada.org.uk); 1 Grosvenor Sq, W1X 0AB)

**China** (☎ 020-7299 4049; [www.chinese-embassy.org.uk](http://www.chinese-embassy.org.uk); 49–51 Portland Place, London W1B 4JL)

**France** (☎ 020-7073 1000; [www.ambafrance-uk.org](http://www.ambafrance-uk.org); 58 Knightsbridge, SW1 7JT)

**Germany** (☎ 020-7824 1300; [www.german-embassy.org.uk](http://www.german-embassy.org.uk); 23 Belgrave Sq, SW1X 8PX)

**Ireland** (☎ 020-7235 2171; 17 Grosvenor Pl, SW1X 7HR)

**Japan** (☎ 020-7465 6500; [www.uk-emb-japan.go.jp](http://www.uk-emb-japan.go.jp); 101 Piccadilly, W1J 7JT)

**Netherlands** (☎ 020-7590 3200; [www.netherlands-embassy.org.uk](http://www.netherlands-embassy.org.uk); 38 Hyde Park Gate, SW7 5DP)

**New Zealand** (☎ 020-7930 8422; [www.nzembassy.com/uk](http://www.nzembassy.com/uk); 80 Haymarket, SW1Y 4TQ)

**USA** (☎ 020-7499 9000; [www.usembassy.org.uk](http://www.usembassy.org.uk); 24 Grosvenor Sq, W1A 1AE)

## FOOD & DRINK

The nature of walking in Britain means you're never more than a day's walk (two at the most) from a café, restaurant, pub or shop selling food – and often much closer. Many of the routes in this book have been designed to include a café at lunch, or a pub serving good food at the end of the day.

In larger towns and cities, there's usually a choice of restaurants and takeaways, and in remote areas some B&Bs provide evening meals (although you must order these in advance). Where there's no midway café or

pub you'll need to provide your own food, or take advantage of the packed lunches offered by some B&Bs.

If you're camping or self-catering, you can buy supplies as you go. When walking, you're rarely more than a day or two from a village shop selling bread, milk, tinned or dried groceries and fresh fruit and vegetables (although there may be little choice in the last). Shops for resupplying on long walks are listed in the route descriptions.

When it comes to drinking, many walks pass a shop, pub or café, but some don't, so if you're walking for more than a few hours it's worth carrying some water. And if you're going all day without a café stop, then carrying water is definitely recommended – and essential in hot weather.

## Where to Eat & Drink

Whether out on the hills or back at base at the end of the day, walkers often have a

good choice of places to eat. In rural areas, the British café (often shortened to 'caff') is nothing like its stylish Continental namesake. Most are simple places serving cheap, filling food at reasonable prices (£2 to £4). Around Britain are a number of 'classic cafés' popular with walkers and climbers – and often as famous as the mountain routes nearby. Teashops are slightly more upmarket than cafés, and serve snacks and light meals as well as tea and coffee, usually at slightly higher prices. Note that between about October and March or April, most cafés keep shorter hours, open on weekends only or even shut completely.

The pub (along with the B&B) is a great British institution. One of the great pleasures of walking in Britain is stopping for refreshment at a pub, and a pint or two is always very welcome after a good long walk on the hills. Many walkers plan a route around a midday beer, or go to a certain

### MINE'S A PINT

Although the Brits are famous for enjoying a 'cuppa' (cup of tea) at any opportunity, among alcoholic drinks Britain is best known for its beer. Typical British beer is technically called 'ale', dark brown to brick red in colour, and generally served at room temperature. It's more commonly called 'bitter' in England and Wales. This is to distinguish it from 'lager' – the drink that most of the rest of the world calls beer – which is generally yellow and served cold. (In Scotland, ales are designated by strength – light, heavy, export, strong – or by a notional 'shilling' scale; so you'd order a 'pint of heavy' or a 'pint of eighty shilling' rather than simply a 'pint of bitter'.)

International lager brands such as Fosters and Budweiser are available in Britain but, as you travel around the country, you should definitely try some traditional beer, also known as 'real ale'. But be ready! If you're used to the 'amber nectar' or 'king of beers', a local British brew may come as a shock. A warm, flat and expensive shock. This is partly to do with Britain's climate, and partly to do with the beer being served by hand pump rather than gas pressure. Most important, though, is the integral flavour: traditional British beer doesn't *need* to be chilled or fizzed to make it palatable. (Drink a cheap lager that's sat in its glass for an hour and you'll see it has very little actual taste.)

And flavour is the key. Once you're used to British beer, you can start experimenting with some of the hundreds of different regional types, all with varying textures, tastes and strengths. The difference between these ales and mass-produced lagers is like the difference between fine wines and industrial plonk, or between gourmet food and a burger. The **Campaign for Real Ale** ([www.camra.org.uk](http://www.camra.org.uk)) promotes the understanding of traditional British beer – and recommends good pubs that serve it. Look for endorsement stickers on pub windows, or get a copy of the Campaign's very useful and annually updated *Good Beer Guide*. For more depth and flavour, read *The Big Book of Beer* by Adrian Tierney-Jones.

Another key feature of real ales is their 'live' condition, so they only have a shelf life of a few weeks and must be looked after properly (which is why many pubs don't serve real ale). So if you find a pub serving real ale it usually means a willingness on the part of pub landlords to put in extra effort – on food and atmosphere, as well as beer. Beware of places promising real ale where bar staff give the barrels as much care as the condom machine in the toilets. There's nothing worse than a bad pint of real ale.

mountain because the nearby pub is good. There's even a good range of pub-walk guidebooks.

Most pubs – especially those in country areas frequented by tourists – serve snacks or bar meals as well as drinks, and make ideal places to eat at lunchtime or in the evening after your walk. Some cheap pub food doesn't vary much from café fare, but many pubs offer a good, interesting menu and reasonable prices (around £5 to £7). Some pubs are closer to restaurants, with very good food and higher prices (around £10 to £12). Many pubs actually do both, with cheaper food served in the bar, plus a pricier, more formal restaurant.

One final note about pubs: some welcome walkers straight off the path, others are less keen to have mud and other countryside matters deposited on their carpets. Some pubs have a specific bar for walkers with a stone floor and 'Muddy Boots Welcome' signs. Alternatively, where no such sign exists, it is perfectly acceptable to take your boots off and pad around in your socks (look for the other walkers' boots piled up on the porch), although this isn't always advisable if your morning has been a bit sweaty or you've been up to your knees in a peat bog.

#### FREE BEER?

When walking in the British countryside you'll come across pubs that call themselves a 'Free House'. This, unfortunately, doesn't mean there's no charge for the beer. It means the pub is privately owned, not part of a chain or belonging to a large brewery. These free houses are often worth seeking out as they tend to offer personal management, as well as good beer and food, whereas some chain pubs (like chain hotels) can be a bit impersonal. Pubs owned by (or 'tied' to) small local breweries are often of a similarly high quality.

### HERITAGE ORGANISATIONS

For many walkers, highlights of Britain include visiting the numerous castles and other historic sites that pepper the country. If you're going to visit more than a handful of places, membership of Britain's heritage organisations is beneficial: you get

free entry to properties, maps, information handbooks and so on.

The main organisations are listed below. You can join at the first site you visit. (If you're from overseas and a member of similar organisations, that membership may get you free or discounted entry at sites in Britain.)

**Cadw** (☎ 0800 074 3121; www.cadw.wales.gov.uk; annual membership adult £32, 16-20 years £18, child £14, family £37-55) The Welsh historic monuments agency. (The name means 'to keep' or 'to preserve'.) Cadw members are eligible for half-price admission to EH and HS sites.

**English Heritage** (EH; ☎ 0870 333 1181; www.english-heritage.org.uk; annual membership adult/couple £38/65, seniors £26/42) State-funded organisation responsible for the upkeep of numerous historic sites in England. Some are free to enter, while others cost £1.50 to £6. Alternatively, an Overseas Visitors Pass allows free entry to most EH sites for seven/14 days for £18/22 per person (cheaper rates for couples and families), and half-price entry for HS and Cadw sites.

**Historic Scotland** (HS; ☎ 0131-668 8600; www.historic-scotland.gov.uk; annual membership adult £36, seniors & students £27, family £68) Manages over 330 historic sites. Membership gives free admission to HS sites and half-price entry to EH and Cadw properties. 'Explorer' passes cost £18 for three days in five, £25 for seven days in 14 and £30 for 10 days in 30. Students and seniors get 25% discount on passes.

**National Trust** (NT; ☎ 0870 458 4000; www.nationaltrust.org.uk; annual membership adult £40, under 26 years £18, family £55-73) This venerable body protects hundreds of historic buildings (normally around £5 to enter) plus vast tracts of land with scenic importance in England and Wales. Membership fees are reduced by about 25% if you pay by direct debit. Alternatively, a NT touring pass gives free entry to NT and NTS properties for seven or 14 days (£17/22 per person); families and couples get cheaper rates.

**National Trust for Scotland** (NTS; ☎ 0131-243 9300; www.nts.org.uk; annual membership adult £37, under 25 years £15, senior £27, family £60) The NT's sister organisation north of the border cares for over 100 properties and around 750 sq km of countryside.

### HOLIDAYS Public Holidays

In Britain, most businesses and banks close on public holidays (hence the quaint term 'bank holiday'). In Scotland, bank holidays are just for the banks, and many businesses stay open. Instead, Scottish towns normally have a spring and autumn holiday, but the dates vary from town to town.

Holidays for the whole of Britain (unless specified) are as follows:

**New Year's Day** 1 January

**Good Friday** March/April

**Easter Monday** (except Scotland) March/April

**May Day** First Monday in May

**Spring Bank Holiday** Last Monday in May

**Summer Bank Holiday** (Scotland) First Monday in August

**Summer Bank Holiday** (England & Wales) Last Monday in August

**Christmas Day** 25 December

**Boxing Day** 26 December

In Scotland, 2 January is also a holiday – so everyone can recover from Hogmanay.

Across Britain, if a public holiday falls on a weekend, the nearest Monday is usually taken instead. Some small museums and places of interest close on public holidays, but larger attractions specifically gear up, and this is their busiest time.

Generally speaking, if a place closes on Sunday, it'll probably be shut on bank holidays as well.

Virtually everything – shops, banks, offices, attractions – is closed on Christmas Day, although pubs are open at lunchtime. There's usually no public transport on Christmas Day, and a very restricted service on Boxing Day.

### School Holidays

The main school holidays are generally as follows:

**Easter Holiday** The week before and week after Easter

**Summer Holiday** Third week of July to first week of September in England and Wales, early July to mid-August in Scotland

**Christmas Holiday** Mid-December to first week of January

There are three week-long 'half-term' school holidays – usually late February to early March and late May and late October. At school-holiday times, especially in the summer, roads and resorts get busy and prices go up.

### INSURANCE

Visitors from overseas should take out a travel insurance policy to cover travel delays, cancellations, theft, loss and medical expenses in case you get ill or injured. Medical expenses are by far the most important component; mountain rescue is free in Britain (see p465 for information about

rescues) but it's imperative that private air ambulances and emergency flights home are covered by your policy. Read the small print too about 'dangerous activities' that are not covered – on some policies this includes walking in the mountains

Buy travel insurance as early as possible to ensure you'll be compensated for any unforeseen accidents or delays. If items are lost or stolen get a police report as soon as you can, otherwise your insurer might not pay up.

Although citizens from EU and Commonwealth countries may be eligible for free medical treatment in Britain, this won't include all eventualities, so you still need insurance.

### INTERNET ACCESS

Places with internet access are reasonably common in Britain, but you won't find them on every corner. Internet cafés in bigger cities charge around £1 per hour; out in the sticks you can pay up to £5 per hour. Public libraries often have free access, but only for 30-minute slots.

If you're planning to use your laptop to access the internet, your connection cable may not fit in British sockets, although adaptors are easy to buy at electrical stores in airports or city centres. Fortunately, to avoid hassle with wires and sockets, an increasing number of hotels, hostels and coffee shops (even some trains) have wi-fi access, charging anything from nothing to £5 per hour.

### MAPS

In theory, Britain has moved to metric weights and measures – although nonmetric (imperial) equivalents are still used in many situations, including mapping. Some maps have a scale of one inch to 1 mile (which is 1:63,360 in case you wondered), while most road atlases are published with scales such as 'one inch to 3 miles' (and don't even quote a ratio figure). Even metric maps with scales of 1:50,000 or 1:25,000 – the most popular for walking – are still called 'one-inch maps' or '2½-inch maps' by die-hard ramblers.

For walkers, there are two main map publishers: **Ordnance Survey** (OS; www.ordnancesurvey.co.uk) and **Harvey Maps** (www.harveymaps.co.uk). OS Landranger maps (at 1:50,000) are ideal for long walks and route planning. OS Explorer

### MAPS IN THIS BOOK

The maps in this book are intended to show the general routes of the walks we describe. They are primarily to help locate the route within the surrounding area. They are *not* detailed enough in themselves for route finding or navigation. You will still need a properly surveyed map at an adequate scale – specific maps are recommended in the Planning section for each walk. Most chapters also have a map showing the gateway towns or cities, principal transport routes and other major features. Map symbols are interpreted in the legend on the book's inside front cover.

On the maps in this book, natural features such as river confluences and mountain peaks are in their true position, but sometimes the location of villages and routes is not always so. This may be because a village is spread over a hillside, or the size of the map does not allow for detail of the path's twists and turns. However, by using several basic route-finding techniques, you will have few problems following our descriptions:

- Be aware of whether the path should be climbing or descending.
- Check the north-point arrow on the map and determine the general direction of the path.
- Time your progress over a known distance and calculate the speed at which you travel in the given terrain. From then on, you can determine with reasonable accuracy how far you have travelled.
- Watch the path. If there is no path, check your compass bearing.

maps (1:25,000) are better for walking in lowland areas, but can sometimes be hard to read in complex mountain landscapes. Harvey Maps produces an excellent range of very clear and accurate maps, mainly covering upland areas and national parks, plus strip maps for routes such as the Pennine Way and Coast to Coast (and many more), especially for ramblers, walkers, mountaineers, and other outdoor types.

If you're new to maps or walking in Britain, or both, a useful book is *Navigation for Walkers* by Julian Tippett – a very accessible guide from a leading expert.

### Buying Maps

To buy maps of Britain, large bookshops and outdoor gear shops will usually keep a good stock. Smaller shops and tourist offices will stock maps of the local area.

If you're in London, you can buy in-store or online from **Stanfords** (☎ 020-7836 1321; www.stanfords.co.uk; 12-14 Long Acre, London WC2E 9LP). You can order maps online direct from **OS** (www.ordnancesurvey.co.uk) and **Harvey Maps** (www.harveymaps.co.uk). Other map specialists include **Latitude Maps & Globes** (☎ 01707-663090; www.latitudemapsandglobes.co.uk) and **Maps Worldwide** (☎ 01225-707004; www.mapsworldwide.com); both stock OS and Harvey maps, as well as a good range of walking guidebooks and handbooks.

### Large-Scale Maps

The whole of Britain is covered by an excellent series of maps published by OS, once part of the military and now a government agency. Recently published OS 1:25,000 maps have amazingly accurate detail and are ideal for walkers, especially in lowland areas. However, the sheer degree of detail can be confusing in mountain areas and here many walkers prefer 1:50,000 maps instead.

Despite their popularity, OS maps have a number of quirks. One of these is that boundaries (national, county, parliamentary constituency) are marked more clearly than paths – particularly on 1:25,000 maps. In fact, the boundaries *look* like paths, and many inexperienced walkers get lost trying to follow a row of dots on the map that turns out to be a border. OS maps also mark rights of way even when no visible path exists on the ground. Conversely a path may exist that *isn't* shown on the map because it isn't legal. Note also that words that aren't proper nouns have capital initial letters (eg, Ford, Sheepfold, Sinkholes), making it hard to distinguish between features and actual place names. And finally, note that OS uses different symbols on 1:25,000 and 1:50,000 maps (eg footpaths are green dashes on the former and red dashes on the latter). But don't be put off by these gripes. OS maps

are still among the best in the world. Once you're used to the idiosyncrasies you'll have no excuse for getting lost.

Harvey maps are becoming increasingly popular with walkers simply because they are specifically designed for them. For example, if a path exists on the ground, it's shown on a Harvey map; if it doesn't exist, it isn't shown. Invisible boundaries are also not shown, so although you may not know when you've passed from Yorkshire to Cumbria, it also means you won't follow the frontier. Another great advantage is that Harvey maps are based on logical walking areas, whereas two OS maps sometimes meet in the middle of a mountain range. Harvey maps are also printed on tough, waterproof paper.

### Small-Scale Maps

To get from place to place you'll need a small-scale map of the whole of Britain. Many of the tourist offices listed on p452, and some large tourist offices around Britain, have free introductory maps of the country – and these are enough to give you the basics. If you're combining driving with walking you will need a road atlas showing the smaller roads (as well as the main highways) so you can reach the start of a walking route. The main publishers include OS, Philip's and the Automobile Association (AA), all with atlases at scales of around one inch to 4 miles, most also showing national trails, and costing about £7 to

### TRIG POINTS

Trig (short for trigonometric) points are concrete or brick pillars, about 1m tall, used for the making of Ordnance Survey (OS) maps. They're marked on maps, and are a real life-saver if you're walking in the mist and need a bit of navigational confirmation. As the OS does not actually use trig points any more (since most maps are made by aerial surveys), some have been removed. However, in popular walking areas local rambling groups and other interested parties have 'adopted' trig points, promising to keep them in good repair for the benefit of other walkers.

£9. Most road atlases are updated annually, which means old editions are sold off every January – look for bargains at motorway service stations.

In between an atlas of Britain and a very detailed map of a specific walking area, you might also need a regional or area map. OS produce a series of 'Tour' and 'Road' travel maps at various scales; for example, the Lake District, Northumberland and Southwest England.

### MONEY

Britain's currency is the pound (£), sometimes called the 'sterling pound', divided into 100 pence (p). Paper money comes in £5, £10, £20 and £50 denominations (and

### METRIC MADNESS

Britain is in a state of transition when it comes to weights and measures, as it has been for the last 20 years – and probably will be for 20 more. While most of Europe uses metric measurements based on metres and kilometres, most Brits are happier with imperial units of inches, yards and miles. Most walkers still refer to the height of their favourite mountain in feet (eg 'Ben Nevis is over 4400ft high') although most maps give altitudes in metres only.

For weight, many people use pounds and ounces, even though since January 2000 goods in shops must be measured in kilograms. And nobody knows their weight in pounds (like Americans) or kilograms (like the rest of the world); Brits weigh themselves in stones, an archaic unit of 14 pounds.

When it comes to volume, things are even worse: most liquids are sold in litres, except milk and beer, which often come in pints. Garages sell petrol priced in pence per litre, but measure car performance in miles per gallon. Great, isn't it? And just to make it really interesting, British gallons are not quite the same size as American gallons (and quarts are a different kettle of fish too).

In this book we have reflected this wacky system of mixed measurements. Heights and short distances (800m and less) are given in metres (m), and longer distances in miles, occasionally with kilometre (km) equivalents. For conversion tables, see the inside back cover.



£1 in Scotland), although £50 notes can be difficult to change because fakes circulate. The word 'pence' is rarely used; like its abbreviated written counterpart, it is pronounced 'pee'.

In England and Wales, notes are issued by the Bank of England, and in Scotland, by Clydesdale Bank, Bank of Scotland and Royal Bank of Scotland. All are legal tender on both sides of the border, but if you have any problems, ask a bank to swap them.

A guide to exchange rates is given on the inside back cover, and there are some pointers on costs on p25. Foreign currencies are not accepted if you're buying goods and services, except for a few places in southern England, which take euros.

### ATMs

Debit or credit cards are perfect companions – the best invention for walkers and travellers since the backpack. You can use them in most shops, and withdraw cash

from ATMs ('cash machines'), which are easy to find in cities and even small towns. But ATMs aren't fail-safe, and it's a major headache if your only card gets swallowed, so take a backup.

### Credit & Debit Cards

Visa, MasterCard and Amex cards are widely accepted in Britain, and are good for larger hotels, flights, long-distance travel, car hire etc. Don't rely on these cards totally though, especially when walking in rural areas; many small establishments such as shops, pubs and B&Bs prefer cash (although most B&Bs will accept cheques supported by a bank guarantee card). And as many walking areas are away from towns, you have to plan carefully – and may need to carry enough cash for up to a week.

Since early 2006, nearly all credit and debit cards in Britain use the 'chip & pin' system; instead of signing, you enter a PIN

(personal identification number). If you're from overseas, and your card isn't chip-&-pin enabled, you sign in the usual way.

### Moneychangers

Finding a place to change your money (cash or travellers cheques) into pounds is never a problem in cities, where banks and bureaux compete for business. Be careful using bureaux, however, as some offer poor rates or levy outrageous commissions. You can also change money at some post offices – very handy in country areas, and rates are usually good.

### Taxes & Refunds

In Britain most prices include value-added tax (VAT), which is currently 17.5%. This is levied on virtually all goods except books and food from shops. Restaurants must by law include VAT in their menu prices. Overseas visitors can claim back the VAT on major purchases that are not consumed

in Britain, although shops where you buy the goods have to be part of the refund scheme – and not all of them are. Participating shops display a 'Tax-Free Shopping' sign in their window. For more details go to [www.visitbritain.com](http://www.visitbritain.com) and search on 'VAT Refunds'.

### Tippling & Bargaining

In restaurants you're expected to leave around 10% tip, but at smarter restaurants in larger cities waiters can get a bit sniffy if the tip isn't nearer 12% or even 15%. Either way, it's important to remember that you're not obliged to tip if the service or food was unsatisfactory (even if it's been added to your bill as a 'service charge').

At cafés and teashops with table service around 10% is fine. If you're paying with a credit or debit card, and you want to add the tip to the bill, it's worth asking the waiting staff if they'll actually receive it. Some prefer to receive tips in cash.

### RIGHTS & ROAMS

The joy, the freedom, the ease of walking in Britain is due in no small part to the right-of-way network – public paths and tracks across private property. Nearly all land in Britain is privately owned, but if there's a right of way you can follow it through fields, woods, even farmhouse yards and country cottage gardens, as long as you keep to the route and do no damage.

The main types of rights of way for walkers are footpaths and bridleways (the latter open to horse riders and mountain bikers too). You'll also see tracks called byways; due to a quirk of history these are open to *all* traffic, so don't be surprised if you have to wade through mud churned up by chunky tyres, or if you're disturbed by the antics of off-road driving fanatics as you're quietly strolling along enjoying the countryside.

Other problems you may encounter is a right of way blocked by a temporary fence, and some farmers have been accused of deliberately putting grumpy-looking bulls in fields crossed by a right of way as a back-door way of keeping walkers off their land. Legally, you're allowed to remove obstacles blocking a right of way (although you have to be careful about damage, so no chain saws allowed and 'removing' two tons of beef might be tricky...), but in reality you're usually better off finding an alternative route and reporting the blocked path to the **Ramblers' Association** ([www.ramblers.org.uk](http://www.ramblers.org.uk)).

Generally though, problems like this are rare and you can enjoy walking on thousands of miles of path without the slightest difficulty. It's important to realise though, especially if you're a walker from overseas, that Britain's national trails and other long-distance walks are created by linking together existing rights of way, so many other paths meet and leave the main route at junctions. If specific waymarks (acorn symbols for national trails, for example) exist, make sure you follow them, and don't get distracted by the yellow arrows indicating other paths. (Likewise, the blue arrows indicating bridleways and red arrows indicating byways.)

Thanks to the landmark Countryside Act of 2004, walkers in England and Wales can now move freely *beyond* rights of way in some mountain and moorland areas, though not in enclosed or cultivated fields. This so-called 'right to roam' or 'freedom to roam' legislation opens up thousands of square miles of territory called Access Land previously off limits to walkers, the result of more than 70 years of campaigning by the Ramblers' Association and other groups.

Just because access is allowed though, it's important to remember that the land is still privately owned. Access Land is occasionally closed, for example if wild birds are nesting or sheep are lambing (from around mid-April to late May), or if the farmer is rounding up stock.

Scotland has a different legal system to England and Wales, with fewer rights of way but a longer tradition of mutual tolerance between landowners and walkers, and relatively free access in mountain and moorland areas. The number of walkers taking to the hills grew massively during the early 1990s, causing landowners and land managers, recreation groups and public agencies to create a Concordat on Access, which essentially endorsed responsible freedom of access, subject to reasonable constraints for management and conservation.

Following on from this, after several years of wide-ranging consultation and (at times, acrimonious) debate, the Scottish Parliament passed the pioneering Land Reform Act in 2003, and the following year approved the Scottish Outdoor Access Code, which conferred statutory access rights on many outdoor activities, including walking and wild camping, and on farmers and landowners. As with the Countryside Act in England and Wales, these rights do not apply to houses, buildings, private gardens or most land where crops are growing. There are also restrictions during the grouse-hunting and deer-stalking seasons. (For information on hunting deer with guns, as opposed to with dogs, in Scotland, and how this impacts walkers, see the boxed text, p388.)

If you're in doubt about whether you can walk in a certain place, Access Land in England and Wales is clearly shown on all new maps, and you can also look out for small discs nailed to gateposts showing the 'open access' symbol (a walker in the hills). Look out too for the 'end of open access area' sign (the same walker and hills crossed through by a diagonal red line) at places when you come down off the high hills into farmland. This means that you have to stick to the rights of way again, but it looks very similar to a 'no walking' sign and many people get confused. It's a shame this landmark legislation wasn't met with clearer thinking on the design front.

For more on walkers' rights and responsibilities, see [www.countrysideaccess.gov.uk](http://www.countrysideaccess.gov.uk) and [www.outdooraccess-scotland.com](http://www.outdooraccess-scotland.com). See also the boxed texts on p29 and p32.

Taxi drivers also expect tips (about 10%, or rounded up to the nearest pound), especially in London and other big cities. It's less usual to tip minicab drivers.

In pubs, when you order and pay for drinks or food at the bar, tips are not expected. If you order food at the table and your meal is brought to you, then a tip may be appropriate – if the food and service have been good, of course.

Bargaining is rare, although occasionally encountered at markets. It's fine to ask if there are student discounts on items such as books or outdoor equipment.

### Travellers Cheques

Travellers cheques (TCs) offer protection from theft, so are safer than wads of cash, but are rarely used in Britain these days, as credit/debit cards and ATMs have become the method of choice for most people. If you do prefer TCs, note that they are rarely accepted for purchases (except at large hotels), so you'll still need to go to a bank or bureau for cash.

### TAKING PHOTOS OUTDOORS *Gareth McCormack*

For walkers, photography can be a vexed issue – all that magnificent scenery but such weight and space restrictions on what photographic equipment you can carry. With a little care and planning it is possible to maximise your chance of taking great photos on the trail.

**Light & Filters** In fine weather, the best light is early and late in the day. In strong sunlight and in mountain and coastal areas where the light is intense, a polarising filter will improve colour saturation and reduce haze. On overcast days the soft light can be great for shooting wildflowers and running water and an 81A warming filter can be useful. If you use slide film, a graduated filter will help balance unevenly lit landscapes.

**Equipment** If you need to travel light, carry a zoom in the 28–70mm range, and if your sole purpose is landscapes consider carrying just a single wide-angle lens (24mm). A tripod is essential for really good images and there are some excellent lightweight models available. Otherwise you can improvise with a trekking pole, pack or even a pile of rocks.

**Camera Care** Keep your gear dry; use zip-lock freezer bags and silica-gel sachets (a drying agent) to suck moisture out of equipment. Sturdy cameras will normally work fine in freezing conditions. Take care when bringing a camera from one temperature extreme to another; if moisture condenses on the camera parts make sure it dries thoroughly before going back into the cold, or mechanisms can freeze up. Standard camera batteries fail very quickly in the cold. Remove them from the camera when it's not in use and keep them under your clothing.

For a thorough grounding on photography on the road, read Lonely Planet's *Travel Photography* by Richard l'Anson, a full-colour guide for happy-snappers and professional photographers alike. Also highly recommended is the outdoor photography classic *Mountain Light* by Galen Rowell.

### PERMITS & FEES

Permits are not required to walk anywhere in Britain, and you don't pay fees to walk in national parks or any other part of the countryside – this ease of access is one of the beauties of walking here. One of the other beauties is the British concept of 'right of way' – see the boxed text, p448.

### TELEPHONE

As you walk through Britain, you'll see many iconic red phone boxes on in city streets and in rural areas, although many have been replaced by soulless glass cubicles. Either way, public phones accept coins (minimum charge currently 20p, though this may increase over the life of this book) and usually credit/debit cards, although with the advent of mobile phones (cell phones), many phone booths have been removed and not replaced.

Area codes in Britain do not have a standard format and vary in length, which can be confusing for foreigners (and many Brits). For example: 020 for London, 029 for

Cardiff, 0161 for Manchester, 01629 for Matlock and 015394 for Ambleside, followed as usual by the individual number, which can be anything from four to eight digits. For clarity in this book, area codes and individual numbers are separated by a hyphen.

As well as the geographical area codes, other codes include: 0500 or 0800 for free calls and 0845 for calls at local rate, wherever you're dialling from within the UK. Numbers starting with 087 are charged at national-call rate, while numbers starting with 089 or 09 are premium rate, which should be specified by the company using the number (ie in its advertising literature), so you know the cost before you call. These codes and numbers are not separated by hyphen as you always have to dial the whole number.

Note that many numbers starting with 08 or 09 do not work if you're calling from outside the UK, or, if they do, you'll be charged for a full international call – and then some.

Codes for mobile phones usually start with 07 and ringing them is more expensive than calling a land line.

### International Calls

To call outside the UK dial 00, then the country code (01 for USA, 61 for Australia etc), the area code (you usually drop the initial zero) and the number.

Direct-dialled calls to most overseas countries can be made from most public telephones, and it's usually cheaper between 8pm and 8am Monday to Friday and at weekends. You can usually save money by buying a phonecard (usually denominated £5, £10 or £20) with a PIN that you use from any phone by dialling an access number (you don't insert it into the machine). There are dozens of cards, usually available from city newsagents – with rates of the various companies often vividly displayed.

To make reverse-charge (collect) calls, dial 155 for the international operator. It's an expensive option, but what the hell – the other person is paying!

To call Britain from abroad, dial your country's international access code, then 44 (the UK's country code), then the area code (dropping the first 0) and the phone number.

Most internet cafés have Skype, or some other sort of internet telephony system, so you can make international calls for the price of your time online.

### Local & National calls

Local calls (within 35 miles) are cheaper than national calls. All calls are cheaper from 6pm to 8am Monday to Friday and at weekends. From private phones, rates vary between telecom providers. From BT public phones the weekday rate is about 5p per minute; evenings and weekends it's about 1p per minute.

For the operator, call 100. For directory inquiries, a host of agencies compete for your business and charge from 10p to 40p; numbers include 118 192, 118 118, 118 500 and 118 811.

### Mobile Phones

Around 50 million people in the UK have mobile phones, and thus the ability to tell their loved ones they're on the train. The terse medium of SMS is a national passion, with a billion text messages sent monthly.

Phones in the UK use GSM 900/1800, which is compatible with Europe and Australia but not with North America or Japan (although phones that work globally are increasingly common).

Even if your phone works in the UK, because it's registered overseas a call to someone just up the road will be routed internationally and charged accordingly. An option is to buy a local SIM card (around £10), which includes a UK number, and use that in your own handset (as long as your phone isn't locked by your home network).

A second option is to buy a pay-as-you-go phone (from around £50); to stay in credit, you buy top-up cards at newsagents. A third option is to rent a phone, but if it's for more than a couple of weeks, you're better off buying a cheap phone or SIM card anyway.

### TIME

Britain is home to Greenwich Mean Time (GMT), now more commonly called Universal Time Coordinated (UTC). To give you a rough idea, Britain is on the same time (plus or minus one hour) as much of Western Europe, while Eastern Europe

is a couple of hours ahead. Sydney is 10 hours ahead of GMT, while San Francisco is eight hours behind and New York five hours behind. Britain uses daylight saving (called 'British Summer Time' or 'BST') so that the whole country is one hour ahead of GMT from late March to late October. Most public transport timetables use the 24-hour clock, but in everyday conversation it is very rarely used; instead people refer to 9am or 9pm etc.

## TOURIST INFORMATION

Before leaving home, check the comprehensive and wide-ranging website of **VisitBritain** ([www.visitbritain.com](http://www.visitbritain.com)), or the more specific sites at [www.enjoyengland.com](http://www.enjoyengland.com), [www.visitscotland.com](http://www.visitscotland.com) and [www.visitwales.com](http://www.visitwales.com). Between them, they cover all angles of national tourism, with links to numerous other sites. Details about local and regional websites and tourist organisations are given throughout the regional chapters in this book.

## Local Tourist Offices

All British cities, towns and national parks (and some villages) have a tourist office. Most of these are called the Tourist Information Centre (TIC), but you'll also come across Visitor Welcome Centres, Visitor Information Centres or Visitor Information Points; for ease, we've used 'tourist office' throughout this book.

Whatever the name, these places usually have incredibly helpful staff, books and maps for sale, leaflets to give away and loads of advice on things to see or do. They can also assist with booking accommodation (sometimes free, sometimes for a small charge). Most tourist offices keep regular business hours; in quiet areas they close from October to March, while in popular areas they open daily year-round.

Look out too for Tourist Information Points – usually a rack of leaflets about local attractions set up in a post office or shop in a village not big enough to have

its own full-on tourist office. And be aware that some Visitor Information Points are privately owned booking agencies – for local self-catering cottages or similar. You can often pick up leaflets here, but the staff rarely provide additional (or independent) tourism information.

For a list of all official tourist offices around Britain see [www.visitmap.info/tic](http://www.visitmap.info/tic).

## Tourist Offices Abroad

VisitBritain's main overseas offices are listed below. Those in other countries are listed on [www.visitbritain.com](http://www.visitbritain.com). Offices with a street address can deal with walk-in visitors. For the others it's phone or email only. As well as information, they can help with discount travel cards, often available only if you book before arrival in Britain.

**Australia** (☎ 02-9021 4400; [www.visitbritain.com/au](http://www.visitbritain.com/au); 15 Blue St, North Sydney, NSW 2060)

**Canada** (☎ 1 888 847 4885; [www.visitbritain.com/ca](http://www.visitbritain.com/ca))

**France** (☎ 01 58 36 50 50; [www.visitbritain.com/fr](http://www.visitbritain.com/fr))

**Germany** (☎ 01801-46 86 42; [www.visitbritain.com/de](http://www.visitbritain.com/de); Hackescher Markt 1, 10178 Berlin)

**Ireland** (☎ 01-670 8000; [www.visitbritain.com/ie](http://www.visitbritain.com/ie); 22-24 Newmount House, Lower Mount St, Dublin 2)

**Japan** (☎ 03-5562 2550; [www.visitbritain.com/jp](http://www.visitbritain.com/jp); 1F Akasaka Twin Tower, Minato-ku, Tokyo 107-0052)

**Netherlands** (☎ 020-689 0002; [www.visitbritain.com/nl](http://www.visitbritain.com/nl))

**New Zealand** (☎ 0800 700 741; [www.visitbritain.com/nz](http://www.visitbritain.com/nz))

**USA** (☎ 800 462 2748; [www.visitbritain.com/us](http://www.visitbritain.com/us); 551 Fifth Ave, New York, NY 10176)

## VISAS

If you're a European Economic Area (EEA) national, you don't need a visa to visit Britain (you can also work here freely). Citizens of Australia, Canada, New Zealand, South Africa and the USA are given leave to enter Britain at their point of arrival for up to six months, but are prohibited from working.

Visa and entry regulations are always subject to change, so it's vital to check with your local British embassy, high commission or consulate before leaving home. For more information, check [www.ukvisas.gov.uk](http://www.ukvisas.gov.uk).

# Transport

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## GETTING THERE & AWAY

London is an international transport hub, so you can easily fly to Britain from almost anywhere in the world. Your other main option for travel between Britain and mainland Europe is ferry, either port-to-port or combined with a long-distance bus trip, although journeys can be long and savings not huge compared to budget airfares. International trains are more comfortable, and the Channel Tunnel allows direct services between Britain, France and Belgium.

### ENTERING THE COUNTRY

Entering Britain is straightforward as long as your passport and visa (if required – see opposite) are in order. Immigration officials are firm but fair.

#### THINGS CHANGE...

The information in this chapter is particularly vulnerable to change. Make sure you understand how a fare (and ticket you may buy) works before parting with your hard-earned cash. You should also be fully aware of visa regulations and the latest security requirements for international travel. Shop carefully. The details given in this chapter are pointers and are no substitute for your own up-to-date research.

Once you're in Britain, travelling between England, Scotland and Wales is effortless. The bus and train systems are fully integrated and in most cases you won't even know you've crossed the border.

### Passport

All foreign citizens entering Britain need a passport, valid for at least six months beyond your period of stay. You do not need to show your passport when travelling between England, Scotland and Wales (although since devolution north and west of the border, some Welsh and Scots people may think otherwise...).

### AIR Airports & Airlines

London's Heathrow and Gatwick are the two main airports for international flights. Also near London, Luton and Stansted airports deal largely with charter and budget European flights, while London City Airport specialises in business flights.

**Gatwick** (code LGW; ☎ 0870-000 2468; www.gatwickairport.com)

**Heathrow** (code LHR; ☎ 0870-000 0123; www.heathrowairport.com)

**London City Airport** (code LCY; ☎ 020-7646 0088; www.londoncityairport.com)

**Luton** (code LTN; ☎ 01582-405100; www.london-luton.co.uk)

**Stansted** (code STN; ☎ 0870-000 0303; www.stanstedairport.com)

Some planes on transatlantic and European routes zip direct to major regional airports such as Birmingham, Edinburgh, Glasgow and Manchester, while smaller regional airports such as Southampton, Aberdeen, Bristol, Cardiff and Newcastle are served by scheduled and charter flights to/from continental Europe and Ireland.

Most major airlines have services to/from Britain, including the following:

**Aer Lingus** (☎ 0845 084 4444; www.aerlingus.com)

**Air Canada** (☎ 0871 220 1111; www.aircanada.ca)

**Air France** (☎ 0845 359 1000; www.airfrance.com)

**Air New Zealand** (☎ 0800 028 4149; www.airnewzealand.co.nz)

**Alitalia** (☎ 0870 544 8259; www.alitalia.com)

**American Airlines** (☎ 08457 789 789; www.americanairlines.com)

**BMI-British Midland** (☎ 0870 607 0555; www.flybmi.com)

**British Airways** (☎ 0870 850 9850; www.ba.com)

**Cathay Pacific** (☎ 020-8834 8888; www.cathaypacific.com)

**Continental Airlines** (☎ 0845 607 6760; www.continental.com)

**Delta Air Lines** (☎ 0800 414767; www.delta.com)

**Emirates** (☎ 0870 243 2222; www.emirates.com)

**Iberia** (☎ 0845 850 9000; www.iberia.com)

**KLM-Royal Dutch Airlines** (☎ 08705 074 074; www.klm.com)

**Lufthansa Airlines** (☎ 08708 377 747; www.lufthansa.com)

**Qantas Airways** (☎ 08457 747 767; www.qantas.com.au)

**Scandinavian Airlines** (☎ 0870 607 2772; www.scandinavian.net)

**Singapore Airlines** (☎ 0870 608 8886; www.singaporeair.com)

**South African Airways** (☎ 0870 747 1111; www.flysaa.com)

**United Airlines** (☎ 08458 444 777; www.united.com)

**Virgin Atlantic** (☎ 0870 380 2007; www.virgin-atlantic.com)

In recent years, the massive growth of budget ('no-frills') airlines has increased the number of routes – and reduced fares – between Britain and destinations in Ireland or mainland Europe. Fares vary according to demand, and are best bought online. Main players serving British airports include the following:

**bmibaby** (☎ 0871 224 0224; www.bmibaby.com)

**easyJet** (☎ 0870 600 0000; www.easyjet.com)

**flybe** (☎ 0871 522 6100; www.flybe.com)

**Jet2** (☎ 0871 226 1 737; www.jet2.com)

**Ryanair** (☎ 0871 246 0000; www.ryanair.com)

**Virgin Express** (☎ 0870 730 1134; www.virgin-express.com)

To save trawling several airline sites, services such as www.skyscanner.com and www.lowcostairlines.org have information on many scheduled airlines. For budget airlines try www.whichbudget.com.

## Tickets

You can buy your airline ticket from a travel agency (in person, by phone or on the internet), or direct from the airline (the best deals are often available online only). Whichever, it always pays to shop around. Internet travel agencies such as www.travel

ocity.com and www.expedia.com (and their country variants, www.travelocity.ca, www.expedia.com.au etc) work well if you're doing a straightforward trip, but for anything slightly complex there's no substitute for a travel agent who knows the system, the options, the special deals and so on.

The best place to start your search for agencies or airlines is the travel section of a weekend newspaper. Another good place is www.lonelyplanet.com/travel\_services. Scan the advertisements, check a few websites, phone a few numbers, build up an idea of options, then take it from there. Remember, you usually get what you pay for: cheap flights may leave at unsociable hours or include several stopovers. For quick and comfortable journeys you have to fork out more cash.

## Australia & New Zealand

Britain is a very popular destination, with a wide range of fares. From New Zealand some flights go via Australia, but cheaper fares are available via Bangkok or (going the other way) Los Angeles. Round-the-world (RTW) tickets can sometimes work out cheaper than a straightforward return. Online agencies include www.travel.com.au and www.goholidays.co.nz. The major travel agencies, with branches across Australia and/or New Zealand, include the following:

### AUSTRALIA

**Flight Centre** (☎ 133 133; www.flightcentre.com.au)

**STA Travel** (☎ 1300 733 035; www.statravel.com.au)

### NEW ZEALAND

**Flight Centre** (☎ 0800 243544; www.flightcentre.co.nz)

**House of Travel** (www.houseoftravel.co.nz)

## Canada & the USA

There's a continuous price war on the transcontinental route between Britain and North America, so fares are always keen. Major agencies include the following:

### CANADA

**Flight Centre** (☎ 1888 967 5302; www.flightcentre.ca)

**Travel CUTS** (☎ 866 246 9762; www.travelcuts.com)

### USA

**Flight Centre** (☎ 1866 967 5351; www.flightcentre.us)

**STA Travel** (☎ 800 781 4040; www.statravel.com)

## LAND BUS

You can easily get between Britain and numerous cities in Ireland or mainland Europe via long-distance bus. The international bus network **Eurolines** (www.eurolines.com) connects a huge number of destinations; the website has links to bus operators in each country, and gives contact details of local offices. In Britain, you can book Eurolines tickets on the phone, at the website of **National Express** (☎ 08705 808080; www.nationalexpress.com) and at many travel agencies.

## Train

The Channel Tunnel makes direct train travel between Britain and continental Europe a fast and enjoyable option. High-speed **Eurostar** (☎ 08705 186 186; www.eurostar.com) passenger services hurtle at least 10 times daily between London and Paris (three hours), and London and Brussels (2½ hours), via Ashford and Calais. A new high-speed rail link on the British side will be completed in 2007, slicing another 30 minutes off the journey.

As well as Eurostar, many 'normal' trains run between Britain and mainland Europe. You buy a direct ticket, but get off the train at the port, walk onto a ferry, then get another train on the other side. Routes include Amsterdam to London (via Hook of Holland and Harwich) and Paris to London (via Calais and Dover).

Travelling between Ireland and Britain, the main train-ferry-train route is Dublin to London, via Dun Laoghaire and Holyhead. From southern Ireland, ferries sail between Rosslare and Fishguard or Pembroke, with train connections on either side.

## SEA

Main ferry routes between Britain and the island of Ireland include Holyhead (Wales) to Dun Laoghaire (Republic of Ireland) and

Stranraer (Scotland) to Belfast (Northern Ireland). Between Britain and the Continent, ferry routes include Dover to Calais (France), Harwich to Hook of Holland (Netherlands), Hull to Zeebrugge (Belgium) and Rotterdam (Holland), Portsmouth to Santander and Bilbao (Spain), Newcastle to Bergen (Norway) and Gothenberg (Sweden), Rosyth (near Edinburgh) to Zeebrugge, and Lerwick to Bergen. There are many more.

Competition from Eurotunnel and budget airlines has forced ferry operators to offer constant discounted fares, with options varying massively (in budget-airline style), according to demand. Go at a busy time and you pay a lot. Go in the middle of the night outside holiday time and you should get a bargain. Booking early can also help reduce costs. As well as these variants, fares depend on the size of car and the number of passengers. If you're a foot passenger, or cycling, you've got more flexibility.

The best cross-channel deals are return fares – often much cheaper than two singles; sometimes cheaper than *one* single! On longer ferry trips, the fare might include a cabin.

Main ferry operators (and their UK contact details) include the following:

**Brittany Ferries** (☎ 08703 665 333; www.brittany-ferries.com)

**DFDS Seaways** (☎ 08702 520 524; www.dfds.co.uk)

**Hoverspeed** (☎ 0870 240 8070; www.hoverspeed.co.uk)

**Irish Ferries** (☎ 08705 171717; www.irishferries.com)

**P&O Ferries** (☎ 08705 202020; www.poferries.com)

**SpeedFerries** (☎ 0870 220 0570; www.speedferries.com)

**Stena Line** (☎ 08705 707070; www.stenaline.com)

**Transmanche** (☎ 0800 917 1201; www.transmanche-ferries.com)

Other options are www.ferrybooker.com – an online travel agency covering all sea-ferry routes and train services through the Eurotunnel.

## BAGGAGE RESTRICTIONS

Airlines impose very tight restrictions on baggage. No sharp implements of any kind are allowed in carry-on baggage, so pack items such as pocket knives, camping cutlery and first-aid kits into bags that go in the hold. Liquid fuels and gas cartridges for camping stoves are banned from all baggage, and since 2006, most other liquids (including bottled drinks and shower gel) have also been banned, although restrictions may be relaxed in future (ask the airline or agent when buying your flight). Everything you need is available in Britain, so it's easier to buy this kind of stuff when you arrive.

## GETTING AROUND

For getting around Britain by public transport, your main options are trains and long-distance buses (called 'coach' in Britain). Services between major towns and cities are generally good, although expensive compared to other European countries. Delays are frequent, especially on the rail network, but these tend to afflict commuters rather than visitors: if your train trip from London to Bath runs 30 minutes late, what's the problem? You're on holiday!

### AIR

Britain's domestic air companies include British Airways, BMI, bmibaby, easyJet, flybe and Ryanair (see p454). If you're really pushed for time, flights on longer routes across Britain (eg Exeter or Southampton to Newcastle or Edinburgh) are handy, although you miss the glorious scenery in between. On some shorter routes (eg London to Newcastle, or Manchester to Newquay) trains can compare favourably with planes, once airport down-time is factored in. On cost, you might get a bargain air fare, but trains can be cheaper if you buy tickets in advance.

### BUS & COACH

If you're on a tight budget, bus is nearly always the cheapest way to get around, although also the slowest – sometimes by a considerable margin.

#### PUBLIC TRANSPORT INFORMATION

For any public transport enquiry, **Traveline** (☎ 0870 608 2608; www.traveline.org.uk in England & Wales, www.travelinescotland.com in Scotland) is a very useful portal site covering bus, coach, taxi and train services nationwide (although some areas are better represented than others), with numerous links to help plan your journey. By phone, you get transferred automatically to an advisor in the region you're phoning *from*; to speak to an advisor in the area you want to travel *in* the first advisor will need to transfer you, which can mean twice the wait. To get round this, the website lists keypad short cuts. Other useful contacts include the following:

- **National Cabline** (☎ 0800 123 444) Dial this number from a land-line phone and you'll get put through to the nearest taxi company.
- **National Rail Enquiries** (☎ 08457 48 49 50; www.nationalrail.co.uk) A very good site for help with all train journeys.
- **Train Taxi** (www.traintaxi.co.uk) A list of local taxis serving railway stations.
- **Transport Direct** (www.transportdirect.com) Designed to help with planning door-to-door journeys.

### Local Bus

All cities have good local bus networks year-round, and in rural areas popular with tourists (especially national parks) there are frequent bus services from Easter to September. Elsewhere in the countryside, bus timetables are designed to serve schools and industry, so there can be few midday and weekend services (and they may stop running in school holidays), or buses may link local villages to a market town on only one day each week. It's always worth double checking before you hike to a pretty village on Sunday and then discover that the next bus out is on Thursday.

### Long-Distance Coach

In Britain, long-distance express buses are called coaches, and in many towns there are separate bus and coach stations. Make sure you go to the right place!

**National Express** (☎ 08705 808080; www.nationalexpress.com) is the main operator, with a wide network and frequent services between main centres. Services tie in with those of **Scottish Citylink** (☎ 08705 505050; www.citylink.co.uk), Scotland's leading coach company. If you book online, advance special-offer 'fun fares' can be as low as £1.

Also offering fares from £1 is **Megabus** (www.megabus.com), which operates a budget-airline-style service between about 20 main destinations around the country. Go at a quiet time and book early, and your ticket will be very cheap. Book last-minute, for a busy time and... You get the picture.

#### LOCAL TRANSPORT TO/FROM THE WALKS

The start and finish of nearly all the walks in this book can be reached by public transport and full details are given in each route description. In some areas, regular bus and train services mean this is easy, although in other areas the bus services can be patchy, which means you may need to hire a taxi. In countryside areas, local taxi firms are quite used to dropping off or picking up walkers at the end of lonely mountain roads – and split between three or four people the fare isn't much more than the bus anyway. In many cases, local B&B owners (especially those a few miles off national trails and other long routes) provide a drop-off-pick-up service, either free of charge or for a few pounds.

### Postbus

A postbus is a van on usual mail service that also carries fare-paying passengers. Postbuses operate in rural areas (and some of the most scenic and remote parts of the country), and so can be useful for walkers – although sometimes the van's schedule doesn't mesh with a long day out in the hills. For information and timetables contact **Royal Mail Postbus** (☎ 08457 740 740; www.royalmail.com/postbus).

### Bus Passes & Discounts

National Express offers NX2 discount passes to full-time students and people under 26 years of age. They cost £10, and get you 30% off standard adult fares. Proof and a passport photo are required. People over 60, families and disabled travellers also get discounts.

For touring the country, National Express also offers Brit Xplorer passes, which allow unlimited travel for seven days (£79), 14 days (£139) and 28 days (£219). You don't need to book journeys in advance with this pass; if the coach has a spare seat, you can take it. This deal is only available to non-Brits, though.

Scottish Citylink offer passes if you just want to tour Scotland.

### CAR & MOTORCYCLE

Travelling by private car or motorbike you can be independent and flexible, and reach remote walking spots. If you're British, you'll know most of the following information. If you're from overseas, these pointers may be useful.

#### Driving Licence

If you have an EU licence it's valid in Britain. Other foreign driving licences are valid for up to 12 months.

### Fuel & Spares

Petrol and diesel are easy to find, although in remote rural areas it may be 50 miles or more to the next filling station. The cost of fuel rises the further you get from the main centres, and some rural filling stations close on Sundays. Spares and repairs can be located in cities and most towns.

### Hire

Compared to many countries (especially the USA), hire rates are expensive in Britain, but they tend to fluctuate with demand. This means you can pay £40 per day for a small car during busy periods, and as little as £3 per day at quiet times. Rates usually include unlimited mileage and full insurance (with perhaps a £50 or £100 excess). Damage to windscreen and tyres usually has to be paid for by the hirer. You normally need to be between 21 and 70 to hire a car. National companies include the following:

**1car1** (☎ 0113-387 5866; www.1car1.com)

**Avis** (☎ 08700 100 287; www.avis.co.uk)

**Budget** (☎ 08701 565656; www.budget.com)

**easyCar** (☎ 0906 333 3333; www.easycar.com)

**Europcar** (☎ 0870 607 5000; www.europcar.co.uk)

**Hertz** (☎ 0870 844 8844; www.hertz.co.uk)

**National** (☎ 0870 400 4502; www.nationalcar.com)

**Sixt** (☎ 08701 567567; www.e-sixt.co.uk)

**Thrifty** (☎ 01494-751600; www.thrifty.co.uk)

Your other option is to use an internet search engine to find small local car-hire companies who can undercut the big boys. Generally, those in cities are cheaper than in rural areas, and they usually don't have variable rates. Try a rental broker site such as **UK Car Hire** (www.uk-carhire.net).

Another option is to hire a motor home or camper van. It's more expensive than hiring a car but it does help you save on

accommodation costs, and gives almost unlimited freedom. Sites worth checking include [www.coolcampervans.com](http://www.coolcampervans.com), [www.wildhorizon.co.uk](http://www.wildhorizon.co.uk) and [www.justgo.uk.com](http://www.justgo.uk.com).

### Motoring Organisations

Large motoring organisations include the **Automobile Association** (AA; ☎ 0800 085 2721; [www.theaa.com](http://www.theaa.com)) and the **Royal Automobile Club** (RAC; ☎ 0800 731 7090; [www.rac.co.uk](http://www.rac.co.uk)); annual membership starts at around £35, including 24-hour roadside breakdown assistance. A greener alternative is the **Environmental Transport Association** (ETA; ☎ 0800 212 810; [www.eta.co.uk](http://www.eta.co.uk)), which provides all the usual services (breakdown assistance, road-side rescue, vehicle inspections etc) but *doesn't* campaign for more roads.

### Road Rules

If you're from overseas and plan to bring your own car to Britain, it's illegal to drive without (at least) third-party insurance. Some other important rules:

- Drive on the left.
- Wear fitted seat belts in cars.
- Wear crash helmets on motorcycles.
- Give way to your right at junctions and roundabouts.
- Always use the left-side lane on motorways and dual-carriageways, unless overtaking (although so many people ignore this rule you'd think it didn't exist).
- Don't use a mobile phone while driving unless it's fully hands-free (another rule frequently flouted).

Speed limits are 30mph (48km/h) in built-up areas, 60mph (96km/h) on main roads and 70mph (112km/h) on motorways and dual-carriageways. Drinking and driving is taken very seriously; you're allowed a blood-alcohol level of 80mg/100mL (0.08%) and campaigners want it reduced to 50mg/100mL (0.05%).

### BACK TO THE START

Most of the short (one-day) walks in this book are circular, sharing the start and end point, so you can leave your kit at a camp site or hotel and enjoy the walk unencumbered by a heavy pack. However, most of the long-distance routes go from A to B – where B can sometimes be hundreds of miles from A! If you're on public transport, this is no problem. If you're using a car, B&Bs at the start/end of long-distance routes may offer long-term parking. For a lift back to the start (in addition to public transport) some baggage-carrying services (see p437) also take passengers.

All drivers should read the *Highway Code*, a handy booklet available from shops and online at [www.highwaycode.gov.uk](http://www.highwaycode.gov.uk).

### HITCHING

Hitching is not as common as it used to be in Britain, maybe because more people have cars and maybe because few drivers give lifts any more. It's perfectly possible, however, if you don't mind long waits, although travellers should understand that they're taking a small but potentially serious risk, and we don't recommend it. If you decide to go by thumb, note that it's illegal to hitch on motorways; you must use approach roads or service stations.

However, as is the case with so many other things, it's all different in remote rural areas such as Mid Wales or northwest Scotland, where hitching is a part of getting around – especially if you're a walker. On some Scottish islands, local drivers may stop and offer a lift without you even asking.

### TAXI

There are two main sorts of taxi in Britain: the famous black cabs (some carry advertising livery in other colours these days), which have meters and can be hailed in the street; and minicabs that can only be called by phone. In London and other big cities, taxis cost £2 to £3 per mile. In rural areas it's about half this, and for walkers this means when it's Sunday and the next bus is on Thursday, a taxi can keep you moving. If you call **National Cabline** (☎ 0800 123 444) from a land-line phone, the service will pinpoint your location and transfer you to an approved local company.

### TRAIN

Long-distance train travel around Britain is generally faster and more comfortable than coach, but can be more expensive, although with discount tickets it's competitive – for a

few pounds extra you get more comfort and many railways take you through beautiful countryside.

In the 1990s British rail travel had a bad reputation for delays and cancellations. By 2006 the situation had improved markedly, with around 85% of trains running on (or pretty close to) schedule – and the journeys that are delayed or cancelled mostly impact commuters rather than long-distance leisure travellers.

About 20 different companies operate train services in Britain (for example, First Great Western runs from London to Bath and Bristol; GNER runs London to Leeds and Edinburgh; and Virgin Trains runs a very useful and wide-ranging service all across Britain based from Birmingham, extending to Penzance, Cardiff, Holyhead, Glasgow, Edinburgh, Newcastle, London and Bournemouth), while Network Rail operates track and stations. For passengers this system can be confusing, but information and ticket-buying services are increasingly centralised.

Your first stop should be **National Rail Enquiries** (☎ 08457 48 49 50; [www.nationalrail.co.uk](http://www.nationalrail.co.uk)), the nationwide timetable and fare-information service. The site also advertises special offers, and has real-time links to station departure boards, so you can see if your train is on time (or not). Once you've found the journey you need, links take you to the relevant train operator or to the centralised ticketing services [www.thetrainline.com](http://www.thetrainline.com) and [www.qjump.co.uk](http://www.qjump.co.uk) to actually buy the ticket. These websites can be confusing at first (you always have to state an approximate preferred time and day of travel, even if you don't mind *when* you go), but after using them a few times they soon become easy to use, and with a little delving around they can offer some real bargains. For trains in Scotland you can go direct to **First ScotRail** (☎ 0845 755 0033; [www.firstscotrail.com](http://www.firstscotrail.com)).

### Classes

There are two classes of rail travel: first and standard. First class costs around 50% more than standard and, except on very crowded trains, is not really worth it. However, on weekends some train operators offer 'upgrades', where for an extra £10 to £15 on top of your standard-class fare you can enjoy more comfort and legroom.

### Costs & Reservations

For short journeys (under about 50 miles), it's usually best to buy tickets on the spot at rail stations. You may get a choice of express or stopping service – the latter is obviously slower, but can be cheaper, and may take you through charming countryside or grotty suburbs.

For longer journeys, on-the-spot fares are always available, but tickets are much cheaper if bought in advance. Essentially, the earlier you book the cheaper it gets. Fully discounted tickets for longer trips are usually not available at stations at all and must be bought in advance by phone or online. Advance purchase usually gets you a reserved seat, but do remember that the cheapest fares are nonrefundable, so if you miss your train you'll have to buy a new ticket.

If you have to change trains, or use two or more train operators, you still buy one ticket, valid for the whole of your journey. The main railcards are also accepted by all operators.

If you buy by phone or online, you can have the ticket posted to you (UK addresses only), or collect it at the originating station on the day of travel, either at the ticket desk (get there with time to spare, as queues can be long) or from automatic machines.

For short or long trips, fares are usually cheaper outside 'peak' travel times ('peak' is when everyone else is trying to get to/from work). It's worth avoiding Fridays and Sundays, as fares are higher on these busy days.

The main fare types are 'open', 'saver' and 'advance', although there are sometimes variations within these main categories (eg, 'super-saver' or 'extra-advance'), and just to keep you on your toes, the different train companies sometimes use different brand names for these products (eg 'sunshine-saver' or 'capital-advance'). The main features of each type are outlined below (with the varying prices of London–York tickets given by way of example).

If you're making a return journey (ie coming back on the same route), open return fares are usually just under double the single fare, while saver returns are often just a few pounds more than saver singles. Advanced return fares are sometimes hard to find, as an increasing number of train

operators have followed the lead set by low-cost airlines and offer advance single fares only. This gives you more flexibility and can turn up some amazing bargains, with two advance singles easily undercutting the saver return price.

**Advance** Available in advance only, up to 6pm the day before travel. Valid only on specified date and time. The earlier you buy, the cheaper the ticket, especially if you travel outside peak times. Nonrefundable. London–York singles £10 to £30.

**Saver** Available on the spot or in advance. Day of outward travel is fixed, but you can change the time. Changing the day of travel costs £5. Return any day/time. Valid for one month. Some restrictions apply (eg no peak-time travel). London–York single/return £71/72

**Open** Available on the spot or in advance. Travel any time. Valid for a month. London–York single/return £83/167.

Children under five travel free on trains; those aged between five and 15 pay half-price, except on tickets already heavily discounted. Seniors also get discounts, but again not on already heavily discounted fares.

### Train Passes

If you're staying in Britain for a while, discount passes called 'railcards' are available, including the following:

#### Disabled Person's Railcard

**Family Railcard** Covers up to four adults and four children travelling together

**Network Railcard** For train travel in southeastern England

**Senior Railcard** For anyone over 60

**Young Person's Railcard** You must be 16 to 25, or a full-time UK student

Passes cost around £15 to £20 (valid for one year, available from major stations) and get you a 33% discount on most train fares. On the Family and Network cards, children get a 60% discount and the fee is easily repaid in a couple of journeys. For full details see [www.railcard.co.uk](http://www.railcard.co.uk).

**BritRail Passes** ([www.britrail.com](http://www.britrail.com)) are good value, but they're only for visitors from overseas and are *not available in Britain*. They must be bought in your country of origin from a specialist travel agency. There are many BritRail variants (including 'Flexipass' and 'Consecutive') and versions (eg England only, or the whole of Britain). A BritRail Flexipass offering four days of unlimited travel in Britain within a 60-day period is US\$275, eight days in 60 is US\$400 and 15 days in 60 is US\$600. Children's passes are usually half-price (or free with some adult passes) and seniors get discounts too. For about 30% extra you can upgrade to first class.

For country-wide travel, an All Line Rover (£375/565 for seven/14 days) gives unlimited travel on the national rail network. It can be purchased in Britain, by anyone.



# Health & Safety

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Britain is a healthy place to travel. The National Health Service (NHS) provides an excellent service, free at the point of delivery, which is better than most other countries offer. Across the country, hygiene standards are high and there are no unusual diseases to worry about. Having said that, your health while walking and travelling depends on your predeparture preparations, your daily health care and how you handle any medical problem that does develop.

## BEFORE YOU GO

Prevention is the key to staying healthy while abroad. A little planning before departure, particularly for pre-existing illnesses, will save trouble later. See your dentist before a long trip, carry a spare pair of contact lenses and glasses, and take your optical prescription with you. Bring medications. If you need a particular medicine, take enough with you in its original, clearly labelled containers. If you can't carry all you need, take part of the packaging showing the generic name, rather than the brand, as this will make getting replacements easier. A signed and dated letter from your phy-

sician describing your medical conditions and medications, including generic names, is also a good idea. If carrying syringes or needles, be sure to have a physician's letter documenting their medical necessity.

European Economic Area (EEA) nationals can obtain free emergency treatment on presentation of a European Health Insurance Card (EHIC) – replacing the old E111 form – validated in their home country. Reciprocal arrangements between the UK and some other countries (including Australia) allow free emergency medical treatment at hospitals or general practitioners (GPs) and subsidised dental care. For details, see the **Department of Health** ([www.doh.gov.uk](http://www.doh.gov.uk)) website, following links to 'Policy & Guidance', 'International' and 'Overseas Visitors'.

## INSURANCE

If you're coming from overseas for a walking holiday in Britain, travel insurance is highly recommended. EHIC cards cover you for most medical care, but do not cover nonemergencies or emergency repatriation. See p445 for more information.

## RECOMMENDED VACCINATIONS

No immunisations are mandatory.

## MEDICAL CHECK LIST

This is a list of items to consider including in your medical kit – consult your pharmacist for brands available in your country.

- Acetaminophen (paracetamol) or aspirin
- Adhesive or paper tape
- Antibacterial ointment for cuts and abrasions
- Antidiarrhoeal drugs (eg loperamide)
- Anti-inflammatory drugs (eg ibuprofen)
- Antihistamines (for hay fever and allergic reactions)
- Bandages, gauze swabs, gauze rolls
- Elasticised support bandage
- Iodine tablets or water filter (for water purification)
- Nonadhesive dressings
- Oral rehydration salts
- Paper stitches
- Permethrin-containing insect spray for clothing, tents and bed nets

- Scissors, safety pins, tweezers
- Sterile alcohol wipes
- Steroid cream or cortisone (for allergic rashes)
- Sticking plasters (Band-Aids, blister plasters)
- Sutures
- Thermometer

## INTERNET RESOURCES

The **World Health Organization** (WHO; [www.who.int/ith](http://www.who.int/ith)) publication *International Travel and Health* is revised annually and is available online. Other useful websites:

**www.ageconcern.org.uk** Advice on travel for the elderly.

**www.fco.gov.uk/travel** For Brits going abroad, but also useful for incomers.

**www.maristopes.org.uk** Women's health and contraception.

**www.mdtravelhealth.com** Worldwide recommendations, updated daily.

### KNOW BEFORE YOU GO

If you're coming to Britain from overseas, it's a good idea to consult your government's travel-health website before departure:

- **Australia** ([www.smarttraveller.gov.au](http://www.smarttraveller.gov.au))
- **Canada** ([www.hc-sc.gc.ca/english/index.html](http://www.hc-sc.gc.ca/english/index.html))
- **United States** ([www.cdc.gov/travel](http://www.cdc.gov/travel))

## FURTHER READING

Lonely Planet's *Travel with Children* includes advice on travel health for younger children. Other recommended references include *Traveller's Health* by Dr Richard Dawood and *The Traveller's Good Health Guide* by Ted Lankester.

# IN BRITAIN

## AVAILABILITY & COST OF HEALTH CARE

Good health care is readily available and for minor illnesses pharmacists can give valuable advice and sell over-the-counter medication. They can also advise when more specialised help is required and point you in the right direction. The standard of dental care is usually good, though it is sensible to have a dental check-up before a long trip.

## HYGIENE

To reduce the chances of contracting an illness, you should wash your hands frequently, particularly before handling or eating food. Antibacterial soap or hand wipes, available at outdoor gear shops, can be a wise investment.

Take particular care to dispose carefully of all toilet waste when you are on a walk. See the boxed text, p50.

## ENVIRONMENTAL HAZARDS

### Bites & Stings

There are very few biting and stinging insects to worry about when walking in Britain. Midges (see the boxed text, below) are an annoyance but not a health risk.

Some paths can get overgrown, and if you're from overseas you may not be ready for leafy plants called stinging nettles; they can administer a nasty sting, so you may need to be careful when wearing shorts – especially if you're allergic to this kind of thing.

### Hypothermia & Frostbite

If you walk during winter (November to February in England and Wales, October to March in Scotland), especially in the higher mountains, proper preparation will reduce the risk of getting hypothermia. Even on a hot day, the weather in the mountains can change rapidly; carry waterproof garments and warm layers (see p467), and inform others of your route.

Acute hypothermia follows a sudden drop of temperature over a short time. Chronic

### BEWARE TINY BITES

Between June and August, especially in northern England, and most notoriously in Scotland, millions of tiny biting insects called midges take to the air on cool, windless evenings. They are not a danger, but their bites get very annoying, particularly if you're camping. If you're staying in hostels or B&Bs they're no problem, but the gardens of country pubs can be a bit 'midgy' around sunset. Ways to counter the attack include wearing light-coloured clothing and using midge repellents (available in pharmacies and outdoor gear stores – brands without DDT include Mozi-guard and Swamp Gel). Or going inside.

## COMMON AILMENTS

### Blisters

To avoid blisters make sure your boots are well worn in before you set out. Your boots should fit comfortably with enough room to move your toes; boots that are too big or too small will cause blisters. Make sure socks fit properly and are specifically made for walkers; even then, make sure there are no seams across the widest part of your foot. Wet and muddy socks can also cause blisters, so even on a day walk, pack a spare pair of socks. Keep your toenails clipped but not too short. If you do feel a blister coming on, treat it promptly. Apply a simple sticking plaster or, preferably, a special blister plaster that acts as a second skin.

### Fatigue

More injuries happen towards the end of the day rather than earlier, when you are fresher. Although tiredness can simply be a nuisance on an easy walk, it can be life-threatening on narrow, exposed ridges or in bad weather. You should never set out on a walk that is beyond your capabilities on the day. If you feel below par, have a day off. To reduce the risk, don't push yourself too hard – take a rest every hour or two and take a good-length lunch break. Towards the end of the day, reduce the pace and increase your concentration. You should also eat and drink sensibly throughout the day; nuts, dried fruit and chocolate are all good energy-giving snack foods.

### Knee Strain

Many walkers feel the judder on long, steep descents. Although you can't eliminate strain on the knee joints when dropping steeply, you can reduce it by taking shorter steps that leave your legs slightly bent and ensuring that your heel hits the ground before the rest of your foot. Some walkers find that tubular bandages help, while others use high-tech, strap-on supports. Walking poles are very effective in taking some weight off the knees.

hypothermia is caused by a gradual loss of temperature over hours. Hypothermia starts with shivering, loss of judgment and clumsiness. Unless rewarming occurs, the sufferer deteriorates into apathy, confusion and coma. Prevent further heat loss by seeking shelter; hot, sweet drinks; wearing warm, dry clothing; and sharing bodily warmth.

Frostbite is caused by freezing and subsequent damage to bodily extremities. It is dependent on wind chill, temperature and length of exposure. Frostbite starts as frostnip (white, numb areas of skin), from which complete recovery is expected with rewarming. As frostbite develops, the skin blisters and then becomes black. The loss of damaged tissue eventually occurs. Adequate clothing, staying dry, keeping well hydrated and ensuring adequate calorie intake best prevents frostbite. Treatment involves rapid rewarming. Avoid refreezing and rubbing the affected areas.

### Sunburn

In summer in Britain, even when there's cloud cover, it's possible to get sunburnt

surprisingly quickly – especially if you're on the higher mountains. Use sunscreen, wear a hat and cover up with a shirt.

## INJURIES

### Sprains

Ankle and knee sprains are common injuries for walkers, particularly in rugged terrain. To help prevent ankle sprains in these circumstances, wear boots with adequate ankle support. If you suffer a serious sprain, immobilise the joint with a firm bandage, and relieve pain and swelling by keeping the joint elevated for 24 hours and, where possible, by using ice or a cold compress. Take simple painkillers to ease the discomfort. If the sprain is mild, you may be able to continue your walk after a couple of days. For more severe sprains, seek medical attention, as you may need an X-ray to rule out the possibility of a broken bone.

### Major Accidents

Falling or having something fall on you, resulting in head injuries or fractures (broken bones), is always possible when walking,

especially if you are crossing steep slopes or unstable terrain. Following is some basic advice on what to do if a person suffers a major fall:

- Make sure you and other people with you are not in danger.
- Assess the injured person's condition.
- Stabilise any injuries.
- Seek medical attention as soon as possible (see opposite).

If the person is unconscious, immediately check they are breathing – clear their airway if it is blocked. If breathing is absent or abnormal, you should start mouth-to-mouth resuscitation immediately. Move the sufferer as little as possible in case their neck or back is broken, and keep them warm; insulate them from the ground if possible.

Check for wounds and broken bones. Control any bleeding by applying firm pressure to the wound. Bleeding from the nose or ear may indicate a fractured skull. Don't give the person anything by mouth, especially if they are unconscious.

Indications of a fracture are pain, swelling and discolouration, loss of function or deformity of a limb. Don't try to straighten a displaced broken bone. Nondisplaced broken bones can be splinted. Fractures associated with open wounds (compound fractures) require more urgent treatment as there is a risk of infection. Dislocations, where the bone has come out of the joint, are very painful and should be treated as soon as possible.

Broken ribs are painful but usually heal by themselves and do not need splinting. If

breathing difficulties occur, or the person coughs up blood, medical attention should be sought urgently, as it may indicate a punctured lung.

Internal injuries are more difficult to detect and, if suspected, medical attention should be sought urgently. Watch for shock, which is a specific medical condition associated with a failure to maintain circulating blood volume. Signs include a rapid pulse and cold, clammy extremities. A person in shock requires urgent medical attention.

Some general points to bear in mind:

- Simple fractures take weeks to heal, so don't need fixing straight away, but should be immobilised to protect from further injury. Compound fractures need much more urgent treatment.
- If you splint a broken bone, check regularly that the splint is not cutting off the circulation to the hand or foot.
- Most cases of brief unconsciousness are not associated with any serious internal injury to the brain but any person who has been knocked unconscious should be watched for deterioration. The sufferer should get a medical check-up within a few days and if there is any sign of deterioration, medical attention should be sought straight away.

## TRAVELLING WITH CHILDREN

All travellers with children should know how to treat minor ailments and when to seek medical treatment. Make sure the children are up to date with routine vaccinations, and discuss possible travel vaccines well before departure, as some vaccines are

### WALK SAFETY – BASIC RULES

- Allow plenty of time to accomplish a walk before dark, particularly when daylight hours are shorter.
- Don't overestimate your capabilities. If the going gets too tough, give up and head back.
- Unless you're very experienced, don't walk on your own, especially in remote areas.
- Leave details of your intended route and return time with someone responsible.
- Before setting off, make sure you have a relevant map, compass, whistle and spare clothing, and that you know the weather forecast for the area for the next 24 hours.

not suitable for children under one year of age. Some advice on walking with children is given on p438.

## SAFETY ON THE WALK

By taking a few simple precautions, you'll reduce significantly the odds of getting into trouble while walking in Britain. See the boxed text on above for a list of simple precautions to take. For information on the clothes and equipment you should take when walking, consult the Clothing & Equipment chapter (p467).

### DANGERS

When walking through farmland, watch out for temporary electric fences. These are designed to control cattle but they are often placed near (or across) footpaths. They are often no more than a thin strand of wire and can be difficult to see, but they pack a punch, so beware. (It's actually illegal for farmers to put electric fences – or any barrier – across a right of way.)

In farmland, watch out for untethered guard dogs and dangerous bulls, treating both with caution. If confronted, back away slowly and report the situation to police if you consider it dangerous to the point of being unlawful.

Some walks described in this book cross areas of land that are used by the army for training. When manoeuvres are under way, live ammunition may be used, so walkers are not allowed to enter. Red warning flags are raised around the area at these times. There are usually noticeboards too, listing the days and times when the area is closed to the public. When the red flags are not flying you can cross the land, but you should

still keep to paths and beware of unidentifiable metal objects lying in the grass. If you do find anything suspicious, don't touch it. Make a note of the position and report it to the police after your walk.

### CROSSING RIVERS

While walking in mountain areas you may have to ford a river or stream swollen with flood water or snow melt. Trying to cross a fast, deep river is risky and potentially fatal. The first rule is: Don't cross it. Wait for a while to see if the water level recedes, or go upstream to check for a safer crossing place. If this doesn't work, and you really have to get across, here are some tips and methods:

- Look for the widest part of the river, where the water will flow more slowly.
- Loosen your backpack straps, so if you slip you can shrug it off and not be pulled under.
- You're usually more stable if you face upstream and walk across 'crab-wise' (although walking side-on to the direction of flow means your body presents less of an obstacle to the water – basically, ensure you're as stable as possible).
- Planting your walking poles (or a large stick) upstream gives you greater stability and helps you lean against the current.
- A river-crossing technique for pairs is for one person to stand behind the other, holding the person in front at the waist as you both walk across crab-wise – it's much harder for the water to knock you all over this way.

### RESCUE & EVACUATION

If someone in your group is injured and can't move, leave at least one member of the party with them while at least one other

### WATER, WATER EVERYWHERE

Wherever you go in Britain, you can usually drink the water that comes out of taps. Where it's not safe to drink (taps in public toilets, at train stations, or in remote rural locations, for example) a sign will usually warn you.

When you're walking in the countryside it's usually not advisable to drink water straight from lakes or lowland rivers. Note also that in some parts of Britain, such as in chalk areas above the spring line, ground water can be hard to find.

In mountain streams, even if there isn't a dead sheep upstream (which there may be), it's still not advisable to drink the water as your insides simply won't be used to it. You should carry all the water you need, or filter or sterilise stream water before drinking.

Having said all that, many hardy walkers do drink water straight from mountain streams – especially in Scotland – with no ill effects. Some say the peaty taste reminds them of a good malt whisky...

goes for help. If there are only two in the group, leave the injured person with as much warm clothing, food and water as it's sensible to spare, plus the whistle and torch. Take careful written note of the location (including a map reference) and mark the position with something conspicuous – an orange bivvy bag or perhaps a large stone cross on the ground.

If you need to call for help, use these internationally recognised emergency signals. Give six short signals, using a whistle, a yell or the flash of a light, at 10-second intervals, followed by a minute of rest. Repeat the sequence until you get a response. The response is three signals at 20-second intervals, followed by a minute's pause.

If possible you should get to a telephone. Public phones in country areas are marked on maps, but in real emergency situations the owners of remote farms or houses will let you use theirs. Dial ☎ 999 (the national emergency number) or ☎ 112 (the international distress number) – both are free of charge. When the operator replies and asks 'which service?', ask for mountain rescue. Alternatively, ask for police, explain the situation and the police will coordinate with the mountain-rescue service. Be ready to give information on where an accident occurred (including that all-important map reference), how many people are injured and the injuries sustained. If ringing from

a mobile phone, don't forget to leave your own number for further contact.

The mountain-rescue service will include teams and vehicles on the ground, and possibly helicopters. The team members are volunteers, and (unlike in many other countries) mountain rescue is free of charge. These teams are funded by donations from the public. You'll notice collection boxes in pubs and cafés in mountain areas, and even if you've come down safely you may want to make a small donation.

### Mobile Phones

In emergency situations, a mobile phone (cell phone) can be useful – but remember they may not get a signal in remote areas, especially if you're in a valley. It's very important to use the mobile for rescue *only* in genuine emergencies. There are too many stories of people calling the mountain rescue team because they got a bit lost or forgot their sandwiches.

### A FINAL WORD

Much of the above may sound pretty daunting. That's good. With a bit of luck it will make you respect the mountains and have a safe time while exploring Britain's great outdoors. Most of the advice comes down to common sense, so with some of that and a bit of preparation or training if required, you should be absolutely fine.

# Clothing & Equipment

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If you're visiting from overseas, you may be coming to Britain to combine walking with 'normal' travel. Most clothing and equipment is suitable for both, but anything you don't have can be bought in markets, shops and outdoor gear stores as you need it.

## CLOTHING

A secret of comfortable walking is to wear several layers of light clothing, which you can easily take off or put on as you warm up or cool down. Most walkers use three main layers: a base layer next to the skin; an insulating layer; and an outer, shell layer for protection from wind, rain and snow. The advice here is weighted towards more serious walking on hills or mountains; no special gear is needed for lowland walks in good conditions.

For the upper body, the base layer is typically a shirt of synthetic material such as polypropylene, to wick moisture away from the body and reduce chilling. The insulating layer (eg windproof synthetic fleece or down jacket) traps warm air and retains heat next to your body. The outer shell is a windproof and waterproof jacket.

For the lower body, the layers generally consist of polypropylene underwear ('long-johns') in cold conditions, loose-fitting trousers, and waterproof overtrousers. Of course, when it's hot, shorts are fine. Take the long johns off as well, though.

### Outer Shell

The ideal specifications for a jacket are: breathable, waterproof fabric, a hood roomy enough to cover headwear but still allow peripheral vision, a capacious map pocket and a heavy-gauge zip protected by a storm flap. Overtrousers should have slits for access to your trouser pockets and long

leg zips so you can pull them on and off over your boots.

## Boots & Socks

Training shoes or specifically designed walking shoes are fine for lowland walking in Britain (most of the walks graded 'easy' in this book). For more mountainous routes, across rocks, scree and (the worst) wet grass on a steep slope, boots with ankle support and soles with a good tread are invaluable.

Buy your boots in warm conditions, preferably after a walk in the afternoon, as everyone's feet enlarge slightly during the day. If you buy boots on a cold morning you may find they pinch when you're actually out walking.

Walking socks should be free of ridged seams in the toes and heels.

## Gaiters

If you will be walking through snow, scree, deep mud or wet/scratchy vegetation, gaiters protect your legs, keep your socks dry and help keep stones out of your boots. The best are made of strong fabric, with a robust zip protected by a flap, and secure easily around the foot.

## EQUIPMENT

### Backpack

For day walks your backpack (usually called a rucksack in Britain) can be small – around 20L if it's a warm day and you're not going far, 30L to 40L if you're out all day, going high and the weather may change (which applies to most mountains in Britain). For multiday walks you may need a backpack of 45L to 60L, up to 90L if you're camping.

A good backpack should obviously be strong, with a good, comfortable frame and an adjustable, well-padded harness that evenly distributes weight across your shoulders and hips. Even if the manufacturer claims your pack is waterproof, use heavy-duty liners.

If you're using a baggage-carrying service (see p437), even on long walks you'll need just a small day-pack for lunch, camera, waterproofs etc and the bulk of your stuff can go in a large rucksack or kit-bag.

## Sleeping Bag & Mat

For camping in summer lowland conditions, your sleeping bag can be fairly light, but for upland camping in spring or autumn you'll need something rated 'three-season'. Down fillings are warmer than synthetic for the same weight and bulk but, unlike synthetic fillings, do not retain warmth when wet.

An inner sheet helps keep your sleeping bag clean, as well as adding an insulating layer. Silk 'inners' are lightest, but they also come in cotton or polypropylene.

Self-inflating sleeping mats work like a thin air cushion between you and the

ground to protect you from any stones under the groundsheet, and (more importantly) to insulate from the cold. Foam mats are a low-cost, but less comfortable, alternative.

## Stove

Fuel stoves fall roughly into three categories. Multifuel stoves are small, efficient and ideal for places where a reliable fuel supply is difficult to find. Stoves running on methylated spirits (ethyl alcohol, 'meths') in Britain are often known generically by the name of the most popular brand (Trangia); they are slower and less efficient, but safe,

clean, simple to use and fuel is easy to find. Butane gas stoves are clean and reliable, but can be slow. Needless to say, if you use canisters make sure you bring out your empties and dispose of them properly.

## Tent

For walking in Britain a tent is not essential, although you may choose to camp for flexibility or economy. A 'three-season' tent will fulfil the requirements of most walkers. The groundsheet and flysheet should have sealed seams and zip flaps. Ideally a two-person tent should weigh less than 3kg. A 2kg tent is even better but costs more. Dome- and

tunnel-shaped tents handle windy conditions better than flat-sided tents.

## BUYING & HIRING LOCALLY

In popular walking areas, most towns (and even small villages) have outdoor gear shops where you can buy clothing, boots, socks, tents, sleeping bags, maps, guidebooks and anything else you may need for walking. Hiring equipment is much more difficult – very few shops offer this service (none at all in Scotland), and what they do hire may be limited to backpacks and possibly waterproofs (of questionable quality). It is better to have all your own gear.

## NAVIGATION EQUIPMENT

### Maps & Compass

Some paths in Britain are not well signposted, particularly in highland areas, so it's essential that you can read a map and navigate with a compass. As the maps in this book are for guidance only, you should always carry a proper survey map (see p445) and know how to read it.

Before setting off, ensure you understand the contours and map symbols, plus the main ridge and valley/river systems in the area. Also familiarise yourself with the true north-south directions and the general direction you need to be heading. As you go along, confirm your position by identifying major landforms such as mountain peaks or bends in a river and locate them on your map. This will stop you getting lost, and you'll know where you are if the mist comes down.

If you're from overseas and bringing your own compass, you may find it doesn't work properly, as the attraction of magnetic north varies in different parts of the world, so compasses have to be calibrated accordingly. There are five main zones: northern, northern tropical, equatorial, southern tropical and southern. You need the northern type for Britain, and may need to buy it locally. 'Universal' compasses can be used anywhere in the world.

### How to Use a Compass

This is a very basic introduction to using a compass and will only be of assistance if you are proficient in map reading. For simplicity, it doesn't take magnetic variation into account. Before using a compass we recommend you obtain further instruction. For more advice, get a copy of *Navigation for Walkers* by Julian Tippet – a full-colour, illustrated and very user-friendly guide.

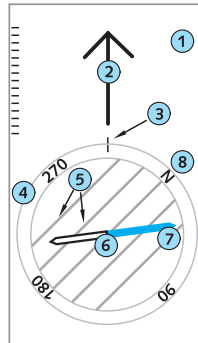
### Reading a Compass

Hold the compass flat in the palm of your hand. Rotate the bezel (4) so the red end (7) of the needle (6) points to the N (north point; 8) on the bezel. The bearing is read from the dash (3) under the bezel.

### Orienting the Map

To orient the map so that it aligns with the ground, place the compass flat on the map. Rotate the map until the needle is parallel with the map's north/south grid lines and the red end is pointing to north on the map. You can now identify features around you by aligning them with labelled features on the map.

- 1 Base plate
- 2 Direction of travel arrow
- 3 Dash
- 4 Bezel
- 5 Meridian lines
- 6 Needle
- 7 Red end
- 8 N (north point)



### Taking a Bearing from the Map

Draw a line on the map between your starting point and your intended destination. Place the edge of your compass along this line with the direction of travel arrow (2) pointing towards your destination. Rotate the bezel until the meridian lines (5) are parallel with the north/south grid lines on the map below them, and the N points to north on the map. Read the bearing from the dash.

### Following a Bearing

Rotate the bezel on the compass so that the intended bearing is in line with the dash. Place the compass flat in the palm of your hand and rotate the base plate (1) until the red end points to N on the bezel. The direction of travel arrow will now be pointing in the direction that you need to walk.

### Determining Your Bearing

Rotate the bezel so the red end points to the N. Place the compass flat in the palm of your hand and rotate the base plate until the direction of travel arrow points in the direction in which you have been walking. Read your bearing from the dash.

## GPS

Originally developed by the United States Department of Defense, the Global Positioning System (GPS) is a network of more than 20 earth-orbiting satellites that continually beam encoded signals back to earth.

Small, computer-driven devices (GPS receivers) can decode these signals to give users an extremely accurate reading of their location – to within 30m, anywhere on the planet, at any time of day, in almost any weather. The cheapest hand-held GPS receivers may not have a built-in averaging system that minimises signal errors. Other important factors to consider when buying a GPS receiver are its weight and battery life.

Remember that a GPS receiver is of little use to walkers unless used with an accurate topographical map. The receiver simply gives your position, which you must then locate on the local map. GPS receivers will only work properly in the open. The signals from a crucial satellite may be blocked (or bounce off rock or water) directly below high cliffs, near large bodies of water or in dense tree cover and give inaccurate readings.

GPS receivers are more vulnerable to breakdowns (including dead batteries) than the humble magnetic compass – a low-tech device that has served navigators faithfully for centuries – so don't rely on them entirely.

**EQUIPMENT CHECK LIST**

This is a general guide to the things you might take on a walk. Your list will vary depending on the kind of walking you want to do, whether you're camping or staying in hostels or B&Bs, and on the terrain, weather conditions and time of year.

**Clothing for the Walk**

- boots and spare laces
- hat (warm) and gloves
- overtrousers (waterproof)
- shorts and/or trousers
- sunhat
- T-shirt
- gaiters
- long-sleeved shirt with collar (if sunny)
- rain jacket
- socks and underwear (thermal if cold conditions)
- sweater or fleece jacket

**Clothing for After the Walk**

- training shoes or sandals
- change/s of clothes

**Equipment – All Walks**

- backpack/rucksack with liner (waterproof)
- food and snacks (high energy)
- map, compass and guidebook
- pocket knife
- sunscreen and lip balm
- toilet paper and trowel
- watch
- whistle
- first-aid kit\*
- insect repellent
- map case or clip-seal plastic bags
- sunglasses
- survival bag or blanket
- torch (flashlight) and spare batteries
- water container

**Equipment – Multiday Walks**

- cooking, eating and drinking utensils
- matches or lighter
- sleeping bag and inner sheet
- stove and fuel
- toiletries
- water purification tablets, iodine or filter
- dishwashing items
- sewing/repair kit
- sleeping mat
- tent, pegs, poles and guy ropes
- towel

**Optional Items**

- altimeter
- binoculars
- GPS receiver
- notebook and pen
- walking poles
- backpack cover (waterproof, slip-on)
- camera, film or memory card and batteries
- mobile phone
- swimming gear

\* see the Medical Check List (p461)

Major outdoor gear chains include **Blacks** ([www.blacks.co.uk](http://www.blacks.co.uk)), **Cotswold Outdoor** ([www.cotswoldoutdoor.com](http://www.cotswoldoutdoor.com)), **Field & Trek** ([www.fieldandtrek.com](http://www.fieldandtrek.com)) and **Nevisport** ([www.nevisport.co.uk](http://www.nevisport.co.uk)), with stores in the main cities around Britain as well as in small towns and villages near popular walking areas (Llanberis in Snowdonia and Ambleside in the Lake District

for example) – plus online mail order. Don't overlook the local, independent shops though – they're often staffed by real outdoor enthusiasts and can offer prices to match the big boys. For a comprehensive list of national and local gear stores see [www.ramblers.org.uk/info/equipment](http://www.ramblers.org.uk/info/equipment) shops.

# Glossary

Some English words and phrases commonly used in Britain will be unknown to visitors from abroad, even if they regard English as their first language, so we have translated some of these. We have also focussed on British walking terms, including several Welsh, Scottish and regional English words, mainly to do with landscape, that you are likely to come across during your travels. For those seeking a more in-depth introduction to the English language, pick up Lonely Planet's *British Phrasebook*.

**4WD** – four-wheel-drive car; all-terrain vehicle

**ale** – beer, usually brown or red in colour (as opposed to lager, which is usually amber or yellow in colour), often called *bitter*

**AA** – Automobile Association

**aber** – river mouth (Wales)

**abhainn** – river or stream (Scotland)

**ABTA** – Association of British Travel Agents

**afon** – river (Wales)

**allt** – stream (Scotland, Wales)

**aonach** – ridge

**aréte** – narrow ridge, particularly between glacial valleys

**ASL** – above sea level

**ATM** – automatic teller machine; machine for extracting cash from a bank; in Britain usually called a *cashpoint* or cash machine

**aye** – yes or always (Scotland, northern England)

**B&B** – bed and breakfast

**BABA** – book-a-bed-ahead scheme

**bach** – small (Wales)

**bag** – reach the top of, as in 'to bag a peak'

**bailey** – outermost wall of a castle

**ban, bhan** – white (Scotland)

**banger** – old, cheap car; sausage (colloquial)

**bank holiday** – public holiday, ie when the banks are closed

**bap** – bread roll (northern England)

**battle-house** – solidly constructed and well-fortified house (Northumberland)

**bealach** – pass between hills (Scotland)

**beck** – stream (northern England)

**beinn, ben** – mountain (Scotland)

**bevvy** – any drink (originally northern England; colloquial)

**bidean** – peak (Scotland)

**billion** – a million million, not a thousand million

**bimble** – a short walk or *ramble* (colloquial)

**bitter** – a type of beer (*ale*)

**black pudding** – a type of sausage made from meat, fat and dried blood

**bloke** – man (colloquial)

**bothy** – hut or mountain shelter (Scotland)

**brae** – hill or steep slope (Scotland)

**bramble** – bush with long, thin branches covered in thorns

**bridleway** – path that can be used by walkers, horse riders and cyclists

**broad** – lake (East Anglia)

**broch** – defensive tower (Scotland)

**bryn** – hill (Wales)

**BT** – British Telecom

**BTA** – British Tourist Authority

**bun** – bread roll, usually sweet

**burgh** – town (Scotland)

**burial mound** – ancient burial site characterised by a large circular dome of earth and stone covered by grass; see also *long barrow*

**burn** – stream (Scotland)

**bus** – local bus; see also *coach*

**butty** – sandwich, often filled with something hot, eg bacon or (British speciality) *chips* (colloquial)

**bwlch** – pass or gap between two hills (Wales)

**C2C** – Coast to Coast Walk

**cadair** – chair; stronghold or defended place in the mountains (Wales)

**caer** – fort (Wales)

**cairn** – pile of stones to mark path or junction; also (in Scotland) peak

**capel** – chapel (Wales)

**carreg** – stone (Wales)

**cashpoint** – machine for extracting cash from a bank; *ATM*

**CCC** – Camping & Caravanning Club

**chine** – valley-like fissure leading to the sea (southern England, especially the Isle of Wight)

**chips** – hot, deep-fried potato pieces; French fries

**clach** – stone (Scotland)

**deve** – steep-sided valley

**dint** – the bit of rock sticking up between two *grikes*

**dough** – small valley

**dun** – meadow (Wales)

**coach** – long-distance *bus*

**coaching inn** – originally an inn along a stage-coach route at which horses were changed

**coasteering** – working your way round the base of cliffs by scrambling, climbing or swimming

**cob** – bread roll (northern England)

**coch** – red (Wales)

**coed** – forest or wood (Wales)

**coire** – *corrie* or high mountain valley (Scotland)

**col** – hill or mountain pass

**common** – land that may be private but people have traditional rights of access, formerly for grazing animals, more often now for recreation

**coombe** – valley (southern England)

**Corbett** – hill or mountain between 2500ft and 2999ft high (Scotland)

**corrie** – semicircular basin at the head of a steep-sided valley, usually formed by glacial erosion; *cirque*

**crack** – good conversation, good times (originally Ireland, also northern England); now also used to mean 'happening', as in 'What's the crack?', ie 'What's going on?' (colloquial)

**craig** – exposed rock (Scotland)

**craannog** – artificial island settlement (Scotland)

**crisps** – salty flakes of fried potato, in a packet (what the rest of the world calls *chips*)

**croft** – plot of land with adjoining house, worked by the occupiers (Scotland)

**cromlech** – burial chamber (Wales)

**CTC** – Cyclists' Touring Club

**cut** – canal or artificial stretch of water

**cwm** – *corrie* or valley (Wales)

**dale** – open valley

**DB&B** – dinner, bed and breakfast

**de** – south (Wales)

**dead-end road** – no through road

**dear** – expensive

**dearg** – red (Scotland)

**din, dinas** – fort (Wales)

**dinner** – usually evening meal, except in some northern regions where it is the noon meal

**Donald** – lowland hill between 2000ft and 2499ft high (Scotland)

**downs** – rolling upland, usually grassy, characterised by a lack of trees

**drove road** – ancient route, once used for bringing cattle and sheep from the farm to the market

**drum, druim** – ridge (Scotland)

**du** – black (Wales)

**dubh, duibh** – dark or black (Scotland)

**duvet** – thick padded bed cover

**duvet jacket** – thick padded coat, usually filled with feathers and down, worn by mountaineers or walkers; down jacket

**dyke** – stone wall or embankment; drainage channel (southern England)

**eas** – waterfall (Scotland)

**East Anglia** – eastern England, usually the counties of Norfolk and Suffolk

**eilean** – island (Scotland)

**en suite** – a room with an attached private bathroom; also written 'ensuite'

**ESA** – Environmentally Sensitive Areas

**estate** – area of landed property, usually large (Scotland)

**enclosure** – fenced enclosure to protect trees from grazing stock (Scotland)

**fag** – cigarette

**fagged** – exhausted (colloquial)

**fanny** – female genitals (colloquial) – which is why some people giggle when Fan y Big, a mountain in Wales, is pronounced in the English way, rather than in the correct Welsh way as 'van er big'

**fawr** – big (Wales; colloquial)

**fell** – large hill or mountain (northern England); hillside or mountain side

**fen** – drained or marshy low-lying flat land (eastern England)

**ffordd** – road (Wales)

**firth** – estuary (Scotland)

**fiver** – five-pound note (colloquial)

**flip-flops** – rubber or plastic sandals with one strap over toes (what Australians call 'thongs')

**folly** – eccentric, decorative (often useless) building

**footpath** – path through countryside and between houses, not beside a road (that's called a '*pavement*')

**force** – waterfall (northern England)

**fret** – worry (colloquial); mist from the sea (Northumberland)

**garbh** – rough (Scotland)

**geal** – white (Scotland)

**gill, ghyll** – small steep-sided valley (northern England)

**ginnel** – alleyway (mostly northern England)

**glan** – shore (Wales)

**glas** – grey, grey-green (Scotland); blue (Wales)

**gleann, glen** – valley (Scotland)

**glyn** – valley (Wales)

**gorm** – blue (Scotland)

**GR** – grid reference (on maps)

**grand** – 1000 (colloquial)

**grike** – narrow fissure, usually in limestone *pavement* areas

**gritstone** – hard, coarse-grained sandstone containing a heavy proportion of silica

**rough** – *gully*

**gully** – small steep-sided valley

**gwyn** – white (Wales)

**gwyrdd** – green (Wales)

**haar** – fog off the North Sea (Scotland)

**hag** – area of peat (northern England & Scotland)

**hamlet** – small settlement

**haus/haws** – pass or gap between hills (northern England)

**Hogmanay** – New Year's Eve (Scotland)

**honey pot** – crowded place



**horseshoe route** – curved or circular route, eg up one ridge and down another

**hotel** – accommodation with food and bar, not always open to passing trade

**inch** – island (Scotland)

**inn** – pub, usually with a bar, food and accommodation

**inver** – river mouth (Scotland)

**JMT** – John Muir Trust

**jumper** – sweater

**ken** – know, as in ‘Do you ken what I mean?’ (Scotland)

**kin** – head of a peninsula, lake or sea inlet (Scotland)

**kipper** – smoked herring (fish)

**kirk** – church (Scotland)

**kissing gate** – swinging gate, allowing access to people but not animals or bikes

**knoll** – small hill

**kyle** – narrow strait of water (Scotland)

**ladder-stile** – two small ladders back to back against a wall or fence, to allow people to pass over

**laird** – estate owner (Scotland)

**lairig** – pass (Scotland)

**lass** – young woman (northern England & Scotland)

**lay-by** – parking space at side of road

**LDP** – long-distance path

**ley** – clearing

**liath** – grey (Scotland)

**linn** – waterfall (Scotland)

**llan** – enclosed place or church (Wales)

**llyn** – lake (Wales)

**loch, lochan** – lake, small lake or *tarn* (Scotland)

**lock** – part of a canal or river that can be closed off and the water levels changed to raise or lower boats

**long barrow** – Neolithic structure, usually covering stone burial chambers

**lough** – Irish word for lake (Northumberland)

**lunch** – midday meal

**mad** – insane (not angry)

**Martello tower** – small, circular tower used for coastal defence

**mawr** – big (Wales)

**MBA** – Mountain Bothies Association

**meall** – rounded hill (Scotland)

**metalled** – surfaced (road), usually with tar (bitumen)

**mhor, mor** – big or great (Scotland)

**MoD** – Ministry of Defence

**moor** – high, rolling, open, treeless area

**motorway** – freeway

**motte** – mound on which a castle was built

**muggy** – ‘close’ or humid weather (colloquial)

**mullach** – top or summit (Scotland)

**Munro** – mountain of 3000ft and higher (Scotland)

**mynydd** – mountain (Wales)

**nant** – valley or stream (Wales)

**navvy** – labourer who built canals and railways in the 19th century (abbreviation of ‘navigator’)

**newydd** – new (Wales)

**NNR** – National Nature Reserve

**NSA** – National Scenic Area

**NT** – National Trust

**NTS** – National Trust for Scotland

**oast house** – building containing a kiln for drying hops

**off-license** – shop selling alcoholic drinks to take away

**ogof** – cave (Wales)

**OS** – Ordnance Survey mapping agency

**p** – pronounced ‘pee’, pence (currency)

**pasty** – hot pastry roll with savoury filling

**pavement** – sidewalk; any flat area of exposed rock, especially limestone

**peat** – dark soil, the remains of ancient vegetation, usually wet and glutinous, found in moorland areas

**pen** – headland or peak (Wales)

**pete** – fortified houses

**PIC** – Park Information Centre

**Pict** – early Celtic inhabitants (from the Latin *pictus*, meaning ‘painted’, after their painted body decorations)

**pike** – peak (northern England)

**pint** – 568ml

**pissed** – drunk (not angry; slang)

**pissed off** – annoyed (slang)

**pistyll** – waterfall (Wales)

**pitch** – playing field; tent site

**pitched** – laid with flat stones, eg to improve a path

**plas** – hall or mansion (Wales)

**pont** – bridge (Wales)

**pop** – fizzy drink (northern England, Wales)

**porth** – bay or harbour

**postbus** – minibus that follows postal delivery routes and carries passengers

**pub** – short for public house, a bar, usually with food, sometimes with accommodation

**pwll** – pool (Wales)

**quid** – pound (money; colloquial)

**RA** – Ramblers’ Association

**ramble** – a relatively short or nonstrenuous walk

**reiver** – notoriously cruel warrior, bandit (northern England & Scotland)

**reservoir** – artificial lake, usually formed by damming a river

**rhiw** – slope (Wales)

**rhos** – moor or marsh (Wales)

**ride** – path specially made for riding on horseback

**round** – a natural circuit, mostly along ridges, often in a horseshoe shape

**RSPB** – Royal Society for the Protection of Birds

**ruadh** – red (Scotland)

**rubber** – eraser

**rubbish bin** – garbage can

**RUPP** – Road Used as a Public Path

**sack** – rucksack, pack, backpack

**SAE** – stamped, addressed envelope

**sarnies** – sandwiches (colloquial)

**Sassenach** – an English person or a lowland Scot (Scotland)

**scrambling** – using hands (as well as feet) to negotiate a steep, rocky section of path

**SDW** – South Downs Way

**sgorr, sgùrr** – pointed hill or mountain

**shut** – partially covered passage

**SMC** – Scottish Mountaineering Club

**sneachd** – snow (Scotland)

**SNH** – Scottish Natural Heritage

**spidean** – peak (Scotland)

**squeeze stile, squeeze gate** – narrow gap in wall to let people through, but not animals

**sron** – nose (Scotland)

**SSSI** – Site of Special Scientific Interest

**stalking** – hunting of deer (Scotland)

**stile** – steps to allow people to pass over a wall or fence

**stob** – peak (Scotland)

**strath** – wide valley (Scotland)

**stuc** – peak or steep rock (Scotland)

**subway** – underpass for pedestrians

**SUW** – Southern Upland Way

**SWCP** – South West Coast Path

**sweet** – candy

**SYHA** – Scottish Youth Hostels Association

**tarn** – small mountain lake (northern England)

**tea** – British national drink; light meal eaten late in the afternoon; cooked evening meal in those parts of the country where *dinner* is eaten at noon

**teashop** – smart café, in country areas

**thwaite** – clearing in a forest

**TIC** – Tourist Information Centre; tourist office

**tom** – hill (Scotland)

**top** – peak over 3000ft (914m), but without a significant drop on all sides

**tor** – small and pointed hill (England)

**torr** – small hill (Scotland)

**tre** – town (Wales)

**trig point** – pillar, formerly used for the making of Ordnance Survey maps

**tube** – underground railway

**tumulus** – ancient burial mound

**twee** – excessively sentimental, sweet, pretty

**twitcher** – keen bird-watcher

**twitten** – passage or small lane

**twr** – tower (Wales)

**ty** – house (Wales)

**uamh** – cave (Scotland)

**uig** – bay (Scotland)

**uisge** – water (Scotland)

**Unesco** – United Nations Educational, Scientific & Cultural Organisation

**VAT** – value-added tax, levied on most goods and services

**verderer** – officer upholding law and order in the royal forests

**Way** – usually a long-distance path or trail, eg the Pennine Way

**wheal** – mine (Cornwall)

**WHW** – West Highland Way

**wold** – open, rolling country

**WTB** – Wales Tourist Board

**wynd** – lane (Scotland)

**YHA** – Youth Hostels Association

**ynys** – island (Wales)

**yob** – hooligan

**ystwyth** – winding (Wales)

**zawn** – very steep-sided *gully* or fissure in a sea cliff (Cornwall)

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