

STATS-AT-A-GLANCE: DEFINITIONS & ABBREVIATIONS

DEFINITIONS

Elevation Gain Total ascent on the route in metres and feet.

Maximum Elevation Highest point on the route in metres and feet.

Profile is a personal assessment of the general ‘hilliness’ of the route using the following terms: *flat*; (*very*) *undulating*; (*very*) *hilly*. Equates strongly to the elevation gain and maximum elevation – even ‘flat’ routes might contain a (very) steep hill. Frequent, short, steep hills can be more challenging than fewer, longer but less steep hills. Much of the difficulty suggested by the profile will depend on the terrain. ‘Very Hilly’ equates to almost constantly up-and-down long hills, probably steep in places.

Terrain indicates the landscape type given roughly in the degree in which they occur: *moorland* (remote, open, exposed uplands possibly requiring independent navigation; possible extensive tracts of bog and/or heather; occasional livestock), *upland pasture* (high level field systems or ‘intakes’ – typically exposed); *farmland* (arable and/or livestock, farmyards (& dogs), gates & stiles – almost always to be considered but not always easy to negotiate); *woodland* (deciduous and/or coniferous, often riparian; offers shelter); *meadow* (wildflower habitat – often protected); *parkland* (recreational areas including golf courses); *urban* (village; town; city – facilities; traffic), *coastal* (cliffs; denes; river estuaries, beaches, sea).

Going (& Surface) refers to conditions underfoot listed roughly in the degree in which they occur (‘going’ is surface and weather dependent). Categories are: *firm*; (*very*) *muddy*; (*very*) *boggy* (likely to result in wet feet or even knees!). Surface categories are: *road* (metalled – single or multiple lanes – shared with motorised, four-wheeled vehicles); *access road* (as for ‘road’ – typically leading to a remote site or building); *track* (unmetalled – wide enough for a four-wheeled vehicle); *trail* (unmaintained pedestrian right-of-way – usually out of town); *footpath* (pedestrian right-of-way constructed from gravel, wood, concrete, asphalt or – in uplands – stone slabs, or ‘upland pavement’). Access roads and tracks are typically grouped unless a distinction needs to be made.

Exposure is a rough, personal assessment of how easy it might be to mitigate the effects of wind and precipitation (rain, hail, sleet, snow). Categories are: (*fairly*) *sheltered*; (*very*) *exposed*.

Navigation is a personal assessment of how easily the route can be followed. Categories are: *distinct* (trail is clearly visible – may be seasonal); *indistinct* (trail can be followed or interpreted with care); *indiscernible* (visible trail disappears – typically in open country and sometimes in farmland).

Waymarking indicates the extent and reliability of generic signage and references any named trails for which waymarking is provided.

Maps & GPS lists the appropriate OS (Ordnance Survey) Explorer and Landranger maps (other maps may also be indicated). If a map from either series is omitted it’s because the route is distributed awkwardly over multiple maps. GPS FILE offers a link to the validated route (complete with photos) on PLOTAROUTE (www.plotaroute.com) from where the GPS file can be downloaded (other formats are also available).

Hospitality & Supplies is an indication of where resources might be found en-route – there may be multiple outlets (see list of abbreviations). Locations given in square brackets [] are within reasonable walking distance of the route. Where (All) is used, there may not be a railway station (RS) or a camp site (CS).

Start & Finish Address & Postcode; Grid Reference (6-figure); What3Words

Grade is a generalised, personal assessment of the route's difficulty. I categorise *easy* routes as being 'shorter' and mainly flat. Gradients would typically be shallow or have the benefit of steps or ramps.

The widest category will be *moderate* – undulating to some degree, containing features that require a degree of strength and endurance gained typically through regular exercise such as walking. Routes devised primarily to visit a site-of-interest are most likely to be graded *moderate*.

Most of the routes I grade as *challenge* are likely to have been devised for their physical component though it's rarely extreme. Unless you're way fitter than I am however, it's likely you'll be fatigued and possibly out of breath at some point – for reasons I'd try to explain in the narrative. As a very rough rule of thumb I consider 100 ft/1 mile as a reasonably challenging amount of elevation – depending on terrain.

ABBREVIATIONS

Acc (Accommodation options); **All** (all or most of the facilities listed – large towns typically); **Bus** (Bus services – remote locations typically); **Ca** (Cafe/Tearoom); **CPp** (Car Parking – pay); **CPf** (Car Parking – free); **CS** (Camp Site – tents); **GS** (General Store – varying sizes); **PH** (Public House/Inn); **Rf** (Refreshments – mobile or kiosk); **RS** (Railway Station); **WC** (Public Toilet)