

The Three Peaks Bikepacking Expedition 2025 Report

Submitted on behalf of: Barna Bérczy, Agni Sen and Isaac Parish

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Foreword

This expedition was a version of the 3 Peaks Challenge, where we climbed the tallest mountains in Scotland (Ben Nevis), England (Scafell Pike) and Wales (Snowdon), and cycled the complete route between them. Having completed this adventure, we believe it has greatly enhanced both our skills in outdoor sports (cycling, mountaineering) and, more importantly, our organisation and independence. The funding provided by the Imperial Exploration Board provided a unique opportunity to achieve a challenging and exciting task, to cement Imperial friendships and to hopefully inspire others to engage with outdoor expedition and adventure.

We applied to both the Imperial Exploration Board and RSMA Trust for funding to partially cover the expenses of this trip.

The Expedition

General Objectives

- To climb all 3 peaks and cycle between them within 12 days
- To be as self-sufficient as possible in terms of food, water, shelter, whilst minimising our carbon footprint.
- To undertake and complete a challenging goal, and report on the expedition to provide inspiration for Imperial College and the wider community.
- To better understand the geology of the UK, since we all study Earth Science.

Personal Objectives

- See the Lake District
- Explore some more remote areas of the country we study in

Ethos

The expedition was lightweight, unsupported and sustainable – building upon a well-known journey (The 3 Peaks Challenge) and adding our own element of cycling to it. All 3 riders made every effort to be self-sufficient, ethically and environmentally sound in conjunction with the 9 principles stated in the Leave No Trace For Bike Packers (<https://bikepacking.com/plog/seven-principles-for-bikepackers/here>).



Background

The Three Peaks Challenge

The 3 Peaks challenge is a well-known challenge where people attempt to climb the tallest mountains in Scotland, England, and Wales while driving between all 3 – attempting to complete the climbs in 24 hours. Our expedition was modelled on this, but instead of driving we cycled between all 3. The mountains are Ben Nevis in Scotland (1345m), Scafell Pike in England (978m), and Snowdon in Wales (1085m); we climbed them in this order while cycling between them.

Trip Diary

Completed Route

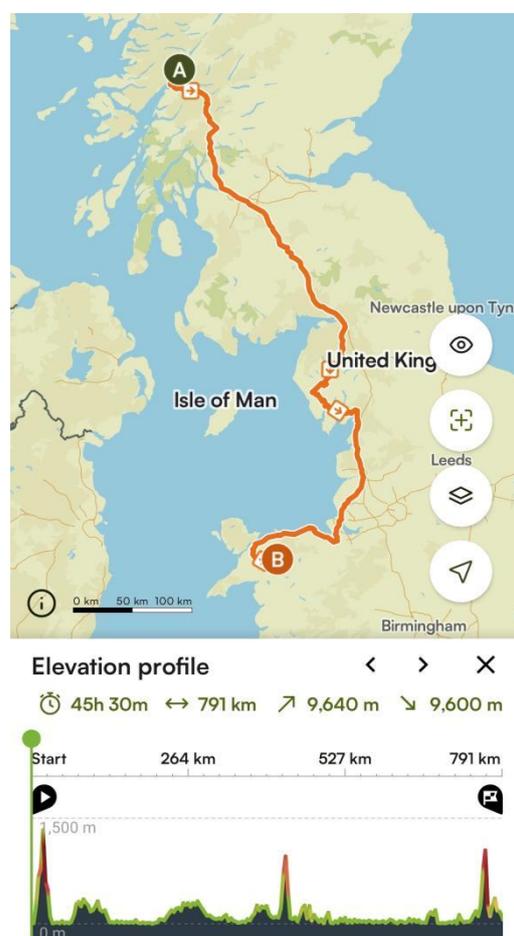
Over the course of the expedition, we covered a varied and challenging route across Scotland, Northern England, and Wales, combining cycling, hiking, and bikepacking. Our journey included iconic peaks such as Ben Nevis, Snowdon, and Scafell Pike, as well as scenic routes through the Scottish Highlands, Lake District, and English countryside.

The expedition presented a range of physical and logistical challenges, including long climbs, steep passes, and variable weather conditions, from windy northern regions to rainy spells in the Lake District and Snowdon. Our preparation, fitness, and careful planning allowed us to handle these challenges effectively. The journey included urban and rural cycling, remote highland tracks, all while testing our bikepacking and camping setup.

Overall, the expedition combined endurance, navigation, and adventure, providing unforgettable landscapes, rewarding climbs, and team achievements, while successfully managing equipment, nutrition, and safety across a demanding route of 840 km and 9600 metres of elevation in cumulative time exceeding 60 hours. Our biggest achievement was that we finished ahead of our schedule, and completed the expedition in only 7 days.

Day 0

We began our journey by taking the train from London Euston to Edinburgh, where we were immediately introduced to the charm of the Scottish accent, so much so that



Barna struggled to understand the ticket inspector. Since our Caledonian Sleeper to Fort William was not departing until the following morning, we spent the night in Edinburgh. This unexpected stop provided the opportunity to explore the city by night, which offered a range of memorable experiences. We visited Edinburgh Castle and the city's parks, enjoying the hilly, quiet roads while warming up for the expedition. We also visited one of our friends' homes and tried some Scottish delicacies, including the famous fried Mars bar. Later, we waited outside the train station for a few hours until our sleeper train arrived. Despite the cold, our excitement for the expedition kept our spirits high.

Day 1

The day began with our early morning arrival in Fort William aboard the Caledonian Sleeper. After a nighttime stopover in Edinburgh, we were slightly tired but eager and motivated to start the expedition. From the train station, we cycled to the nearest Tesco to stock up on supplies and breakfast before heading approximately 4 km to the foot of Ben Nevis. We then ascended the mountain, completing 58 km with 1,583 metres of elevation. The route offered incredibly scenic landscapes and our team remained highly motivated throughout the climb. At the end of the day, we found an amazing campsite next to a lake in the Scottish Highlands, offering breathtaking views. However, pitching our tents proved challenging due to strong winds, which made setting up the campsite particularly difficult.

Day 2

The day began with a long walk that was initially meant to take only about ten minutes, highlighting the challenges of moving gear in uneven terrain and the costs of a navigational mistake. Overnight, the winds had subsided, but our campsite beside still water had attracted a large number of midges, which found their way into our morning porridge. We set off on a ride covering 136 km with 957 metres of elevation, testing our water filter equipment before setting off. Cycling down from the Scottish Highlands, we were treated to unbeatable views, passing numerous lakes, a huge range of vegetation, and some gruelling passes. The roads were mostly clear, and the



Barna Bérczy
🚴 May 17, 2025 at 10:28 AM · Highland, United Kingdom

Bikepacking the 3 Peaks

1

Fort William - Ben Nevis - Glencoe
Hike and bike
Agni Sen

Distance	Elev Gain	Achievements
58.12 km	1,583 m	🏆🏆 2

 **Congrats! You just logged your biggest climb.**



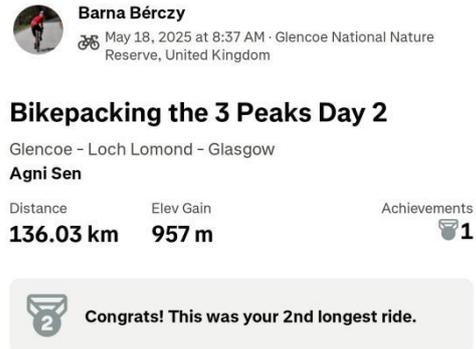
weather remained favourable, except for encountering a loud annual biker festival near Loch Lomond. We paused for a scenic lunch by the lake before continuing towards Glasgow. Unfortunately, near the outskirts of the city, Agni suffered a puncture, forcing us to seek shelter just outside the city.

Day 3

We began the day in Glasgow and finished on the outskirts of Gretna, covering 148 km with 1,150 metres of elevation in 12 hours and 28 minutes, including several breaks for rest and refuelling. The morning started with a trip to a bike repair shop in central Glasgow to fix Agni's puncture from the day before, which we managed successfully after purchasing the necessary parts. Unfortunately, Agni was still feeling unwell and decided to return home, later finding out he had bronchitis and was unable to continue. Isaac and Barna set off later than planned, making this one of the hardest and longest days of the expedition. The route crossed southern Scotland and the Clan Donald mountain range en route to England, offering breathtaking scenery of vast highlands and rolling green fields that rose steadily toward the peaks before rewarding us with a long, exhilarating downhill stretch. We paused for photos with our bikes and gear along the way. The day was particularly windy, passing numerous wind turbines, yet the roads remained calm and clear, with excellent cycle paths leading out of Glasgow to Clan Donald. We stopped in Lockerbie to stock up on food, drinks, and dinner supplies before continuing toward the English border. There, we found a peaceful field to camp in, pitching our tent in the dark and cold evening after a long and demanding day. The campsite was calm and quiet, thankfully free of midges, and provided a peaceful rest despite the chilly night.

Day 4

We started just outside Gretna and finished at the foot of Scafell Pike, completing 95 km with 1,850 metres of elevation over 13 hours and 14 minutes, including regular stops for food and hydration. Crossing from Scotland into England, we cycled through



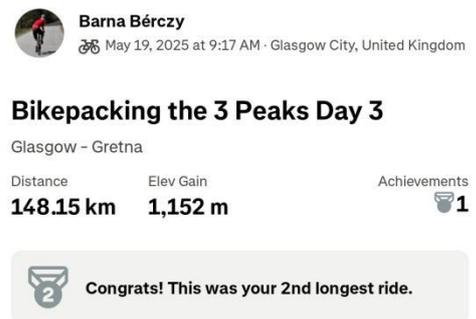
Barna Bérczy
 May 18, 2025 at 8:37 AM · Glencoe National Nature Reserve, United Kingdom

Bikepacking the 3 Peaks Day 2

Glencoe - Loch Lomond - Glasgow
Agni Sen

Distance	Elev Gain	Achievements
136.03 km	957 m	1

2 Congrats! This was your 2nd longest ride.

Barna Bérczy
 May 19, 2025 at 9:17 AM · Glasgow City, United Kingdom

Bikepacking the 3 Peaks Day 3

Glasgow - Gretna

Distance	Elev Gain	Achievements
148.15 km	1,152 m	1

2 Congrats! This was your 2nd longest ride.



Carlisle and Keswick, surrounded by the lush green English countryside. The undulating terrain was both stunning and physically taxing, though traffic was minimal. Rain arrived in the afternoon and continued into the early stages of our hike up Scafell Pike, but as we ascended, the weather cleared beautifully. We reached the summit during golden hour under sunny skies, where we met travellers from Tasmania and shared songs during the descent. That evening, we camped at a farm and campsite run by a friendly local farmer, where we enjoyed our first hot shower of the expedition—an amazing and much-needed experience. The site offered breathtaking views of the surrounding landscape, though the night air was quite cold.

Day 5

Departing early from our campsite at the foot of Scafell Pike, we cycled to Standish, completing 157 km with 1,525 metres of elevation in 13 hours—undoubtedly the most demanding and exhausting day of the expedition, both physically and mentally. The day began with a steep multi-kilometre climb with gradients exceeding 10%, setting the tone for the continuous ups and downs that followed. The route passed through quiet backroads and picturesque countryside near Blackpool, with little traffic but relentless steep gradients that tested our endurance, especially with our fully loaded bikes. To maintain energy, we made frequent stops and increased our calorie and sugar intake throughout the day. The final third of the route passed through urban areas and towns, where the cycle paths often ran alongside busy roads. Strong winds accompanied us as we reached the open plains and gentle hills further south. We arrived late at our destination in cold weather and were fortunate to meet a kind landowner who allowed us to camp on their land. The site offered stunning panoramic views, and we ended the evening watching a beautiful pink and purple sunset. Despite our exhaustion, we

Barna Bérczy
 May 20, 2025 at 8:03 AM · Dumfries and Galloway,
 United Kingdom

Bikepacking the 3 Peaks Day 4

Gretna - Carlisle - Scafell Pyke
 Bike and hike

Distance	Elev Gain	Achievements
94.78 km	1,835 m	🏆🏆🏆 3

🏆 4

Congrats! You just became 4th on Seathwaite Farm to Scarfell Pike!

Barna Bérczy
 May 21, 2025 at 8:49 AM · Lake District National Park,
 United Kingdom

Bikepacking the 3 Peaks Day 5

Scafell Pyke - Kendal - Lancaster - Standish

Distance	Elev Gain	Achievements
157.10 km	1,525 m	🏆 1

🏆 2

Congrats! This was your 2nd longest ride.

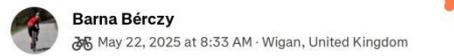
felt an immense sense of pride and relief in having completed what was unquestionably the hardest and most challenging day of the entire expedition.

Day 6

Day 6 marked the penultimate day of our expedition! A slightly later morning meant we had to get a move on this morning, or we wouldn't reach our target of Betws y Coed before nightfall (154km with 1000m of elevation). The day began with some moderate hills and we traversed busy road, gravel paths and canals for the first 70km before stopping off at a mcdonalds in the afternoon to charge our devices, fuel ourselves for the rest of the day and even pick up some pokemon party hats that we used to spruce up our helmets for the rest of the expedition- what we lost in aero we made up for in questionable fashion. The afternoon and early evening was spent traversing the North coast of Wales against strong headwinds until we reached Old Colwyn, where we would turn Southwards inland towards Betws and subsequently tackling possibly the toughest individual climb of the entire expedition, 3km at 10% gradient which tailed off over 10km. Our efforts did not go unrewarded however, as at the peak of the climb we turned a corner to reveal the entire Eryri range from te North illuminated by the golden 9pm sunlight. Tears were shed and hugs exchanged as the combination of exhaustion, an immense sense of achievement, and a beautiful view marked perhaps the emotional climax of the entire trip. What followed was a descent of matching intensity and adrenaline towards Betwys, through winding Welsh country lanes, over rivers, and past one particular cobbled cottage topped with a flock of peacocks! After a quite difficult crossing through a dense forest, we found a beautiful spot for the night next to a river and set up camp, already reminiscing on the days prior as we knew that tomorrow would be much shorter than most days, and the end was very much in sight.

Day 7

We woke up early on our final day of the tour for the ascent of Yr Wyddfa sandwiched by a 50km out-and-back, which was exclusively uphill on the way there and exclusively downhill on the way back. The climb felt relatively easier than other days as

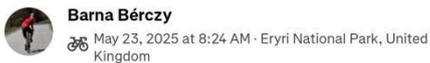


Barna Bérczy
May 22, 2025 at 8:33 AM · Wigan, United Kingdom

Bikepacking the 3 Peaks Day 6

Distance Elev Gain Achievements
154.02 km **997 m** 🏆 **1**

🏆 **3** Congrats! This was your 3rd longest ride.



Barna Bérczy
May 23, 2025 at 8:24 AM · Eryri National Park, United Kingdom

Bikepacking the 3 Peaks Day 7

Snowdonia
Bike and hike
Distance Elev Gain Achievements
52.82 km **1,221 m** 🏆 **1**

🏆 **2** Congrats! You just logged your 2nd biggest climb.



we were filled with motivation- we reached the base of Yr Wyddfa in 2.5 hours and were at the summit in another 2, where we enjoyed a sausage roll and hot chocolate. Feeling elated on our descent, we assumed ourselves to be the coolest crew on the mountain before running into an individual carrying his fixed-gear bicycle all the way up the mountain because he had “forgotten his lock”. He claimed to have ridden 110 miles from Manchester that morning and planned to return after the climb in the afternoon, all without breaks... . We laughed about the humbling conversation before completing our descent and coasting 25km downhill to Betws without the need for a single turn of the pedals, the feeling was unparalleled. We rewarded ourselves with the loveliest cream cheese flatbread, beers, and pizzas then swiftly made our way to the station for the first of our trains back towards London in the afternoon.

Expedition Itinerary

16 th May	Departure from London Euston to Edingburgh
17 th May	Climbing Ben Nevis
18 th May	Cycling from the Scottish Highlands to Glasgow
19 th May	Cycling from Glasgow to Gretna
20 th May	Cycling from Gretna to Scafell Pike & Climbing Scafell Pike
21 st May	Cycling from Scafell Pike to Standish
22 nd May	Cycling from Standish to Betws-y-Coed
23 rd May	Climbing Snowdonia

Team Biographies

Barna Bérczy

Academic Background

2024 - Present Studying towards an MSci in Earth and Planetary Sciences, Department of Earth Science and Engineering, Imperial College London.

Experience

My name is Barna Bérczy, and I am from Budapest, Hungary. I am currently a first-year Earth and Planetary Sciences student at Imperial College London. Travelling has always been a deep passion of mine. The thrill of anticipation and the excitement of discovering new places never fail to captivate me, and I enjoy the spontaneity of not knowing what each new journey will bring.



One of my greatest joys while travelling is meeting new people and engaging with them, which I believe enriches the experience. I have had a longstanding connection

with cycling, which began in my childhood. After the COVID-19 pandemic, I rekindled my love for cycling back home, riding my bike to escape reality and immerse myself in nature and the surrounding mountains.

A couple of years ago, I discovered bikepacking online and instantly fell in love with it. It combines two of my greatest passions: cycling and exploring the world. This past summer, I embarked on my first bikepacking trip, a five-day journey that took me from Bregenz in Austria to Rosenheim, Germany. The freedom of choosing my own route, the thrill of wild camping in breathtaking landscapes, and the uncertainty of waking up each day to a new adventure truly captivated me. I quickly realized that this was just the beginning of my bikepacking journey.

During my trip, I had the opportunity to ride through the high mountains of southern Germany and the rolling hills near the Austrian border. This diverse terrain allowed me to gain valuable experience in route planning, nutrition, safety, and wild camping, both in mountainous regions and flatter areas. Although my trip may have been short in terms of time and distance, it gave me a strong foundation in bikepacking, equipping me with the skills and confidence to take on more challenging journeys. I am confident that this experience will serve me well as we embark on our expedition along the Pamir Highway, providing a solid base for careful preparation and planning.

I also have a strong foundation in wild-camping from my years in high-school, where I was a regular attendee of the nomadic camp every summer. During our time in the camp we learned the dos and don'ts of wilcamping. From choosing campsite spots, through cooking and using stoves or fires to support ourselves, to leaving our campsites as we had found them and ensuring hygienic standards.

Agni Sen

Academic Background

2024 - Present Studying towards an MSci in Geophysics, Department of Earth Science and Engineering, Imperial College London.

Experience

Agni is a very keen outdoor adventurer, and cyclist. He enjoys trekking, hiking, cycling and general explorations of the outdoors, all born out of a love for travel and nature.



Agni has been hiking and backpacking numerous times before. Growing up in Mumbai, India, his passion for cycling began early as he would go on short cycling trips with his father to nearby towns and cities. He took up cycling more during the COVID19 lockdown where he would cycle multiple times a week.

Agni has previous experience bikepacking, namely in California for 5 days. This was with friends, from San Francisco down south along the California coast, crossing cities like Monterey and Santa Cruz.

Agni especially enjoys trekking and hiking. He has a lot of experience, having gone on many such trips over the years. He has hiked a part of the Pacific Crest Trail (PCT) in the Sierra Nevada Mountains in California. This was an 8 day trek and camping journey, with a maximum elevation of 2900m on the mountain pass. Additionally he has spent time climbing, camping, and cycling in Yosemite.

Agni has also been on trekking trips within his home country of India, such as hiking the “Sandakfu” Mountain which has an elevation of 3636m, that lies at the Indo-Nepali border. Furthermore he has been backpacking through the North East of India, hiking and camping over 10 days through the Indian states of Assam and Meghalaya.

Isaac Parish

Academic Background

2024 - Present Studying towards an MSci in Geology, Department of Earth Science and Engineering, Imperial College London.

Experience

Isaac is an enthusiastic outdoor adventurer, hiker, climber, and traveller. His love for the outdoors began in his early childhood during annual trips to North Wales, where he hiked, scrambled, mountain biked, wild-camped, and bivvy-bagged. It was also in Snowdonia that he was first introduced to climbing—a sport to which he now dedicates as many weekends as possible, joining trips with Imperial College’s Mountaineering Club (ICMC).

More recently, Isaac self-organised a solo backpacking trip in summer 2024 through Indonesia, India, Malaysia and Nepal. On this trip he completed the Annapurna Circuit trek (highest altitude 5400m), along with summiting mountains and volcanoes such as Mt Agung, Mt Rinjani, and Mt Kinabalu (measuring in at 3000m, 3700m, and 4100m respectively).

Furthermore, Isaac spent a large amount of his childhood and teenage years cycling around his home county, Dorset, including various overnights in the Purbecks. He is excited to combine both his love for the mountains and cycling into a single trip.



Logistics

Transport

We began our journey on the 16th of May, taking a train from London Euston to Edinburgh. Unfortunately, our connecting train—the Caledonian Sleeper, which would take us onward to Fort William and the foot of Ben Nevis—was scheduled to depart only in the early hours of the morning. This gave us the unexpected opportunity to explore the simple joys of Edinburgh by night: castles, intoxicated kilt-wearing locals, and chips with gravy. The sleeper train itself was warm, comfortable, and spacious, allowing us to catch up on much-needed rest. We awoke refreshed and full of anticipation to begin our expedition, greeted by the stunning scenery of Fort William upon arrival.

On the return journey from Betws-y-Coed, the trip home required three separate train connections. Exhausted after completing the expedition, we spent most of the journey sleeping while managing the multiple transfers and the challenge of handling around twenty different tickets during the changeover in Chester.

Training

The preparation for the expedition was undertaken mainly on an individual basis during the spring holiday, focusing on cycling longer distances, hiking, and testing our bikepacking setups, as well as regularly commuting to university by bike. Despite solid preparation and our generally good level of fitness, the expedition proved to be a true test of endurance, pushing our legs, lungs, and cardiovascular systems to their limits. Nevertheless, we both managed to cope well with the increased physical workload, maintaining a steady pace and ensuring we consumed sufficient food to sustain our energy levels throughout. Overall, we handled the demands of the journey reasonably well—with the exception of the fifth day, which presented the greatest physical and mental challenge of the entire expedition.



Weather

The weather during the expedition was generally pleasant, though conditions varied throughout. The northern regions and the first half of the trip were particularly windy. We encountered some rain while ascending Snowdon, with temperatures at the summit being quite cold. There was light rain at the beginning of the ascent to Scafell Pike, and the heaviest rainfall occurred on the approach to the Lake District. Overall, however, the days were mostly sunny and enjoyable, while the nights were generally cold.

Navigation

Since the Three Peaks is a well-known route, both for travelling between the mountains and for climbing them individually, navigation and route planning proved relatively



straightforward. Throughout the expedition, we relied on GPS navigation tools, specifically Google Maps and Komoot, to verify sections of the route we were uncertain about. Additionally, there was plenty of guidance and information available online and along the way, which made travelling between the peaks and following the established paths significantly easier and more efficient. We used power bank to charge our electronic devices, from which we harnessed the blessed free charging ports in certain McDonalds' throughout our expedition.

Permissions and Permits

No visas or permits were required for the expedition, as all travel took place within the UK, and none of the mountains necessitated special permission to climb. Nevertheless, we carried our government-issued IDs, including driving licenses or passports, throughout the trip.

Expedition Medicine

We also brought a fully stocked First Aid kit, which was replenished as needed during the expedition. Additionally, all three of us were trained and certified in outdoor first aid by Marlin Training Ltd, which provided confidence and preparedness to respond effectively to any unforeseen situations or emergencies that arose during the journey.

Food and Water

Upon arrival at our first camping spot and eager for a hot, hearty meal, we realised a slight problem- the piercing gas canister that Isaac had confidently borrowed from the Exploration Board was incompatible with Barna's screw-on gas stove. After a long laugh about our foolish lack of communication before departure, we settled for cold cans of chilli con carne, chorizo sausages, bread, and whatever else Fort William's Lidl had to offer. Surprisingly, the density of Decathlon's adjacent to large roads cutting through the Scottish Highlands is rather small, so we relished in our cold meals for a few more days until concluding that warmth is overrated anyway, continuing the entire 7 days without giving in to the egregious display of hedonism that is hot packet pasta. Our mistake became a nod to the great explorers who preceded us, who probably also forgot their compatible gas canisters.



Highlights of the ascetic culinary masterclass that followed includes (but is not limited to): cold haggis in a can, spam, “beef and potato stew” in a can, chicken korma in a can, chicken tikka masala in a can, fish curry in a can, and overnight honey oats with chocolate pieces (this one was actually nice). On our last night we discovered we could crush crisps into our congealed canned food and achieve an only slightly below average texture whilst also removing the metallic undertones, which was a frustrating epiphany after enduring 6 cold dinners already. Despite the cold food, we were able to disassociate from our taste buds and exercise our skills of finding great humour in our situation which in a rather backwards way perhaps boosted morale.

Throughout the week Isaac also introduced the (international) team to various british snacks that he had eaten throughout his childhood on adventures through the UK countryside. The most notable of these being KENDAL MINT CAKE (!!!!), Yum Yums, and iced finger buns, all of which were consumed on at least an hourly basis and complemented by milk, chocolate milk, and energy drinks (the team didn't so look in the direction of a lucosade sport for several months after the trip).

Accommodation throughout the trip was mostly wild camping or asking landowners to camp on their property, except for one night in the Lake District on a campsite. A decision of a 1.5 man tent driven by ultralight ambitions and not the stock available in Isaac's Mum's attic ensured a cosy night's sleep for another lucky member of the team (first Agni and later Barna).



Communication

As the entire expedition took place within the UK, our phone data and network plans remained operational at various points throughout the trip, allowing us to stay connected and navigate effectively when needed.

Specialist Equipment

Since bikepacking emphasizes travelling as lightly as possible, we used specialized bikepacking bags and panniers to securely store our clothes and equipment, ensuring that everything remained dry throughout the expedition.

Clothing

Given the weather conditions in Northern England, Wales, and Scotland, our ultimate goal was to pack as lightly as possible while preparing for all potential weather events. This was particularly important for rainy, windy, and cold conditions in the mountains, which we were likely to encounter. We carried:

- Raincoats and waterproof clothing for legs and feet

- Two pairs of cycling shirts and cycling shorts
- Warm base layers, scarves, hats, and gloves

All clothing was stored in waterproof bikepacking panniers to ensure it remained dry throughout the expedition.

Camping + Bikepacking Equipment

As we planned to wild camp in Scotland and stay at campsites in England and Wales, we carried all our camping equipment with us. To ensure warm and dry nights, we used lightweight, water-repellent camping gear designed to maintain warmth at lower temperatures and higher altitudes. This was crucial given the cold, windy, and elevated conditions we encountered. To prepare for emergencies, we carried a versatile first aid kit. Our camping equipment included:



- Lightweight 4-person tent or 2 × 2-person tents
- Sleeping bags and roll mats
- A robust tarp to cover bikes in extreme weather
- Cooking stove and gas
- Utensils, first aid kit, and personal hygiene items
- Chargers and power banks for electronics and lights
- Water bottles to ensure sufficient hydration

Bike Equipment

We travelled with bikes well-suited to long-distance journeys, equipped with racks and mounting points to secure panniers and bikepacking bags, capable of withstanding rough terrain and adverse weather. We also carried bike repair equipment, including a pump, multitool, puncture kits, and spare parts, to address potential punctures and



mechanical issues. For safety on busier roads and throughout the expedition, we used strong front and rear lights, headlamps, and helmets. Additionally, bike locks were carried to secure our bikes when necessary.

Requested Equipment

We requested the following equipment from the Board, which have been returned since. All of them were useful along the expedition, especially the water filter, that we used extensively once we learned the dos and donts of the device in Scotland, whilst bombardet with midges.



- Water filter
- Stove
- Pots and pans (cooking kit)

Risk Assessment

Bike Related Hazards

Hazard	Consequences	Control Measures	Response	Severity	Probability	Risk
Poor Road Surfaces	Falls causing injury, punctures or damage to bike	Use tires suitable for mixed terrain, regularly check tire pressure, ride cautiously	Slow down and avoid sharp maneuvers in presence of poor surface. Carry a repair kit for punctures	2	2	4
Mechanical Failures	Delay to schedule; stranded in remote areas	Pre-ride checks on brakes, gears, and tires; carry essential tools (multi-tool, spare inner tube, pump, chain links)	Stop in a safe spot and repair the issue; if severe, seek help from a local bike shop	2	4	8
Theft of Bike	Unable to complete trip; theft/inconvenience for other valuables	Use a high-quality lock and avoid leaving your bike unattended; keep valuables with you at all times	Report to local authorities and keep proof of ownership for insurance claims	4	1	4
Night Riding	Collisions/falls; navigational errors	Start early to avoid riding after dark unless necessary; stick to well-lit routes; wear reflective clothing	Reduce speed in the dark; use bright front and rear lights	4	2	8

Fatigue-Induced Mistakes	Falls causing injuries due to slower reaction times	Plan manageable distances; eat and hydrate regularly; get ample sleep and adjust each night	Stop to rest if fatigued; recognise early signs of exhaustion	4	2	8
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Environmental Hazards

Hazard	Consequences	Control Measures	Response	Severity	Probability	Risk
Sun/Heat	Heat stroke, sunburn	Apply sunscreen to any exposed skin; hydrate frequently; carry enough water; adjust layers of clothing as required	Stop in the shade if overheated; find shelter as needed	4	1	4
Rain/Moisture	Slipping off bike and causing injury, damage, or hypothermia	Use waterproof clothing; use lights and reflectors; ride cautiously, especially on corners and descents	Dry gear as soon as possible; stop and wait for calmer conditions	1	5	5
Strong Winds	Risk of falling; tiredness	Be mindful of crosswinds in traffic; adjust pace to manageable levels; minimise exposure	Walk your bike through particularly exposed sections if winds become unsafe	2	3	6
Lightning/Storm	Struck by lightning leading to burns or possible death	Avoid riding during forecasted storms; seek shelter in a building or vehicle if possible	Find the safest nearby shelter; avoid riding through flooded areas	4	1	4
Cold/Frost	Reduced dexterity; slippery road	Wear insulated, windproof clothing and gloves; keep moving to maintain body heat	Seek shelter or add layers if cold; monitor for symptoms of hypothermia	1	3	3
Poor Visibility/Fog	Increased collision risk with vehicles or obstacles	Use high-powered front and rear lights with flashing modes; wear reflective clothing; reduce speed	Use lighting and visibility measures to improve safety	2	2	4
Road Traffic	Collisions/near-misses with vehicles	Ride on designated bike paths or quieter roads; use high-visibility clothing and lights; signal clearly to drivers	If traffic feels unsafe, dismount and walk the bike until conditions improve	5	1	5

River Crossings/ Flooded Areas	Slipping; damage to bike	Check for safe crossings or alternative routes	Turn back if unsafe	1	1	1
Wildlife	Falls from evasive manoeuvres	Stay alert in rural areas and avoid getting too close to animals; slow down when passing livestock	Back away calmly if an animal becomes aggressive	3	1	3

Health Hazards

<i>Hazard</i>	<i>Consequences</i>	<i>Control Measures</i>	<i>Response</i>	<i>Severity</i>	<i>Probability</i>	<i>Risk</i>
Serious injury	Unable to continue the expedition	Be cautious at all times; always wear a helmet; wear lights during dusk; avoid biking in the dark; reduce speeds on downhills; consider walking instead; be willing to change route if the current route seems too risky; always be within eyesight of each other	Use First-Aid skills and react accordingly; call for help if required	5	1	5
Minor injury	Reduced mobility for a period	Be cautious at all times; always wear a helmet; wear lights during dusk; avoid biking in the dark; reduce speeds on downhills; consider walking instead; be willing to change route if the current route seems too risky; always be within eyesight of each other	Use First-Aid skills and fully stocked first-aid kit; adjust daily distance targets if required	2	2	4
Hypothermia	Shivering, confusion, slurred speech, loss of motor function	Wear thermal, waterproof layers; avoid prolonged exposure to wet or cold conditions	Move to a sheltered area; remove wet clothes; layer clothing; consume warm fluids; seek medical attention if severe	5	1	5
Hyperthermia	Dizziness, nausea, headache, or collapse	Use sunscreen; hydrate frequently; wear	Move to a shaded area; cool down	5	1	5

		protective clothing	with water; seek medical attention if symptoms worsen			
Dehydration	Fatigue, headache, muscle cramps, reduced focus	Carry and consume sufficient water and rehydration tablets	Stop and hydrate immediately; rest; drink electrolytes; seek medical attention if symptoms persist	2	1	2
General Illness/Discomfort	Fatigue, digestive issues, sleep disturbance	Stay hydrated; eat a balanced diet; adjust schedule to allow for recovery	Take over-the-counter medication as needed	2	3	6
Bug Bites (particularly midges)	Itching, swelling, allergic reactions, risk of infection	Wear long sleeves in insect-heavy areas; camp in areas with good airflow; keep tent door shut	Keep bites clean; apply anti-itch cream or antihistamines to reduce irritation	1	5	5

Camping and Logistical Hazards

<i>Hazard</i>	<i>Consequences</i>	<i>Control Measures</i>	<i>Response</i>	<i>Severity</i>	<i>Probability</i>	<i>Risk</i>
Navigation Errors	Delays, exhaustion, stranded in remote areas	Use GPS devices, offline maps, and paper backups; plan route in advance; share plans with friends and family	Retrace steps and use landmarks to reorient ourselves; ask locals for guidance	1	2	2
Remote Areas / Prolonged Isolation	Exhaustion, emergencies	Carry a power bank, first-aid kit, and emergency contact numbers	Stay calm, signal for help using bright clothing if needed	4	1	4
Separation from Each Other	Delays, increased difficulty in emergencies	Establish communication plans and stay in contact with each other; remain patient with emergency agencies	Regroup using agreed-upon plans	2	2	4

Emergency Plan

Useful Numbers

UK Emergency Services: 999

Procedure in an Accident

1. Assess the situation: Quickly assess the situation to determine the nature and severity of the emergency. If someone is unconscious or not breathing, call for emergency medical assistance immediately.
2. Call for help: If possible, use a mobile phone or other communication device to call for emergency medical assistance or the local authorities. Provide your location and the nature of the emergency.
3. Provide first aid: Provide appropriate first aid until medical assistance arrives. Focus on stabilizing the injured person and preventing further harm.
4. Secure the area: If necessary, secure the area to prevent further accidents or injury. This may involve blocking traffic, putting up warning signs, or moving the injured person to a safe location.
5. Wait for medical assistance: Wait for medical assistance to arrive. If possible, provide the responding medical personnel with information on the nature of the emergency and the steps taken thus far.
6. Document the incident: After the emergency has been resolved, document the incident, including the steps taken, any relevant information about the injured person, and any other details that may be important for future reference.

Budget

Description	Barna	Agni	Isaac	Total
Bike Spares/Parts	£210	£210	£210	£630
Food	£160	£50	£160	£370
Trains and travel	£175	£195	£175	£545
Camping Equipment	£120	£120	£120	£360
Insurance	£80	£80	£80	£240
Total	£745	£655	£745	£2145

Environmental and Social Impact Assessment

The expedition was carefully planned to minimise environmental impact and respect local communities throughout the journey. All camping was conducted responsibly, with legal wildcamping during the expedition, thanks to the many people who let us camp on their land. Waste management was a priority: all litter was collected and carried out. Water was sourced responsibly, and the water filtering systems was used as well.

Cycling and hiking along established routes reduced potential disturbance to wildlife. In highland and mountain areas, we adhered to Leave No Trace principles, ensuring minimal



disruption to habitats and avoiding any off-trail excursions that could damage sensitive ecosystems.

The expedition also took into account social impact on local communities. We supported local businesses by purchasing food, supplies, and services in towns along the route. Interactions with local residents and fellow travelers were conducted respectfully, and we observed local regulations and customs at all times.

Overall, the expedition balanced adventure and exploration with environmental stewardship and social responsibility, ensuring that our activities had minimal negative impact on the natural and human environments we passed through.

Conclusion and Recommendations for Future Trips

Recommendations

Based on our experiences during the expedition, we offer the following recommendations for future trips:

Practical Tips:

- Bring warmer clothing for the nights, as temperatures in high-altitude and northern regions can drop significantly.
- Ensure a properly working stove for cooking and hot drinks.
- Carry a snack bag on the bike to maintain energy levels during long rides.
- Start early in the morning and maintain a steady, manageable pace, rather than rushing, to avoid exhaustion and allow for adequate rest breaks.

Motivational Advice:

- Pursue what you love and enjoy—don't be afraid to take on challenges. Just fulfill these dreams, embrace the experience, and enjoy every moment.
- Explore the world and meet as many people as you can, as interactions with locals and fellow travelers enrich the journey and create lasting memories.

Conclusion

The expedition was a challenging, rewarding, and unforgettable experience, testing our physical endurance, mental resilience, and teamwork across diverse terrain and weather conditions. Over the course of the journey, we cycled and hiked through Scotland, Northern England, and Wales, summiting iconic peaks, navigating remote highlands, and traversing scenic countryside.

Through careful preparation, effective planning, and adaptability, we successfully completed over 838 km with 9,620 metres of elevation in demanding conditions,

while managing equipment, nutrition, and safety. The journey allowed us to develop stronger problem-solving, decision-making, and logistical skills, while also fostering personal growth and a deeper appreciation for the natural environment.

Beyond the physical and technical achievements, the expedition offered invaluable opportunities to explore breathtaking landscapes, connect with local communities, and create lasting memories. It reinforced the importance of preparation, resilience, and enjoying the journey, highlighting that adventure is not just about reaching the destination, but embracing every step along the way.

Overall, the trip was a resounding success, demonstrating that with proper planning, determination, and curiosity, ambitious outdoor challenges can be met safely and enjoyably, leaving participants with both accomplishment and inspiration for future adventures.



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- Lucozade 4-packs
- Lidl canned food

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Gallery - Some further pictures from our expedition.

