

* COMMAND SUMMARY

MISSION STATUS

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GO

THREAT LEVEL

LOW

CONFIDENCE

HIGH

^ CRITICAL RISK FACTORS

- > Road traffic collision on rural A-roads or the A9 corridor – the single most likely cause of serious injury or death on this route
- > Medical emergency / overexertion with delayed NHS ambulance response in remote Highland terrain
- > UK terrorism threat level remains SUBSTANTIAL; urban transit points (Bristol, Manchester, Glasgow) require heightened situational awareness

KEY REC Conduct all riding on secondary B-roads and cycle paths where available, avoid the A9 and busy A-roads in convoy/peloton formation, pre-book accommodation in Cornwall and the Scottish Highlands well in advance, and ensure at least one team member holds a current first-aid qualification.

Now I have sufficient intelligence to produce the full dossier. Note: The priority sources listed (UKMTO, CENTCOM, NOTAMs, FlightRadar24, EASA, Al Jazeera, Gulf state news, RSF, CPJ, ACLED, Safeairspace.net) are operationally irrelevant to a domestic UK land cycling mission – this will be appropriately noted in the report. I will now compile all findings.

INTELLIGENCE DOSSIER

CLASSIFICATION: CLIENT SENSITIVE – NOT FOR WIDER DISTRIBUTION

DATE OF ISSUE: 11 April 2026

PREPARED FOR: 5-Man Cycling Team – LEJOG August 2026

MISSION: Land's End to John o' Groats (LEJOG) Cycling Traverse

ANALYST: Senior Intelligence Consultant

1. MISSION OVERVIEW

Land's End to John o' Groats (LEJOG) is the most iconic of all long-distance cycle rides within the UK, travelling the full length of the country from Land's End (the extreme south-westward point of mainland Britain) to John o' Groats, approximately 1,000 miles later.

As the crow flies, the geographically direct route between Land's End and John o' Groats is 603 miles (970km), but the fastest route by road is often cited as 874 miles (1,406km).

The shortest route by bike avoiding motorways is around 900 miles, whilst avoiding major roads brings this to over 950 miles; most teams end up riding around 1,000 miles once detours and accommodation diversions are factored in.

A typical cycling time when not attempting a record is 10 to 14 days.

An August 2026 start date is well within the peak cycling season. The mission involves five personnel, self-organised. This is a wholly domestic UK mission. There are no international border crossings, no maritime vectors, and no airspace components relevant to the ground team. Priority sources covering maritime (UKMTO), air (NOTAMs, EASA, FlightRadar24), overseas conflict (CENTCOM, ACLED, UN OCHA, Al Jazeera, RSF, CPJ, Gulf state news wires) and Safeairspace.net are **not operationally applicable** to this mission and have been assessed and set aside accordingly. The FCDO does not publish domestic travel advice for UK citizens cycling within the United Kingdom.

2. AREA THREAT ASSESSMENT

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Terrorism: The threat to the UK (England, Wales, Scotland and Northern Ireland) from terrorism is currently **SUBSTANTIAL** — meaning an attack is considered likely.

Recent global tensions, particularly involving state-sponsored activities and unrest linked to Iran, have kept security services on high alert. Intelligence reports indicate a rise in transnational repression and proxy activities within the UK.

The LEJOG route passes through or near several higher-risk urban environments including Bristol, Manchester, and Glasgow. Rural sections carry negligible terrorism risk.

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Defence Secretary John Healey has confirmed that Iran sponsored 20 attempted terror attacks in the UK in recent years, and the UK terror threat level was placed under review in early March 2026 amid concerns over Iranian retaliation to US and Israeli strikes.

Monitor MI5 / JTAC updates regularly pre-departure.

> **Civil unrest:**

On 29 March 2026, London saw the largest anti far-right protest in UK history, with organisers claiming 500,000 attended and police estimating approximately 50,000.

Far-right activists on social media, coupled with misinformation campaigns, have fuelled inflammatory and racist narratives, resulting in racist mobilisation including mass rallies.

Large-scale protests remain a recurring feature of the UK political landscape in 2026. Urban cycling sections may be disrupted.

> **Road safety:**

Pedestrians, cyclists and motorcyclists — classed as 'vulnerable road users' — made up 52% of all fatalities in 2024 despite representing a small fraction of total vehicle miles travelled.

Although cyclists account for only 31% of cycling traffic volume, 58% of cycling fatalities occur on rural roads — higher speeds and limited infrastructure contributing to this disproportionate fatality rate.

> **A9 corridor (Scotland):**

10 fatal collisions were recorded on the A9 in 2024, of which 6 were on single carriageway and 4 on dual carriageway. Impairment and distraction have been significant issues.

The 273-mile A9 runs from Falkirk to Thurso; there is a cycle path alongside it for much of its length, but the quality of that path is predictably variable.

> **Infrastructure / roadworks:**

The UK government committed £27 billion to upgrade England's roads under Road Investment Strategy 3 (RIS3) as of March 2026, which will involve resurfacing over 9,000 kilometres of motorway and major A-road lanes — almost a quarter of the network.

Expect enhanced roadworks disruption on major A-roads throughout 2026.

> **Scotland NCN closures:**

NCN Route 7 (National Cycle Network) is diverted at the former Exxon site outside Bowling/Dumbarton from 17 November 2025 through 12 November 2026 due to ongoing construction works.

The Spey Viaduct on NCN Route 1 at Garmouth has collapsed into the River Spey and is closed until further notice; the nearest river crossing is 6km south near Fochabers.

> **Weather:**

August in the UK typically delivers mild and pleasant weather with temperatures ranging 15°C–20°C; southern regions enjoy higher temperatures while northern areas (including the Highlands) are cooler.

Towards the end of August, conditions can become more unpredictable, with a higher chance of occasional rain showers and cooler temperatures.

In Scotland, August brings mild temperatures ranging from 10°C to 17°C.

> **Midges (Scotland):**

Midges emerge in earnest in the west Highlands and islands by mid-June and can be severe in sheltered, humid conditions, particularly at dawn and dusk.

August is peak midge season in Scotland — carry appropriate repellent.

> **NHS / Medical:**

Only 38.9% of A&E patients were seen within 4 hours in September 2025, reflecting significant long waits in emergency care.

In remote Highland areas, ambulance response times can be considerably longer than in urban settings.

> **Bike theft / petty crime:** Standard risk for unattended touring bikes in any UK town or city. Secure overnight storage is essential.

3. KINETIC THREAT LEVELS

THREAT CATEGORY	LIKELIHOOD	SEVERITY	RATING
Road traffic collision (rural A-road/A9)	HIGH	HIGH	● CRITICAL
Overexertion / medical emergency (remote Highland)	MODERATE	HIGH	● HIGH
Cycling accident (HGV / bus interaction)	MODERATE	HIGH	● HIGH
Terrorism / hostile act (urban transit)	LOW	HIGH	● MODERATE
Civil unrest / protest disruption	LOW	LOW	● LOW

THREAT CATEGORY	LIKELIHOOD	SEVERITY	RATING
Bicycle theft / equipment loss	MODERATE	LOW	● MODERATE
Extreme weather / flash flooding	LOW	MODERATE	● MODERATE
Midge / insect-related health impact	HIGH	LOW	● LOW

4. LEGAL & REGULATORY CONTEXT

> Helmets:

Wearing a bike helmet while cycling in Scotland is not legally required but is highly recommended for safety.

The same applies in England and Wales. However, this team should treat helmets as mandatory given the risk environment.

> **Highway Code:** The UK Highway Code grants cyclists priority at junctions where they are proceeding straight ahead and imposes a duty on overtaking drivers to allow at least 1.5 metres of space. Non-compliance by drivers remains a leading cause of collisions.

> Road Safety Strategy 2026:

Following a House of Lords debate on 19 November 2025, the government published a new road safety strategy in January 2026 with a target to cut people killed or seriously injured on Britain's roads by 65% by 2035.

> Scotland – Right to Roam:

The Scottish Outdoor Access Code sets out responsibilities that come with land access rights: respect private land where access rights do not apply, leave no trace, and for cyclists specifically, stay on established tracks when crossing farmland.

> Protest laws:

The Public Order Act 2023 established several protest-related criminal offences, including causing serious disruption by 'locking on', tunnelling, and obstructing major transport works.

Team members should avoid becoming inadvertently caught in protest situations in urban areas.

- > **Insurance:** Ensure comprehensive third-party cycling liability insurance is in place. Verify that personal travel/accident policies cover multi-day cycling expeditions in the UK and include emergency repatriation from remote Scotland.
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- > **Emergency number:** 999 (Police/Ambulance/Fire). Non-emergency police: 101. NHS non-emergency: 111.
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5. HOSTILE ACTOR PROFILES

This is a low-hostility domestic mission. No identified non-state armed actors, criminal networks, or foreign state threats specifically target the LEJOG route. The following residual actor profiles are noted:

Profile A – Impaired/Distracted Drivers

The primary hazard.

On the A9 alone, 2,400 vehicles were stopped in one enforcement period resulting in 9 drink-driving, 34 drug-driving, 10 dangerous driving, 45 careless driving, 101 speeding offences and 43 no-insurance charges.

Rural A-roads amplify the risk due to higher speeds.

Profile B – Opportunist Thieves

Active in tourist areas of Cornwall, urban centres (Bristol, Manchester, Glasgow), and at overnight accommodation. High-value cycling equipment is a target. Lock all bikes overnight; never leave unattended unsecured.

Profile C – Far-Right/Protest-Related Actors

Misinformation campaigns and far-right activist activity have fuelled inflammatory narratives and racist mobilisation.

While not directly targeting cyclists, urban protest environments in 2026 carry the risk of indirect disruption or confrontation. Situational awareness in Manchester, Glasgow city centres is advised.

Profile D – State-Sponsored Iranian Proxies

Recent global tensions, particularly state-sponsored activities linked to Iran, have kept UK security services on high alert; intelligence reports indicate a rise in transnational repression and proxy activities, with a documented increase in threats linked to foreign intelligence services targeting individuals and

infrastructure within the UK.

This threat is negligible for this team's profile but warrants general urban vigilance.

6. DIGITAL SECURITY

- > **Route sharing:** Avoid live social media posting of exact daily routes and overnight locations. Staggered or delayed posting reduces risk of targeted theft.
 - > **Tracking devices:** Fit GPS trackers (e.g. AirTag or dedicated bike tracker) to all bicycles concealed within the frame. Register serial numbers with the police National Cycle Database (BikeRegister) before departure.
 - > **Communication:** Ensure all five team members carry fully charged mobile phones. Dead zones exist in the Scottish Highlands — download offline maps (OS Maps or Komoot) before entering remote areas.
 - > **Emergency communication:** Consider a personal locator beacon (PLB) or satellite communicator (e.g. Garmin inReach) for the Highland leg north of Inverness, where mobile coverage is unreliable.
 - > **Ride apps:** Use Strava's privacy settings to mask start/end locations. Turn off auto-posting of real-time location data.
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7. MEDICAL & CASEVAC

Primary Medical Risks:

- > Road traffic collision trauma (lacerations, fractures, head injury)
 - > Overuse injuries (knee, Achilles, lower back — sustained over 10–14+ day effort)
 - > The biggest risk on a multi-day cycling tour is running out of energy and not drinking enough, which leads to the dreaded 'bonk' (hypoglycaemia/glycogen depletion).
 - > Saddle sores and pressure injuries (serious infection risk if untreated)
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- > Sunburn, UV exposure, and heat exhaustion (especially southern England leg)
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- > Midge bites causing allergic reaction in susceptible individuals (Scotland)
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NHS Emergency Access:

- > **England & Wales:** Dial 999 for ambulance. All A&E departments are free at point of care.
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- > **Scotland (Highland Region):**

Ambulance response times for Category 2 calls (suspected serious incident) averaged over 90 minutes in recent years against an 18-minute target

— assume significantly longer in remote Highland terrain. Raigmore Hospital, Inverness is the main trauma centre for the Highlands.

- > NHS 111 is available for non-emergency medical advice throughout the UK.
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CASEVAC (Casualty Evacuation) Planning:

- > Pre-designate a team casualty officer (TCO) — the strongest first-aider in the group.
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- > At minimum carry: first-aid kit, Israeli bandages, SAM splints, blister kit, ibuprofen, antihistamines, and electrolyte sachets.
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- > Identify hospital locations along the route before departure: Royal Cornwall Hospital (Truro), Derriford Hospital (Plymouth), Bristol Royal Infirmary, Manchester Royal Infirmary, Glasgow Royal Infirmary, Raigmore Hospital (Inverness), Caithness General Hospital (Wick).
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- > In remote Scotland above Inverness, helicopter CASEVAC via Scottish Ambulance Service HEMS (Helimed) is the likely evacuation mechanism for serious trauma — alert the control room to your remote location when calling 999.
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8. GO / NO-GO TRIGGERS

GO Conditions (all currently met):


- > UK terrorism threat level at SUBSTANTIAL or below (not SEVERE or CRITICAL)
 - > No FCDO advisory against travel within any part of the UK
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- > No active national civil emergency or martial law


- > Key route segments open (check NCN closures pre-departure — see Section 8b)

- > Team physically fit and fully equipped


PROCEED WITH CONTROLS:


- >  Terrorism threat level elevated to SEVERE — conduct thorough risk review of urban transit legs; consider route changes to avoid city centres


- >  Widespread civil unrest or riots in any city on the route (Bristol, Manchester, Glasgow) — assess daily and divert as required

- >  Extreme weather warning (Met Office Red) issued for any section of the route — stand down for that day

NO-GO Triggers:

- >  Terrorism threat elevated to CRITICAL — suspend mission until level drops

- >  National emergency declared by UK government

- >  Team member sustains incapacitating injury — mission paused or aborted

8B. AIRSPACE & BORDER STATUS

Note: This is an entirely domestic land-based cycling mission within Great Britain. No international border crossings are involved. There are no airspace or maritime border considerations for the ground team. The table below covers route/passage status for key segments of the LEJOG corridor.

ROUTE / BORDER	STATUS	LAST VERIFIED	NOTES
Cornwall (Land's End → Bodmin)	OPEN	11 Apr 2026	Busy tourist roads in August; accommodation in Cornwall books out fast
A30 / B-road Cornwall to Somerset	OPEN	11 Apr 2026	Multiple roadworks possible under RIS3 investment programme

ROUTE / BORDER	STATUS	LAST VERIFIED	NOTES
NCN Route 7 (Bowling/Dumbarton section)	DIVERTED	11 Apr 2026	Diversion in place until 12 Nov 2026; follow signed alternative
NCN Route 1 (Spey Viaduct, Garmouth)	CLOSED	11 Apr 2026	Spey Viaduct collapsed; 6km diversion via Fochabers required
A9 (Perth → Inverness)	OPEN WITH WORKS	11 Apr 2026	Dualling works ongoing; Tomatin–Moy construction active; use cycle path/alternatives
A9 / A99 (Inverness → John o' Groats)	OPEN	11 Apr 2026	Use cycle path where available; A99 is safer than A9 north of Inverness
Scotland–England border (Gretna/Carter Bar)	OPEN	11 Apr 2026	No restrictions; standard domestic UK

9. EMERGENCY CONTACTS

SERVICE	NUMBER	NOTES
Emergency (Police/Ambulance/Fire)	999	UK-wide; use for all life-threatening incidents
NHS Non-Emergency	111	Medical advice; injury triage; UK-wide
Police Non-Emergency	101	Theft, minor incidents; report bike theft here
Anti-Terrorist Hotline	0800 789 321	Report suspicious activity; free call
MI5 Online (non-imminent threats)	www.mi5.gov.uk	Use web form for non-urgent intelligence tips
Raigmore Hospital, Inverness (Highland trauma centre)	01463 704 000	Main A&E for Scottish Highlands
Caithness General Hospital, Wick	01955 605 050	Nearest hospital to John o' Groats
Royal Cornwall Hospital, Truro	01872 250 000	Main A&E for Cornwall; nearest to Land's End

SERVICE	NUMBER	NOTES
Scottish Ambulance (Highland HEMS)	999	Request 'Helimed' for remote Highland CASEVAC
Cycling UK Helpline	01483 238 337	Route advice, emergency contacts, LEJOG pack
National Cycle Database (BikeRegister)	www.bikeregister.com	Register bikes before departure
Transport Scotland Traffic Info	0800 028 1414	Scottish road conditions and closures
Traffic England	www.trafficengland.com	England road conditions and roadworks

10. DOS AND DON'TS

DO:

#	ACTION	REASON
1	Pre-book all accommodation well in advance, especially in Cornwall and the Scottish Highlands	
	Finding available accommodation in Cornwall during the summer holidays can be especially difficult	
	, and Highland options are limited	
2	Ride in pairs on busy road sections with several car lengths between each pair	
	Safety is hugely improved when riders are not cycling in large groups; on busier sections, ride in twos with coach lengths between pairs — riders stretched in a peloton make roads dangerous by making drivers impatient to overtake	

#	ACTION	REASON
3	Use B-roads and NCN cycle paths wherever possible, avoiding the A9 and major A-roads	
	Do not be tempted to cycle along the A9 or A99 — these are very busy roads and can easily be avoided without compromising on the scenery	
4	Download offline maps and carry a paper backup before entering the Scottish Highlands	Mobile coverage is unreliable north of Inverness; do not rely solely on live GPS connectivity
5	Register all bikes on the National Cycle Database and fit concealed GPS trackers	Reduces bike theft risk and maximises recovery chances if stolen
6	Carry a PLB or satellite communicator for the Highland leg (Inverness north)	
	Ambulance Category 2 response times have averaged over 90 minutes against an 18-minute target	
	; in remote Highland terrain this could be far longer	
7	Monitor Met Office forecasts and MI5/JTAC threat level daily	Weather and the terrorism threat level are both subject to rapid change; a Red weather warning or CRITICAL threat level triggers a mission pause

DON'T:

#	ACTION	REASON
1	Don't cycle in a bunched peloton on A-roads or any road with HGV/lorry traffic	

// END OF REPORT

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