

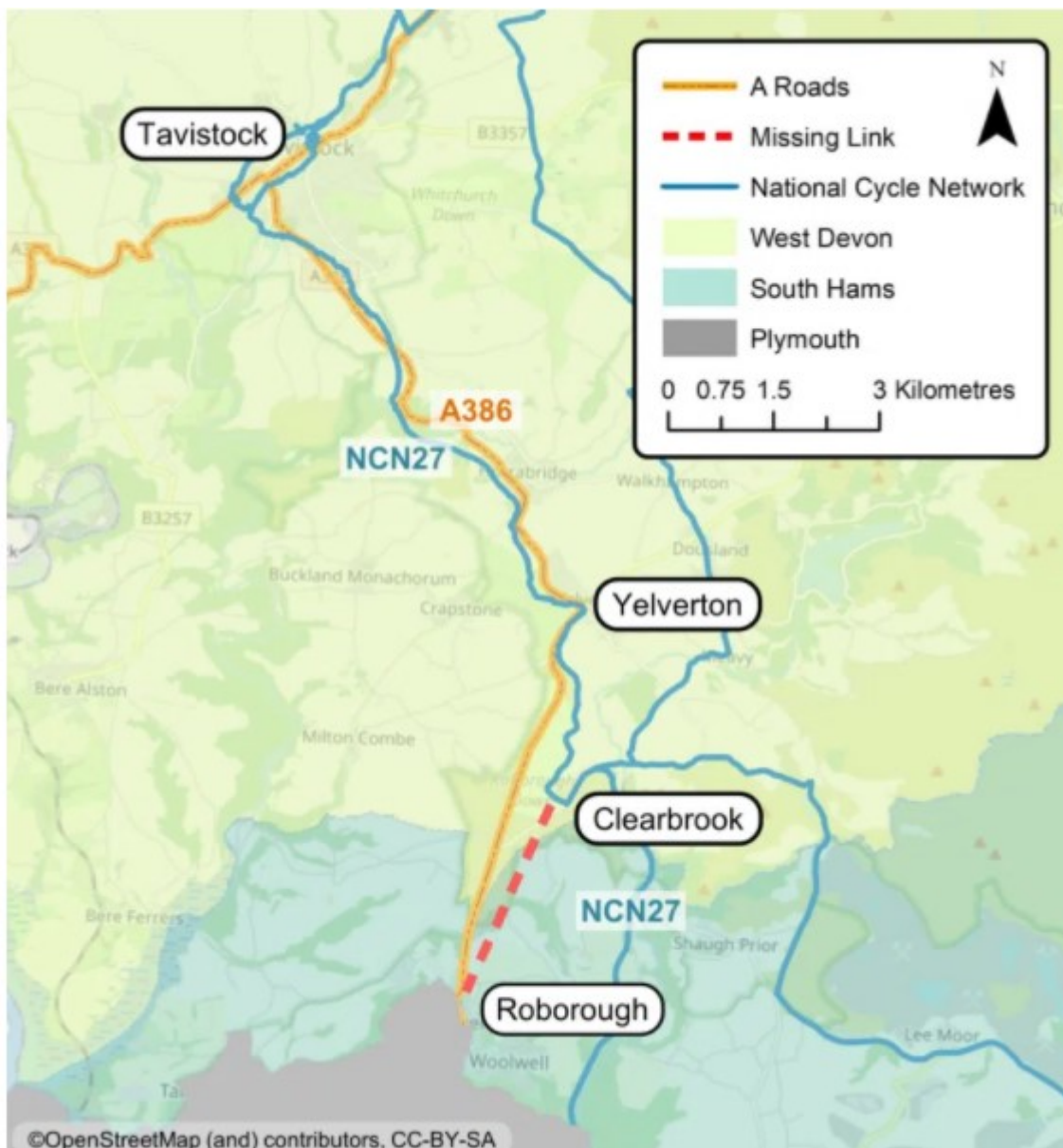
Clearbrook to Roborough multi-use trail

Devon County Council consultation

Closing date: 6 May 2022

Devon County Council is holding a public consultation on a proposed multi-use trail between Clearbrook and Roborough.

This path would be an extension of the existing Drake's Trail and would fill in a gap in the leisure and active travel network along the A386 corridor.



Background

Multi-use paths are important elements of the Department for Transport's (DfT) [Cycling and Walking Investment Strategy](#) and active and sustainable travel have a key role to play in the [Transport Decarbonisation Plan](#).

In line with these national guidance documents, Devon County Council's [Cycling and Multi-Use Trail Network Strategy](#) sets out the county's ambition to continue developing a segregated high-quality, multi-use network of trails promoting healthy lifestyles and access for all.

A new multi-use trail between Clearbrook and Roborough is being developed as part of this commitment.

The current situation

A38

The existing travel network between Tavistock and Plymouth primarily consists of the A386. This is a busy route with average daily traffic of 16,000-18,000 vehicles. This road is



mainly used by cars, and the volume of motorised traffic is likely to increase as nearby housing developments allocated in the [Joint Local Plan](#) are built out.

Consequently, the A386 is not suited to providing a safe and accessible route for walkers, cyclists and other non-motorised users. The road does not have suitable footways and is not an appropriate width to allow cyclists and vehicles to share road space.

Drake's Trail

Parallel to the A386, Drake's Trail (National Cycle Network 27) offers high-quality non-motorised provision from Tavistock through Yelverton to Clearbrook and onwards to eastern Plymouth.



This trail is suitable for a range of users of all abilities and increases accessibility to the stunning natural environment. However, the trail currently heads east at Clearbrook Leat car park and connects into Plympton in the east of Plymouth, bypassing important employment, residential and new development areas at Woolwell in the north of the city.



Key destinations in the north of Plymouth

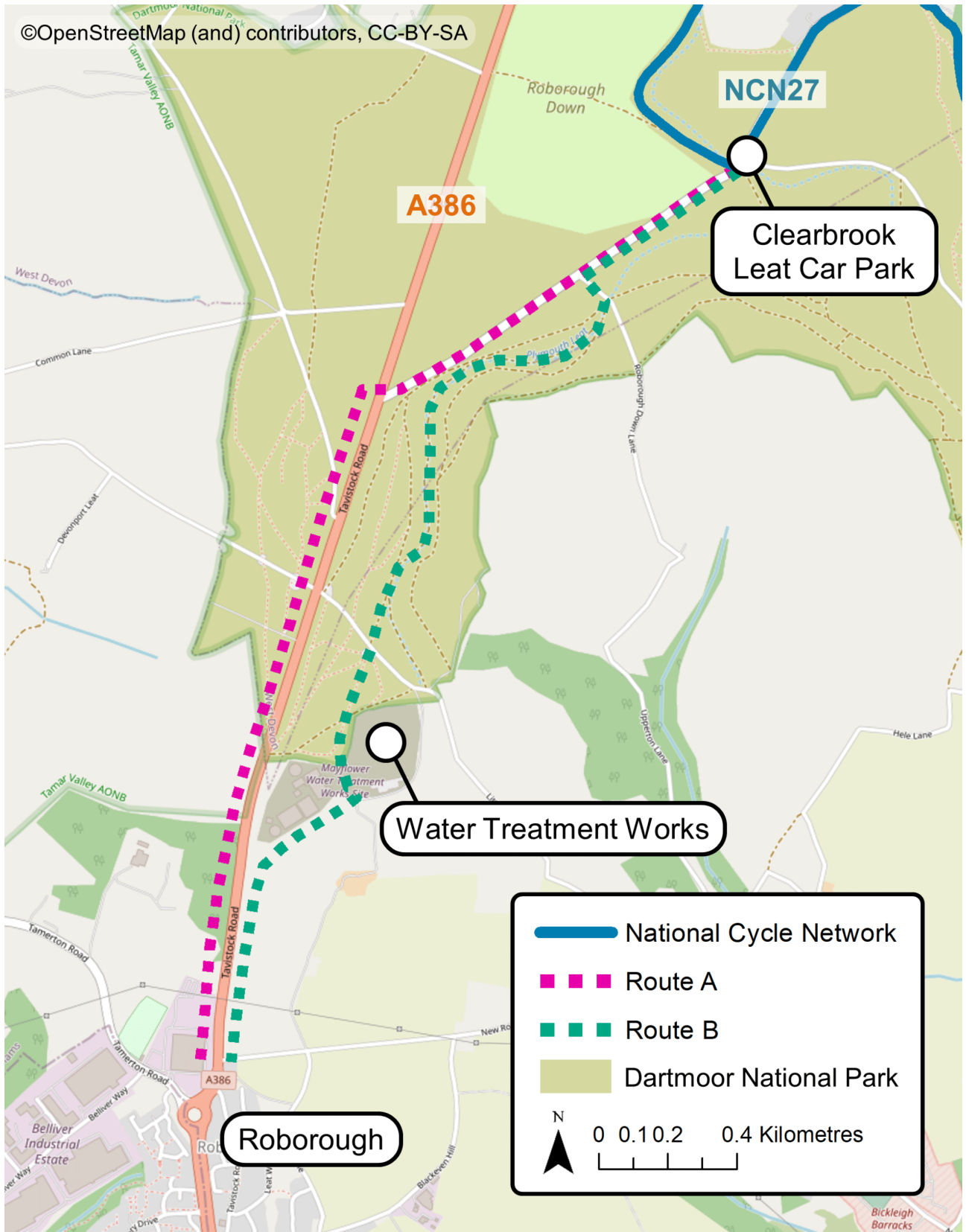
Options identified

To address this missing link into northern Plymouth, feasibility work is being undertaken into the extension of Drake's Trail (NCN27) from Clearbrook to Roborough.

As a result, two high-level options have been developed with the aim of providing a route that is inclusive and accessible to a wide audience. It is important to note that at this early stage of development the routes suggested below are purely indicative and subject to further changes. Both options are being designed in line with the DfT's [Local Transport Note 1/20](#) which identifies the five key principles of:

- attractiveness
- cohesion
- directness
- safety
- comfort

Route options



Route A

- Follows Clearbrook Road southwest from Clearbrook Leat car park to the A386.
- Crosses the A386 at the Clearbrook junction.
- Heads south along the western verge of the A386 to reach Roborough.
- Approximately 3.3km in length.

Route B

- Follows Clearbrook Road southwest from Clearbrook Leat car park to the existing footpath adjacent to Plymouth Leat.
- Heads south along Plymouth Leat and then around the South West Water Treatment Works.
- Travels south across agricultural fields parallel to the A386 to reach Roborough.
- Approximately 3.5km in length.

Route comparison

	Advantages	Disadvantages
Route A	<ul style="list-style-type: none">• Shortest and most direct route• Smaller footprint of impacts on the local environment	<ul style="list-style-type: none">• Traffic noise and visibility from A386• Less attractive route likely to have less appeal to a range of users• Crossings of A386 required
Route B	<ul style="list-style-type: none">• Limited noise and visibility from A386• Attractive route across Dartmoor likely to appeal to a range of users	<ul style="list-style-type: none">• Slightly longer route• Bigger footprint of impact on local environment• Water Treatment Works may provide a routing constraint

Shared issues

- Relevant planning consents will be required for construction.
- Third-Party land will be required.
- Additional consents will be required to construct on Dartmoor National Park/Common Land.
- Funding stream for construction is yet to be identified.