

Tamara Coast
to Coast walk

Proposal to create the Tamara Coast to Coast Walking route



Introduction

As part of the Tamar Landscape Partnership Scheme funded by the Heritage Lottery Fund it is proposed to revamp, extend and then relaunch the existing Tamar Valley Discovery Trail as the Tamara Coast to coast walk / Troyva Tamar Teg (Cornish for 'Discover the beautiful Tamar').

The new Coast-to-coast walking route is based largely on the existing Tamar Valley Discovery Trail that runs between Tamerton Foliot and Launceston. It is proposed to extend this trail using existing paths and quiet lanes so that it broadly follows the River Tamar from source to sea and links with the South West Coast Path on both coasts. The aim is to then rebrand it as the Tamara Coast to coast walk / Troyva Tamar Teg.

Combined with the South West Coast Path this will also create a walking trail around the whole of Cornwall which will be promoted as Kylgh Kernow (Cornish for Circuit of Cornwall). Given the pride that Cornish people have in their land, there is a strong market for a walking route that goes around the entire border – a distance of about 390 miles. Many people have already walked the entire Cornish section of the South West Coast Path, and this new promoted route would encourage them to finish it off by walking along the border with Devon. It would also appeal to the vast Cornish diaspora wanting to return to explore their ancestral homeland.

During the development stage of the project in 2019, the existing and alternatives were surveyed to identify a route that is safe, attractive to walk passing through many places rich in natural or man-made heritage, and we are now seeking views from interested parties on these proposals.

Alongside the main Tamara Coast to coast route to attract a wider audience to explore the Tamar Valley the project also proposes to promote 3 short spur routes that link the Trail to nearby settlements, a coast-to-coast route entirely within Cornwall and a range of short circular walks.

The aim is to have the new route open, with detailed information available online in Spring 2023.

If you have any questions, comments or suggestions on these proposals please email them to countrysiderecreationsservices@mail.com .



1. Overview of Kylgh Kernow

'Kylgh Kernow' is Cornish for 'Circuit of Cornwall' and is the name given to the proposed long-distance walking route around the whole of Cornwall. This would utilise the South West Coast Path National Trail and a new coast-to-coast route along the border with Devon partially using the existing Tamar Valley Discovery Trail that goes from Plymouth to Launceston.

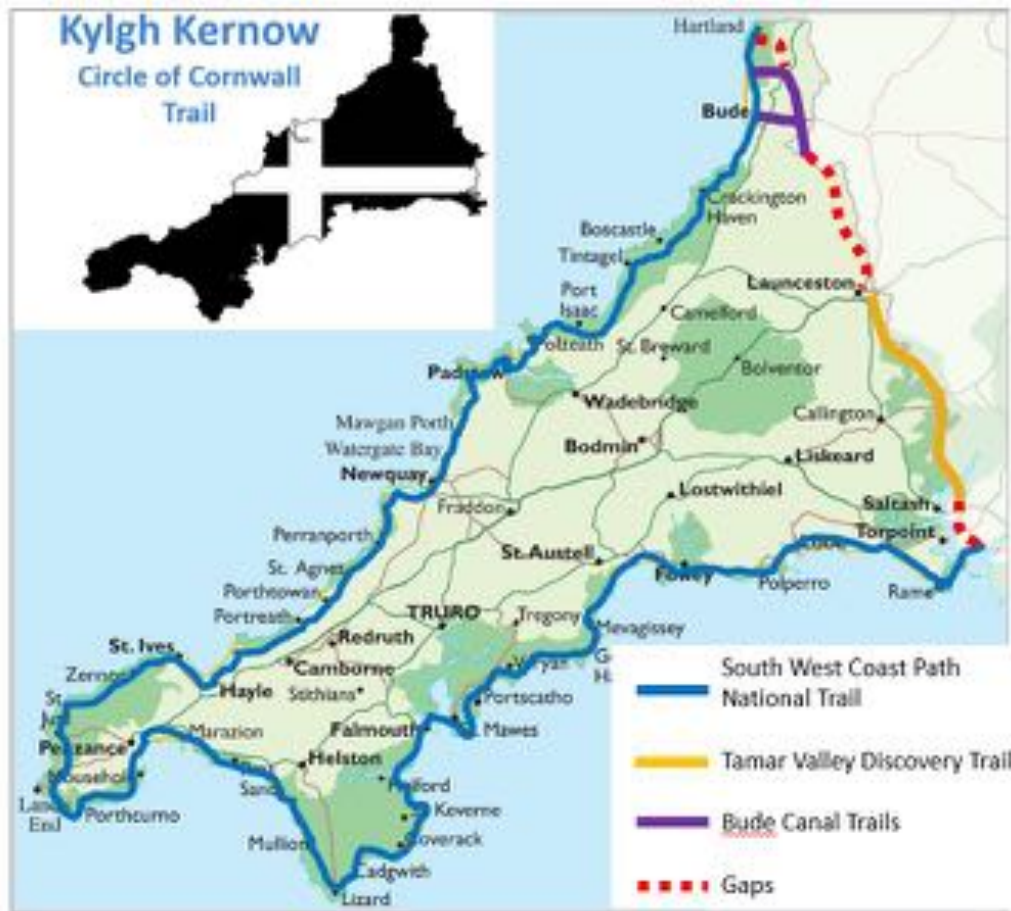
The concept has been developed over many years, with input and support from the Gorsedh Kernow. The Gorsedh Kernow (the Gorsedh of the Bards of Cornwall) exists to maintain the national Celtic spirit of Cornwall. They help maintain the tradition of preserving Celtic history and culture through poetry, song, dance, music, art and spoken word stretches back to the story tellers – the Bards of ancient Celtic countries. The bards of Gorsedh Kernow, who have each sworn allegiance to Cornwall as a Celtic nation, help maintain the national Celtic spirit of Cornwall by studying their own Cornish history and the Cornish language and literature, art, music, dance and sport. They actively promote strong links between Cornwall, other Celtic countries and the wider diaspora, and help promote a spirit of peace and co-operation among those who love Cornwall.

Given the pride that Cornish people have in their land, there is an identified demand for the Kylgh Kernow walking route that goes around the entire border – a distance of about 390 miles. As a 'product' it has many of the vital ingredients that make up a successful long-distance walk;

- An easily understood rationale for the walk - the name describes where the trail goes (e.g. Tour du Mont Blanc, Pennine Way, Appalachian Trail).
- High quality scenery – much of the coastline and the coast-to-coast section is within the Cornwall and Tamar Valley AONBs.
- It builds on the strong cultural identity of Cornwall and the Cornish.
- The new link is a 'Coast to Coast' route - which are always popular.
- It has strong heritage interest, and links up 8 of the 10 Cornish Mining World Heritage landscapes.
- It can be either done in one go, or shorter sections, with much of it accessible by public transport.
- It has a good range of existing accommodation and facilities.
- There is a high consumer awareness of the quality of the Cornish coast, and so it is building on a strong existing South West Coast Path brand.
- The Kylgh Kernow would lend itself to having its own identity, which complements, rather than competes against, the Tamar Valley Discovery Trail and South West Coast Path 'brands'.

The majority of this route is already in place, with the South West Coast Path covering the coastline, and the Tamar Valley Discovery Trail that roughly follows the border with Devon from Plymouth to Launceston. This project is thus focused at completing the gaps in the route between the South West Coast Path and each end of the Tamar Valley Discovery Trail. The subsequent promotion of the proposed new route to be called the Tamara Coast to coast walk (Tamara C2C) with accompanying information provision will encourage and enable people to discover more about Cornwall's amazing natural and cultural heritage.

Map 1: overview of the Kylgh Kernow route



Proposed route and alternatives considered

This study primarily focuses on the coast - to - coast element of the Kylgh Kernow trail to identify and evaluate potential routes against the following criteria:

- Runs relatively close to the River Tamar, ideally on the Cornish side.
- Passes through attractive scenery and visits places of historic or cultural interest.
- Passes villages and rural businesses where walkers can find accommodation and refreshments.
- Avoids hazardous road sections or crossings (see [Appendix 1](#) for details of the criteria used to assess whether a road is considered safe enough to be used as part of promoted walking trail).

In consultation with local walkers, the potential routes were surveyed between August and November 2019 to identify a 'Recommended route' for an extended Tamar Valley Discovery Trail that uses existing public rights of way, permissive paths and safe roads between the North and South coasts.

Following the survey, it was concluded that rather than a single coast-to-coast route, this project would be better expanded to improve and promote a range of walking opportunities along the whole Tamar Valley, broken into 4 categories:

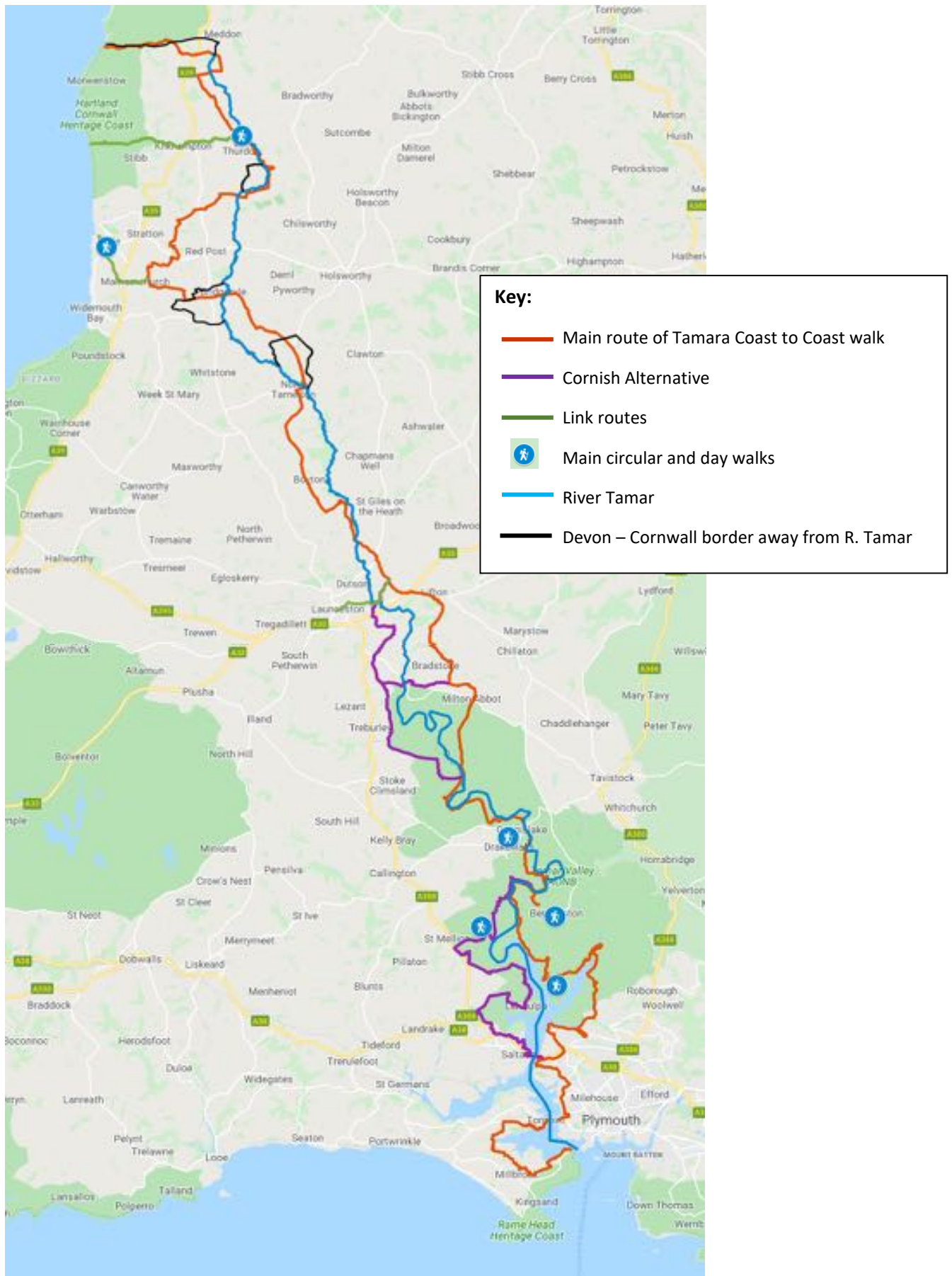
1. **Tamara Coast to coast walk (Tamara C2C):** This is the main coast – to - coast route that offers walkers the best overall walking experience, based on the quality of the scenery, proximity to the river and historical & wildlife interest. This route will be fully waymarked as the TC2C and marked with diamonds on OS 1:25,000 Explorer maps.
2. **Cornish alternative:** In discussing the concept of Kylgh Kernow with potential users, some are very keen that wherever possible the round Cornwall circuit should not ‘stray’ into Devon. The survey has identified a route that will largely achieve this aim, but with a disadvantage that it involves longer stretches of road walking and is less scenic compared to the recommended main route on the Devon side of the border. As the audience for this route is thought to be smaller than those wanting to walk the ‘best’ route, it is proposed that it is not waymarked, or marked on OS maps, but information will be provided about the ‘Cornish route option’ as part of the promotion.
3. **Link routes:** To help walkers complete the route in stages, and have a wider choice of accommodation / transport options, it is proposed that 3 short link routes are included within the project. These are:
 - a. The ‘Canal & Coast Walk’ linking the TC2C at Upper Tamar Lake through to Kilkhampton and onwards to Duckpool.
 - b. The ‘Planekeepers Path’ from Hobbacott through Marhamchurch and along the Bude Canal into Bude.
 - c. The ‘Two Castles Trail’ from Heale Barton into Launceston.

It is recommended that these retain their existing branding and waymarking.

4. **Circular & day walks:** Tamar Valley Area of Outstanding Natural Beauty (AONB) and other organisations have produced a range of walk books and leaflets describing circular walks within the valley. Whilst these routes weren’t specifically surveyed, those that were walked appeared to be in good condition. In order to promote these routes to a wider audience, it will be worthwhile to provide information about them in a common digital format (more details in [Information provision](#)) and put them all available on the Tamar Valley AONB website. These circular routes include:
 - a. Devon & Cornwall Tamar Trails: Booklet of 9 walks exploring the Tamar & Tavy valleys produced by Tamar Valley AONB
 - b. East Cornwall Tamar Trails: 9 laminated leaflets sold in a pack, produced by Tamar Valley AONB.
 - c. Tamar Valley Walks from the Railway: [3 family walks](#) & [2 circular walks](#) from train stations promoted by the Devon & Cornwall Rail Partnership
 - d. St Dominica Heritage Trail: [Circular walks](#) linking hamlets of Ashton, Bohetherick and Halton with the village and church of St Dominick.
 - e. Tamar Trails: 8 walks from [Tamar Trails centre](#)
 - f. [Calstock Footpath Society Walks](#): 9 free A4 leaflets describing walks in the Tamar Valley
 - g. Bude Canal Trails: [3 walks](#) developed and promoted by Devon County Council and North Cornwall District Council that are currently out of print but could do with rejuvenating.
 - h. Devon Wildlife Trust walks around the Marsland Valley Nature Reserve

A detailed Google map showing all the surveyed routes, and alternatives considered can be viewed here https://www.google.com/maps/d/edit?mid=1W-Qox9chUJFbekYAnDxAEO-u9Jd9_cvN&usp=sharing

Map 2: Overview of the proposed Tamar Valley walks



2. Tamara Coast to coast walk / Tamar Valley Discovery Trail Route extension

This is the coast-to-coast route that offers walkers the best overall walking experience, based on the quality of the scenery, proximity to the river and historical & wildlife interest. It is largely based on the existing Tamar Valley Discovery Trail (TC2C) which runs between Tamerton Foliot (just north of Plymouth) and Launceston, and extended at each end to link with the South West Coast Path so that it can be used to complete a circuit of Cornwall (Kylgh Kernow), and follows as close as possible the Tamar from source to sea. It is anticipated that it will take a typical walker 7 days to complete – see [Proposed Itinerary](#) for details.

The proposed route is entirely along public rights of way, existing permissive paths and quiet roads and so is not dependent on getting any new consents to be opened and promoted. There is however scope to significantly improve the quality of some sections through the creation of new paths, with a priority to provide new access to sections of the disused Bude Canal (the major historic canal in Cornwall). Having a ‘wish-list’ of locations where a long-distance walking route can be improved is not unusual. Even National Trails are opened on the basis of using the best route available at the time, with the aspiration to improve them over time as opportunities arrive. For instance, although the South West Coast Path has been a National Trail for over 40 years, work is currently underway through the Coastal Access legislation to realign sections of it off-road or closer to the coast.

This route will be fully waymarked as the Tamara C2C and marked with diamonds on Ordnance Survey 1:25,000 Explorer maps.

2.1 Section 1: Marsland Mouth to Upper Tamar Lake

Total Length: 9.3miles / 15km. (6 miles / 9.6km off road; 3.3 miles / 5.4km on roads / pavement)

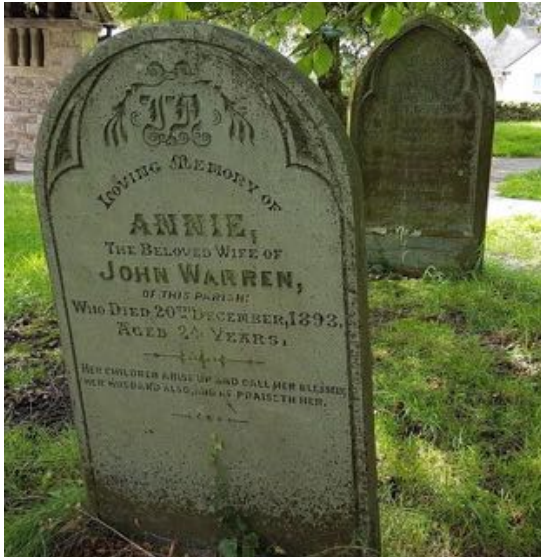
This is the preferred route option as it goes past the source of the River Tamar, and so the Trail will then follow the full length of the river. Once out of the wooded Marsland Valley you get extensive views as you are on the watershed between the north and south coasts.

The recommended route leaves the South West Coast Path on the hill overlooking Marsland Mouth (the border between Devon and Cornwall) and then heads inland on a contouring footpath before descending into the wooded Marsland Valley. After crossing Marsland Water it follows a permissive path owned by the Devon Wildlife Trust alongside Marsland Water to Gooseham Mill or there is a steeper and longer alternative route using the public footpaths on the north side of the valley.

From Gooseham Mill it then follows well maintained public rights of way into the outskirts of the attractive hamlet of Woolley.

The route then follows minor lanes for 4.5km before joining public footpaths heading south to Tamar Lakes.

The key location on this section is the source of the River Tamar, which is a spring in the field beside the road on Woolley Moor. Surprisingly given the cultural importance of the River Tamar, there is nothing to mark the spot and so it is proposed that as part of the project a marker stone is installed on the verge. Subject to further consultation, a possible design for this is a granite boulder / slab approx. 1.5 – 2 metres high with one worked face. Inset into the worked face would be a carved piece of dressed slate with a map or illustration of the Tamar on, and text ‘Pennfenten prp Dowr Tamar - Source of the Tamar’.



A slate gravestone in Kilkhampton churchyard, demonstrating the intricacy that can be carved into slate and its longevity.

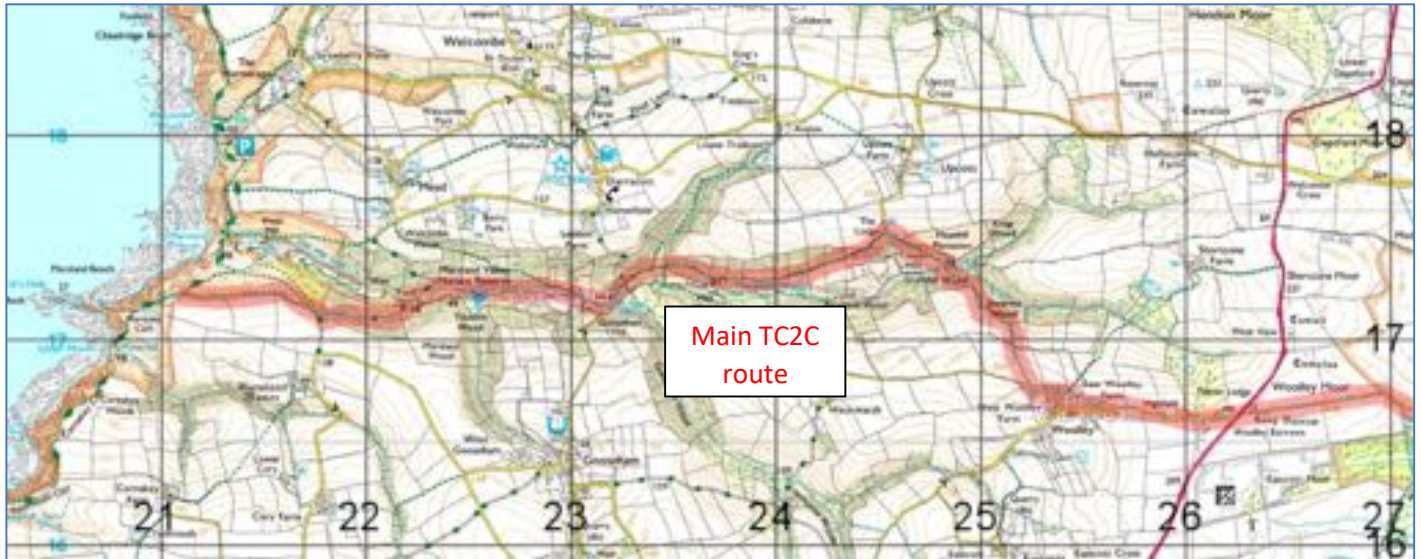
Granite is common to both Devon & Cornwall. Here are examples of carving on a 'natural' Dartmoor boulder.



Section 1: Points of Interest and Facilities

- Marsland Mouth Nature Reserve: Secluded valley with wealth of wildlife interest
- Woolley: Pretty hamlet
- Source of the Tamar
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports

Map 3: Section 1 (part 1). Marsland Mouth to Woolley



Map 4: Section 1 (part 2). Woolley to Upper Tamar Lake



a. Section 2: Upper Tamar Lake to Dualstone cross via Bridgerule

Total Length: 16 miles / 25.7 km. (8.1 miles / 13 km off road; 7.9 miles / 12.7 km road)

This section starts at the car park at Upper Tamar Lake.

Heading south a well-maintained footpath (partly public footpath, partly SW Lakes Trust permissive footpath) runs down to the Lower Tamar Lake Dam. An impressive footbridge (SW Lakes Trust maintained) takes walkers over the spillway to link up with the public footpath alongside the disused Bude Canal.

The canal tow path is followed for about 2½ miles to Puckland (just north of Dunston Nature Reserve). At this point, two main options were considered heading south, a fairly direct route via Pyworthy and a westerly loop via Bridgerule. On balance this westerly longer loop is favoured as it is mostly in Cornwall, it crosses the Tamar twice, and has far better views and historical interest. It also has a wider choice of accommodation in the villages of Bridgerule and nearby Marhamchurch and Bude. It is however dependent on the permissive path southwest of the Hobbacott Incline Plane on the Bude Canal being reopened.

Leaving the footpath alongside the Bude Canal, this route heads West for almost 3 miles along quiet lanes, crossing the Tamar at Moreton Mill Bridge, to West Leigh via Hershams. At West Leigh the route heads south between fields on an unsurfaced county road from which there are extensive views down to Bude and along the coast. The final section of this lane is quite deeply gullied on one side but is adequate for walkers to use. After crossing a minor road at Cross Lanes, the route follows a public footpath to Launcells Church and then passes in front of Launcells Barton Manor House.

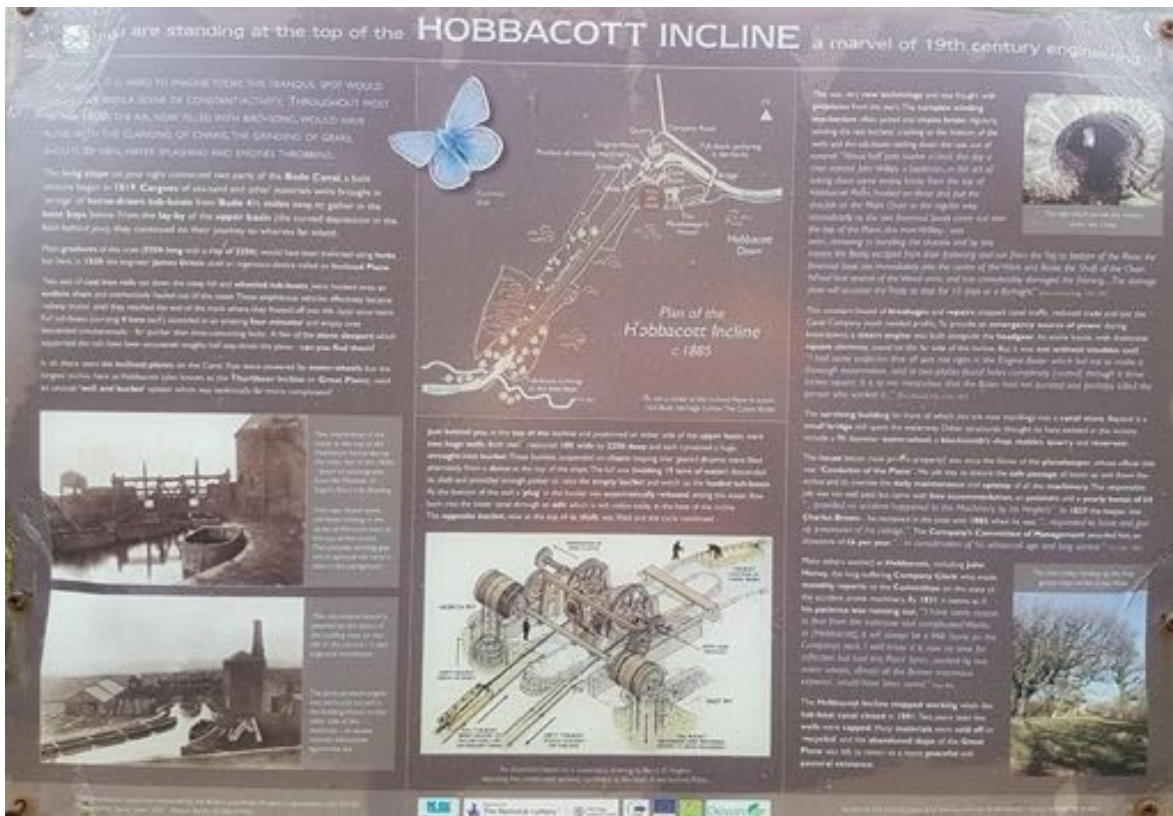
After a short section of quiet lane, the route continues southwards on a public footpath across fields to join the A3072. The A3072 is a fast, busy road but has a verge to the side and good sight lines, so the ¼ mile walk along it, whilst not ideal is considered acceptable from a safety perspective (and has been previously promoted as part of the Planekeepers Path).

The route then heads south on a public footpath to Hobbacott Down. At Hobbacott Down there is a permissive path that descends down the Incline Plane and follows the canal through to Lower Cann Orchard. Unfortunately, this section is currently closed below the Incline and a Cornwall Council sign advises walkers to use the public footpath and lane via Hobbacott. As part of this project it is proposed to replace the footbridges and boardwalks and re-open this path. However, if this is not feasible than the alternative route via Pyworthy will be used.

The Incline is an impressive example of industrial archaeology, and was built to link to parts of the Bude canal. Most gradients of this length (935ft long with a rise of 225ft) would have used a flight of locks, but here wheeled tub boats ran on rails, hauled up the slope on chains powered by the water powered winding gear.

From the end of the permissive path the route follows a quiet lane for ¾ mile to Hilton. (The Planekeepers Path continues west along the canal into Bude – see [Link Path 2](#)). The recommended route then runs south-easterly for approx. 1¾ miles along a public footpath mostly following a ridge with good views. The route then follows quiet lanes used as part of National Cycle Route 3 through the village of Bridgerule and then southwards to Dualstone Cross.

Information panel beside the Hobbacott Incline



Below: Looking up the Hobbacott Incline Plane – used to haul wheeled tub boats to the higher section of canal.

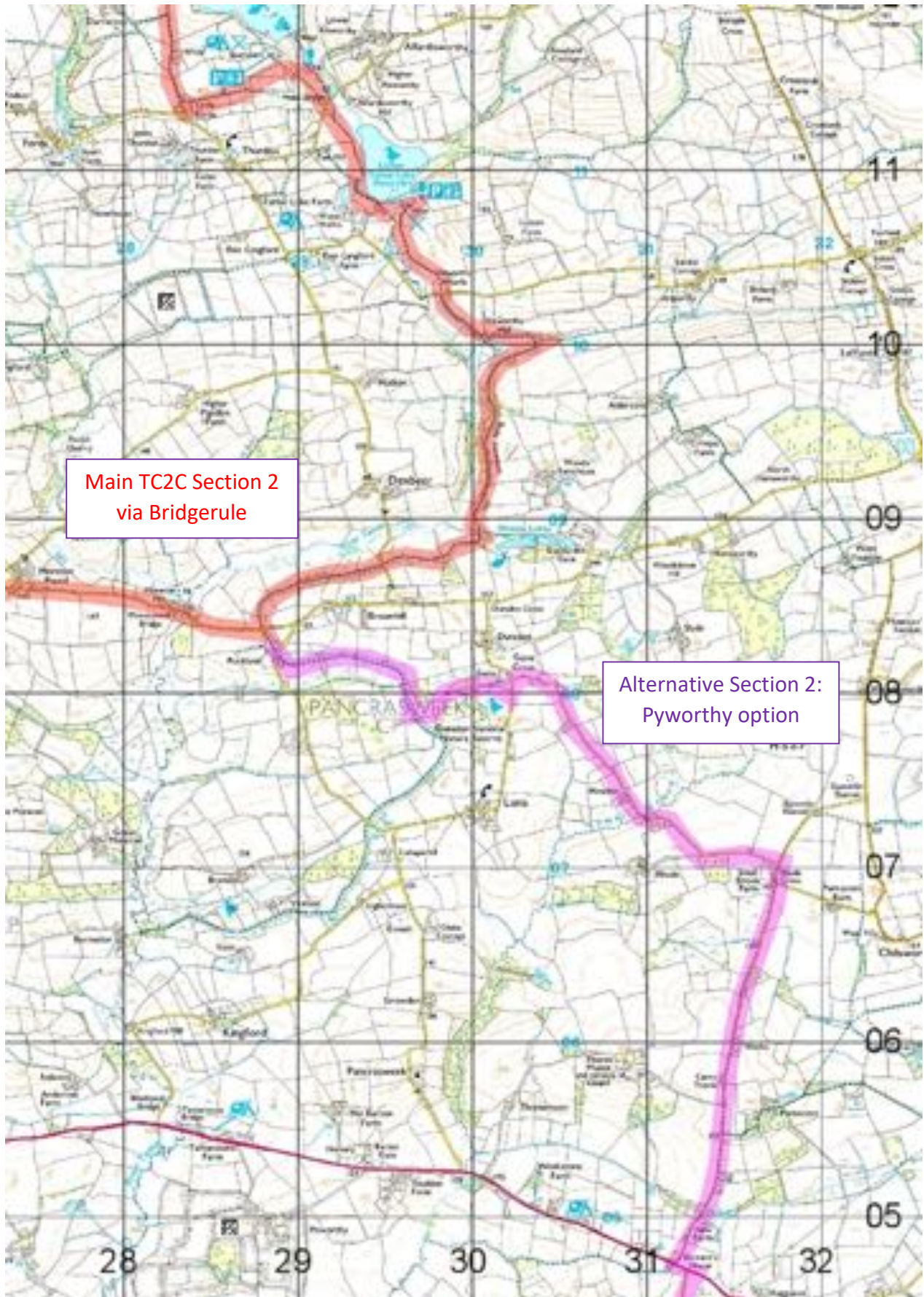


Section 2: Points of Interest & Facilities

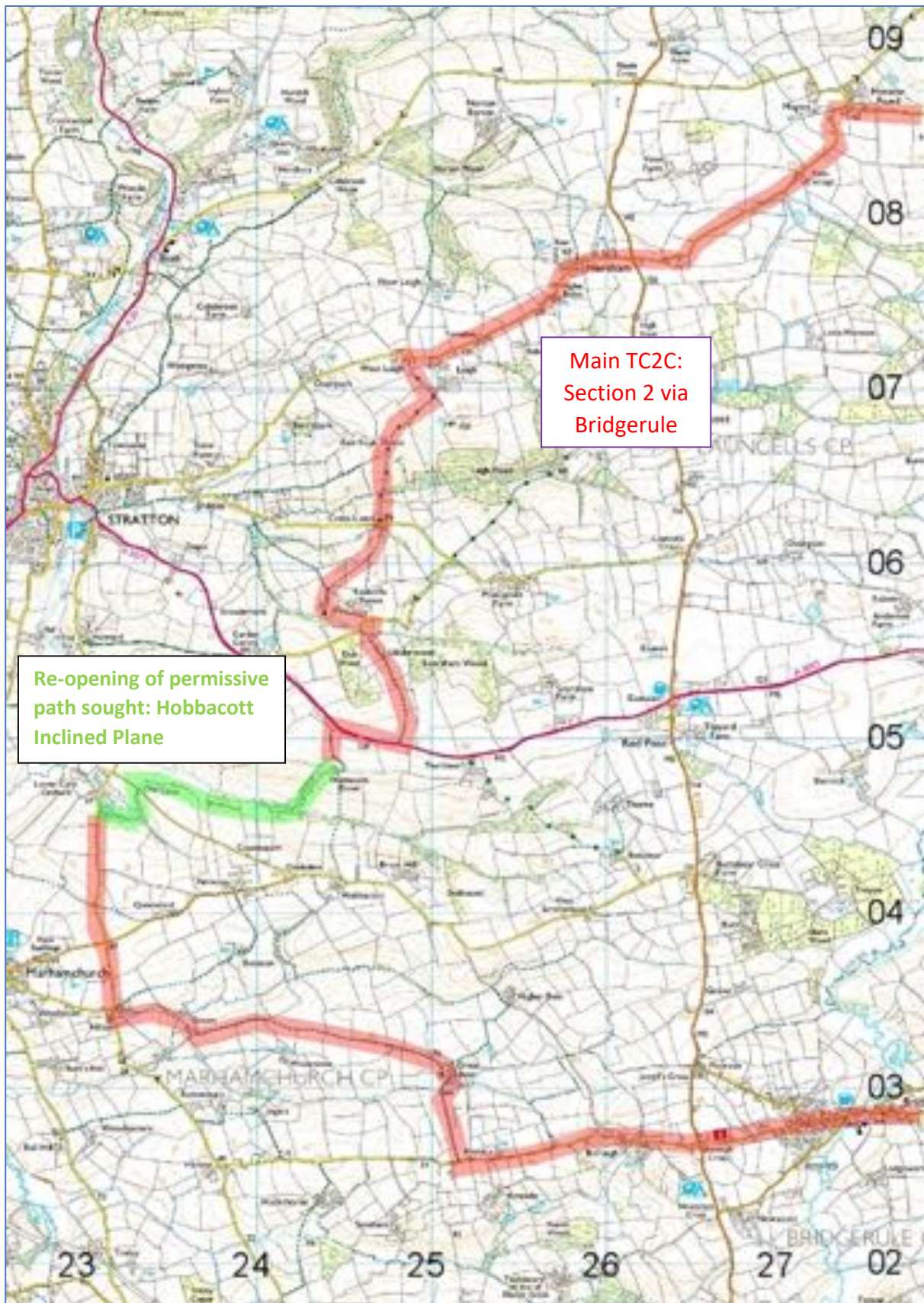
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports
- Lower Tamar Lake: Bird hide and toilets
- Historic Bude Canal: Aqueduct, wildlife and exhibition in old Virworthy Mill.

- Launcells Church – 14th century St Swithin’s church (described by St John Betjeman as ‘the least spoilt church in Cornwall’) and holy well.
- Launcells Barton Manor House also dating from 14th century, now used as a wedding venue
- Hobbacott Incline Plane, which was used instead of a flight of locks to haul cargoes up a rise of 225 feet
- Another section of the Bude Canal
- Marhamchurch – pub and accommodation
- Bridgerule – pub and accommodation

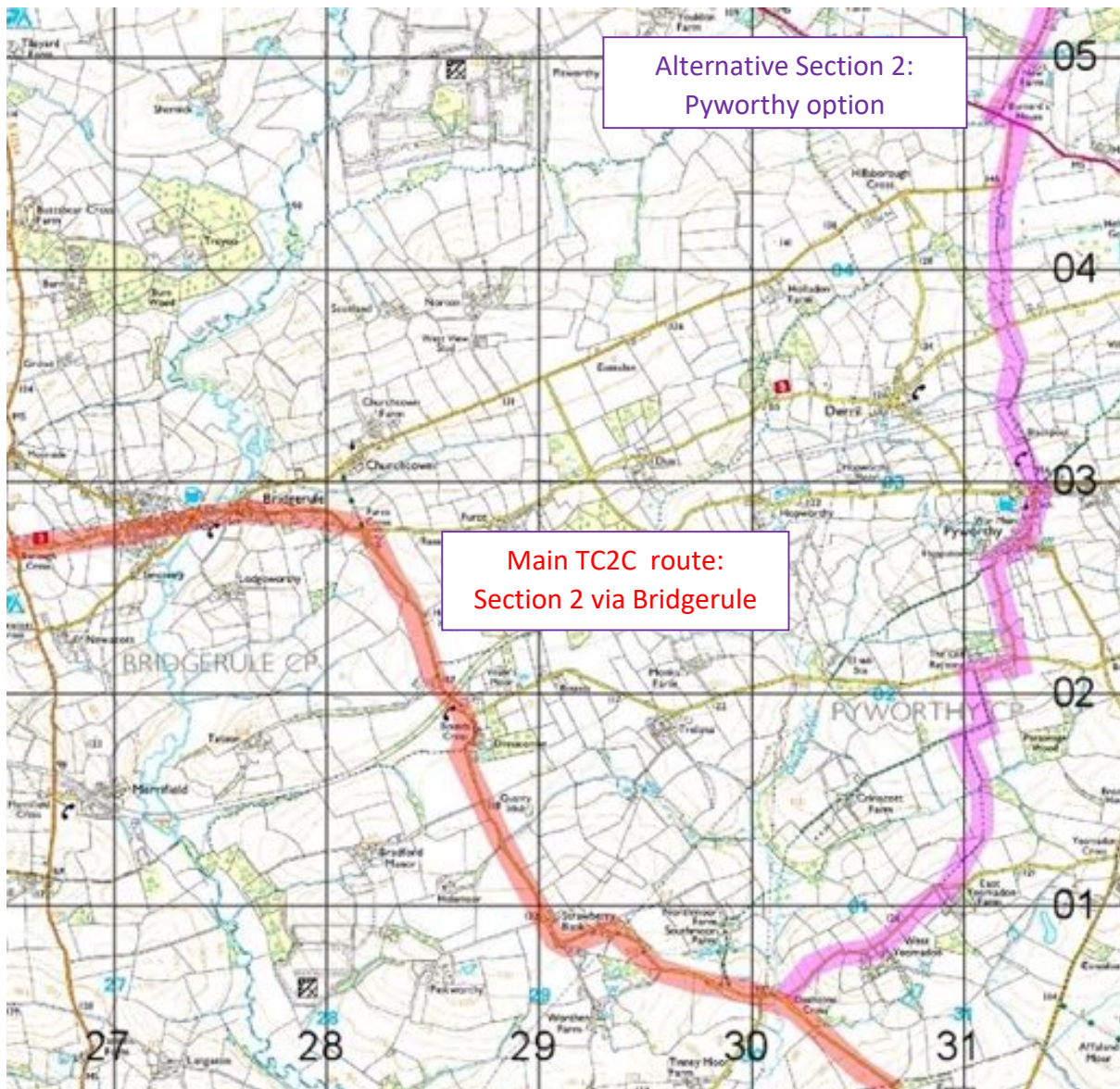
Map 5: Section 2 (part 1): Upper Tamar Lake to Dualstone Cross via Bridgerule



Map 6: Section 2 (part 2): Upper Tamar Lake to Dualstone Cross via Bridgerule



Map 7: Section 2 (part 3): Upper Tamar Lake to Dualstone Cross via Bridgerule



2.3 Section 2 Alternative: Upper Tamar Lake to Dualstone cross via Pyworthy

Total Length: 10.5 miles / 16.9 km. (6.2 miles / 10.3 km off road; 4.3 miles / 6.9 km road)

This is an alternative route that should be used if it is not possible to re-open the permissive path past the Hobbacott Incline.

As with the recommended route, this alternative route heads South from the car park at Upper Tamar Lake a well-maintained footpath (part public footpath, part SW Lakes Trust permissive footpath runs down to the Lower Tamar Lake Dam. An impressive footbridge (SW Lakes Trust maintained) takes walkers over the spillway to link up with the public footpath alongside the disused Bude Canal.

The canal tow path is followed for about 4 miles (about 2/3 mile after the recommended route heads west near Puckland) along part of what is promoted locally by the Bude Canal Trust as 'The

Aqueduct Trail' to Dunsdon National Nature Reserve. Leaving the tow path at Dunsdon NNR, the route follows a permissive path across a damp meadow (Culm grassland) to then follow a wheelchair accessible boardwalk through deciduous woodland to the reserve car park.

From the nature reserve, the route follows quiet roads via Gains Cross and Rhude Cross to the A3079. At the A3079, there is a good verge alongside the carriageway heading for c. 100 metres east to where walkers will cross the A3079 to join a quiet road.

After a short section of quiet road, two footpaths run approx. $\frac{3}{4}$ mile south to the village of Pyworthy. These paths are attractive with a mix of woodland, Culm grassland (can be a bit soggy), arable field and pasture with good views.

An alternative route was considered south of Dunsdon National Nature Reserve that would enable walkers to continue following the Bude canal to the Devon Wildlife Trust reserve at Vealand. However, this route is not viable as there no access onto a road beyond Lishaperhill, which is only about $\frac{1}{2}$ mile further along the canal. From here there is a fairly quiet road heading south through Pancrasweek, but from the southern end of this road walking eastwards along the busy A3072 would be hazardous – particularly on the first section to Noteworthy Caravan and Campsite which has very limited verge.

From the village of Pyworthy, a quiet road is followed south for about $\frac{1}{2}$ mile to 'The Old Rectory'.

Between the Old Rectory and Dualstone Cross two routes were considered. The more southerly route is recommended as it is slightly shorter, has better views and avoids going through the farmyard of Cranacott Farm and a boggy section of path between Cranacott Farm and Northmoor Farm.

Section 2 Alt: Points of Interest & Facilities

- Upper Tamar Lake: café, campsite, toilets, fishing and watersports
- Lower Tamar Lake: Bird hide and toilets
- Historic Bude Canal: Aqueduct, wildlife and exhibition in old Virworthy Mill.
- Dunsdon National Nature Reserve: Culm grassland, rich in wildlife, insect and birdlife managed by the Devon Wildlife Trust
- Vicinity Dunsdon to A3072 - couple of B&Bs, camping pods and campsites
- A3072 to Pyworthy: Crossing the disused Holsworthy railway line
- Pyworthy: Small village with pub (accommodation), B&Bs and 13th century church

2.4 Section 3: Dualstone Cross to Lifton

Total Length: 14.3 miles / 23 km. (0.2 miles / 0.3 km off road; 14.1 miles / 22.7 km road)

The recommended route was chosen as it is the closest option to the Tamar that avoids busy roads, in particular the B3254 which is the main route between Launceston and Bude. Whilst scenically a relatively pleasant walk through quiet rolling countryside, due to the lack of public rights of way it is almost entirely along roads. Whilst there is very little traffic along the lanes used, this is by far the longest section of road walking on the whole 390 miles Kygh Kernow route, and so additional access will be sought – particularly in the mid-section between North Tamerton and Tamatown along the route of the disused Bude Canal.

Between Dualstone Cross and Tamerton Bridge the most suitable route is along quiet roads. These run along a ridge so in gateways there are extensive views towards Dartmoor and Bodmin Moor. At Tamerton Bridge the route crosses back into Cornwall and along a quiet lane between North Tamerton to Boyton before descending back down to the river at Tamatown. Much of this section runs along a ridge and looking through gateways along the way there are good views across to Dartmoor and Bodmin Moor.

Between North Tamerton and Tamatown, much of the historic Bude Canal remains running through fields and woods close to the River Tamar and it would greatly improve the route if access could be secured along all or part of it. Currently the only public access to the canal is in the central section through the Forestry Commission owned Bradridge Copse.

In surveying this section, consideration was given to the public footpath and bridleway running south from Boyton Bridge to Tamatown. However, this route is not viable, as the southern end of the bridleway runs in a flooded sunken lane, there is only a ford rather than a bridge across the Tamar, and there is no recorded public right of way on the Cornish side linking the ford to the road.

From Tamatown the route follows a quiet lane close to the river, and after a short section of footpath crosses back into Devon at Druyton Bridge. The route then continues along quiet lanes approximately 3 miles to Liftondown. At Tipple Cross the route runs along the A388 for about 200 metres, but this section has adequate verge to safely walk along. From Liftondown into Lifton the road is busy, but has a pavement, and is part of the 'Two Castles Trail' (a walking route promoted by Devon County Council between Okehampton and Launceston).

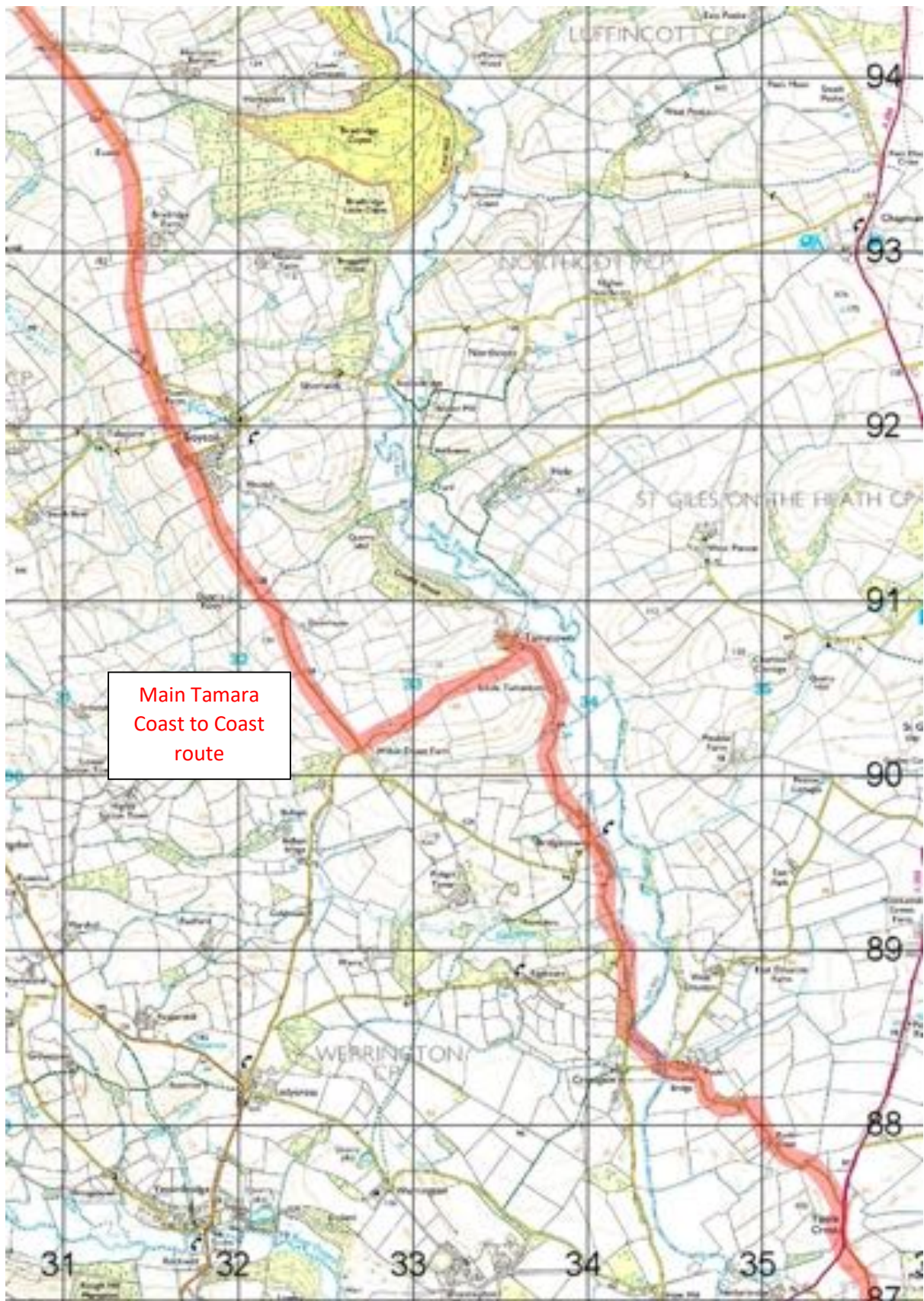
Section 3: Points of Interest & Facilities

- A3072 to Pyworthy: Crossing the disused Holsworthy railway line
- Pyworthy: Small village with pub (accommodation), B&Bs and 13th century church
- Boyton: Accommodation and shop
- Sections of the disused Bude Canal
- Lifton: Castle, shops, pub and accommodation

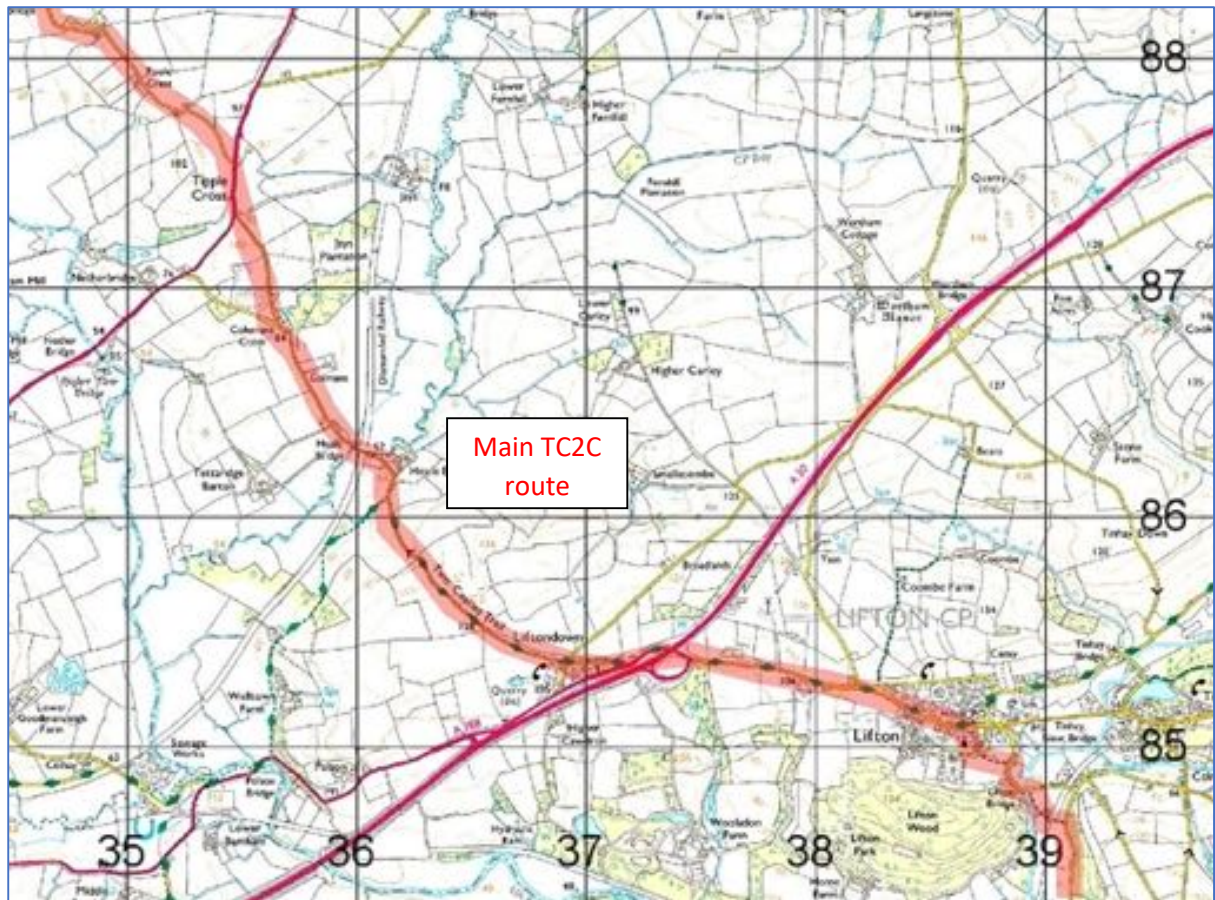
Map 8: Section 3 (part 1). Dualstone Cross to Bradridge Copse



Map 9: Section 3 (part 2). Bradridge Copse to A399



Map 10: Section 3 (part 3). A399 to Lifton



2.5 Section 4: Lifton to Horsebridge

Total Length: 8.3miles / 13.4km. (6 miles / 9.6km off road; 3.3 miles / 5.4km road)

Along this section the existing Tamar Valley Discovery Trail running north of Milton Abbot has two alternatives; a mostly on-road route via Horsebridge (see [3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 \(Cornish option\)](#)) and on the Devon side a more off-road alternative promoted as the Lifton Link.

The recommended route option is to use the Lifton link as it is more scenic, is mostly off-road and better views of the Tamar valley. From the centre of Lifton, the route runs through Lifton churchyard, down a footpath and short section of lane before crossing the River Lyd. It then heads up hill following a quiet lane through woodland to cross into fields. From the summit of this hill you have very extensive 360-degree views. After 2 miles of footpaths across farmland the route passes through the hamlet of Kelly with its church and manor house before following a footpath (3/4 mile) a section of lane and the westerly branch of the Tamar Valley Discovery Trail before descending on a path into the village of Milton Abbot. On the south side of Milton Abbot, the route follows an unsurfaced county road and bridleway across fields (good views across into Cornwall) before picking up a quiet lane that descends down to Horsebridge.

Whilst the existing Tamar Valley Discovery Trail has a loop running eastwards through Sydenham Damerel, it is recommended that this is changed to remain on the road that runs closer to the Tamar. The reasons for this, are that although the revised route misses out the village, the village has no accommodation or facilities (there is a B&B on the recommended route); it is shorter; involves less road walking and has better views of the Tamar Valley.

Section 4: Points of Interest & Facilities

- Lifton: Castle, shops, pub and accommodation
- Lifton Church
- Kelly Church
- Kelly House (Grade 1 listed manor house & B&B)
- Milton Abbot (church, pub & shop)
- Horsebridge: Historic crossing of the Tamar

Map 11: Section 4 (Part 1). Lifton to Milton Abbot



Map 12: Section 4 (Part 2). Milton Abbot to Horsebridge



2.6 Section 5: Horsebridge to Calstock

Total Length: 9.3 miles / 15km. (5.1 miles / 8.2km off road; 4.1 miles / 6.7km road)

On this section the existing Tamar Valley Discovery Trail meets all the criteria, and so no alternative routes were considered. It's mostly off-road, runs close to the Tamar is on the Cornish side and has the interest of being within the World Heritage Site.

After crossing Horsebridge the route quickly joins a public footpath following a farm track beside fields parallel to the River Tamar for about 1 mile to the small village of Lockett. Following quiet

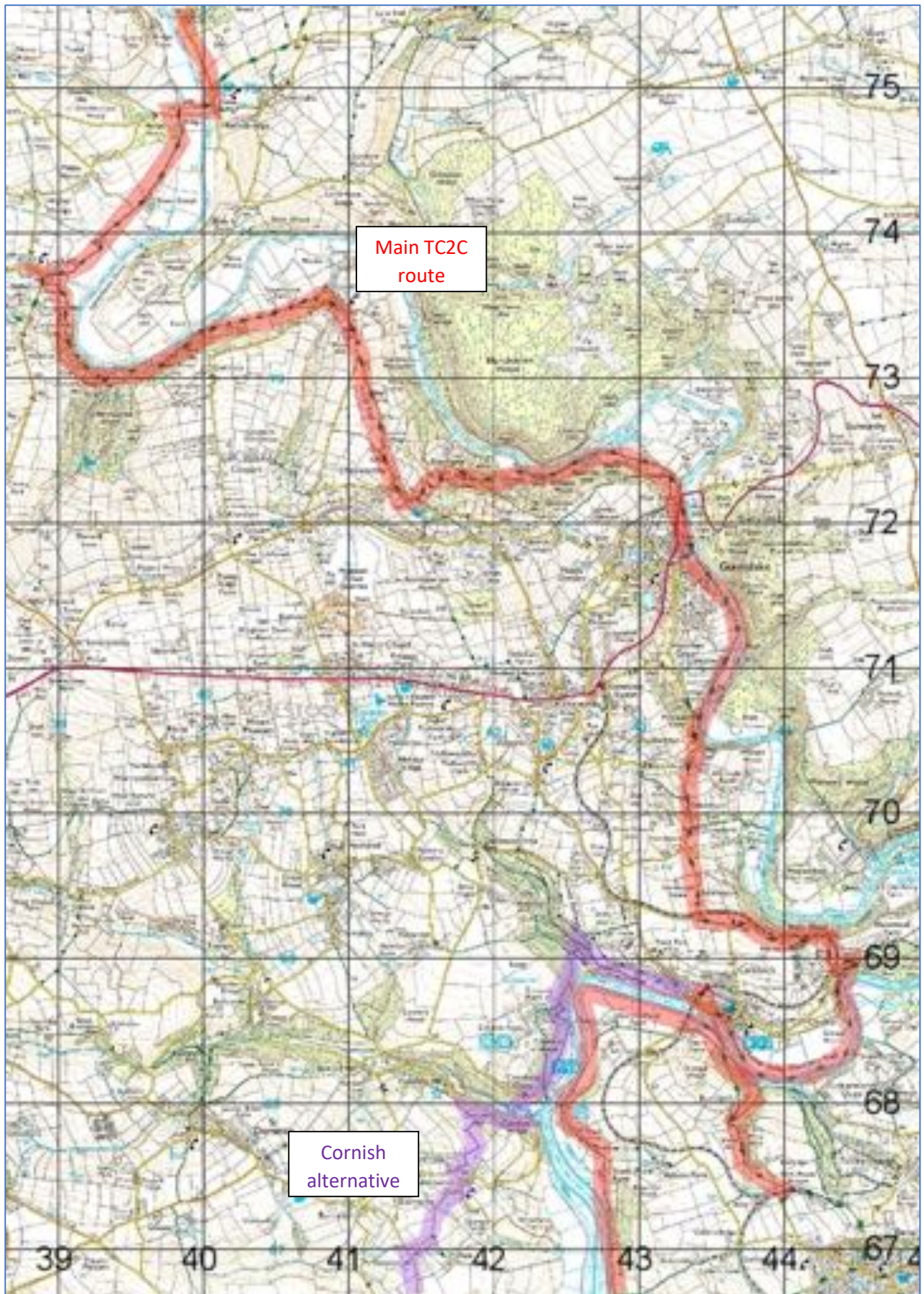
lanes through Lockett it runs along a no-through road to join a permissive path (Duchy of Cornwall) running close to the river through Greenscombe Wood. Emerging from the wood, it follows a no-through route lane to the hamlet of Latchley, and then along a quiet lane through to Chilsworthy.

The route then descends along a public footpath down to the river's edge through Clitters Wood, and along a track (also public footpath) to cross the A390 at New Bridge. The next mile of footpath runs next to the river, before climbing away from the river to follow a quiet lane for about 2 miles to the entrance drive of Harewood Farm. Here the route follows a public footpath past old mine workings down to the river bank at Okeltor. Currently the Tamar Valley Discovery Trail runs from here into Calstock on a permissive path along a flood defence embankment. As part of the project and tied in with an [Environment Agency project](#) to reduce the flood risk to Calstock by re-engineering the bank to allow the fields behind to the embankment to flood and revert to marshland and reedbeds, this section will be improved to make it accessible to people with limited mobility, by providing seating, accessible gates and a rolled stone surface.

Section 5: Points of Interest & Facilities

- Lockett – Mining heritage
- Greenscombe Wood – Cornwall Wildlife Trust reserve
- Chilsworthy - pub
- Gunnislake Clitters – riverside, woodland walk passing engine house, with views across to Great Consols Mine
- Gunnislake (train, shop, pub and accommodation)
- End of the tidal section of the Tamar
- Okeltor Mine workings (just off route)
- Calstock marsh – Environment Agency work recently completed to re-engineer flood defences to create area of reedbeds and marshland.
- Calstock (train, pub, accommodation).

Map 13: Section 5. Horsebridge to Calstock



2.7 Section 6: Calstock / Bere Alston to Tamar Bridge / A38 (Devon option)

Total Length: 17.3 miles / 27.8km. (11.7 miles / 18.8km off road; 5.6 miles / 9km road)

Heading south from Calstock there two options. The West / Cornish option has the attractions of walking past some lovely spots along the river, most notably Cotehele Quay, Halton Quay, Cargreen, the Celtic Cross in Saltash and crossing the Tamar Bridge but this is offset by 12 miles of lane walking some of which is on fairly busy roads (see [3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 \(Cornish option\)](#)).

The alternative on the Devon bank largely follows the existing route of the Tamar Valley Discovery Trail. This is the recommended route as scenically it is better than the Cornish option as it mostly runs very close to the river, has far less road walking and the roads that are used have less traffic.

As part of the overall Tamara Landscape Partnership Scheme, work is underway to try and re-instate the passenger ferry service across the Tamar at Calstock. If however, this is unsuccessful, or at times when it is not operating walkers will be advised to take the short train ride between Calstock and Bere Alston stations.

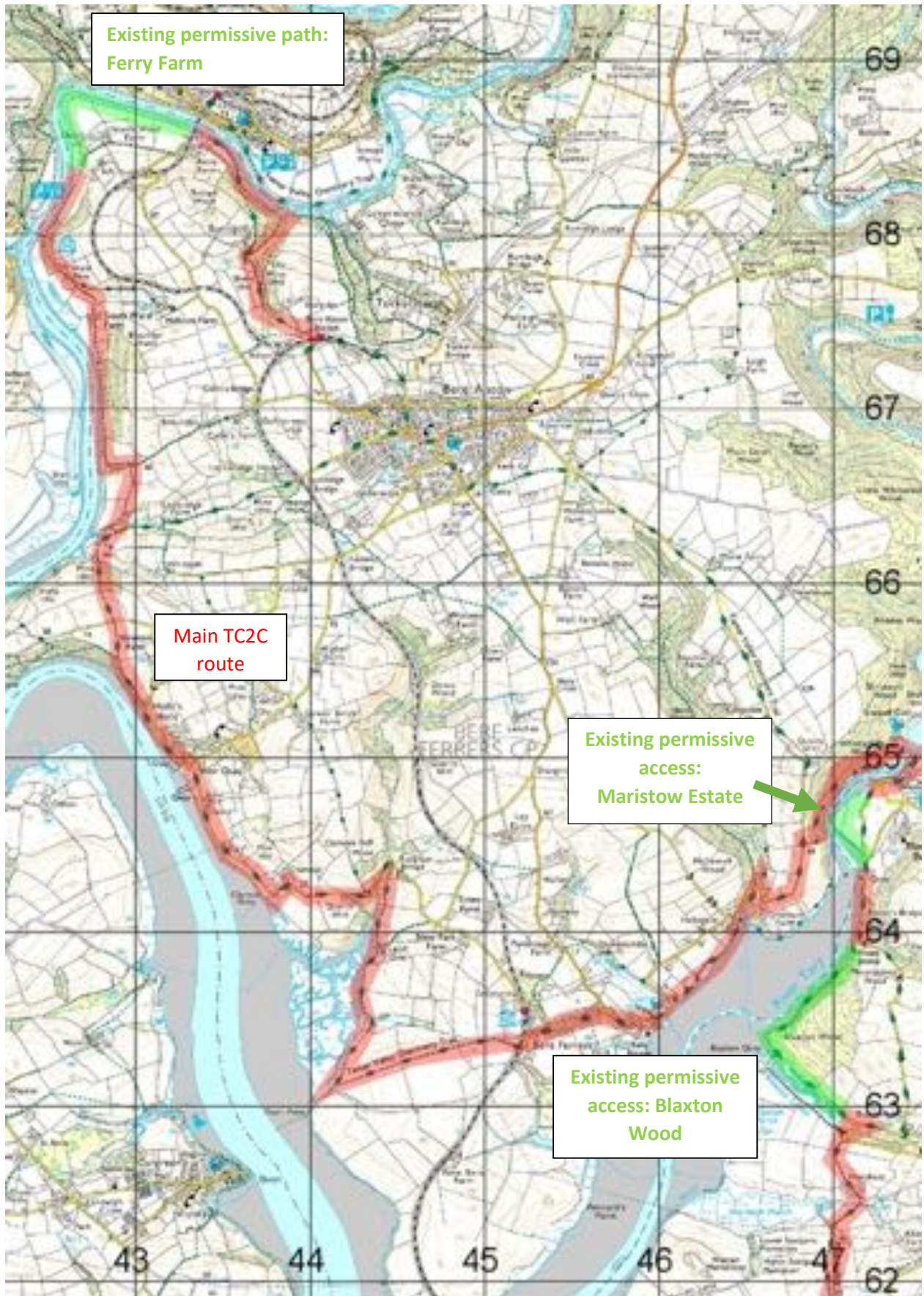
From Bere Alston station, the route descends across fields and woodland on a public footpath that then follows the river bank to the base of the Calstock viaduct (and the old ferry landing). Here the route continues along a well-used (and signed by Devon CC) permissive path along the flood embankment beside the river, giving lovely views across to Calstock and Cotehele. The route continues alongside the river for about 4 miles, on a public footpath through fields and then on a quiet road through the hamlets of Hole's Hole and Weir Quay. The first part of this walk differs from the existing route of the Tamar Valley Discovery Trail, but was selected as it is more scenic and stays close to the river.

After leaving the banks of the Tamar near Thorn Point the route continues along the Tamar Valley Discovery Trail through fields over the saddle of the peninsula to Bere Ferrers. From the village it follows a lane down to the River Tavy arm of the estuary and close to the creek to the tidal ford at Lopwell Dam. The route then continues close to the bank of the estuary through woodland partly on permissive paths across land owned by the Maristow estate, before following a public footpath and quiet lane over a hill into Tamerton Foliot. From here, it mostly runs through parks and woodland on the edge of the estuary to Ernesettle. The final section runs uphill along Ernesettle Lane (great views of the river looking north) to cross the A38 on a footbridge near to St Budeaux, before following residential roads to the Tamar Bridge viewpoint.

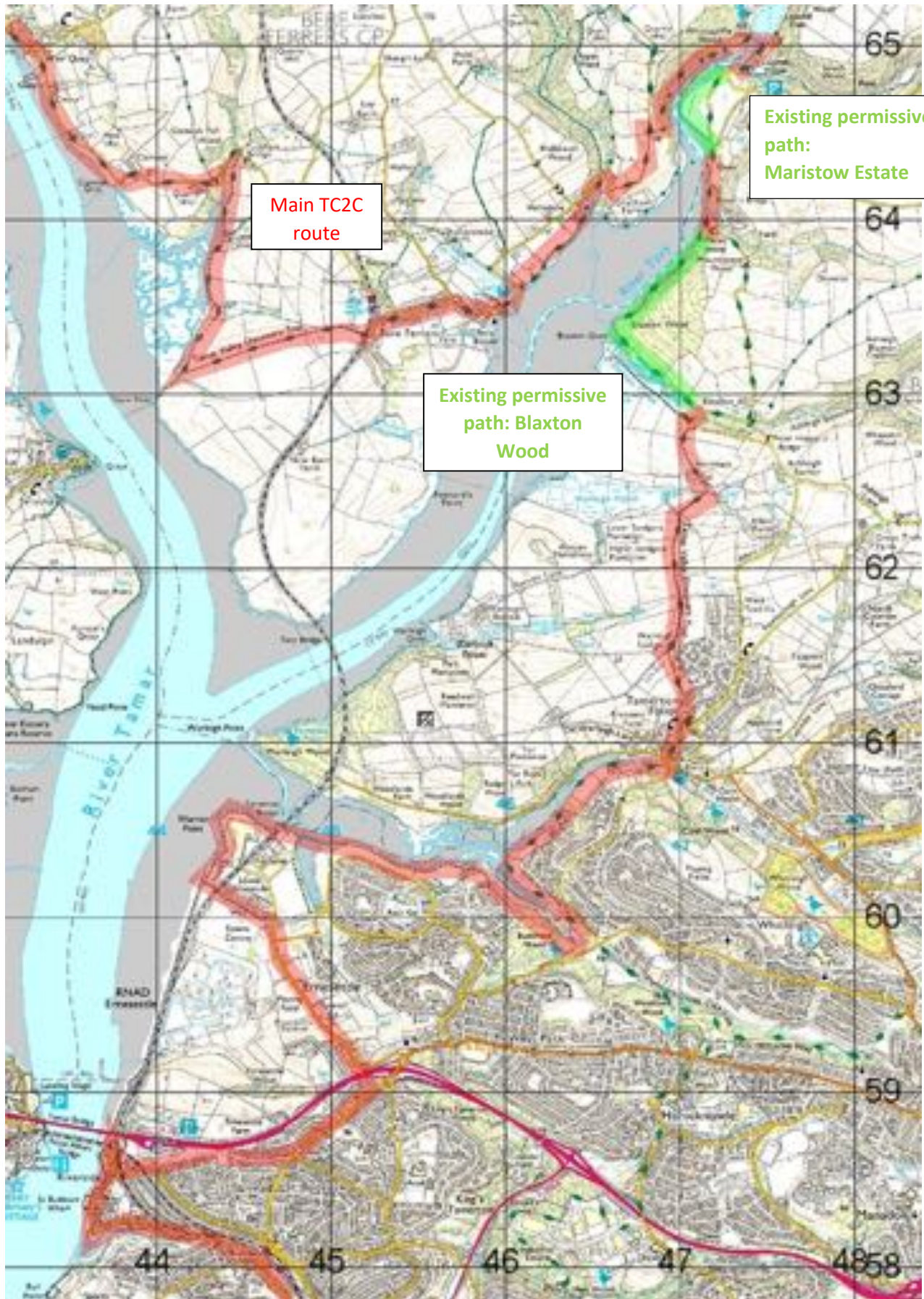
Section 6: Points of Interest & Facilities

- Passing over Calstock viaduct
- Bere Alston (1/2 mile off route): shops, accommodation and pub
- Long stretch of riverside walking, looking across to Calstock and Cotehele
- Weir Quay: Remains of silver mines
- Bere Ferrers: pub, shop, train station
- Lopwell Dam: Nature Reserve and Creekside walking
- Tamerton Foliot: Pub, shop, regular buses into Plymouth
- St Budeaux Church (¼ mile off route): small attractive church dating back to 1563, where Sir Francis Drake was married.

Map 14: Section 6 (part 1). Bere Alston to Lopwell Dam



Map 15: Section 6 (part 2). Lopwell Dam to Tamar Bridge



2.8 Section 7: A38 / Tamar Bridge to Mount Edgcumbe

Total Length: 12.2 miles / 18.5km. (4.1 miles / 6.5km off road; 8.1 miles / 13km road)

From near to the Tamar Bridge car park, the route descends down Normandy Hill (named after its role in the D-Day landings) to Saltash Passage, which is the old ferry point across the Tamar. After following the road along the banks of the estuary for about 1/3 mile, the route drops down to run along paths through Kinterbury Creek nature reserve. Unfortunately, it is then a fairly dull 3 mile walk along pavements beside busy roads to get past the dockyard to reach the ferry crossing to Torcross. However, most of this could be easily skipped by catching a train or bus.

On the Torpoint side the route runs for about a 1 mile along residential streets and parkland close to the estuary, before heading inland on pavements around the campus of HMS Raleigh. On the far side of HMS Raleigh, it follows a ¾ mile footpath through woodland and then fields to join the lane heading to the small village of St John. Part of this lane is impassable at high tide but there is a nearby alternative. The head of St John's Lake inlet is an attractive area of wetland with great views across to Plymouth.

Between St John and Millbrook, the route follows about 1 mile of quiet lane with midway a ¼ mile section of footpath across fields. For the 4 miles between Millbrook and Mount Edgcumbe, the route stays on the edge of the water. Initially running through a park alongside the lake, then after crossing the dam it follows a quiet lane that hugs the shore of the estuary for 1¼ miles. The final 1½ miles is along a public footpath through the Mount Edgcumbe estate, passing the historic Edgcumbe Harbour.

To provide a 'kodak' moment for people setting off or finishing the final fingerpost at Mount Edgcumbe will be replaced with one with a Tamara C2C logo, 'Kylgh Kernow' and 'Source of the Tamar 87 miles'.

Section 7: Points of Interest & Facilities

- Tamar Bridge viewpoint (¼ mile off route): Option to walk across on footway / cycle path to visit Celtic Cross in Saltash.
- Normandy Hill: D-Day connections
- Saltash Passage; Until the Tamar Bridge ferries crossed from here.
- Kinterbury Creek: Local Nature Reserve
- Devonport dockyard
- Torpoint ferry
- HMS Raleigh
- Wildlife of St John's Lake
- Millbrook, shops, pubs & accommodation
- Mt Edgcumbe estate and Empacombe Quay

Map 16: Section 7. Tamar Bridge to Mount Edgcombe



3. Cornish option.

This is a variation of the main Tamara Coast to Coast walk that remains as far as possible, given road safety constraints within Cornwall. As these have much longer sections of road walking, and it are not as scenic as the equivalent sections that run on the Devon side of the border, it is considered that it will only appeal to a smaller 'purist' audience who want to walk Kylgh Kernow without straying across the border.

As such there are no plans to waymark this route or for it to be marked on OS maps, but basic route information will be provided online about it, so that the option remains available to those who want it.

3.1 Sections 4 & 5: Heale Barton - Launceston - Horsebridge

There is currently an alternative westerly branch of the Tamar Valley Discovery Trail between Launceston and Milton Abbot via Greystone Bridge that is almost entirely along quiet lanes (10.5km road & 1.7km footpaths) with large sections out of sight of the Tamar Valley. It is thought that this route was developed as a way of providing an end point to the TC2C in Launceston (with its range of accommodation and public transport links) before the more scenic and mostly off-road 'Lifton link' route was opened. This link route will be maintained - see [4.3 Launceston link: Heale Bridge to Launceston \(Two Castles Trail\)](#)

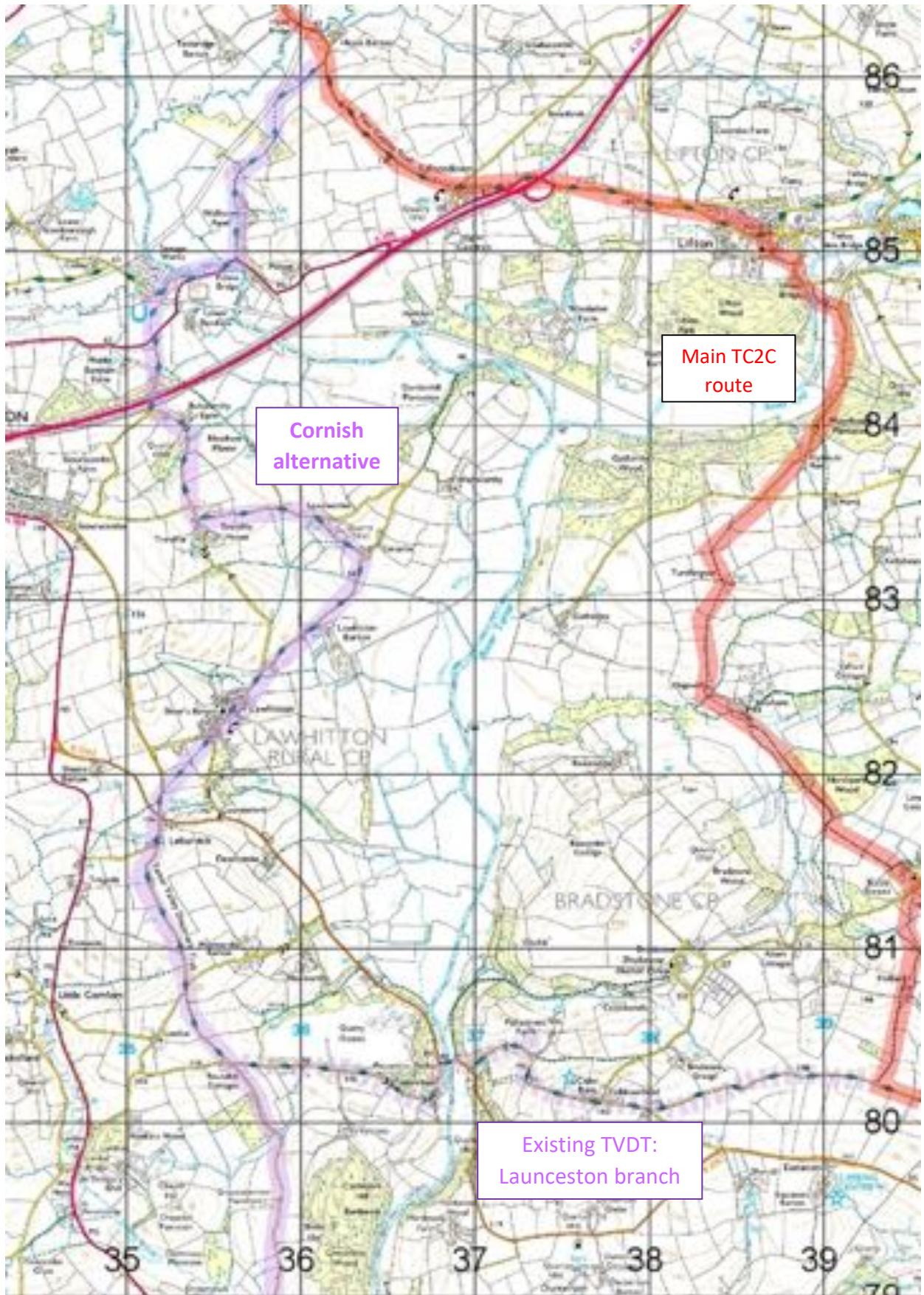
The most attractive section of this route is from Heale Barton (north of Liftondown) where it follows the Two Castles Trail across fields for about $\frac{3}{4}$ mile to Polson Bridge. From Polson Bridge after a short section alongside the A388, it runs southerly almost along lanes through the village of Lawhitton, crosses the Tamar at Greystone Bridge before heading westwards along lanes to Milton Abbot (where it joins the recommended route).

Rather than crossing back into Devon at Greystone Bridge, it is possible to remain within Cornwall and continue along quiet lanes (a further 4.6 miles / 7.5km of road walking) through to Horsebridge, but this option was discounted for the primary route as it has only infrequent views of the Tamar valley (there is a hill between the lane and river) and is entirely along lanes. Given the prominent & frequent private signs in the woodland, it would appear the potential to secure new access closer to the Tamar on this section is minimal.

Section 4 & 5 Cornish Alt: Points of Interest & Facilities

- Polson Bridge – 19th century, but the traditional entry point to Cornwall
- St Leonards packhorse bridge
- Site of St Leonard's medieval leper hospital (dug by Time Team in the 1990's)
- Launceston: 1st capital of Cornwall under the Normans, town walls and town gate (the only ones in Cornwall), medieval castle. Shops, accommodation, public transport.
- Lawhitton: Church and remains of medieval Bishop's house.

Map 17: Alternative Heale Barton to Horsebridge (part 1)

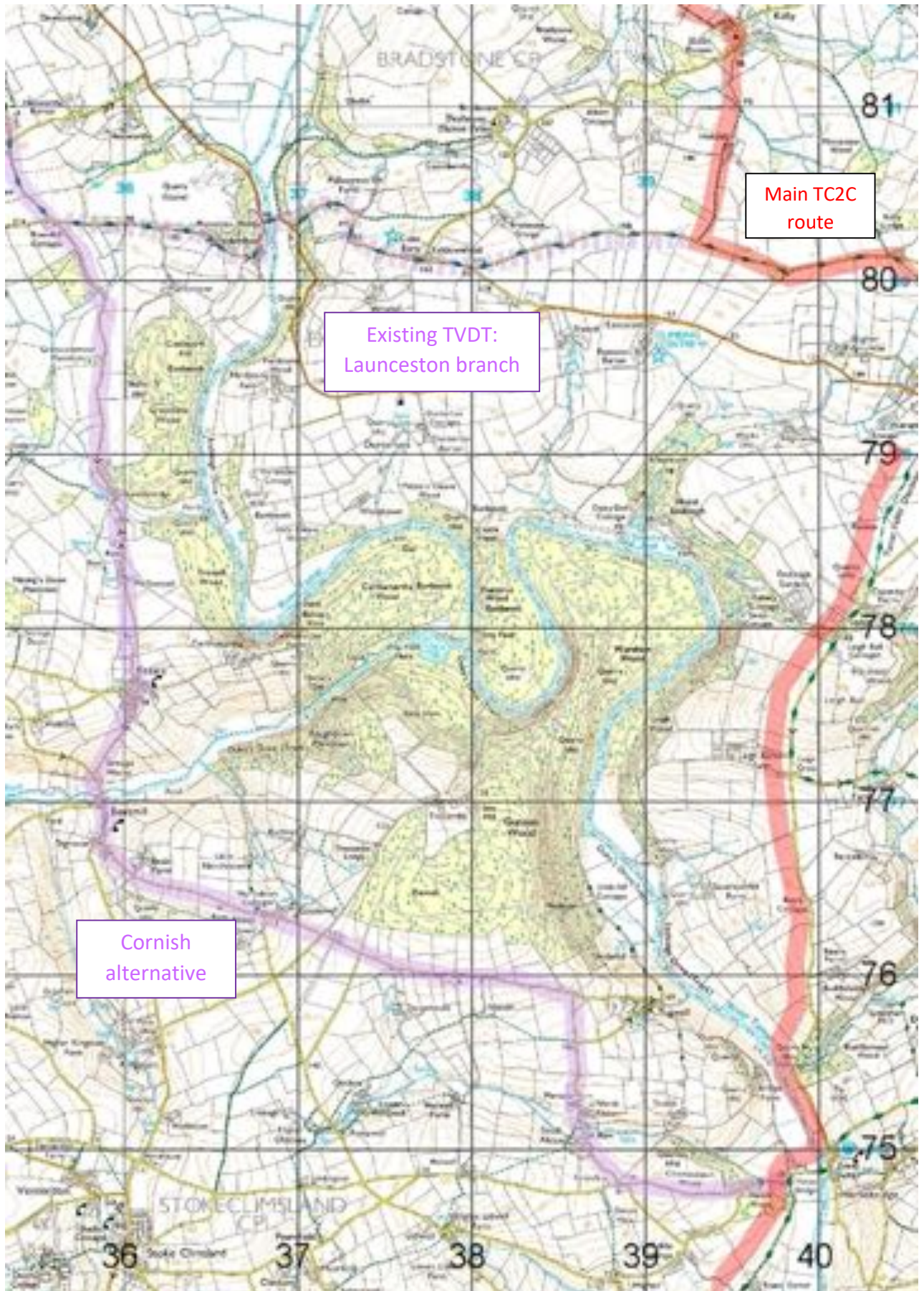


Main TC2C route

Cornish alternative

Existing TVDT:
Launceston branch

Map 18: Alternative Heale Barton to Horsebridge (part 2)



3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 (Cornish option)

Total Length: 17 miles / 27.4km. (5.1 miles / 8.1km off road; 12 miles / 19.2km road)

This route was surveyed in detail whilst trying and find an alternative that remains on the Cornish side of the Tamar. However, despite some attractive sections of river walking, the amount of road walking (some on fairly busy roads) means that it is not a good enough standard to promote as the primary route – the [Devon option](#) is far more scenic.

From Calstock through to Cotehele Quay close to the riverbank the walk is very scenic. From the quay, after a short section of lane, the route follows a permissive path, waymarked as the St Dominica Heritage Trail, past lime kilns up to the hamlet of Bohetherick. On this section there is an alternative permissive path that has better views of the river. However, this path is not waymarked and has a short muddy stretch so it is considered that the route used by the St Dominica Trail is favoured by the landowners.

From Bohetherick, lanes are followed for 1.3 miles down to Halton Quay, which is a very picturesque spot on the banks of the Tamar. From the Quay the route loops away from the river to skirt the Pentillie Estate. The first part (1.6 miles) is along a quiet lane before reaching the A388 which has to be followed for 570 metres. Although this road is very busy, good sightlines and a verge mean that walkers could use it without undue risk, but it would not be a nice walk.

From the A388 an Unsurfaced County Road / farm drive is followed to then join a very quiet lane to the entrance of the Pentillie Estate. The next section of lane (3/4 mile) is relatively busy compared other lanes used by the trail as it is one of the main routes in and out of the village of Cargreen. After this, the route improves as it joins a lane serving just a few properties that runs along a ridge with gaps in the hedges offers intermittent good views of the river valley, before descending down to the estuary. The next 2 miles are very attractive following the side of the estuary through the village of Cargreen and then along a footpath across fields to Landulph Church.

The route then loops inland for 3 miles on lanes around Kingsmill Lake to Carkeel. Whilst traffic on these lanes is fairly light and traffic speeds appear low, these lanes are much busier than most of the lanes used by the trail, and so walkers would need to take care.

From Carkeel there is a pavement beside the A388 for the 350 metres into the outskirts of Saltash. From here the route follows a bridleway parallel to the A38 through woodland, and whilst there is constant traffic noise, the A38 is mostly out of sight. After ½ mile the bridleway joins onto a quiet lane which is followed for about ½ mile to Saltmill Park, which as its name suggests is an attractive park beside the estuary. After walking through the park, the route briefly diverts inland through a housing estate before emerging into another area of creekside public open space. After passing below the Tamar Bridge (really interesting to see the construction from underneath) the route follows a path through woodland up to the Celtic Cross.

From the Celtic Cross, it is a short walk on pavements to join the cycle / footway across the Tamar Bridge.

Section 6 Cornish Alt: Points of Interest & Facilities

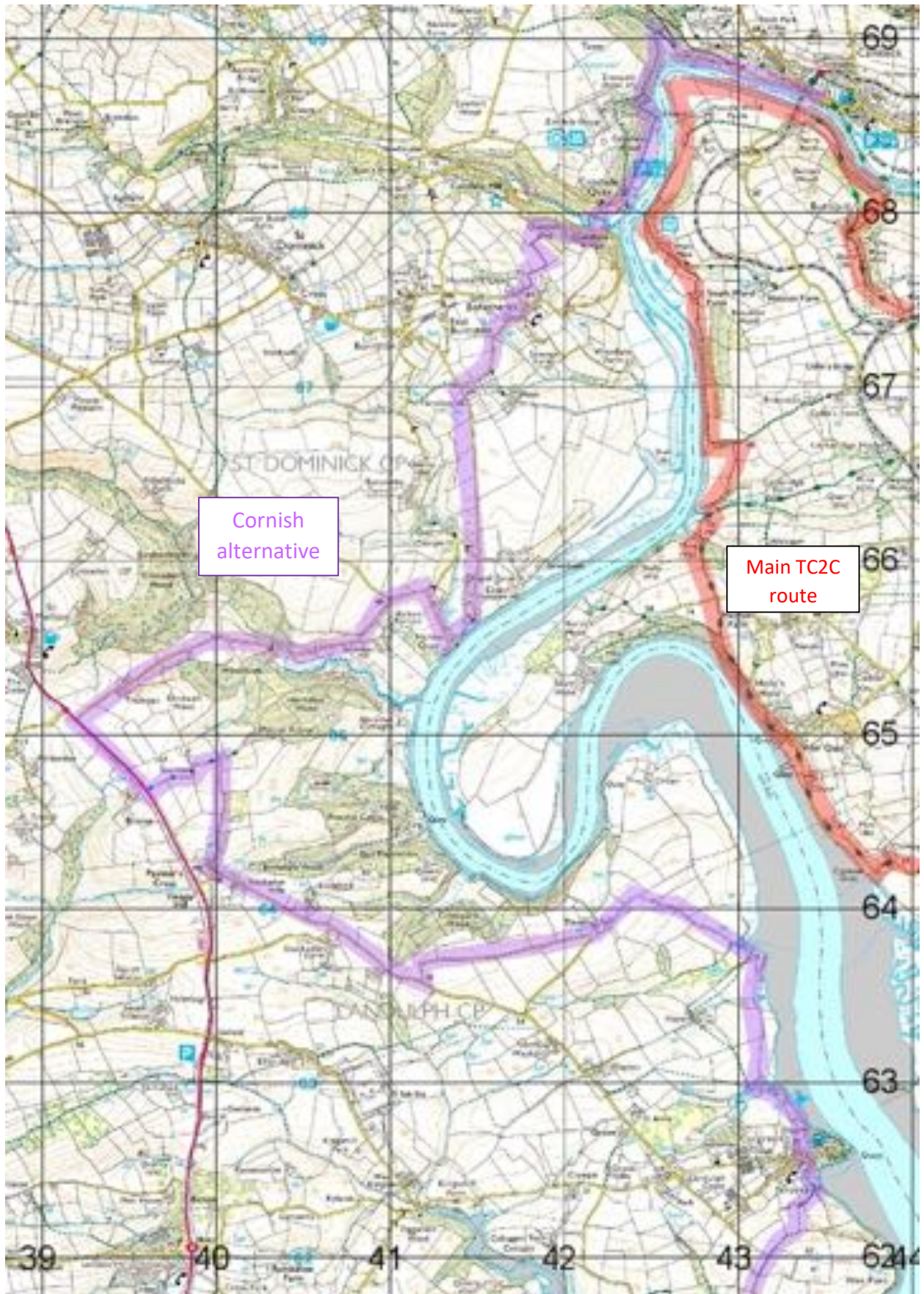
- Cotehele Estate; Danescombe sawmill (remains), Calstock viewpoint, Chapel in the wood
- Cotehele Quay: Heritage exhibition, facilities and limekilns
- Halton Quay: Departure point of St Dominic
- Tinnel to Cargreen: Attractive riverside walking
- Cargreen: Pub & shop
- Botusfleming: Pub and church

- Landulph church
- Celtic Cross at Saltash – gateway to Cornwall
- Tamar Bridge – view from underneath and walking across on the cycle path

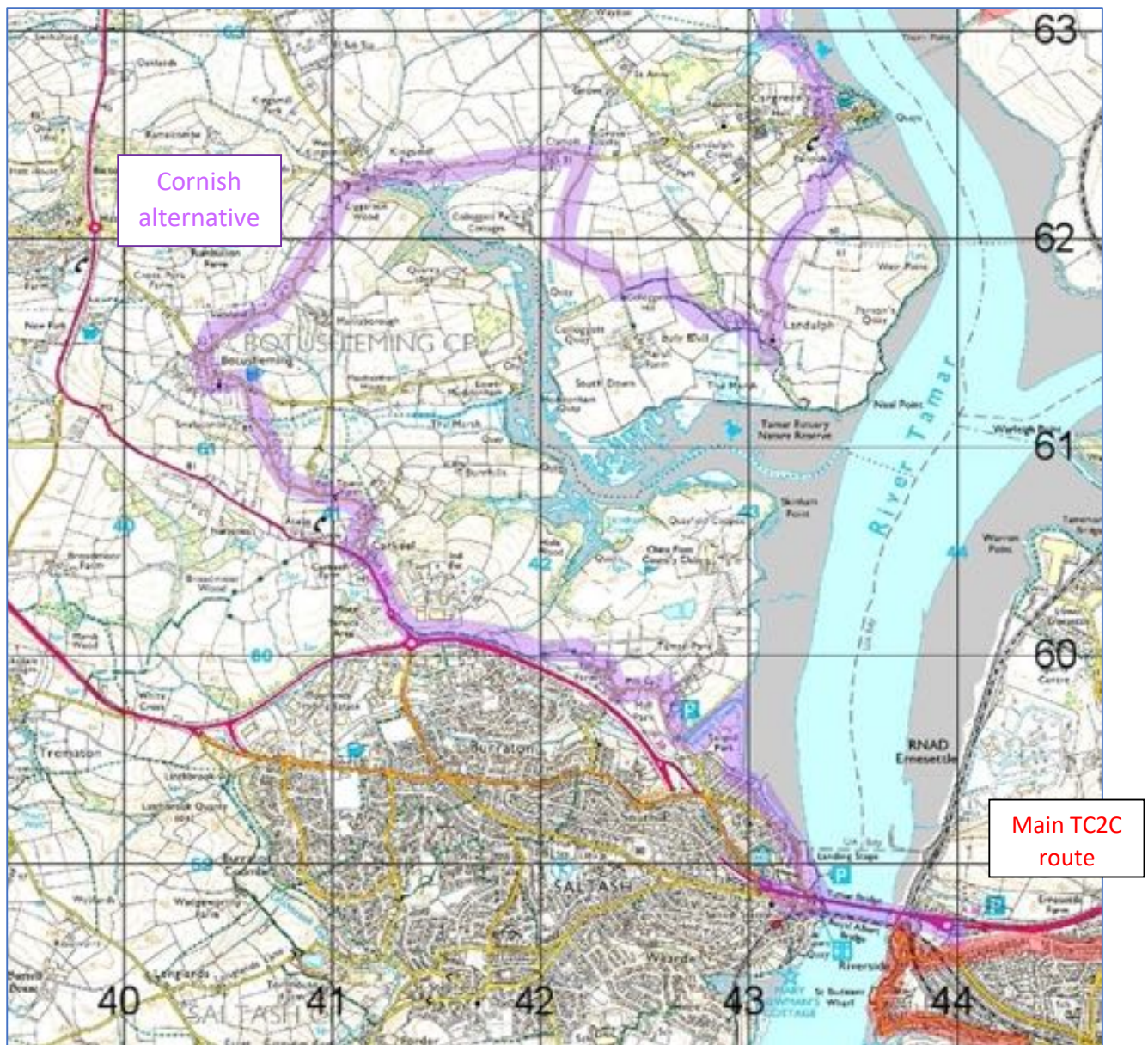
The Celtic Cross



Map 19: Section 6 Cornish Alternative (part 1). Calstock to Cargreen.



Map 20: Section 6 Cornish Alternative (part 2). Cargreen to Tamar Bridge.



3.3. Section 6 & 7: Crossing the Lynher

The Lynher estuary and its tributaries, form a huge barrier to continuing south between Saltash and the Rame peninsula on the Cornish side. Walking around this estuary is not considered viable due to its length and inability to avoid hazardous crossings of, or walking along the A38 and other busy roads.

As such, the only viable alternative for those wanting to stay within Cornwall is to follow roads and footpaths from Saltash down to the edge of the Lynher at Churchtown Nature Reserve before returning into Saltash and catching a bus to Torpoint, and walking down through the National Trust's Antony House Estate to the other bank of the Lynher at Jupiter Point. A passenger ferry used to run between Jupiter Point and Antony Passage, but the chances of it being reinstated are remote.

Map 21: Section 6 & 7. Crossing the Lynher



4. Link routes

To help walkers complete the route in stages, and have a wider choice of accommodation / transport options, 3 short link routes are included within the project. These are on routes that have been promoted in the past, and the rights of way used by them are generally in good condition. Thus, to integrate them into the project will be fairly straightforward, as they just need the waymarking refreshing (generally getting new waymark discs made and installed), and information about them updated, and made available in a digital / online format. As these routes already have their own 'identity' and branding, these will be retained.

4.1 Kilkhampton link from Upper Tamar Lake.

Total Length: 5.5 miles / 8.9 km. (3.8 miles / 6.1 km off road; 1.7 miles / 2.7 km road)

This route provides a good link from the main route at the Upper Tamar Lake to the coast at Duckpool via Kilkhampton where there are buses, shops, pub & accommodation. It was surveyed in detail as a possible alternative route if the issues along the recommended route from Marsland Mouth via the source of the Tamar cannot be resolved.

It follows a route that was developed by the North Cornwall Coast & Countryside Service as the 'Canal and Coast' walk, one of a suite of walks based on the Bude Canal. However, this organisation was disbanded in 2009 and it does not appear to have been maintained since, as much of the waymarking has disappeared and the accompanying leaflet is no longer available.



Examples of a few of the remaining Canal and Coast walk waymarks

The route starts at the South West Coast Path beside the beach at Duckpool. After a ¼ mile along a quiet single-track lane it passes Combe Valley Mill and joins a wide and fairly level public footpath through Combe Valley woodland. After about 2 miles the route emerges onto a quiet lane and descends to cross the stream near Cross Cottage. Between here and Kilkhampton there are two options. Although it involves more road walking the recommended route is to mostly follow the very quiet lane (I didn't meet any cars when walking it) into Kilkhampton with a short loop off onto the public footpath past Kilkhampton Castle. At the castle is a waymark that shows the Coast and Canal route as remaining on the public footpath that runs outside of the motte, rather than taking the spur permissive path that then runs along the motte. As this spur is more interesting and gives access to the bailey, the permission of the National Trust (who own the castle) should be sought to use this path instead.

The alternative between Cross Cottage and Kilkhampton is to follow the well-maintained footpath across the scenic Kilkhampton Common, which is managed as a nature reserve. This latter route in my opinion is not quite as interesting as going through the castle and involves slightly more ascent.

After a short walk along the A39 through the village of Kilkhampton the route follows a footpath along an enclosed lane and then a pasture field to a minor road leading to Aldercombe Barton Farm.

It then runs eastwards through the farm yard (it's a large dairy farm), through improved pasture towards Darracot Farm. Just south of Darracot Farm, the more direct route is on a footpath diagonally across a pasture field (appears to be a silage crop), but based on a few remaining broken waymarks the Canal and Coast route instead used the footpath that follows farm tracks.

From here it follows farm tracks and crosses fields to finish at the Upper Tamar Lake car park beside the café / visitor centre.

Kilkhampton & Duckpool link: Points of Interest and Facilities:

- Duckpool: Attractive remote beach
- Combe Valley Mill: Very picturesque hamlet of thatched buildings
- [Kilkhampton Castle](#): A medieval hill fort, with motte and baileys owned by the National Trust
- Kilkhampton village: historic church, pub, shop and accommodation
- Aldercombe Barton: a 16th century Grade II listed Manor House (private but you can look through the gate)
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports

Map 22: Kilkhampton & Duckpool link (part 1). Upper Tamar Lake to Kilkhampton



Map 23: Kilkhampton & Duckpool link (part 2). Kilkhampton to Duckpool



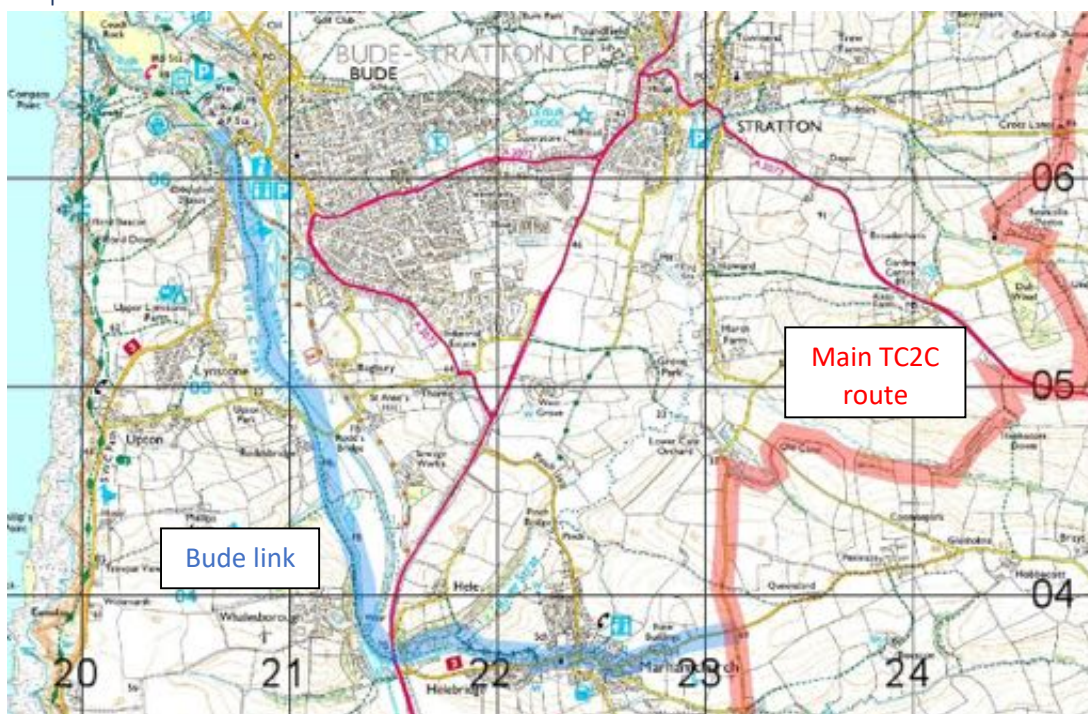
4.2 Bude link: Marhamchurch to Bude along the Planekeepers Path

This three-mile link route follows the 'Planekeepers Path' into Bude. It is an attractive walk, mostly along the restored section of the Bude Canal and as well as providing a link to facilities it is rich in historical interest. The paths are all in good condition, so other than refreshing the waymarking no work is required.

Bude link: Points of Interest and Facilities:

- Marhamchurch: Inclined plane, site and old building of canal foundry, pub, accommodation
- Helebridge: Canal barge repair workshop, canal museum, Weir Café and Restaurant, public transport
- Helebridge to Bude: Working section of canal with restored locks
- Bude: Sand rails, (for trucks collecting sea sand to be loaded onto canal boats) and sea lock. Accommodation, public transport etc.

Map 24: Bude link



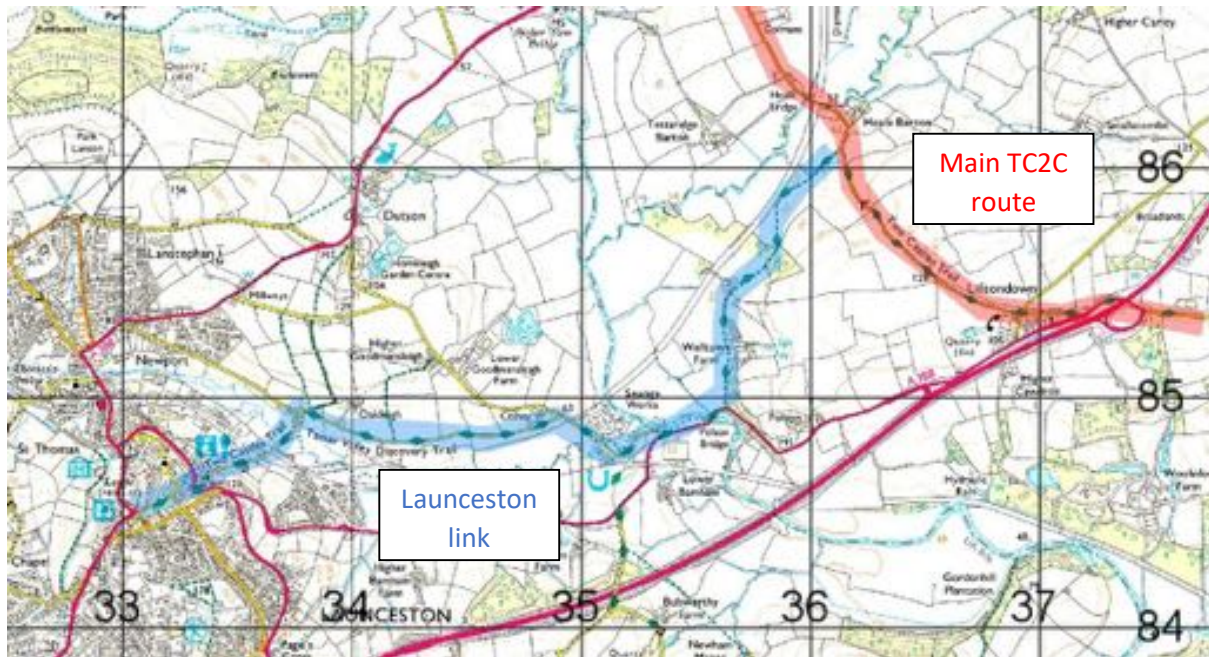
4.3 Launceston link: Heale Bridge to Launceston (Two Castles Trail)

To retain the link to the facilities, accommodation, public transport and the historic interest found in Launceston, the link using the Two Castles Trail from Heale Bridge into the town will also be promoted. The first section of this route runs through fields partly following an old railway line for about ¾ mile to Polson Bridge. From Polson Bridge after a short section alongside the A388, it follows a quiet road for about 1½ miles into the centre of town.

Launceston link: Points of Interest and Facilities:

- Polson Bridge: 19th century, but the site of the traditional entry point into Cornwall
- St Leonards packhorse bridge
- Site of St Leonards medieval leper hospital (dug by Time Team in the 1990s)
- Launceston: first capital of Cornwall under the Normans
- Launceston Town walls and town gate (South Gate) - the only ones in Cornwall
- Launceston Medieval castle
- Shops, accommodation and public transport

Map 25: Launceston link: Heale Bridge to Launceston (Two Castles Trail)



5. Circular routes and day walks

Tamar Valley AONB and others have produced a range of walk books and leaflets describing circular walks within the valley. Whilst these routes weren't specifically surveyed, those that were walked appeared to be in good condition. In order to promote these routes to a wider audience, the routes will be checked, and updated descriptions will be uploaded onto the website (more details in [Information provision](#)). These circular routes include:

- Devon & Cornwall Tamar Trails: Booklet of 9 walks exploring the Tamar & Tavy valleys produced by Tamar Valley AONB
- East Cornwall Tamar Trails: 9 laminated leaflets sold in a pack, produced by Tamar Valley AONB.
- Tamar Valley Walks from the Railway: [3 family walks](#) and [2 circular walks](#) from train stations promoted by the Devon & Cornwall Rail Partnership
- St Dominica Heritage Trail: [Circular walks](#) linking hamlets of Ashton, Bohetherick and Halton with the village and church of St Dominick.
- Tamar Trails: 8 walks from [Tamar Trails centre](#)
- [Calstock Footpath Society Walks](#): 9 free A4 leaflets describing walks in the Tamar Valley
- Bude Canal Trails: [3 walks](#) developed and promoted by Devon County Council and North Cornwall District Council that could do with rejuvenating.
- [Cornwall Wildlife Trust walks](#) around the Marsland Valley Nature Reserve

6. Route name and branding

It is recommended that the main Coast-to-coast route is called the Tamar Coast to coast walk.

Other options considered were:

- Kylgh Kernow / Circuit of Cornwall: Discounted as part of the route is in Devon, and the coast-to-coast route only forms part of the Kylgh Kernow route.
- Tamar Valley Discovery Trail: Discounted to reflect that this is a new trail. The existing Tamar Valley Discovery Trail waymarks (many of which have faded) will be removed and replaced with Tamara C2C waymarks.
- Tamar Trail: Already used by routes starting from the Tamar Trails centre.

To enable them to be promoted locally as stand-alone walks, the link routes and circular walks will each have their own name. A decision on whether they should also have their own bespoke waymark discs will be made on a case by case basis.



Cornish translations

I'm indebted to Steve Church and his conversations with Cornish Bards for his advice on how the route names could be best expressed in Cornish.

Their suggestions were that the overall title were "Trovyá Tamar Teg" - literally, "discover the fair/beautiful Tamar". Being Cornish, it's a bit poetic but does have the advantage of being alliterative, reflecting the alliteration of Kylgh Kernow. This is the preferred option, but a shorter alternative is "Trovyá Tamar" - "discover the Tamar".

The direct Cornish equivalent of "Tamar Valley Discovery Trail". is "Hyns Diskudhans Nans Tamar". However, as that's a bit of a mouthful, a better alternative which means the same thing, is "Hyns Trovyans Nans Tamar", which also reflects the overall possible title above. Another option might be "Trovyá Nans Tamar" - "discover the Tamar Valley", but it doesn't note that it's a trail.

The alternative route in Cornwall where the main route is in Devon, is a bit trickier. It could be "Hyns Trovyans yn Kernow" - Discovery Trail in Cornwall. Other options are "Hyns Tamar yn Kernow" - "Tamar Trail in Cornwall or "Hyns Kylgh Kernow" - "circuit of Cornwall trail", which would emphasise why it's there, allowing for a circuit of Cornwall all in Cornwall (if you forget the Plymouth bit because of the Lynher).

The three link routes can be given the name "Kevren" - "link", i.e. "Kevren bys Komm" ("link to Coombe" - there doesn't seem to be an old Cornish name for Duckpool, so used the Coombe Valley [Komm] for this one); "Kevren bys Porthbud" - "link to Bude" and "Kevren bys Lannstevan" - "link to Launceston".

7. Information provision

An essential part of the project will be to provide widely accessible information about all the promoted walks within the Tamar Valley in a coordinated way. In order to maximise usage of the walking routes in the Tamar Valley, potential users need to know firstly that the walks exist, then be inspired to want to do them, and finally be given the information to make it easy to plan their visit.

Currently there are a range of leaflets and booklets describing walks in the Tamar Valley provided by a range of organisations (see [Circular routes and day walks](#)), but many of these are out of date, and generally they are only available from local outlets and so have limited value in attracting new visitors to the area.

To improve this, and ensure that they can be sustained into the future, it is proposed that the information is provided through a combination of online and print resources;

Online

- The logical primary place to hold the content is on the Tamar Valley AONB website
- As pdf downloads are awkward to view on a mobile phone and to provide a 'sat-nav' version of the walk that works out of mobile signal range, as part of the the route should also be available on a mobile phone app. This is a rapidly developing technology and so should be reviewed at the start of the project, but the current best option is to upload the route to the free [OS app](#), and provide a link to this on the webpage and in the leaflet. Currently the OS app doesn't have the capability to upload waypoint information or photos, and so only provides an overview view of the walk and GPS navigation. A much more capable app which is being used by the South West Coast Path Association and South Devon AONB is one using the [MyTours platform](#). This offers users a much better experience and to include text, photos, audio and video as well as interactive mapping, but has the disadvantage of an ongoing annual licensing cost – although this is much cheaper than developing and maintaining a stand-alone app.

Print

- Produce and distribute an overview inspirational 'Walking in the Tamar Valley' leaflet & posters that promotes all the walks and directs people to the website for more information.
- The promotional material will also aim to raise awareness of the Cornish language and culture, for instance by including translations of local place names and key phrases.
- Consultation will be undertaken with those organisations that have previously produced walk leaflets to avoid duplication of effort (and routes), coordinate work to re-check route condition, accuracy of directions and update information.
- All the leaflets will be available as pdf downloads, using a standard format for each walk. As well as allowing them to be easily printed at home, they can also be professionally printed in small quantities for distribution in visitor centres, local accommodation, pubs etc.
- To the avoid the expense of users printing unnecessary colour, the design will be on a white background (i.e. no background blocks of colour with reverse / white text).
- Of the existing portfolio of walks, the leaflets that best fit the design criteria are the East Cornwall Tamar Trails and the Calstock Footpath Society walks.

8. Promotion

Promotion needs to be a key part of the project, with different 'messages' tailored to appeal to differing audiences, ranging from short, easy family walks, right up to the challenge of completing the entire 390 mile Kylgh Kernow – basically there are walks for everyone.

The opening of the main Tamara Coast to coast walk and launch of the leaflets should be marked by an event. A focus of this could be the unveiling of the marker stone at the source of the Tamar.

Alongside this the AONB will be working with other organisations to incorporate the walks into their ongoing promotional activity. These include:

- Cornish Mining WHS, SW Lakes Trust, Bude Canal Trust, SW Coast Path Association and other local partners: Update their online and print materials to include promotion and links to the walks.
- Devon & Cornwall rail partnership: Refresh their promotion of walks from the railway, using the Tamar Valley line. This includes updating their web pages to link to the new walk pages, posters on trains and in stations and ideally features in the railway companies' onboard magazines.
- Visit Cornwall / Visit Devon & other tourism bodies: Ensure key walks are listed on their websites & interactive maps.
- TAVATA: Encourage their members to promote the walks on their websites, to offer print-outs of the nearest walks to their guests (e.g. put them in bedroom browsers), and display an A4 poster promoting the walks.
- TripAdvisor: The best circular walks should be added as 'Attractions' & 'Activities' to TripAdvisor e.g. the [Tintagel King Arthur walk](#). TripAdvisor has 390 million monthly unique visitors so is a free opportunity to reach a huge audience and get impartial reviews.
- [Gorsedh Kernow](#): The Gorsedh are very well placed to help with initial and ongoing promotion of the Kylgh Kernow walking route to the Cornish diaspora and local residents who are passionate about their Celtic heritage. They would also be a key organisation to be involved in any launch event and advise on information provision.
- The waymarking of the TC2C route and marking it on OS maps will also help publicise it, particularly amongst locals.

9. Proposed Itinerary

To help people plan their walk along the TC2C, the following is a suggestion of how to best break it down into reasonable day long walk sections that start and finish at places with a selection of accommodation and pubs:

- Day 1: Morwenstow (nearest accommodation) – SWCP to Marsland Mouth – Tamar Lakes – Kilkhampton: 13.4 miles / 21.5km
- Day 2: Kilkhampton – Tamar Lakes –Launcells - Hobbacott Incline – Bridgerule: 15.7 miles / 25.3 km
- Day 3: Bridgerule – North Tamerton – Boyton – Bridgetown – Lifton: 16.3 miles / 26.3km (will be shorter if new access is created along the old Bude Canal)
- Day 4: Lifton – Milton Abbot – Lockett – Gunnislake. 13.5 miles / 21.8km
- Day 5: Gunnislake – Calstock – Bere Alston – Bere Ferrers. 12.5 miles / 20km
- Day 6: Bere Ferrers – Tamerton Foliot – Devonport – Torpoint: 13.8 miles / 22.2km
- Day 7: Torpoint to Mt Edgcumbe: 7.25 miles / 11.7km onwards to: Plymouth train station via Barbican + 3.7 miles / 6km or along SWCP to Kingsand / Cawsand + 3.4 miles / 5.5km;

Due to limited options for circular walks and public transport in some areas, completing the trail as a series of day walks is more challenging. Based on a Winter timetable (November 2019) these are some options:

- Marsland Mouth to A39 near Woolley Moor. Here the options are either to walk up and down the valley (about 6 miles) or make a c. 10-mile circuit via Morwenstow.
- A39 near Woolley Moor to Kilkhampton via Tamar Lakes. There are regular buses along this section of the A39 (Stagecoach service 219) which would enable this c. 6-mile section to be completed without retracing your steps.
- Kilkhampton – Tamar Lakes – Hershams Cross on the B3254: Each end of this walk are also on the route of the Stagecoach service 219, and the walk via Tamar Lakes is about 7.5 miles
- Hershams Cross (B3254) to Marhamchurch and then continue along the Bude link / Planekeepers Path along the Bude Canal into Bude (7.5 miles). Again, each end of the walk can be accessed via the Stagecoach service 219
- Bude to Bridgerule. About 6 miles walk with return using the no 6 bus
- Bridgerule to Launceston: There is a roughly hourly bus service (12b) between Launceston and Bridgerule, but it is an 18-mile stretch of walk between them which is too far for most people. The best alternative is to split this section in 2 with an approx. 1-mile walk from the Trail at Boyton to the bus stop on the B3254 at Bennacott.
- Launceston to Milton Abbot: The Tavistock Country bus runs a direct service between Launceston & Milton Abbot on Tuesdays and Fridays which would enable people to do this 10-mile section using the Launceston link / 2 Castle Trail to Heale Bridge and the main TC2C.
- Milton Abbot to Gunnislake: This 8.5-mile section can be done by catching the Tavistock Country Bus service (Tuesday & Thursday) from Milton Abbot into Tavistock and then the much more frequent 79A service to Gunnislake.
- Gunnislake to Devonport: This section is very easy to do using public transport by using the Tamar Valley Rail line, with stations on the route at Gunnislake, Calstock, Bere Alston, Bere Ferrers, St Budeaux and Devonport, and also frequent buses from Tamerton Foliot into Plymouth.
- Devonport to Mount Edgcumbe: Catch the ferry across to Plymouth and then bus back to Devonport.

10. Sustainability

The plan to develop the new walking routes and associated information and promotion has been designed to ensure that they can be maintained without putting an undue strain on revenue budgets;

- **Public rights of way:** The majority of the public rights of way used by these walking routes are already maintained in good condition by the landowners and / or the local authority, and so it is assumed that this will continue.
- **Waymarking:** Where new waymark or fingerposts are to be installed, oak or sweet chestnut will be used which has an expected lifespan of 15+ years. The waymark discs will on average last at least 5 years, but are easily replaced by volunteers.
- **Permissive paths:** Depending on the terms of the agreement, maintenance will be undertaken by either the landowner or the local authority. If a permissive path is closed alternative routes are available. Any new infrastructure installed on these paths should have an expected lifespan of well over 10 years.
- **Route information:** The website will include a feedback feature for users to report route problems and changes, so that the website and pdf downloads can be updated.
- **Website:** As outlined in the section on information provision, it is recommended that information on the walks is included within the core Tamar Valley AONB website, rather than a standalone website, and in a fairly simple format (i.e. text, photos, pdf downloads,

rather than having complex functionality) so that it can be updated easily as part of their routine web maintenance.

- **Printed information:** Printed information has been kept to a minimum, and can be inexpensively printed off to meet local demand.
- **Promotion:** Most of the promotion will be undertaken by partner organisations who have an ongoing remit and interest in promoting walking.

11. Potential Economic benefits

In addition to the amenity and cultural benefits that this project will provide, developing these walking routes will also increase tourism and provide economic benefits to the local area.

[Research from Visit England](#) reported that walking is Britain's most popular outdoor recreation. It is popular among international visitors with nearly one quarter (24%) of overseas visits including a 'walk in the countryside' and 8% a 'walk by the coast' in 2011'. The domestic market is also strong: 16.5 million overnight domestic tourist trips to GB involved a long walk, hike or ramble in 2015, rather more than "visiting a beach" at 14.91m trips.

Walkers tend to avoid the peak summer season, and so this project will also help to extend the tourism season and thus the quality of employment. This boost to rural tourism, based on the Cornwall's rich cultural and heritage assets will support micro and small businesses and farm diversification close to the route, and also contribute towards the viability of rural services such as public transport, village shops and pubs. As the Coast Path is already very popular with visitors, the increase in footfall on the Kylgh Kernow will be most noticeable in the less well-known areas such as the Tamar Valley.

Providing a precise estimate of the uplift in economic uplift that will be generated by this new route is very complex and thus beyond the scope of this study. However, as an indication, in 2014 staying visitors to Cornwall using the Coast Path spent £152 million, with day visitors spending an additional £27 million, equating to a total spend of £178 million. Their expenditure sustains 4,299 full time equivalent jobs within Cornwall (see www.southwestcoastpath.org.uk/research for more details and methodology). If the new walking opportunities (Kylgh Kernow, extended Tamar Valley Discovery Trail and revamped suite of short walks) being created by this project led to just an 0.5% uplift in visitor numbers / expenditure, the investment of c. £100,000 would sustain an additional 21 full time equivalent jobs.

To provide an expensive way of monitoring how many people complete the TC2C and the Kylgh Kernow we are considering offering a Completion Certificate or T-shirt in return for the completion of a Survey Monkey questionnaire e.g. <https://www.nationaltrail.co.uk/thames-path/completion-certificate> . Feedback will also be sought from accommodation providers close to the route.

Appendix 1: Road safety criteria

As it is not possible to have a route that is entirely off-road, many sections (particularly north of Launceston) of the recommended route are along minor country lanes. To minimise the risk of walkers being injured or killed by passing traffic, the criteria used to assess whether a road is sufficiently safe and suitable to be used as part of the recommended route, are:

- **Low traffic volume:** The route was surveyed by a mix of walking, cycling and driving, during August and mid-October between 10am and 5pm and along the proposed recommended route, vehicles were infrequent (generally fewer than 2 in a 5-minute period, and often none at all whilst travelling for a mile or more).
- **Low traffic speed:** Although technically most of the lanes have a 60mph speed limit, in practice due to their winding nature and narrowness (generally they are only wide enough for two cars to pass either carefully, or only in passing spaces), few vehicles will be travelling at more than 30mph.
- **Sufficient width:** Wide enough (min 12ft / 4m) for vehicles to safely pass walkers, or a verge for walkers to step onto when they hear a car coming. A few sections of the lanes are narrower than 12ft, but in these instances traffic speed tends to be maximum of 20-30mph.
- **Safe Road crossings:** All crossings must have good sightlines in both directions, or be in such a quiet area that it is possible to hear any approaching traffic.
- **Avoiding A roads or busy B roads,** unless they have a footway or well-maintained verge or are within a village where drivers can expect to encounter pedestrians.