



Dartmoor National Park Authority

*Cycling and Walking Infrastructure Plan
2025-2035*

Consultation Draft

June 2025

The Cycling & Walking Infrastructure Plan was developed with support from WSP



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Foreword

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1 Introduction

1.1 Background

Dartmoor, located in the heart of Devon, is one of the UK's 15 National Parks, described as the 'breathing spaces' for the nation. Dartmoor's extraordinary landscape is one of Britain's finest, known for its dramatic granite tors, rolling moorland, and wooded valleys. The landscape is home to unique wildlife, internationally important habitats, and is internationally renowned for its rich history. Dartmoor attracts over 3 million visitors per year and is home to 34,100 people. Its towns and villages are vibrant centres which provide a range of independent shops and services.

The economy of Dartmoor is powered by walking. The purpose of 78% of visits to the National Park is to go for a walk. The park boasts an extensive network of walking and cycling trails, with over 450 miles (730km) of paths and 47,000 hectares of access land offering everything from gentle countryside walks through to challenging multi-day hikes like the Two Moors Way. Dartmoor is the only place in England where backpack camping is legal, often as part of a multi-day hike. People cycling can explore quiet lanes, bridleways, and off-road routes including the 'Granite Way' and 'Wray Valley Trail'.

Walking tourism on Dartmoor makes a significant contribution to the wider £2.4bn annual tourism economy in Devon, and helps to make the county one of the most popular UK visitor destinations. Nearly a fifth of the Dartmoor workforce are involved in tourism, providing the largest number of jobs of any sector. National Parks are world class destinations and are a significant draw for overseas visitors, with 7% of those who come to Britain visiting a National Park.

However, Dartmoor National Park Authority (DNPA), who are legally responsible for Dartmoor, have had to adapt to continued austerity, with a 55% real-terms cuts to authority core income between 2010/11 and 2024/25. In March 2025, a further 9% funding cut to DNPA's core income was announced by central government. DNPA is currently using its financial reserves, making difficult decisions to close a visitor centre and toilets, and reducing the services it offers. The outstanding public rights of way network has received minimal funding over recent years, with parts of the network poorly maintained and falling into disrepair due to lack of funding. Other National Parks in England are having to take similar action due to funding cuts, with

the Peak District National Park making redundancies and Lake District National Park selling visitor centres.

These cuts will continue to undermine DNPA's ability to provide services including active travel¹ opportunities across Dartmoor. There is an urgent need to secure additional funding to maintain and improve the active travel networks that are the driving force behind the local economy, and enable people to understand and enjoy the National Park.

1.2 What is the Dartmoor LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying walking and cycling improvements at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs are instrumental in leveraging funding from national and local funding streams. LCWIPs are intended to:

- Plan for walking and cycling using evidence and data;
- Target investment where it can have the greatest impact;
- Identify walking and cycling infrastructure improvements in readiness for funding bids; and
- Plan walking and cycling networks which meet core design outcomes, meeting the needs of users.

This process and the resulting outputs represents an evidence-based approach to focus future investment over the next 10-20 years where the most benefit can be realised. LCWIPs are strategic documents focusing on high priority improvements, and are not a detailed plan of all potential routes, nor do they include every aspiration. Further funding, design & engagement, and consultation are needed to deliver the recommendations included. LCWIPs should be updated periodically to reflect progress and other changes.

In 2024, Active Travel England (ATE)² awarded funding to all National Parks in England to be spent on LCWIPs or similar reports. This LCWIP has been prepared in accordance with the principles set out in national guidance documents (see Section 3 - Designing for Active Travel in Protected Landscapes). This is a plan for Dartmoor, responding to specific local issues and opportunities. It seeks to secure funding from a range of potential funding sources including ATE, other government bodies such as the Department for Environment, Food & Rural Affairs (DEFRA),

¹ For the purposes of this report active travel is defined as walking, wheeling (e.g. wheelchairs, mobility scooters), cycling, and horse-riding.

² Active Travel England is a central government agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.

National Lottery funding, and developer contributions. Other sources of funding including membership schemes and donations could also help to deliver the recommendations.

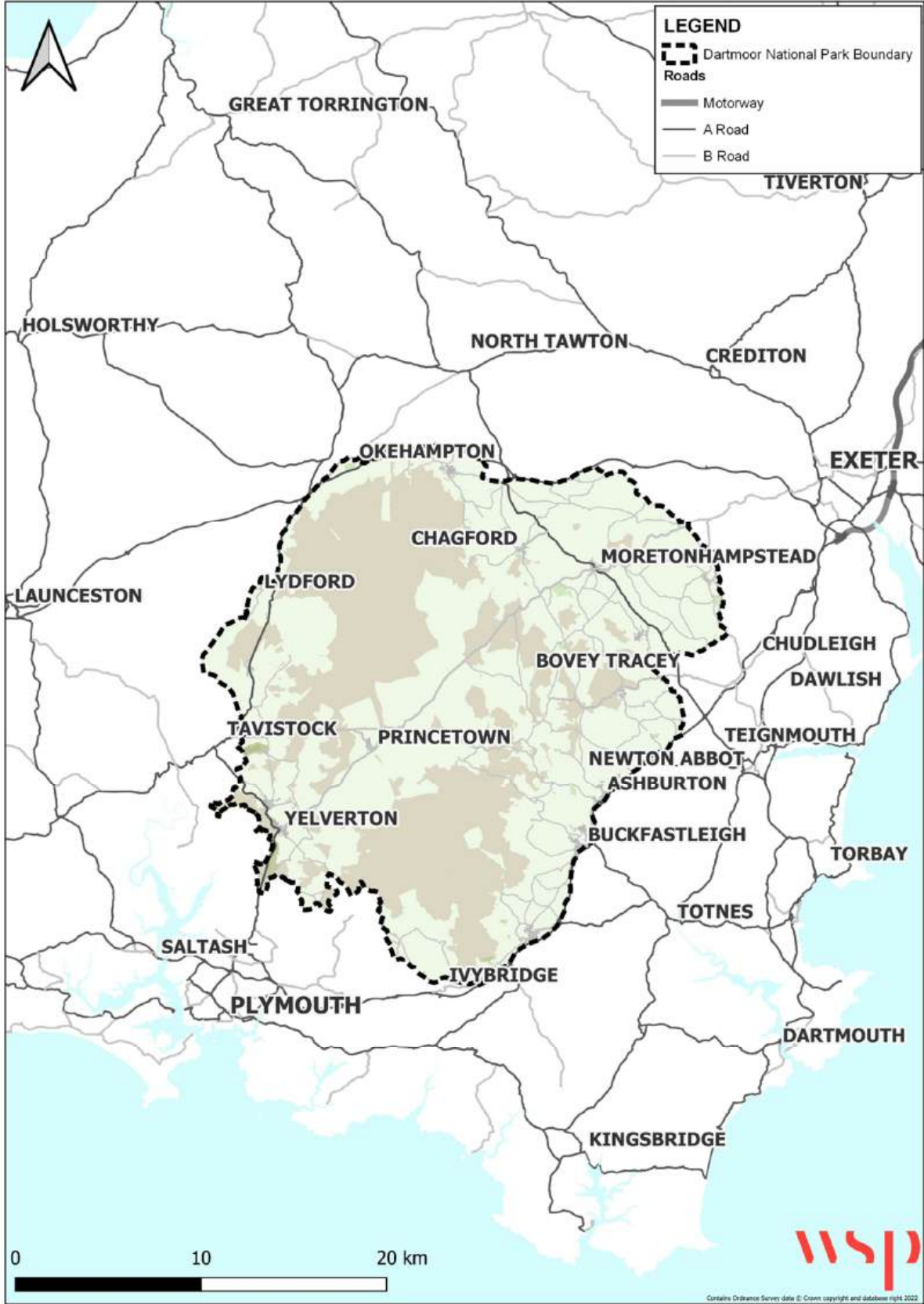
The LCWIP has been informed by data analysis and engagement with key stakeholders and members of the public (see section 2). In November 2024 members of the public were invited to identify active travel issues and opportunities on Dartmoor via the DNPA website, with the responses used to inform the recommendations. Stakeholder events and meetings were also held with walking and cycling groups, council officers, delivery partners and major landowners including National Trust, Forestry England, South West Water. In contrast to active travel improvements in urban areas, a large proportion of the proposed improvements are away from the highway on private land. Less than 2% of Dartmoor is owned by DNPA, and as such it is important to work closely with landowners and other delivery partners. As set out in section 2, there are a number of other related plans from stakeholder groups that will influence active travel infrastructure on Dartmoor, including the Devon Countywide LCWIP and the South Hams and West Devon LCWIP.

The Dartmoor LCWIP includes a range of strategic proposals and infrastructure investment opportunities to be taken forward for funding (see section 4), which are prioritised and costed (see section 5).

1.3 Geographic extent

The LCWIP covers the entire National Park. Connections to and from key destinations and origins outside the National Park have also been considered, including from nearby gateway towns such as Bovey Tracey and Okehampton. Figure 1-1 shows the Dartmoor National Park boundary and the location of selected larger settlements, both inside and outside the National Park.

Figure 1-1: Study area



1.4 Vision and purpose of the National Park

The Dartmoor Partnership Plan (2021-26) is the Management Plan for the National Park. It sets out a vision *“to make Dartmoor better for future generations: climate resilient, nature rich, beautiful, connected to the past and looking to the future; a place where people of all ages and background can live, work or visit. A place that is loved, cherished and cared for”*.

This includes providing *“A warm welcome for all: enriching people’s lives, reaching out to people from all backgrounds, connecting them with this special place. Transformative experiences will help inspire people to care for the National Park”*.

English National Parks were created with two purposes which are set out in law. These shape what the National Parks are, the reason for their designation, and how they should be managed.

- First purpose: To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.
- Second purpose: To promote opportunities for the understanding and enjoyment of the Special Qualities of the National Park by the public.

In addition, National Parks have a duty to seek to foster the economic and social wellbeing of the local communities within the National Park.

The Dartmoor Partnership Plan sets out Dartmoor’s Special Qualities including: upland moors; sheltered valleys; enclosed farmland; a varied geology; timelessness with dark night-time skies; tranquillity; exceptional rights of way network for walking, riding and cycling; traditional farming practices; clean water; important archaeological landscapes; resourceful rural communities; a wealth of historic buildings, structures and townscapes; scattered farmsteads, hamlets, villages and towns; inspirational landscapes; and, opportunities for discovery, challenge and adventure for all.

1.5 Why active travel is important?

The maintenance and improvement of active travel networks is central to achieving the vision of the Dartmoor Partnership Plan, including providing a warm welcome for all and enabling transformative experiences. Properly designed and maintained paths reduce erosion, protect sensitive habitats, and can manage visitor flows away from vulnerable areas. Enhancing the active travel networks supports the National Park’s statutory purposes to conserve natural beauty and promote public enjoyment. The majority of people understand, enjoy, and learn about the Special Qualities of Dartmoor by walking or cycling, whether that is walking to a Tor or archaeological site, exploring the hamlets, villages and towns, or seeking challenge and adventure on long distance walking or cycling routes.

As set out above, the economy of Dartmoor is powered by walking, with the purpose of 78% of visits being to go for a walk. Nearly a fifth of the Dartmoor workforce are involved in tourism, providing the largest number of jobs of any sector. This is followed by education (17%), and agriculture, forestry & fishing (13%). The number of tourism related jobs is expected to double over the next 20 years, despite a forecast overall decrease in the working age population resident on Dartmoor. Enhancing the active travel offer will help to widen the visitor appeal to different markets, including day trips by local residents and younger adults, and securing more longer-stay visits. This in turn helps generate new business opportunities and additional visitor spend.

Active travel can play a crucial role in supporting physical health and wellbeing. For most people it is one of the easiest and most effective ways to introduce more physical activity into everyday life. Public Health England states that a lack of physical activity is the cause of one in six deaths in the UK and costs the country an estimated £7.4bn per year. In Devon, 62% of adults are overweight or obese. This compares to just 36% of adults in The Netherlands where walking and cycling levels are much higher. Connecting to nature also has multiple benefits for our mental health. According to a report by the [Mental Health Foundation](#), high-quality natural spaces are better for us and spending time connecting to nature is linked to improved life satisfaction, reduced anxiety and increased happiness. Enhancing Dartmoor’s network of active travel routes will enable more people to benefit from the National Park’s outstanding landscapes in low-impact ways.

Investment in active travel improvements can also improve accessibility, helping provide a warm welcome for all. Around a fifth of Devon residents do not own a car. Similarly, around a fifth of Devon’s residents reported having a disability, with 12% reporting their day-to-day activities were “limited a little” and 8% whose activities were “limited a lot”. Creating safe and convenient active travel infrastructure enables a wider range of people to access Dartmoor and understand and enjoy its Special Qualities.

Car travel is the single largest contributor to the overall carbon footprint of Dartmoor National Park (26% of the combined footprint of the residents and visitors). Enabling more journeys by active travel (and public transport) can be a cost-effective way of reducing carbon emissions and helping achieve our local, national and international climate change commitments. In addition, enabling people to make additional journeys without a car can also reduce parking and traffic pressures in the National Park’s hub settlements and visitor hotspots.

2 Background

2.1 Dartmoor's setting and geography

Dartmoor National Park

Dartmoor, located in the heart of Devon, received its designation as a National Park in 1951. It is one of the UK's 15 National Parks, described as the 'breathing spaces' for the nation. 3 million people visit Dartmoor each year, and it is home to around 35,000 people.

Covering 368 square miles, the National Park includes the largest open moor and is the largest open space in southern England (Source: Dartmoor Partnership Plan).

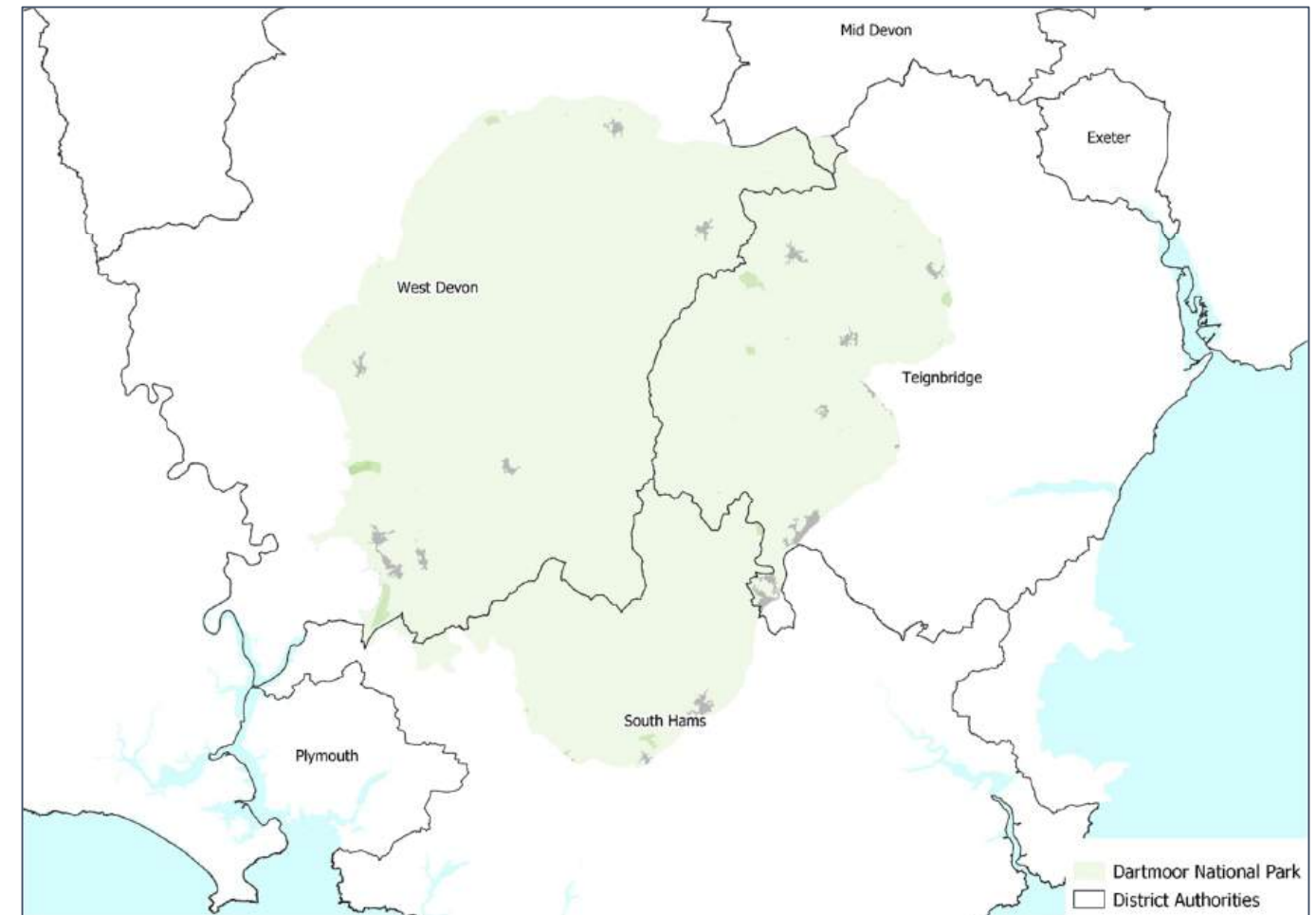
Governance

Dartmoor National Park Authority (DNPA) was established in 1997 as a body dedicated to the conservation and enhancing the National Park's natural beauty, wildlife, cultural heritage and special qualities, and promote their enjoyment and understanding. The park sits within into four local authority districts: West Devon, South Hams, Mid Devon and Teignbridge. Dartmoor is also entirely contained within the boundaries of Devon County Council, the highway authority responsible for Public Highways. While Devon County Council are responsible for Public Rights of Way (PRoW) across the county, DNPA has a delegated responsibility for PRoW within the Park Boundary.

Landscape

Dartmoor is known for its dramatic granite tors, rolling moorland, wooded valleys, and rich history. The landscape is home to unique wildlife, internationally important habitats including upland heaths, oak woods, blanket bogs, rivers and valleys. It is internationally renowned as a rich cultural landscape, with evidence of thousands of years of human settlement including Bronze Age cists, stone rows, and deserted medieval settlements which make up some of Dartmoor's 1,082 scheduled monuments. Granite is a strong unifying feature across Dartmoor, forming the distinctive tors of the high moorland and as a key element in many of the features of the enclosed landscape including stone walls, hedgerows and buildings.

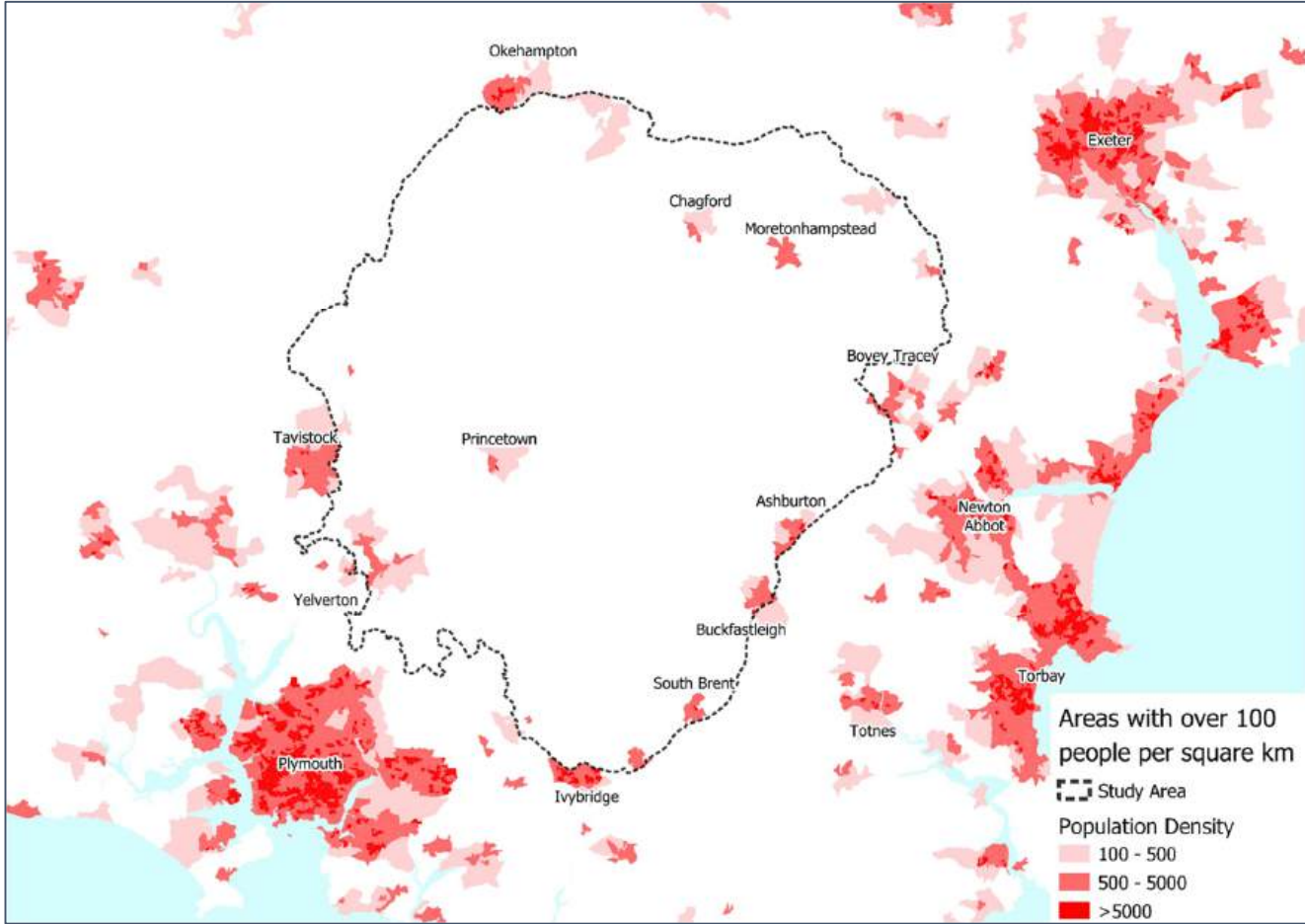
Figure 2-1: District Councils covering Dartmoor National Park



2.2 Dartmoor’s Population

According to the 2021 census, approximately 34,100 people live within Dartmoor National Park, making it the third most populated national park in England, with an average of 35.7 residents per square kilometre. In comparison, the average population density across England is approximately 12 times higher at 434 people per square kilometre. Figure 2-2 shows the population density around Dartmoor from the 2021 census, focusing on areas with at least 100 residents per square kilometre. This highlights that there are only a few densely populated clusters around the National Park, the majority of which are around the southern boundary.

Figure 2-2: Population density in and surrounding Dartmoor National Park (Census 2021)



2.3 Existing network for active travel

Dartmoor is accessible by a wide range of walking, cycling and horse riding routes. Many of these routes reflect the varied landscape, from fully surfaced and traffic free cycle trails along former rail lines to footpaths along expanses of open moorland.

Public Rights of Way (PRoW)

There is an extensive network of Public Rights of Way within the National Park, comprising of around 450 miles (730 km) of footpaths, bridleways and byways. The different types of PRoW provide access for different users, with:

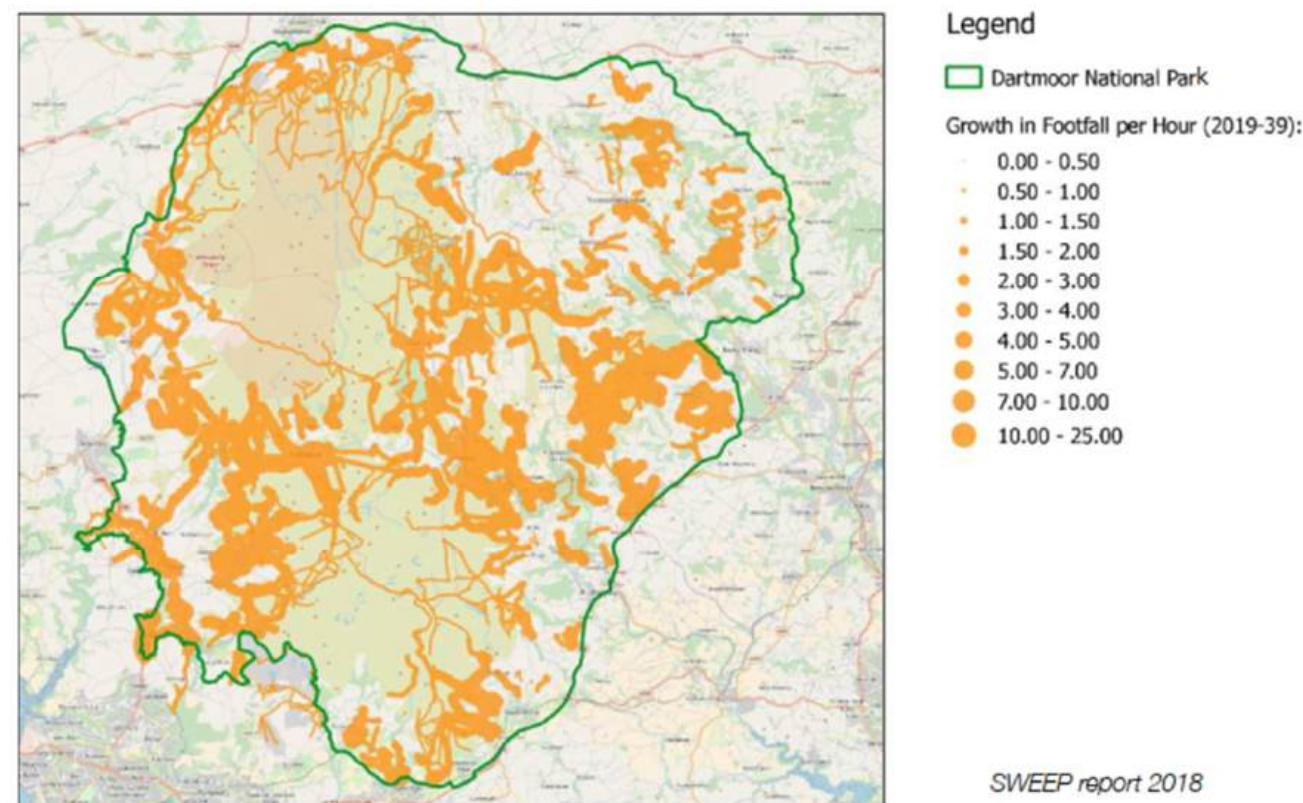
- Footpaths being accessible only by foot;
- Bridleway being accessible by foot, horseback and cycles;
- Byways being accessible by foot, horseback, cycles and other vehicles
- Restricted Byways only permit non-mechanically propelled vehicles such as horse-drawn carriages).

These routes range from long routes across the open commons to shorter routes connecting roads and villages. The density of PRoW are higher around the edge of the moor and sparser on the open moorland. Figure 2-4 shows this network, as well as the long-distance walking routes that utilise them.

The footpaths vary in surface type and quality, often including gates, stiles, steps, bridges and fords, which can restrict or prevent their use by walkers with limited mobility and wheelchair users. People cycling and riding horses also have access to the network of bridleways and byways; however these are sometimes only usable by experienced riders as routes are often not surfaced. People cycling often require an off-road bike such as a mountain or gravel bike to tackle PRoW in the National Park.

Erosion is an ongoing issue which can present further accessibility issues, with many routes being cut out of the landscape by centuries of human and animal movement and exposed to the elements. The condition of the PRoW network has declined in recent years, with examples being missing signs, broken stiles, and deteriorating surface condition. In future, increased visitor numbers as shown in Figure 2-3 and climate are likely to the maintenance requirements on the PRoW network.

Figure 2-3: Estimated growth in footfall (persons per hour) across Dartmoor, 2019-2039



Source: South West Partnership for Environmental and Economic Prosperity 2018

Permissive Routes

In addition to Public Rights of Way, some paths are permissive, meaning that the public are allowed to use them subject to permission of the landowner. These may still have restrictions for the use of cycles, horseback riding, vehicles and dog walking. In comparison to PRow, access to these routes may be altered or revoked by the landowner at any time.

Promoted Walking Routes

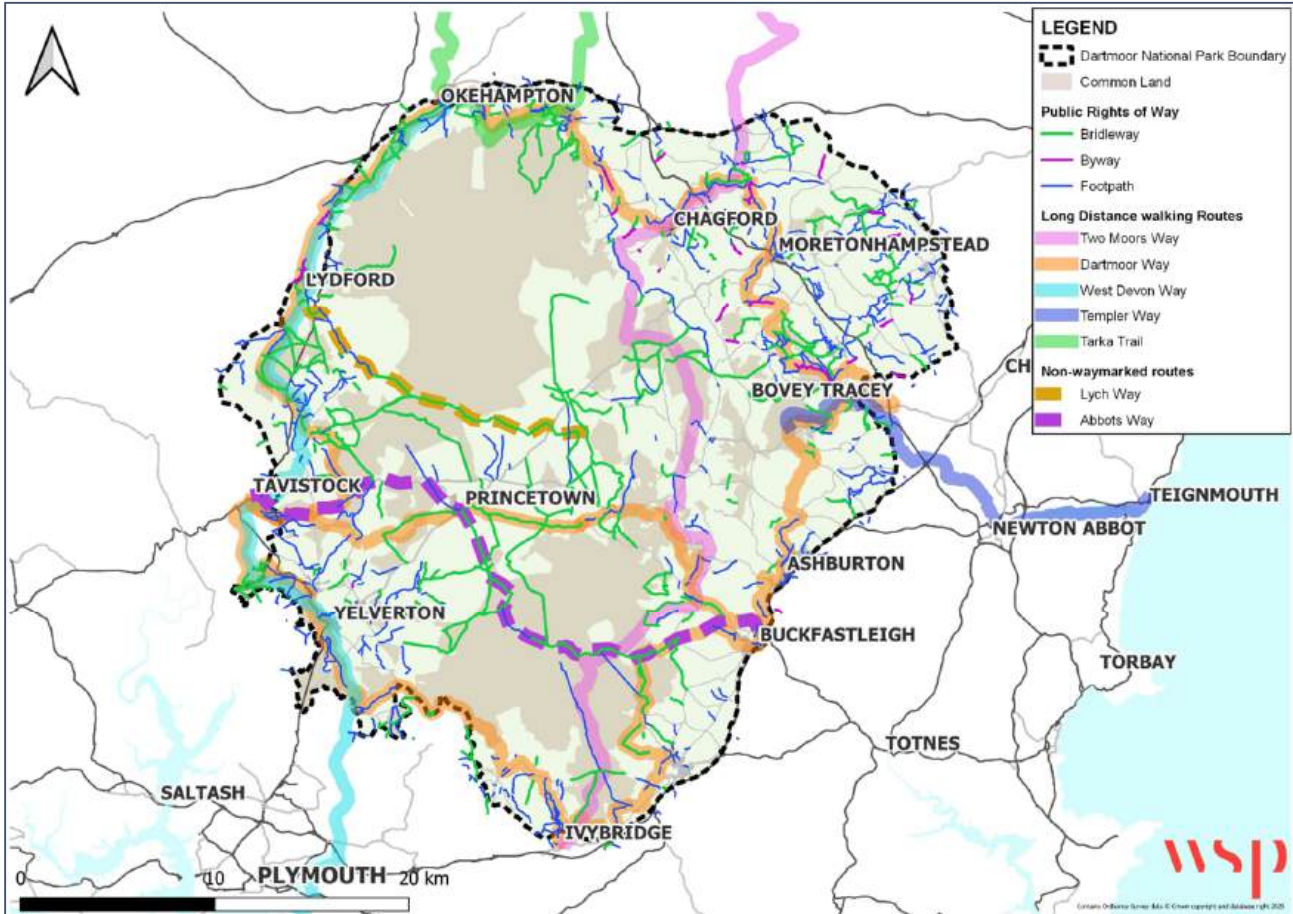
There are 5 main signed walking routes that cross various parts of the Moor. The most significant two routes are the Dartmoor Way, which covers a 107 mile (173km) circular route around the perimeter of the moor, and the Two Moors Way, which covers 100 miles (160km) from Ivybridge in the south to Lynton on the Exmoor coast. Dartmoor's long distance walking routes, while not being completely traffic free or surfaced, provide signposted routes which can be attempted in short sections or as epic continuous journeys. As an example, the Two Moors Way typically takes 5-7 days to complete in one go.

The promoted waking routes around and across Dartmoor are the:

- Two Moors Way – Starting in Ivybridge at the southern end of Dartmoor to Lynton on the northern coast of Exmoor
- Dartmoor Way – A circular route around Dartmoor, passing through many of the largest towns on the edge of the moor. Also includes a cross-moor route called the High Moor Link via Princetown
- West Devon Way – Connecting Plymouth to Okehampton along the western edge of Dartmoor
- Templar Way – Following the historic industrial route from Haytor quarry to Teignmouth
- Tarka Trail – A 180-mile route set around the rivers Taw and Torridge, the setting of the novel 'Tarka the Otter'. The southern loop passes along Sticklepath and Okehampton

There are also non-waymarked routes across the moor which, while often following PRow, cross open moorland with little or no waymarking and which require users to navigate using a map.

Figure 2-4: Public Rights of Way and promoted walking routes across Dartmoor



Multi-user trails

Dartmoor is also served by a range of multi-user trails which provide traffic-free, surfaced and signposted routes for people walking and cycling, and in some instances for horse riding. These routes generally have either sealed bitumen or gravel surfaces with clear signage, including fingerposts featuring distances to communities along the route. Many of these routes make use of disused railway lines, allowing them to avoid steep gradients, and typically try to avoid physical barriers such as steps and stiles where possible. They tend to also include on-road sections, which generally have comparatively low traffic flows.

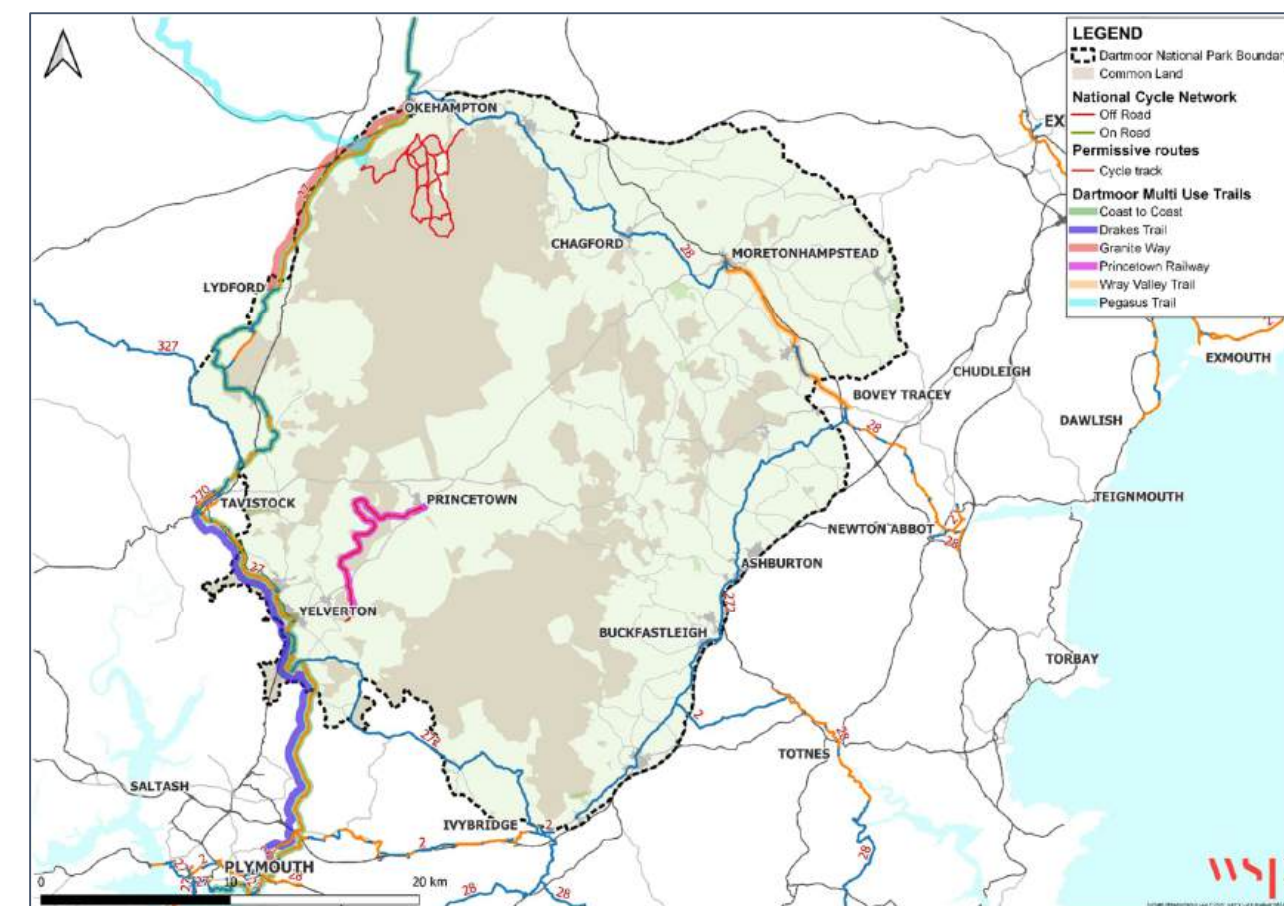
The majority of multi-user trails in and around the National Park are part of the National Cycle Network (NCN), a nationwide network of signed paths and routes for walking, wheeling and cycling. Figure 2-5 shows the National Cycle Network and multi-user trails across and around Dartmoor. The multi use trails that pass through, or connect to, Dartmoor include:

- Drake's Trail – Connecting Plymouth and Tavistock;
- The Granite Way – Connecting Okehampton and Lydford;
- The Wray Valley Trail – Connecting Bovey Tracey and Moretonhampstead, with large sections usable by horse riders;
- Princetown Railway (or Granite and Gears) – Connecting Burrator Reservoir and Princetown; and
- Pegasus Trail – A walking, mountain biking and horse-riding route from Meldon Reservoir to Cookworthy Forest, east of Holsworthy.

The NCN routes that run within or close to Dartmoor are:

- NCN route 2 – A long distance route traversing Southern England, from Dover to St. Austell. On Dartmoor, this route follows lanes and roads along the southern edge of Dartmoor between Buckfastleigh and Ivybridge, with onward links to Plymouth to the west and Totnes to the east;
- NCN route 27 – A north-south route forming the Devon Coast to Coast route between Ilfracombe and Plymouth. The route follows the Drake's Trail and Granite Way on the west side of Dartmoor, primarily following the former railway line between Okehampton and Plymouth;
- NCN route 28 – A route running from Okehampton to Plymouth, via eastern Dartmoor and the South Hams. The Dartmoor section runs from Okehampton via quiet lanes to Moretonhampstead and then along the disused railway line between Moretonhampstead and Bovey Tracey (the Wray Valley Trail); and
- NCN route 272 – A on-road route linking the NCN route 28 at Bovey Tracey to the NCN route 2 west of Buckfastleigh. The route connects Bovey Tracey, Ashburton and Buckfastleigh.

Figure 2-5: The National Cycle Network and other multi-use trails around Dartmoor



Equestrian routes

Riding is permitted on the common land, bridleways and byways. The Dartmoor visitor website categorises the National Park into three areas for different riding experiences:

- **The South-East Quarter** – Offering the easiest riding in terms of gentle slopes, valleys and accessible moorland;
- **The South-West Quarter** – Offering a more experienced riding experience, with some bogs around the edge; and
- **The Northern Half** – Offering the most challenging riding experience with many parts inaccessible, and the central area being largely boggy.

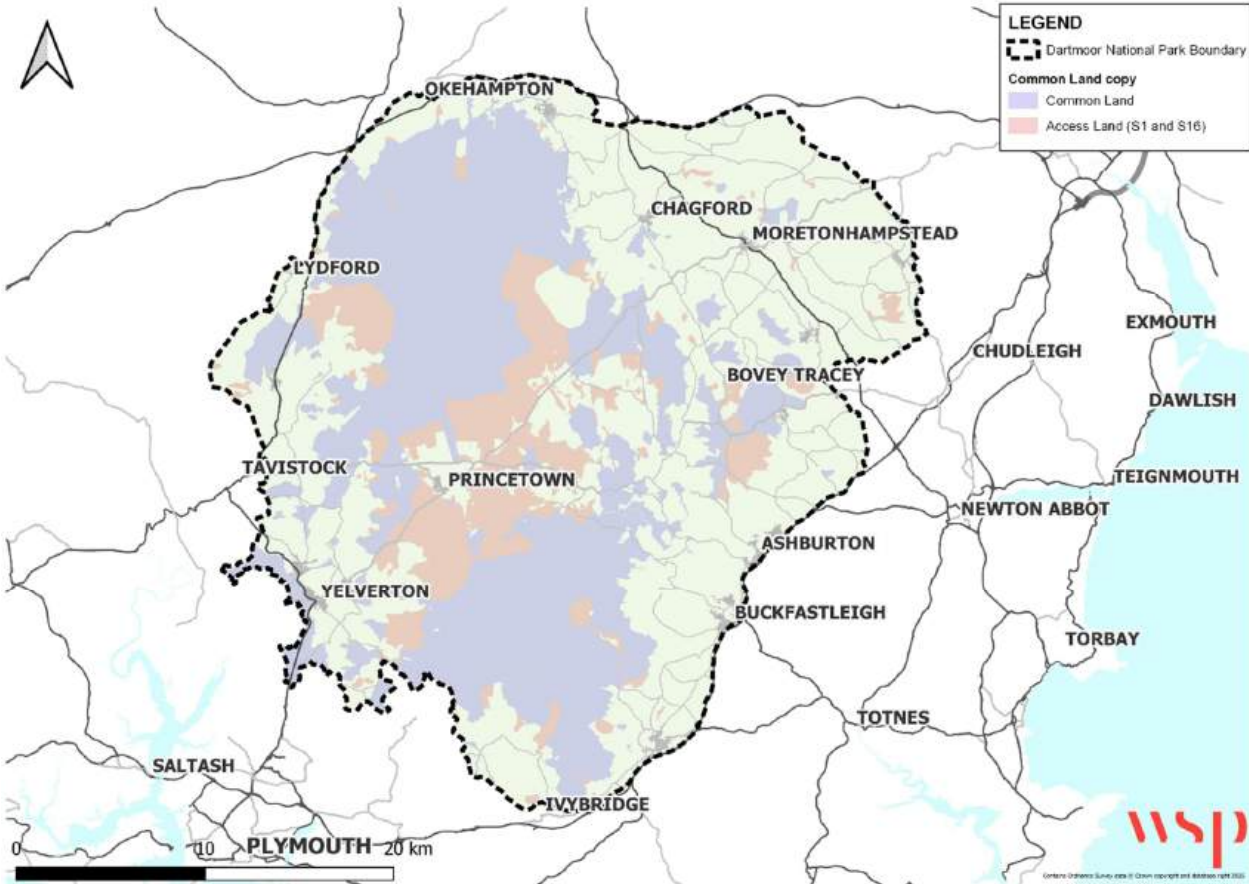
Commons

While there is public access to Dartmoor’s commons, much of this land is rugged with no clear paths, as well as steep gradients, uneven surfaces, bogs and rivers with limited crossings.

These areas of moor have been left untamed, providing views of uninterrupted natural beauty for miles and the perfect setting for longer distance hikes and horse riding, as well as mountain biking along bridleways that cross the common. Much of the commons are also isolated from the nearest villages and roads, with only the remains of historic settlements, including boundary walls and disused mining infrastructure. This can make them attractive for experienced visitors; however, the isolated nature of the commons can make them less appealing for inexperienced visitors who are not as confident with navigating and rough terrain.

Figure 2-5 below shows the common and access land across the moor. Common Land, as set out in Section 2 of the Dartmoor Commons Act 1985, permits access on horseback and foot, while Access Land as set out in the CROW act only permits access by foot. The majority of this Access Land is situated closer to the main roads and settlements, such as around Princetown and Yelverton, while the Common Land generally covers the remotest areas of open moor. While northern Dartmoor contains large areas of common land, it also contains three Army firing ranges, and access is therefore restricted to some areas during firing exercises.

Figure 2-6: Types of Common and Access land across Dartmoor



2.4 Existing journeys and travel patterns

Active travel patterns – everyday journeys

Figure 2-7 below shows the proportion of walking and cycling trips in England made for different purposes, based on 2023 Department for Transport (DfT) Walking and Cycling Statistics³. The chart shows the importance of leisure cycling, with 40% of cycle journeys in England being for leisure purposes, whilst 31% were for commuting or business and 13% were for education or escorting to education.

In comparison, the purpose of walking journeys sees a much more varied distribution, with 33% of trips being recorded as ‘other’ purposes, which includes journeys which are solely for the purpose of walking (such as going for a short walk at lunchtime).

These figures show national trends, and while there is no similar data at regional or local levels, the percentage of leisure trips is likely to be higher on Dartmoor.

Figure 2-7: Purpose of cycle and walking journeys in England (2023, DfT)

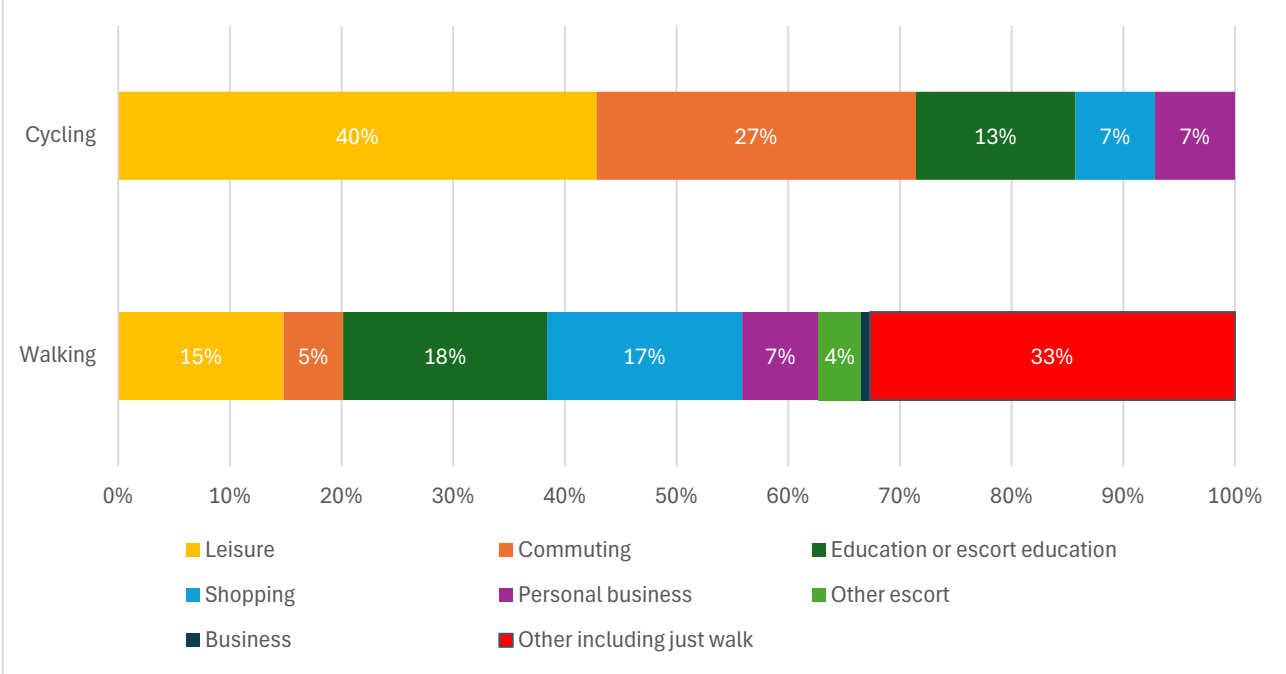


Figure 2-8 shows the percentage of people who make at least one cycling or walking journey every week. This shows that more people who walk or cycle every week will make at least one leisure journey, compared to those who make at least one utility journey (e.g. commuting, shopping). It also highlights that 75% of residents Devon make at least one walking journey for leisure every week compared to 69% of all adults across England.

Figure 2-8: Percentage of people making at least 1 cycle or walking journey per week (DfT, 2023)

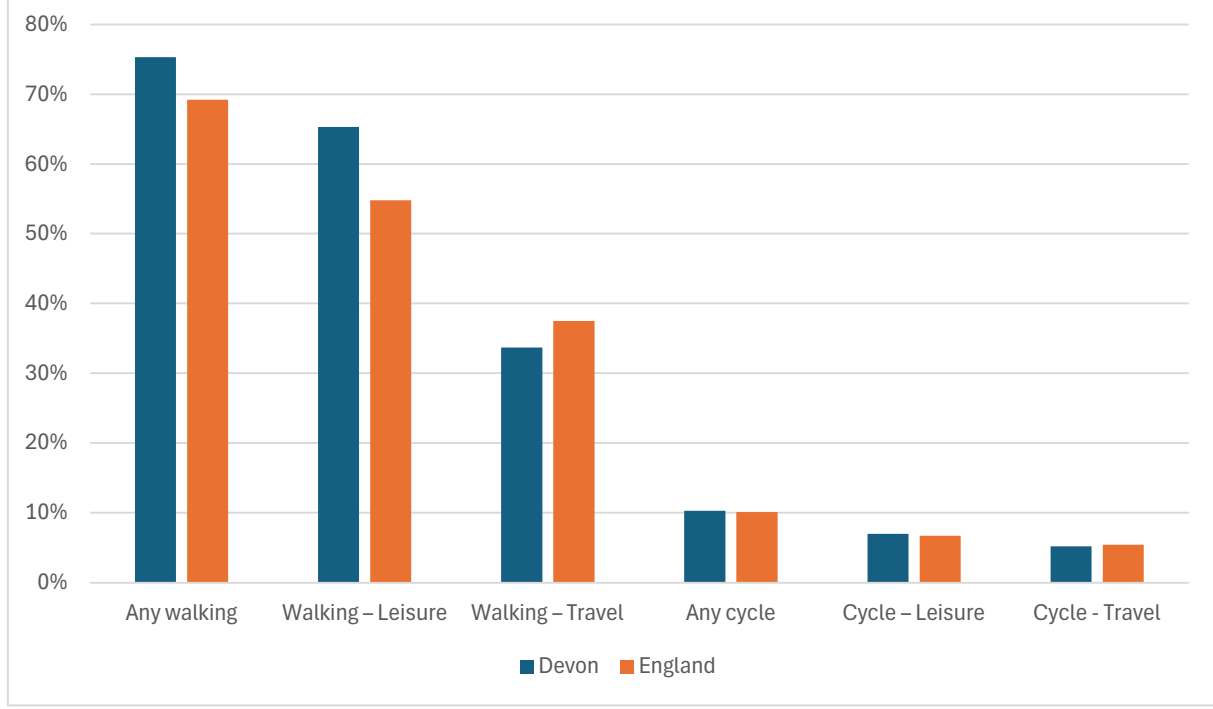


Figure 2-9 and Figure 2-10 from the National Travel Survey 2023 show how age and gender affect the number of cycling and walking journeys made by people each year. While walking trips per person do not vary much by age or gender, there is a wide disparity between the number of cycling trips per person for males compared to females. There is a notable gender gap for cycling, with males making more than twice as many cycle journeys as females across all age groups. This gap generally reduces in areas with higher levels of cycling. Improvements to the safety and comfort of cycling provides an opportunity to enable a wider range of people to cycle in the National Park.

³ <https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-active-travel>

Figure 2-9: Average walking trips per person per year (England, 2023)

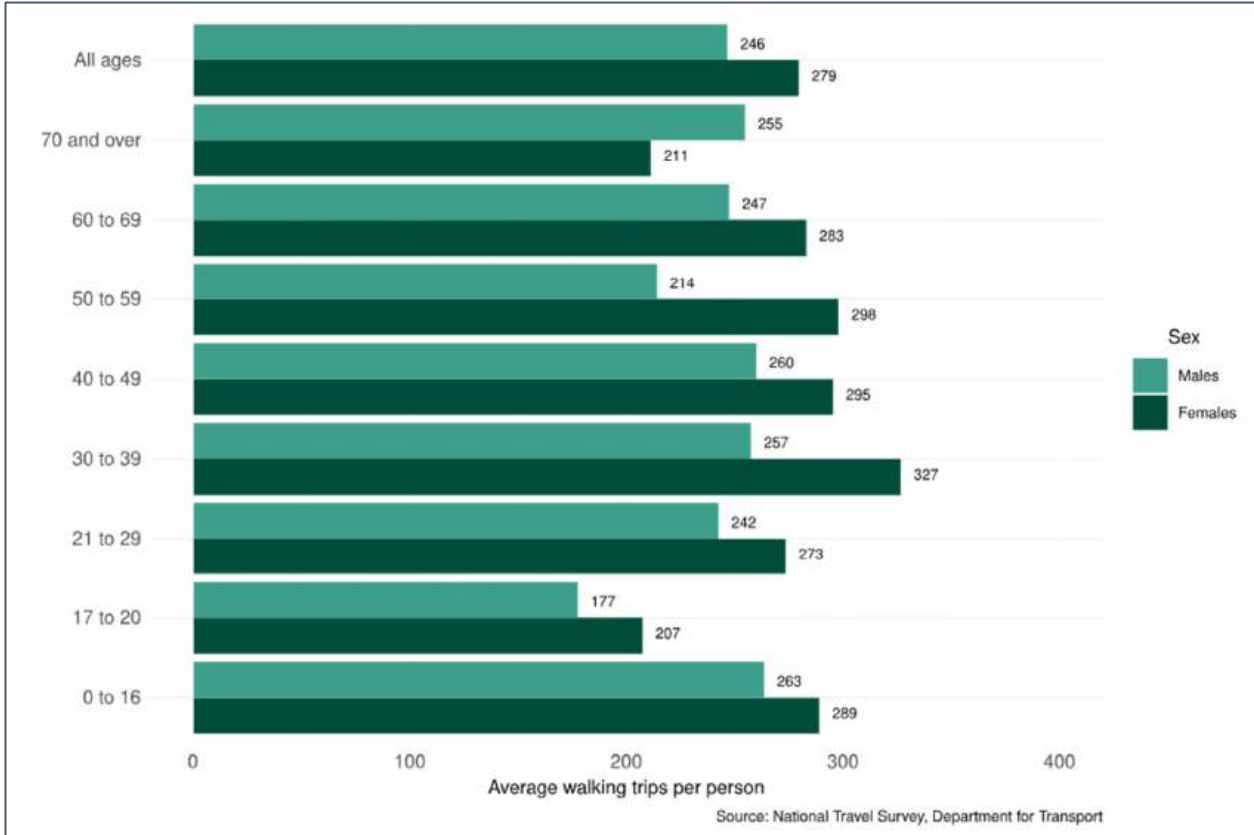
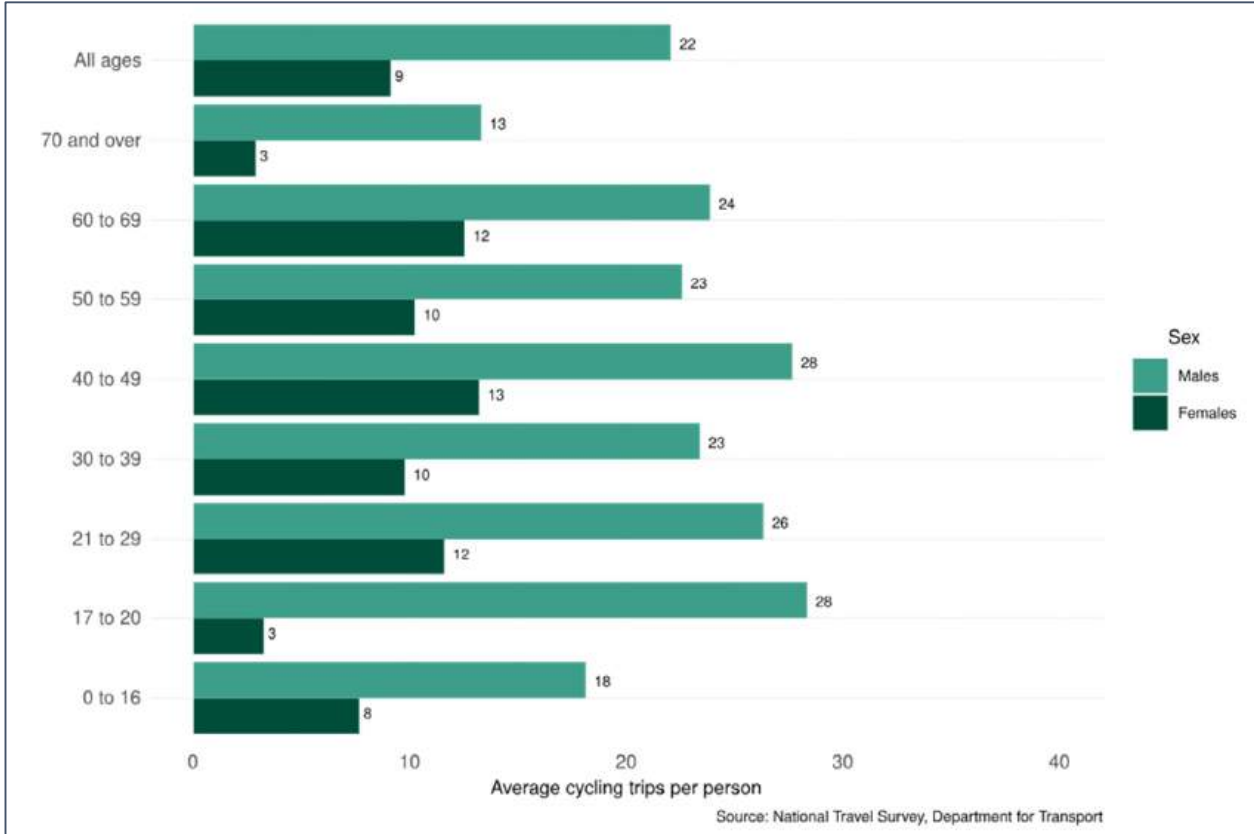


Figure 2-10: Average cycling trips per person per year (England, 2023)



Commuting journeys

Due to the rural nature of many of the communities in and around Dartmoor, and the distance many residents live from key employment hubs in the region, the distribution of commute methods for the National Park are very different to those in an urban setting where most active travel investment has been targeted.

According to the 2021 census, residents within the National Park generally have higher rates of working from home, at 37% of working adults, compared to 31% in England and 30% across the South West. 46% of employed residents commuted to a fixed location within the UK compared to 54% in England.

Of those who do commute to a fixed location, journeys to work by Dartmoor residents tend to be longer distances than the regional and national averages. Table 2-1 categorises commuting by distanced travelled for residents of Dartmoor, England and the South West. 40% of commuters living in Dartmoor travel less than 10km to work compared to 65% of residents in England and the South West. The most common commuting distance is between 10-20km, compared to 2-5km for England and under 2km for the wider South West.

Table 2-1: Distance travelled to work (Census 2021)

Distance travelled to work	Dartmoor	England	South West
Under 2km	13.0%	20.3%	23.6%
2km - 5km	9.4%	23.4%	22.0%
5km - 10km	17.5%	21.7%	19.4%
10 km - 20km	31.2%	19.3%	18.2%
20km - 30km	15.7%	7.4%	6.9%
30km - 40km	6.0%	3.1%	3.6%
40km - 60km	3.6%	2.4%	3.0%
Over 60km	3.5%	2.5%	3.3%

Table 2-2 shows the percentage of employed residents travelling to work by different methods. Driving a car or van to work is the most common method of travel to work, at 50% for Dartmoor. While this is similar to the rest of the South West at 49%, it is higher than the England average of 45%. Rates of commuting on foot, by bicycle and on public transport is much lower on Dartmoor, with only 6.7% of residents walking, 1.3% using public transport and 1% cycling to work. In comparison, in an urban environment such as Plymouth, 10% of residents walk, 6.6% use public transport and 2.1% cycle to work.

Table 2-2: Method used to travel to work (Census 2021)

Method of travel to workplace	Dartmoor	England	South West	Plymouth
Driving a car or van	49.8%	44.5%	49.0%	51.2%
Work mainly at or from home	36.6%	31.5%	30.4%	21.2%
On foot	6.7%	7.6%	9.2%	10.1%
Passenger in a car or van	2.8%	3.9%	3.8%	5.1%
Public transport	1.3%	8.2%	3.4%	6.6%
Bicycle	1.0%	2.1%	2.4%	2.1%
Motorcycle, scooter or moped	0.5%	0.5%	0.6%	1.3%
Other	1.3%	1.8%	1.3%	2.3%

Figure 2-11 shows the origins and destinations of commuting journeys in the 2011 census between areas with at least 5 journeys. There are few commutes travelling across the central part of the National Park, with the majority of commutes being to and from the larger settlements beyond the National Park boundary.

Figure 2-12 shows the links between areas of Dartmoor with commuting flows of 25 or more people. Compared to some of the lesser used links (<50 commutes), the majority of these are shorter distances between and within larger communities. The majority of travel to work flows with at least 50 commuters are within and between the larger settlements around the edge of the National Park, notably Ivybridge, Okehampton, Tavistock and between Ashburton and Buckfastleigh.

Figure 2-11: Origin and destination of commutes on Dartmoor (at least 5 journeys, all methods)

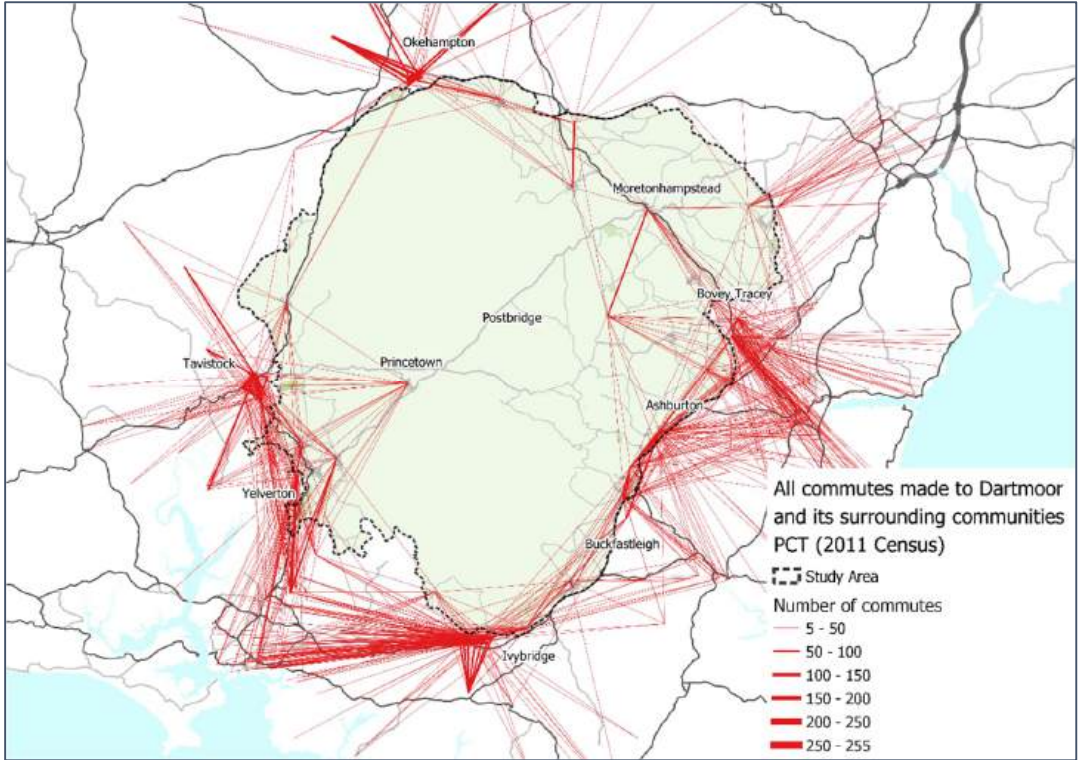
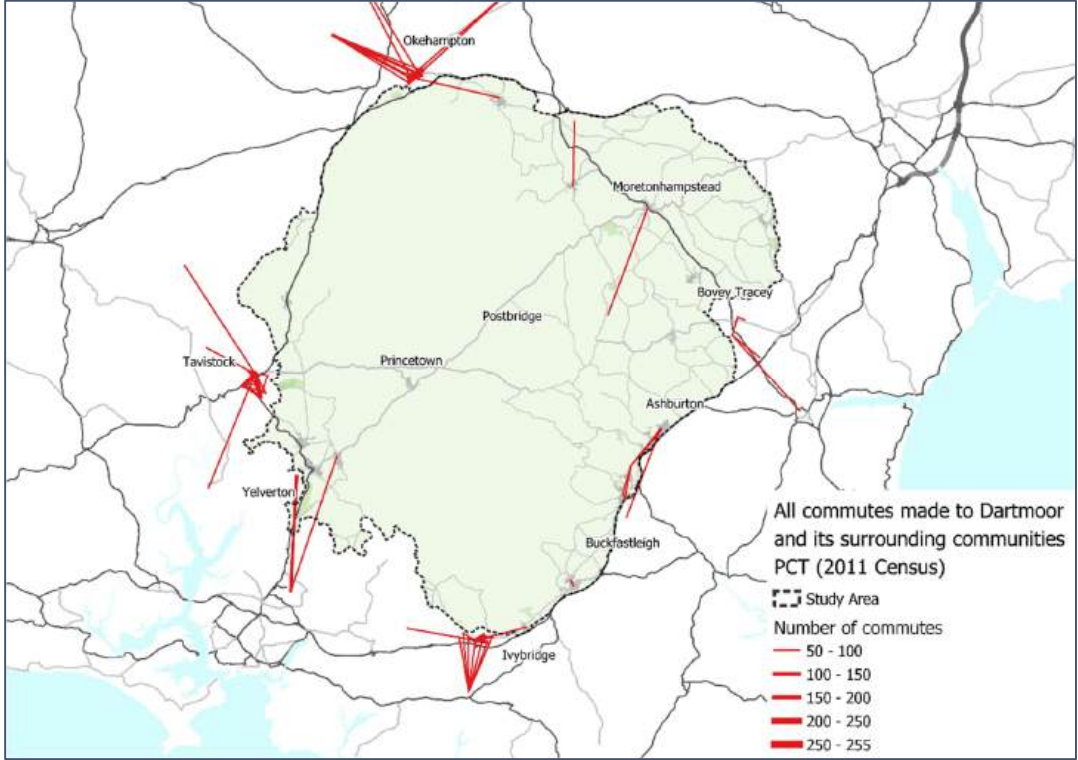


Figure 2-12: Origin and destination of commutes on Dartmoor (at least 25 journeys, all methods)



Using census data, the Propensity to Cycle Tool (PCT) estimates the likely route of cycle commute journeys between origins and destinations.

Figure 2-13 shows the likely commuting routes for journeys in the 2011 census that either started or ended in Dartmoor and its surrounding key towns. This suggests that the majority of cycling commute journeys were either to and from settlements on the edge of the National Park, or between larger settlements around the moor such as Moretonhampstead, Princetown, Yelverton, Buckfastleigh and Ashburton. The PCT also calculates that there are some commute journeys over significant distances, including some between the moor and Exeter, Plymouth and Torbay.

Figure 2-14 shows the estimated volume of cycle commute journeys along route sections in or immediately adjacent to the National Park, based on 2011 census data. The sections which the PCT estimates as being the highest volume routes, seeing between 20 and 31 commuters, are primarily located around the towns along the edge of the moor, as follows:

- Around Bovey Tracey and Heathfield;
- Within Tavistock;
- Between Yelverton and Roborough;
- Within Okehampton;
- Within Ivybridge; and
- Between Ashburton and Buckfastleigh.

As discussed later in this section, the existing LCWIPs which extend into Dartmoor National Park identify proposals around many of these communities. The South Hams and West Devon LCWIP in particular has a focus on commuting journeys within and around these communities. As such, while many of the proposals emerging from this study can benefit commuting journeys, the primary focus will be on improving routes which have not been identified elsewhere.

Figure 2-13: Cycle commute journeys around Dartmoor (PCT, 2011 Census)

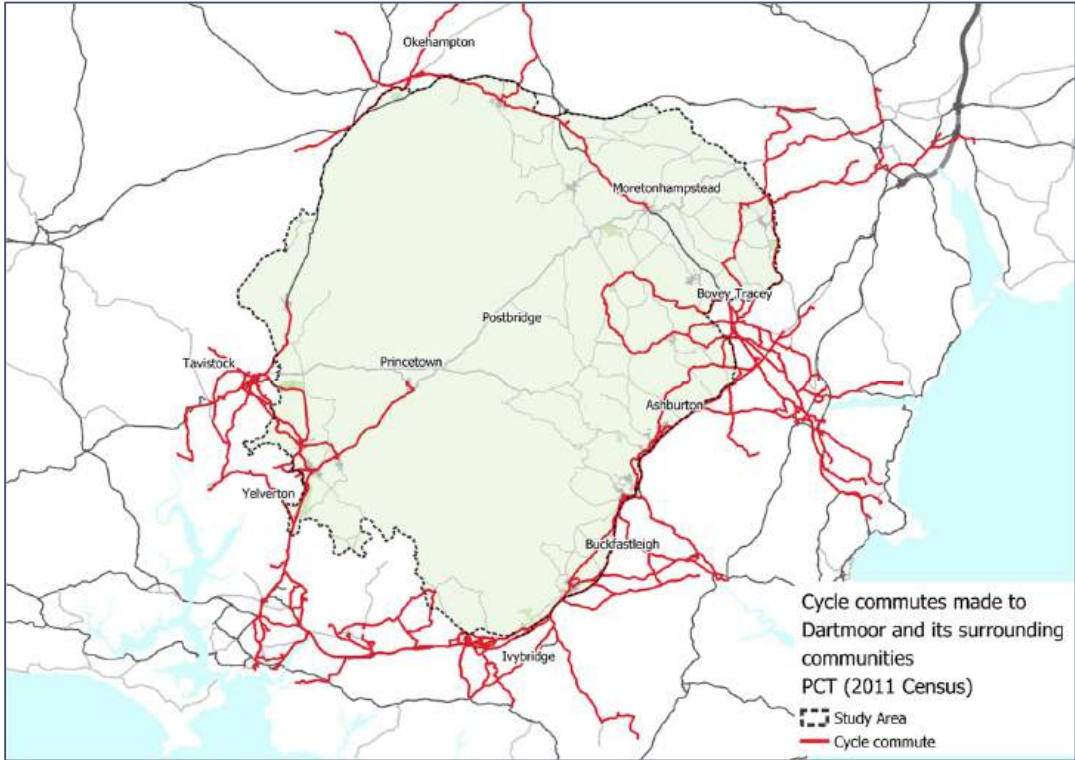
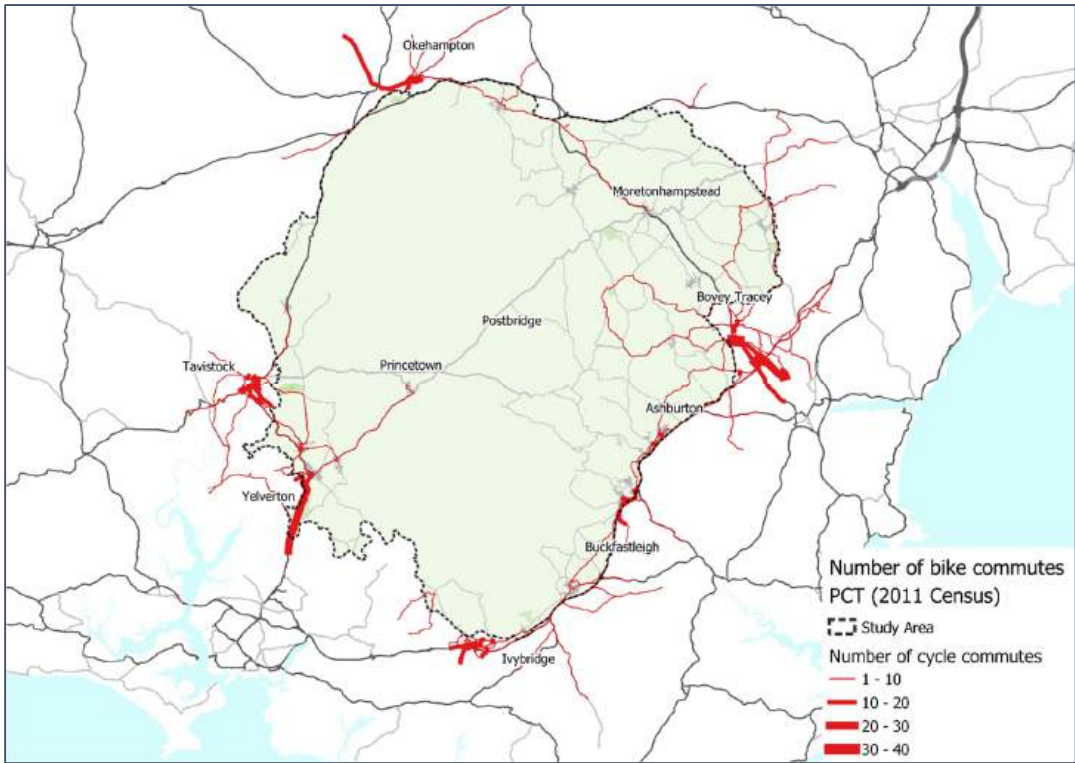


Figure 2-14: Number of cycle commutes around Dartmoor (PCT, 2011 Census)



Leisure journeys

While there is no comprehensive data on leisure journeys, public fitness activities recorded in Strava can provide insight into where people currently make active travel journeys. This includes cycling, running, and recreational walks and hikes. Strava is one of the largest fitness platforms where users can upload activities as well as plotting and recording activities through the smartphone app for navigation from fitness devices such as smartphones, cycling computers and fitness watches, Strava data can be shown as heatmaps, indicating the most frequently used routes in white and the least frequently used routes as dark blue.

Figure 2-15 shows the walking, hiking and running activities logged on Strava. It shows popular sections of path often form circular and return journeys to and from key towns and attractions such as Okehampton, Tavistock, Ivybridge and Haytor. The key roads through Dartmoor do not see any notable walking usage, while large sections of common land inaccessible by bike being utilised on foot.

Figure 2-16 shows the Strava heatmap for cycle journeys. The figure identifies that some of the busiest routes are the main roads bisecting Dartmoor through Princetown, along with some minor roads through villages, and the multi-user trails such as the Coast to Coast. It also shows some usage along some bridleways and across open common land, with no cycle journeys in the most remote sections of north and south Dartmoor.

Figure 2-15: Strava Walking Heatmap

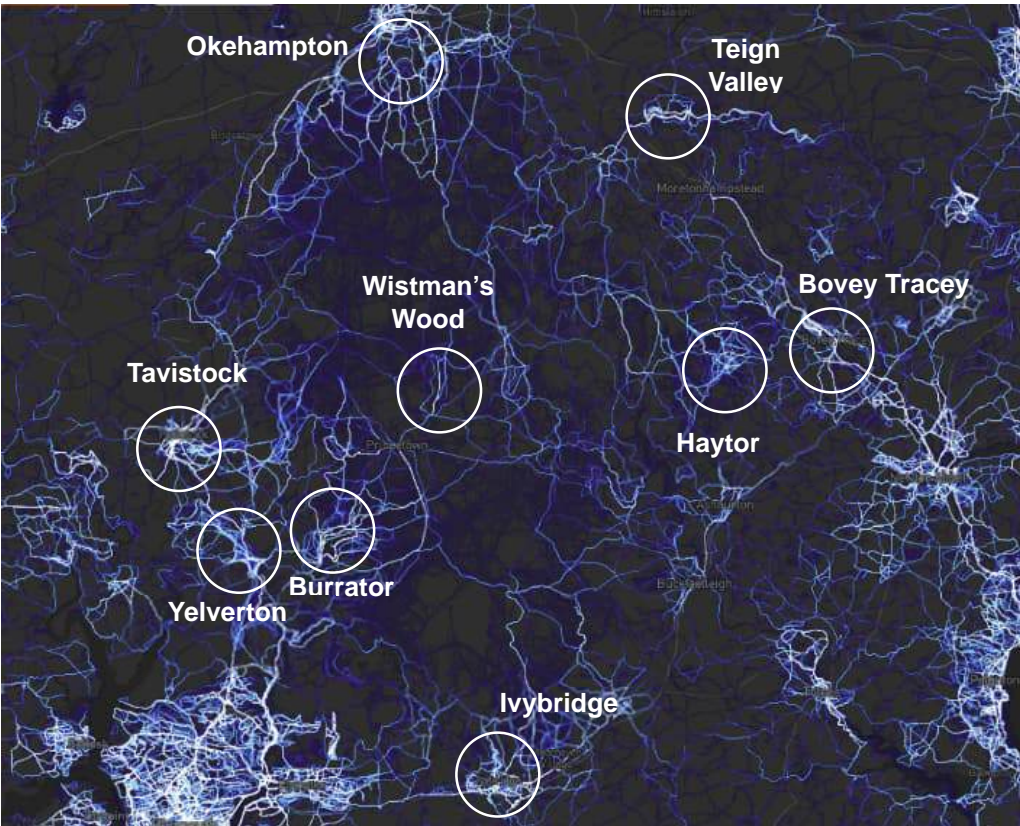
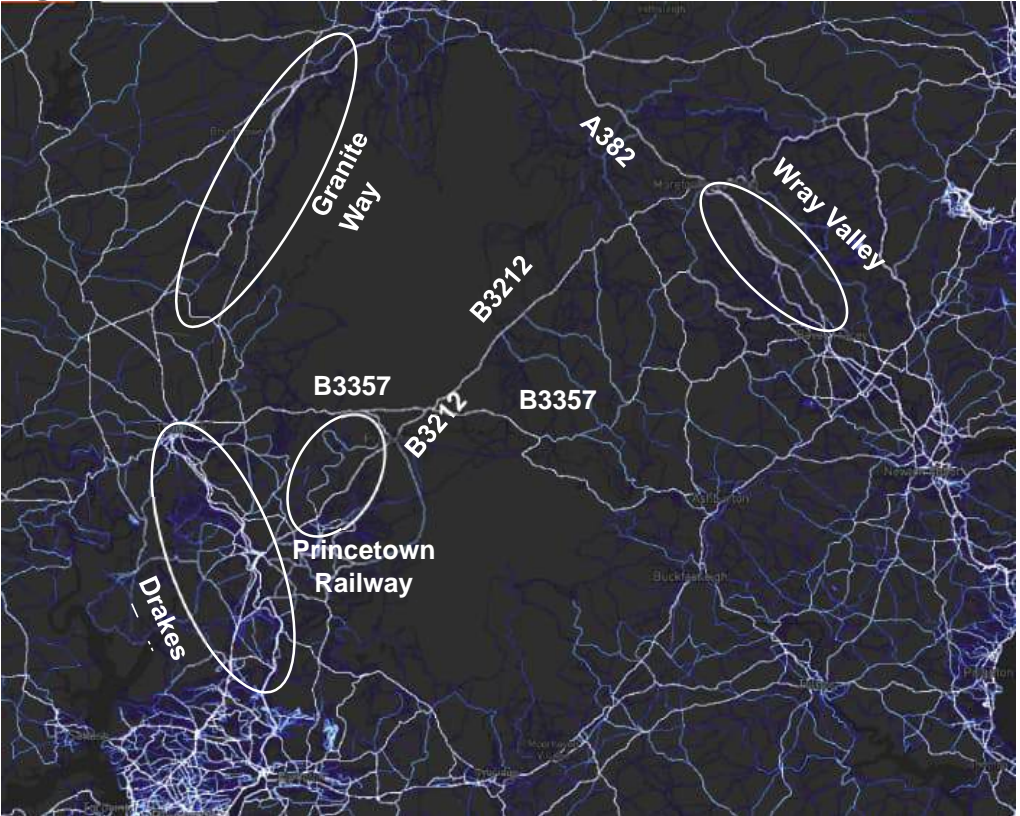


Figure 2-16: Strava Walking Heatmap

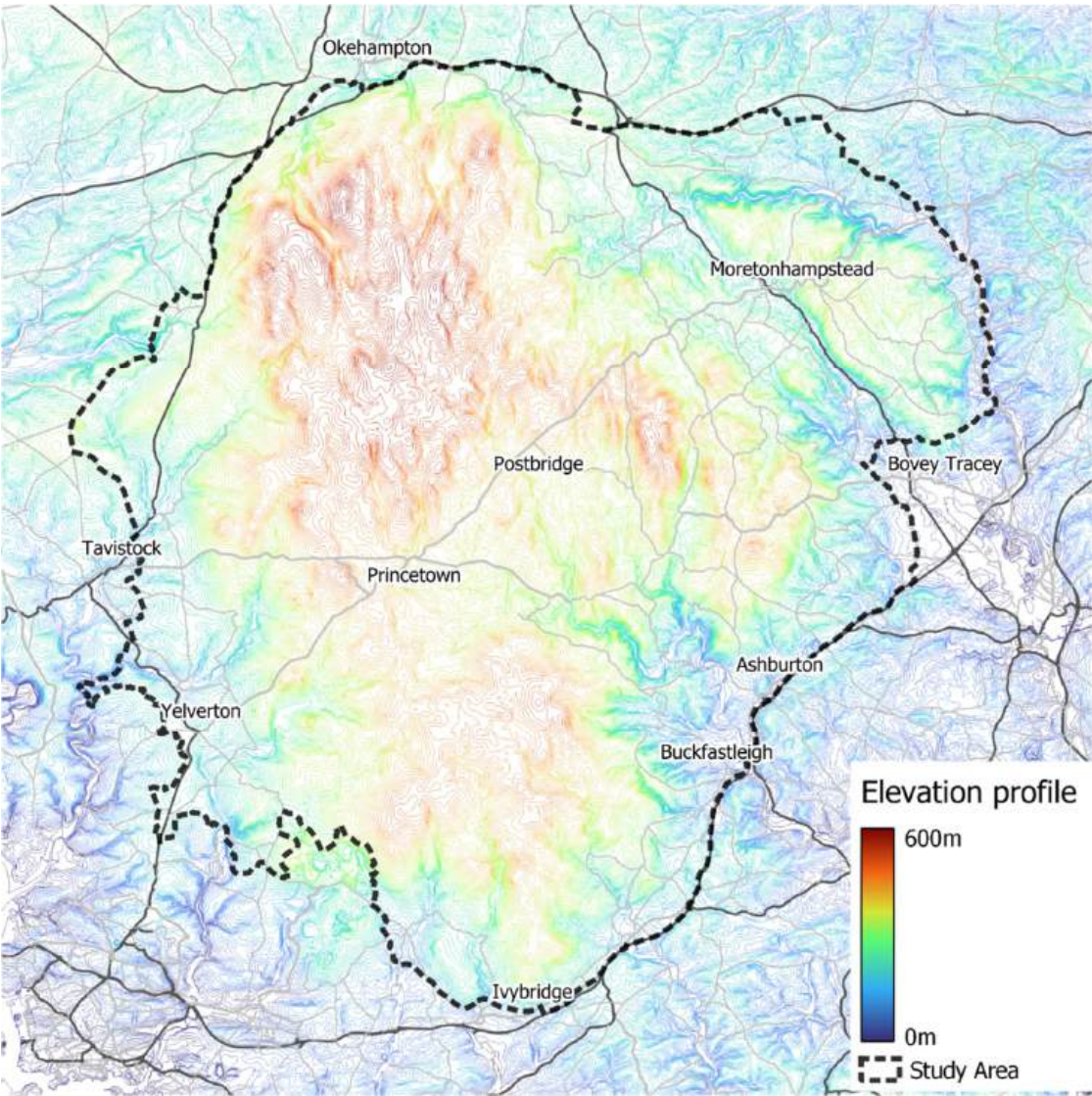


2.5 Barriers to Active Travel

Elevation

The rough and rugged landscape of Dartmoor is due to the erosion of granite, leading to the mix of high elevations being contrasted by deep valleys. Elevation across Dartmoor ranges from approximately 30 metres above sea level in some of the river valleys, to 621 metres at its highest point, at High Willhays, to the south-west of Okehampton. Figure 2-17 shows the elevation profile across the area, and highlights the significant changes in elevation compared to the landscape beyond the National Park boundary. These hills present a barrier for active travel, especially for cycling; however e-bikes can help people overcome topographical barriers and will become increasingly prevalent means of transport in the future

Figure 2-17: Elevation across Dartmoor



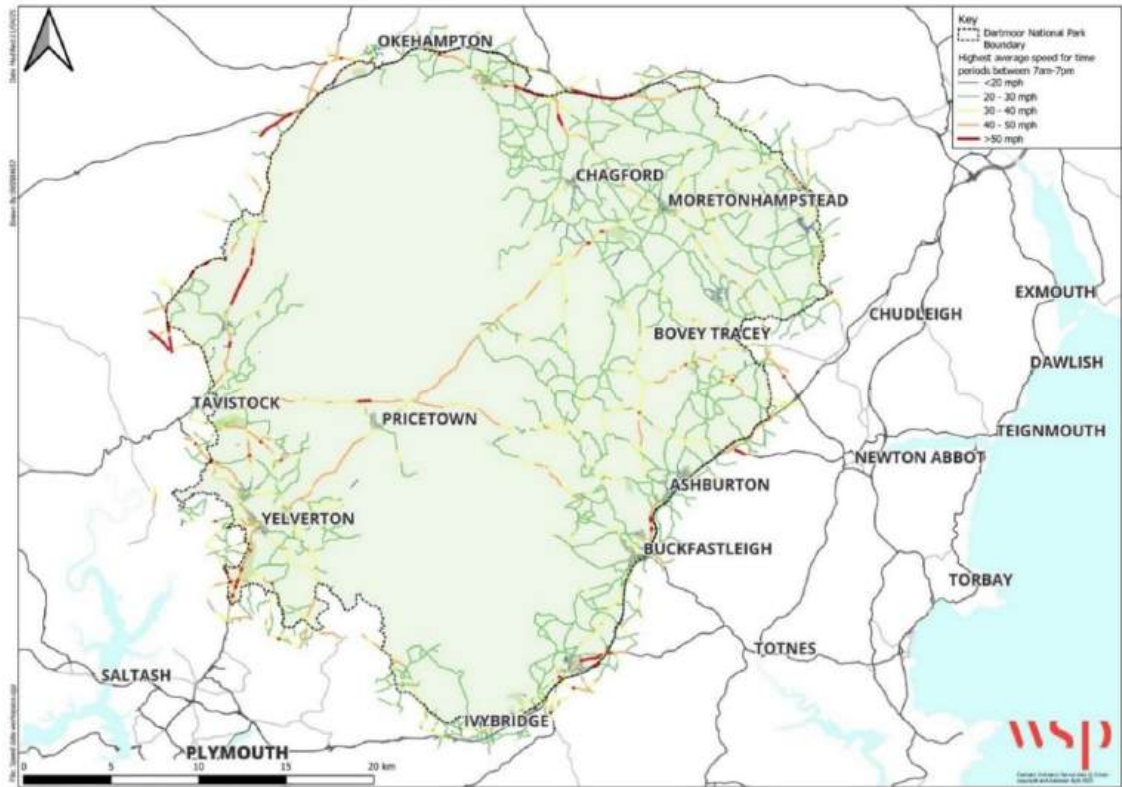
Traffic speeds

The roads across central Dartmoor, primarily across the open moorland, have a speed limit of 40 miles per hour. Implemented in 1996, the main aim of the speed limit was to reduce the number of traffic collisions involving livestock on the open moor. The free roaming cattle, sheep and horses often walk along, or graze directly alongside, roads. Many walkers, cyclists and horse riders also make use of the roads to access parts of the moor. The nature of Dartmoor’s geography and landscape means there are many roads with blind bends, crests and dips, which can present risks to livestock and people making active travel journeys. Further detail on livestock deaths reported on the moor can be found in Appendix A.

Despite this widespread 40mph limit, speeding vehicles are commonly observed and reported as an ongoing issue. In the 2023 visitor survey, speeding vehicles were noted as causing the most significant negative impact. Automatic speed sensors monitoring the speeds of passing vehicles at Haytor found that, in spring 2021, the average motor traffic speed was 39.7mph. However, the 6% of vehicles exceeding the limit had an average speed of 61mph.

Figure 2-18 shows the highest average speed recorded across time periods from 7am-7pm.

Figure 2-18: Average traffic speeds recorded between 7am-7pm



The roads with the highest average speeds exceeding 40mph include the main roads through Princetown and the A364 between Tavistock and Lydford. There are also higher average traffic speeds on the B3212 and B3357, the two roads which cross the moor via Two Bridges and Princetown. These are the main routes that cross from east to west across the open moorland, and are the only roads cyclists can use for longer routes crossing the centre of the moor, as seen previously in the Strava heatmap in Figure 2-16.

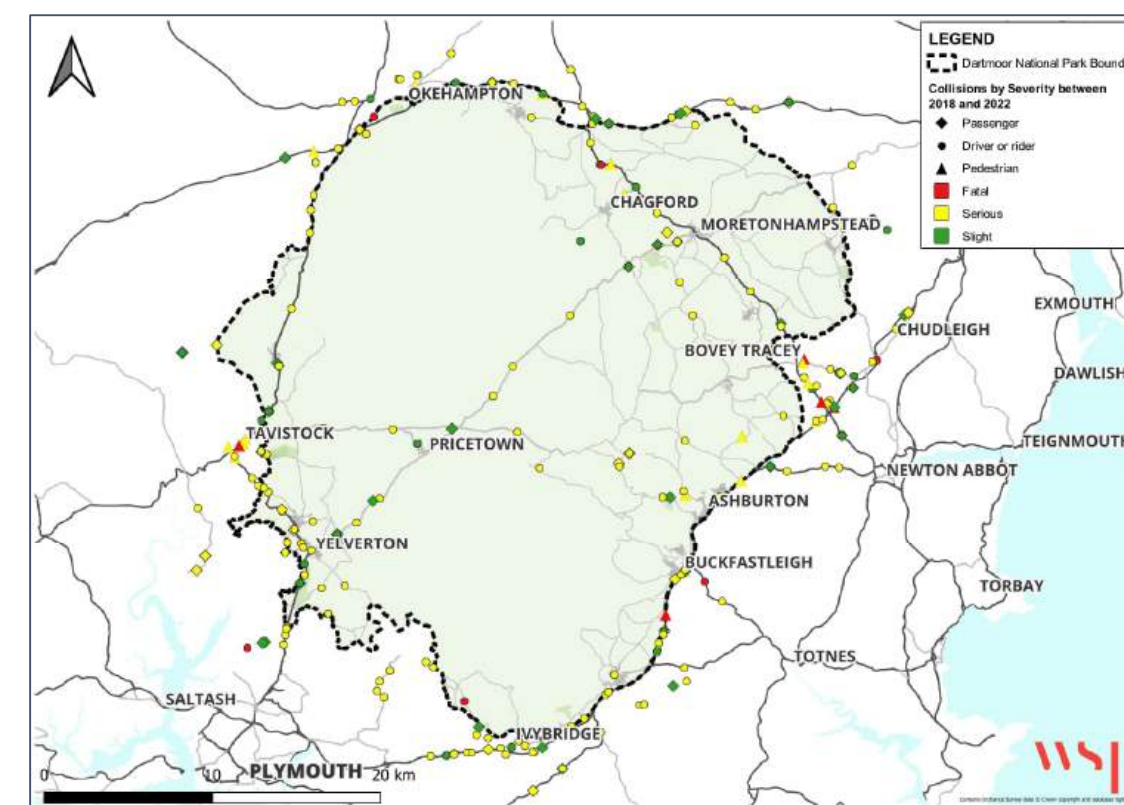
Road safety

Figure 2-19 shows the recorded road collisions that occurred in and adjacent to the National Park between 2019 and 2023. In this five year period, there were 140 recorded collisions, of which three were fatal, 41 caused serious injuries and 96 caused slight injuries.

Many of these reported collisions occur around the edge of the moor within and between the larger communities around the edge of the national park, where there are generally higher traffic volumes, with fatal collisions generally being situated on main A roads. These roads that are situated closer to and within towns and villages also serve as primary cycling and walking links between residential, employment and leisure destinations. Collisions are most frequently recorded at junctions, where pedestrians generally cross, highlighting the potential for collisions to occur at these locations.

There are also numerous collisions along the remote roads within the moor, which are frequently single vehicle collisions, suggesting many of these collisions are due to drivers not driving at speeds suitable to road conditions. Pedestrians and cycles often make use of quiet lanes and grass verges along the open moorland when there are no clear PRowS to follow, as well as frequently needing to crossroads which bisect walking and cycling routes.

Figure 2-19: Road collisions in and surrounding Dartmoor National Park between 2018-22



2.6 Policy context

Enabling more active travel is supported by policies and strategies at the national, regional and local level. Active travel also helps to achieve a range of wider environmental, health, social and carbon reduction objectives. The proposals set out in section 4 will contribute directly and indirectly towards these objectives, including transport, economic and environmental policies.

National Active Travel Policy

Cycling and Walking Investment Strategy 2 (CWIS, DfT 2022)

Outlines the ambition for a significant uptake in cycling and walking, and has the aim to make cycling and walking the natural choices for shorter journeys or as part of longer journeys by 2040.

CWIS 3 will outline the long-term spending plan following the current national government spending review, and is expected to be published in 2025.

Net Zero Strategy: Build Back Greener (2021)

Sets out the government's plan for the United Kingdom to achieve net zero greenhouse gas emissions (GHG). Includes key commitments to increase the share of journeys taken by cycling and walking, as well as investing in thousands of miles of segregated cycle lanes and more low traffic neighbourhoods, with the aim that half of all journeys in towns and cities are cycled or walked by 2030.

Gear Change: A bold vision for cycling and walking (DfT 2020)

Sets out Government's vision for delivery of far higher quality cycling and walking infrastructure, with local authorities being expected to deliver a step-change in the level of service for cycling and walking. It announced the establishment of Active Travel England, to assess local authorities' performance on active travel, with findings influencing local funding towards across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design set out new ambitious cycle design standards

Local Policy

Devon and Torbay Local Transport Plan 4, 2025-2040

Expansion of multi-use trail network, green lanes to deliver local priorities for walking, cycling and horse-riding, and delivery of 20mph limits in communities. The draft plan was consulted on in 2024.

Cycling and Multi-Use Trail Network Strategy (DCC 2015)

While this strategy is ten years old, it was key in setting out the priority multi-user trail schemes across the county. Some of these have now been fully completed but others are longer term proposals still in development. The strategy sets out the ambition to invest in Devon's leisure routes and trails. Schemes not yet completed include the egasus Trail bridleway/multi use trail between Okehampton and Cookworthy Forest, and feasibility design of the Drake's Trail to link Yelverton to Roborough.

Devon Transport Infrastructure Plan - Delivering Growth in a low carbon environment (DCC 2020)

The Transport Infrastructure Plan sets out the prioritisation of large-scale transport schemes within the context of Devon County Council's declaration of a climate emergency in 2019. The proposals which provide active travel links within the study area for this LCWIP are:

- SWD1 – Tavistock, Utilisation of former railway line for sustainable travel to Bere Alston, cycle link to Tamar Trail;
- SWD2 – Ivybridge, widened footpath along Western Road; and
- SWD3 – Yelverton, highway improvements including a Park and Change facility.

Existing LCWIPs

Many parts of Devon have developed LCWIPs since the concept was first outlined in the first Cycling and Walking Investment Strategy. Whilst they often cover the major urban areas, the Devon Countywide LCWIP (adopted) and South Hams and West Devon LCWIP (in draft) both cover rural areas and parts of the National Park. Figure 2-20 shows the routes from existing LCWIPs which connect to and are within the study area.

Devon Countywide LCWIP

The Devon Countywide LCWIP was adopted in March 2025, with the aim of identifying priority walking and cycling routes to be completed between settlements.

One of the shortlisted routes is located on the south-eastern edge of the National Park between Ashburton and Buckfastleigh, running parallel to the A38. Much of this route follows the existing section of on-road National Cycle Network route 272. The route is around 3 miles in distance, which is around a 20-minute cycle journey, making it feasible as a link for many journey purposes, including commuting and trips to school.

The Countywide LCWIP also includes a route between Roborough to Dousland via Yelverton, which aims to provide an alternative alignment to the Drake's Trail along the A386 corridor.

Draft South Hams and West Devon (SHWD) LCWIP

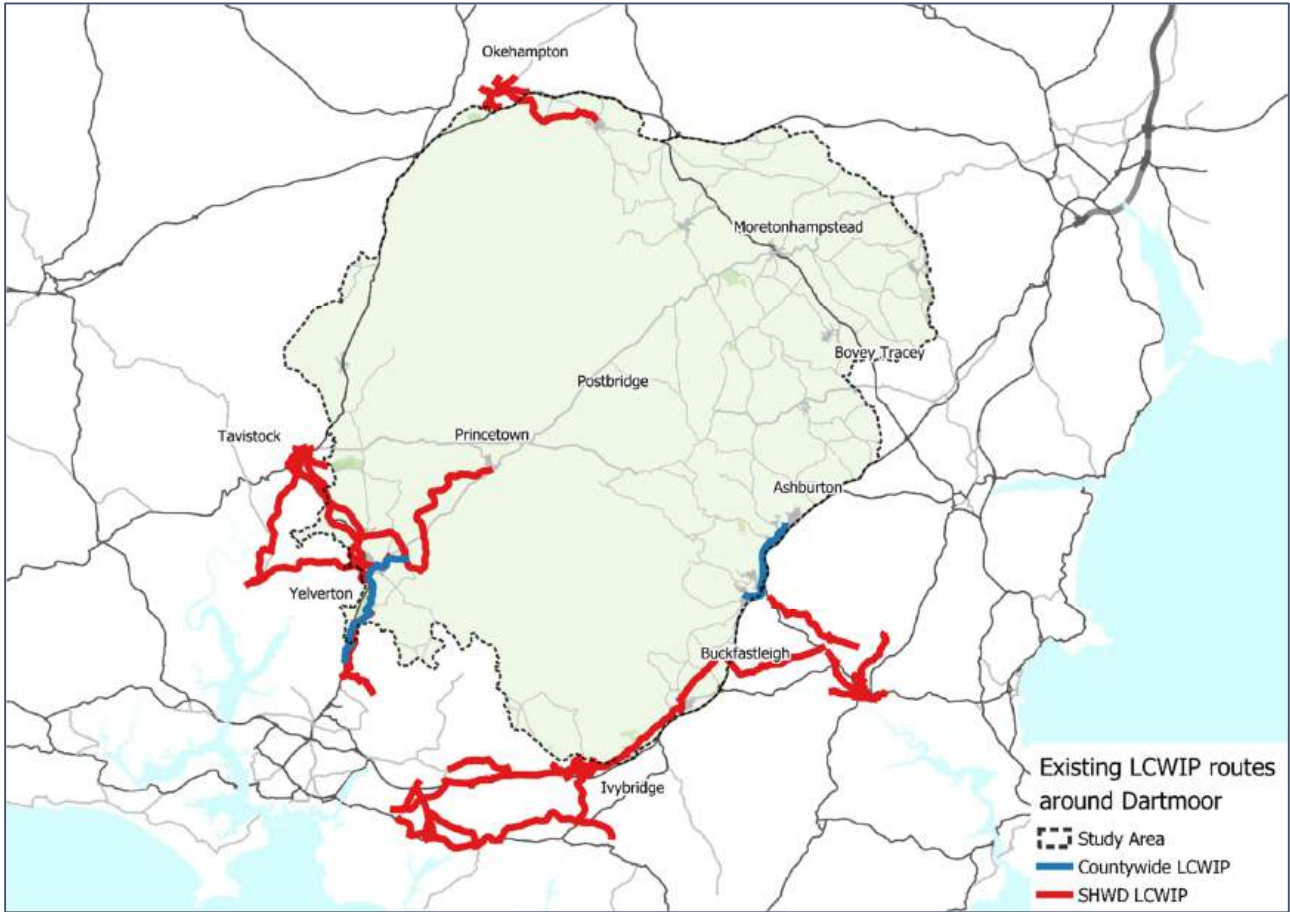
The South Hams and West Devon LCWIP was consulted on in September 2024. It is being jointly developed by South Hams District Council and West Devon Borough Council, with extensive proposals across both areas. The LCWIP covers southern, western and northern parts of the National Park, including the towns of Buckfastleigh, Ivybridge, Okehampton, Tavistock and Yelverton.

The SHWD LCWIP makes detailed proposals for the hub towns of Okehampton, Ivybridge and Tavistock. As such, this report will not aim to duplicate these existing proposals, instead seeking opportunities which can complement existing LCWIPs and other infrastructure proposals.

In summary, the proposals identified around these communities in the LCWIP are:

- **Ivybridge** – a traffic-free route from Ivybridge to Bittaford, with Quiet Road link to South Brent, plus improved links towards Plymouth;
- **Okehampton** – Quiet Lane to Belstone and South Zeal, plus a traffic-free cycle route along Exeter Road and North Road in Okehampton;
- **Tavistock** – Upgrades to the NCN along Drake's Trail between Tavistock and Yelverton;
- **Yelverton and Horrabridge** – Quiet Lane links between Yelverton, Horrabridge and Dousland, improvements to the former Princetown rail line, plus improved links to Plymouth; and
- **Buckfastleigh** – Quiet road link between Buckfastleigh, Staverton, Dartington Hall and Totnes

Figure 2-20: Devon Countywide and SHWD LCWIP routes



Dartmoor Policy Context for Active Travel

Dartmoor Local Plan 2018-2036

The Dartmoor Local Plan covers the period from 2018-2036, and was adopted in December 2021. Section 4 of the plan, Communities, Services and Infrastructure, most relates to walking, wheeling and horse riding and includes policies targeted at these elements. This includes

Strategic Policy 1.2 - Sustainable development in Dartmoor National Park

In Dartmoor National Park all proposals should pursue sustainable development. When considering development proposals the Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Development is sustainable where it ... (l) provides essential services and infrastructure, and promotes and enables public transport, cycle or foot

Strategic Policy 4.3 – Enabling Sustainable Transport

In order to minimise our impact on climate change, and promote healthy lifestyles, new development should encourage and enable sustainable travel by protecting, enhancing and providing new walking, cycling, and sustainable transport routes.

Development should support a network of walking and cycling routes which are safe, convenient, and connect to local services, facilities and sustainable transport links. Opportunities for sustainable transport development which meets the needs of the National Park will be supported. Development which would prejudice the ability to deliver future sustainable travel and transport infrastructure will not be approved.

Applications should be supported by an appropriate level of transport survey and assessment to inform the decision-making process.

Strategic Policy 4.8 – The Access Network

All development should explore and take opportunities to enhance the access network, including public rights of way, permissive paths and access land.

Development affecting the access network will only be permitted where:

- the development's public benefits outweigh any harm to the access network's character, quality or quantity;
- there are no alternative less harmful locations;
- any harm is minimised and any loss is mitigated with an acceptable diversion and/or compensatory land of equivalent value;
- the public's ability to use and enjoy the network is not materially affected; and

- opportunities to enhance the network by extending it and improving its connectivity have been fully explored, and where feasible, form part of the proposed mitigation.

The Authority will seek to ensure development within or outside the National Park which is likely to increase harmful recreational pressure on Dartmoor's Special Qualities, particularly biodiversity, cultural heritage and the access network, is appropriately mitigated.

Strategic Policy 5.2 - Development affecting Town Centres

The town centre sequential test should ensure that main town centre uses are located, in preferential order, within a town centre, on the edge of a Town Centre, or, only if there are no suitable sites, outside a Town Centre. Proposals outside Town Centres should demonstrate: (c) appropriate access/improvements, particularly by public transport, safe and convenient pedestrian and cycling routes and appropriate parking

Other Strategic Policies that can be supported by improving access for active travel include:

5.1 – Non-residential Business and Tourism Development

5.5 – Tourist Accommodation

5.7 - Camping and touring caravan sites

Dartmoor Partnership Plan 2021-26

The Dartmoor Partnership Plan (or Management Plan) outlines the vision for the future of the National Park, guiding the priorities of the authority and other partner organisations and identifying how different objectives and priorities should be addressed. The measures identified within this LCWIP can directly and indirectly contribute to the Partnership Plan themes below:

- Climate Change – Significantly reduce emissions from transport by improving sustainable transport options
- Better for the Next Generation – Provide good public transport throughout the year, connecting settlements within the National Park and surrounding areas
- Better for People – Develop and deliver a targeted campaign to promote off road walking and cycling routes to the national park and fill gaps in current provisions. By the end of 2025 work with 5 local communities to promote Dartmoor's towns as hubs for visitors to increase economic benefit and promote sustainable modes of onward travel
- Better for Communities and Business – Promoting and enabling sustainable travel choices for local communities and visitors through development of the

Green Transport Strategy, implementing the Local Plan including policies encouraging businesses to grow where there is ready access to sustainable travel choices

- Stimulating green travel - Reducing the amount of cars on the road by encouraging people to arrive by other means of transport, develop cycling and horse-riding improvement plans that will also benefit walking
- More Visitors – Recognise that visitor numbers will increase, and plan for this with a particular focus to promote sustainable travel options to and around the National Park

DNPA Business Plan 2024-25

The annual business plan sets out the key priorities, actions and targets for the National Park Authority to focus on for 2024/2025. Whilst the business plan is updated annually, these themes are anticipated to continue in future years.

Some of the priorities and performance indicators that directly relate to walking, cycling and wheeling are set out below:

- Access for All – High quality infrastructure that supports access by people from all background and ages, including by improvements to the Two Moors Way to celebrate the 75th anniversary of the creation of National Parks, ensuring use of volunteers to support the delivering of PRow improvements, with a target to deliver new cycling initiatives through ATE funding;
- Develop and implement a Visitor Management Plan;
- Better Communities - Develop at least two ‘Town Trails’ that support the local economy, and identify and collate climate action plans for Dartmoor’s communities that ensures a coordinated community-led approach to climate action supporting the economy, nature and climate; and
- Race to Zero – Commence work on an Action Plan and agreed a revised Climate Action Plan to support the ambition of being carbon negative by 2045
- Percentage of public rights of way network that are easy to use – Target 90%;
- Total number of unresolved maintenance issues on the public rights of way network – No target – to be based on trend/baseline data; and
- Number of maintenance issues resolved by the National Park Authority on the public rights of way network – Target of 600.

Climate action

In July 2019, DNPA declared a Climate and Ecological Emergency – the first National Park to do so. In March 2020, the Authority agreed a Climate Action Plan, to help the organisation become carbon neutral by 2025. In addition, the Dartmoor Partnership Plan sets out a bold future vision and more detailed plans for a carbon negative Dartmoor by 2045.

In 2022, the total carbon footprint of visitors to the park was 135,491 tonnes CO₂e (Carbon Dioxide Equivalent), 99,006 tonnes coming from travel to and from the park. Of these traveling emissions, 85% was due to driving. Table 2-3 shows the contribution each method of travel towards emissions, with vehicle fuel contributing 74%. Visitor emissions traveling to the national park are also greater than emissions within the park, with 90% of visitor emissions from private cars being from travel to and from the national park. Table 2-4 shows the breakdown of emissions by residents of Dartmoor, and shows that 21% of these emissions are from private cars, making them the third highest source of emissions for residents.

Table 2-3: Visitor travel emissions on Dartmoor (2022)

Visitor travel category	Footprint (tonnes)	% of visitor travel footprint
Vehicle fuel	73,225	74%
Car manufacture and maintenance	20,263	20%
Buses and coaches	4,139	4%
Trains	1,380	1%
Total	99,006	100%

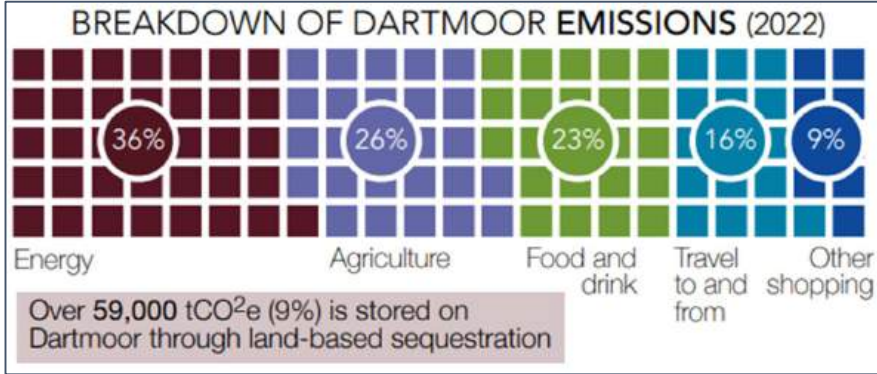
Table 2-4: Dartmoor residents’ emissions by category (2022)

Resident footprint category	Dartmoor total (tonnes)	% of total
Goods and services	161,100	32%
Food and drink	140,558	28%
Travel: private cars	103,229	21%
Household fuel	41,302	8%
Travel: public transport, coaches and ferries	20,311	4%
Travel: flying	18,594	4%
Household electricity	17,883	4%
Total	502,976	100%

The DNPA is working with partners to reduce emissions from residents, business and visitors. They are also working to improve how Dartmoor’s natural environment mitigates the impacts of, and is resilient to, a warming climate. Their work on nature enhancement has a range of benefits including mitigating and adapting to climate change.

As seen in Figure 2-21, travel accounts for 16% of the total Dartmoor emissions. One of the goals set in the Dartmoor Partnership Plan is to significantly reduce emissions from transport by improving sustainable transport options.

Figure 2-21: Sources of emissions on Dartmoor



Source: State of the Park Report 2025

Nature and conservation on Dartmoor

Dartmoor is recognised as a nationally and internationally important location for nature and conversation due to its variety of habitats and rare species associated with these habitats. As such, active travel proposals will need to both respect and benefit the landscape, fauna and flora of the National Park.

Figure 2.22 shows the areas covered by the following schemes.

The unique wildlife and landscape of the national park means any active travel measures must consider and minimise their impact on the moor, especially in areas with specific requirements for nature and heritage, Section 3 - Designing for Active Travel in Protected Landscapes sets out the philosophy for how all proposals identified in this report will be designed within the protected landscapes of Dartmoor.

Dartmoor’s unique status also presents opportunities for active travel improvements, and can potentially contribute to funding opportunities relating to carbon emissions, moorland access and restoration.

Sites of Special Scientific Interest and Reserves

There are over 40 Sites of Special Scientific Interest (SSSIs) within the National Park, covering 26,169 hectares (64,664 acres). The two SSSI of North Dartmoor and South Dartmoor collectively total over 20,000 hectares (49,420 acres). In addition, there are 4 National Nature Reserves, as well as 6 Devon Wildlife Trust Reserves within the National Park.

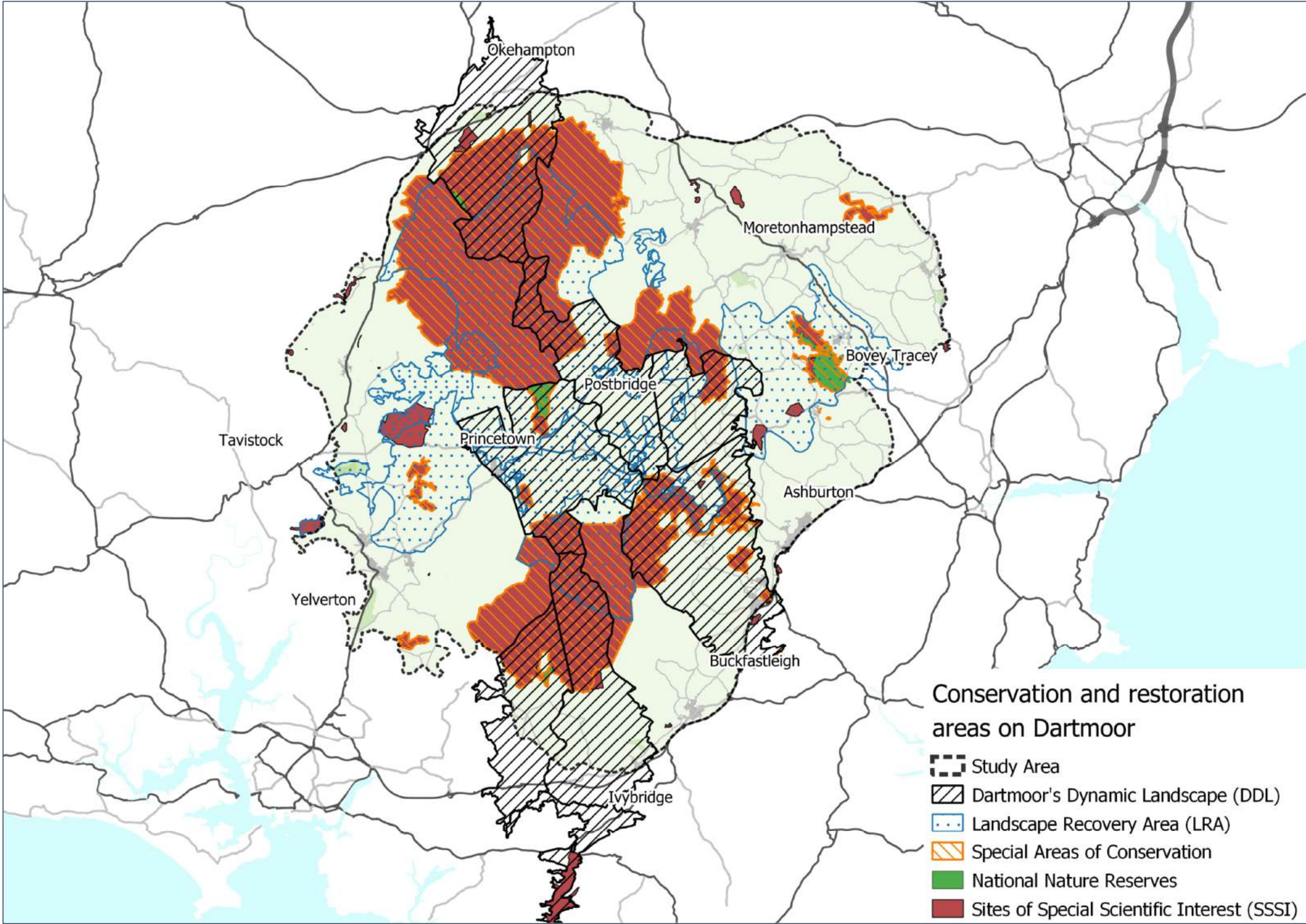
Landscape Recovery Areas

Landscape Recovery Areas are initiatives to support long-term management of land, primarily around sustainable food production and the environment. These schemes will provide long-term funding (20+ years) to deliver significant environmental and climate benefits, as well as providing opportunities for improved access to the moor through PRow upgrades and improved active travel routes.

Dartmoor’s Dynamic Landscape

The National Lottery’s Heritage Fund provided £3 million via the Dartmoor Dynamic Landscape partnership, with the aim of creating more naturally resilient landscapes by working with land managers and farmers. The two key themes are Dynamic Nature and Connecting Communities, the latter of which is focused on improving access and opportunities for rural communities and three “Gateway” towns of Ivybridge, Princetown and Okehampton.

Figure 2-22: Conservation and restoration areas on Dartmoor



2.7 Stakeholder and public engagement

In 2024, the National Park Authority launched an online consultation on active travel, to seek views from residents, visitors, organisations and businesses regarding issues and opportunities for active travel. Respondents were able to either drop pins or draw lines on an interactive map to indicate where they felt there were active travel issues, as well as where there were opportunities for improvements.

This consultation received a total of 210 comments, with responses from a range of people who interact with Dartmoor. In total, 42% of responses were from people who live within the National Park, and 36% of responses were on behalf of groups and organisations.

As many active travel improvements are multi-modal in their nature, respondents were able to assign their comments against multiple activity choices. In total:

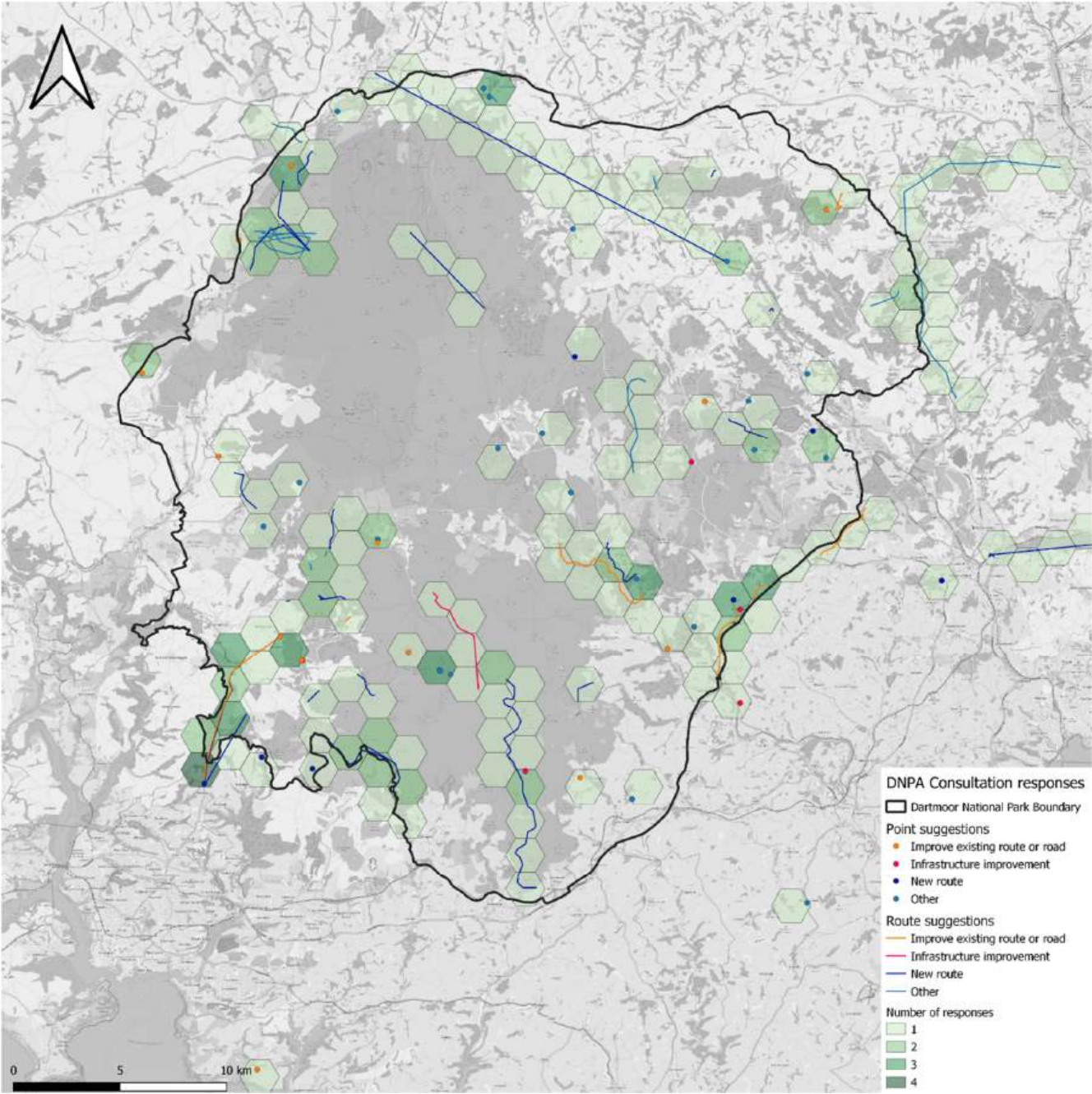
- 90% of comments related to walking improvements;
- 78% of comments related to cycling improvements;
- 47% of comments related to accessible walking improvements; and
- 38% of comments related to horse riding improvements.

Figure 2-23 shows a plot of the responses received through the interactive engagement website, as well as hexagonal tiles showing areas where multiple comments were received. Comments related to various parts of the National Park, from urban environments around towns to remote common land.

Many of the comments reported concerns and issues around maintenance, including wayfinding signs and poor path conditions. Other comments included suggestions for new sections of multi-use trails using existing routes, such as along PRow, former tramways and rail lines, as well as improved cycle links between towns and onto existing trails.

Throughout the development of the LCWIP, two stakeholder events were also held with representatives from partner organisations and groups representing walking, cycling and horse riding. Both of these exercises have helped guide the identification of recommendations, as well as the design principles set out in the following sections.

Figure 2-23: Locations marked with feedback



2.8 Visitors

In 2023, Dartmoor saw 3.09 million visitors, who collectively spent a total of around £293 million on food, accommodation, attractions and other purchases made within the park⁴. This equates to a 17% increase in visitors and 37% increase in visitor spending since 2018. Table 2-5 shows a breakdown of the activities people reported as the reason for visiting Dartmoor. This shows how the majority of visitors to Dartmoor do so for walking, with a combined 78% of visitors walking with or without a dog.

Table 2-5: Visitor activities during visits to Dartmoor

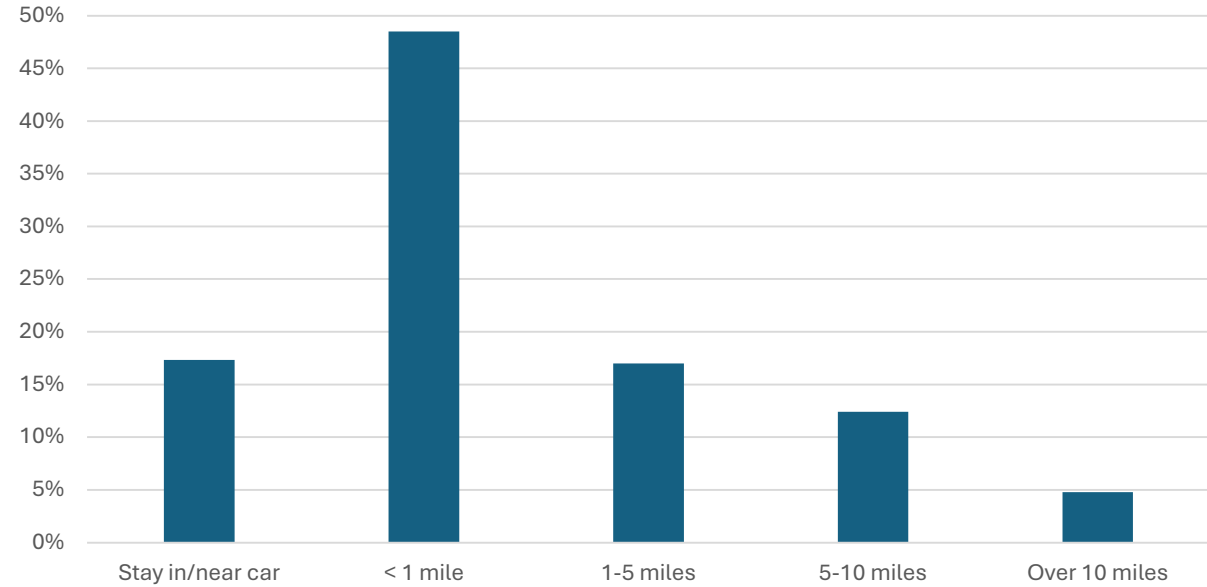
Activity	Percentage
Walking and running (no dog)	44%
Walking and running (with dog)	34%
Other activity	22%

Source: Monitor of Engagement with the Natural Environment (MENE) 2009-2016

While the majority of visitors to Dartmoor are looking to walk, not all visitors are comfortable with navigating longer distances. A survey of 2,000 adults carried out by One Poll for the Ordnance Survey found that 27% of respondents claim they have never been taught how to read a map. Moreover, 14% of adults who have been taught to read a map in the past state that they still do not know how to read one. In addition, 31% of respondents are worried they might get lost when they are out walking, with 46% of people saying they are cautious and would be happier walking with others.

Figure 2-24 shows the distances people reported travelling away from their car when visiting Dartmoor. In total, 17% of visitors stated that they stayed in or within view of their car, with a further 49% of visitors reporting traveling no more than one mile. 34% of visitors travelled over 2 miles from their car.

Figure 2-24: Distance people travel when visiting Dartmoor



* Recreation and Tourism Factsheet 2004

The DNPA Visitor Survey 2023 shows that most people travelled to Dartmoor from either other places on Dartmoor itself (21%) or elsewhere in Devon (65%), 11% of respondents stated they came from the wider South West or UK. This suggests that the majority of visits to Dartmoor are from relatively short distances away.

⁴ https://www.dartmoor.gov.uk/_data/assets/pdf_file/0022/538033/2025-01-10-Authority-reports-final.pdf

2.9 Destinations

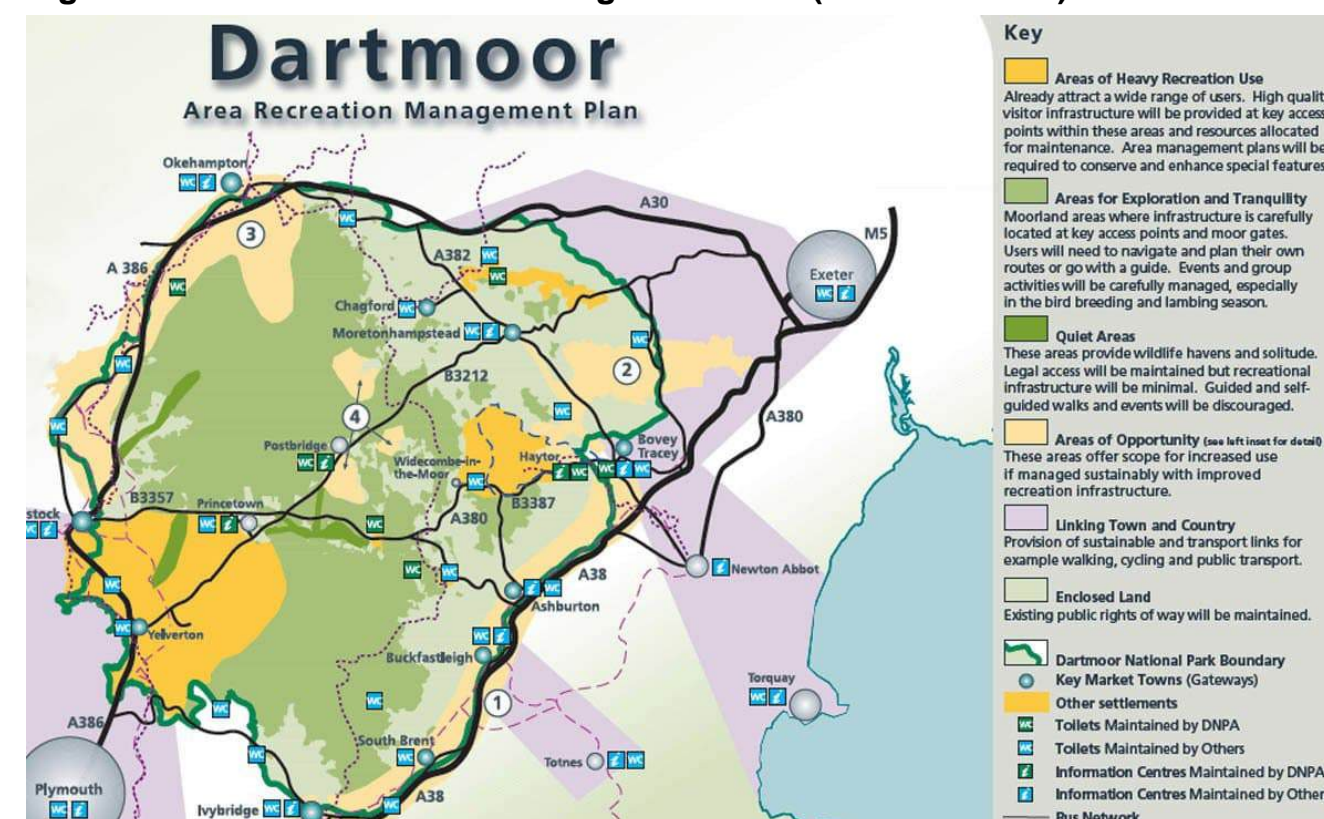
Dartmoor's hub and market towns, attractions, and beauty spots help to attract the 3.09 million visitors and serve the 34,100 residents who use the moor.

Figure 2-25 shows the classification of different areas from the Area Recreation Management Plan. These classifications are based on each area's capacity to accommodate further visitors. This shows the areas of heavy recreational use as being around Haytor, Widecombe-in-the-Moor, and the Teign Valley around Castle Drogo in the east, and the area between Tavistock, Princetown and Yelverton in the west. These are some of the nearest parts of the National Park to larger settlements such as Exeter and Plymouth, as well as being relatively accessible to visitors coming from further afield along the M5, A38 and A30 corridors.

The plan also shows opportunity areas, where recreational use could be increased if managed sustainably. These areas are:

1. **Southern Town Corridor** – Develop walking, cycling and public transport links around the A38 corridor, between Ivybridge, Buckfastleigh, Ashburton and Bovey Tracey;
2. **Eastern Woods and Reservoirs** – Develop walking and cycling opportunities linked to market towns north of Bovey Tracey and around the Teign Valley;
3. **North and West Dartmoor** – Promote the existing recreational network and develop new links and circuits around the A386 between Tavistock and Okehampton; and
4. **High Dartmoor Forests** – Make better use of land owned by Forestry England.

Figure 2-25: Area Recreation Management Plan (Source: DNPA)



Local services and destinations

Figure 2-26 shows the location of primary schools, secondary schools and colleges in and surrounding the National Park, as well as key health destinations including GP practices, dentists and community hospitals. The highest concentration of these services are generally found in the larger villages and towns along the edge of the National Park. Only a few primary schools are located in other smaller villages away from the market towns. Improving active travel links within and between these communities can support and encourage walking, cycling and wheeling for residents, including school aged children, commuters and residents accessing local services.

Figure 2-27 shows many of the larger attractions on Dartmoor. These attractions are much wider spread compared to local services, with many in remote areas only accessible along roads. The appeal of many of these locations are their rural nature, such as:

- **Notable Tors** such as High Willhays south of Okehampton and Western Beacon north of Ivybridge
- **Nature Reserves and Forests** including Wistman’s Wood and Bellever Forest in the centre of the moor
- **Reservoirs** located towards the edges of the open moorland
- **Visitor Car Parks**, such as those located at Cadover Bridge, Merrivale and Hay Tor which serve as the starting point for walks along the commons
- **Day attractions** such as National Trust and English Heritage sites, Buckfastleigh Abbey and animal sanctuaries/zoos

The LCWIP provides an opportunity to improve access to these attractions by foot and bicycle, such as allowing families to visit popular landmarks as part of a cycling trip.

Figure 2-26: Local education and health destinations

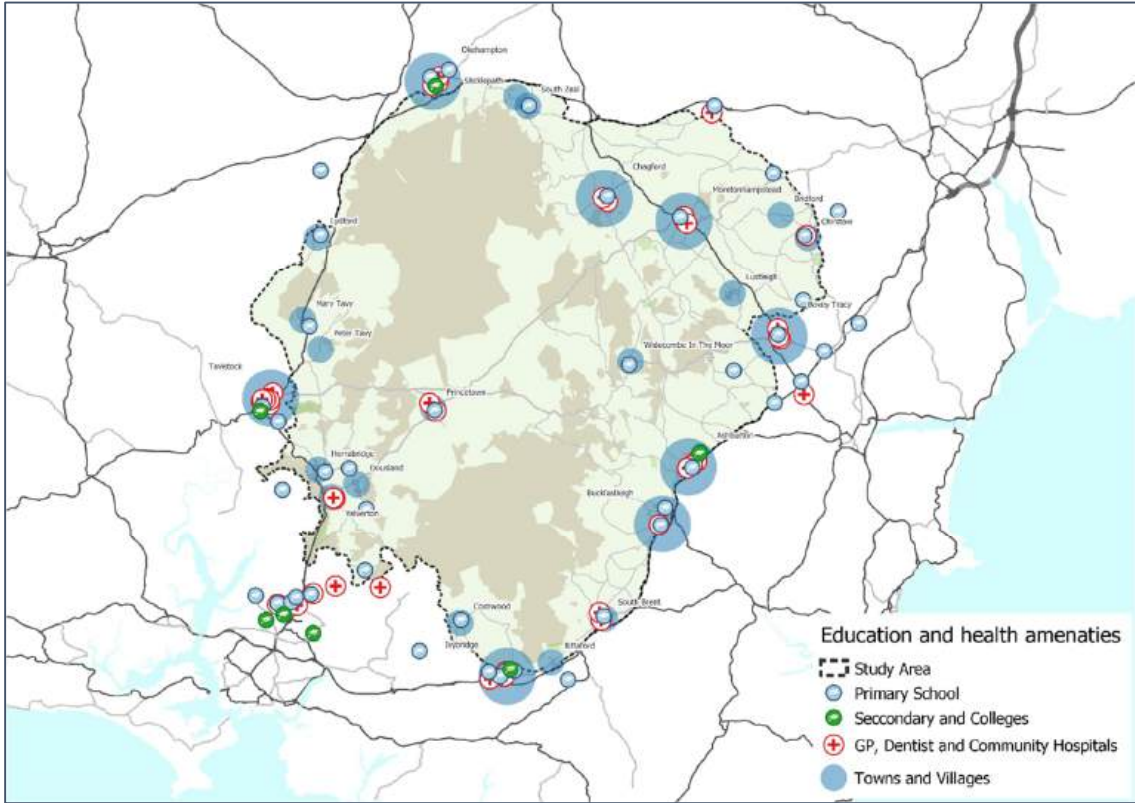
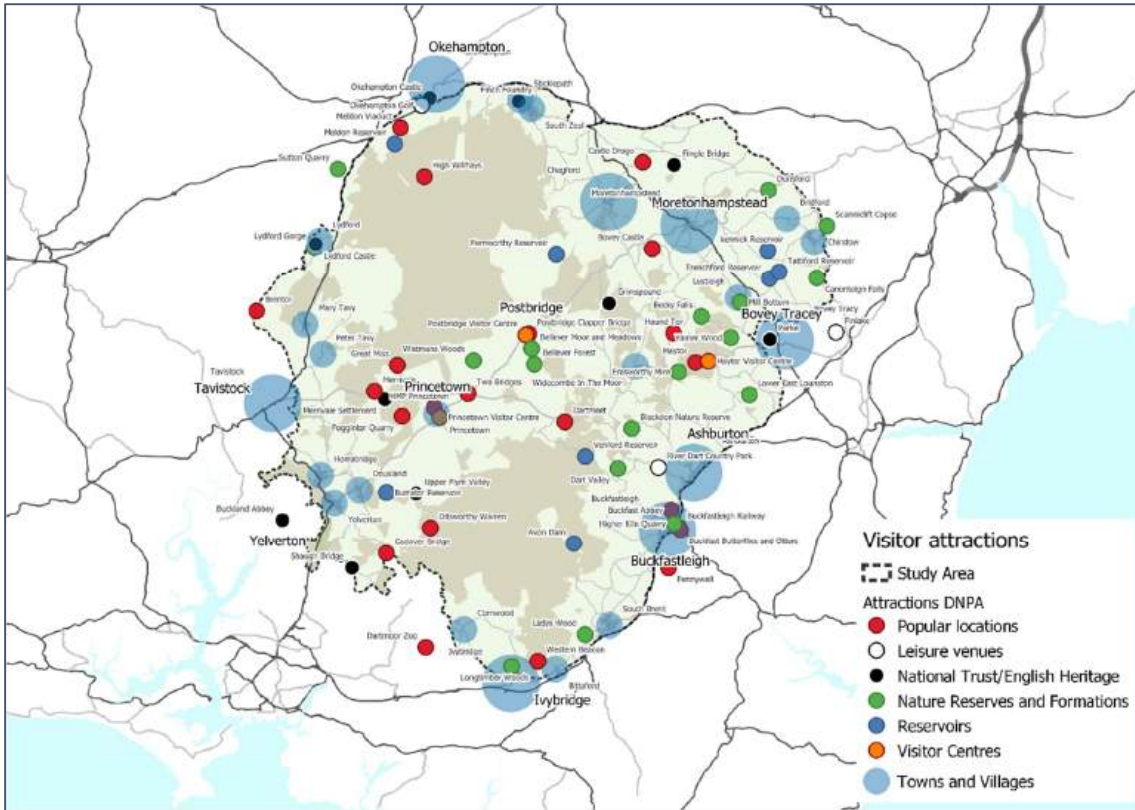


Figure 2-27: Key visitor attractors on Dartmoor



3 Designing for Active Travel in Protected Landscapes

3.1 Existing guidance

National Government and other organisations have published guidance on planning and designing active travel infrastructure. Key guidance documents include:

- Local Cycling and Walking Infrastructure Plans Technical Guidance (2017);
- Local Transport Note (LTN) 1/20 - Cycle Infrastructure Design (2020);
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021); and
- Manual for Streets 1 (2007) and 2 (2010)
- Government has also produced a range of tools to help plan active travel networks and design improvements, including:
- The Route Selection Tool and Walking Route Audit Tool (both issued in 2017); and
- The Route Check Tool and Area Check Tool (both issued in 2024).

Much of this guidance is based on schemes and good practice from large urban areas, with a focus on commuter trips. As such, it can set standards are not always appropriate in rural areas or protected landscapes such as National Parks. Active Travel England are currently preparing new Rural Design Guidance to help address this issue, but for the purposes of this report there was a need to interpret and adapt the available guidance for a Dartmoor context as set out below.

Some National Parks and National Landscapes have issued guidance on rural road management and design, such as [Roads in the South Downs \(2015\)](#) and [Environmental Guidelines for the Management of Highways in the Chilterns \(2009\)](#). These consider sympathetic and appropriate measures to address issues including motor traffic speeds and flows; however, these tend to pre-date the national guidance specific to active travel. In addition, a wide range of guidance is also available from charity organisations representing the interests of different active travel modes. These include [The British Horse Society](#), [Living Streets](#) (representing walking) and [Sustrans](#) (representing walking, wheeling and cycling).

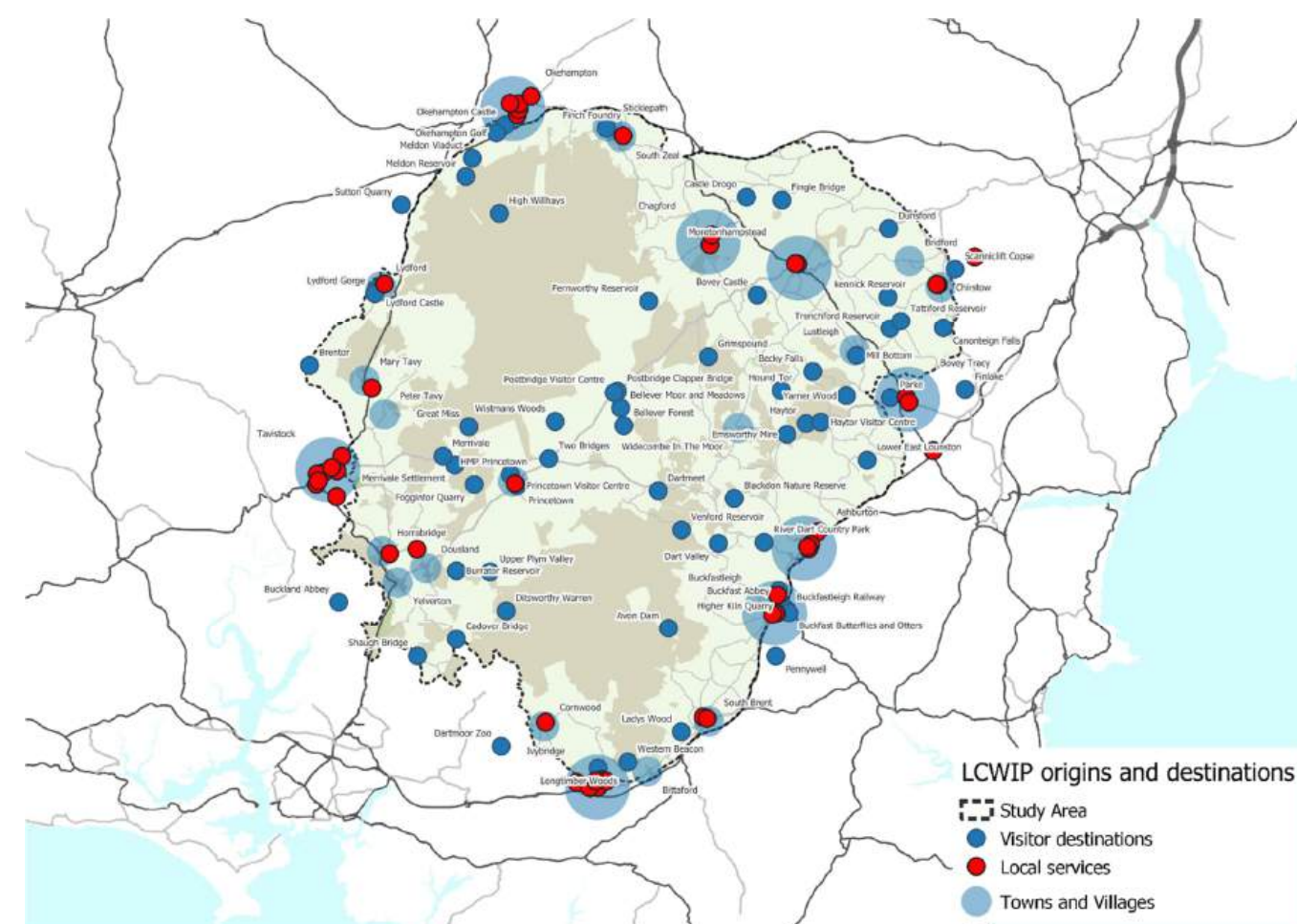
3.2 Identifying active travel infrastructure improvements

The guidance states that identifying active travel networks should start by mapping the main origin and destination points, with a focus on areas such as town centres, employment areas, education, healthcare, retail, and development sites.

For Dartmoor, a very high proportion of trips are for leisure (see section 2). Therefore, this plan gives strong weighting to popular leisure destinations including visitor centres, reservoirs, popular tors, National Trust properties and other tourist attractions. Active travel routes can be also tourist attractions in their own right, with UK and international visitors coming to Dartmoor to walk and cycle. In planning new routes consideration should be given to their potential to attract new visitors and promote opportunities for the understanding and enjoyment of the special qualities of Dartmoor.

Figure 3-1 shows the key origins and destinations used in the LCWIP.

Figure 3-1: Key origins and destinations

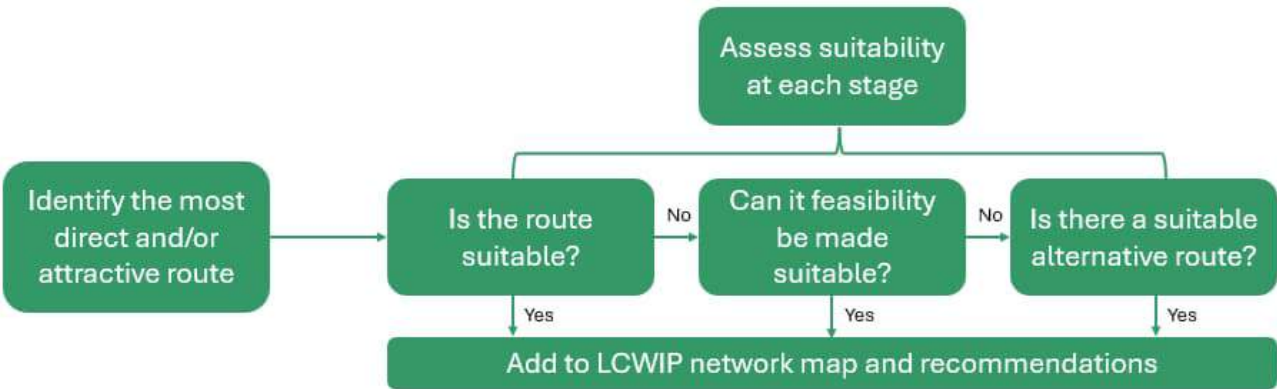


Desire lines (indicative links between origins and destinations) and focus areas for active travel were then identified, based on the information and data identified in section 2, including:

- Connecting origin and destination points for visitors and residents;
- Minimising steep gradients (for cycling);
- Connecting places within typical walk and cycle distances;
- Existing and available routes and alignments;
- Potential demand to use the routes; and
- Stakeholder and public feedback.

For cycling routes, the hilly topography of Dartmoor led to a focus on improvements to existing routes which have minimal gradients, for example along former rail and tramways. For these desire lines, only a single alignment is available. For desire lines that could be served by multiple paths, roads, or other options, a route selection process was undertaken as set out in Figure 3-2.

Figure 3-2: Route Audit Process (Adapted from: LCWIP Technical Guidance for Local Authorities, DfT 2017)



Route options were assessed against the core design principles outlined below. The first route audited is the most direct and/or attractive. If this can be made suitable for active travel then it becomes the preferred route option. If the most direct/attractive route cannot be brought up to a suitable standard, then the next most direct/attractive route is assessed, and the process repeated. For the majority of desire lines identified on Dartmoor, a less direct route was often preferable to avoid steep gradients or overcome other constraints. A map of the routes identified for improvement is shown in section 4.

3.3 Core Design principles

The guidance listed at the start of the section sets out core design principles for active travel networks. Table 3-1 explains these principles and how they have been refined for the Dartmoor context, to reflect an increased focus on leisure trips and the setting of a National Park.

Table 3-1: Interpretation of core design principles

Core principle	Dartmoor context
Coherent	The network must be coherent; It must link places people want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the quality of the route will mean an otherwise serviceable route becomes disjointed and unusable by potential users.
Direct	Routes should be direct and avoid unnecessary detours. However, for leisure focused routes, directness may be less important than attractiveness. Going for a walk or cycle may the purpose of someone’s trip and routes may even be circular.
Safe	Routes should be safe and feel safe. Active travel routes should be separate from motor traffic wherever possible, with opportunities for people to rest and shelter. Where active travel routes mix with motor traffic, motor traffic volumes and speeds must be at acceptable levels. In most cases lighting of routes is not appropriate due to the protected landscape setting, dark skies preservation, and predominantly daytime leisure use.
Comfortable	Routes should be good quality, well maintained, with suitable surfaces of adequate width for the volume of users. There should be minimal obstructions causing people to stop and start such as gates or road crossings. Routes for cycling should avoid steep gradients where possible.
Attractive	Walking and cycling should be pleasurable activities. Routes and public spaces should be attractive to use and create enjoyable experiences, with plenty of things to see and do. In planning new routes there is the potential to attract new visitors and promote opportunities for the understanding and enjoyment of the special qualities of the National Park.

Active travel infrastructure should be inclusive and accessible. While this is not always possible on the Rights of Way network across Dartmoor, ideally active travel infrastructure should cater for people of all ages and abilities including those using wheelchairs, mobility scooters, pushchairs, and non-standard cycles. Wherever possible and practical to do so, multi-use trails should also be designed to accommodate horse-riding.

3.4 Design solutions

Recommendations were developed with reference to the latest design standards, including LTN1/20. However, some design solutions outlined in LTN1/20 are not appropriate for a National Park setting. For example, protected cycle routes separated from people walking are not typically appropriate due to the urbanising impact on the National Park and lower peak walking and cycling flows. Conversely, some design solutions that are suitable for a National Park such as alternatives to gates and stiles, are not included in LTN1/20.

Example design solutions considered are shown below.

Table 3-2: Examples of Active Travel infrastructure measures



Shared Use path: A path which active travel users share, but where motor traffic is not permitted. This is the most appropriate type of cycling infrastructure in much of the National Park.



Quiet lanes: Minor rural roads that are appropriate for use by people walking, cycling, and motor traffic. They should have low motor traffic flows and speeds, and their designation as Quiet Lanes can emphasise their role as routes for active travel, alongside considerate use by drivers of motor vehicles.



Wayfinding, signage and gateway features: Clear and consistent mapping, signs and marking helps people navigate and feel confident about routes. Gateway features and signage can also promote general awareness of a route.



Gaps, grids, gates, and stiles: Cattle grids with an adjacent gate for horses are the most accessible form of access at fenced boundaries and should be considered first, followed by gates. Stiles should be avoided where possible.



Things to see and do: Creating activities such as picnic, play or wildlife spotting areas increases the attractiveness of routes. Benches and resting points can also offer people a place to rest and take in the view.



Continuous footway/cycleway crossing: A method of giving people walking and wheeling priority over motor vehicle traffic at side road junctions. The footway material continues across the junction, giving a strong visual priority.



Modal filter: Typically consists of a bollard, planter, or other barrier that allows people cycling and walking (and sometimes public transport) to pass, but not other motor traffic.



Cycle street: A highway that accommodates both cycle and motor vehicle traffic, but prioritises people cycling. This is typically achieved by making the highway look like a cycle path, but can also involve extra wide cycle lanes with a narrow motor vehicle lane with no white centre line as shown.



20mph zones and limits, traffic calming: Includes features that help to reduce motor traffic speeds, thereby improving conditions for active travel. 20mph limits refers to 20mph areas enforced by signs only.

Surfacing

Where upgrades to path surfaces are identified, there will be a need to consider various surfacing options on a case-by case basis as the routes progress through the design process. This will need to balance factors including the accessibility of the routes, local conditions, visual impacts, and maintenance costs. Bound surfaces such as asphalt offer the most accessible surface for most users and are the preferred option of both Active Travel England and Sustrans. However, this may not always be possible or desirable and other options may need to be considered.

Table 3-3 summarises some of these considerations, developed using a range of sources including surfacing guides from [Sustrans](#), [Paths for All](#), and [The British Horse Society](#). The costs rankings shown are indicative and will vary based on local conditions and installation methods.

Table 3-3: Surfacing options comparison

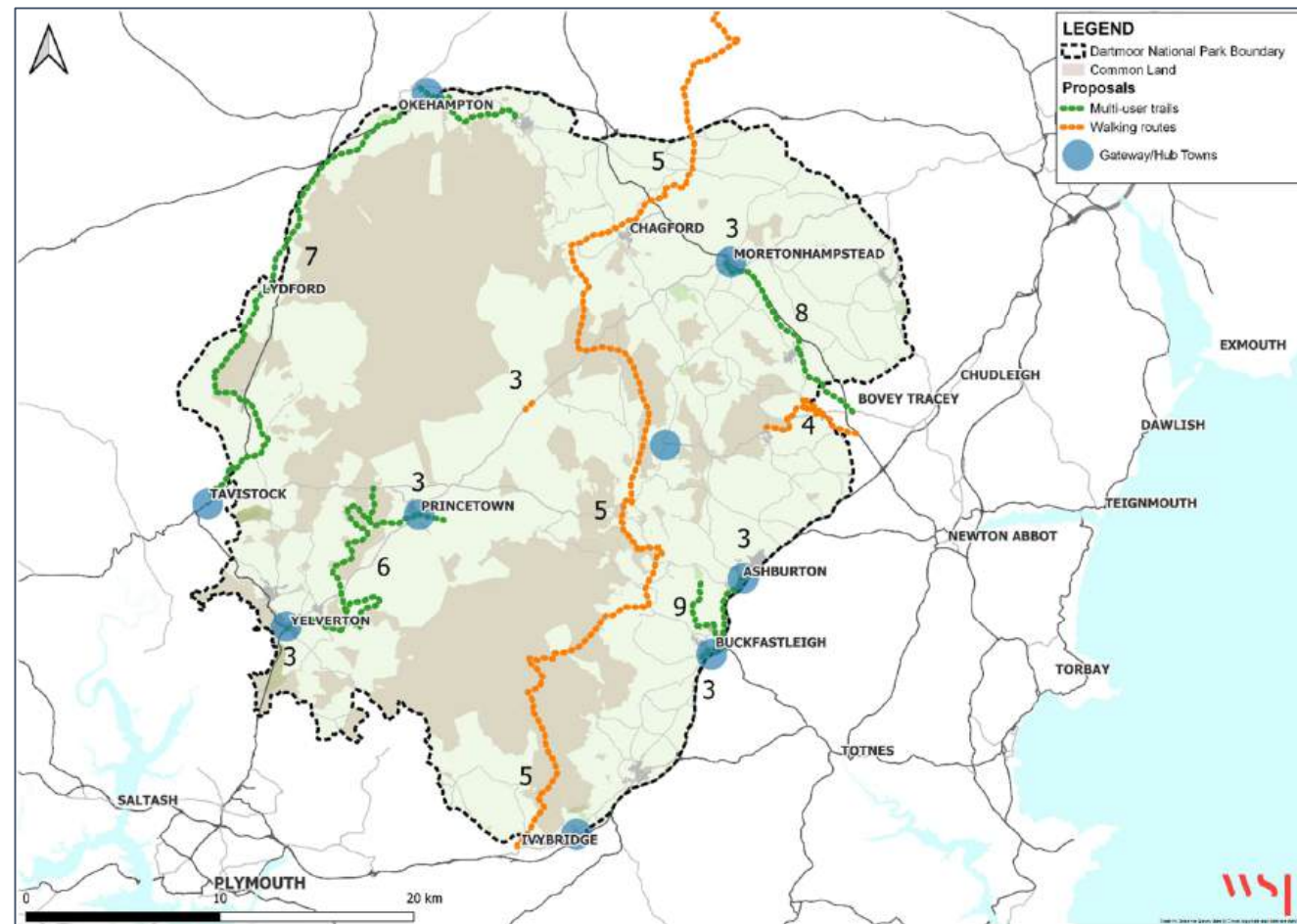
Surface types	Unbound (e.g. Mud, gravel)	Self-binding (e.g. Hoggin)	Asphalt / bitumen	Surfaced dressed bitumen
Examples				
Accessibility	Low, excludes many users	Medium, excludes some users	High, but can exclude horses	High
Visual impact (highly subjective)	Maintains rural aesthetic, but rutting and flooding can have negative visual impacts	Maintains rural aesthetic, while improving accessibility	Can be perceived to be urbanising rural landscapes	Maintains high accessibility while maintaining rural aesthetic
Whole life cost	High. Requires near constant maintenance to keep quality surface.	Medium. Lifespan circa 12 years. 40% higher total cost than asphalt.	Low. Lifespan circa 30 years.	Medium. Circa £25-50/m2 additional install cost to asphalt.
Other issues	Doesn't work well on steep slopes, areas with drainage issues, heavily trafficked routes, and where equestrians and livestock use path. Common features for many paths in the National Park.	Doesn't work well on steep slopes, areas with drainage issues, heavily trafficked routes, and where equestrians and livestock use path. Common features for many paths in the National Park.	Drainage/surface runoff, but can be addressed with porous materials. Choose materials to avoid leeching to environment. No-dig construction can be used in sensitive areas.	Drainage/surface runoff, but can be addressed with porous materials. Choose materials to avoid leeching to environment. No-dig construction can be used in sensitive areas.

4 Recommendations

Introduction

The recommendations identified in this section represent a step change in active travel infrastructure on Dartmoor, maintaining and improving the existing network. They include improvements to rights of way, key promoted routes, along with improved and new multi-use trails (see Figure 4-1). These improvements will help better connect people to the outstanding natural beauty of Dartmoor, supporting the National Park's statutory purposes to promote public enjoyment, support the local economy, enhance health and wellbeing, improve accessibility, and help to tackle the climate emergency.

Figure 4-1: Overview of recommendations



Walking focused recommendations

1. **Rights of Way improvements:** Maintaining and improving the existing outstanding active travel network on Dartmoor, comprising over 450 miles (730km) of Public Rights of Way, permissive paths, access land, and promoted routes which traverse the National Park.
2. **Miles Without Stiles:** Continuing the existing initiative to improve and deliver new accessible routes, suitable for all-terrain powered mobility scooters and families with younger children.
3. **Settlements and destinations:** Enhancing the visitor experience and onward routes at key access points to the National Park.
4. **Templer Way:** Improving key sections of the 18 mile route which links the gateway town of Bovey Tracey to one of the most popular destinations on Dartmoor, Haytor.
5. **Two Moors Way:** Improvements to one of the most stunning walking routes in South West England, which celebrates its 50th anniversary in 2026, and thereby helping to encourage longer stays on Dartmoor to boost the local economy.
6. Multi-use trail recommendations
7. **Yelverton to Princetown:** Upgrading the existing mountain biking route to make it accessible for more people, providing active travel links to the popular destination at Burrator and helping to boost the local economy in Princetown.
8. **Devon Coast to Coast:** Completing “missing sections” of the 100 mile Devon Coast to Coast route, enhancing one of the finest routes on the National Cycle Network.
9. **Wray Valley Trail:** Improving connections at the southern and northern ends of the trail at Bovey Tracey and Moretonhampstead and creating more things to see and do along the route.
10. **Ashburton to Buckfastleigh:** Building on proposals in the Devon Countywide LCWIP, including creating new links between key attractions of South Devon Railway and Buckfast Abbey.

The following section includes further details about the recommended improvements. It should be noted that the recommendations are at a very early stage of design, and further engagement, consultation and design work will be needed to further develop and deliver them.

4.1 Rights of Way Improvements

Introduction

There is an existing outstanding active travel network on Dartmoor, comprising Public Rights of Way, permissive paths, access land, and promoted routes. There are 450 miles (730km) of Public Rights of Way (PROW) alone, comprising footpaths, bridleways and byways. Large areas of Dartmoor are defined as access land, which may be privately owned, but has no restrictions on where walkers can roam.

Case for investment

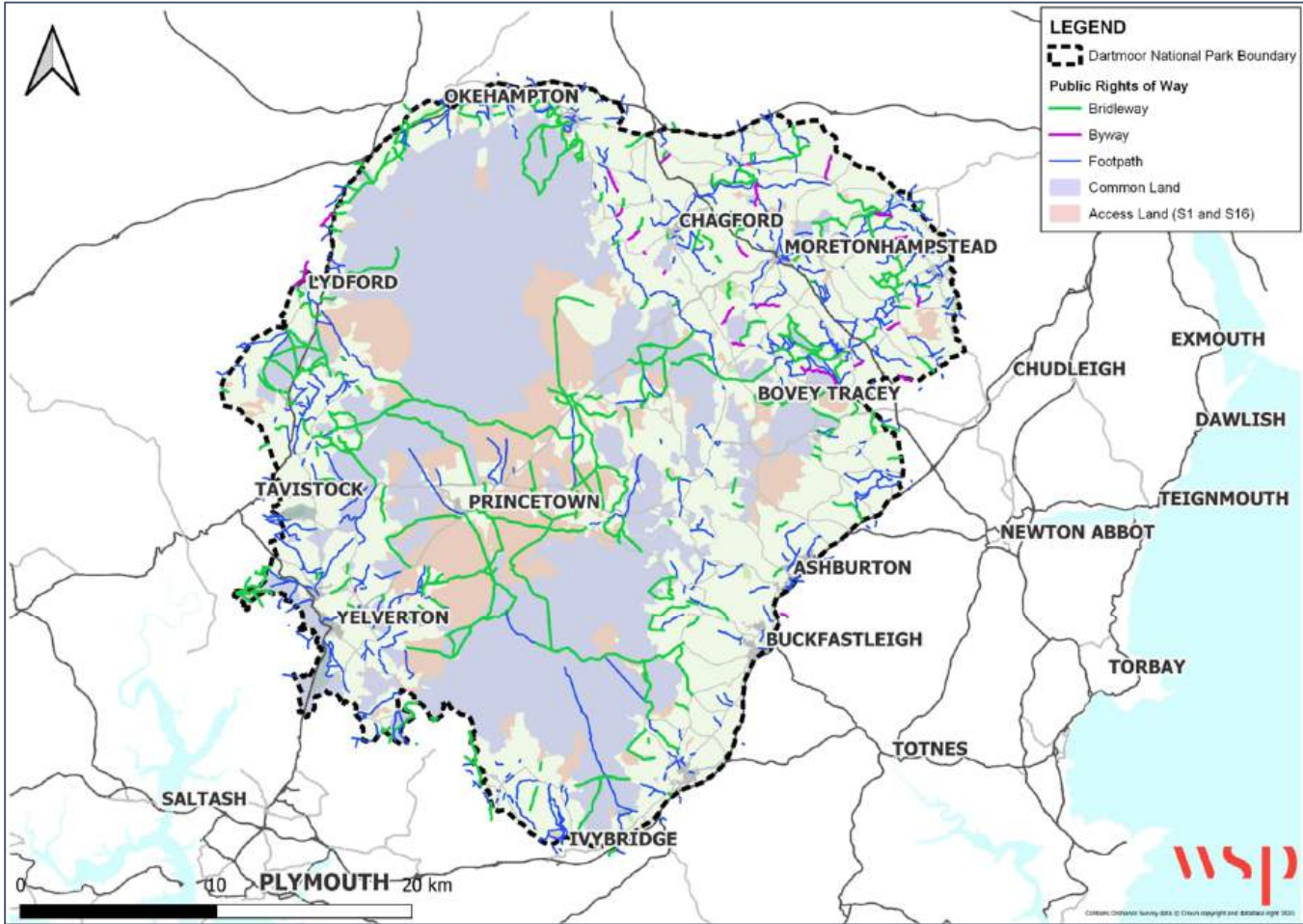
The purpose of 78% of the 3 million annual visits to Dartmoor is to go for a walk⁵, many of which will make use of the Rights of Way network. The health benefits alone of these walking trips has been estimated at £45 million per annum⁶, with further benefits to the local economy through visitor spend (see section 2). In 2024/25 Dartmoor National Park Authority received £43,000 for PROW maintenance via Devon County Council (DCC)⁷. **Table 4-1** below shows this is significantly lower than the amount spent by comparable authorities and the South West Coast Path.

Table 4-1 - Annual budget per km of PROW across comparable routes and authorities

Authority	Annual spend per km
Dartmoor National Park Authority (2024/5)	£60
Devon County Council (2025-29 average) ⁸	£290
Lincolnshire County Council (2023/24) ⁹	£250
South West Coast Path National Trail ¹⁰	£725-£940
Lake District National Park (2023/24) ¹¹	£750

This lack of ongoing investment in the Rights of Way network needs to be addressed to ensure the Dartmoor Rights of Way network remains available for use and continues to be improved.

Figure 4-2: Public Rights of Way and Access Land on Dartmoor (Source: DNPA)



⁵ <https://sweep.ac.uk/wp-content/uploads/2023/01/004-Dartmoor-Recreation-Futures-Extended-summary.pdf>
⁶ Calculated by WSP using the WHO HEAT tool <https://www.who.int/tools/heat-for-walking-and-cycling>
⁷ Source: DNPA Officers
⁸ <https://www.devon.gov.uk/news/four-year-agreement-will-support-maintenance-of-devons-public-rights-of-way/>
⁹ <https://www.lincolnshire.gov.uk/directory-record/78891/resolutions-relating-to-public-rights-of-way>

¹⁰ <https://www.southwestcoastpath.org.uk/itineraries/en/become-member>
¹¹ <https://lakedistrictfoundation.org/wp-content/uploads/2025/01/LDF-AnnualReport-2023-2439.pdf> of which £98 per km was provided by the County Council in 2024/25
<https://cumberland.moderngov.co.uk/documents/s18471/LDNPA%20Agreement%20report%20Final.pdf>

Challenges and opportunities

Key barriers to use of Rights of Way nationally include:

- Overgrown vegetation and poor maintenance of paths
- Lack of information and wayfinding (particularly for younger age groups)
- Stiles, gates, and difficult terrain (particularly for older age groups)
- Fragmentation of the PROW network.

In addition, research by the Ordnance Survey (OS) reveals that 77% of UK adults cannot read a map or recognise basic OS map symbols. 56% reported getting lost because they could not read a map, with a further 31% stating they were worried they would get lost¹². This may partially help to explain why two thirds of visitors to Dartmoor either do not leave their car (17%) or stay within a mile of their car (49%), as set out in section 2. Improving mapping and wayfinding may help to overcome these barriers and encourage people to take the first steps to exploring the wider opportunities for walking on Dartmoor.

¹² <https://www.ordnancesurvey.co.uk/news/have-we-all-lost-our-sense-of-direction>

Case study: Wayfinding

Figure 4-3 below shows good practice wayfinding at the National Trust Parke Estate in Bovey Tracey. An overview map shows short (½ hour) and long (1 hour) promoted routes as well as the wider network of footpaths and bridleways for those that want to explore further. Promoted routes are clearly waymarked using colour coded signage, using materials sensitive to the location.

Figure 4-3: Good practice wayfinding (Source: WSP)



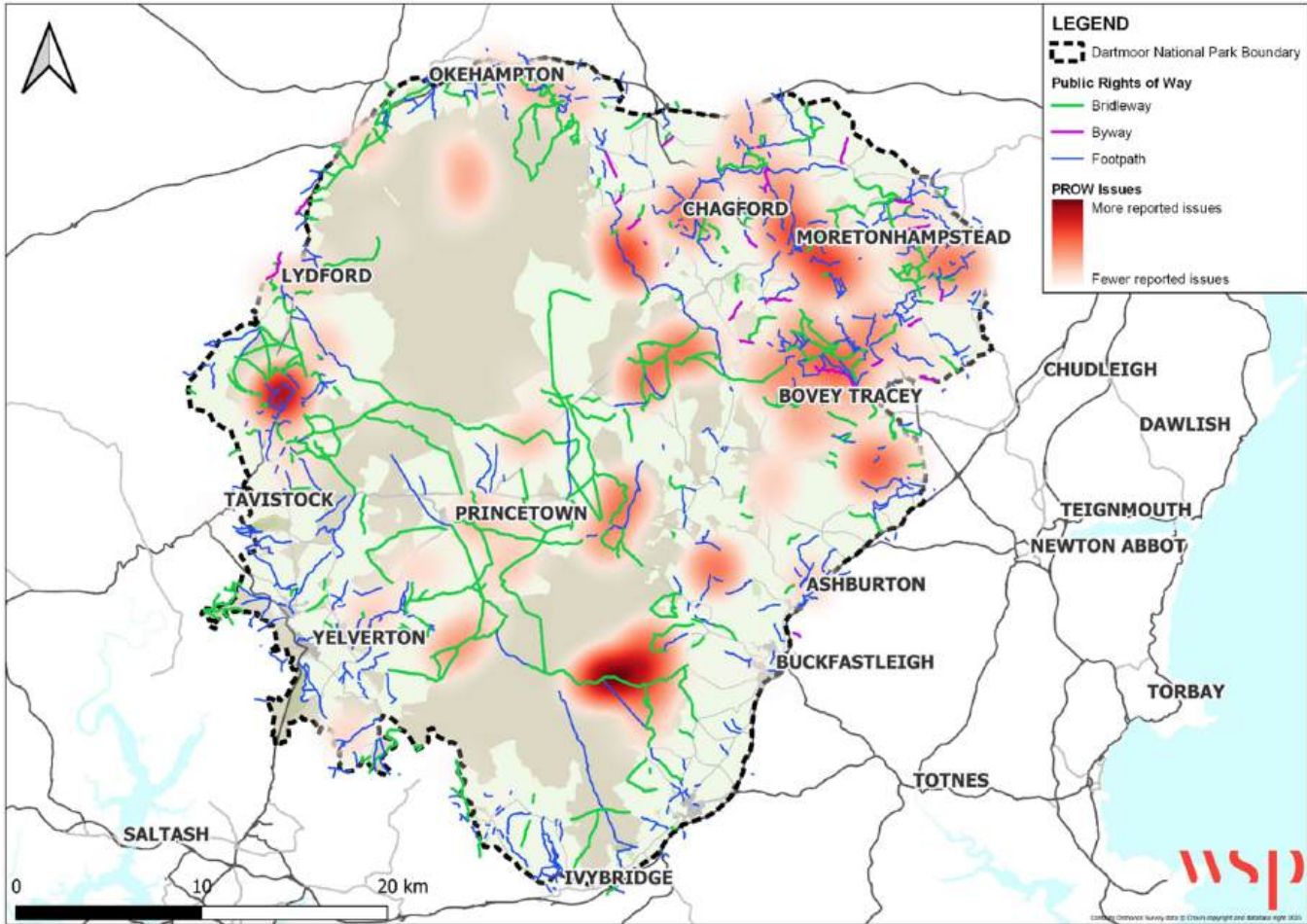
Rights of Way Improvements recommendations

1. **Secure increased and sustained funding for maintenance and general improvement of the Rights of Way network**, to include increased revenue funding for maintenance and additional DNPA Officer time. Potential sources include:
 - Increased ringfenced funding for Rights of Way improvements via Devon County Council and/or the National Park Grant (via DEFRA);
 - External funding bodies such as Active Travel England and Lottery bids etc;
 - Developer contributions from sites within Dartmoor;
 - Seek developer contributions from sites outside Dartmoor to help accommodate forecast growth in visitor numbers from local towns; and,
 - Donations, gifts, and sales such as ‘memorial infrastructure’.
2. **Review and update the Dartmoor Rights of Way Improvement Plan**, that must include an assessment of local rights of way, statement of action and a delivery plan¹³.
3. Deliver a Rights of Way improvements package across Dartmoor, focusing on:
 - Maintenance, including targeted surfacing improvements;
 - Removal of physical barriers e.g. replacement of stiles;
 - Address gaps in the network to create coherent routes;
 - Recognise and register “lost” (unrecorded) rights of way;
 - Upgrade footpaths to bridleways, where appropriate;
 - Reduce speed and traffic flow on on-road sections of promoted routes using a quiet lane approach, where appropriate;
 - Convert permissive paths to PROW where landowner agreement can be reached, to secure routes in the long term; and
 - Update PROW mapping, including the Definitive Map, where current alignments do not match routes on the ground.
4. **Deliver signage and wayfinding improvements across Dartmoor**, where appropriate to do so, including on shorter promoted routes and Miles Without Stiles routes.

¹³ A Rights of Way Improvement Plans are a legal requirement under the Countryside and Rights of Way Act 2000. A ROWIP would typically focus on the legal and local authority processes and actions needed to manage the existing Rights

Figure 4-4 below shows a heatmap of PROW issues identified by rangers on Dartmoor, showing some areas with higher densities of reported issues. Maps showing the classification of reported issues can be found in Appendix B.

Figure 4-4: Heatmap of the identified PROW issues



of Way network. By contrast an LCWIP is typically more strategic in nature, with a focus on delivering new pieces of active travel infrastructure which may or may not include improvements to the Rights of Way network.

Miles Without Stiles

Introduction

‘Miles Without Stiles’ are routes suitable for those with limited mobility, including those in all-terrain powered mobility scooters and families with younger children.

There are currently fifteen routes (shown in Figure 4-5) with 5 more in development, ranging in length from 300 metres to 6 miles (10 km). Routes are graded as either:

1. Suitable for some
2. Suitable for many
3. Suitable for all

Case for investment

The Dartmoor visitor survey shows that 66% of people go for a walk of one mile or less or stay in their car (see section 2). The Miles Without Stiles routes can help cater for this demand, while offering a first step (or wheel) to the longer and more adventurous experiences that Dartmoor has to offer. The Miles Without Stiles routes support equality of access in line with the Equality Act 2010 and DNPA’s statutory duties. They could attract a wider demographic of visitors, particularly multi-generation families, those with mobility issues and others that may not have otherwise visited Dartmoor.

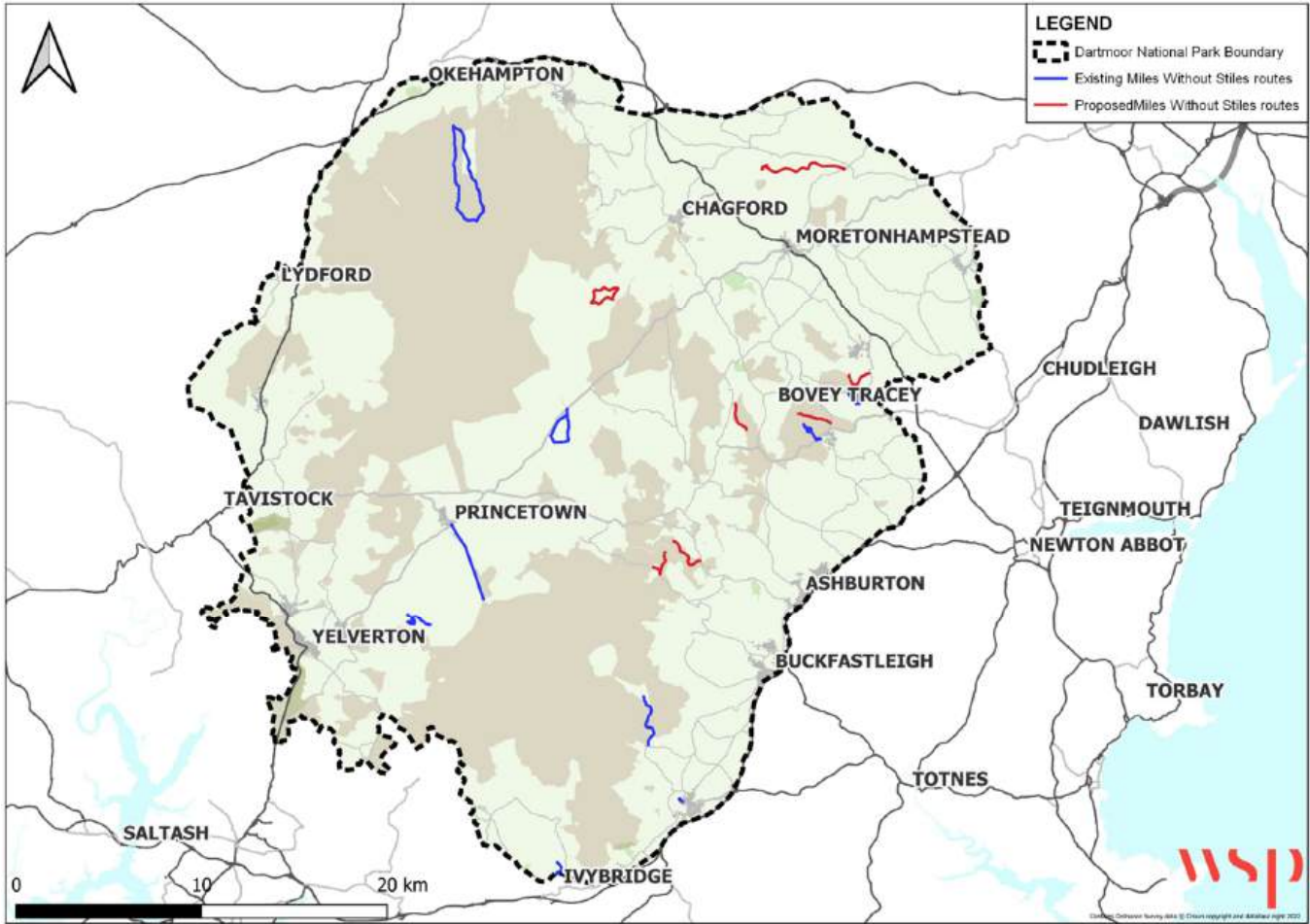
Challenges and opportunities

Key challenges to delivering these routes include:

- Funding and maintenance
- Sensitive habitats
- Land ownership, access agreements, and permissions
- Dartmoor’s rugged, uneven terrain which can make creating accessible routes difficult without significant intervention

Delivering Miles Without Stiles routes demonstrates leadership in equality and inclusivity, providing positive press and national recognition. DNPA are already working with the community on these routes including a partnership with Dartmoor Wheelchair Access group. There is strong potential to continue this approach, involving local communities, disability groups, volunteers, and parish councils in the design and delivery of the routes, fostering local pride and long-term stewardship.

Figure 4-5: Miles Without Stiles routes (Source: DNPA)



Miles Without Stiles recommendations

Continue to improve existing Miles Without Stiles routes, moving to ‘suitable for all’ wherever possible, and seek funding to deliver new routes. A list of emerging proposals for new routes can be found in Appendix C.

4.2 Settlements and destinations

Introduction

Gateway and hub towns such as Buckfastleigh, Ivybridge, Okehampton, Princetown, Tavistock, and Yelverton are the natural start or end points for many people's journeys to Dartmoor.

Access by public transport is vital to enable walking and cycling trips on Dartmoor. Okehampton and Plymouth on the Devon Coast to Coast route both have train stations, allowing a day end-to-end cycle ride. Ivybridge also has a rail station and cycles are permitted (for a fee) on the heritage railway stopping in Buckfastleigh. Regular buses serve towns on the periphery, but there is currently a limited bus service across most of Dartmoor, with many areas having less than one bus a day or a summer only service (see section 2).

As set out in section 2, the South Hams and West Devon LCWIP recommends active travel improvements in Ivybridge, Okehampton, South Brent, Tavistock, and elsewhere.

Ivybridge, Okehampton, and Princetown are also identified as hubs for active travel in the Dartmoor's Dynamic Landscapes National Lottery Heritage Fund project, which includes a number of small-scale active travel improvements within these towns.

This LCWIP includes the following hub towns that are located on recommended routes:

- Ashburton (see recommendation 9)
- Buckfastleigh (see recommendation 9)
- Moretonhampstead (see recommendation 8)
- Princetown (see recommendation 6)
- Yelverton (see recommendation 6)

Dartmoor National Park Authority run visitor centres at Princetown, Postbridge and Haytor, which act as focal points for activities. In 2025 it was announced that the visitor centre at Princetown would be closing due to lack of funding. This LCWIP includes recommendations for:

- Haytor (see recommendation 4)
- Postbridge (contained in this section)

There are smaller settlements and destinations across Dartmoor where there are local aspirations to improve conditions for active travel, reduce the impacts of motor traffic, and improve the quality of the local public realm (see Sticklepath example shown in Figure 4-6).

Case for investment

Improving active travel infrastructure in smaller settlements helps to make them more attractive places to work, live, and visit. This helps to extend the visitor season and encourage more overnight stays. Visitors who explore on foot or by cycle are more likely to spend time (and money) in local shops, cafes, pubs and accommodation. Improvements around gateway and hub towns also help link schools, workplaces, shops, and essential services.

Challenges and opportunities

- **Limited infrastructure:** Many towns and villages have roads with fast traffic and limited footways.
- **Incoherent networks:** Safe routes for active travel often stop at town edges or do not link clearly to nearby attractions.
- **Funding and responsibilities:** Highways are the responsibility of Devon County Council, who have limited resources and are likely to focus resources on areas of greatest need and to support housing and employment growth.
- **Local input:** Routes can be co-designed with communities and integrated with public transport.
- **Celebrating communities:** Improvements can reflect the character of the area, celebrating history, nature, and stories, through creative signage, interpretation and art.
- **Quick wins:** Some improvements, like better signage or localised maintenance can be delivered relatively cheaply and quickly.

Settlements and destinations recommendations

- 1. Support proposals contained in the South Hams and West Devon LCWIP that seek to improve active travel infrastructure for Dartmoor’s towns and other settlements.
- 2. Work with public transport operators and other stakeholders, such as Devon County Council, to increase the availability of public transport provision on Dartmoor, including making it easier to book cycle spaces by train on the Okehampton line.
- 3. Support community-led active travel initiatives in settlements, including improvements on routes to schools. For example, this could include:
 - Community led applications to Devon County Council for 20mph in villages
 - Traffic calming measures, including removal of centre white lines
 - Village entrances and gateway features
 - Dropped kerbs and crossings
 - Public realm improvements
 - Priority crossings of side roads
 - Work with communities and visitor destinations to develop a consistent welcoming offer to those walking, wheeling, and cycling. For example, this could include cycle hire, cycle parking, e-bike charging and storage, lockers, repair kits and stations, water stations, removal of height barriers that prevent cars with cycles, benches, places to stop and rest, and toilet sharing schemes.

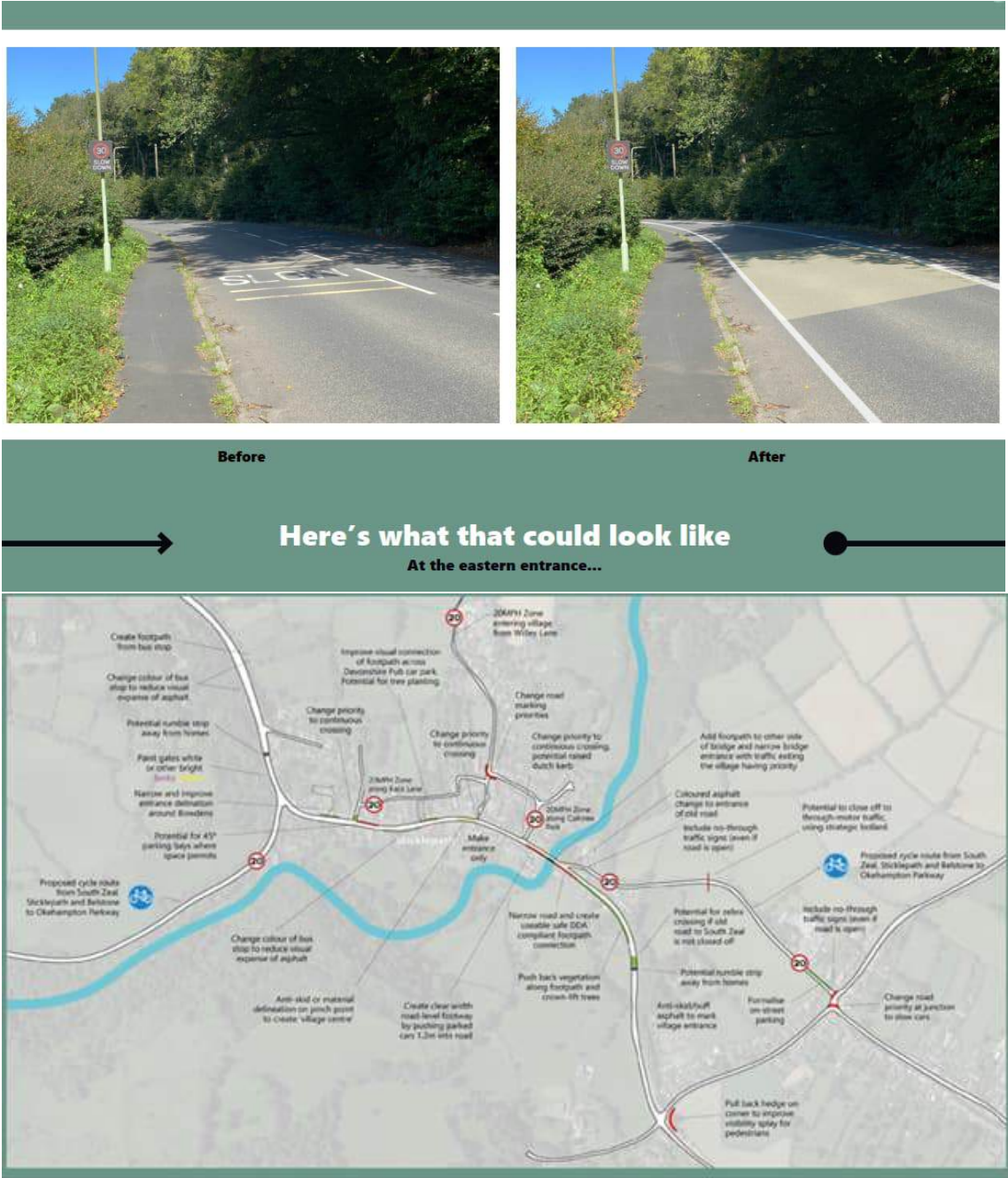
Case Study: Community Self-Delivery of Highway Improvements

Devon County Council (DCC) are currently exploring a new approach to enable Community Self-Delivery of Highway Improvements¹⁴. DCC receives occasional requests from communities that would like to progress improvements themselves.

DCC were the first authority in the country to promote the idea of community self-help, initially through a Snow Warden scheme and then by the Road Warden scheme. DCC are now seeking to take community self-help to the next stage by enabling communities to self-deliver minor highways improvements such as dropped crossings, footways, speed limits, and traffic calming feature. A guide for communities has been prepared that lays out the typical steps that need to be undertaken. In December 2023 DCC Cabinet approved an initial trial to take place with the findings to be brought back to a subsequent meeting.

¹⁴ <https://democracy.devon.gov.uk/documents/s47465/Community%20Self-Delivery%20of%20Highway%20Improvements.pdf>

Figure 4-6: Example of Parish Council led proposals in Sticklepath (Source: Sticklepath Parish Council)



Postbridge

Postbridge is a centre for activities with a National Park Visitor Centre, one of the best examples of a clapper bridge, walking and cycling routes to nearby Bellever Forest, Fernworthy Reservoir, Powdermills, Bronze Age sites, Industrial Heritage, and Tors. Bellever Forest is owned by Forestry England and is a ‘Gateway Wood’ with waymarked trails, including cycle trails and tramper trails.

However, Postbridge is situated on the B3212, one of the main routes across Dartmoor. As such, the village and setting around the clapper bridge and visitor centre is negatively impacted by high motor traffic speeds. Parts of the village are also missing footways and dropped kerbs.

Postbridge recommendations

- 1. **B3212:** Introduce a 20mph zone from west of the access to Bellever Forest to east of the East Dart Inn. To include gateway features and traffic calming measures, potentially removing the centre line and including coloured surfacing.
- 2. **FB3212:** New footpath linking Visitor Centre car park access to Bellever access.
- 3. **B3212:** New dropped kerbs on footways on both sides of the carriageway opposite post office to improve accessibility.
- 4. **Public footpath:** Restore footpath surface to reduce size of extremely steep steps.
- 5. **B3212:** New footway and traffic calming to the north of the East Dart River bridge, where the steps emerge onto the carriageway.
- 6. **Sign and waymark promoted routes:** The existing on-site mapping sets out five named promoted routes (see Figure 4-8) of between 45 minutes and 3 hours, but these are not signed or waymarked on the ground. Where possible, these routes should be waymarked on the ground, with correction to the OS mapping of PROW between Postbridge and Fernworthy to match the route on the ground.

Figure 4-7: Postbridge recommendations (Source: OpenStreetMap)

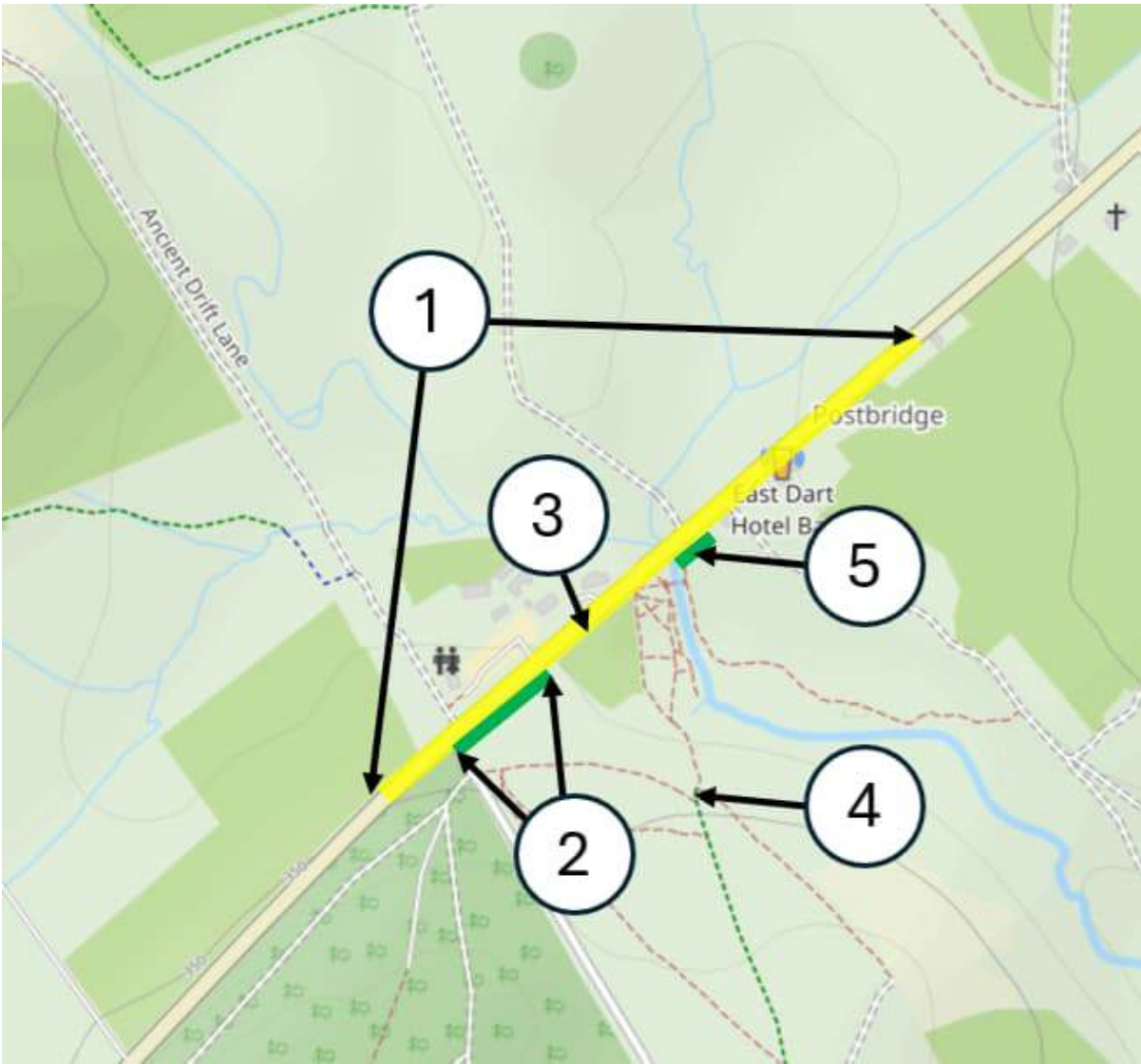


Figure 4-8: Missing footway link to Bellever Forest (left), eroded steps (centre), existing mapping with short promoted routes (right) (Source: WSP)



4.3 Templar Way

Introduction

The 18 mile Templar Way links Haytor with Bovey Tracey and beyond to Teignmouth using a mixture of rights of way, permissive routes and minor roads. It traces the route used to export granite from Dartmoor via the Haytor Granite Tramway and Stover Canal, to be used in the building of London Bridge, the British Museum and the National Gallery. The route is waymarked except on the open moor, where it is possible to follow the old tramway. The section considered in this report between Haytor Quarry and Bovey Tracey (start of the Stover Way) is approximately 4.5 miles long.

Case for Investment

Haytor is one of Dartmoor’s most visited locations and the most well-known Tor. By improving access from the gateway town of Bovey Tracey via the Templar Way, more people could be encouraged to leave their cars behind – reducing pressure on the Haytor car parks and surrounding lanes, which are extremely congested in peak visitor season. Improvements will help Bovey Tracey serve as a more effective gateway town, encouraging walkers to start and end their visits in the town, and also support businesses along the route, boosting the local economy.

Challenges and opportunities

In recent years the termination of landowner agreement for a former permissive path has led to a significant detour and less attractive route away from the historic tramway alignment.

There is an opportunity to make the route more accessible, including for those with limited mobility, with improved maintenance and surfacing in areas, and replacement of turnstile barriers that currently prevent many people with off-road mobility scooters or pushchairs using the route.

A more regular bus service between Haytor and Bovey Tracey, particularly in summer months, would allow people to walk the route one-way and return via bus more easily.

Figure 4-9: Existing path on Chapple Road raised bank (left), blocked former permissive route (centre), attractive section of route with intact tramway (right) (Source: WSP)



Figure 4-10: Turnstile barriers restrict access (left), Overgrown gorse (right) (Source: WSP)



Templer Way recommendations

1. **Haytor visitor centre:** Improved mapping and waymarking of routes from Haytor visitor centre, including clearer waymarking to identify the Templer Way, Haytor Quarry Miles Without Stiles route, and potentially longer distance (mapped only) routes to Hound Tor and other nearby destinations. Existing mapping provided at Haytor Visitor centre car park is shown in Figure 4-12.
2. **Templer Way:** Maintenance of overgrown gorse and widening of path where practicable.
3. **Yarner Wood approach:** Remove/replace turnstile gates with a more accessible option such as standard gate. Explore potential for a new permissive path connection to link the Templer Way to the popular Ullacombe Farm, Café & Shop.
4. **Yarner Wood:** Repair/replace mapping and waymarking (showing incorrect routes) and sign to routes and points of interest in Yarner Wood.
5. **Lowerdown:** Seek landowner agreement to re-open permissive path and explore new connection between path and Lowerdown to avoid B3387 Haytor Rd. Explore alternative options to provide a fully off-road route avoiding the B3387.
6. **Lowerdown Cross:** Junction narrowing and provision of clear crossing location to improve conditions for walkers.
7. **Pottery Road:** Footway improvements (consider 3m+ shared use path) and waymarking between Kiln Road and Newton Road, including footway widening, completion of missing sections of footway, narrowing of junction mouths, continuous side road crossings, improved crossings of A382 Newton Road and Old Newton Road. Gateway feature and information at start of Stover Trail.

Figure 4-11: Haytor to Bovey Tracey recommendations (Source: OpenStreetMap)

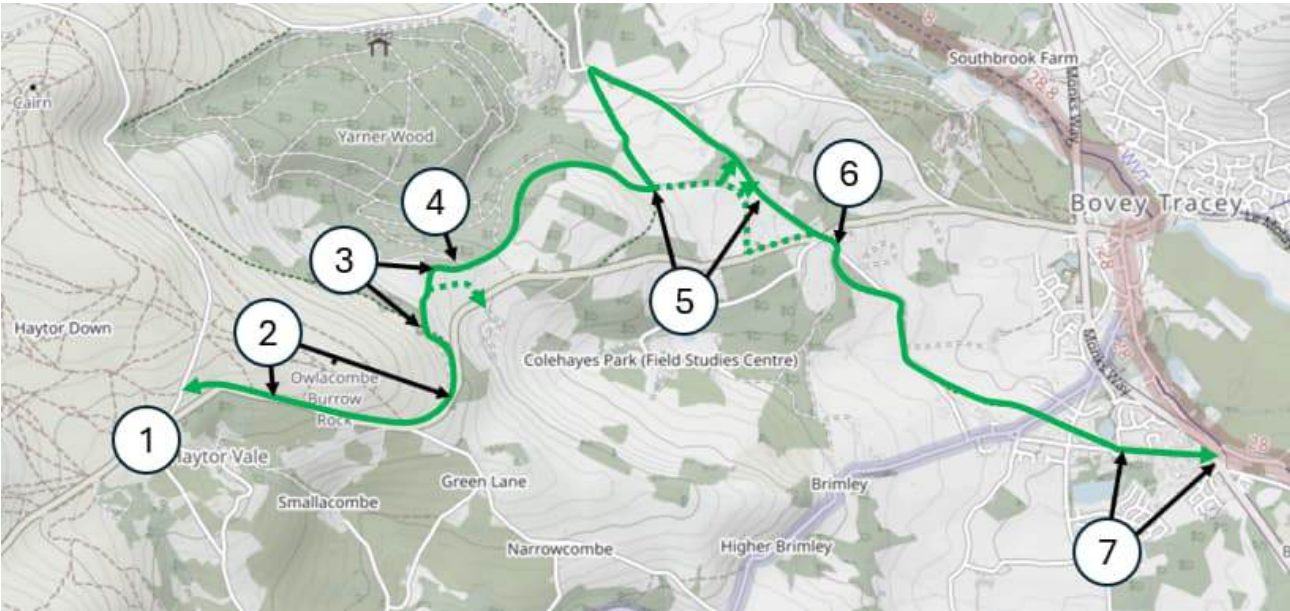
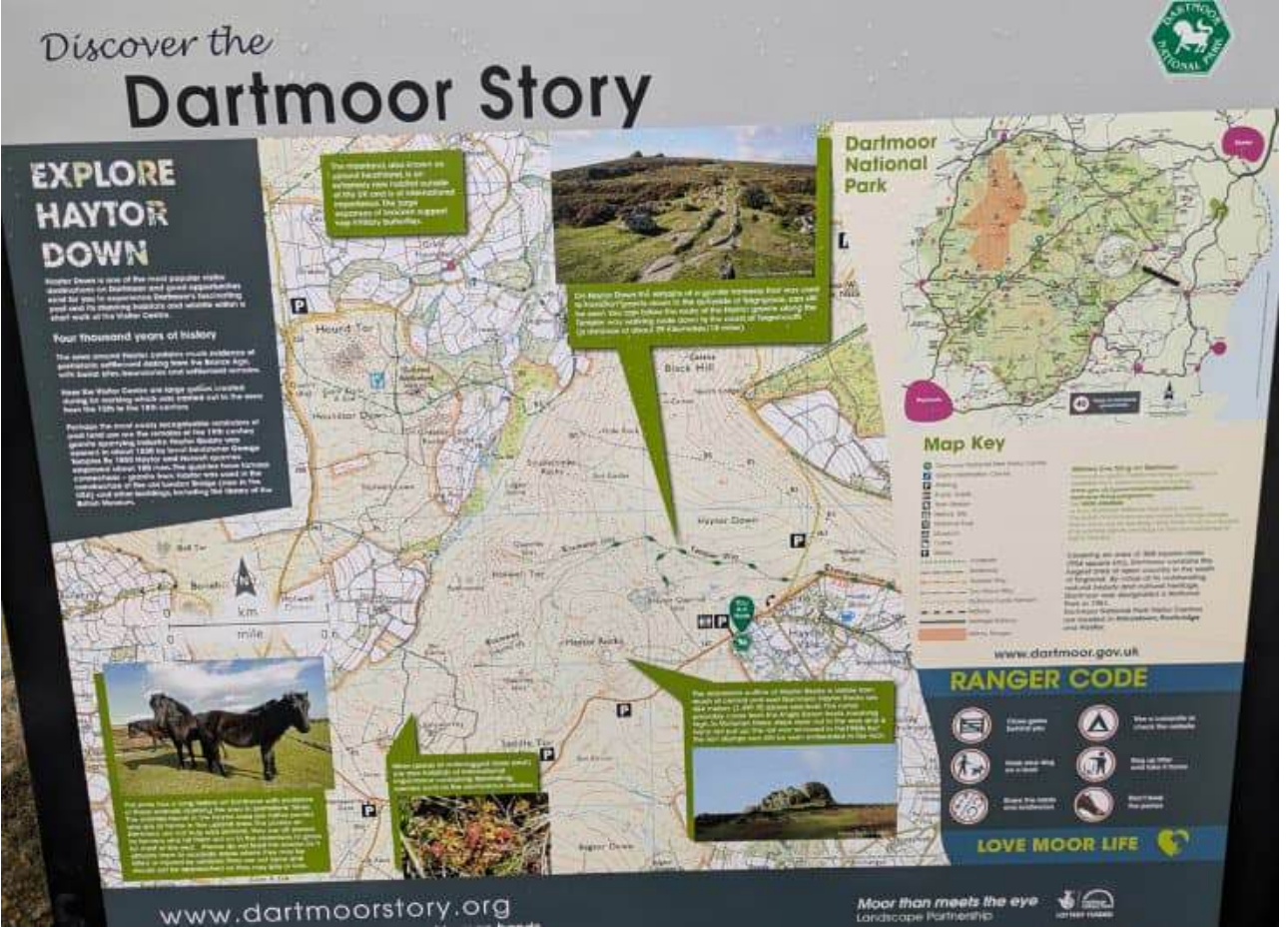


Figure 4-12: Example wayfinding at Haytor (Source: WSP)



Case Study: South West Coast Path

The South West Coast Path shows the benefits of high-quality walking routes, how they are managed, and potential maintenance and funding arrangements that could be applied to similar routes on Dartmoor, including the Two Moors Way.

With 19th century origins as a coastguard patrol route to restrict smuggling, the modern day South West Coast Path runs for 630 miles, from Minehead on the edge of Exmoor National Park to the shores of Poole Harbour. Walked as a single hike, the path can take between 30 and 60 days to complete, but most walkers tend to break it up into shorter segments. It is regularly described as one of the world’s greatest walks and listed as the UK’s best walking route by the likes of The Ramblers ‘Walk’ magazine, Coast magazine and Country Walking among others.

Benefits

The path attracts 9 million visitors per year, with an annual £500m visitor spend supporting 11,000 jobs. Walking tourism helps to extend the tourism season in the region, attracting both domestic and international visitors year-round to enjoy the natural environment, heritage, culture, and leisure activities.

Almost a third of British holiday makers now want to take a walking break, and more than half of international visitors are interested in short coastal walks. Research by The Ramblers has shown this type of visitor brings greater economic benefits to areas, as walkers stay for longer and spend more than other types of visitor.

In addition to economic and tourism benefits, the path creates significant health and wellbeing benefits, as well providing opportunities for education, conservation, and community and cultural benefits through volunteering, festivals, and appreciation of local heritage. The path has inspired artists and writers including JMW Turner and Agatha Christie, and regularly features in TV and film productions. In May 2025, The Salt Path film was released, telling the story of a transformative journey along the path. The film is expected to substantially increase both domestic and international visitors, with filming locations across the route.

Development timeline

In the early 20th century, with improved policing and communication, the need for regular coastal patrols along the path diminished and many sections began to fall into disrepair. However, in the 1950s local ramblers, walking groups, and councils began campaigning to restore and link these historic coastal paths for public use. By the 1960’s several sections of the route had been improved and connections made between fragmented sections. The path was designated as a National Trail in 1973, with its final section opening in 1978.

In 1973 The South West Coast Path Association (SWCPA), a registered charity, was formed to support the interests of users of the path. It has campaigned for improvements to the path and undertakes considerable fundraising to help care for and improve the path. Since then, work has continued to maintain and improve the route, with efforts to manage erosion, improve signage, and negotiate access rights where needed. The SWCPA also undertakes education and outreach activities to support understanding and enjoyment of the path.

In 2009 the UK government launched the King Charles III England Coast Path project to create a new National Trail 2,700 miles long around England, incorporating the South West Coast Path. When complete it will be the longest coastal path in the world, with the final sections of path currently due for completion in 2026.

Funding and maintenance

The SWCPA state that it costs an average of £1,500 per mile per year to maintain the path. Natural England, an agency of DEFRA, provide core government funding and local authorities contribute funds and staff time for improvements in their areas. Natural England funding has been cut by 30% since 2010, and now accounts for around half of the total annual funding required to maintain and improve the path.

To help fill this funding gap, the SWCPA have a well-established donation and membership model, raising money through membership fees, donations and legacies, fundraising events, and corporate sponsorship. The SWCPA offer a range of corporate sponsorship opportunities and promote ‘Coast Path Friendly’ events, seeking a minimum contribution of £1 per event attendee in return for certification and promotion.

Further funding is also secured through ad-hoc grants and Lottery Funding. While not direct funding, volunteers provide substantial in-kind contributions through path maintenance, conservation and monitoring.



4.4 Two Moors Way

Introduction

The Two Moors Way is one of the most stunning walking routes in South West England. It spans 117 miles between Wembury on the south coast and Lynmouth in the north, crossing both Dartmoor and Exmoor.

The Dartmoor section of the route starts at Ivybridge on the southern edge of the moor. Ivybridge train station has a large car park and is a key gateway to the route, with clear walking link to join the Two Moors Way. The route then joins the Redlake Tramway, crosses sweeping open moorland and passes near the Avon Dam Reservoir. The route continues through forests, and river valleys, passing through or near the villages of Scorrington, Holne, Ponsworthy, Widecombe-in-the Moor, Chagford, and Drewsteignton. Other attractions along the route include Castle Drogo and the spectacular Teign Gorge, Fernworthy Reservoir, Grimspound prehistoric settlement, tors, stone rows, along with pubs and cafes. 2026 is the 50th anniversary of the Two Moors Way and funding for small scale improvements has recently been secured as part of the wider 'Dartmoor's Dynamic Landscape' project.

Case for investment

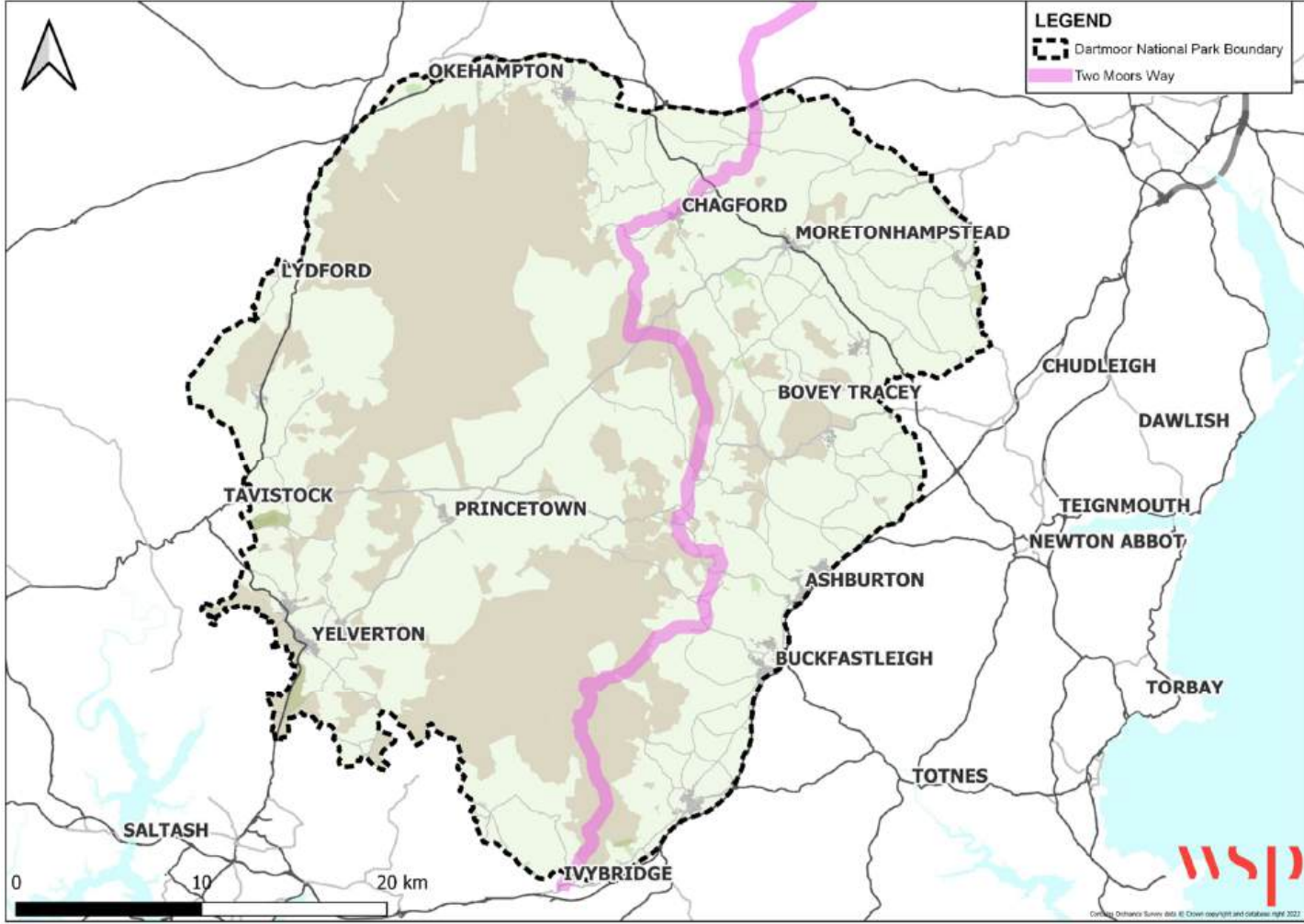
As a long-distance route, the Two Moors Way can draw visitors from across the UK and beyond. Improvements within Dartmoor would strengthen the National Park's role as a walking destination, and encourage longer stays to boost the local economy. Improvements to the route would also encourage shorter walks along the entire length of the route, providing improved links between villages.

Challenges and Opportunities

The route is currently of variable quality, with a lack of consistency in terms of maintenance, with some sections poorly signed, poorly surfaced, or overgrown. Links to public transport, toilets, accommodation, and nearby attractions are not always clear, and there is an opportunity to better integrate the route with local destinations in some cases. There are opportunities to build circular and linear day routes from the trail.

There are potential opportunities to elevate the status of the route, working towards becoming a recognised National Trail. This route could also create a circular option for people tackling the Devon and Cornwall sections of the South West Coast Path (SWCP) National Trail. New management and funding arrangements specifically for the Two Moors Way could also be explored, taking inspiration from the SWCP Association and their fundraising model, including public memberships and donations.

Figure 4-13: Alignment of the Two Moors Way on Dartmoor



Two Moors Way recommendations

1. Seek further funding for management and improvement of the existing route, with emerging schemes identified in Appendix B.
2. Seek opportunities to promote short individual sections of the Two Moors Way and further integrate the route with local communities
3. Work towards achieving National Trail status for the Two Moors Way, which would secure additional funding. As set out in [The New Deal](#), this would require:
 - a) A Local Trail Partnership responsible for the high quality trail
 - b) A Delivery Framework that translates nationally set quality standards into local outcomes and describes how these will be delivered
 - c) Achievement of quality standards, including a high quality of path infrastructure, safe crossings, signage, and website. There should be a local sense of pride and ownership, with high levels of visitor, landowner, and business satisfaction with the route.

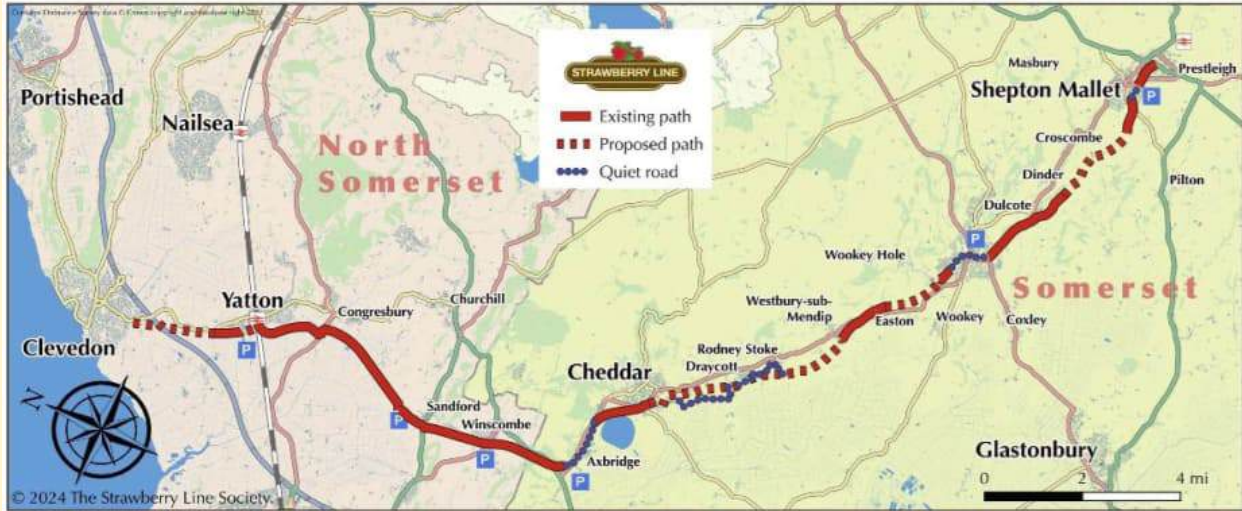
Case Study: Strawberry Line

The Strawberry Line project aims to establish a continuous 21 mile (35km) multi-use trail between Clevedon and Shepton Mallet. A similar approach could be taken for routes on Dartmoor including for Yelverton to Princetown.

The route follows the route of the former Cheddar Valley railway, known as the ‘Strawberry Line’ because of the volume of locally grown strawberries it carried. The line closed in 1963, and community groups have been working to reopen the line for walking, wheeling, cycling, and horse riding.

Good progress was made before the year 2000, but progress then stalled. The Strawberry Line Society of local volunteers was then formed and has been a driving force behind delivery of the route. The last 5 years has seen opening of a further 4 miles (6km) of new route. They have been supported by ‘Greenways and Cycl routes’, a charity specialising in the design and construction of greenway routes.

Somerset Council have also provided support, reaching agreements for permissive paths with landowners and supplying much of the funding for the scheme. The community have also been skilled in identifying funding from other sources and delivery by partners, such as Historic Railways Estates.



Land negotiation and design details

The Strawberry Line group and/or Greenways and Cycl routes have negotiated with landowners directly to either secure permissive access or acquire land to provide new sections of path. The latter is created by an Express Dedication on Common Law.

The path is built to 3m wide, with a varying surface type depending on location, of asphalt, compacted stone/gravel or gravel. The route reuses many historic railway assets, such as bridges, viaducts and tunnels, and uses bespoke wayfinding and

signage, giving the route a distinct identity. The route includes installations from local artists and a heritage trail via on-site information boards. Much of the route is designated as a Local Nature Reserve, and includes Sites of Special Scientific Interest.

Community and volunteer-led delivery

Involvement from Greenways, community groups and volunteers has helped to accelerate delivery and reduce design and construction costs substantially. Costs have typically been between £100,000 to £150,000 per km of new off road path.

‘Greenways workcamps’, where volunteers construct the path and the supporting infrastructure, have been an important part of delivery. A recent Greenways workcamp from 7 to 14th September 2024 helped to construct a section of the route, installing gabions, putting up fencing and make abutments for a new bridge over the B3136. In total 77 volunteers worked, providing a cumulative 340 days of effort.

Local branches of The Strawberry Line Society take on responsibility for maintenance, working throughout the year to keep the path wide and clear, and to maintain the delicate ecology and habitats along the route.

The entire route is being delivered in phases, with new sections taken forward when land is secured and funding available. As each new section opens, new safe and pleasant trips are enabled, many of which wouldn’t have been possible before. A recent section opened in Shepton Mallet is already recording over 100,000 trips per year and once a continuous route is completed, a further step change in use is anticipated.



4.5 Yelverton to Princetown and beyond

Introduction

The ‘Granite and Gears’ mountain biking route, following the trackbed of the old Princetown to Yelverton Railway is already recognised as an important cycling trail on Dartmoor¹⁵. It has a long history of development, but significant further improvements are required to create a coherent route suitable for people of all ages and abilities.

Following the ‘Beeching Axe’ that closed many railway lines in the 1960s, there were calls for the track beds to be converted to walking, cycling, and horse riding routes¹⁶. In 1982 John Grimshaw and Associates produced a document entitled ‘Study of disused railways in England and Wales, potential cycle routes’, which first picked up the potential of the Yelverton to Princetown route.

In 2013 Devon County Council in association with DNPA secured funding for routes including the Yelverton to Princetown link as part of the aptly named ‘Granite and Gears’ Dartmoor cycling programme. Sections of the route were improved, land purchased, and a new bridge over the B3212 was delivered. However, sections of the path have not yet been completed, including the section from Dousland to Yelverton, which was delayed and then could not be delivered within the funding deadlines.

Case for investment

This area of Dartmoor has some of the highest visitor numbers due to its proximity to Plymouth and Tavistock. Yelverton, at the start of the route, is already well connected to Plymouth in the south and Tavistock in the north via the high quality ‘Drakes Trail’ walking and cycling route. The Drakes Trail forms part of Eurovelo Route 1, the Devon Coast to Coast, and National Cycle Network route 27, providing excellent car-free access.

Burrator Reservoir, along the proposed route, is a very popular destination attracting large numbers of visitors from the surrounding areas. Princetown is also a popular destination and hub for people exploring the moor. It is the largest settlement located on the high moor, containing a range of shops, pubs, and cafes, a local school, and Dartmoor Prison and the prison museum. While future employment at Dartmoor Prison now appears to have been secured for the medium term, there is still a need to invest in the town and improve opportunities for residents.

¹⁵ <https://holidayindartmoor.co.uk/princetown/granite-and-gears-princetown-railway-cycling-routes-36845.html#:~:text=In%20the%20main%2C%20Granite%20and,around%20the%20stunning%20Burrator%20Reservoir>

Figure 4-14: Existing section of the old rail line from Yelverton to Princetown (Source: WSP)



Challenges and opportunities

The section of the route between Yelverton and Dousland has not yet been completed, although Devon County Council previously purchased the land required to construct the section between Kirkella Road and Lake Lane.

The surfacing of the route is of variable quality, but is typically poor and consists of mud or large stone, restricting cycling usage to mountain biking only. There are also gates along the route for livestock control. Most of the route is traffic-free and within the ownership of a single landowner (the Maristow Estate), made available via permissive access.

Beyond Princetown there is an opportunity to improve the ‘Crock of Gold’ route to Hexworthy, to allow better access for people walking, wheeling, cycling, and horse riding. Connecting routes and improvements to the alternative Princetown & Burrator ‘Granite & Gears’ route via Whiteworks/Nun’s Cross could also be explored, supportive Princetown’s role as an active travel hub for Dartmoor.

¹⁶ <https://westcountryvoices.co.uk/threading-a-greenway-through-dartmoor-can-it-really-be-that-difficult/>

Sections

Delivery of the route will require partnership working with DNPA, Devon County Council, West Devon Borough Council, landowners, and others. The route is a recommendation of this LCWIP, the Devon Countywide LCWIP, and the South Hams and West Devon LCWIP.

To make delivery of the route more manageable, the route has been split into the sections below, which are broadly listed in priority order. This may be particularly useful if a single large funding pot cannot be secured and the route needs to be delivered incrementally. Each section could be delivered independently and still provide benefits for users. The South Hams and West Devon LCWIP includes proposals for improvements to a linking route between Horrabridge and Dousland, comprising quiet lanes approaches and wayfinding, which would provide additional connections.

Yelverton to Burrator

- 1. Yelverton
- 2. Yelverton to Burrator, including Burrator loop

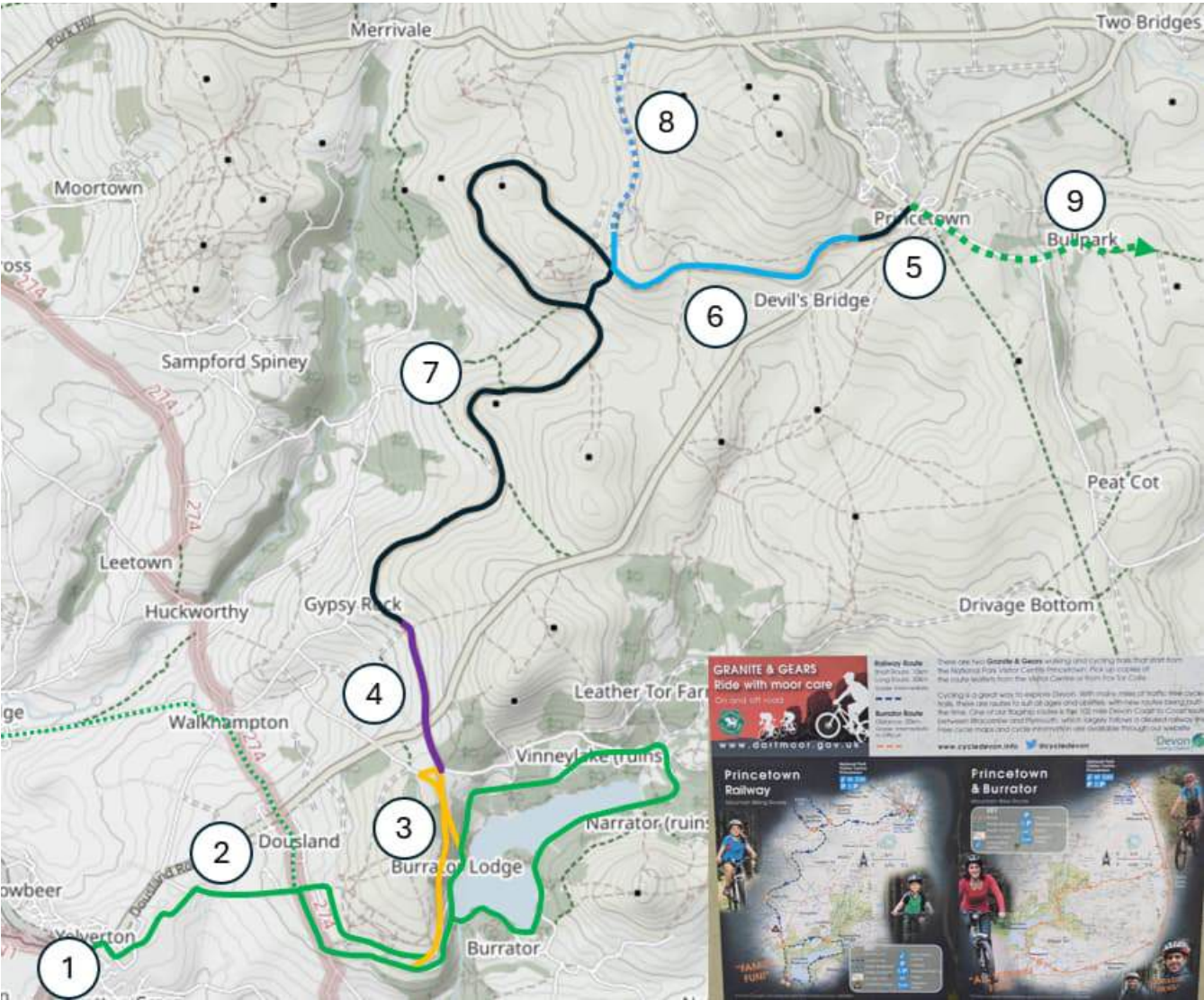
Burrator to Princetown

- 3. Burrator to Lowery Cross
- 4. Lowery Cross to the south west edge of the open moor
- 5. Princetown
- 6. Princetown to Foggintor Quarry
- 7. Foggintor Quarry to south west edge of open moor

Connecting links

- 8. Foggintor Quarry to Merrivale link
- 9. Potential onward “Crock of Gold” link to Hexworthy
- 10. The recommendations for each section are contained on the following pages.

Figure 4-15: Potential delivery sections of the Yelverton to Princetown recommendations (Source: OpenStreetMap and WSP)



Section 1 - Yelverton recommendations

1. **NCN27 West of Yelverton:** (not shown on map) Replace double gates with cattle grid and adjacent gate. Improve signage and waymarking including shared use path markings on path through Yelverton adjacent to A386.
2. **A386 Roundabout:** Improved crossings on all arms of junction. Consider reduction to junction radii.
3. **Meavy Lane:** Consider improved active travel crossing.
4. **Moorland Villas:** Widen existing footpath into verge to create 3m+ shared use path, including routing shared use path around the back of the bus stop. Provide information board and signage showing onward routes.
5. **Grenville Park:** Improved crossing.
6. **Westella Road:** Consider widening existing footpath into verge to create 3m+ shared use path, before route rejoins Westella Road close to existing zebra crossing of Dousland Road. Signage and Wayfinding from Westella Road to start of the off-road route on Kirkella Road.

The South Hams and West Devon LCWIP also proposes additional crossings of Dousland Road and a town-wide redesign of side road junctions, with a reduction in junction radii..

A range of supporting infrastructure should also be considered including cycle parking, and cycle repair kits at local shops. With completion of the route there could also be potential for it to support bike hire at Yelverton and/or Princetown.

The Dartmoor Local Plan includes site allocations in Yelverton, including Policy 7.19 (Land at Binkham Hill) that could be asked to contribute to development of this route.

More widely, there are aspirations from stakeholders for regeneration and public realm improvements in Yelverton that could further improve the attractiveness of the village as a destination and gateway to the moor. Yelverton is home to a range of local shops, cafes, and pubs, and hosts various events and festivals. However, stakeholders also raised concerns about parking in the village, with existing car parks consistently full to capacity. There were concerns that attracting additional trips to Yelverton as a gateway to the moor could exacerbate existing parking issues, and supporting measures to better manage car parking may need to be considered.

Figure 4-16: Yelverton recommendations (Source: Google Maps and WSP)

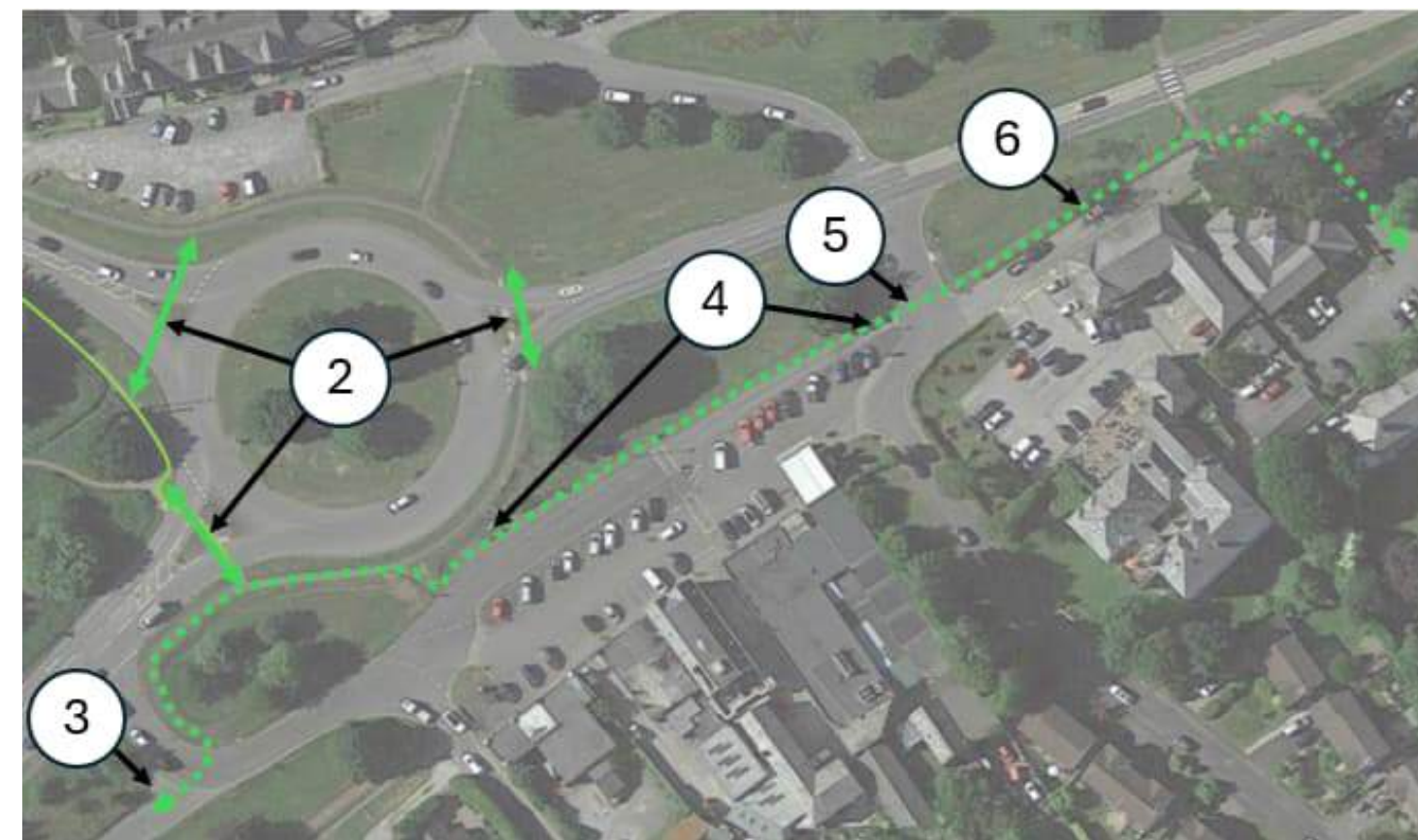


Figure 4-17: Moorland Villas (Source: WSP)



Case Study: Active travel days in US National Parks

Yellowstone, considered to be the world’s first national park (established in 1872), routinely opens much of its road network to people cycling in spring and autumn several weeks before/after the routes are open to motor traffic. This allows for a more peaceful, pleasant, and safer, cycling experience. This typically includes the 49 mile stretch between the West Entrance and North Entrance, and other routes depending on conditions and snow clearance. Wild animals have right-of way and all visitors must stay at least 100 yards away from bears and wolves and 25 yards from all other wildlife.

Similarly, Crater Lake National Park in Oregon includes a 33-mile road around the lake’s perimeter, including several climbs and scenic vistas. The road is open only to people walking and cycling several days each year.

Elsewhere, the Cades Cove Loop Road in the Great Smoky Mountains National Park, Tennessee is a 11 mile loop closed to motor vehicle traffic until 10am every Saturday and Wednesday morning from early May until late September. The terrain is relatively flat, with bike rental available nearby during the summer months¹⁷.

While US National Parks and UK National Parks are not directly comparable, a similar approach of timed closures to motorised traffic to improve conditions for active travel could be considered at key locations on Dartmoor, for example, on the loop road around Burrator Reservoir.

Figure 4-18: Burrator Reservoir, Devonport Leat Route, waterfall (Source WSP)



¹⁷ [Yellowstone roads open to cyclists this weekend](#) and [Parks With Bike Trails - The Best Rides in Favorite National Parks](#)

Section 2 - Yelverton to Burrator recommendations

- 1. **Kirkella Road:** Deliver off-road route linking Kirkella Road to Lake Lane. The land is owned by Devon County Council with planning permission for the route previously secured, with works already commenced.
- 2. **Lake Lane:** Consider modal filter – access only for active travel – at the Lake Lane junction with B3212 and/or traffic calming to reduce speeds on Lake Lane.
- 3. **Burrator Road:** 20mph limits and traffic calming. Consider “cycle street” treatment, creating two wide cycle lanes (delineated by road markings) and removing the centre line. Alternatively, a route via Iron Mine Lane could be explored to avoid Burrator Road entirely.
- 4. **Burrator Loop:** Consider temporary closures of Burrator Loop road to through motor traffic movements (e.g. Sunday mornings in August). Provide improved mapping and signage of routes at car parking areas. Create a more attractive setting for the waterfall by providing an improved picnic and seating area and restrict existing parking.
- 5. **Steep Lane to Lowery Cross car park:** Consider modal filter to create more attractive walking and cycling connection, noting very steep gradient.

Section 3 - Burrator to Lowery Cross recommendations

- 6. **Devonport Leat route:** Resurface existing route for active travel, improve wayfinding, and relocate large boulders blocking the southern end of the route. Provide gateway feature at southern end to mark the start of this part of the route.

Section 4 - Lowery Cross to open moor recommendations

- 7. **Lowery Cross to open moor:** Widen and resurface path. Increased maintenance. Alter and reposition gates to prioritise users of the path over livestock movement

Figure 4-19: Burrator recommendations (Source: OpenStreetMap and WSP)

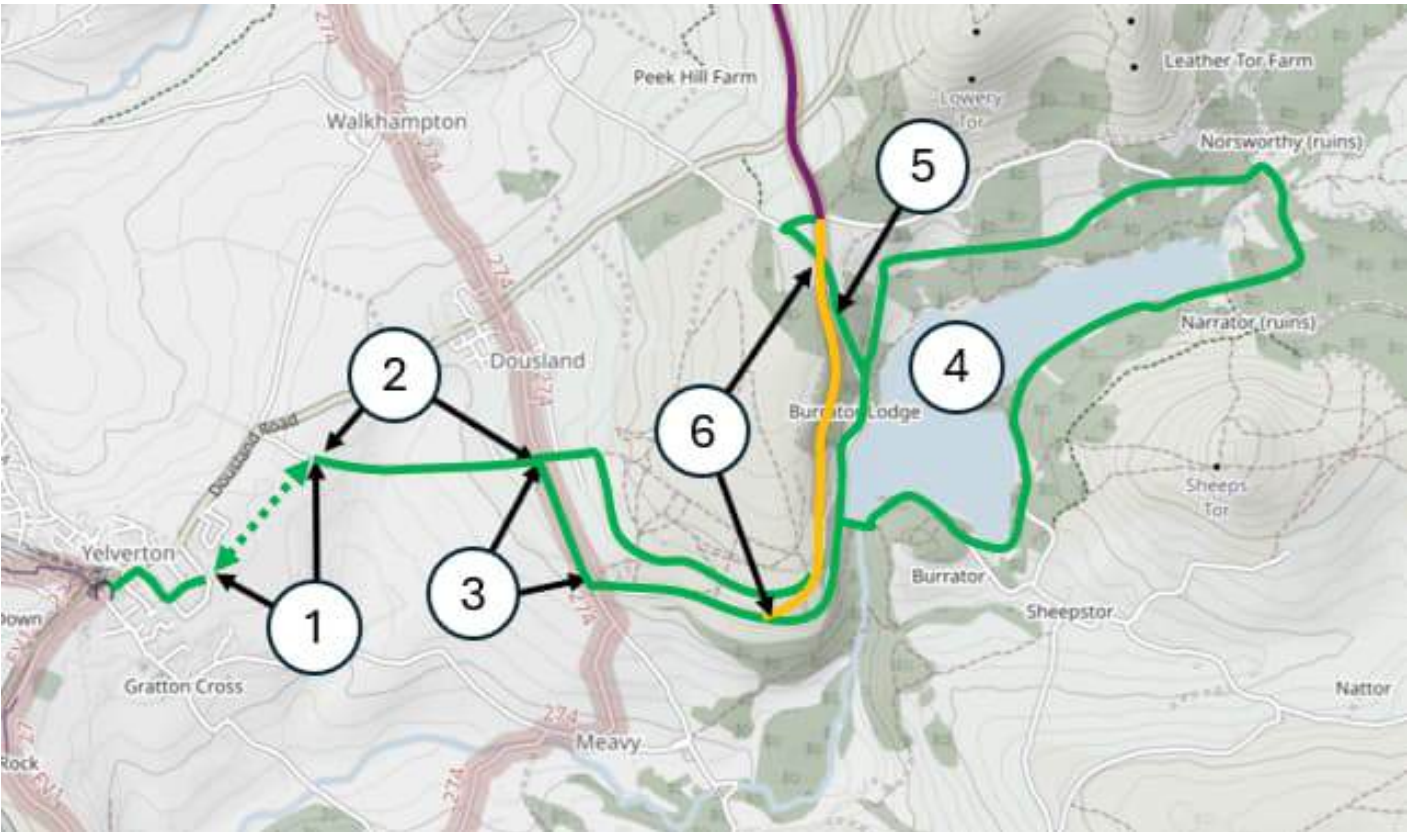


Figure 4-20: Lowery Cross to open moor section (Source: WSP)



Section 5 - Princetown recommendations

- 1. **Princetown approach:** Widen and resurface existing path and improve drainage. Replace gate with cattle grid and adjacent gate.
- 2. **Start/end of route:** Gateway feature at the start of the route. Improve waymarking and signage from the car park and the centre of Princetown.
- 3. **Support Princetown SHWD LCWIP recommendations** including:
 - Improved crossings for people walking at roundabout
 - Gateway feature on Two Bridges Road to alert drivers they are entering a residential area
 - Review guard railing and provide a zebra crossing outside Princetown County Primary School

The Dartmoor’s Dynamic Landscapes project is also due to deliver small-scale infrastructure improvements in Princetown, including improved signage, removal of rusty posts and old gates, and the installation of cycle parking in Princetown.

Section 6 and 7 - Remainder of route recommendations

Resurface entire route on these sections so that it is suitable for all ages and abilities. Add rest stops, possibly comprising moving larger some larger granite rocks suitable for sitting closer to the route.

Sections 8 and 9 - Onward connections

In the longer term, explore similar improvements to the Foggintor Quarry to Merrivale link and ‘Crock of Gold’ link to Hexworthy.

Figure 4-21: Princetown recommendations (Source: OpenStreetMap and WSP)

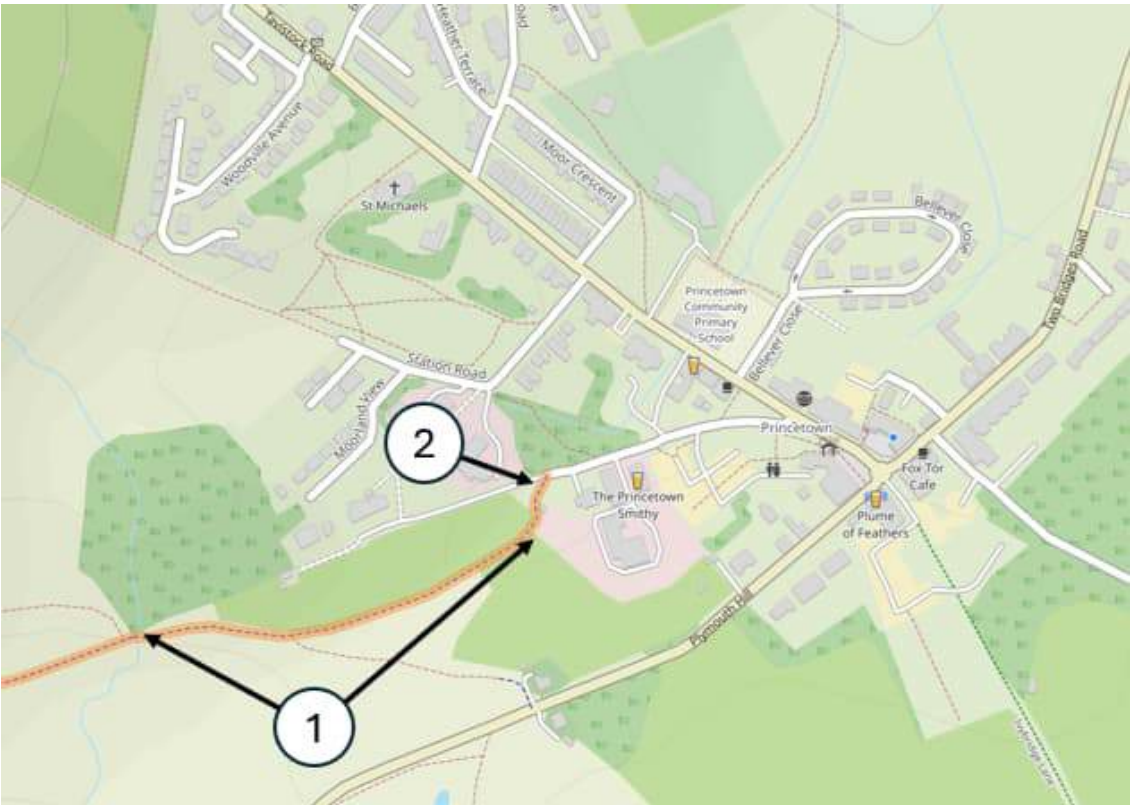


Figure 4-22: Princetown section (Source: WSP)



4.6 Devon Coast to Coast

Introduction

The 100-mile Devon Coast to Coast (C2C) route links Ilfracombe on the North Devon coast to Plymouth on the South Devon coast, with approximately 25 miles of the route on or adjacent to Dartmoor National Park. It is one of the finest routes on the National Cycle Network, combining beaches, lush green valleys and rivers, and the spectacular vistas of Dartmoor. 70% of the route is off-road and many of the sections follow former railway lines with gentle gradients, making them ideal for cycling, walking and wheeling for all ages and abilities.

Case for investment

The route makes a positive contribution to tourism and local economy, attracting both domestic and international tourists. Improvements would encourage additional visitors, spending money at local businesses including cafes, shops, accommodation, and bike hire services.

Issues and opportunities

Two principal on-road sections remain on the C2C:

- North of Okehampton to Hatherleigh
- Between Lydford and Tavistock.

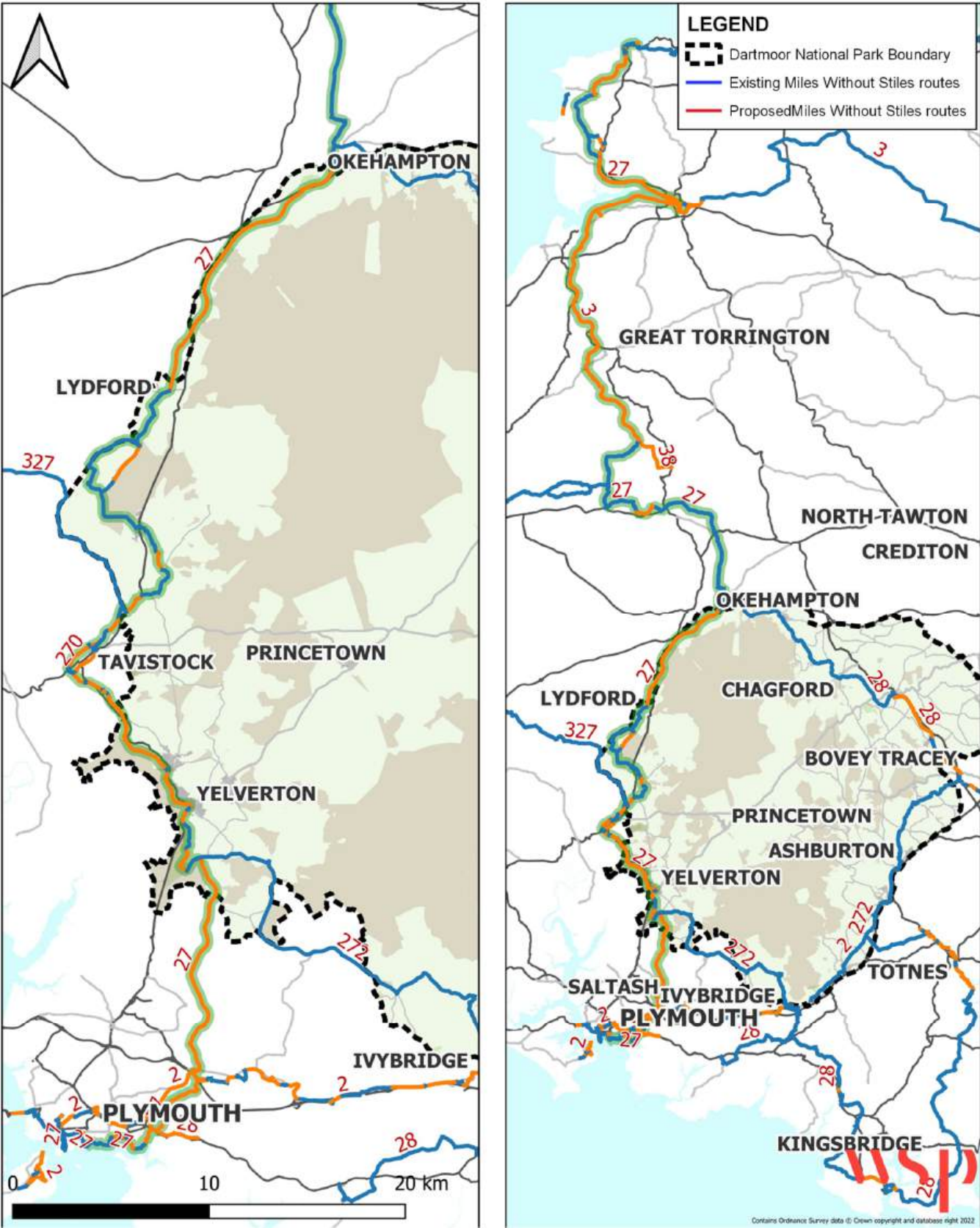
The latter section includes steep gradients of 15%, high motor traffic speeds, and short off-road sections on bridleways and across open moorland that become impassible in winter.

Recommendations have been identified for the following sections:

- **Granite Way** – The existing traffic-free section along the old railway line between Okehampton and Lydford
- **Lydford to Tavistock**

The ‘Drake’s Trail’ (Tavistock to Plymouth section) is not within Dartmoor and not within scope, but is generally of a very high standard. The South Hams and West Devon LCWIP recommends improvements for the Tavistock and Drake’s Trail sections of the C2C and the [Plymouth LCWIP](#) includes recommended improvements for the sections within the city. The Devon Countywide LCWIP includes proposals for a connecting route between Roborough and Dousland, incorporating parts of the Yelverton to Princetown route included earlier in this document.

Figure 4-23: Devon Coast to Coast Okehampton to Plymouth (left), complete route (right) (Source: Sustrans)



Granite Way recommendations

- 1. **A30 underpass:** Gates for livestock control could be re-arranged to rest in the open position to provide barrier-free passage for Granite Way users, and only close when needed for agricultural use.
- 2. **Emmets Folly:** Improve viewpoint by managing vegetation and creating improved seating and picnic area. Provide cycle parking.
- 3. **Meldon Reservoir turn-off:** Provide map and information board at turn-off to reservoir. Expand and improve existing seating area with picnic tables and/or informal play area.
- 4. **Meldon Reservoir:** Reinstate permissive path on north bank and improve existing loop walking route around the reservoir.
- 5. **Sourton:** Upgrade ‘missing section’ south of Sourton that is currently narrow and muddy, with limited access permitted. Devon County Council have now acquired this land which should be upgraded to a 3m+ wide sealed surface in keeping with the remainder of the route.

More widely there is an opportunity to work with GWR to make the cycle space bookings on the Okehampton train easier.

The SHWD LCWIP includes wider proposals for improvements within Okehampton and between Okehampton and Sticklepath. In addition, Okehampton Interchange, a new purpose-built rail station and transport interchange, is delivering active travel improvements to better connect the station site to the town centre and the National Cycle Network.

Figure 4-24: Granite Way recommendations (Source: OpenStreetMap and WSP)

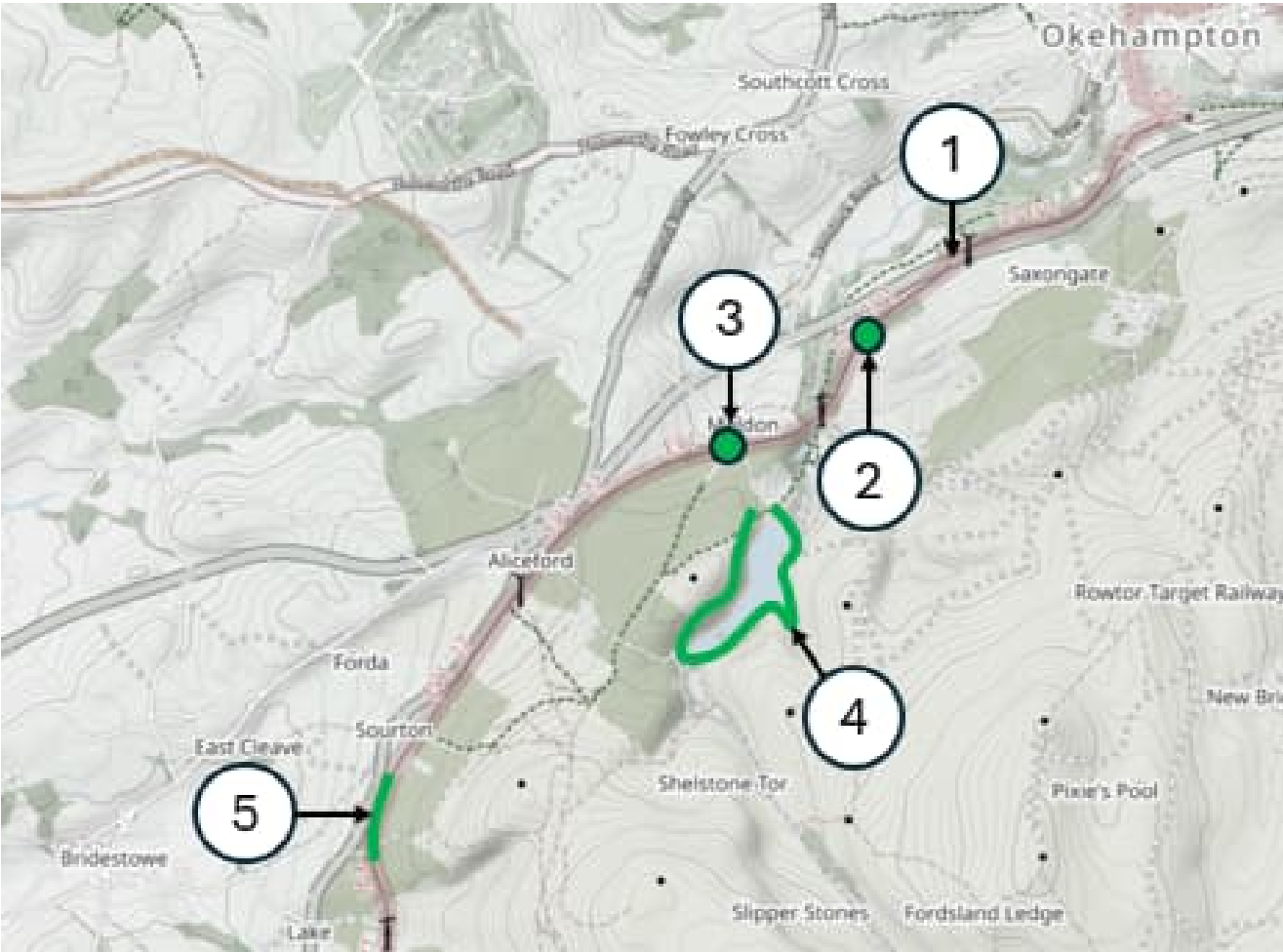


Figure 4-25: Emmets Folly (left), A30 underpass gates (centre), and Sourton missing link' (right) (Source: WSP)



Case Study: Good practice on the Granite Way and Drakes Trail

Figure 4-26: Granite Way. Clear signage from Okehampton station exit (top-left), high quality path (bottom left), with things to see and do every few hundred metres including viewpoints, cafes, churches, pubs, and nearby villages (top-right, bottom-centre, bottom



Figure 4-27: Drakes Trail. Cattle grid on shared use path (top), incorporates major infrastructure including Grenofen Tunnel and Gem Bridge (right), well integrated to Tavistock with things to see and do (centre and right) (Source: WSP)



Lydford to Tavistock recommendations

The C2C route between Lydford and Tavistock is one of two principal remaining on-road sections of the 100-mile route. It includes steep gradients of 15%, high speed roads, and short off-road sections that become impassible in winter. There is an opportunity to deliver a high-quality route using as much of the historic railway alignment as possible, upgrading one of the worst quality sections of the C2C route. However, the railway alignment is understood to be owned by over 30 separate landowners, and it may take many years to reach agreements. Further engagement with landowners and supporting work is required to determine the feasibility of this off-road route as a long term option. Sections of the route could be delivered in isolation and would still provide benefits and an improved experience. Potential sections are identified below which an indication of their priority:

1. **End of Granite Way to Lydford Bridge:** A traffic-free alignment here would avoid steep on-road gradients south of Lydford, utilising Lydford viaduct (high priority).
2. **Lydford Bridge to Lydford Gorge Falls car park:** A traffic-free alignment here would avoid sections of fast and busy roads (medium priority).
3. **Lydford Gorge Falls car park to West Blackdown:** A new alignment here would avoid muddy unsurfaced sections across open moorland (high priority)
4. **West Blackdown to Mary Tavy Bridge:** Avoid existing steep gradients (low priority)
5. **Mary Tavy Bridge to Pitts Cleave:** Avoid steep gradients and unsuitable sections of path (high priority). It is understood DCC have already purchased a small section of land near Harford Bridge to enable access to the railway alignment.
6. **Pitts Cleave to Hazledon/Tavistock:** Avoid a steep gradient at Higher Hazeldon Bridge. Potential to continue further towards Tavistock. (medium priority)

As sections of the route are brought forward, improved connectivity to Lydford, Mary Tavy, Brentor, Peter Tavy should also be considered via wayfinding and other measures.

Mary Tavy to Peter Tavy:

7. In the shorter term, improvements on the current C2C route could be delivered including: wayfinding improvements; improving the A386 crossing for people cycling at Mary Tavy, and; resurfacing the off-road route between Mary Tavy and Peter Tavy. Mary Tavy site allocations including *Policy 7.22 Land at Warren Road* could potentially contribute funding towards these improvements.

Figure 4-28: Lydford to Tavistock recommendations (Source: OpenStreetMap and WSP)

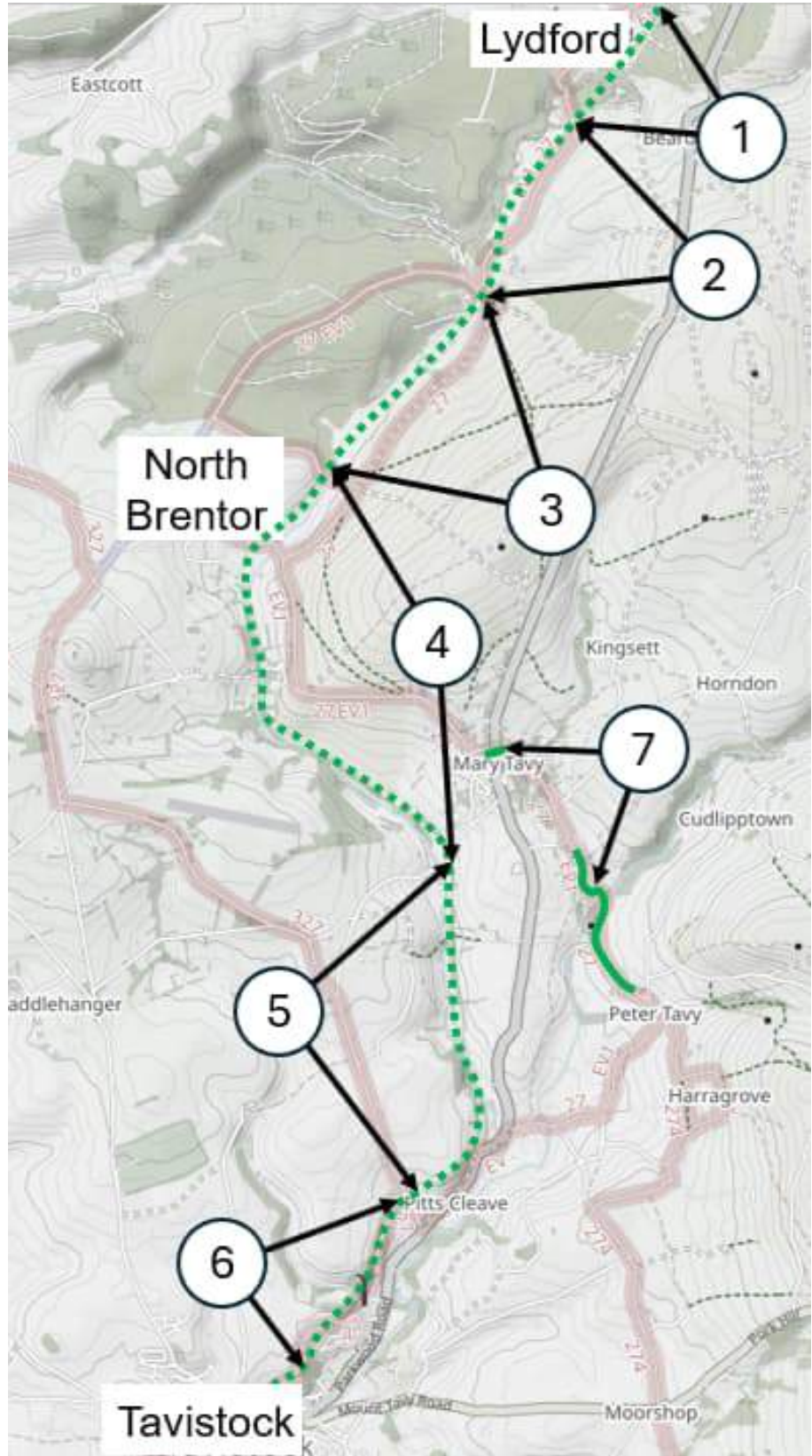


Figure 4-29: Section 1. The Granite Way rejoins the carriageway just north of Lydford (left). The alternative alignment of the disused railway between Lydford and Tavistock is still largely intact (right) (Source: WSP)



Figure 4-30: Section 1. South of Lydford is a 15%+ gradient hill. The footpath adjacent to the highway could be shared use, but no signage is visible. South of this section, the route continues on a high-speed road (Source: WSP)



Figure 4-31: Section 2. South of Lydford Gorge, one route option continues on open moorland and is only suitable for mountain bikes. The alternative on-road route is not suitable for people of all ages and abilities due to high speeds and steep gradients.



Figure 4-32: Sections 4 and 7. Steep on-road section near Brentor (left). Sections of the off-road route linking Mary Tavy to Peter Tavy also have steep gradients with a poor surface that is only suitable for mountain bikes (centre and right) (Source: WSP)



4.7 Wray Valley Trail

Introduction

The Wray Valley Trail is an existing 7 mile (11km), mainly traffic-free route, linking Bovey Tracy to Moretonhampstead which fully opened in 2019. It follows the line of an old railway, which was closed to passengers in 1959 with tracks lifted in 1970. The route passes the National Trust's Parke Estate and the picturesque village of Lustleigh. The trail was in development for more than 20 years, gradually reaching agreement with around 20 landowners, securing sections where funding allowed, and delivering major works, including new bridges over the A382 near Moretonhampstead.

Case for investment

Now the route has been open for several years there is an opportunity to revisit it and tackle sections and issues that could not be initially delivered. Further improvements to the route are likely to increase usage, with associated benefits to health, tourism, and the local economy.

Challenges and opportunities

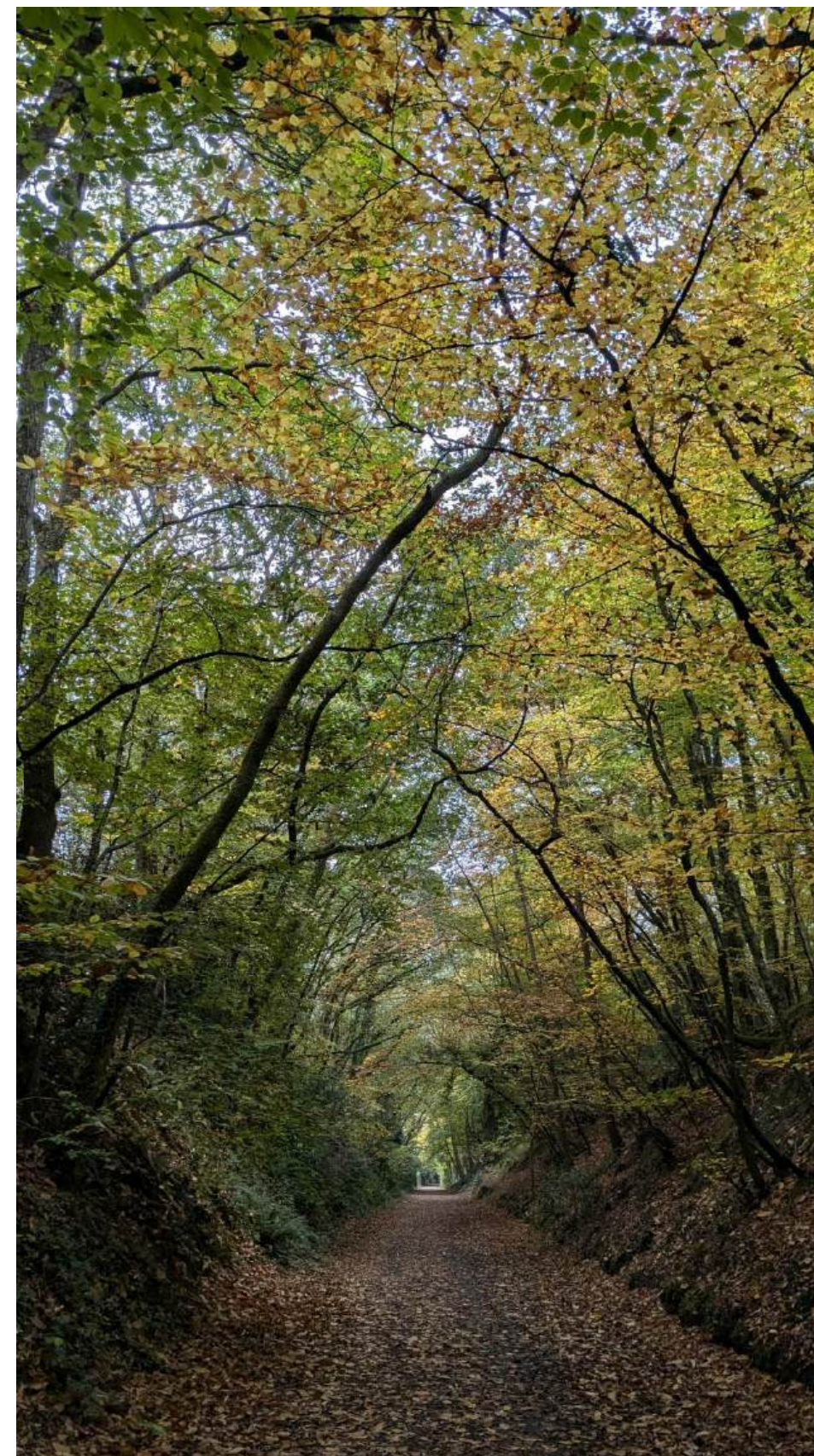
Connections into Bovey Tracey and Moretonhampstead could be improved, particularly in Moretonhampstead where the route ends abruptly on a country lane to the south of the town centre. Within Bovey Tracey there is an opportunity to improve links between the Wray Valley Trail, Stover Way, Dartmoor Way, and Templer Way, improving the attractiveness of Bovey Tracey as a gateway to the moor.

The route currently provides a good A to B route, however, there are limited things to see and do along the route, and there is an opportunity to better integrate the route to the Parke Estate.

Finally, the surface is currently unbound gravel, which can exclude some users. The route has a gradual but steady incline from Bovey climbing to Moretonhampstead, with the current surface making this gradual ascent more challenging.

Recommendations have been identified for Bovey Tracey, Moretonhampstead, and the former railway route itself.

Figure 4-33: The Wray Valley Trail through Parke (Source: WSP)



Bovey Tracey recommendations

- 1. **Mill Marsh Park:** Widen/segregate path through this busy section of the park.
- 2. **Bovey Bridge:** Create improved start and gateway to the Wray Valley Trail, potentially by re-aligning the zebra crossing. Other options are also being explored by Bovey Tracey Town Council. Bovey Bridge is Grade II listed.
- 3. **Indio Road/Marsh Lane:** Devon County Council are currently progressing a scheme to remove motor traffic and improve conditions for active travel on this route, helping to create a more direct link between the Wray Valley Way and Stover Way.
- 4. **20mph limits across Bovey Tracey:** Particularly on connecting active travel routes including Station Road, Newton Road, Pottery Road, Brimley Road, Ashburton Road, Fore Street and Le Molay-Littry Way.
- 5. **Start of Stover Way:** Create gateway feature, along with improved signage/information. Construct continuous shared use path along Newton Road where it crosses over residential access lane.
- 6. **Le Molay-Littry Way:** Junction mouth narrowing and continuous shared use path over side streets.

Improvements to Templer Way from Stover Way are contained in section 1.5.

There are a number of housing allocations in Bovey Tracey contained in the Teignbridge Local Plan that could potentially make contributions to the recommendations outlined above.

Figure 4-34: Bovey Tracey recommendations (Source: OpenStreetMap and WSP)

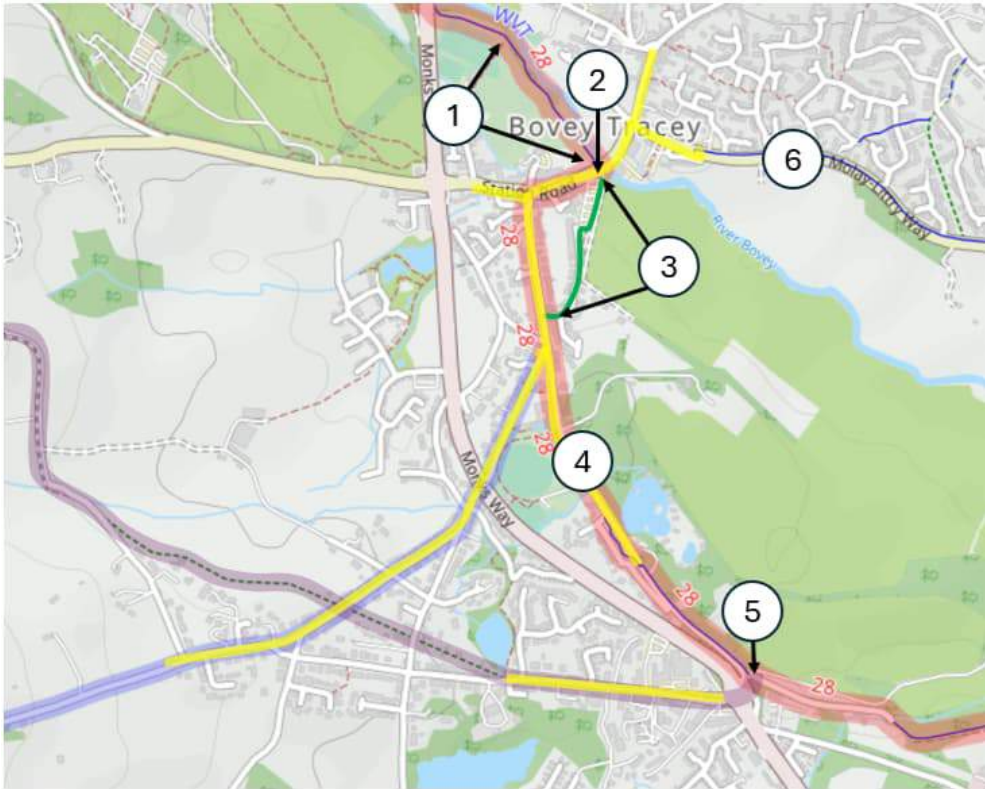


Figure 4-35: Areas for improvement identified at Bovey Tracey (Source WSP)



Wray Valley Trail recommendations

- 1. **Parke:** Work with The National Trust to improve the links to Parke and provide a cycle stopping area. Consider improved signage from Wray Valley Trail, regrading and resurfacing the linking path between the trail and Parke. Cycle stopping area could include picnic area, play area, food stall, cycle parking, cycle repair kit, and information boards.
- 2. **Things to see and do:** For the northern-most 4 miles (6km) of route between Lustleigh and Moretonhampstead there is little to see or do, with no formal places to stop. Explore creating rest areas/picnic area(s) along this section, noting previous concerns from residents about the potential for anti-social behaviour.

In the longer term, resurfacing of the entire route to make it more accessible for people of all ages and abilities should be considered.

A stone tablet marking the former railway route is currently held in the National Railway Museum in York (shown below). It is understood from discussions with DCC, that the museum would be willing for the tablet to be returned to Devon if there is a plan in place to preserve it for future generations

Figure 4-36: Moretonhampstead and South Devon Railway stone tablet (Source: Science museum group)



Figure 4-37: Wray Valley Trail recommendations (Source: OpenStreetMap and WSP)



Figure 4-38: Potential stopping area at Parke (Source: WSP)



Moretonhampstead recommendations

- 1. **Missing link:** Complete “missing link” south of Station Road (Figure 4-40) to connect to Wray Valley Trail, working with residents to find an acceptable solution. The land was previously owned by DCC, but has now been gifted to Moretonhampstead Development Trust.
- 2. **Station Road:** Consider widening footway to create shared use path, or alternatively 20mph limits. A wider shared use path could be enabled via use of ‘phantom passing places’, similar to ‘phantom loading bays’. These passing places would form part of the shared use path, but could be used as a passing place in instances where two wide vehicles need to pass each other.
- 3. **Bowring Mead to Exeter Road:** Widen existing footpath to create shared use path.
- 4. **The Square/Cross St/Station Road:** Building on feasibility work previously commissioned by Moretonhampstead Town Council, consider a scheme to create more public space and rationalise the highway network, aiming to reduce through traffic in the centre of Moretonhampstead and on Cross Street. The previous study explored options to improve public realm on The Square, however, there may be an opportunity to be more ambitious, creating wider public realm and active travel benefits. This would require more detailed feasibility work to consider potential options. For example, this could include improved public realm on The Square and Cross Street, while removing or reducing through traffic on Cross Street. This could potentially be achieved by diverting traffic on B3212 Exeter Road to A382 Station Road via the unnamed lane north of A382 adjacent to Bradfords.
- 5. **Town-wide:** Improved signage and information about the Wray Valley Trail within the town including at the Court Street car park, including a gateway feature at a better defined starting point for the route.
- 6. **20mph limits:** Consider town-wide 20mph limits to improve safety and general conditions for active travel. The exact roads to be included in the 20mph limit would need to be identified via further feasibility work.

Figure 4-39: Moretonhampstead recommendations (Source: OpenStreetMap and WSP)

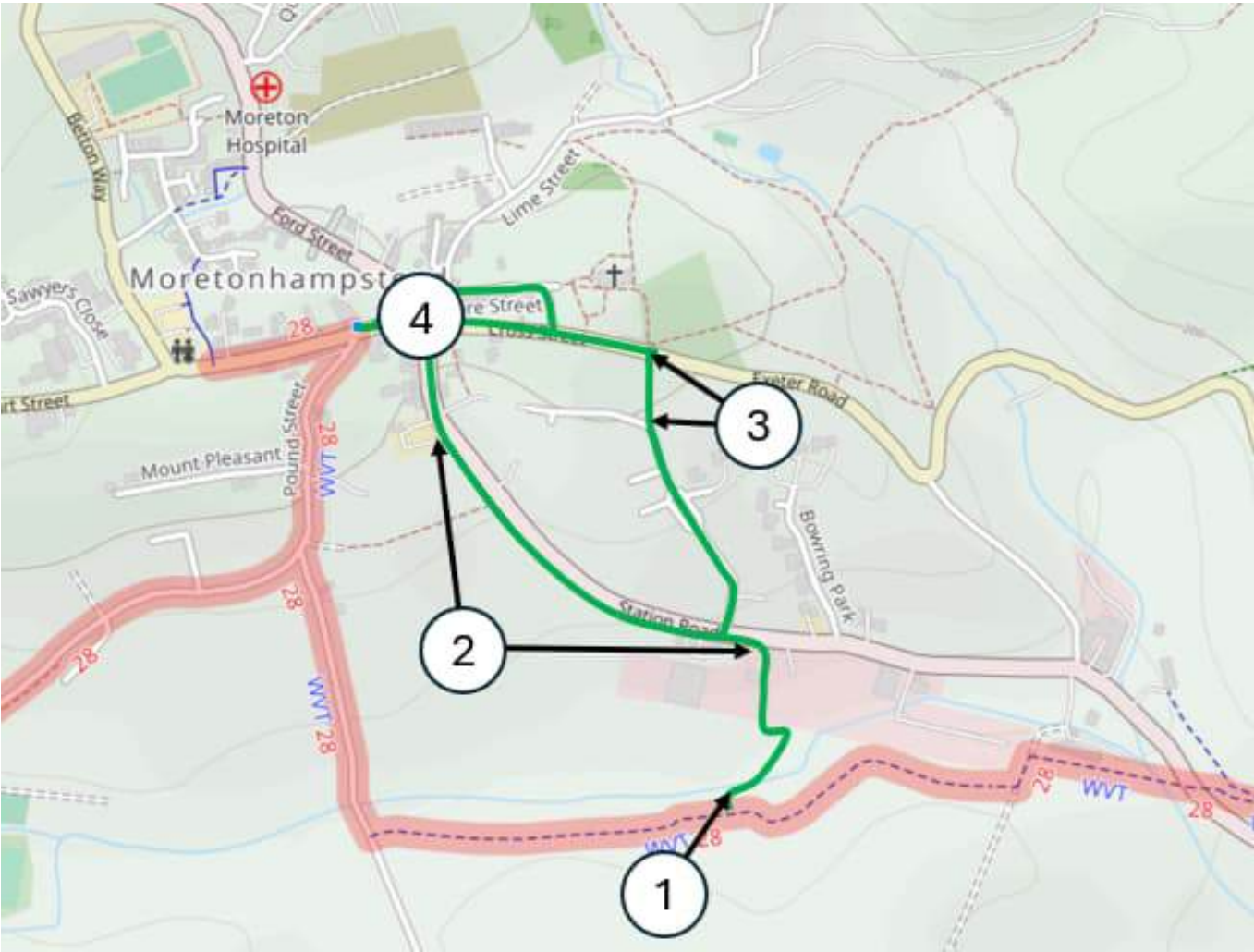


Figure 4-40: Missing link south of Station Road (Source: WSP)



4.8 Ashburton to Buckfastleigh

Existing proposals – Devon Countywide LCWIP, Devon County Council

There are long standing ambitions to improve active travel provision along the A38 Corridor between Ivybridge and Bovey Tracey, including improvements to the NCN272 “Dartmoor Way”, which is a circular cycle route around the edge of Dartmoor. The Devon Countywide LCWIP proposes improvements to the NCN272 between Ashburton and Buckfastleigh, which was identified as the highest priority section. The Devon Countywide LCWIP includes the following recommendations:

- 20mph speed limits in both towns
- Modal filter – access only for active travel and public transport - on Old Totnes Road, Ashburton
- Crossing at Peartree Cross
- On Buckfastleigh Road, either widening the footway along the entire length to create shared use path, or speed reduction and the marking of on-road cycle lanes. Modal filters could also be considered.
- Dart Bridge Road (B3380), Buckfastleigh. New active travel crossing
- Dart Bridge Road. Consider reducing speed limit
- Fore St, Buckfastleigh. Create cycle street, potentially allowing contraflow cycling
- Station Road and Elliot Plain. Wayfinding improvements.

Elsewhere, the SHWD LCWIP includes recommended active travel improvements between Buckfastleigh and Totnes, as well as improvements on the NCN272 Dartmoor Way south of Buckfastleigh, around southern Dartmoor all the way to Tavistock. There is an opportunity to build on these proposed improvements, including creating a more attractive link for walking and cycling between the South Devon Railway and Buckfast Abbey, two of the main tourist attractions in the area.

Buckfastleigh to Buckfast Abbey recommendations

There is the potential to create an improved active travel route connecting South Devon Railway (a heritage line that permits cycles to be transported) including Butterfly Farm and Otter Sanctuary on the edge of Buckfastleigh to Buckfast Abbey.

1. **South Devon Railway:** Explore potential for a more direct route connecting South Devon Railway station to B3380 Dart Bridge Road, utilising an existing service path underneath the A38. The northern end of the route is via a private residential road and permissive access would need to be agreed.
2. **Dart Bridge Road and Buckfast Road:** Widen footway to create shared use path. Construct new formal crossing point of Dartbridge Road and/or Buckfast Road, depending on which option is taken forward.

Figure 4-41: Devon County wide LCWIP Ashburton to Buckfastleigh recommendations (Source: DCC)

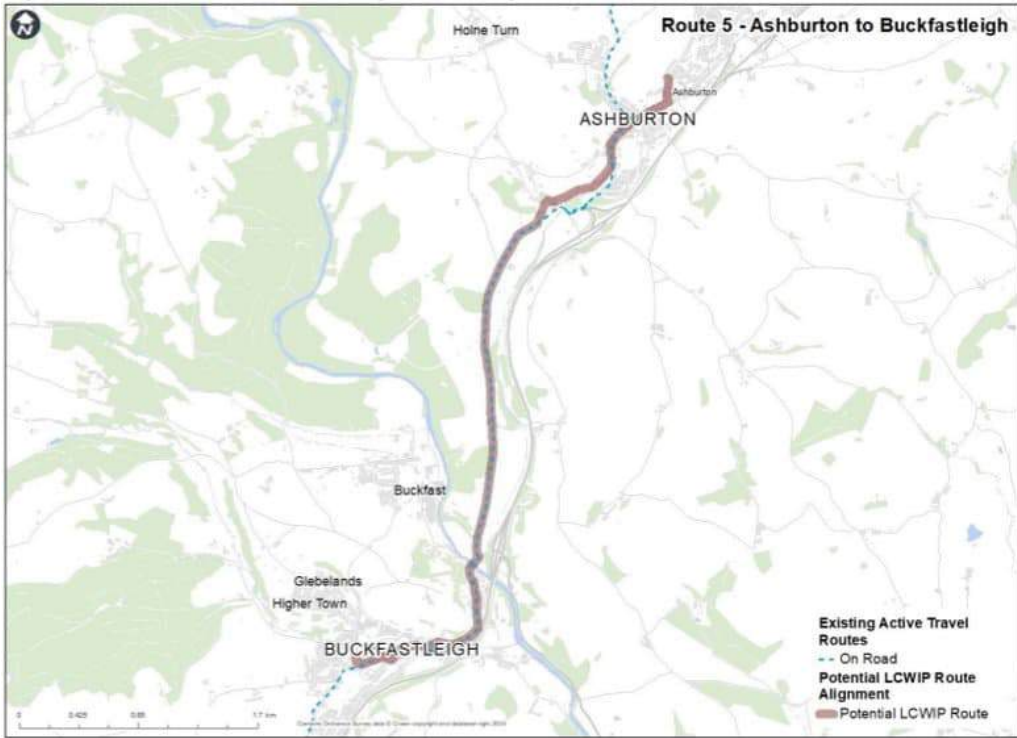
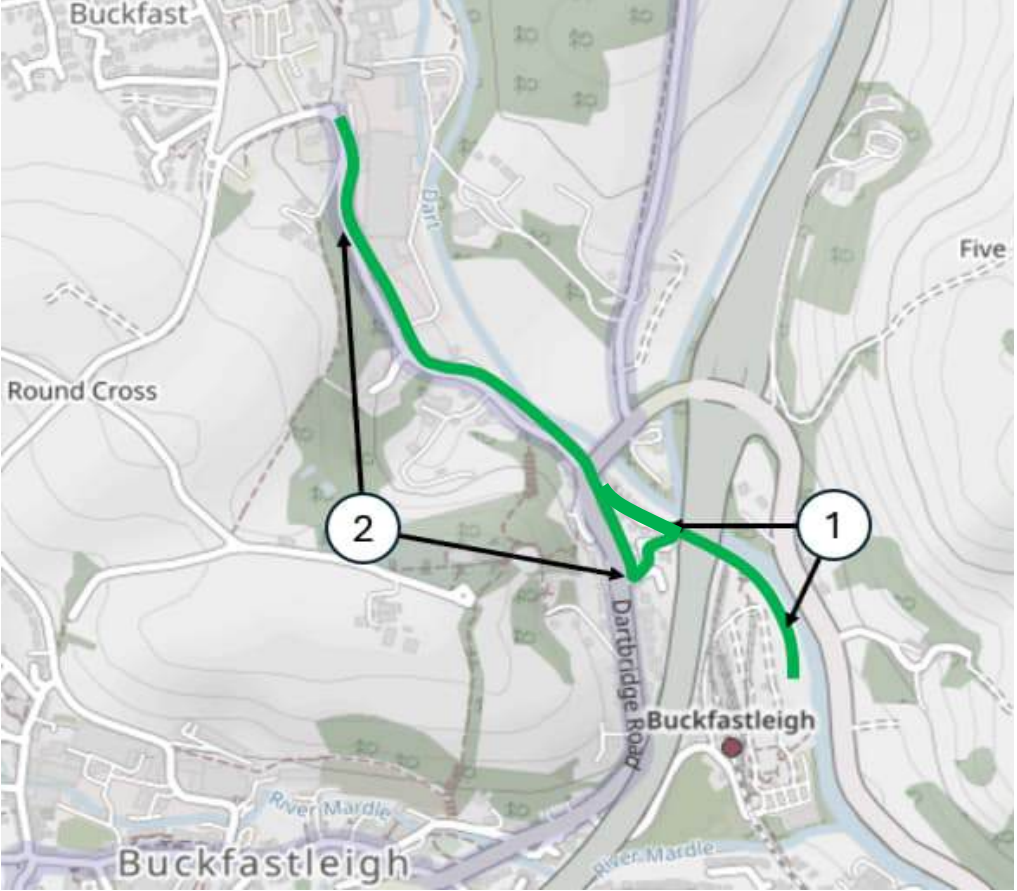


Figure 4-42: Buckfastleigh to Buckfast Abbey recommendations



5 Delivery and Next Steps

5.1 Introduction

The schemes outlined in this document represent a significant level of investment in new and upgraded high quality active travel routes, along with improved maintenance and upgrades to the public rights of way network. It would bring active travel spending up to levels seen in leading countries such as the Netherlands, and leading cities in the UK.

This represents a step-change in active travel funding for Dartmoor, and will be highly dependent on dedicated funds being made available to National Parks and successful funding bids.

Whilst a value for money appraisal has not been undertaken at this stage, benefits in terms of public health, the local economy, and tourism, are likely to be significant. Many active travel schemes represent very good value for money, providing significantly more benefit to society than the cost of the scheme. The DfT forecasts that the portfolio of local schemes it funded from 2021-2025 which were dedicated to active travel will generate £4.30 of benefit for every £1 spent.

DNPA will need to be agile and flexible in delivering improvements, responding to opportunities to deliver the active travel improvements contained in this document, and potentially other improvements not identified here.

5.2 Prioritisation and costs

The following section prioritises the recommendations set out in section 4 and provides high level costing of schemes. Guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore provide the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link to other schemes.

Each route has been prioritised as a whole, due to the benefits of delivering a complete and coherent route. The factors below were used to inform the priorities, with the results shown in Table 5-1:

- Potential increase in numbers of walking and cycling journeys;
- Scheme deliverability; and
- Links to other schemes and projects.

Indicative timescales for delivery are included in Table 5-1 as follows:

- Short: Less than 5 years;
- Medium: Less than 10 years;
- Long: Over 10 years; and
- Ongoing: the improvement will require ongoing funding (to continually maintain and improve routes).

However, these timescales will be highly dependent on the availability of funding and links to other schemes.

Some recommendations identified as 'Medium' or 'Long' term have received a higher priority than recommendations identified as 'Short' term. This is due to a combination of factors including the potential impact of the scheme and the need for early feasibility work to enable the scheme to progress. For example, the Devon Coast to Coast recommendation between Lydford and Tavistock is a long-term project but will require early work to start securing land agreements. There is also the potential for shorter sections of the route to be delivered earlier if land agreements and funding can be secured. There may also be 'quick wins' on other 'Medium' or 'Long' term recommendations that can progressed in the shorter term.

Indicative scheme costs for each route have been developed based on unit and per metre costs. This includes recent scheme costs from across the country and within a National Park setting. It should be noted that schemes are at a very early stage of development and these costs will change as the scheme designs are developed further. Refinement and update of the scheme costs will need to take into account designing for locations within protected landscapes. Key costing assumptions include:

- Costs are presented as Q1 2025 prices, and will need to be adjusted for inflation once the delivery timescales are confirmed;
- Costs included for preliminaries, preparation and supervision costs; and
- 46% allowance for project risks / optimism bias, in line with DfT appraisal guidance.

The cost estimates do not allow for the purchase of private land and legal / consenting costs (where required).

Table 5-1: Priorities and indicative costs

Priority	Recommendation	Delivery Timescale	Indicative cost	Notes
1	1. Rights of Way upgrades	Ongoing	££££	Improvements to the rights of way network as a whole likely has the highest potential impact, in terms of numbers of potential users, and many sections have can be delivered relatively easily.
2	2. Miles Without Stiles	Short/Medium	££	Continued roll-out of Miles without Stiles routes will have a high impact for many groups, particularly for people with mobility issues, or those with pushchairs or small children.
3	6. Yelverton to Princetown	Medium	£££££	High potential for increased number of users due to the proximity to Plymouth and the existing Coast to Coast route. The route is deliverable requiring improvements to an existing route already subject to a permissive agreement.
4	3. Hub towns and visitor centres	Ongoing	££	Working with the Local Highway Authority (Devon County Council) and others to progress improvements in the hub towns has the potential to increase active travel and support local tourism. A mix of highly deliverable ‘quick win’ recommendations are included as well as recommendations that are more challenging to deliver. DNPA will work with others to support community led initiatives.
5	5. Two Moors Way	Ongoing	££	Initial improvements in the short term to celebrate the 50 th anniversary of the route in 2026. Followed by ongoing improvements, aiming to achieve National Trail status in the long term.
6	7. Devon Coast to Coast (NCN Route 27)	Long	£££££	High potential for increased number of users, creating a more coherent and attractive Devon Coast to Coast route. However, there are significant deliverability challenges on the Lydford to Tavistock section including dispersed land ownership. Early work is needed on securing land agreements to enable delivery in the longer term.
7	8. Wray Valley Trail (NCN Route 28)	Short/Medium	£££	Good potential to build on existing usage levels, with further improvements to the existing route, working with DCC. A DCC led scheme within Bovey Tracey is already in progress, with the Town Council also progressing some recommendations within this report.
8	4. Templer Way	Short	££	Good potential for increased usage between a popular hub town and one of the most popular attractions on Dartmoor. Delivery is dependent on securing landowner agreements
9	9. Ashburton to Buckfastleigh (NCN Route 278)	Medium	££	Linked to delivery of DCC countywide LCWIP Ashburton to Buckfastleigh route, these improvements will improve active travel access to Buckfast Abbey and beyond.

5.3 Funding opportunities and partnership working

The LCWIP sets out the case for future funding for active travel infrastructure and where it should be spent. Due to the nature of DNPA's funding, the majority of funding is likely to come from bids to central government and other grant-based sources such as Lottery bids. The future funding streams are therefore unclear and it would be inappropriate to commit to exact timescales to deliver the outlined projects and proposals. Table 5-1 sets the broad priorities for scheme delivery when funding does become available, and allocates indicative timescales. There will be a need to be flexible, adapting to changing circumstances and opportunities. For example, there may be further Landscape Recovery, agri-environmental or Defra funding streams comprising an 'access' element that could be used to fund some of the recommendations in this report.

In contrast to many active travel schemes across the country that are predominantly delivered on highway land, many of the improvements identified in this report are on privately owned land or land away from the public highway. This presents both opportunities and challenges for delivery as set out below:

- **Funding:** Much of the funding for local active travel schemes in England is awarded from central government to local highways authorities, such as Devon County Council. However, active travel routes on Dartmoor may be a lower priority for funding for Devon County Council than routes in urban areas and routes linked to major new development sites. As such, DNPA should continue to seek direct Active Travel England funding to support preparation and delivery of the LCWIP improvements. DNPA will likely need to be agile, and look at a broad range of potential funding sources as set out below.
- **Land ownership:** Many of the improvements identified are located on private land, rather than highway land. Several of the routes, particularly the Lydford to Tavistock section of the Coast to Coast route, will require significant work to assemble the land required before delivery can commence. Routes on private land are also likely to need planning permission, whereas routes on-highway and delivered by the Highway Authority can normally be delivered using permitted development rights. DCC are the local highway authority covering the National Park. Therefore, there will also be a need for Devon County Council to support, enable, and in many cases deliver, the improvements that are on the public highway contained in this report.
- **Construction:** Routes away from the highway can be comparatively less complex and more cost effective to construct. For example, the need for traffic management during works and need to comply with highway

standards is removed. For any routes away from the highway, DNPA and other stakeholders can progress and deliver these routes without the need for direct involvement from Devon County Council.

A key next step towards delivery will be to invest in detailed feasibility studies and designs for the proposals and projects contained in the LCWIP. This will help to create 'shovel ready' schemes that can be delivered when funding becomes available.

Potential funding sources for further development and delivery of improvements could include:

- National Park Grant (core DNPA funding) from the Department for Environment, Food & Rural Affairs (DEFRA);
- Public Rights of Way and other funding via Devon County Council;
- Bids and funding awards from central government departments including DEFRA/Natural England, and Active Travel England;
- Ad-hoc bids for other external funding such as to the National Lottery and charitable foundations;
- Delivery of routes on private land and/or partnership working with delivery partners such as Forestry England, National Trust, South West Water;
- Developer contributions (from small-scale development likely to come forward within the National Park, and potentially from development in locations just outside the National Park boundary, to link residents to open spaces);
- Donations, gifts, and sales; and,
- DNPA could explore further funding opportunities and models, such as that used by the South West Coast Path Association, including corporate sponsorship, fundraising events, donations and legacies.

While not direct funding, volunteers also provide substantial in-kind contributions through path maintenance, conservation and monitoring. Involvement by community groups and volunteers can also help to accelerate delivery of routes, and reduce design and construction costs substantially.

Dartmoor has a significant volunteer base contributing to various areas. This includes over 140 active DNPA volunteers, as well as volunteers for other organisations based on Dartmoor including the National Trust, which has 61,000 volunteers nationally, and Moor Trees which has around 250 volunteers annually. Over 2023/24 the 40 active Voluntary Wardens alone completed over 4,400 hours of work competed for DNPA. Volunteer wardens advise and help visitors to the Park, help promote enjoyment and understanding of Dartmoor, and carry out practical projects.

5.4 Integration and application

To take forward the actions in the LCWIP, DNPA will designate a lead officer from the Access and Recreation Team and Senior Responsible Owner (SRO). Together they will be responsible for delivery of the improvements in the LCWIP. The SRO will report on progress to the relevant Programme Board, and also report progress to the Dartmoor Access Forum.

As DNPA reviews its Local Plan, Partnership Plan, and other local policy documents over the coming years, there is an opportunity to fully integrate the outputs from the LCWIP into local policy, ensuring that emphasis is given to active travel within these documents.

Delivery of many of the LCWIP improvements will involve close partnership working with other organisations. DNPA will seek to incorporate the LCWIP routes in plans, policies and projects for these organisations, for example, district authority Local Plans and the Devon Local Transport Plan. Many of the recommended improvements are along routes that form part of the National Cycle Network, and partnership working with Sustrans, who are the custodian of the network, could help to progress these proposals.

5.5 Review and update

It is envisaged that the LCWIP will be reviewed and updated periodically to reflect progress made with implementation. The LCWIP may also be updated if there are significant changes in local or national circumstances

Appendices



Appendix A

ASSESSMENT OF PRIORITY AREAS



Key settlements

While Dartmoor’s overall population density is low, there are numerous settlements within and directly bordering the National Park. Figure A-1 and Table A-1 show the locations some of the larger settlements. Together, these populations total 63,000 residents.

The most populated four settlements – Bovey Tracey, Ivybridge, Okehampton, Tavistock - are just outside of the National Park, and directly around the boundary, and account for approximately 40,000 residents. Similarly, the largest settlements within the boundaries of the National Park are generally on the fringes of the park. Princetown, Moretonhampstead and Chagford are the only three settlements with over 1000 residents further than 1km inside the National Park.

Figure A-1: Dartmoor National Park and local settlements

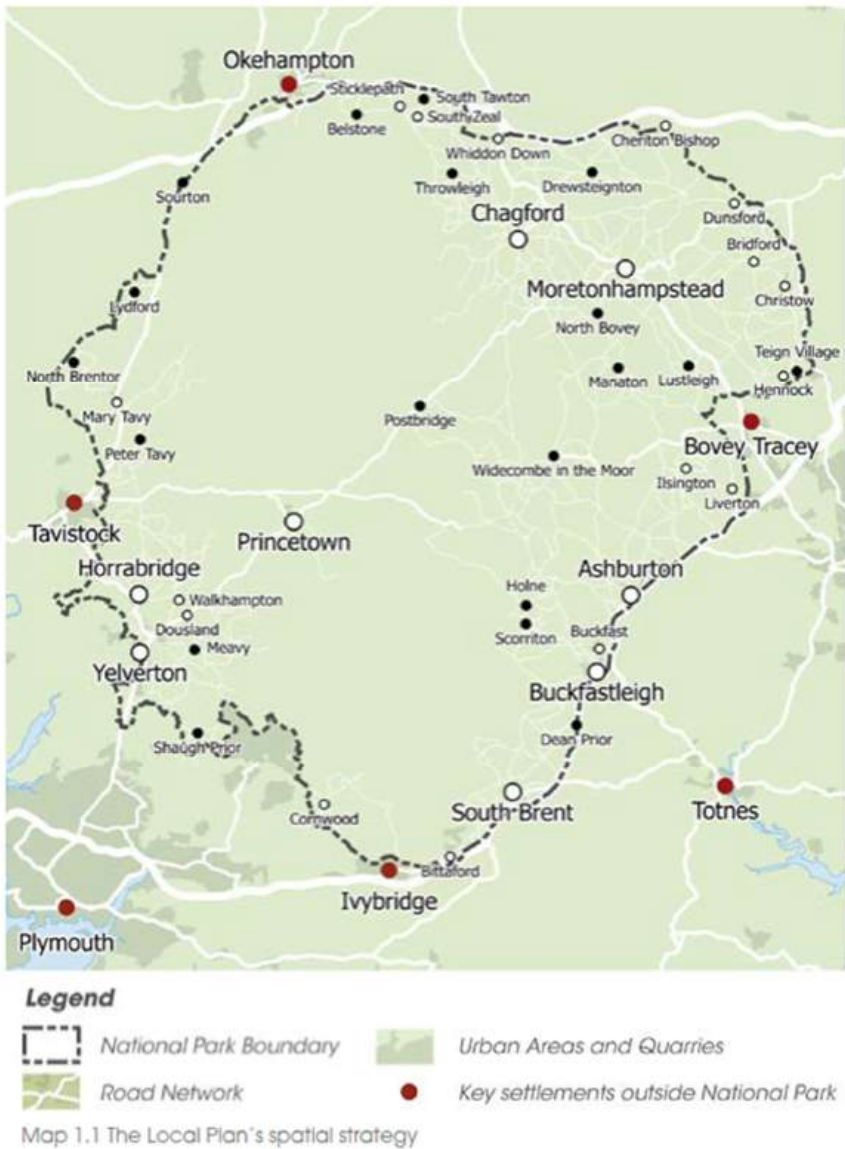


Table A-1: Key populated towns in and around Dartmoor

Town	Population	Classification	Location
Tavistock	12,670	Small	Bordering DNPA
Ivybridge	12,490	Small	Bordering DNPA
Okehampton	9,110	Small	Bordering DNPA
Bovey Tracey	6,240	Small	Bordering DNPA
Ashburton	3,365	Minor	Within DNPA
Buckfastleigh	2,720	Minor	Within DNPA
South Brent	2,645	Minor	Within DNPA
Horrabridge	1,875	Minor	Within DNPA
Yelverton	1,855	Minor	Within DNPA
Princetown	1,440	Minor	Within DNPA
Moretonhampstead	1,335	Minor	Within DNPA
Chagford	1,105	Minor	Within DNPA
South Zeal	890	Minor	Within DNPA
Dousland	845	Minor	Within DNPA
Cheriton Bishop	755	Minor	Within DNPA
Christow	680	Minor	Within DNPA
Crapstone	645	Minor	Within DNPA
Mary Tavy	540	Minor	Within DNPA
Bittaford	480	Minor	Within DNPA
Buckfast	285	Minor	Within DNPA
Haytor Vale	280	Minor	Within DNPA
Lustleigh	280	Minor	Within DNPA

Source: Census 2021 from the Office for National Statistics

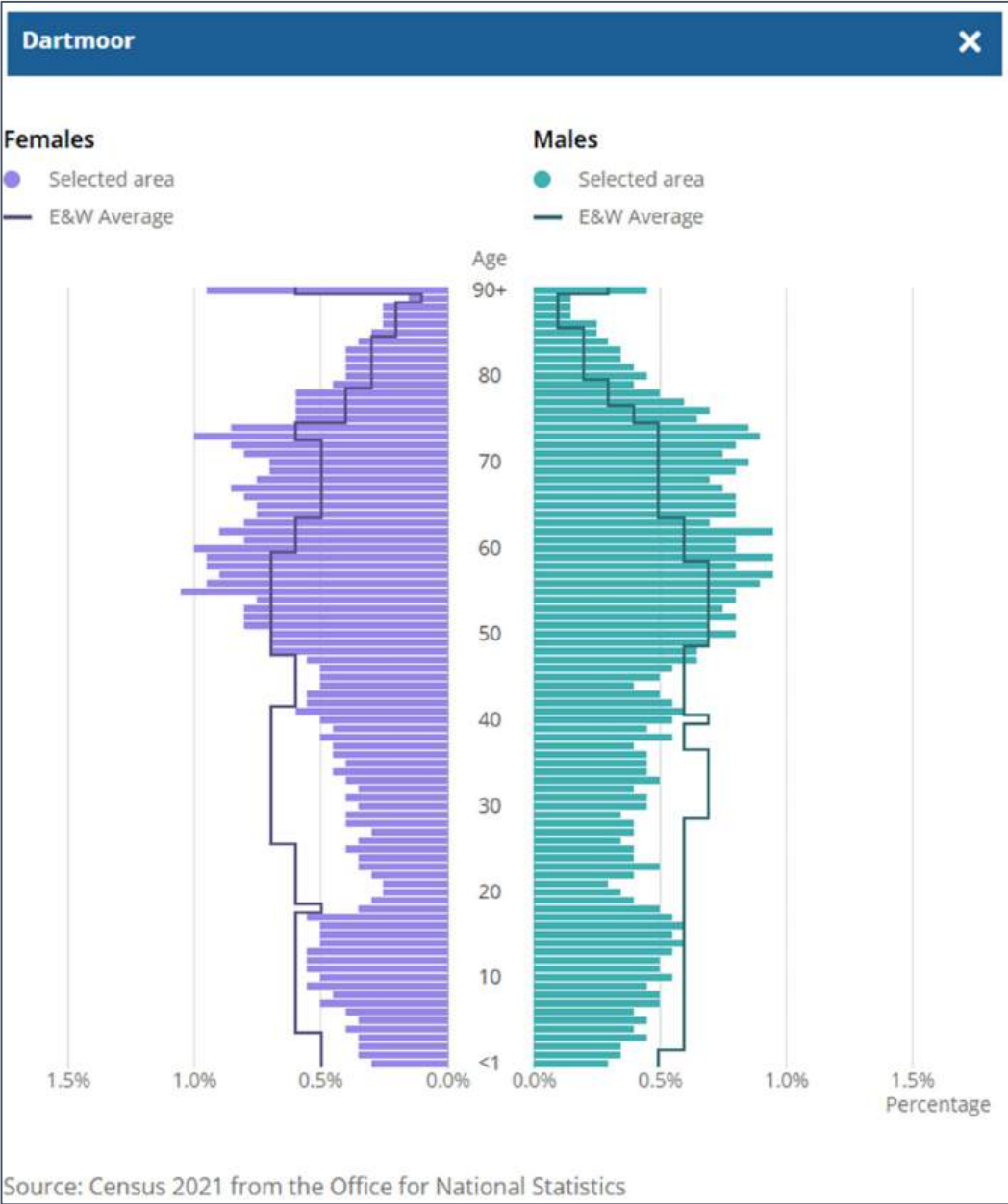
Age demographics

Dartmoor, like the wider South-West of England, has an older population than the national average. The overall population of Dartmoor has increased over the previous 20 years, from 32,808 in 2001 and 33,401 in 2011 to 34,122 in 2021. However, only the proportion of the population aged over 65 years old has increased, from 20% of residents in 2001 to 29% in 2021, while the proportion of people aged 0-15 and 16-64 has decreased; from 19% to 15% and 62% to 56% respectively.

Figure A-2 shows the percentage of the population each age makes up on Dartmoor compared with the England & Wales average. This shows that Dartmoor has a lower than average population of people aged under 40 compared to the national average, while for all age groups over 50, the proportion of Dartmoor's population of is comparatively larger than the national averages.

Dartmoor's older population also reflects in employment figures. According to the 2021 census, 32% of residents in the National Park are retired compared to 22% nationally, with 53% in employment, compared to 57% nationally. Despite the smaller working age population, Dartmoor has high levels of people of working age in employment, with 96% of working aged residents in employment compared to 92% in England.

Figure A-2: Age demographics for Dartmoor compared to England & Wales

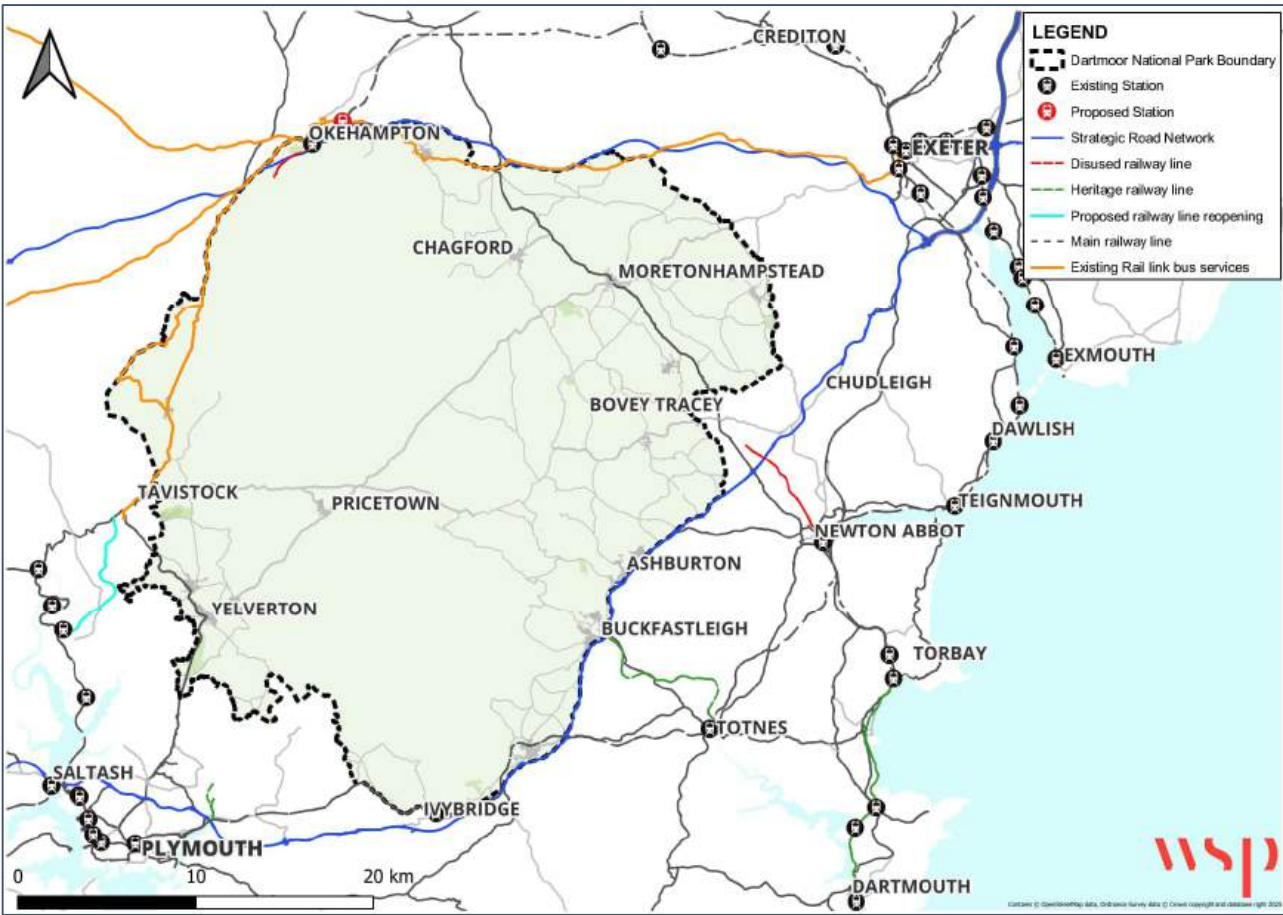


Access to Dartmoor

Public Transport

Dartmoor has a mix of public transport connections via both rail and bus. Figure A-3 shows the rail network, and the ‘Rail Link’ bus services designed to connect with the rail timetables.

Figure A-3: Rail lines and rail link bus services



The nearest National Rail stations to the National Park are Okehampton and Ivybridge. Okehampton rail station is the terminus station on the Dartmoor Line from Exeter. The Dartmoor Line was fully reopened for all-week, all-year round passenger services in 2021, having previously only seen summer Sunday services. Whilst the Tamar Valley Line is further away from Dartmoor, the proposed Tavistock to Bere Alston railway reopening would link extend from the existing Tamar Valley Line route to provide services between Tavistock and Plymouth.

Table A-2 shows the frequency of rail services, as well as which ones require reservations to carry bicycles. Bicycles are allowed on all National Rail services to

stations close to Dartmoor; however on Intercity Express train services (stopping at Ivybridge) reservations are required. On other local services spaces are often limited and available on a first-come, first-served basis.

Table A-2: Train service frequencies for stations serving Dartmoor

Station/route	Frequency (each way)	Reservation required for bikes?
Dartmoor Line	Hourly	No reservations
Tamar Valley Line	Hourly	No reservations
Ivybridge	Mostly hourly/17 per day	Reservations required on most services

Table A-3 shows estimated rail patronage over the last 5 years for these stations. The table shows both how popular Okehampton station has been since its reopening with a full service, and the increase in usage at Ivybridge since Covid restrictions in 2020-2021. While not all of these journeys will be to / from the National Park, the increase in total journeys suggests there is much potential for enabling access to Dartmoor by rail.

Table A-3: Train service frequencies for stations serving Dartmoor

Station	2019-20	2020-21	2021-22	2022-23	2023-24
Okehampton	6,434*	6*	54,904	228,272	314,984
Ivybridge	55,204	20,220	66,764	100,900	118,118

* Years where Okehampton only saw seasonal passenger services on Sundays

Source: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

Table A-4 shows the origins and destinations of rail journeys made between Okehampton and other stations.

Table A-4: Journeys made to/from Okehampton Rail Station

Station	2019-20	2020-21	2021-22	2022-23	2023-24
Exeter (all)	2,283	1*	18,771	72,141	96,735
Exeter Central	628	1	7,250	21,461	27,175
Exeter St Davids	13	0	84	268	2,367
Crediton	154	0	1,148	4,516	5,109
Devon (other) incl Tamar Valley Line	758	2	2,991	16,925	25,840

Source: Office for Rail and Road

Most communities on and surrounding Dartmoor National Park rely on buses for public transport. Figure A-4 shows the bus routes as of summer 2025 that serve Dartmoor communities, categorised by frequency. Table A-5, Table A-6 and Table A-7 below outline information on each bus service within Dartmoor, giving origin, destination and approximate frequency.

The most frequent services (approximately hourly or greater) tend to operate along the western and southern edges of the National Park, serving larger communities such as Tavistock, Ivybridge, Buckfastleigh, Ashburton and Bovey Tracey. Some other communities have at least 5 services per day, including those on the edge of the National Park (including Lydford, Mary Tavy, Okehampton, and Sticklepath), as well as Moretonhampstead. Other communities within the National Park, notably those further away from the National Park boundary, such as Princetown and Postbridge see daily services with only limited frequency. Some more remote communities, such as Haytor and Widecombe-in-the-Moor, have less than daily services.

Figure A-4: Bus routes across and around Dartmoor



In addition to year-round services, there are also seasonal routes which run during the peak visitor periods. The most notable of these is the 271 “Haytor Hoppa” which runs between April and November and provides 4 return services to and from Newton Abbot station and Haytor.

Table A-5: Bus routes with multiple daily services

Route	Origin	Destination	Weekday frequency
1	Plymouth	Tavistock	3/hr
6A	Exeter	Okehampton	Every 3hr
38	Exeter	Ivybridge	Every 2hr
39	Exter	Ivybridge via Bovey Tracey	Every hr
55	Tavistock /Yelverton	Milton Combe via Yelverton	Every 90min
56	Tavistock /Yelverton	Yelverton /Meavy	5/day irregular
59	Plymouth	Lee Moor/ Shaugh Prior	Every 3 hr
86	Tavistock	Whitchurch	Every hr
88	Newton Abbot	Totnes via Ashburton/Buckfast	Every hr
98	Tavistock	Yelverton via Bellever/ Postbridge/ Princetown	6/day irregular
118	Tavistock	Okehampton	Every hr
173	Exeter	Moretonhampstead via Chagford	4/day irregular
178	Newton Abbot	Okehampton/ Moretonhampstead/ Chagford	4/day irregular
359	Exeter	Moretonhampstead	6/day irregular
360	Exeter	Bridford via Christow	4/day irregular

Table A-6: Bus routes with a daily or less frequent service

Route	Origin	Destination	Weekday frequency
6B	Tavistock	Okehampton	1 return
113	Tavistock	Newton Abbot via Yelverton/ Princetown/ Ashburton	1 return Wed
122	Tavistock	Horndon via Peter Tavy/Mary Tavy	1 return Fri
193	Newton Abbot	Bovey Tracey via Haytor	1 return Wed/Fri
361	Newton Abbot	Bridford via Christow	1 return Wed
670	Okehampton	Cheriton Bishop	1 return Thursday
671	Okehampton	Newton Abbot via Chagford/ Moretonhampstead/ Bovey Tracey	1 return Wednesday
672	Buckland in the Moor	Newton Abbot via Buckfastleigh/ Ashburton	1 return Wednesday

Table A-7: Seasonal bus services

Route	Origin	Destination	Seasonal weekday frequency
123	Tavistock	Exeter via Princetown/ Postbridge/ Moretonhampstead	1 return Sat
171	Tavistock	Newton Abbot via Princetown/ Postbridge/ Moretonhampstead/ Bovey Tracey	1 return
172	Tavistock	Newton Abbot via Princetown/ Ashburton	1 return
271	Newton Abbot	Becky Falls via Widecombe/ Haytor	4/day irregular

Appendix B

Public Rights of Way improvements



Figure B-1: Public Right of Way reported issues (Northern Dartmoor)

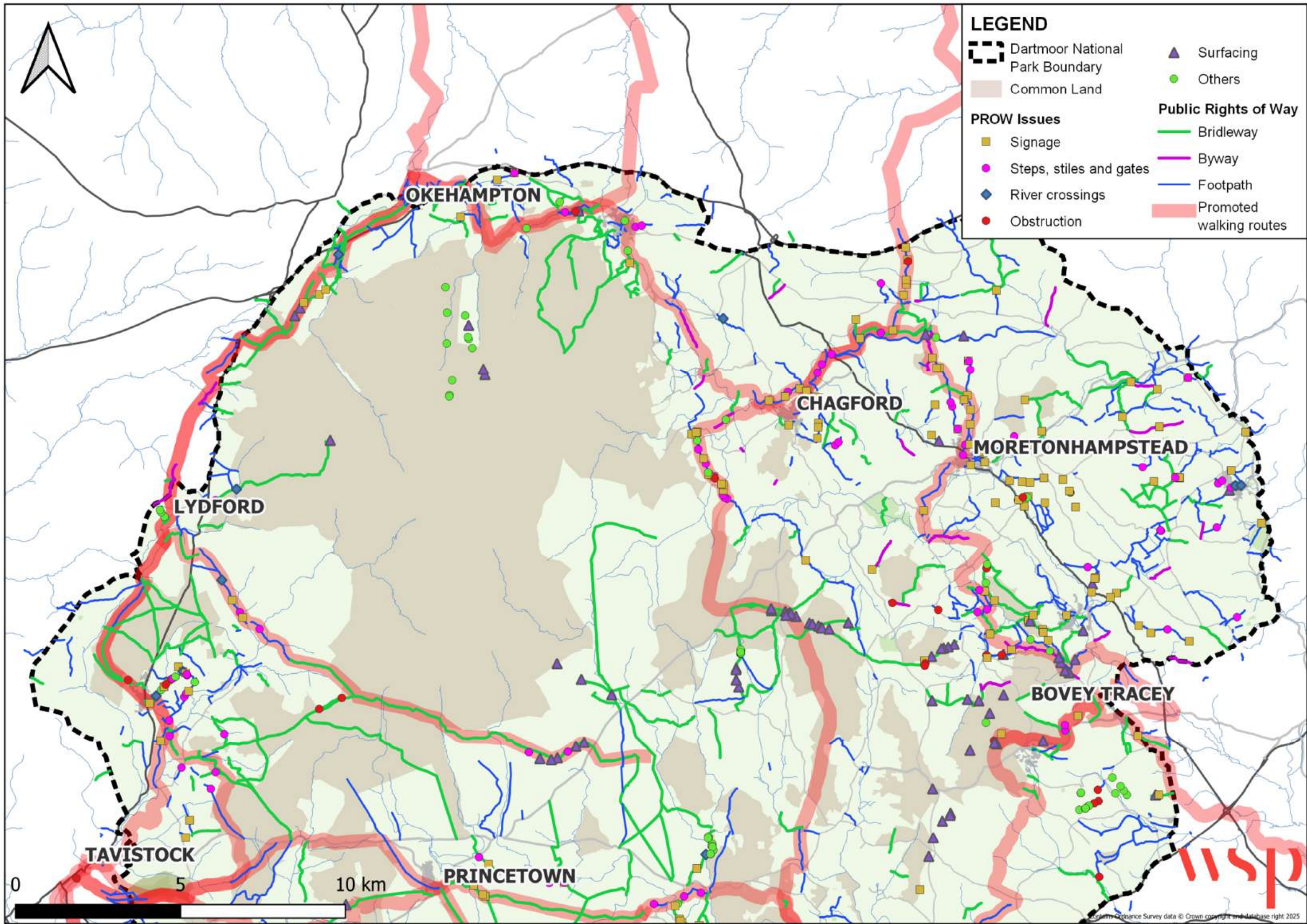


Figure B-2: Public Right of Way reported issues (Southern Dartmoor)

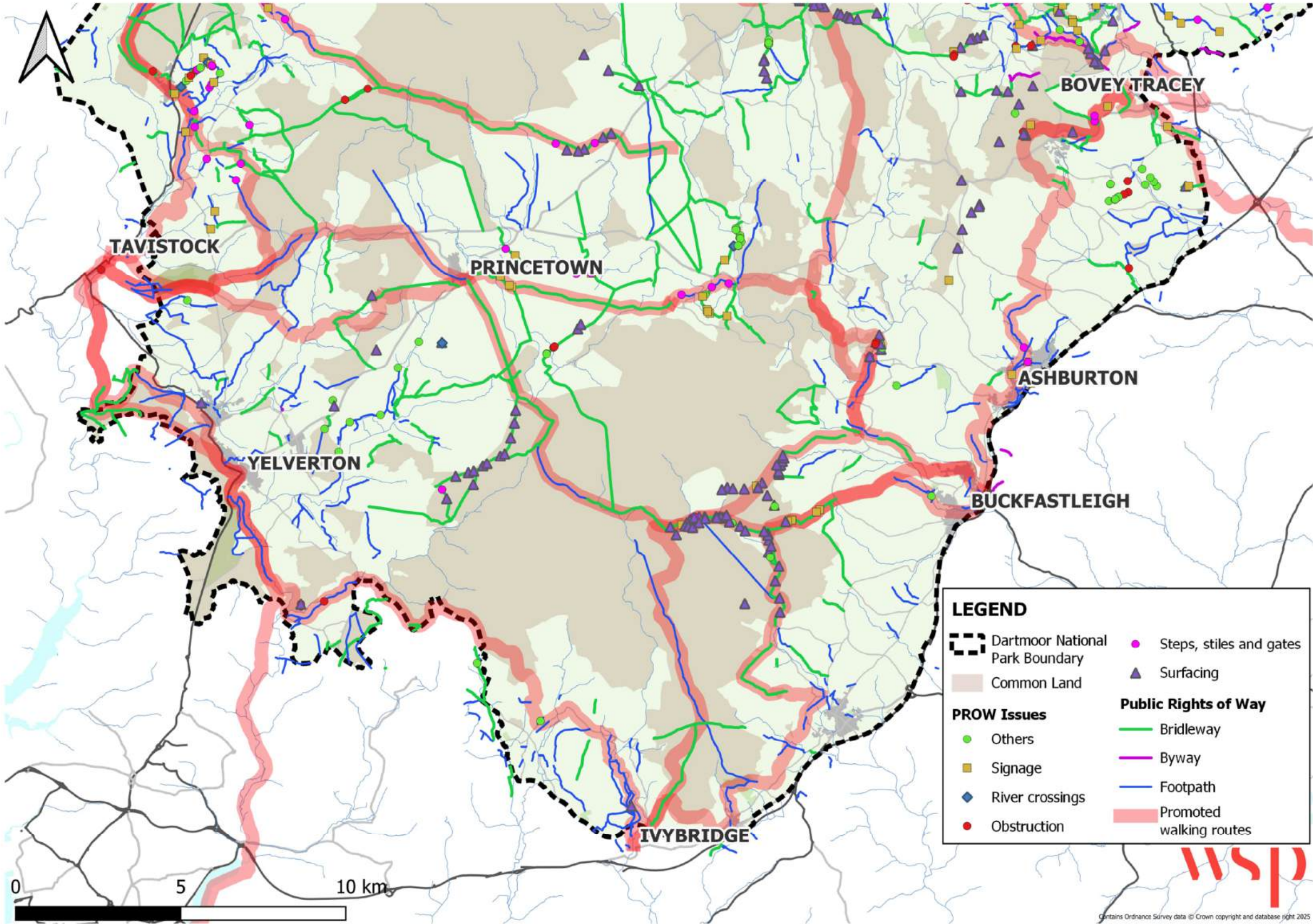


Figure B-3: Two Moors Way and other promoted route improvements (Northern Dartmoor)

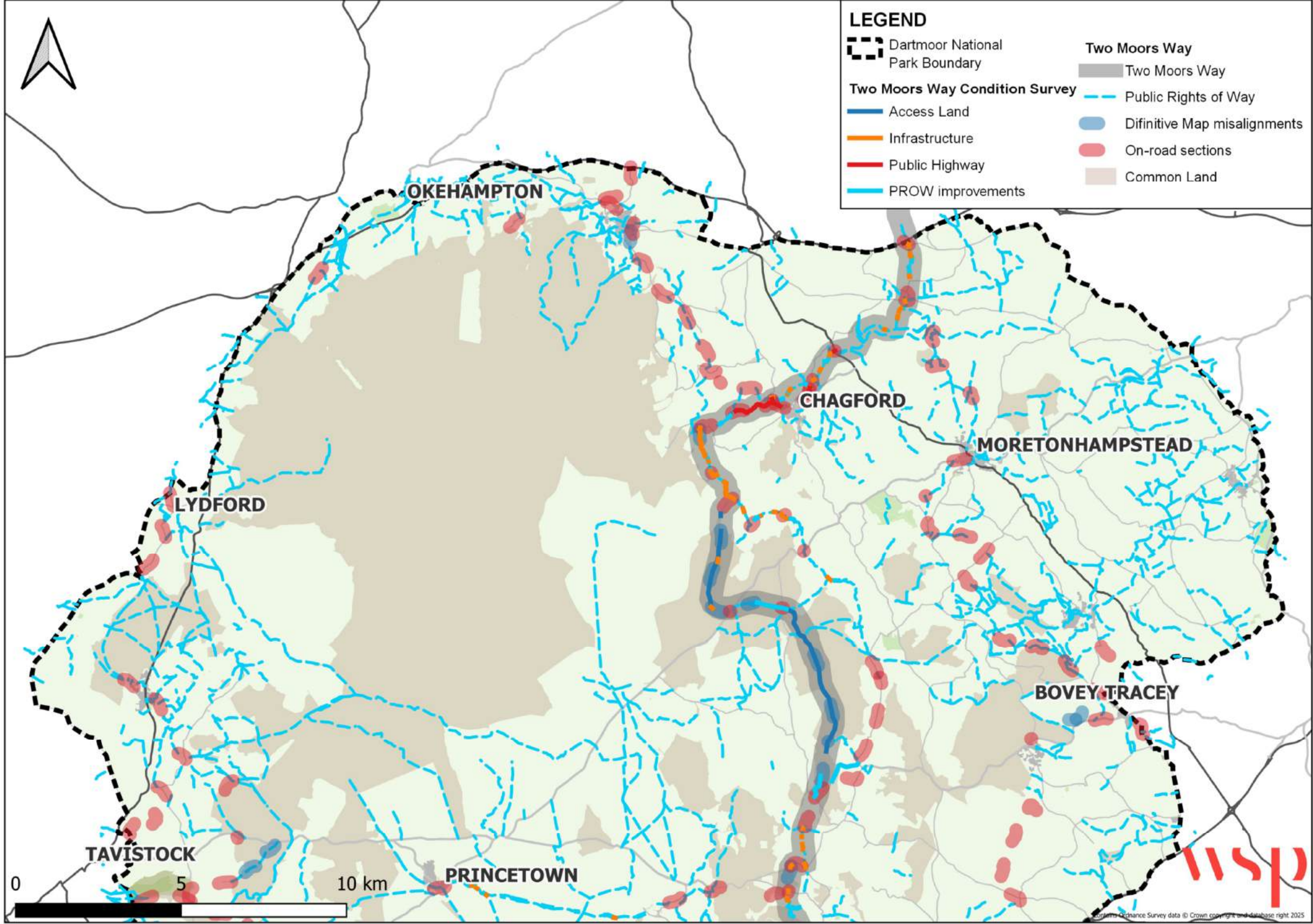
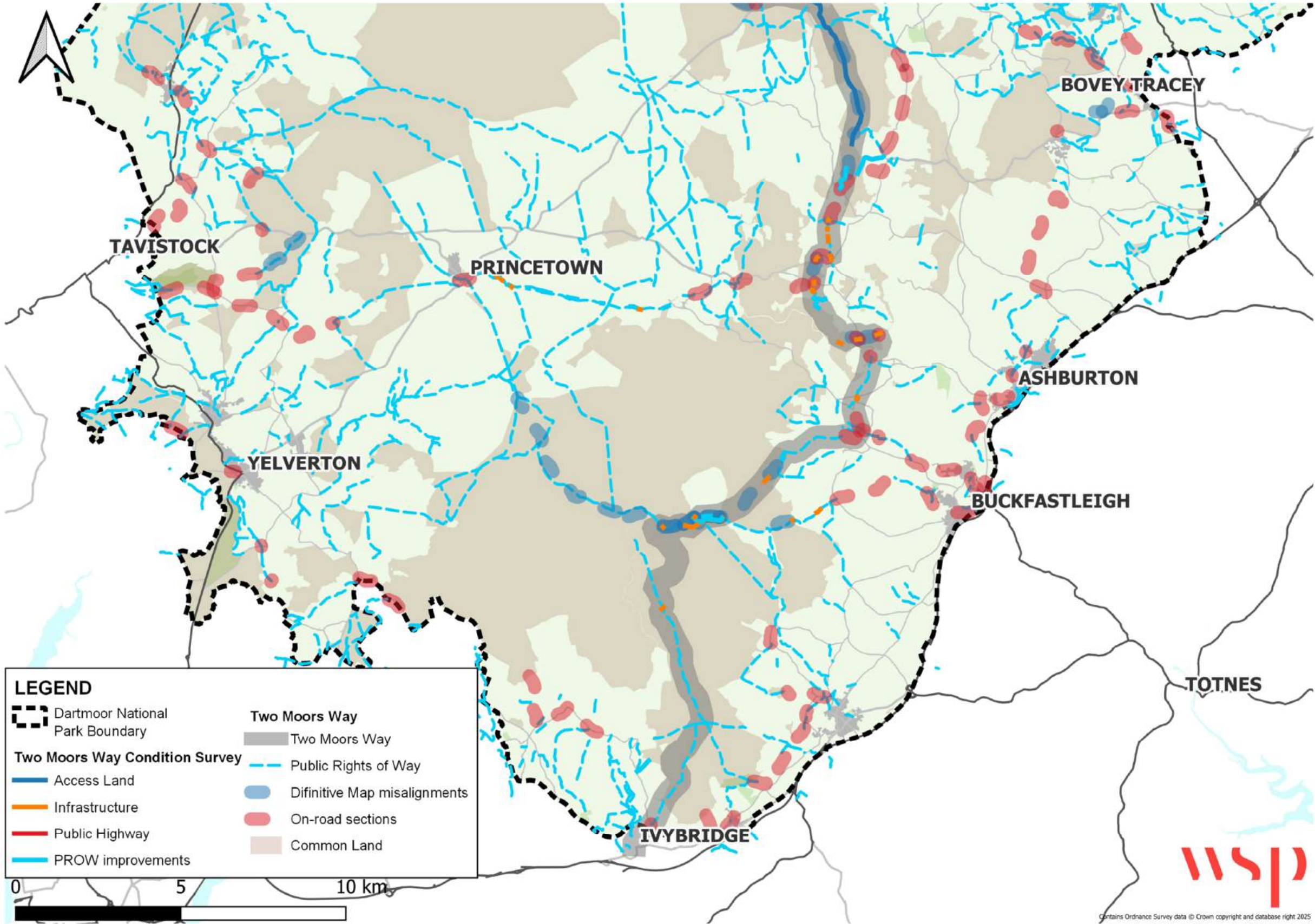


Figure B-4: Two Moors Way and other promoted route improvements (Southern Dartmoor)



Appendix C

Miles Without Stiles routes



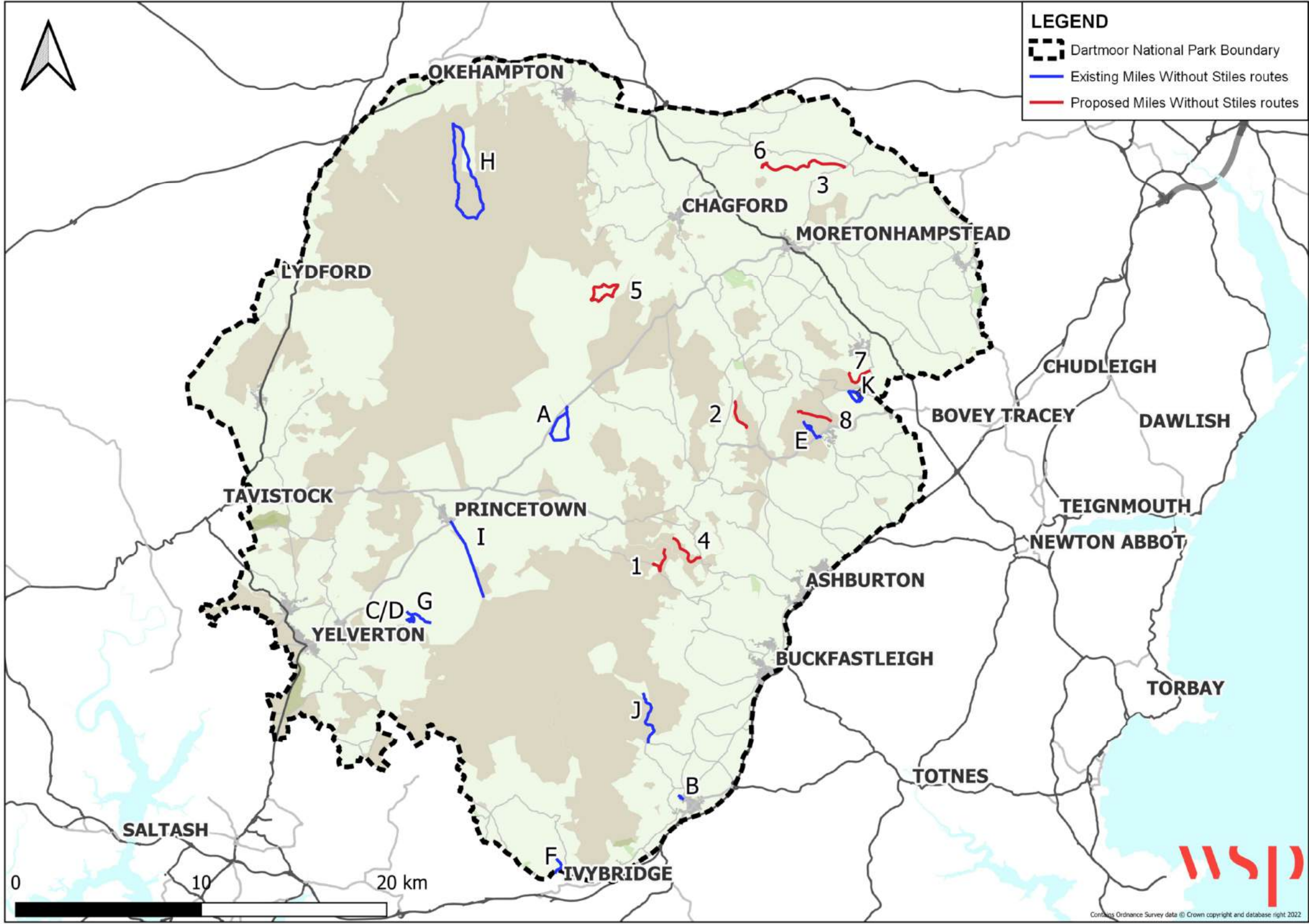
Table C-1: Proposed Miles Without Stiles routes

ID	Route Name	Route length
1	Bench Tor	1.75 km
2	Bonehill to Honeyback	1.48 km
3	Clifford Bridge	4.31 km
4	Dr Blackall's Drive	2.01 km
5	Fenworthy Walk	4.22 km
6	Fingle Bridge Meadow	0.74 km
7	Pullabrook Wood to Hisley Bridge	1.49 km
8	Smallcombe Rocks	1.63 km

Table C-2: Existing and under development Miles Without Stiles routes

ID	Route Name	Route Length	Category
A	Bellever Forest	3.84 km	For Most
B	Brent Island	0.30 km	For All
C	Burrator Arboretum	1.10 km	For All
D	Burrator Reservoir Loop	N/A	N/A
E	Haytor Quarry	1.73 km	For Some
F	Longtimber Woods	0.82 km	For Most
G	Norsworthy Bridge to Deancombe	1.25 km	For Many
H	Okehampton Military Ring Road	10.5 km	For Some
I	Princetown to Nin's Cross	3.84 km	For Most
J	Shipley Bridge to Avon Dam	2.91 km	For All
K	Yarner Wood	2.49 km	For Many

Figure C-1: Miles Without Stiles proposed routes





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