

Luxulyan Valley

Just a few miles away from Lostwithiel is a wooded valley filled with industrial remains which forms part of the UNESCO Cornwall and West Devon Mining Landscape World Heritage Site. There are numerous traffic-free paths to explore along old tramways, leats and the Treffry viaduct.

DISTANCE	ROUTE	START	ONLINE
About 2.9 miles (4.6km)	Circular walk	Park at the small car park at the end of Pontsmill Road.	 Scan for the interactive map, which can show where you are as you walk.

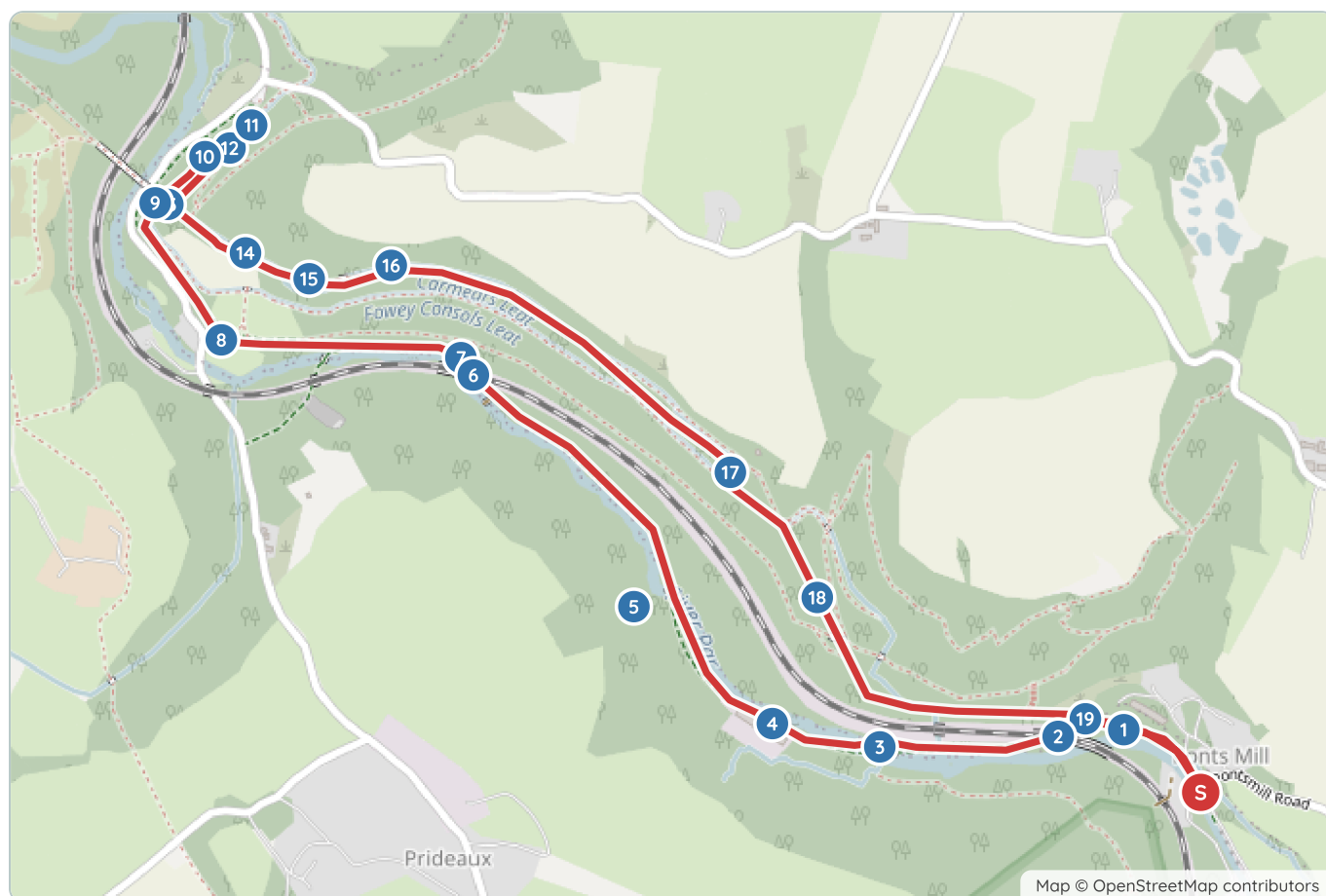
Just a few miles away from Lostwithiel is a wooded valley filled with industrial remains which forms part of the UNESCO Cornwall and West Devon Mining Landscape World Heritage Site. There are numerous traffic-free paths to explore along old tramways, leats and the Treffry viaduct as illustrated in this [interactive map of the valley](#).

Here is a suggested loop that takes in Ponts Mill, Trevanny clay dries, Treffry viaduct, the Wheelpit and Carmears Inclined Plane. It follows the routes of the original horse-drawn and then locomotive tramways and leats that run the length of the valley.



*Footpath under railway viaduct in Luxulyan valley ·
Photo courtesy of Tabitha Stafford*

Route map



Along the way

The numbers match the pins on the map above. **S** marks the start.

- S** Park at the small car park at the end of Pontsmill Road.
- 1** Follow the Lower Tramway along the bottom of the valley. It was originally constructed in 1868 as a horse-drawn tramway between Ponto Mill and Rock Mill and Orchard Quarries. Later a small petrol locomotive called Bessie was used on the Lower Tramway before the track was taken up. Today it is the only designated cycle path/bridleway in the valley.
- 2** Cross under the railway viaduct. The railway viaducts were constructed in 1874 for the Newquay to Par railway.
- 3** Cross the river Par via the bridge.

Photo courtesy of Tabitha Stafford
- 4** **Trevanny Dry** Trevanny Dry was built in the 1920s to dry china clay and was used until 1965. Liquid china clay was piped from Starrick Moor and settled in tanks at the back before being spread out on the coal-fired drying floor. The dried clay was shovelled to the Linhay at the front and taken away by rail and then by road.
- 5** Lady Rashleigh mine is up the hill to the left. Tin was mined off and on here from around 1500 to 1910 when mining was finally suspended. The top building was the mine office and the lower structure was the saw pit.
- 6** Cross back under the second of the two railway viaducts built in 1874.
- 7** A short uphill and then along the fence below the paddocks.
- 8** Take the path that joins and follow the road.
- 9** Walk under Treffry viaduct.

10 Walk along the lower side of the leat until you reach the bridge before the car park.

11 Cross the bridge over the leat.

12 Follow the trail up through the woodland until you reach the top of Treffery viaduct.

13 **Treffery viaduct** Treffery viaduct was built by Joseph Treffery between 1839 and 1842 as the first civil engineering project of its kind in Cornwall. It was constructed with stone from the granite quarries at Colcerrow. It has 10 arches, is 200m long and 27m high. It was built to allow a horse-drawn tramway to run between Pons Mill and Molinnis near Bugle. It was also an aqueduct carrying water from Cam Bridges to the Wheelpit, where it powered the Carmears Inclined Plane. Now it is a scheduled monument.



Photo courtesy of Tabitha Stafford

14 A boundary stone with the letter T on one side (for Treffery) and K on the other (for Kendall) marks the boundary at the edge of the land leased for the tramway.

15 **Carmears Leat** Carmears Leat was finished in 1842 to carry water across Treffery viaduct to the Wheelpit which hauled wagons up the Carmears Inclined Plane until the 1870s.

16 **Higher Tramway** You are walking along the Higher Tramway which was designed to be part of a horse-drawn tramway between Par and Newquay.

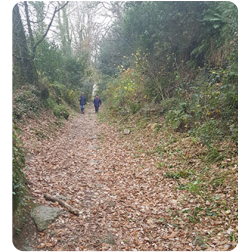


Photo courtesy of Tabitha Stafford

17 **Wheelpit Mill** The Wheelpit Mill was built in 1841, originally with a 30 foot diameter water wheel to supply power to the cables that hauled wagons up Carmears Inclined Plane. This operated until the 1870s. Once the Cornwall Mineral Railways was built and the Carmears Inclined Plane was abandoned, a 40 foot diameter wheel was installed to drive grinding pans at a china stone mill. The clay liquid was piped down to the dries at Pons Mill. This ceased in the 1910s. The ruins above the Wheelpit are the checker's cabin (who counted the wagons) and a smithy.

18 **Carmears Inclined Plane** Carmears Inclined Plane is a 1 in 9 slope completed in 1841 as part of the horse-drawn tramway between Par and Newquay. It rises 100m and was originally 875m long. Wagons were hauled up the slope by cables powered by the Wheelpit - lime and coal went up the slope while clay and granite went downhill.

19 At the bottom of Carmears Inclined Plane, go through the gate to rejoin the path back to the car park.

This walk online: lostwithiel.org.uk/see-and-do/visitor-guide/walks-and-paths/luxulyan-valley-walk/

More walks around the town: lostwithiel.org.uk/see-and-do/visitor-guide/walks-and-paths · Leaflet produced September 2026