

Cranbrook Placemaking Group- Briefing Note 20th Jan 2025

Cranbrook Public Transport

Present public transport position

Cranbrook is presently served primarily by Stagecoach service 4. This is operated entirely commercially, i.e. the service does not require financial support from Devon County Council.

Service 4 operates seven days a week and provides a direct link from Cranbrook to Honiton Road, Heavitree, Exeter City Centre, Exeter St Davids Station and Exeter University, offering access for education, retail, health and work (i.e. Exeter Logistics Park, SkyPark, Science Park, Sowton Ind Estate, RD&E Hospital, the city centre and University campuses):

- Monday – Friday 12-minute peak frequency, 15-minute off-peak
- Saturday 15-minute frequency
- Sunday two journeys per hour
- First journey from Cranbrook 0445
- Last bus from Exeter City Centre 2345

Services 44/44A from Honiton and Ottery St Mary operate via London Road at least hourly Monday – Saturday.

The present frequency is the best of any settlement into Exeter in terms of frequency and spread of the day, this being more frequent than services from Exmouth, Newton Abbot and Tiverton.

Most settlements around Exeter have one route into the City – for example Tiverton, Cullompton, Crediton and Ottery St Mary. Only larger towns such as Exmouth and Newton Abbot have more than one route, with those being at lower frequencies. This reflects the present approach of having simple, frequent routes, rather than low-frequency variations.

In addition to the bus service, Cranbrook has a rail service with an hourly frequency to Exeter and London Waterloo, offering a highly competitive 9 minute journey time into the city centre.

Future development of public transport

As part of its Bus Service Improvement Plan, Devon County Council is installing intelligent traffic control through Heavitree and extended peak bus lane operation times to improve bus journey time reliability.

Cranbrook will also benefit when the service will be converted to operation by electric buses later this year.

The new developments in Cranbrook include S.106 funding to improve the service and increase its coverage, reaching the new parcels that will also see in time the delivery of a spine road linking London Road to Cranbrook railway station.

The present vision would see the service frequency increase to every ten minutes which would allow alternate journeys to operate via Bluehayes or the present route via Younghayes Road and then operate a loop around the Cobdens and Grange developments. The Treasbeare development would be served by an improved service 44, or an extension of service B from the Science Park (see illustrative plan appended).

The longer term aspiration for the rail line is to secure a 30-minute frequency between Exeter and Honiton (including Cranbrook); however, this will be dependent on significant national Government investment to deliver sections of double track between Honiton and Exeter.

Cranbrook future developments, access points and future contributions.

Cranbrook is envisaged to materially grow as a settlement for a number of years based on the adopted Cranbrook Plan. The allocated expansion areas are obligated (through the IDP and secured through s106 agreements) to pay proportionate financial contributions towards public transport enhancements whilst aiding the delivery of pedestrian, cycle and bus links and services as part of their design plans. The detail/triggers of which for the s106 agreements that have been signed (Cobdens and Treasbeare to date) can be found in the planning portal.

Not only will this help encourage and promote internalisation of trips in the town assisted by the development of the town centre and as neighbourhood centres evolve and develop. Through the growth, permeable and accessible routes for public travel across Cranbrook and to wider areas will be created. An example of this is highlighted in Policy CB24 of the Cranbrook Plan which will see the delivery of (along with the help of the build out of the expansion areas) non-motorised user routes across Cranbrook, broadly following London Road and subsequently feeding into wider pedestrian/cycle networks.

DCC has been heavily involved, particularly over the past year in creating a concept design for this vision of how Cranbrook will look in time, where further dialogue and collaboration with relevant stakeholders is anticipated to move this scheme forward in the future.

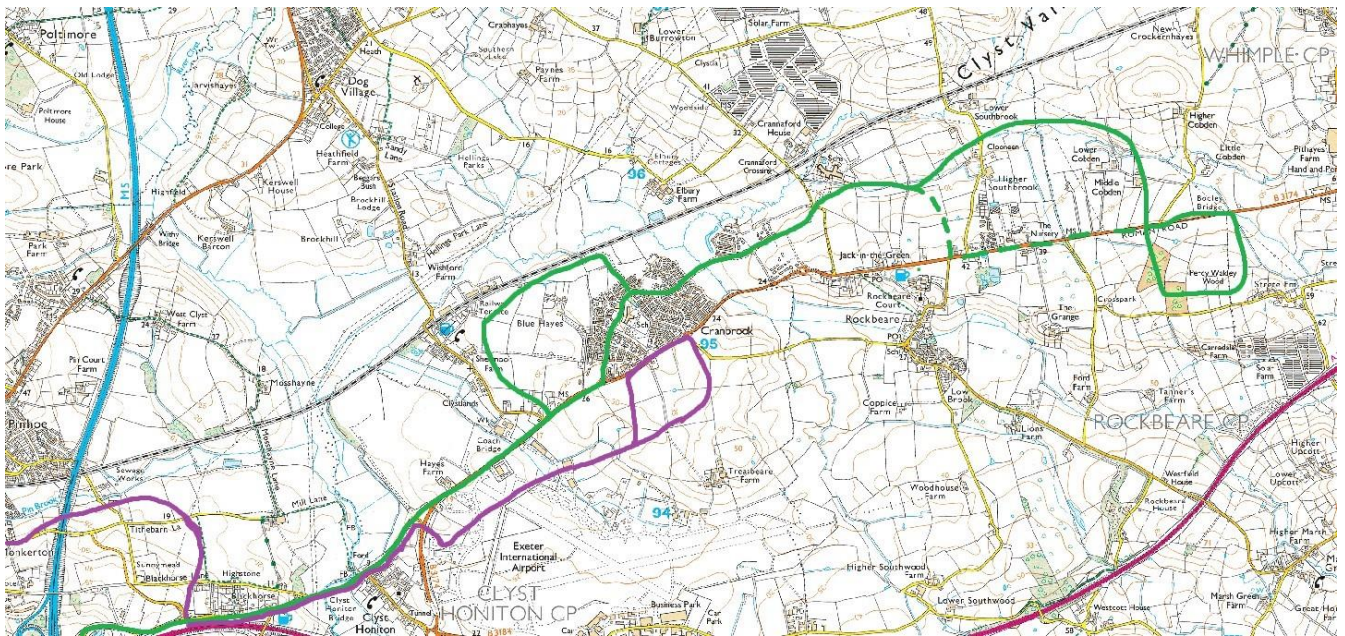
Allocated expansion areas within the Cranbrook Plan are also (following extensive discussions with DCC) delivering traffic calming measures on London Road, not only to materially reduce vehicle speeds but to also create a harmonised environment with non-motorised users that will aid in achieving an integrated community of Cranbrook, interlinking new and existing parcels.

The nature of vehicular access points put forward in the planning process are designed by applicants/developers. Whilst DCC are usually consulted on the intended proposals at early stages, we are not primarily a design service, yet we seek to ensure that what is delivered enables the public highway to operate effectively and safely, complying with the relevant design standards. This is aided by understanding the traffic impact for respective proposals through transport assessments and traffic modelling and relevant policy compliance.

Having multiple controlled/signalised arrangements in close proximity can compromise the operation of the primary road arteries that are seen as corridors of movement, carrying much higher volumes of

traffic. A balance needs to be achieved between areas serving a place function and those providing a strategic movement function. Larger schemes expected to come forward as part of the Cranbrook Plan are likely to see more than one vehicular access into and out of the sites, which will shape the nature of accesses and the crossing facilities that may be considered necessary. The type, whether a refuge, a zebra crossing or signal controlled will need to take into account the likely pedestrian demand and potential desire lines as well as the volumes of traffic on the main route.

It is important that a balance is struck for London Road in providing permeable access for non-motorised users in line with the masterplan for the future build out of Cranbrook and its vision, while also seeing London Road having resilience to serve as a secondary relief road whether there are issues on the main local route through the town or in the event that the A30 bypass is temporarily closed.



Appendix: Draft Future Bus Enhancements for Cranbrook