

## **Cranbrook Placemaking Group - Briefing Note 17<sup>th</sup> March 2025**

### **Cranbrook Public Transport**

At the Cranbrook Placemaking Group meeting on 20<sup>th</sup> January 2025 there was a discussion about public transport. DCC was asked to explore with Stagecoach and DCC's public transport team the potential to extend the number 4 bus service to Cranbrook rail station.

The Group is asked to note that Service 4 from Cranbrook to Exeter University is operated commercially by Stagecoach. As such, the routing of the service within Cranbrook is entirely their decision.

Following the January Placemaking Group meeting, DCC has discussed with Stagecoach the potential for the number 4 bus to serve Cranbrook rail station. Stagecoach has provided the response:

"The present timetable offers a frequency of every 15 minutes across most of the day.

To divert via Cranbrook Station would add approximately 1.2 km to each journey and around four to five minutes additional journey time. As journeys would need to serve the Station in both directions this would mean an additional 40 minutes running time and 9.6 kilometres per hour.

While this may not sound a significant increase, the additional journey time cannot be incorporated within the existing vehicle workings without negatively impacting reliability. It would therefore need an additional vehicle adding, which would significantly increase costs. The likely number of passengers using the service to connect with an hourly train service are unlikely to be sufficient to cover the additional costs involved with running an additional bus.

It is also considered that an "in and out" diversion to the Station would be unattractive to passengers travelling to the City Centre and beyond in terms of a slower and less direct journey. There is concern that a slower and less direct journey may impact the present passenger growth.

Later this year the service will be converted to electric buses which will further increase the costs of a diversion, as spare electric buses do not exist within the fleet and to purchase an additional one will cost around £425,000.

For these reasons the diversion is not something Stagecoach would be prepared to consider until a through route is available."