

**Cranbrook Placemaking Group - Briefing Note 8<sup>th</sup>**  
**December 2025**



**London Road footway/cycleway improvements**

In line with policy CB24 of the adopted Cranbrook Plan, the London Road footway/cycleway improvements scheme aims to enable people to walk, wheel and cycle safely and easily along and across London Road. With significant development planned as part of Cranbrook expansion areas either side of London Road, the road will increasingly become a route “in” Cranbrook, rather than a route bypassing the town to the south. This means there is a need to ensure that infrastructure encourages and enables people to travel actively, whilst ensuring the road can continue to function as an important vehicular and bus route. The scheme would encompass new shared-use paths (usable by people walking, wheeling and cycling, with no separation between these users), traffic calming measures (to reduce traffic speeds), street lighting and new/improved crossing facilities.

As outlined in the briefing note for the 4<sup>th</sup> August 2025 meeting of the Cranbrook Placemaking Group, Devon County Council (DCC) is planning to deliver Phase 1 of the scheme, stretching from the Court Royal/Cranberry Farm Roundabout to Land at Ingrams sports pitches, using Community Infrastructure Levy funding from East Devon District Council (EDDC). Future phases will be progressed as further funding (e.g. Section 106 funding) becomes available. The next steps for the delivery of Phase 1 will include development of the preliminary scheme design, commencement of land negotiations and liaison with utility companies.

The proposed shared-use paths would predominantly be 3.5m in width, including a 0.5m separation between the path and carriageway. This is in accordance with the government’s Cycle Infrastructure Design Guidance (Local Transport Note 1/20), which recommends a minimum width of 3.0m for shared-use routes carrying up to 300 pedestrians and 300 cyclists per hour. However, where there are localised pinch points, narrowing of the path for short lengths may be necessary to avoid disproportionately increasing costs and deliverability risks.

Segregated paths (which separate people cycling from people walking and wheeling) are not proposed for this scheme, as the additional width required would significantly increase third-party land requirements. It would also increase the need to remove hedgerows and trees, including those currently screening London Road from existing residential properties within Cranbrook, which would have an adverse ecological impact and require additional environmental mitigation measures (further increasing third-party land requirements and costs).

Prior to construction, the scheme would undergo independent Road Safety Audits, which would consider safety implications for all road and path users (including visibility considerations) and enable the design to be refined. Consideration will also be given to previous stakeholder feedback, including the need for measures to deter vehicles from parking or driving on the paths. However, barriers which would prevent non-standard cycles (such as tricycles) and/or wheelchair users from using the paths would not be acceptable, as DCC would need to ensure the path is accessible to all.

Further liaison is planned with key stakeholders, including EDDC, Cranbrook Town Council and landowners potentially affected by the scheme, as the design is developed further. It is

also planned to undertake wider public consultation on the proposals, which would enable other interested parties to provide feedback, in due course.