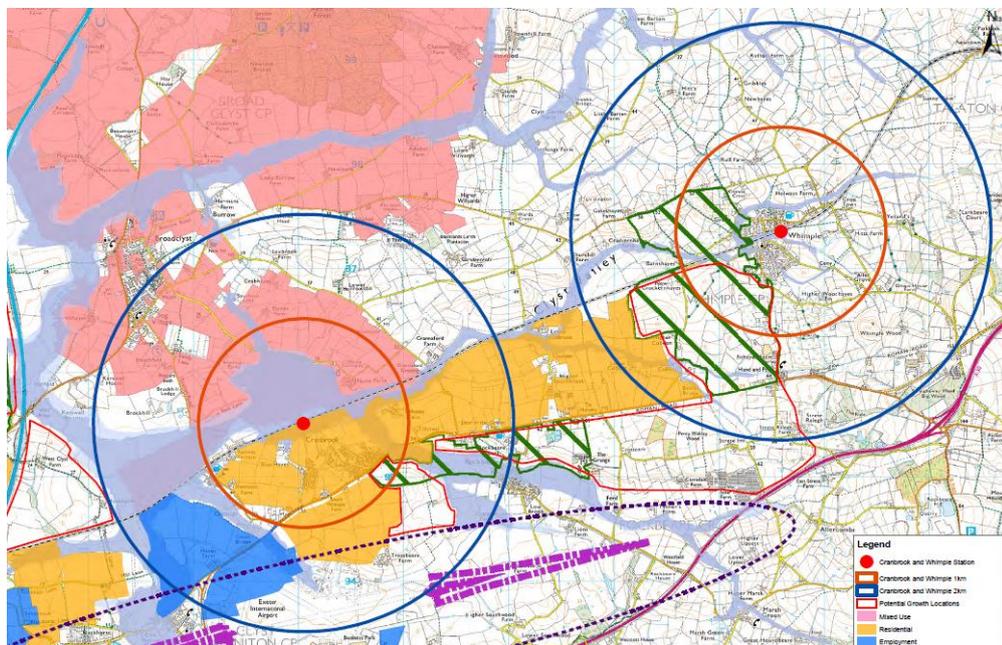


## Cranbrook 2 – Justification for a second railway station

### Rationale

- 1.1 Access to the Exeter to Waterloo rail line was a key criteria for the location of the New Town of Cranbrook (Devon Structure Plan). Segregated from other modes, rail journey times from Cranbrook to Exeter City Centre of 10 minutes are significantly less than the 25-35 minutes it takes by car or bus. Consequently, rail provides the most attractive sustainable alternative to travel by private car.
- 1.2 The recommended walking distance to a rail station is typically 800metres (IHT). This is consistent with the average walk to a station nationally of just under a Km (NTS, 2014) and supported by evidence from stations in other Devon market towns (Teignmouth/Exmouth) which suggests that 50% of passengers come from within 1km of the station, and that patronage levels decreases by at least 60% for each extra km from the station.
- 1.3 As Cranbrook grows, the expansion areas will be outside the recommended walking distances to rail. In particular, residents in the eastern expansion will be over 2 kilometres from the existing station and therefore unlikely to use the station for regular trips (i.e. commuting), resulting in higher private car use. This gap in rail catchment is shown below alongside catchment areas of 1Km (red) and 2Km (blue) from the existing Cranbrook and Whimble stations.



**Proposed Cranbrook Expansion and Catchment of Existing rail stations**

### Proposed Location

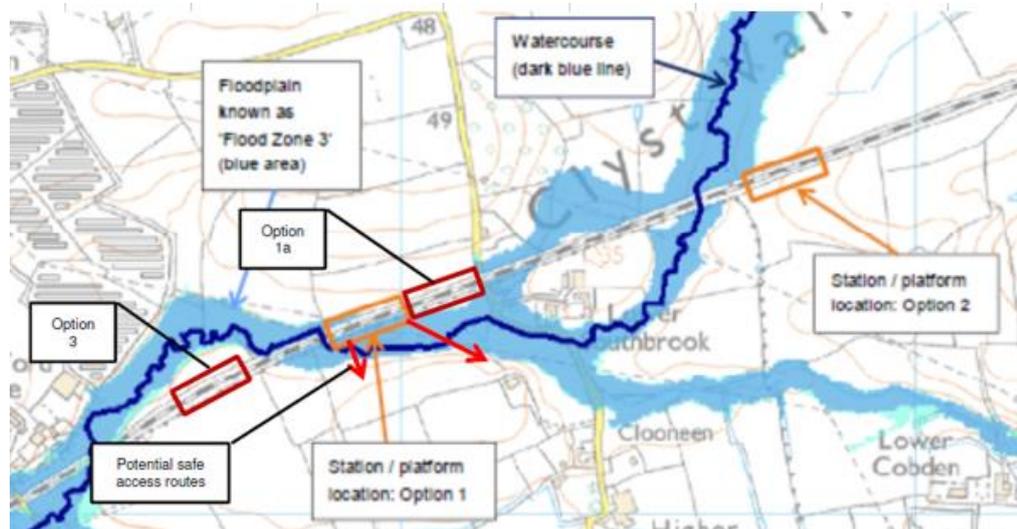
- 1.4 Jacobs Engineering have carried out some feasibility work investigating potential locations for a 2<sup>nd</sup> station. Potential locations are constrained by

- Distance from existing stations at Cranbrook and Whimble (operational reasons)
- Track Gradient and Geometry
- Topography
- Access (for construction and operation)

1.5 The Jacobs report identified four potential locations in the vicinity of Southbrook Lane, shown below. Option 3 was subsequently discounted on operational grounds.

1.6 Options 1 and 1A are favoured as they serve a larger proportion of the expansion area therefore generating higher levels of patronage, are accessible from Southbrook Road and ancillary station facilities (access, disabled parking, maintenance bay) can be provided outside the flood zone. A corridor of land including Options 1 and 1A should therefore be safeguarded.

1.7 The safeguarded area include space for construction which could be returned once the station is completed.

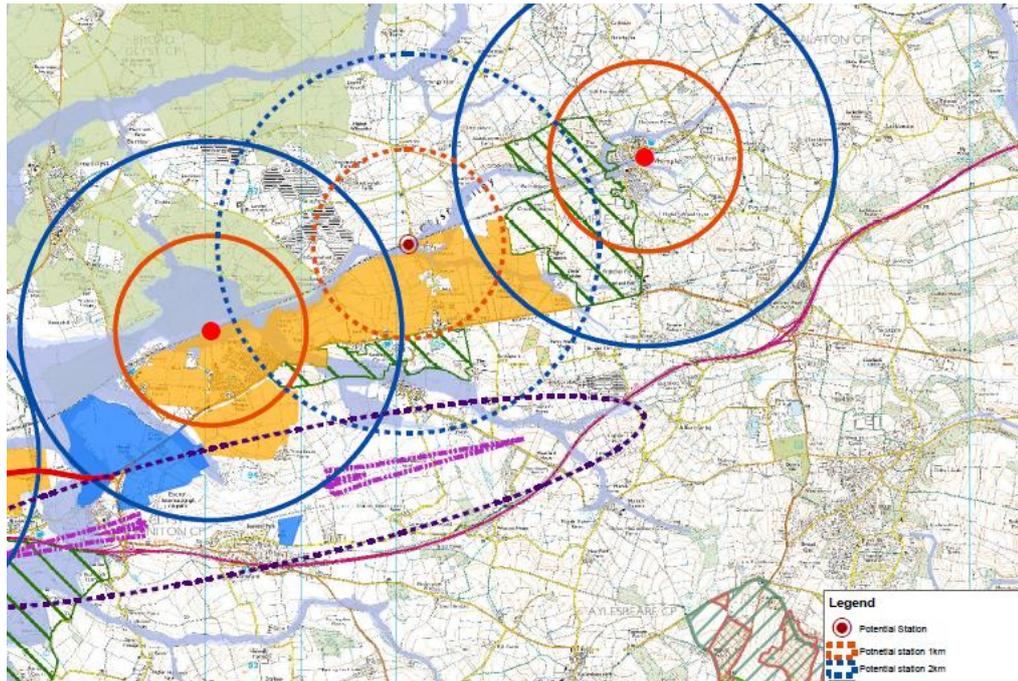


**Potential Second Station locations**

### Catchment and Usage

1.8 With a 2<sup>nd</sup> station, the majority of Cranbrook would be within 1km of a station, and the whole of Cranbrook lies within a 2km walk.

1.9 The 2016 Cranbrook Residents Survey found the initial stages of Cranbrook to have the highest Public transport mode shares (11%) of any town in Greater Exeter. These levels will only be sustained if future expansion areas have similar levels of rail accessibility that can only be achieved by a 2<sup>nd</sup> station.



**Rail catchment areas with Proposed Second Station (Option 1A)**

- 1.10 Forecasting work indicates that a rail station at Cranbrook East will see approximately 500 trips (one-way) a day. This is a significant proportion of the number of people coming and going from the site and will help mitigate the impacts at sensitive junctions of Moor Lane Roundabout, A30 Airport junction and junction 29 of the M5.

### **Infrastructure**

- 1.11 Consistent with the view of the rail operator on this line (South West Trains – August 2017) we appreciate that the second station will only be possible following (or as part of) a passing loop and a new type of Metro operation.
- 1.12 Nevertheless, enhanced frequency on this section of the Waterloo Line is in DCCs existing Local Transport Plan 3, the DCC Transport Infrastructure Plan and East Devon District Councils CIL 123 list. It is therefore something that has a reasonable certainty of progressing.
- 1.13 Initial timetabling work undertaken for the Greater Exeter Strategic Plan confirms that, in principle and with improved track infrastructure, an additional local stopping service (creating half hourly frequency) would have sufficient time to make one additional station call (i.e. at a second Cranbrook station) within its service pattern.

### **Policy**

- 1.14 The NPPF sets out that the opportunities to promote walking, cycling and public transport use are identified, pursued and ultimately realised (Para 100) and that the sites which are critical for achieving this should be identified (104). Specifically, the NPPF clearly sets out (103) that the planning system should actively manage patterns of growth in support of these objectives.

- 1.15 In this instance of a new community that is sited adjacent to the railway line, the initial safeguarding of the land for the 2<sup>nd</sup> station is directly aligned with these policies.

### **Conclusion**

- 1.16 Rail represents the best option at this point for providing sustainable transport choices for further growth at Cranbrook and therefore a second station at Cranbrook is being pursued and for the necessary land to be safeguarded.
- 1.17 Engineering studies have identified a suitable location for a second station and forecasting work confirms it would be well used removing significant car trips from the network.
- 1.18 The safeguarding of the land for the second station is consistent with the National Planning Policy Framework. Were it not to be secured through the current applications and plan then the opportunity will be lost and alternative, potentially less effective and more expensive measures will be required.