



Cranbrook Community Crossing

Draft Final Report

Pre-Strategic Outline Case

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Executive Summary

A clear and compelling case has been established for a new active travel crossing at Cranbrook to improve connectivity for a population set to grow to over 20,000.

The proposed scheme overcomes the railway barrier to the north of Cranbrook unlocking connectivity to the Killerton Estate and surrounding countryside by providing a safe, direct, and fully accessible route for walking and cycling.

The scheme will enable modal shift, reduce carbon emissions and enhance health and wellbeing outcomes by providing convenient access to high-quality natural environments thereby encouraging regular physical activity and improving quality of life.

The intervention directly contributes to Net Zero objectives, enabling a measurable reduction in transport-related emissions from short local trips.

It will ensure that Cranbrook's continued growth is supported by appropriate, future-proofed infrastructure, aligning development with sustainable transport principles.

It will create a step-change in access to the Killerton Estate, unlocking recreational, social, and educational opportunities while supporting sustainable tourism.

Two viable and deliverable options have been identified, both offering high-quality footbridge connections with strong alignment to user demand and existing desire lines.

The scheme is strongly supported by stakeholders and the local community, with clear evidence of potential demand and anticipated regular use.

Early-stage economic analysis suggests the scheme will deliver strongly positive economic and social value-for-money, with benefits aligned to national priorities including decarbonisation, active travel, and inclusive access.

The project is well-positioned to progress to the next stage of business case development, with a robust strategic foundation and clearly defined benefits

1 Introduction

1.1 Background & History

- 1.1.1.1 Cranbrook is a new and rapidly growing community to the north-east of Exeter, planned to expand to more than 20,000 residents. As the town has developed, access to the countryside north of the railway—including the National Trust’s Killerton Estate and the wider Clyst Valley—has become increasingly important for everyday recreation, active travel and quality of life. However, the railway that forms Cranbrook’s northern edge has long created a significant barrier to movement. Existing crossing points are limited, indirect and of poor quality, offering little suitable provision for families, older people, people with mobility challenges or those making everyday walking and cycling trips.
- 1.1.1.2 This issue has been recognised repeatedly in local strategic documents. The Cranbrook Plan DPD, East Devon Local Plan, and the Cranbrook Town Centre Masterplan all highlight the need for high-quality active travel connections to surrounding landscapes. Similarly, the Clyst Valley Regional Park Masterplan emphasises the aspiration for a connected green infrastructure network, while Devon County Council’s LCWIPs identify severance caused by the railway as a barrier to delivering continuous, safe walking and cycling routes. Together, these documents point to the need for a direct, inclusive and attractive route between Cranbrook and the Killerton Estate.
- 1.1.1.3 The National Trust has also undertaken work that supports this direction of travel. The Killerton Spatial & Audience Development Plan and the Killerton Sustainable Movement Appraisal both identify opportunities to reduce car dependency, improve sustainable access patterns and strengthen connections with nearby communities, including Cranbrook. These studies highlight that despite its proximity; Cranbrook residents currently have limited practical access to Killerton’s extensive landscape and path network.
- 1.1.1.4 Recognising the convergence of local policy priorities, community growth and the Trust’s own strategic ambitions, the National Trust issued a Request for Quotation seeking an early-stage assessment of options for a new community crossing of the railway. This Pre-Strategic Outline Case represents the first formal consolidation of the previously dispersed evidence into a single, structured review of the need for intervention and the feasible options for addressing it

1.2 Purpose of the Study

- 1.2.1.1 The purpose of this study is to provide an early assessment of the need for a new active travel crossing of the railway to the north of Cranbrook and to understand the range of potential locations where such a crossing could be delivered. It brings together the relevant planning, transport and landscape context, summarises the issues created by existing severance, and sets out why intervention may be required as the town continues to grow.

- 1.2.1.2 The study develops a long-list of possible crossing locations along the railway corridor and reviews these options against engineering feasibility, environmental constraints, land considerations and onward connectivity. This process allows the long-list to be refined to a focused shortlist that represents those options that are most deliverable from an engineering perspective and the benefits of which are best aligned to the strategic aims of stakeholders and the scheme promoter.
- 1.2.1.3 This study therefore establishes the foundation for future business case development. It summarises the background evidence, early engagement and emerging opportunities, and prepares the ground for more detailed design, appraisal and stakeholder involvement should the scheme progress into the formal business case pathway.

1.3 Scope of Current Commission

- 1.3.1.1 SLC was commissioned by National Trust to undertake an early-stage option assessment for a new crossing of the railway in the vicinity of Cranbrook to the north east of Exeter and on the main line between Exeter, Yeovil, Salisbury and London Waterloo. This piece of work represents a first exploration of the potential business case for the crossing.

1.3.2 The Business Case Pathway

- 1.3.2.1 The Department for Transport (DfT), in line with HM Treasury guidelines enshrined within the “Green Book”, stipulates three stages for a transport investment through the business case pathway.

- Strategic Outline Case (SOC)
 - Purpose: To establish the need for the investment and a develop a robust strategic case for change.
 - Key activities:
 - Explore a longlist of options for service delivery.
 - Provide a high-level appraisal of these options and indicative value-for-money.
 - Recommend a preferred way forward for further analysis.
- Outline Business Case (OBC)
 - Purpose: To develop the preferred option from the SOC in more detail and optimise value for money.
 - Key activities:
 - Revisit the strategic case and refine the preferred option.
 - Conduct a more detailed economic appraisal and delivery plan.
 - Assess affordability and demonstrate that the proposal is deliverable.
- Full Business Case (FBC)
 - Purpose: To confirm the project's readiness to proceed and finalise all commercial and financial arrangements.

Key activities:

- Evidence that the most economically advantageous offer is being procured.
- Detail the fundamentals of the negotiated deal.
- Confirm that the required outputs can be successfully achieved

1.3.2.2 There are five dimensions that make up a business case as outlined below.

a) The Strategic Dimension

- i. To demonstrate a clear strategic rationale for the scheme through the development of a problem statement, setting clear objectives and establishing a strong fit against local, regional and national policy.
- ii. Identify a sound fit with existing and future rail services and rail corridor development.

b) The Economic Dimension

Establish the economic Value for Money (VfM) through the development of present values of cost and benefit streams.

c) The Financial Dimension

Explore the financial options for funding the scheme.

d) The Commercial Dimension

Establish the options for procuring the scheme.

e) The Management Dimension

Establish the options for delivering the scheme.

1.3.3 Application of Business Case Guidance to this commission

- 1.3.3.1 This study is an early-stage option assessment and, by that definition, a pre-cursor to the first stage of the business case pathway (the Strategic Outline Case). The scope of work is remitted to develop the **Strategic Dimension** in full and in line with DfT guidance. This includes defining the problems/issues, making the case for change and demonstrating a fit with national, regional and local strategy and policy. It continues through a full optioneering exercise from long-list through to short-list/preferred and concludes by identifying constraints, dependencies and risks.
- 1.3.3.2 The remaining four dimensions - **Economic, Financial, Commercial and Management** - are developed to a lesser extent than that required for a completed SOC but the narrative within this report identifies the issues and considerations for National Trust should the scheme progress more formally through the business case pathway.
- 1.3.3.3 The **Economic Dimension** is developed to an extent that the thresholds for different levels of transport economic value-for-money are understood. This requires an indicative capital cost for the scheme. The economics are then ‘backsolved’ to determine the scale of benefits that would be needed to reach different value-for-money thresholds.
- 1.3.3.4 **Financial, Commercial and Management Dimensions** are relatively light touch at this stage and focus at a high level on the issues and considerations for National Trust going forward.

2 Strategic Dimension

2.1 Overview

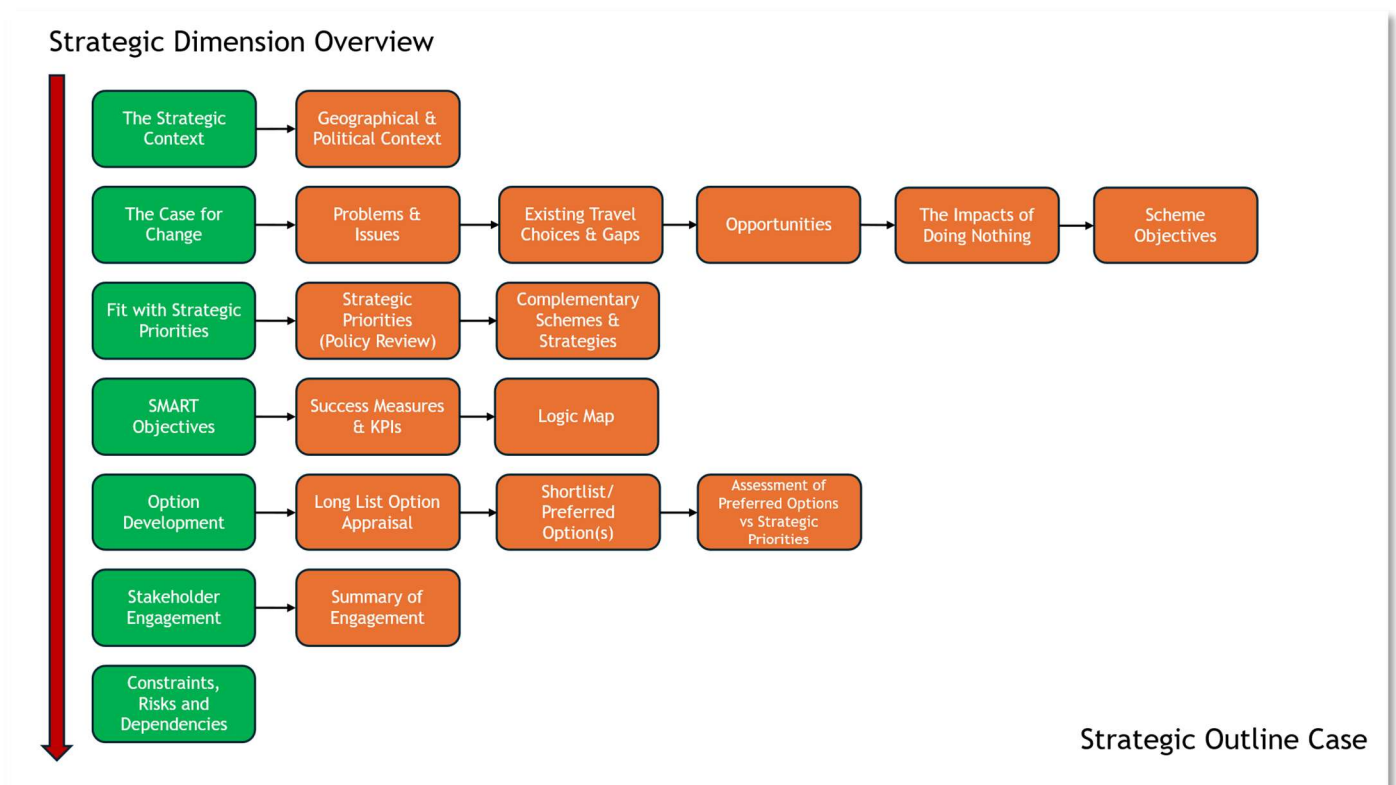
2.1.1.1 The Department for Transport summarises the purpose of the Strategic Dimension as below:

"The strategic dimension is the section of the business case that describes how the transport proposal contributes to achieving strategic priorities and how it aligns with existing portfolios, programmes and projects in DfT, across government and in the geographical area(s) of scope."

It should make a compelling, evidence-based case to establish whether a transport intervention is needed either now or in the future."

2.1.1.2 Through this section we will make the case for Cranbrook Community Crossing from a strategic perspective. The narrative is summarised in the image below.

Figure 1 Strategic Dimension Overview



2.2 Strategic Context

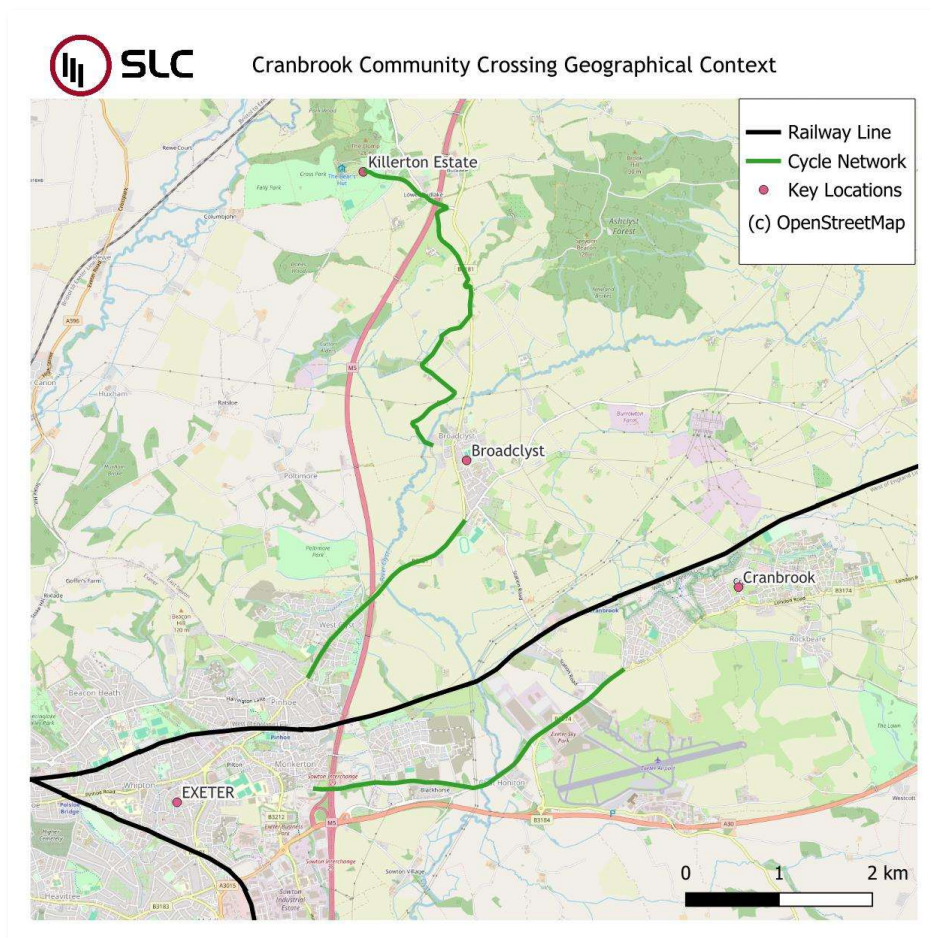
2.2.1 Growth of Cranbrook

2.2.1.1 Cranbrook is one of the fastest-growing new communities in the South West, with significant housing and employment development already committed towards a planned population of over 20,000. As a designated expansion area for the Exeter and East Devon Growth Point, the town plays a central role in meeting regional housing needs and supporting sustainable economic growth. This rapid expansion places increasing pressure on local infrastructure and highlights the need for high-quality, future-proofed connections that support healthy, low-carbon living.

2.2.2 Geographical and Transport Setting

2.2.2.1 A key challenge for Cranbrook is the physical severance created by the railway line that runs along its northern edge. This barrier restricts safe, direct access to the National Trust Killerton estate and the wider countryside, both of which represent major recreational, cultural, and wellbeing assets for the community. Existing crossing options are limited, indirect, and of poor quality, making them unsuitable for many residents, including families, older people, and those with mobility challenges. As the town grows, this lack of safe and inclusive connectivity becomes increasingly problematic, undermining Cranbrook's ambitions to be a walkable, healthy, and sustainable place.

Figure 2 Geographical Context



2.2.3 Policy Alignment

- 2.2.3.1 A wide range of national, regional and local strategies and policies define, support and require a transition toward sustainable, low-carbon transport systems, integrated spatial planning, and improved access to green infrastructure. These policy frameworks are closely aligned with planned housing and population growth, particularly in key growth locations such as Cranbrook within the Exeter and East Devon growth corridor. They emphasise the need to reduce car dependency, enable modal shift, improve health outcomes, and enhance access to environmental assets.
- 2.2.3.2 Cranbrook represents one of the most significant planned urban extensions in the South West, with substantial committed and emerging growth that will materially increase demand for movement between residential areas, employment locations, transport hubs, and recreational landscapes including the Killerton Estate and the wider Clyst Valley. However, existing infrastructure—most notably the railway corridor—creates a significant barrier to east-west movement, limiting the effectiveness of planned active travel networks and constraining access to key destinations.
- 2.2.3.3 Within this context, the proposed active travel crossing at Cranbrook represents a strategic intervention that addresses a clearly identified infrastructure gap. It is directly supported by policy at all levels and plays a critical role in enabling the delivery of wider strategic objectives relating to sustainable growth, decarbonisation, health and wellbeing, and environmental access.

National

- 2.2.3.4 The Department for Transport ***Gear Change report, Cycling and Walking Investment Strategy (CWIS)***, and ***LTN 1/20*** collectively establish the national framework for promoting walking and cycling as primary modes of local travel. They emphasise the importance of connected, continuous, safe, and direct routes to encourage modal shift, particularly in new and expanding settlements. LTN 1/20 provides detailed guidance on infrastructure standards, route design, and network planning, while CWIS sets the broader funding and policy agenda to deliver sustained increases in active travel.
- 2.2.3.5 These policies support the Cranbrook-Killerton crossing by identifying railway lines as key barriers that can sever walking and cycling networks, limiting the ability of residents to access employment, services, or recreational opportunities sustainably. They explicitly encourage interventions that overcome severance, enabling continuous and convenient active travel routes, particularly in growing towns such as Cranbrook where connectivity is essential for achieving policy objectives.
- 2.2.3.6 The proposed crossing delivers these policies by providing a direct, safe, and accessible connection across the railway, linking Cranbrook with the Killerton Estate, Elbury Farm, and Broadclyst. It unlocks LCWIP and local walking and cycling routes, enabling active travel patterns to be embedded in the daily behaviour of residents, consistent with the design standards, network continuity, and investment priorities established by CWIS and LTN 1/20.

- 2.2.3.7 The Ministry of Housing, Communities and Local Government (MHCLG) **National Planning Policy Framework (NPPF)** sets out the Government’s overarching approach to sustainable development, emphasising the integration of land use and transport planning. It requires that new and expanding settlements, including strategic growth locations such as Cranbrook, are designed to enable sustainable travel, reduce car dependency, and support access to employment, services, and green infrastructure. The framework also highlights the importance of removing barriers to movement and providing safe and direct routes for walking and cycling.
- 2.2.3.8 The NPPF supports the Cranbrook-Killerton crossing by identifying physical barriers, including railways, can prevent residents from accessing key destinations sustainably, potentially undermining the delivery of sustainable growth objectives. Interventions that improve connectivity are specifically encouraged to ensure development achieves its intended social, environmental, and transport outcomes. In Cranbrook, this principle directly applies to improving access across the railway corridor.
- 2.2.3.9 The crossing delivers the NPPF objectives by providing a safe, continuous, and direct connection for walking and cycling between Cranbrook, Broadclyst, Elbury Farm, and the Killerton Estate. It enables residents to access employment, services, and recreational opportunities without relying on private vehicles, supporting sustainable growth, inclusive access, and integration with surrounding green infrastructure, consistent with national planning policy expectations
- 2.2.3.10 The **National Trust’s People & Nature Thriving (2025)** strategy sets a national vision for connecting people to nature, promoting biodiversity, and ensuring accessible landscapes for recreation and wellbeing. It recognises the importance of equitable access to estates, woodlands, and open spaces, and highlights the role of sustainable transport in enabling engagement with the natural environment while reducing carbon impacts.
- 2.2.3.11 This strategy supports the Cranbrook-Killerton crossing by emphasising the need for safe, sustainable access to heritage and environmental assets, particularly where growth areas are adjacent to protected estates. It identifies infrastructure barriers—like railway lines—that prevent communities from reaching green spaces as a key challenge to public engagement and wellbeing, aligning with the goals of connecting residents to nature.
- 2.2.3.12 The crossing contributes directly by providing a practical, low-carbon route for Cranbrook residents and visitors to access the Killerton Estate and surrounding countryside. It enables everyday recreational travel and access to natural assets, enhancing engagement, supporting the Trust’s environmental and community objectives, and embedding sustainable, nature-oriented movement patterns consistent with national guidance.
- 2.2.3.13 The **Environment Act 2021**, together with the **England Biodiversity Strategy**, establishes a legal and strategic framework for biodiversity protection, ecosystem restoration, and the delivery of Nature Recovery Networks. It emphasises the importance of connectivity between habitats and public access to green infrastructure to enhance both ecological and social outcomes, including the creation of multifunctional landscapes.

- 2.2.3.14 These policies support the crossing by recognising that linear infrastructure like railways can fragment both habitats and communities, limiting access to nature and recreational opportunities. Interventions that restore connectivity for people and wildlife are explicitly encouraged, particularly where growth and infrastructure development risk increasing severance.
- 2.2.3.15 The crossing addresses these objectives by facilitating sustainable access across the railway corridor, linking residential areas to surrounding green spaces, while carefully integrating with environmental management principles. It enhances the usability of connected landscapes and helps ensure that Cranbrook's expansion occurs in line with national biodiversity and environmental accessibility objectives.
- 2.2.3.16 The UK Government's *Net Zero Strategy, Build Back Greener*, sets out the roadmap for achieving net zero greenhouse gas emissions by 2050. It identifies modal shift from cars to walking, cycling, and public transport, particularly for short journeys in urban and semi-urban areas, as a key mechanism to reduce emissions and support sustainable communities.
- 2.2.3.17 The strategy supports the crossing by requiring local interventions that make active travel viable and attractive, especially in new settlements such as Cranbrook where growth could otherwise lock in high levels of car dependency. Infrastructure that addresses severance is explicitly highlighted as a necessary enabler for delivering decarbonisation objectives at the local level.
- 2.2.3.18 The proposed crossing delivers these objectives by providing a low-carbon, active travel route across the railway, enabling residents to undertake daily trips by foot or bike rather than by car. It embeds low-carbon behaviour, directly contributes to emission reduction targets, and strengthens the alignment of local growth with national climate policy.
- 2.2.3.19 Public Health England's *Healthy Lives, Healthy People* framework establishes a national approach to preventing ill health and promoting wellbeing through active lifestyles, healthy environments, and social determinants of health. It identifies walking and cycling as key mechanisms to improve physical activity levels and highlights the importance of infrastructure and built environment interventions in enabling healthier behaviours.
- 2.2.3.20 The framework supports the Cranbrook-Killerton crossing by recognising that barriers to movement, such as railway lines, limit opportunities for active travel and can reduce overall levels of daily physical activity. It promotes the creation of connected, safe, and accessible walking and cycling routes as essential to embedding healthy behaviours, particularly in new and expanding communities.
- 2.2.3.21 The crossing contributes to delivering these objectives by providing a practical, safe, and attractive route for active travel, connecting residential areas to green spaces, recreational facilities, and neighbouring settlements. By facilitating everyday walking and cycling, the crossing helps embed regular physical activity into daily routines, directly supporting the public health objectives of improving population health and reducing inequalities.
- 2.2.3.22 The *NHS Long Term Plan* and the *Chief Medical Officer's Physical Activity Guidelines* **provide** national direction on improving health outcomes through prevention, physical activity, and active lifestyles. They highlight the importance of the built environment in supporting regular exercise, including walking and cycling as part of everyday routines.

- 2.2.3.23 These policies support the crossing by recognising that infrastructure barriers limit opportunities for physical activity, particularly in expanding communities such as Cranbrook. They encourage the creation of safe, convenient, and attractive walking and cycling routes to enable residents to integrate physical activity into daily life.
- 2.2.3.24 The crossing contributes to these objectives by providing a direct and safe active travel link between Cranbrook, Broadclyst, and the Killerton Estate. It facilitates both recreational and utility travel on foot or bike, supporting improved physical and mental health outcomes and embedding healthier behaviours in line with national guidance

Regional

- 2.2.3.25 The ***Devon and Torbay Local Transport Plan 4 (LTP4) (2025-2040)***, prepared by Devon County Council and Torbay Council, establishes the long-term strategic framework for transport across the sub-region, with a clear emphasis on decarbonisation, sustainable travel, and the integration of transport and land use planning. The plan identifies key growth areas, including Cranbrook within the Exeter growth corridor, and recognises that continued population and housing expansion will generate significant additional travel demand. A central objective of the plan is to ensure that this growth does not result in increased car dependency, instead prioritising walking, cycling, and public transport as the primary modes for local journeys.
- 2.2.3.26 The plan supports the delivery of the Cranbrook-Killerton active travel crossing by identifying the need to address structural barriers within the transport network that limit the effectiveness of sustainable travel. It highlights that physical severance—such as that created by railway infrastructure—can prevent otherwise viable walking and cycling routes from functioning effectively. The crossing directly responds to this policy requirement by providing a new connection across the railway, thereby addressing a known constraint within a designated growth area and supporting the plan’s objective of enabling mode shift.
- 2.2.3.27 Conversely, the proposed crossing plays a key role in delivering the objectives of the Local Transport Plan by enabling practical and attractive alternatives to car travel for short-distance trips. It facilitates direct connections between Cranbrook, Killerton, and Broadclyst, supporting access to employment, services, and recreational destinations. In doing so, it contributes to reducing transport-related emissions, improving accessibility, and ensuring that the transport impacts of Cranbrook’s expansion are managed in a sustainable and policy-compliant manner.
- 2.2.3.28 ***Devon County Council’s Local Cycling and Walking Infrastructure Plans (LCWIPs) (Clyst Valley & Countywide)*** provide a detailed evidence base and delivery framework for active travel across the county. These plans identify priority routes based on current and future demand, with a particular focus on growth areas such as Cranbrook and the wider Clyst Valley. The Clyst Valley LCWIP, including proposals such as the Elbury Quiet Lane, establishes a network intended to connect settlements, employment areas, and green infrastructure through high-quality walking and cycling routes.

- 2.2.3.29 The LCWIPs support the delivery of the crossing by explicitly identifying gaps in the network where infrastructure barriers prevent route continuity. The railway line to the west of Cranbrook is recognised as a significant constraint, interrupting east-west connectivity and limiting the effectiveness of proposed routes. As a result, the plans implicitly require interventions such as new crossings to ensure that the identified network can operate as intended and deliver the anticipated benefits in terms of mode shift and accessibility.
- 2.2.3.30 The proposed crossing is therefore integral to the delivery of the LCWIP network, enabling the transition from a series of planned route segments to a coherent and continuous system. By providing a direct and safe connection across the railway, it unlocks the functionality of routes linking Cranbrook, Elbury Farm, Broadclyst, and the wider Clyst Valley. This not only supports increased walking and cycling but also ensures that investment in active travel infrastructure delivers its full strategic value.
- 2.2.3.31 The ***Devon Metro Strategic Outline Business Case*** sets out a vision for enhancing rail services across the region and integrating them with wider transport networks to support sustainable growth. It identifies Cranbrook as a key location within the rail network, serving a rapidly expanding population and acting as an important node within the Exeter travel-to-work area. The strategy emphasises the importance of improving accessibility to rail services, particularly through first- and last-mile connections.
- 2.2.3.32 The strategy supports the delivery of the crossing by recognising that rail investment alone is insufficient without effective integration with walking and cycling networks. It highlights that barriers to access can significantly reduce the catchment of stations and limit the potential for modal shift. In the context of Cranbrook, the railway itself creates a barrier to movement, restricting access to destinations on either side and limiting the effectiveness of both rail and active travel networks.
- 2.2.3.33 The crossing contributes to the delivery of the Devon Metro strategy by improving connectivity between Cranbrook, its station, and surrounding areas. By enhancing first- and last-mile access, it supports increased use of rail services and enables more integrated, multi-modal journeys. This strengthens the overall transport network and ensures that rail investment is complemented by high-quality local connectivity.
- 2.2.3.34 The ***Devon Carbon Plan and Climate Emergency Response*** set out a comprehensive pathway for achieving net zero emissions across the county. Transport is identified as a major contributor to emissions, with a particular focus on reducing reliance on private vehicles for short-distance trips. The plan emphasises the need for behavioural change, supported by the provision of infrastructure that enables sustainable travel choices.
- 2.2.3.35 The policy framework supports the crossing by identifying active travel infrastructure as a key mechanism for reducing emissions, particularly in areas of population growth such as Cranbrook. It recognises that without appropriate infrastructure, residents are likely to default to car use, undermining climate objectives. The presence of physical barriers, such as the railway, is highlighted as a constraint that must be addressed to enable effective modal shift.
- 2.2.3.36 The proposed crossing contributes directly to the delivery of the Carbon Plan by enabling low-carbon travel between key local destinations. It provides a viable alternative to car travel for journeys between Cranbrook, Killerton, and Broadclyst, reducing emissions and supporting the transition to a more sustainable transport system. In doing so, it aligns with both local and national climate objectives.

- 2.2.3.37 The ***Devon Joint Health and Wellbeing Strategy*** promotes a preventative approach to health, recognising the role of the built environment in shaping behaviour and influencing outcomes. It identifies physical inactivity as a key challenge and emphasises the importance of creating environments that support active lifestyles, including through walking and cycling.
- 2.2.3.38 The strategy supports the crossing by highlighting the need for safe, accessible, and attractive infrastructure that enables people to incorporate physical activity into their daily lives. In growing communities such as Cranbrook, there is a particular opportunity to embed healthy behaviours from the outset, provided that appropriate infrastructure is in place.
- 2.2.3.39 The crossing contributes to the delivery of this strategy by enabling both every day and recreational active travel. It provides access to green spaces such as the Killerton Estate, supporting mental and physical wellbeing, while also facilitating routine journeys by foot and bicycle. This contributes to improved health outcomes and supports the wider objectives of the strategy.

Local

- 2.2.3.40 The East Devon Local Plan (Adopted and Emerging) prepared by East Devon District Council, establishes the spatial strategy for the district, identifying Cranbrook as a major growth location with significant planned expansion. The plan emphasises the importance of sustainable development, including the integration of transport and land use planning and the provision of infrastructure to support new communities.
- 2.2.3.41 The plan supports the crossing by requiring that new development is well connected both internally and to surrounding areas, including access to employment, services, and green infrastructure. It promotes walking and cycling as key modes of travel and recognises that physical barriers can limit connectivity and undermine sustainability objectives.
- 2.2.3.42 The proposed crossing contributes to the delivery of the Local Plan by providing essential infrastructure to support sustainable growth. It connects Cranbrook with the Killerton Estate, Broadclyst, and the wider countryside, reducing reliance on car travel and ensuring that the expansion of the settlement is supported by appropriate transport infrastructure.
- 2.2.3.43 The ***Cranbrook Plan Development Plan Document (2013-2031)*** establishes the framework for the development of Cranbrook as a sustainable new settlement. It includes significant housing allocations and sets out principles for movement, connectivity, and access to open space, with an emphasis on reducing car dependency.
- 2.2.3.44 The plan supports the crossing by promoting connections beyond the town, including links to surrounding villages and the countryside. It recognises that connectivity is essential to creating a sustainable community and that infrastructure must support both internal and external movement.
- 2.2.3.45 The crossing contributes to the delivery of the Cranbrook Plan by addressing a key barrier to movement across the railway. It enables direct access to destinations west of Cranbrook, supporting the plan's objectives for sustainable travel and integration with the surrounding area.

- 2.2.3.46 The ***Cranbrook Town Centre Masterplan*** sets out a vision for a vibrant and accessible centre that serves a growing population. It emphasises the importance of connectivity and the need to ensure that the town centre is accessible by sustainable modes of transport.
- 2.2.3.47 The masterplan supports the crossing by recognising that accessibility extends beyond the immediate urban area and that connections to surrounding communities and green spaces are essential to the success of the centre.
- 2.2.3.48 The crossing contributes by increasing the catchment of the town centre, enabling access from areas west of the railway and supporting sustainable travel patterns. This enhances the viability of the centre and reduces reliance on car travel.
- 2.2.3.49 The ***Broadclyst Neighbourhood Plan (2023)***, prepared by Broadclyst Parish Council, supports sustainable development and improved connectivity between Broadclyst and surrounding areas. It recognises the impacts of nearby growth, particularly at Cranbrook, on traffic and infrastructure.
- 2.2.3.50 The plan supports the crossing by promoting improved walking and cycling connections as a means of reducing traffic and enhancing accessibility. It identifies the need for better links between settlements to support sustainable travel.
- 2.2.3.51 The crossing contributes by providing a direct and safe route between Broadclyst and Cranbrook, reducing reliance on the road network and supporting the objectives of the neighbourhood plan.
- 2.2.3.52 The ***Clyst Valley Regional Park & Green Infrastructure Strategies*** establish a vision for a connected network of green spaces across the Clyst Valley, providing recreational opportunities and supporting environmental objectives. They emphasise the importance of accessibility and connectivity in ensuring that these spaces can be effectively used.
- 2.2.3.53 The strategies support the crossing by identifying physical barriers as constraints to achieving a coherent network of accessible green infrastructure. They highlight the need for improved connections between communities and the landscape.
- 2.2.3.54 The crossing contributes by enhancing permeability across the railway, enabling access to the Regional Park and supporting the delivery of a connected and accessible green infrastructure network.
- 2.2.3.55 The ***Killerton Spatial, Movement and Landscape Strategies***, including the ***Spatial & Audience Development Plan*** and ***Sustainable Movement Appraisal***, set out a vision for improving access to the Killerton Estate and reducing reliance on car travel. They recognise the proximity of Cranbrook as a significant opportunity for increased engagement.
- 2.2.3.56 The strategies support the crossing by identifying the need to overcome barriers to access, including the railway, which limits connectivity between Cranbrook and the estate.
- 2.2.3.57 The crossing contributes by providing a direct and sustainable route between Cranbrook and Killerton, supporting increased access, reducing car dependency, and aligning with the long-term objectives of the estate

- 2.2.3.58 The *Cranbrook Healthy New Towns Principles* form part of a wider initiative led by NHS England to embed health and wellbeing into the planning and design of new communities. At Cranbrook, these principles emphasise the creation of environments that support active lifestyles, social interaction, and access to green space, recognising the strong relationship between the built environment and long-term health outcomes. Key themes include prioritising walking and cycling, reducing reliance on private vehicles, improving access to natural environments, and ensuring that everyday journeys can be undertaken safely and conveniently by active modes.
- 2.2.3.59 The principles support the delivery of the Cranbrook-Killerton active travel crossing by identifying the need for high-quality, connected active travel infrastructure that enables physical activity to be integrated into daily life. They recognise that barriers within the movement network—such as the railway corridor—can significantly limit the ability of residents to walk or cycle to key destinations, including recreational landscapes and neighbouring communities. In this context, the crossing responds directly to the Healthy New Towns objective of creating a permeable, legible, and accessible movement network, ensuring that opportunities for physical activity are not constrained by infrastructure.

Conversely, the proposed crossing contributes strongly to the delivery of the Healthy New Towns Principles by enabling both utilitarian and recreational active travel. It provides a safe and attractive route linking residential areas of Cranbrook with the Killerton Estate, Elbury Farm, and Broadclyst, thereby facilitating access to green space and encouraging regular physical activity. By embedding opportunities for walking and cycling into everyday journeys, the crossing supports improved physical and mental health outcomes, helps reduce health inequalities, and reinforces the role of Cranbrook as a model for health-led place-making.

Summary

- 2.2.3.52 In summary, the review of national, regional, and local policies demonstrates a consistent and compelling strategic case for the Cranbrook-Killerton active travel crossing. Across all levels of policy, there is a clear emphasis on supporting sustainable growth, reducing car dependency, enhancing active travel, improving health outcomes, and providing access to green infrastructure. The crossing directly addresses identified physical barriers, particularly the railway corridor, unlocking connectivity between Cranbrook, Broadclyst, Elbury Farm, and the Killerton Estate. By facilitating safe and convenient walking and cycling, the scheme enables the delivery of adopted policies and emerging strategies, including LCWIPs, the Devon Metro, the East Devon Local Plan, the Cranbrook Plan, national decarbonisation objectives, and health and environmental guidance. The intervention therefore represents a strategically justified infrastructure measure, essential to ensuring that Cranbrook's growth is integrated, sustainable, and aligned with national, regional, and local ambitions for climate, health, and inclusive access to services and natural assets.

Table 1 Alignment of Scheme with Strategic Aims

Policy / Strategy	Level	Relevant Aims / Commitments	Alignment with Community Crossing Project
National Planning Policy Framework (NPPF)	National	Promotes sustainable transport, Integrated land use planning, healthy communities, and access to high-quality green open spaces.	Provides a safe, direct, and continuous active travel route across the railway, linking Cranbrook, Broadclyst, Elbury Farm, and the Killerton Estate, supporting sustainable growth and reducing car dependency.
Gear Change: A Bold Vision for Cycling & Walking/CWIS/LTN 1/20	National	Calls for high-quality, safe, and direct active travel infrastructure; encourages modal shift from cars to walking and cycling, particularly in growing communities.	Provides a grade-separated, safe crossing that removes severance, overcoming the railway barrier and encourages walking and cycling between Cranbrook and surrounding countryside.
UK Net Zero Strategy - Build Back Greener	National	Supports decarbonisation through modal shift, reduced car dependency, and low-carbon lifestyles.	Provides a low-carbon, active travel route that enables residents to make short trips by foot or bike rather than by car, reducing emissions and contributing to national climate objectives.
Public Health England - Healthy Lives, Healthy People	National	Promotes physical activity, wellbeing and access to recreational and green space.	Enhances access to the Killerton Estate and surrounding green landscape, encouraging regular active travel, outdoor activity and improving wellbeing.
NHS Long Term Plan & CMO Physical Activity Guidelines	National	Encourages everyday physical activity and health-focused community planning.	Provides safe, convenient, and attractive walking and cycling connections, embedding physical activity into daily routines and supporting healthier lifestyles for residents of all ages
National Trust - People & Nature Thriving (2025)	National/ Partner	Connects people to nature, promotes biodiversity, and ensures sustainable access to heritage and landscapes.	Improves non-car access to Killerton Estate and surrounding countryside, reducing pressure on car parks and supporting inclusive, sustainable recreational use
Environment Act 2021 & England Biodiversity Strategy	National	Supports biodiversity, habitat connectivity, and access to multifunctional green infrastructure.	Enhances east-west connectivity across the railway for both people and ecological networks, contributing to the creation of connected, accessible landscapes.
Devon and Torbay Local Transport Plan 4 (LTP4) (2025-2040)	Regional	Prioritises active travel, integration of transport and land use, safety, sustainable mobility and decarbonisation across Devon.	Directly addresses physical severance caused by the railway, enabling practical active travel connections between Cranbrook, Broadclyst, and the Killerton Estate, supporting modal shift and sustainable transport objectives.
Devon County Council LCWIPs (Clyst Valley & Countywide)	Regional	Identifies priority cycling and walking routes, focusing on growth areas and connectivity.	Provides essential missing link in the active travel network, ensuring continuity of planned routes, unlocking LCWIP ambitions, and supporting sustainable access across the Clyst Valley.
Devon Metro Strategic Outline Business Case	Regional	Enhances integration of rail with walking, cycling, and other transport modes; improves first- and last-mile access.	Improves connectivity to Cranbrook station and surrounding areas, enabling multi-modal journeys and increasing the effectiveness of rail investment.

Policy / Strategy	Level	Relevant Aims / Commitments	Alignment with Community Crossing Project
Devon Carbon Plan & Climate Emergency Response	Regional	Reduces transport-related emissions and encourages behavioural change toward low-carbon travel.	Supports modal shift from car to active travel, providing a sustainable travel alternative for local journeys and contributing to county-wide emission reduction targets.
Devon Joint Health & Wellbeing Strategy	Regional	Promotes preventative health, active lifestyles, and healthy environments.	Enables active travel access to green and recreational spaces such as Killerton, embedding physical activity into daily routines and improving population health outcomes.
East Devon Local Plan (Adopted and Emerging)	Local	Supports sustainable growth, transport integration, green infrastructure, and reduced car dependency.	Provides a critical east-west active travel link across the railway, connecting Cranbrook with Broadclyst, Killerton Estate, and wider green infrastructure, enabling sustainable growth and transport integration.
Cranbrook Development Plan Document (DPD) (2013-2031)	Local	Seeks high-quality walking and cycling networks and strong connections to surrounding communities and landscapes.	Addresses a key barrier to movement, providing a flagship active travel route to Killerton and ensuring alignment with DPD objectives for sustainable movement.
Cranbrook Town Centre Masterplan	Local	Promotes accessibility, sustainable travel, and a vibrant town centre connected to surrounding communities.	Extends town centre catchment west of the railway, supporting sustainable travel patterns and enhancing integration with surrounding settlements and recreational destinations.
Broadclyst Neighbourhood Plan (2023)	Local	Encourages improved connectivity and sustainable travel between Broadclyst and surrounding growth areas.	Provides a direct, safe route linking Broadclyst and Cranbrook, reducing reliance on the road network and supporting the neighbourhood plan's sustainable transport objectives.
Clyst Valley Regional Park & Green Infrastructure Strategies	Local / Regional	Develops a connected network of green spaces and recreational opportunities across the Clyst Valley.	Enhances permeability across the railway, linking communities to the Regional Park, Killerton Estate, and surrounding countryside, supporting accessible green infrastructure.
Killerton Spatial, Movement & Landscape Strategies	Local / Partner	Improve access to Killerton, reduce car dependency, and enhance landscape engagement.	Provides a sustainable, direct route from Cranbrook to Killerton, facilitating engagement with the estate and wider landscapes while reducing reliance on private vehicles.
Cranbrook Healthy New Town Principles	Local	Encourages active lifestyles, wellbeing, and community cohesion.	Creates a safe, inclusive route for families, older residents, and those with mobility challenges, supporting healthy living.

2.3 The Case for Change

2.3.1 Introduction

- 2.3.1.1 Cranbrook is one of the fastest-growing new communities in the South West, with thousands of new homes delivered and many more planned. As the town expands, the need for high-quality, sustainable infrastructure that supports healthy, low-carbon living becomes increasingly urgent. One of the most significant barriers to achieving this vision is the railway line that runs along the northern edge of the settlement, creating a physical and psychological divide between Cranbrook and the National Trust Killerton estate.
- 2.3.1.2 The Killerton estate is a major natural, cultural, and recreational asset, yet for many residents it remains difficult to reach without a car. The absence of a safe, direct, and attractive crossing point severely limits opportunities for active travel, undermines Cranbrook's strategic ambitions, and restricts access to green space that is vital for wellbeing.
- 2.3.1.3 This Case for Change sets out the problems, the consequences of inaction, and the opportunities that a new community footbridge would unlock.

2.3.2 The Problem: A Growing Town with a Critical Connectivity Gap

Severance Caused by the Railway Line

- 2.3.2.1 The railway line forms a hard boundary between Cranbrook and the countryside to the north. Existing crossing options are:
- Indirect
 - Poor-quality
 - Unattractive or unsafe for many users
 - Unsuitable for families, older residents, and people with mobility challenges
- 2.3.2.2 This severance prevents residents from easily accessing the Killerton estate, open countryside north of the railway and wider walking and cycling routes.

Poor Active Travel Provision

- 2.3.2.3 Cranbrook was conceived as a sustainable new community, yet the lack of a high-quality crossing undermines this ambition. Residents who might otherwise walk or cycle are instead forced into short car trips, contributing to:
- Increased local traffic
 - Higher carbon emissions
 - Reduced uptake of healthy travel habits

Barriers to Health and Wellbeing

- 2.3.2.4 Access to nature is a key determinant of physical and mental health. The Killerton estate offers extensive trails, woodland, and open space, but the current crossing arrangements make these benefits inaccessible to many.

A Mismatch Between Growth and Infrastructure

2.3.2.5 As Cranbrook grows, the gap between population needs and available infrastructure widens. Without intervention, the town risks:

- Embedding car dependency
- Missing opportunities to shape sustainable travel behaviour early
- Failing to deliver on local and regional policy commitments

2.3.3 Evidence of Need

Population Growth

2.3.3.1 Cranbrook's rapid expansion means more residents require safe, convenient access to green space and active travel routes. Furthermore, the existing and projected population of Cranbrook has a relatively younger demographic which has a higher propensity to make active travel-based leisure journeys. The existing infrastructure is not fit for purpose and will not cope with future demand.

Safety Concerns

2.3.3.2 Current informal or substandard crossing points present safety risks. A grade-separated footbridge would eliminate conflict with rail operations and provide a secure route for all users.

Social Inclusion

2.3.3.3 The lack of accessible crossings disproportionately affects:

- Families with young children
- Older residents
- People with disabilities
- Those without access to a car

This creates inequity in access to recreation, nature, and healthy travel options.

2.3.4 Consequences of Do-Nothing

Entrenched Car Dependency

2.3.4.1 Short car trips will remain the default, increasing levels of congestion and emissions and undermining local and national decarbonisation goals.

Reduced Health Outcomes

2.3.4.2 Limited access to green space and active travel routes will restrict opportunities for physical activity, with long-term implications for public health.

Missed Economic and Social Value

2.3.4.3 The Killerton estate represents a significant cultural and recreational asset. Poor access limits:

- Local tourism potential
- Community engagement
- Opportunities for outdoor education and volunteering

Infrastructure Lagging Behind Growth

2.3.4.4 Cranbrook risks becoming a town where population growth outpaces the infrastructure needed to support it, contradicting its vision as a healthy, sustainable new community.

2.3.5 Opportunities

2.3.5.1 A new community crossing would unlock a wide range of benefits:

A Safe, Attractive, and Inclusive Route

2.3.5.2 The crossing would provide a high-quality, grade-separated crossing suitable for all users, removing a longstanding barrier.

Modal Shift and Carbon Reduction

2.3.5.3 By enabling walking and cycling, the crossing supports:

- Reduced car use
- Lower emissions
- Progress toward Net Zero commitments

Enhanced Access to Nature

2.3.5.4 Residents would gain direct access to the Killerton estate, improving:

- Physical activity levels
- Mental wellbeing
- Community connection to the landscape

Strengthening Cranbrook's Identity

2.3.5.5 The crossing can become a landmark piece of infrastructure symbolising Cranbrook's commitment to sustainable living and high-quality design.

Supporting Tourism and Local Economy

2.3.5.6 Improved access to Killerton could increase visitor numbers arriving by foot or bike, reducing pressure on car parks and supporting sustainable tourism.

2.3.6 Strategic Fit

2.3.6.1 The project aligns strongly with:

- National policies promoting active travel, decarbonisation, and healthy communities
- Regional strategies for sustainable mobility and carbon reduction
- Local plans for Cranbrook's growth, green infrastructure, and wellbeing
- National Trust priorities for sustainable access to heritage landscapes

2.3.6.2 This alignment strengthens the case for investment and demonstrates that the footbridge is not an isolated intervention but a key component of wider strategic objectives.

2.3.7 The Problem Statement

2.3.7.1 Cranbrook is one of the fastest-growing communities in the South West, yet its residents face a significant barrier to safe, sustainable movement: the railway line that separates the town from the National Trust Killerton estate and wider countryside to the north. Existing crossing options are limited, indirect, and of poor quality, creating a physical and psychological severance that restricts access to green space, discourages walking and cycling, and reinforces reliance on short car trips.

2.3.7.2 As the population continues to expand, this lack of a safe, attractive, and accessible crossing is becoming increasingly problematic. Families, older residents, and those with mobility challenges are particularly affected, with many unable or unwilling to use the current informal or substandard routes. This undermines Cranbrook's ambitions to be a healthy, low-carbon, well-connected new community and limits the potential of the Killerton estate as a major recreational and cultural asset for local people.

2.3.7.3 Without intervention, the town will continue to experience constrained active travel opportunities, reduced wellbeing benefits, and growing pressure on local roads from unnecessary car journeys. A high-quality footbridge is therefore essential to remove this severance, support sustainable growth, and provide the community with safe, direct access to the landscape and heritage on its doorstep.

2.4 Scheme Objectives

2.4.1.1 Deriving from the problem statement are a set of scheme objectives. These are summarised in the table overleaf. The table also states how the objectives align with local, regional and national priorities.

Table 2 Scheme Objectives

Objective	Description	Local Strategic Fit	Regional Strategic Fit	National Strategic Fit
Improve safety	Provide a secure, grade-separated crossing that removes conflict with rail operations.	Cranbrook Development Plan Document: commitment to high-quality active travel infrastructure and safe movement networks. • Cranbrook Healthy New Town principles: inclusive, safe environments for walking and cycling.	• Devon Local Transport Plan: prioritises safety, accessibility, and removal of barriers to active travel. • Devon Carbon Plan: supports infrastructure that reduces car dependency.	• National Planning Policy Framework: promotes safe, inclusive, sustainable transport. • Gear Change: calls for safe, direct, high-quality walking and cycling infrastructure.
Increase active travel	Enable more walking and cycling trips between Cranbrook and Killerton.	Cranbrook Healthy New Town: encourages active lifestyles and reduced reliance on cars. • East Devon Local Plan: supports sustainable movement and green infrastructure.	• Devon LTP: modal shift to active travel. • Heart of the South West LEP strategies: promote healthy, low-carbon mobility.	• Gear Change & Cycling and Walking Investment Strategy: increase active travel uptake. • Net Zero Strategy: shift to low-carbon modes.
Enhance wellbeing	Improve access to green space and recreational routes.	Cranbrook Healthy New Town: access to nature, physical activity, mental wellbeing. • East Devon Public Health priorities: promote active lifestyles.	• Devon Joint Health & Wellbeing Strategy: access to green space and active travel as determinants of health.	• Public Health England: Healthy Lives, Healthy People - access to nature and physical activity. • NPPF: strong emphasis on health and wellbeing.
Support sustainable growth	Ensure infrastructure keeps pace with Cranbrook's expanding population.	Cranbrook DPD: integrated movement network and green corridors. • East Devon Local Plan: sustainable growth supported by infrastructure.	• Devon LTP: integrated, resilient transport networks. • Regional growth strategies: infrastructure that supports new communities.	• NPPF: infrastructure must align with sustainable development. • Levelling Up missions: infrastructure that supports thriving, well-connected communities.
Reduce car dependency	Offer a viable alternative to short car journeys.	Local tourism and cultural strategies: encourage sustainable access to heritage assets.	• Devon Tourism Strategy: promote sustainable visitor travel.	• National Trust strategic priorities: reduce car dependency and improve sustainable access to landscapes.
Decarbonise	Contribute to local and regional climate goals by reducing emissions from cars	• East Devon Local Plan: reduce car dependency for short trips. • Cranbrook DPD: promote sustainable access to countryside and heritage assets.	• Devon Carbon Plan: reduce transport emissions. • Regional climate strategies: support modal shift and reduced congestion.	• Net Zero Strategy: decarbonise transport. • Transport Decarbonisation Plan: reduce reliance on private cars

2.5 Option Development Framework

2.5.1.1 The following pages summarise the process of defining and evaluating a long list of options to arrive at preferred options that are taken forward to the design stage. The approach to filtering the long list down to the shortlist was a collaboration one involving a workshop session with the client stakeholder group.

2.5.1.2 An engineering feasibility study was undertaken which summarises the options development and appraisal framework, refer to *CRA-SLC-XX-REP-EMF-0001 Engineering Feasibility Study*.

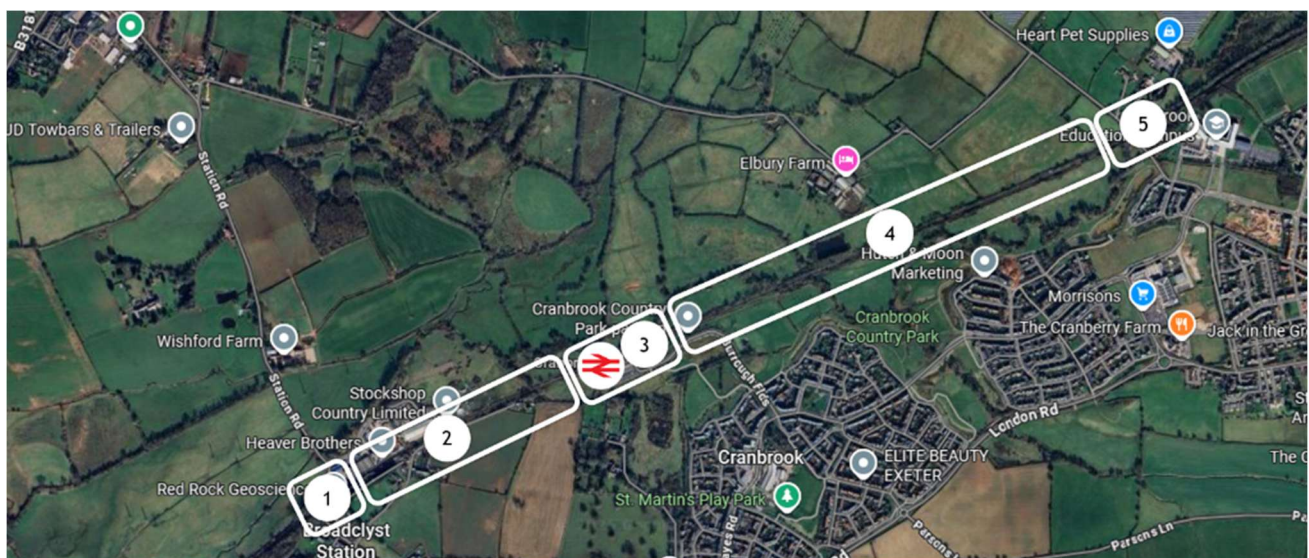
2.5.2 Definition of Long List Options

2.5.2.1 The study area was divided into five location sections, as illustrated in Figure 3:

- At or around Station Rd - Options 1a, 1b, 1c
- Between Station Rd and Cranbrook Station - Options 2a, 2b, 2c
- At or around Cranbrook Station - Options 3a, 3b, 3c
- Between Cranbrook Station and Crannafor Lane - Options 4a, 4b, 4c, 4d, 4e
- At or around Crannafor Lane - Options 5a, 5b, 5c, 5d

2.5.2.2 Across the 5 sections, 16 options were identified for assessment against a multi-criteria framework. The assessment framework was agreed with the client steering group and covered 13 criteria each of which were appraised and assigned a score. Each option could be assigned a score of 0/1/2/3 against each criterion. A score of 0 was only applicable to certain criteria and treated as a 'showstopper' which would automatically render an option unviable. Examples include a solution not being acceptable to the local highway authority due to its impact on transport network capacity. Scores of 1/2/3 demonstrate progressively higher degree of alignment to a criterion.

Figure 3 Long List Sections



2.5.2.3 Within each section multiple options to cross the railway were identified. These are shown in the following four images.

Figure 4 Options Within Sections 1 and 2

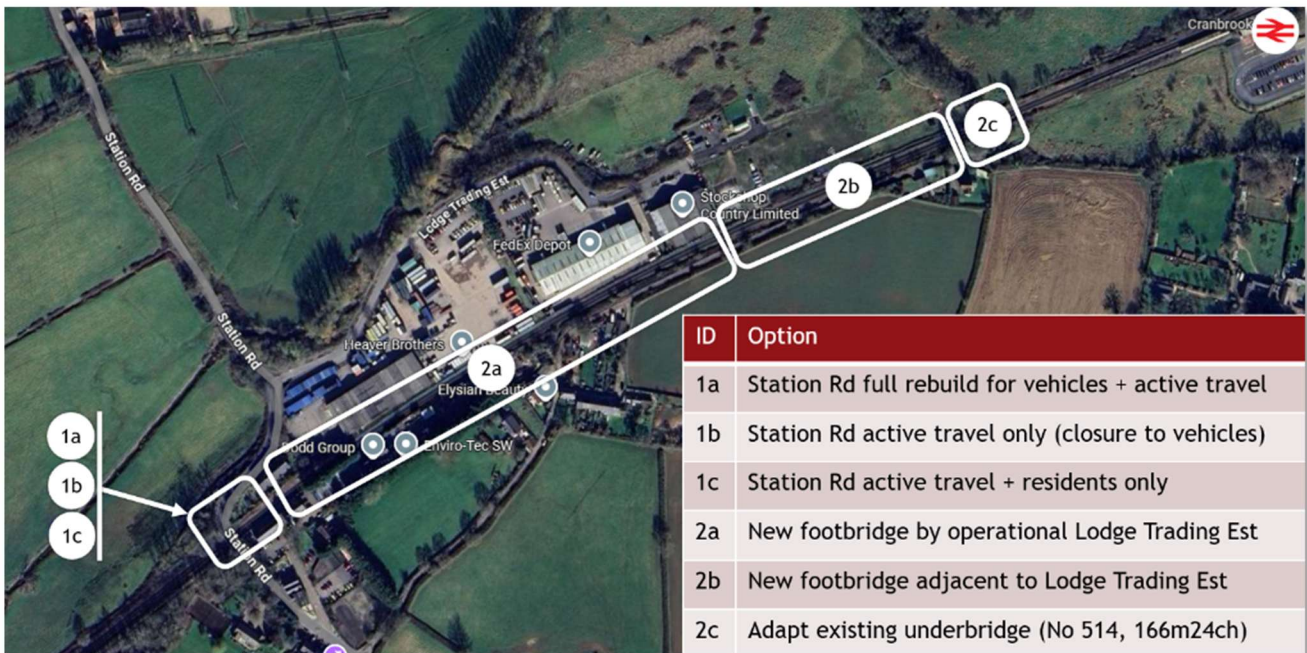


Figure 5 Options Within Section 3

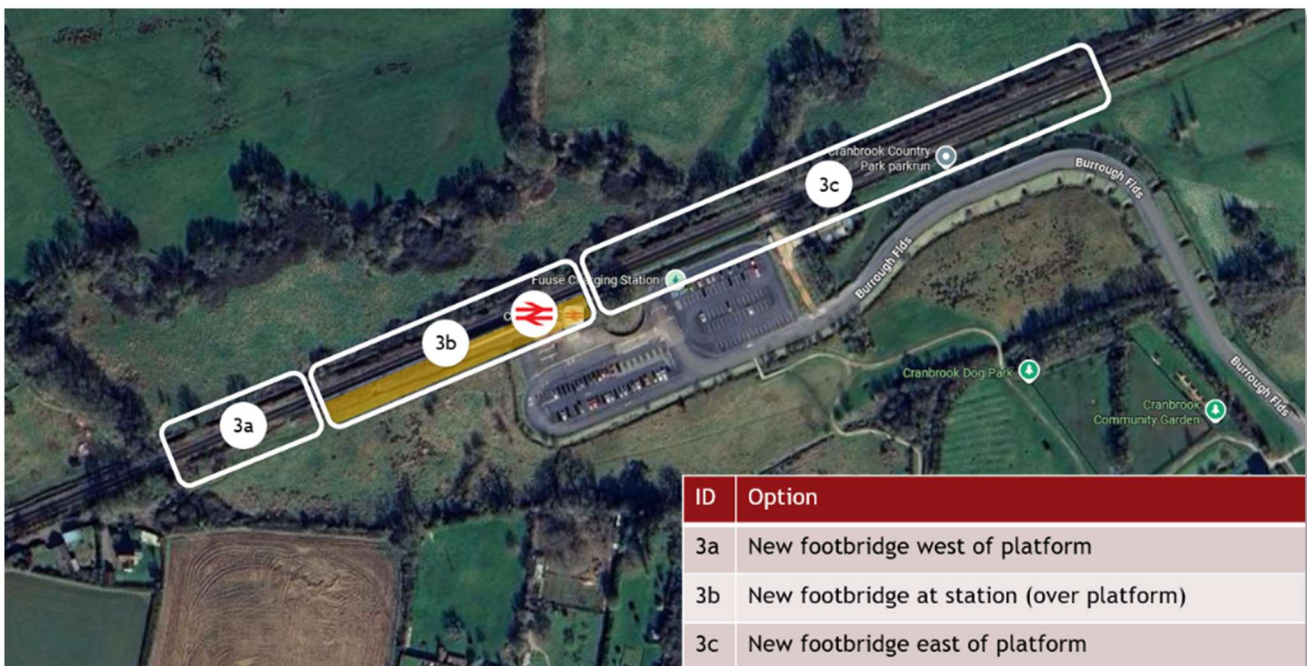


Figure 6 Options Within Section 4

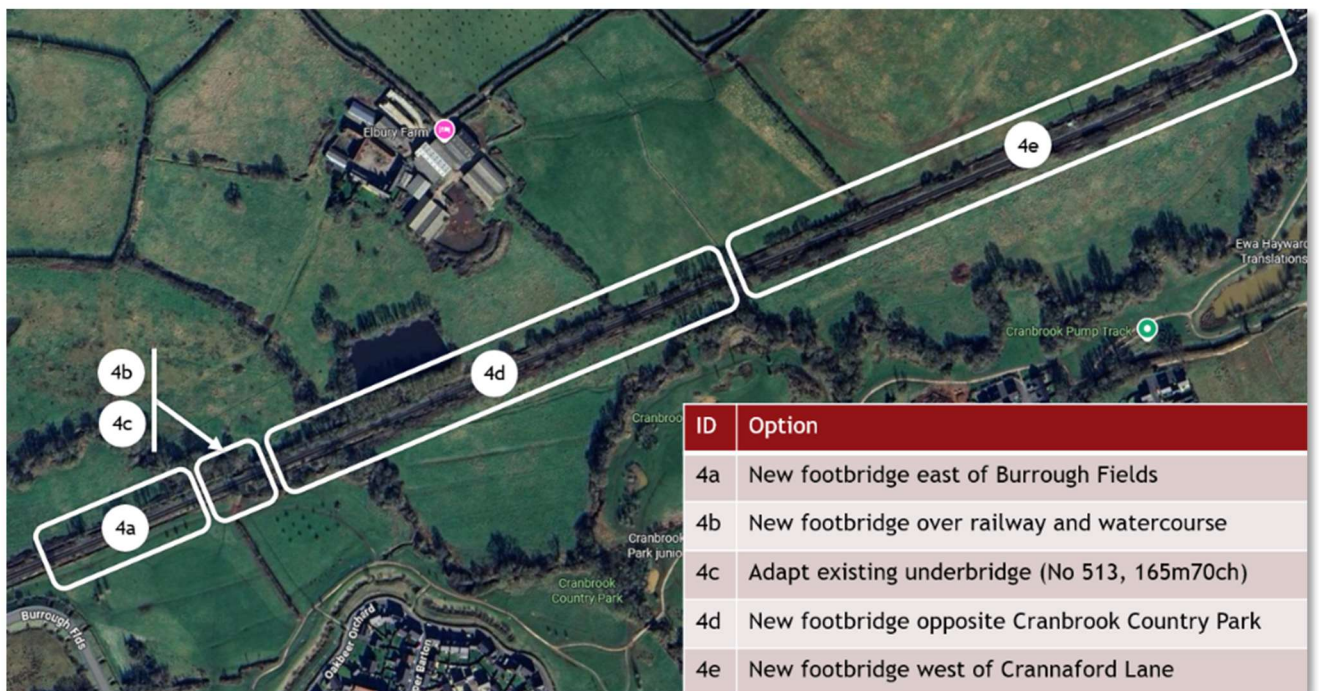
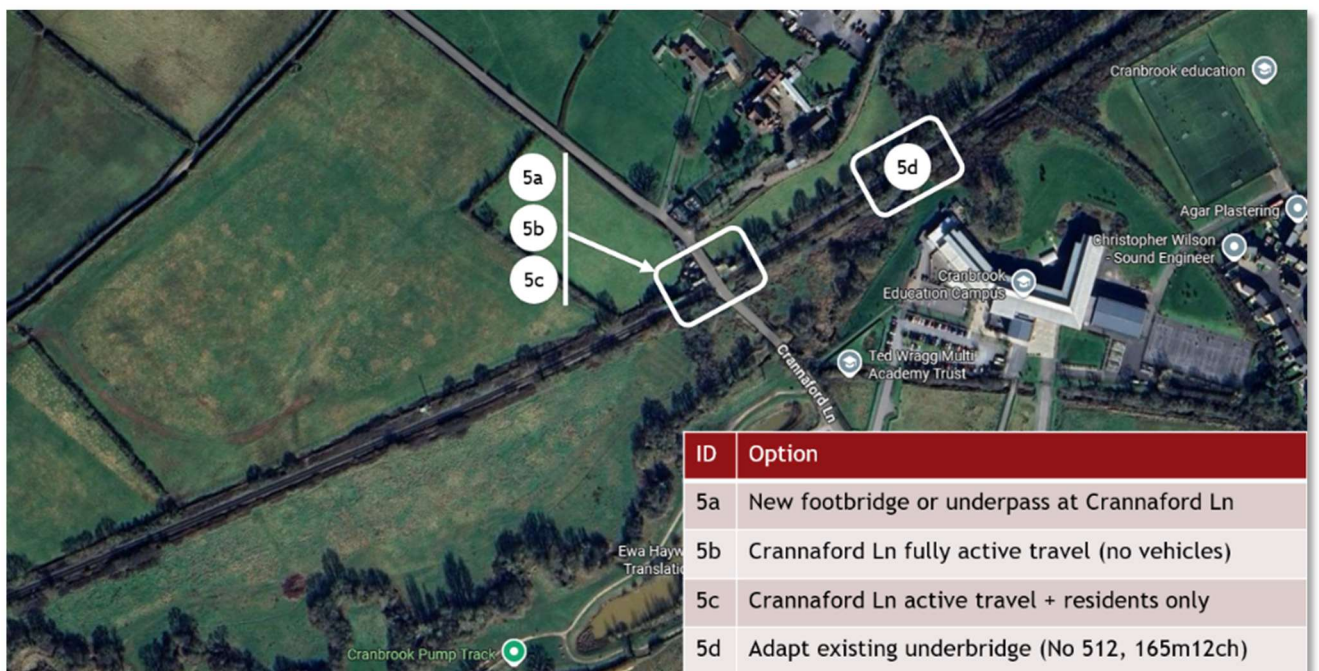


Figure 7 Options Within Section 5



2.5.2.4 The first pass through the appraisal was taken to a client steering group workshop at which the scoring and prioritisation was refined. The long list was gradually distilled down to two preferred options. In summary:

- 6 of the 16 options (2c, 4c, 5c, 1a, 1b, 5b) were ruled out due to ‘show stoppers’ against one or more of the criteria.
- Of the remaining 10, two were discounted due to a lack of proximity to active travel desire lines (section 2 - 2a and 2b) and two were discounted in the vicinity of the station (section 3 - 3a and 3c) due to lack of funding opportunities.
- The final six options were reduced to two. Two (3b and 4a) dropped out due to land ownership issues. One most likely requires a CPO for a property (5a) and another carrying risk of being too distant from desire lines (4e).

2.6 Shortlisted Options

2.6.1.1 The two options taken forward to the design stage were 4b and 4d, both in vicinity of Elbury Farm. Both shortlisted options comprise a new footbridge across the railway corridor, with approach paths linking the footbridge to Elbury Lane to the north and to existing paths within Cranbrook to the south.

2.6.2 Capital Cost Estimate

2.6.2.1 A similar design is assumed at both locations with a similar central span across the railway. The two locations differ slightly in the topography around the access ramps with Option 4d having more favourable conditions with respect to required earthworks and shorter lengths of footpaths to tie into existing infrastructure. Consequently, Option 4d is the cheaper of the two. Quantified estimates put the cost of the bridge crossings at £3.6m and £4.2m respectively. A 30% risk rate is applied for all works outside of the operational railway corridor. A 66% risk rate is applied to works associated with the main footbridge span, which is to be installed over the operational railway corridor. Risk rates are commensurate with the early stage of the scheme’s design development.

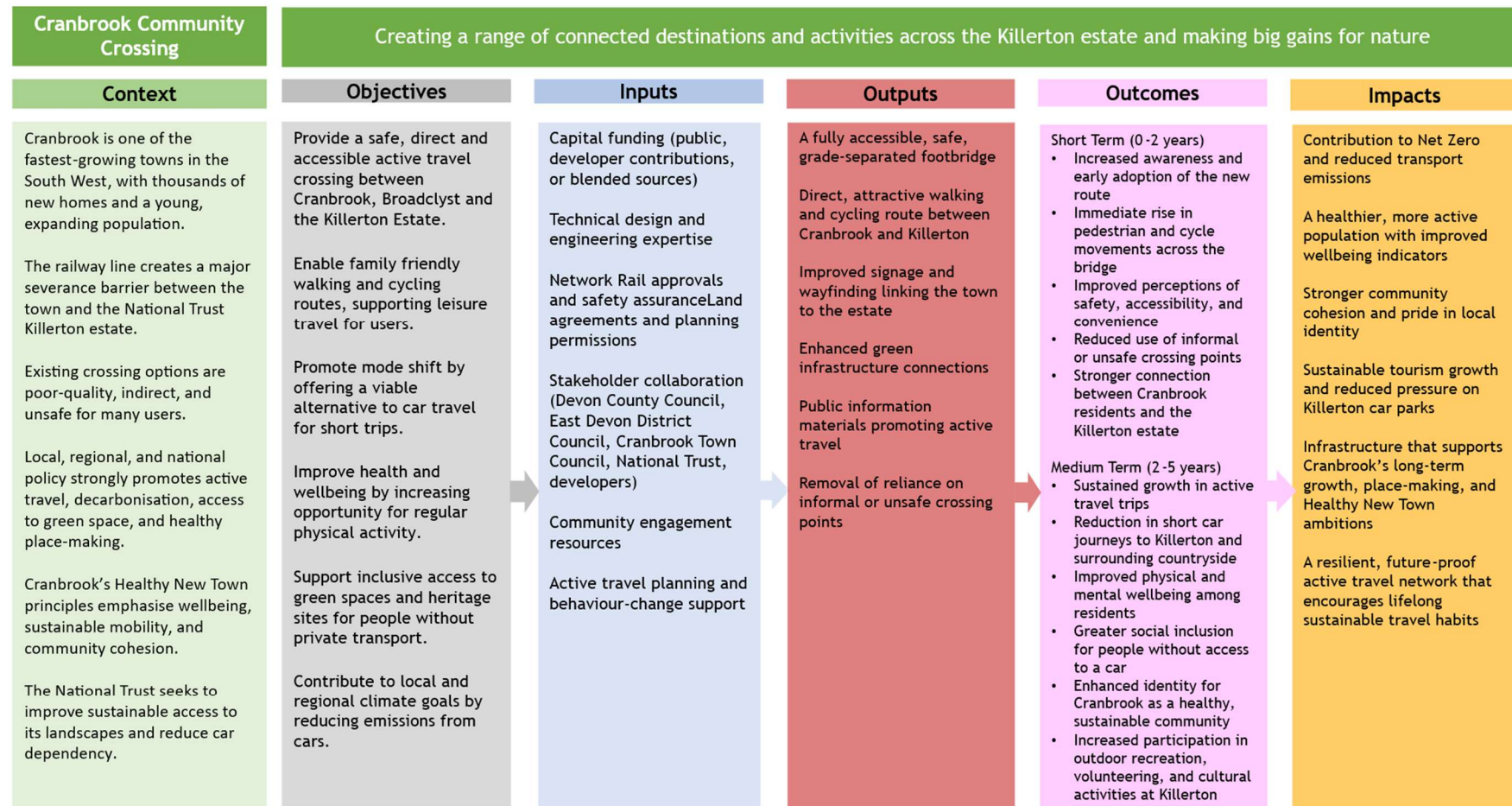
2.7 SMART Objectives and Logic Map

2.7.1.1 The scheme objectives defined above in Section 2.4 are refined below into a set of SMART (Specific, Measurable, Achievable, Relevant and Time bound) Objectives. These SMART objectives then feed through into a logic map which summarises the Strategic Dimension from context through objectives, inputs, short- and medium-term outcomes and longer-term impacts.

Table 3 SMART Objectives

Objective	SMART Detail
1. Improve safe and inclusive access across the railway line	Specific: Deliver a fully accessible, grade-separated footbridge. Measurable: Achieve compliance with accessibility standards and reduce reliance on informal crossings. Achievable: Delivered through established design and construction methods. Relevant: Addresses severance and safety issues. Time-bound: Operational within X years of funding approval.
2. Increase active travel between Cranbrook and Killerton	Specific: Enable more walking and cycling trips to the Killerton estate. Measurable: 20-40% increase in pedestrian/cycle movements within 12 months of opening. Achievable: Supported by latent demand and population growth. Relevant: Aligns with local and national active travel policy. Time-bound: Measured at 12 and 36 months post-opening.
3. Reduce short car journeys from Cranbrook to Killerton and surrounding countryside	Specific: Provide a viable alternative to car travel. Measurable: 10-20% reduction in car trips to Killerton originating from Cranbrook. Achievable: Supported by improved connectivity and behaviour change. Relevant: Contributes to Net Zero and local transport goals. Time-bound: Evaluated within 3 years of opening.
4. Enhance resident wellbeing through improved access to green space	Specific: Increase the number of Cranbrook residents accessing Killerton on foot or bike. Measurable: Surveyed wellbeing indicators show improvement; usage counts increase. Achievable: Supported by strong evidence linking access to nature with wellbeing. Relevant: Aligns with Healthy New Town principles. Time-bound: Measured annually post-opening.
5. Support Cranbrook's sustainable growth and place-making objectives	Specific: Integrate the bridge into wider active travel and green infrastructure networks. Measurable: Inclusion in local plans; delivery of connecting routes. Achievable: Supported by planned development phases. Relevant: Ensures infrastructure keeps pace with growth. Time-bound: Integrated into planning cycles within 2 years.
6. Contribute to local and regional Net Zero goals by reducing transport-related carbon emissions from short trips between Cranbrook and the Killerton estate.	Specific: Enable a measurable reduction in carbon emissions by shifting short journeys from private car use to walking and cycling Measurable: Achieve a 5-10% reduction in transport-related CO₂ emissions associated with Cranbrook-Killerton trips within 3 years of the bridge opening, evidenced through modal shift data and emissions modelling. Achievable: Supported by strong latent demand for safe active travel routes, Cranbrook's young and growing population, and alignment with local behaviour-change programmes. Relevant: Directly supports local, regional, and national Net Zero strategies, including the Devon Carbon Plan and the UK Transport Decarbonisation Plan. Time-bound: Emissions reduction to be monitored at 12, 24, and 36 months post-opening, with annual reporting thereafter.

Figure 8 Logic Map



2.7.2 Measures for Success

- 2.7.2.1 The table below suggests a set of performance indicators to judge the success of the scheme against its objectives.

Table 4 KPIs/ Measures of Success

Theme	KPI	Measurement Method
Safety	Reduction in use of informal/unsafe crossing points	Observational surveys; Network Rail incident data
Accessibility	% of users reporting the bridge as accessible and safe	User surveys; accessibility audits
Active Travel Uptake	Number of pedestrian and cycle trips across the bridge	Automated counters; manual counts
Modal Shift	Reduction in car trips from Cranbrook to Killerton	Visitor surveys; NT car park data
Wellbeing	Increase in residents accessing green space weekly	Community surveys; NT visitor data
Environmental Impact	Estimated CO ₂ reduction from modal shift	Transport modelling
Place-making	Integration with wider active travel network	Delivery of connecting routes; planning compliance

2.8 Stakeholder Engagement

- 2.8.1.1 Stakeholder engagement has been central to the development of the Cranbrook Community Crossing Pre-SOC. Engagement has taken place throughout the engineering feasibility, strategic development and economic appraisal stages, supporting a co-developed and evidence-based approach.

2.8.2 Stakeholder Mapping

- 2.8.2.1 Stakeholder mapping was undertaken to identify organisations and groups with varying levels of influence and interest in the project, and to understand their likely position on the proposal. This included local authorities, rail industry partners, community organisations, local businesses, residents and environmental stakeholders.
- 2.8.2.2 The mapping indicates that several high-influence stakeholders are broadly supportive of the project, including East Devon District Council, Devon County Council, Cranbrook Town Council and Broadclyst Parish Council, alongside representatives from the rail industry and the project client team. These stakeholders recognise the potential for a crossing to improve safety, connectivity and access to green space.
- 2.8.2.3 A number of organisations and community groups were identified as having lower institutional influence but a strong interest in the scheme, including local schools, community groups, countryside access organisations and residents. These groups are generally supportive of improved connectivity and active travel opportunities, although some have highlighted considerations relating to design, environmental impact and integration with existing routes.

- 2.8.2.4 The mapping also identified stakeholders with potential concerns, such as groups interested in countryside access and land management. For example, the British Horse Society was noted as having concerns relating to route suitability and safety for equestrian users.
- 2.8.2.5 The following sections summarise the activities undertaken and the key findings from each engagement stream.

2.8.3 Client Team Engagement

- 2.8.3.1 The Client Team—National Trust, Devon County Council (DCC) and East Devon District Council (EDDC)—played an active and ongoing role in shaping the scheme through a series of structured workshops, a site visit, milestone presentations and technical reviews.

Requirements Workshop and Client Outcome Specification (COS)

- 2.8.3.2 A multi-disciplinary requirements workshop was held to define the functional, operational, environmental and experiential requirements for the crossing. The workshop produced an agreed Client Outcome Specification (COS) covering:
- Accessibility and inclusivity standards
 - Safety requirements for all users
 - Futureproofing for double-tracking
 - Landscape sensitivity and environmental protection
 - Quality of onward connections
 - Long-term maintenance and resilience
- 2.8.3.3 The COS formed the basis for option refinement, design criteria and strategic assessment.

Site Visit, Appraisal Workshop and Shortlisting

- 2.8.3.4 A site visit was undertaken with the Client Team in October 2025 to consider the initial long list of sixteen potential options that the early engineering feasibility had identified. This included:
- Reviewing the potential crossing locations
 - Understanding the local constraints (topography, access, drainage, ecology)
 - Assessing the connectivity of onward walking/cycling routes
- 2.8.3.5 These insights informed a joint workshop at the Killerton Estate to review, appraise and develop a shortlist of potential options from the longlist of options.
- 2.8.3.6 All Sixteen options initially identified were assessed against technical, operational and strategic criteria. Several were discounted due to clear constraints, including flood risk and safety concerns associated with underpasses, unacceptable impacts on the local road network, and land ownership or alignment issues.
- 2.8.3.7 Following this process, two options were shortlisted for further development, having achieved the highest appraisal scores and offering the best potential to meet the scheme objectives while minimising key risks.

Strategic, Engineering Feasibility and Economic Appraisal Presentations

2.8.3.8 Dedicated sessions were held with the Client Team to review the emerging Strategic Dimension, engineering feasibility outputs and the economic appraisal.

2.8.3.9 In relation to the Strategic Dimension this covered:

- The Case for Change, including evidence on severance, safety issues, active travel barriers and environmental opportunity.
- Longlist appraisal outcomes and alignment with local planning and transport policies.
- Early benefits mapping, including health, wellbeing and access to green space.

The Client Team confirmed alignment with wider policy and organisational priorities, particularly in relation to active travel enhancement, safety and severance reduction, improved access to landscape and recreation and supporting sustainable growth in Cranbrook.

2.8.3.10 The outputs from the completed engineering feasibility study for the two shortlisted options were presented to the Client Team in advance of the final report. This included a re-cap of the process undertaken, the capital costs of the preferred options and design sketches.

2.8.3.11 The economic appraisal presentation explained the Active Mode Appraisal Toolkit (AMAT) and described the ‘reversed engineered’ methodology undertaken including reviewing the assumptions and parameters for the emerging economic appraisal.

2.8.3.12 The Client Team agreed the appraisal approach and the assumptions and parameters that were being used.

2.8.4 Rail Industry

Network Rail

2.8.4.1 Engagement was undertaken with NR in September 2025 in relation to Devon Metro, an interfacing project which may change the existing railway infrastructure within the study area. This project was finalising its Strategic Outline Case (SOC) at the time of engagement. No single preferred option had yet been agreed, however potential impacts on the study area include the addition of a second track through Crannaford Lane level crossing, which is assumed to require an upgrade to its protection measures as a result. Various extents of the double tracking are being investigated, including options that extend the additional track through Cranbrook station, thereby requiring a second platform, and others which terminate short of the station. Options for localised third rail electrification are being explored as part of the Devon Metro SOC. It is noted that no designs or sketches of the proposals were available for review, the above information summarises verbal online engagement undertaken with NR.

2.8.4.2 A key outcome of the NR engagement is the need to futureproof any crossing for a possible second track, which would result in an increase in length of bridge span or underpass length for a new crossing.

South Western Railway

- 2.8.4.3 Engagement was undertaken with SWR in September 2025 in relation to considerations around a potential crossing at or near Cranbrook station, managed by SWR as the Station Facility Owner (SFO), and implications on current and future station operations. The station is currently unstaffed with no means of entry control, the platform is accessible to members of the public at all times. Introduction of staff and associated facilities at Cranbrook station is not a current priority for SWR. Should Devon Metro result in a second platform being required at Cranbrook, SWR would envisage that lifts would be used to provide step-free access between platforms rather than ramps, and the use of lifts at unstaffed stations is an existing and well-understood way of operation at other SWR stations, with relevant safety and operational protocols being established which could be applied at Cranbrook.
- 2.8.4.4 A key outcome of the SWR engagement was the acceptance in principle by SWR that a crossing built over the station platform could be used by both members of the public and passengers requiring access to a future second platform (if required and delivered as part of Devon Metro), subject to the crossing design allowing for future installation of lifts and stairs to access both platforms. Additional engagement would be necessary with SWR and NR at the next stage, should a crossing over the station be considered as one of the shortlisted solutions, to establish further detailed technical requirements.
- 2.8.4.5 A range of stakeholder engagement activities were undertaken to inform the Strategic Dimension of the Cranbrook Community Crossing Pre-SOC. These aimed to capture community views, gather local insight, and ensure that crossing options reflect local priorities and stakeholder perspectives.

2.8.5 Public Survey

- 2.8.5.1 A public survey was undertaken by National Trust to understand views on the need for a new railway crossing, its potential use, and preferred design. The results show very strong community support, with 97% of respondents in favour and 1% opposed, indicating clear alignment between the proposal and local needs.
- 2.8.5.2 A bridge was the preferred crossing type, selected by 76% of respondents, significantly ahead of alternatives such as improving the existing level crossing (12%) or providing an underpass (6%). This reflects a strong preference for a fully segregated, safe and accessible solution.
- 2.8.5.3 Respondents indicated the crossing would support a wide range of trips. The most common anticipated uses were access to footpaths, bridleways and cycle routes (84%) and access to green space (79%), while 55% identified access to local amenities and 24% improved access to public transport.
- 2.8.5.4 The most supported location was a route connecting Cranbrook Country Park and Elbury Community Forest (37%), followed by a station-Elbury Lane connection (33%). Crannaford Crossing and Station Road each received 12% of support. This suggests a preference for routes that enhance active travel and access to green space.
- 2.8.5.5 Most respondents anticipate regular use, with 52% expecting weekly use and 18% daily use, while only 1% said they would never use the crossing. In addition, 78% already use active travel modes locally, suggesting the scheme would support existing travel behaviours while helping reduce current barriers to movement.

- 2.8.5.6 Qualitative feedback highlighted the railway and surrounding roads as significant barriers to movement between Cranbrook and neighbouring areas. Respondents noted that limited and unsafe walking and cycling routes often force short car journeys, particularly due to road safety concerns along Station Road, Crannaford Lane and Elbury Lane.
- 2.8.5.7 The railway itself was frequently cited as a physical barrier limiting access to schools, green space, amenities and nearby communities, including Broadclyst and the Killerton area. Parents and carers highlighted the lack of safe routes to Clyst Vale Community College, which limits independent travel for children and increases reliance on cars.
- 2.8.5.8 Respondents also emphasised the importance of improving access to green and recreational spaces, including Cranbrook Country Park, Elbury Community Forest and the Killerton Estate. Many felt a crossing could support healthier lifestyles, increased use of natural assets and improved wellbeing.
- 2.8.5.9 Overall, the survey findings demonstrate strong community demand for improved connectivity and indicate that a new crossing could significantly enhance active travel, access to green space and connections to local services. The outputs of this survey helped to shape both the preferred option development and the Strategic Dimension.

2.8.6 Community Workshop

- 2.8.6.1 A facilitated workshop hosted by the National Trust at Cranbrook Education Campus brought together representatives from local authorities, community organisations and interest groups to explore the role of a community crossing.
- 2.8.6.2 Participants broadly supported the concept and emphasised that the crossing should be viewed not only as a transport intervention but also as a wider community and environmental asset. Key benefits identified included enabling safer walking and cycling routes, improving everyday access to schools, services and Cranbrook station, expanding access to countryside and recreational opportunities, and strengthening connections between Cranbrook, Broadclyst and surrounding areas.
- 2.8.6.3 Participants also highlighted important considerations for future development, including the need for high-quality onward walking and cycling routes, inclusive and accessible design, and sensitivity to landscape and ecological considerations. Wider issues such as route resilience, personal safety, parking pressures, environmental impacts and long-term maintenance were also raised.
- 2.8.6.4 Participants expressed interest in ongoing community involvement in the design process, with the crossing seen as an opportunity to contribute positively to local identity and sense of place.

2.8.7 Summary

- 2.8.7.1 Across the engagement activities undertaken to date, there is strong and consistent support for a community crossing at Cranbrook. Stakeholders recognise its potential to improve safety, reduce railway severance, and enhance connectivity between Cranbrook, Broadclyst and surrounding green spaces.
- 2.8.7.2 Engagement has also highlighted the importance of ensuring the crossing is well integrated with the wider walking and cycling network, designed to be safe, accessible and environmentally sensitive, and delivered through effective collaboration between stakeholders and local communities.

- 2.8.7.3 Stakeholder engagement has directly shaped the engineering, strategic and economic development of the scheme and will continue to inform future stages of design and appraisal.

2.9 Risks, Constraints and Dependencies

- 2.9.1.1 The successful delivery of transport interventions requires early identification of risks, constraints and dependencies in order that they are fully understood and can be mitigated and planned into the delivery plan. The following three tables summarise the key factors that may impact the implementation of the Cranbrook Community Crossing.
- 2.9.1.2 These current lists are not intended to be exhaustive and should be reviewed as the scheme moves forward. As the scheme moves forward the risks will be developed into a more formal and detailed risk register. Constraints and dependencies will need to be further investigated and continually monitored through the business case development and into the delivery phase.

Table 5 Summary of Key Risks

Risk	Description	Potential Impact	Relevant Business Case Dimensions
1: Planning or consent delays	Delays in securing planning permission, Network Rail approvals, or environmental consents.	Programme slippage; increased costs; delayed benefits realisation.	Management, Commercial, Financial
2: Cost escalation	Inflation, materials costs, or design changes increase total scheme cost.	Funding gap; reduced value for money; scope reduction.	Financial, Economic
3: Land acquisition challenges	Difficulty securing land or access rights for bridge approaches.	Redesign requirements; delays; increased costs.	Commercial, Management
4: Insufficient active travel uptake	Behaviour change is lower than forecast; modal shift targets not met.	Reduced carbon savings; weaker economic benefits.	Strategic, Economic
5: Construction risks	Disruption to rail operations, unforeseen ground conditions, or contractor performance issues.	Cost/time overruns; reputational risk.	Management, Commercial
6: Environmental or heritage impacts	Impacts on landscape, ecology, or heritage assets near Killerton.	Additional mitigation costs; planning challenges.	Strategic, Economic
7: Stakeholder misalignment	Differing priorities between local authorities, Network Rail, National Trust, and developers.	Delays; scope changes; reduced scheme quality.	Strategic, Management

2.9.2 Early Assumptions Testing and Risk Reduction Approach

- 2.9.2.1 A core part of SLC's methodology is the early identification, testing and validation of key engineering, environmental and operational assumptions to reduce delivery risk before the scheme progresses to Strategic Outline Case stage. This approach ensures that potential risks are exposed, explored and mitigated while the scheme remains flexible and responsive to change.
- 2.9.2.2 As established through the Engineering Feasibility Study, a structured assumptions framework was developed to guide option development, covering ground levels, structural clearances, parapet requirements, geotechnical conditions, utilities, flood risk interfaces and futureproofing for potential double-tracking. This framework sets out each assumption, the rationale behind it, and actions required at the next stage to validate or refine it.
- 2.9.2.3 Building on this, the Pre-SOC incorporates the implications of these assumptions within the emerging risk, constraint and dependency narrative. However, the next stage of the project will formalise an "Assumptions Validation Plan" that translates the feasibility-stage assumptions into targeted activities—including topographical and utilities surveys, early engagement with Network Rail on design tolerances, and geotechnical investigations—to progressively remove uncertainty. This process will ensure that the preferred option is tested against real-world conditions, reducing the likelihood of scope change, cost escalation or programme delay at SOC and OBC stages.
- 2.9.2.4 Early assumptions testing also supports the management and commercial dimensions of the eventual SOC by providing greater cost certainty, refining risk allowances, and enabling clearer allocation of responsibilities between delivery partners. It strengthens option robustness and provides National Trust and its partners with confidence that early design decisions are based on validated, rather than indicative, evidence.

Table 6 Summary of Key Constraints

Constraint	Description	Implications for the Scheme	Relevant Business Case Dimensions
1: Railway operational constraints	Works must comply with Network Rail standards and possession windows.	Limits construction methods and timing; may increase costs.	Management, Commercial
2: Fixed alignment options	Bridge location constrained by topography, land ownership, and desire lines.	Limits design flexibility; may require additional land or mitigation.	Strategic, Commercial
3: Environmental sensitivities	Proximity to Killerton estate, habitats, and landscape designations.	Requires careful design and mitigation; may affect programme.	Strategic, Economic
4: Funding availability	Budget envelope may be fixed or phased.	Influences scope, phasing, and procurement strategy.	Financial, Commercial
5: Integration with Cranbrook development phases	Bridge must align with housing delivery and active travel network build-out.	Timing and sequencing constraints; dependency on developer works.	Strategic, Management
6: Accessibility standards	Must meet inclusive design and DDA requirements.	Influences gradients, ramp lengths, and overall footprint.	Strategic, Commercial

Table 7 Summary of Dependencies

Dependency	Description	Implications if Not Met	Relevant Business Case Dimensions
1: Network Rail approvals	Safety, design, and construction approvals required.	Scheme cannot proceed; major programme delays.	Management, Commercial
2: Land agreements	Agreements with landowners for bridge landings and paths.	Redesign or inability to deliver preferred option.	Commercial, Management
3: Delivery of connecting active travel routes	Footbridge effectiveness depends on high-quality links into Cranbrook and Killerton.	Reduced usage; weaker economic and carbon benefits.	Strategic, Economic
4: Partnership with National Trust	Collaboration on access routes, signage, and visitor management.	Reduced attractiveness of the route; limited tourism and wellbeing benefits.	Strategic, Management
5: Alignment with Cranbrook development programme	Housing and town centre build-out must support demand and connectivity.	Lower early usage; delayed benefits realisation.	Strategic, Economic
6: Securing full project funding	Capital funding from multiple sources may be required.	Scope reduction or inability to proceed.	Financial, Commercial

3 Economic Dimension

3.1 Introduction

- 3.1.1.1 The economic dimension within a business case explores the value-for-money case for an investment by deriving monetised benefits to set against the costs. Together these generate a Net present Value (NPV) and a Benefit-Cost Ratio (BCR). Within this dimension as the scheme progresses through the business case pathway, more details of wider more quantitative benefits are summarised as part of the overall analysis.
- 3.1.1.2 For a scheme such as Cranbrook Community Crossing, the most appropriate tool to use to estimate the quantified benefits of the intervention is the Department for Transport's Active Mode Appraisal Toolkit (AMAT). The tool provides a robust, evidence-based appraisal of how the scheme will improve walking and cycling connectivity between the rapidly expanding settlement of Cranbrook and the National Trust's Killerton Estate. By quantifying and monetising the health, environmental, decongestion, safety, and journey quality benefits associated with increased active travel, AMAT demonstrates the scheme's strong alignment with national appraisal guidance and wider policy objectives. The analysis highlights how the new crossing will unlock safe, direct, and attractive routes for everyday journeys and leisure trips, supporting sustainable growth, enhancing access to green space, and encouraging a long-term shift towards healthier, low-carbon travel choices. This provides a clear and credible foundation for the scheme's economic case.

3.2 Application of AMAT to Cranbrook Community Crossing

- 3.2.1.1 AMAT is a spreadsheet-based which requires a set of input assumptions which are then translated into the following quantified benefits driven by anticipated changes in active travel behaviour resulting from the intervention:
- Health
 - Environmental
 - Decongestion
 - Safety
 - Journey quality benefits
- 3.2.1.2 This approach aligns with DfT's Transport Appraisal Guidance (TAG) and current DfT valuation methods. By quantifying the key impacts of a proposed intervention, AMAT provides a comprehensive view of the impacts on transport users, the environment, society, and the economy. It presents a measure of the 'Value for Money' of a proposed intervention, in the form of a benefit-cost ratio (BCR). A BCR greater than 1.0 indicates that the monetised benefits of a scheme exceed its costs (i.e. that every £1 spent generates more than £1 in benefits across the scheme's economic life), with higher values indicating stronger economic performance.

3.2.2 Defining A Central Case

3.2.2.1 AMAT requires that a set of input assumptions be defined that allows the tool to generate economic indicators. The inputs can be grouped into the following categories:

- Appraisal-level (not scheme specific)
- Appraisal-level (scheme specific)
- Scheme level (without intervention - describing the do-nothing)
- Scheme level with intervention (defining the do-something)

3.2.2.2 A central 'base case' scenario has been defined using a set of assumptions that on the whole accept the default AMAT values or where it is relatively clear, from the nature of the current situation and the proposed solution, as to the descriptors of the do-nothing and do-something. Within the AMAT input set, variables have been categorised using a Red-Amber-Green (RAG) approach to reflect the level of confidence in each assumption:

- Green: Values are AMAT defaults with no reason to change or are scheme-specific inputs with known values.
- Amber: Values are AMAT defaults, but where values might reasonably be different for Cranbrook Crossing with later-stage evidencing.
- Red: Values are unknown and will need to be established through modelling or benchmarking for later-stage evaluation.

This is summarised in Figure 9 below.

Figure 9 Summary of AMAT Inputs

Assumption	RAG	Base Case Value	Notes	Sensitivity?
Appraisal Level (Non-scheme Specific)				
Appraisal Period	Green	20 years	DfT guidance default for active travel schemes but increase if justified by nature of intervention	Yes – 30, 60 years
Optimism Bias (Cost Risk Uplift)	Green	23%	DfT Default applied to capital costs.	No
Appraisal Level (Scheme Specific)				
Local Area Type	Green	Rural	MSOA classification for Cranbrook ‘Other Urban’ but benefits more likely apply to ‘rural’ routes.	No
Background Growth Rate	Amber	2% p.a.	AMAT default. Varied in sensitivity testing to reflect Cranbrook expansion and applied over 20 years.	Yes - 4%/6% p.a.
Number of Applicable Days	Green	365 days	Appropriate for leisure-focused route with year-round use.	No
Average Walking Trip Speed	Green	5km/h	Default AMAT values.	No
Average Cycling Trip Speed	Green	15km/h	Default AMAT values.	No
Mode Shift Proportions	Amber	24%/6% from car/taxi	AMAT defaults.	No
Car/Taxi Occupancy Rate	Green	1.6/2.4	AMAT defaults.	No
Average Walking Trip Length	Amber	1.18km	Default AMAT value from National Travel Survey – likely to be longer in the case of Cranbrook	Yes - +25%/+50%
Average Cycling Trip Length	Amber	5.71km	Default AMAT value from National Travel Survey - likely to be longer in the case of Cranbrook	Yes - +25%/+50%
Proportion of Walking Trip using Intervention	Green	63%	Based on modelled scheme length relative to average trip lengths so flagged as green since derived from known length of intervention	No
Proportion of Cycling Trip using Intervention	Green	18%		No
Scheme Level (Without Intervention)				
Walking Trips without Intervention	Amber	0 trips/day	In the absence of observed counts and given the unattractiveness of the existing options this is assumed to be zero. The ‘with intervention’ figures below are used as the moving target.	No
Cycling Trips without Intervention	Amber	0 trips/day		No
Current Walking Infrastructure Quality	Green	No provision	Assumes no aspects of quality that would be associated with a walking focused route	No
Current Cycling Infrastructure Quality	Green	No provision	Assumes no aspects of quality that would be associated with a cycling focused route	No
Scheme Level (With Intervention)				
Walking Trips with Intervention	Red	Allowed to vary	These values are used to reverse-engineer the BCR calculation. In other words, how much use of the crossing would need to be observed to generate a BCR of 1.0?	Yes
Cycling Trips with Intervention	Red	Allowed to vary		Yes
Proposed Walking Infrastructure	Green	Lit, Even, Signposted	Known scheme design can be directly matched to AMAT infrastructure categories.	No
Proposed Cycling Infrastructure	Green	Off-road Segregated	Known scheme design can be directly matched to AMAT infrastructure categories.	No
Capital Costs	Green	£3,300,000	Derived from scheme design cost estimates – appropriate level of assurance for early-stage	No
Maintenance Costs	Amber	£350,000	Assumed recoat/repaint every 15 years. Benchmarked against station footbridge renewals costs.	No
Private Sector Contributions	Green	£0	Assumed in absence of identified funding.	No
Additional Cycling Facilities	Green	No	No additional facilities (relates to bike lockers, showers etc).	No

3.2.3 Defining Sensitivities

3.2.3.1 An assessment of the full set of AMAT inputs identifies the following parameters that are ‘amber’ and might change in the light of more locally sourced evidence.

- Background growth rate - this is set by default to 2% per year. Cranbrook’s population could rise from its current level of c.6,500 to over 20,000 if all the projected housing is delivered. Over a 20-year period this equates to around a 6% average annual growth rate. Sensitivity will be applied using 4% and 6% annual growth to reflect this very local issue.
- Average walk trip length - 1.18km from National Travel Survey (NTS). This is more likely to be higher in the case of Cranbrook given access to countryside made possible through the crossing. Sensitivity will be applied at +50% and +100%.
- Average cycle trip length - 5.71km from NTS. As with walking trip length this is likely to be somewhat higher given the nature of leisure cycling opportunities around Cranbrook though Killerton is around 7km from Cranbrook so this needs to inform the extent of the variance. Sensitivity will be applied at +25% and +50%.
- Appraisal period - AMAT guidance suggests a 20-year appraisal timeline, but this is influenced by the nature of a typical active travel intervention such as segregated cycle way. The crossing proposed at Cranbrook is structural and would be expected to have a long lifespan. There is argument that the appraisal period should be extended to reflect this.

3.2.4 ‘Backsolved’ BCR Levels

3.2.4.1 The following table illustrates the level of usage of the crossing that need to be seen to hit increasing BCR thresholds. Using the AMAT, a base case is backsolved using a standard/default set of parameters. The three key variables - Cranbrook growth, trip lengths and appraisal period - are varied to assess the impact on required use levels. Finally, these variables are applied in combination to illustrate the impact of ‘moderate’ and ‘high’ variance against the standard parameters.

Table 8 Impact of Changing Input Parameters

Number of cycle/walk trips per day needed to hit different BCR thresholds (return journeys per hour in brackets)			
Scenario	1.0	1.5	2.0
Base AMAT Assumptions	42/294 (10-11)	62/437 (15-16)	83/583 (20-21)
1A. Cranbrook Growth 4% (+100%)	34/237 (8-9)	51/356 (12-13)	68/475 (17)
1B. Cranbrook Growth 6% (+200%)	27/192 (6-7)	41/288 (10-11)	55/384 (13-14)
2A. Trip lengths +25%	34/239 (8-9)	51/359 (12-13)	68/479 (17)
2B. Trip lengths +50%	29/204 (7-8)	44/306 ((10-11)	58/409 (14-15)
3A. Appraisal 30 years	27/191 (6-7)	41/287 (10-11)	55/383 (13-14)
3B. Appraisal 60 years	15/107 (3-4)	23/160 (5-6)	30/214 (7-8)
Moderate Variance Combination			
1A+2A+3A	17/118 (4-5)	26/180 (6-7)	34/239 (8-9)
1A+2A+3B	9/63 (2-3)	14/95 (3-4)	18/127 (4-5)
High Variance Combination			
1B+2B+3A	11/77 (2-3)	16/116 (4-5)	22/154 (5-6)
1B+2B+3B	6/39 (1-2)	8/58 (2)	11/78 (3)

- 3.2.4.2 The base scenario indicates that to meet a basic BCR threshold of 1.0 (where benefits exceed costs) the crossing would need to see c.336 one-way movements (cycle plus walk) per day increasing to c.666 movements to hit a threshold BCR of 2.0. On an average hourly basis (assuming 16-hour day) this equates to 21-42 movements per hour, i.e. 10 to 21 people making a return trip every hour. These usage levels at first sight are high for a crossing of this nature particularly in the context of the existing population base and it might appear therefore that it might be somewhat difficult to make an economic case for the crossing.
- 3.2.4.3 However, once certain parameters are varied more in line with what might be expected of Cranbrook's growth potential and the likely average journey lengths, these back-solved use levels come down significantly giving greater comfort that a strong value-for-money case can be made. One of the principal tasks for the next stage of the scheme's development is to evidence several of these parameters based on local/regional data. One particular thing to consider in building an evidence base of potential usage is that the crossing is likely to be popular with dog walkers and with 8000 households and estimates of dog ownership in the region of 1 in 3 households there will be a sizeable cohort of people seeking to walk their dogs in greenspace close to Cranbrook. The assumption within AMAT is that the ratio of cycling to walking trips is around 1 to 7 but it is possible that this crossing will be more skewed to walkers given its immediate proximity to the greenspace to the north of the town.

- 3.2.4.4 Considering the remaining sensitivity scenarios in the table, varying the growth rates by 100% and 200% has similar levels of impact on the appraisal as increasing trip lengths by 25% and 50% respectively. Extending the appraisal period from 20 to 30 years (3A) has a similar effect on the appraisal as 6% background growth (1B) and 50% increase in trip lengths (2B).
- 3.2.4.5 Finally, consideration has been given to how combinations of changes in parameter values might impact the required level of use to meet economic value-for-money thresholds. A 'moderate variance combination' takes background growth at 4% and increases journey length by 25%. This is tested with 30-year and 60-year appraisal period. The 'high variance combination' uses background growth at 6% and trip length increased by 50%. This is also tested with a 30-year and 60-year appraisal period.
- 3.2.4.6 Under any combination of these three parameters, the number of individual return journeys per hour needed to hit a basic BCR of 1.0 (and indeed up to 2.0) is in the single digits.

3.3 Conclusions and Next Steps

- 3.3.1.1 This early-stage economic analysis suggests that the community crossing, with a 60-year appraisal period and the projected rapid growth of Cranbrook, will have a robust economic social value case. The level of usage required to generate high levels of value for money (a BCR of at least 2.0) look achievable.
- 3.3.1.2 A number of key tasks emerge from this early-stage AMAT exploration:
- The appraisal period needs to be agreed with DfT as it has a significant impact on the BCR.
 - Potential use needs to be evidenced through either mode-specific modelling or benchmarking against the use of similar facilities in the wider area.

4 Financial, Commercial & Management Considerations

4.1 Financial Dimension

4.1.1 Cost Certainty and Refinement

- 4.1.1.1 Early estimates will need to be developed into a robust cost plan, including optimism bias, quantified risk allowances, and whole-life cost considerations.

4.1.2 Funding Strategy

- 4.1.2.1 The scheme may require a blended funding package (local authority capital, developer contributions, active travel funding streams, or third-party contributions such as the National Trust). The business case will need to demonstrate affordability and secure commitments.

4.1.3 Value for Money

- 4.1.3.1 The Economic Dimension will quantify benefits such as modal shift, carbon reduction, health improvements, and reduced car dependency. The Financial Dimension must show that the scheme is fundable and deliverable within available budgets.

4.1.4 Long-Term Maintenance and Liabilities

- 4.1.4.1 Clear identification of who will own, operate, and maintain the bridge, and how ongoing costs will be funded, is essential for long-term financial sustainability. The benefits identified in the economic dimension are all 'social' in nature - in other words the scheme does not generate income to set against renewal and maintenance expenditure.

4.2 Commercial Dimension

4.2.1 Procurement Strategy

- 4.2.1.1 The business case will need to set out how the scheme will be procured (e.g., traditional, design-and-build, framework call-off), ensuring compliance with procurement regulations and delivering best value.

4.2.2 Market Engagement

- 4.2.2.1 Early engagement with contractors and suppliers will help test deliverability, understand market capacity, and refine cost and risk assumptions.

4.2.3 Risk Allocation

- 4.2.3.1 The Commercial Dimension must show how risks (e.g., rail possessions, ground conditions, environmental constraints) will be allocated between the client and contractor to ensure deliverability without excessive cost exposure.

4.2.4 Contract Management

- 4.2.4.1 The business case will need to outline how performance will be monitored, how variations will be managed, and how quality and safety standards will be assured throughout delivery.

4.3 Management Dimension

4.3.1 Governance and Decision-Making

- 4.3.1.1 A clear governance structure will be required, setting out roles for the local authority, Network Rail, National Trust, and other partners. This includes project boards, reporting lines, and escalation routes.

4.3.2 Programme Management

- 4.3.2.1 The scheme will need a detailed programme covering design, consents, procurement, construction, and commissioning. Rail-related works will require careful planning around possessions and safety approvals.

4.3.3 Risk Management

- 4.3.3.1 A live risk register, mitigation strategy, and contingency planning will be essential. This includes strategic risks (e.g., planning), delivery risks (e.g., construction), and operational risks (e.g., long-term maintenance).

4.3.4 Stakeholder and Community Engagement

- 4.3.4.1 The Management Dimension must demonstrate how stakeholders will be engaged throughout the project lifecycle, including residents, landowners, Network Rail, and the National Trust.

4.3.5 Monitoring and Evaluation

- 4.3.5.1 The business case will need a plan for tracking benefits such as active travel uptake, carbon reduction, and wellbeing outcomes, ensuring the scheme delivers on its strategic objectives.

5 Conclusion and Next Steps

5.1 Conclusion

- 5.1.1.1 This Pre-SOC demonstrates a clear and compelling strategic case for delivering a new active travel crossing between Cranbrook and the Killerton Estate. The analysis confirms that the railway line acts as a significant and long-standing barrier to sustainable movement, preventing residents from safely accessing green space, neighbouring communities and wider walking and cycling networks. With Cranbrook's population growing rapidly and further expansion planned, the severance created by the railway is increasingly incompatible with the town's strategic vision as a healthy, low-carbon, well-connected new community.
- 5.1.1.2 The Strategic Dimension shows strong alignment between the proposed crossing and a wide range of national, regional and local policy objectives. These include ambitions for decarbonisation, improved health and wellbeing, enhanced access to nature, reduced car dependency, and the creation of resilient, sustainable settlement patterns. The intervention would enable high-quality, inclusive and safe access to the Killerton Estate and the Clyst Valley, and in doing so would unlock a wide set of social, environmental and behavioural benefits.
- 5.1.1.3 Stakeholder and community engagement has further strengthened the case for change. Local authorities, transport partners, rail industry stakeholders and community groups all recognise the crossing as an important piece of enabling infrastructure. Public support is exceptionally strong, with residents identifying safety, access to green space and improved active travel connectivity as key priorities. The shortlisted options (4b and 4d) have emerged from a robust appraisal of 16 long-listed locations and demonstrate viable, achievable and technically feasible solutions that address the identified issues.
- 5.1.1.4 The Economic Dimension shows that, while further refinement of assumptions is required at later stages, the crossing has potential to deliver positive value for money. The AMAT analysis highlights the sensitivity of the benefit-cost ratio to local conditions (particularly population growth and trip length) as well as the length of the appraisal period. With Cranbrook's projected scale of development and strong evidence of latent demand for active travel, there is a credible opportunity for the scheme to deliver meaningful economic, health and environmental benefits.
- 5.1.1.5 Taken together, the evidence across all five dimensions indicates that the Cranbrook Community Crossing is a strategically justified, publicly supported and technically deliverable intervention that directly addresses a critical infrastructure gap. Progressing the scheme to a full Strategic Outline Case will provide the opportunity to develop the design, firm up costs and risks, strengthen the economic evidence and secure the partnerships and funding required to move toward delivery.

5.2 Next Steps

5.2.1.1 To develop the proposal from this Pre-SOC into a full Strategic Outline Case, the following next steps are recommended:

Strengthen and Refine the Economic Case

- Develop a more detailed active travel demand evidence base using:
 - Mode-specific modelling.
 - Benchmarking with comparable crossing schemes in similar contexts.
- Agree the appraisal period with DfT, reflecting the expected lifespan of a structural asset.
- Refine AMAT inputs for trip lengths, background growth and mode shift, using local survey data where available.
- Explore wider non-monetised benefits (e.g., wellbeing, outdoor access, tourism, educational access).

Advance Engineering Feasibility and Cost Development

- Progress early design development for Options 4b and 4d, including topographical survey, environmental constraints checks and geotechnical scoping.
- Undertake early discussions with Network Rail to confirm design requirements, futureproofing for double-tracking and asset protection considerations.
- Refine capital cost estimates, risk allowances and optimism bias in line with emerging design detail.
- Confirm land requirements and begin preliminary engagement with landowners.

Develop a Funding and Affordability Strategy

- Identify and assess potential funding streams, including:
 - Local authority capital.
 - Developer contributions.
 - Active Travel England.
 - Contributions from partners such as the National Trust.
- Establish the broad affordability position and prepare an outline funding strategy for the SOC.

Strengthen Commercial and Procurement Planning

- Undertake early market engagement to understand construction feasibility, market capacity and potential delivery risks.
- Develop a longlist of procurement routes suitable for a rail-adjacent structural intervention.

- Define high-level risk allocation principles between the client body, rail industry and contractors.

Establish Governance, Programme and Risk Management Frameworks

- Set up a SOC-stage governance structure with clearly defined roles across National Trust, DCC, EDDC, Network Rail and other partners.
- Develop a detailed programme covering design, consents, procurement and construction sequencing.
- Expand the risk register into a more detailed management tool, including mitigation strategies and contingency planning.

Integrate the Crossing with Wider Network and Development Planning

- Work closely with Devon County Council, East Devon District Council, Cranbrook Town Council and Broadclyst Parish Council to secure high-quality onward routes and ensure integration with LCWIP networks, Cranbrook's development phases and Killerton access plans.
- Coordinate with National Trust on landscape integration, visitor experience, signage and ecological sensitivity.
- Ensure the crossing is embedded into emerging planning documents and design codes for Cranbrook.

Continue Collaborative Engagement with Stakeholders and Communities

- Maintain dialogue with local user groups, schools, accessibility stakeholders and environmental bodies to refine design requirements.
- Address issues raised by groups such as the British Horse Society regarding safety and route suitability.
- Continue engagement with residents to sustain the strong local support evidenced to date.