



The value of community rail

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Sponsored by

Rail Delivery Group



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Introduction from Jools Townsend, chief executive, Community Rail Network

The aim of this report, produced by Community Rail Network with support from Rail Delivery Group, is to advance understanding and thinking about how community rail, and by extension rail, delivers social, environmental and economic value for and with communities.



As we move forward with the transformation of rail under a new UK government, Community Rail Network and our members are excited about continuing to strengthen community rail's vital and burgeoning role. This report shows how community rail contributes to crucial public policy goals, to ensure rail is inclusive and accessible for all, and to support modal shift towards a greener, more equitable system of mobility, with rail at its heart.

We look forward to continuing to work with government at all levels, rail and transport partners, and of course local communities, towards these incredibly important missions.

Community rail is a unique and growing grassroots movement made up of 75 community rail partnerships (locally-based community organisations), 1,300 station volunteer groups, and other community-led initiatives across Britain, engaging and empowering communities, and helping them get the most from their railways.

Community rail promotes social inclusion and access to opportunity, sustainable travel and tourism, health and wellbeing, and local economic development. This involves working with train operators, the wider rail and transport sector, local authorities, educators and community partners, to spearhead locally-led projects connected with rail, bring improvements to rail services and stations, and help communities have a voice on rail and transport.

This report showcases the inspiring, innovative and evolving ways that community rail partnerships and groups are delivering value, linked to each pillar of the Department for Transport's (DfT) Community Rail Development Strategy. By exploring community rail's growing ambitions, outcomes and impacts, we hope to support the community rail movement to focus its efforts in an evidence-led way and maximise the value it delivers, into the future, with our support, and that of wide-ranging partners.



Marston Vale CRP

Foreword by Jaqueline Starr, chief executive officer, Rail Delivery Group

We are pleased to support this Value of Community Rail report that showcases the value of hard work across the rail network carried out by the community rail movement and thousands of dedicated volunteers.



I have seen first-hand the contribution that these initiatives can have, including in my own community in Yatton Station which boasts a spectacular garden, a community café, and a fantastic cycling hub with a variety of bikes to cater for different accessibility needs enabling everyone to experience the local countryside from the train. It's a great example of what is possible through partnership working at a local level, and there are many more examples across the country.

We need to work together to put customers first and encourage more people to travel by rail. Together we can create a more inclusive, sustainable, and customer-focused rail experience for all, and I look forward to continuing our work with the community rail movement to deliver on this ambition.

Rail does more than simply transport us from A to B. By carrying over three million people on average every day, it plays an essential role in connecting communities, driving economic growth, and contributing to a more sustainable future.

This report demonstrates how the rail industry and community rail have contributed to growth in local economies by shining a light on recent work by local organisations as well as station volunteer groups. It also showcases the successes of community rail partnerships and groups in advocating for rail as a more sustainable way to travel, as well as rail's contribution to providing greater access to all.



The Camberwell Society, Denmark Hill Station

Executive summary

This report demonstrates the significant social value being delivered by community rail and shows how the movement has developed into an integral part of rail's offer to local communities.

It finds a **major return on investment of £17.89 for every £1 spent**, through the work of 75 community rail partnerships and nearly 1,300 station groups, with 100-plus officers and 8,250 volunteers between them. These partnerships and groups, brought together under Community Rail Network, now cover **more than a third of Britain's rail network** and **half of its stations**, across diverse localities.

From annual funding of c. £7.2million from government and rail sources, community rail produces just under **£129m in social value**, **engaging 125,000 people a year** in activities that create a multitude of opportunities and benefits for local people, places and economies, and our shared future. Of that total, a big proportion are children and young people, with an estimated 65,000 engaged annually, via partnership working with 2,000 schools and 1,800 other community partners.

These numbers show the scale of community rail's reach, but also **scope for significant further expansion**.

For further details, see our methodology for the data underpinning this report in appendix A.

The report showcases our growing evidence base as to how community rail adds value, in innovative and evolving ways. It explores how demonstrable impacts are created linked to the four pillars of the DfT's **Community Rail Development Strategy**:¹ (see foot of page)

We find examples of an **array of positive outcomes and profound, long-term impacts** emerging from community rail's work advising on and supporting rail and transport development, celebrating and strengthening the role of railways and stations in community life, and bringing partners and people together to promote sustainable and healthy journeys, create more integrated transport, and encourage and enable modal shift.

Our findings underline the unique and powerful role of community rail in increasing travel confidence and skills, breaking down barriers, and working with young people especially to foster and lock in the long-term benefits of using rail and sustainable travel. This work directly supports, at local level, the shift needed to more **climate-friendly and equitable mobility**, contributing to Net Zero, social mobility and sustainable economic development. It also offers up unique insights, experiences and community voices to inform strategic policy development. This is highly relevant to the current political context, with a new UK government having just set out its core ambitions for transport, with a focus on greener, fairer transport that works for all, and developing rail in support of this.

This report makes a clear case for the **ongoing support of community rail**, by way of empowering collaboration, funding support and political buy-in, from the rail sector, government and wider partners, to allow it to further develop and thrive through the period of rail reform and into the future.



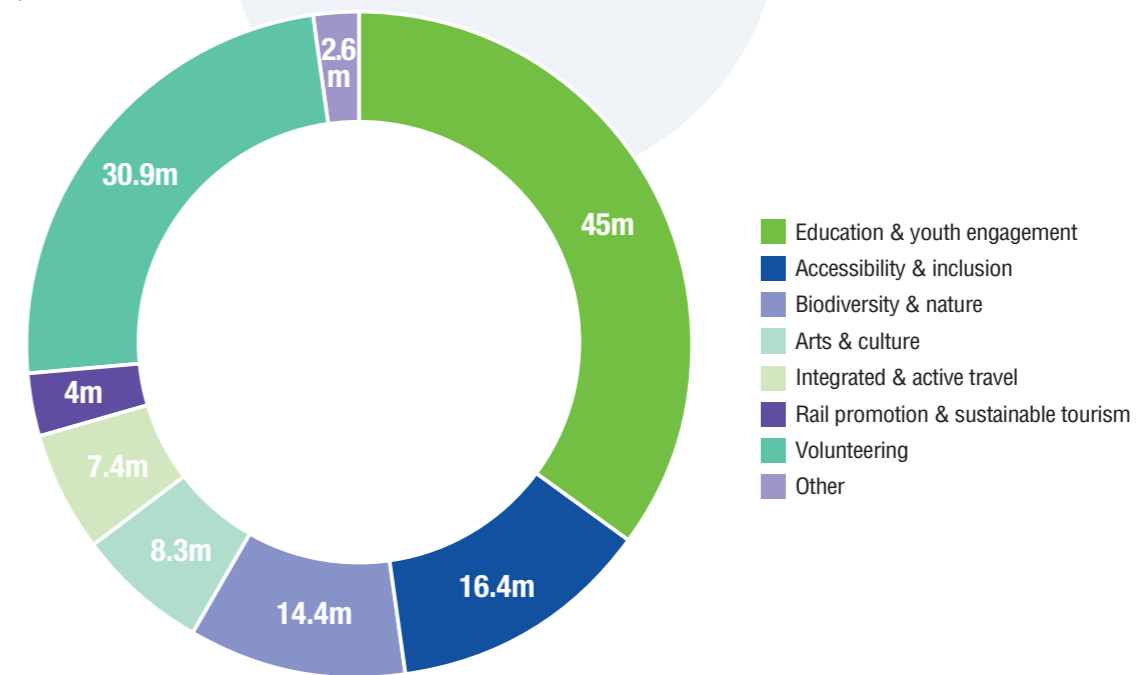
Community rail in numbers



Half of Britain's stations (nearly 1,300) are adopted by volunteer groups delivering community rail activities

75 community rail partnerships involve communities along more than a third (35%) of Britain's railways, spanning both rural and urban lines

Social value of community rail activity in 2022/23 (£129m)



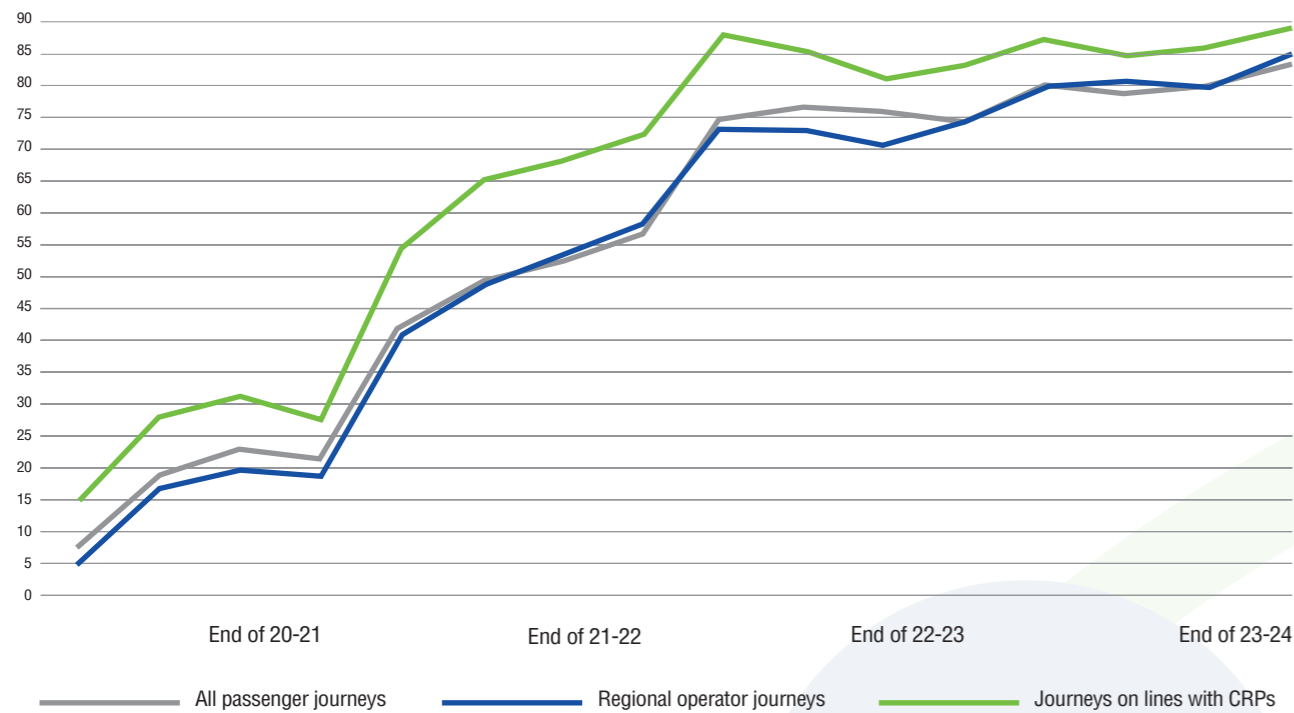
1. <https://www.gov.uk/government/publications/community-rail-development-strategy/connecting-communities-with-the-railways-the-community-rail-development-strategy>

* See appendix A for additional information on breakdown of social value figures

Rail patronage growth and recovery

Passenger journeys on a large sample of railway lines with community rail partnerships (n=46) recovered faster from the pandemic, standing at **89%** of pre-COVID levels at the end of 2023-24. This compares to an average of **83%** for all passenger journeys across the network (excluding the Elizabeth Line), and **84%** for regional operator journeys, deemed to be the fairest comparison.

Recovery of passenger journeys April 2020 to March 2024



While the recovery of passenger numbers shown in the above graph cannot be directly attributed to specific community rail activity, we do know of the wide-ranging ways the movement contributed to rebuilding rail patronage post-COVID, as outlined in our briefing [here](#).²



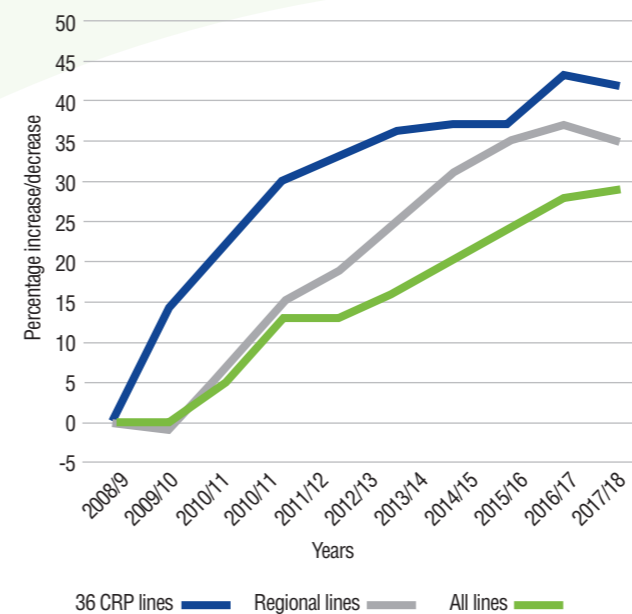
The Friends of Buxton Station

Community rail partnerships and groups acted as a link between railways and their communities, feeding in local understanding and insights to the industry through periods of service changes and uncertainty, and helping communities feel reassured and confident about rail.

They worked tirelessly to enhance community wellbeing and inclusion, supporting local resilience efforts. When it was appropriate, they also played a key role in restarting and reinvigorating promotion of rail for leisure, tourism and sustainable mobility, championing the work being done by rail industry partners to make rail safe, inclusive and reliable.

The strong post-COVID recovery continued a trend seen over a ten-year period prior to the pandemic from 2008-9 to 2017-18, with passenger numbers on a significant sample (n=36) of community rail lines rising by 42%, higher than that seen for total (35%) and regional sector (29%) journeys.³

Indexed comparative passenger journey growth



Passenger numbers on community rail lines rose by **42%** between **2008/9** and **2017/18**, higher than the overall increase of **35%**



Sevenside CRP

2. <https://communityrail.org.uk/wp-content/uploads/2023/06/How-can-community-rail-support-Covid-19-recovery-and-building-back-better.pdf>
 3. <https://communityrail.org.uk/wp-content/uploads/2023/06/The-value-of-community-rail.pdf>

Theme A – Providing a voice for communities

A1. Advising on rail improvements

Community rail acts as a ‘critical friend’ to the rail industry, local government and other partners, enabling effective community engagement and input, and shining a light on local needs and aspirations. This adds value to rail and transport developments, from major infrastructure schemes to service and timetable amendments, while also spearheading smaller-scale, community-led projects. All community rail partnerships, and many station groups, are engaged in this type of work, which delivers a range of identifiable benefits, including making rail more accessible and appealing, and creating a sense of empowerment and ownership towards local railways.

Derwent Valley CRP played a key role influencing the **return of hourly services** between Matlock and Derby and Nottingham in 2023, to better connect communities and visitors along the line. The CRP helped to facilitate public meetings, a 10,000 strong petition, and the support of local councillors, MPs and tourism partners. The partnership then worked with the Friends of Spondon Station on a campaign to promote the reinstated service, reaching **100,000 people**. Passenger numbers in summer 2023 showed a subsequent **12% increase** between Duffield and Matlock, with a **240% increase** in journeys from Spondon.



“The return of train services was a game-changer for families during the holidays as it provided easy access to the Derwent Valley as well as Nottingham and Derby and made planning family outings a breeze.”

The Friends of Spondon Station

“My wife and I are both regular users of the Derwent Valley Line getting on at Cromford. We use the service to travel to both Nottingham and Matlock for work but also for socialising too. We were greatly relieved to have the direct train to Nottingham reinstated earlier this year and this reinstatement has made a huge difference to our lives both for commuting to work and for meeting friends at the weekend.”

Laurence Rayner, passenger

Abbey Line CRP worked with London Northwestern Railway and rail users’ group Abfly to encourage increased rail use by developing a **new timetable** suited to evolving local needs. As well as later evening services to support leisure travel, the timetable brought more consistent and convenient daytime scheduling, offering better connections to other rail services. It was launched in December 2022 with a Santa train event run by the CRP for the enjoyment of the community. The next year **passenger numbers on the line rose by 12.5%**.



Leeds-Morecambe CRP established Britain’s first dementia-friendly railway on the Bentham Line. The CRP has supported journeys for hundreds of people living with dementia and their carers, and created dementia-friendly station environments and activities. It has positively influenced rail accessibility and inclusion by training staff, auditing stations and creating dementia-friendly walks, while working with other community and rail partners interested in replicating the project in different areas. The impact of the project was recognised in the government’s 2021 Plan for Rail, which identified it as **best practice to be supported across the rail network** and incentivised in future Passenger Service Contracts.

“The government does not tend to identify outside organisations in papers as important as the Plan for Rail. Therefore, it is a real credit to the Bentham Line CRP that they have received this direct mention. The work they have undertaken to make the Bentham Line dementia-friendly is nothing short of awe-inspiring, and I for one, and also on behalf of Northern, am immensely proud to have played a small part in it.”

Pete Myers, stakeholder manager for Northern

A2. Working with local authorities

Community rail supports and advises on local transport strategies and plans, and works closely with local government. This includes:

- i) Playing a unique advisory role, ensuring rail’s role and potential in supporting local development, regeneration and sustainable mobility is understood and incorporated into plans;
- ii) Bringing transport and community partners together and drawing in funds from different sources to support locally-led projects such as modal integration schemes;
- iii) Aligning community rail activities with local aspirations and strategies to aid their realisation.

This insight and influence can have a transformative effect on local environments and communities and people’s quality of life.

Community Rail Lancashire worked with Lancashire County Council and authorities in East Lancashire to help fund and complete a series of studies on how the East Lancashire and Ribble Valley lines could be improved to **support local and regional economies**. They considered rail’s role in supporting housing development and promoting access to increased education, employment and leisure opportunities. Options for improved services on the Roses Line, Todmorden Curve, and Clitheroe Line were developed and assessed in terms of costs, benefits and value for money, and the studies are now **guiding the rail development plans of the Rail North Partnership and Transport for the North**.



“Good rail links are a vital part of the public transport network across East Lancashire providing strategic links to Greater Manchester, Yorkshire and within Lancashire opening up new opportunities for our local communities. The studies show ways in which the local rail network can be developed, and we commend them to Northern, the Rail North Partnership and DfT and hope that they will form the basis for improvements over the coming years. As we meet the climate challenge, we know that rail will have a bigger role to play in providing sustainable mobility in the future.”

Richard Watts, chair of Community Rail Lancashire

Community Rail Cumbria works proactively with Cumbria County Council to ensure that rail and other transport improvements are included in government-funded projects to support community development and social inclusion. It has used its knowledge of local transport and mobility barriers to advocate for improvements such as **improved station accessibility and wayfinding** being included in Town Deals and Future High Street Funds schemes. The partnership also fed into Local Cycling & Walking Infrastructure Plans, resulting in improved strategic planning, **joint messaging linking active travel with rail**, and practical improvements such as clearer signage and public information.



Hampshire CRP worked with local authority and transport partners to give the old Victorian waiting room and ticket office at Shawford Station, which had stood unused for 40 years, a new lease of life. They delivered a new £350,000 community space and café, one of 13 examples where the CRP is **bringing disused station buildings into community use**. The project had a £25,000 grant from Winchester City Council’s Community Infrastructure Levy fund, supplementing significant funding from South Western Railway and the Railway Heritage Trust. The Platform 1 café is described as a **‘much-needed community resource’ that impacts on employment, regeneration and the local economy**.

A3. Bolstering local pride

Community rail creates pride in place and pride in the railway, celebrating and strengthening the role of railways and stations in community life. Events, creative projects and campaigns tap into local enthusiasm, stories, histories and culture, bringing people together, and building positive relationships with and perceptions towards the railways and sustainable travel.

Community rail partnerships and station groups also make stations welcoming, attractive, enjoyable places that are more than transport interchanges. Thousands of station friends' volunteers deliver community gardening, nature, arts and history projects that turn stations into thriving community hubs.

Marston Vale CRP led the redevelopment of the Grade II-listed station house at Ridgmont, bringing it back into community use. The Heritage Centre and tearoom is a hub of activity and takes pride of place in the village, acting as a visitor attraction in its own right. As well as providing tourist information and community office/meeting space, the centre offers **employment and volunteering opportunities**, including via the **Rail to Roots gardening group**, who came together to develop a wellbeing garden at the station. The garden now incorporates food and herb growing, and the volunteers, some of whom became involved via links with local social prescribing services, have emphasised the value of **learning new skills and enjoying improved mental and physical health**.

"I love the group, it gives me hope, friendship, fresh air and company."

Rail to Roots volunteer Linda Wilcox



Each year, more than **8,250 volunteers** give around **380,000 hours** of their time to community rail, worth **£30.9million** in social value to individuals and their communities



"As a woman with a role in an outdoor setting, I have often encountered people underestimating my ability, strength, and knowledge. But I have found my purpose and vocation in gardening and working outside. Running Rails to Roots has allowed me, through lived experience, to showcase how nature and gardening can support the mental and physical wellbeing of individuals along the Marston Vale community rail line."

Rail to Roots lead volunteer Emma Lacy

Heart of England CRP transformed the subway at Rugby Station with thought-provoking artwork inspired by the local community. The partnership engaged the public via workshops with five schools and a community art group, a children's activity book, a presence at major cultural events, and a social media campaign. **More than 240 suggestions were made for what became the three Rugby Colour Palettes**, with 18 colours celebrating notable local figures and attractions. The artwork has given the station a unique sense of place, and discussions are underway on replicating the project at Warwick Parkway and Solihull stations.

"It was great to see the transformation that the colour palette has brought to the subway and to see the reactions on everyone's faces when they saw it for the first time. The passion for Rugby has shone through since day one, and I'd like to thank all those who have played their part in bringing the Rugby Colour Palette to life."

Julia Singleton-Tasker, lead officer at Heart of England CRP



Highland Main Line CRP has engaged communities around stations without adoption groups to encourage their involvement and galvanise change. The CRP supported the formation of the community-led **Dunkeld & Birnam Station Action Group**, which is now working on improvements to the station with the local council, a local school, Network Rail, ScotRail, Historic Environment Scotland and Transport Scotland. The community buy-in has already helped to boost passenger numbers, **which have risen 46% from 39,000 to 57,000** over the past year. At **Blair Atholl**, a new friends' group is undertaking an intergenerational arts project and a feasibility study on revamping a disused station building for community good.



Theme B – Promoting sustainable, healthy and accessible travel

B1. Developing integrated transport links

Community rail is an effective vehicle for bringing multi-modal transport partners together and delivering much-needed integration improvements that serve local needs and improve access to low-carbon mobility. As communities themselves are building the case for change, this raises awareness and creates ownership, simultaneously supporting modal shift. Community rail often acts as a conduit in identifying and coordinating shared solutions between transport providers, authorities and interest groups, such as combined ticketing offers, timetable coordination, or improved interchange facilities.

To encourage people back to rail and support local leisure travel via public transport, **Three Rivers CRP** joined forces with bus and ferry partners to create the ‘Waterside Wanderer’. This was the first **multi-modal day ticket** to incorporate rail, bus and ferry, allowing exploration of the coastal areas around Southampton and Hythe, with operators receiving an agreed allocation of ticket revenue. Since its launch in 2021, the scheme has proved popular with both local residents and visitors to the area, and the project was used as **best practice** to inform **New Forest CRP’s** creation of the ‘West Wight Wanderer’, a similar rail/bus/ferry ticket offering discounted travel across the Isle of Wight and New Forest National Park.

Waterside Wanderer

Getting to Hythe and the Waterside area by public transport just got easier...

These Rivers Community Rail Partnership, South Western Railway, Bluestar Buses, Unilink buses and Hythe Ferry have joined together to bring you a new, multi-modal ticket for a great day out!

AS ADVERTISED

WATERSIDE WANDERER

ADULT STANDARD CLASS

21-JUN-21

WATERSIDE WANDERER

ADULT STANDARD CLASS

21-JUN-21

With the Waterside Wanderer you can travel around and explore all day.

Three Rivers Community Rail Partnership

Your 'Waterside Wanderer' Day Rover ticket includes:

- Unlimited** rail travel within the ticket zone after 0900 Mon-Fri, anytime weekends and Public Holidays
- South Western Railway trains
- Bursledon-Southampton-Chandlers Ford service (calling at all stations): Daily every 60 mins
- Bursledon-Hythe-Southampton service (calling at all stations): Daily every 60 mins
- Winchester-Southampton service: Daily frequent 10/15 mins
- Bournemouth-Southampton service: Daily every 60 mins
- Unlimited** travel on any Bluestar 8 or 9 bus
- Southampton Central station-Hythe-Calthorpe
- Monday-Friday every 60 mins daytime, Sunday 4 journeys
- Hythe-Calthorpe-Bursledon 9 for Calthorpe on Sunday
- Bluestar 9 buses
- Southampton Central station-Hythe-Langley/Quay
- Monday-Friday every 20 mins daytime, and every 60 mins evenings
- Sunday every 30 mins daytime to Hythe, and every 60 mins evenings. Evenings every 60 mins to Lymington (via Hythe)
- One return journey on the Quayconnect shuttle bus
- Southampton Central station-Town Quay for Hythe Ferry (Daily up to every 30 mins daytime)
- One journey on the Unilink UIC (NOCS) bus Southampton Central station-Town Quay for Hythe Ferry (Daily up to every 30 mins daytime)
- One journey on the Unilink U1A (Airport) bus Town Quay-Southampton Central station (Daily up to every 35 mins daytime)
- One return journey on the Hythe Ferry Southampton-Town Quay-Hythe Pier head (Daily up to every 30 mins, crossing time approx. 11)
- One return journey on the Hythe Pier Railway Hythe Ferry Terminal-Hythe Pier head (Daily up to every 30 mins)

“Community rail has been the glue that has brought it all together. The fact we are a well-established community rail partnership gave us the governance to do it, coupled with the fact we have very good relationships with all the stakeholders involved. The different operators, bus, train, ferry, are all in competition in a way, but no-one has seen anyone as a threat. It’s all new and additional business, and everyone benefits. Without the community rail partnership, none of this would have happened, so it is a real boost for us and something we want to shout about.”

Nick Farthing, chair of Three Rivers CRP

South East Lancashire CRP has piloted and promoted multiple successful projects **linking rail stations and outdoor parks and attractions by bus**. In 2022, they introduced a new weekend and bank holiday service between Walkden Station and RHS Bridgewater Gardens, with passengers with a valid train ticket able to travel on the bus for free. With the partnership having demonstrated the commercial viability of the route and effectiveness of the rail/bus link, RHS has now taken on operation of the service. As passenger numbers have continued to increase, the service has been extended to run twice daily into Manchester, offering an **integrated transport link with longevity and local benefit**.



When a local Bike’n’ Go cycle project ended in 2019, Buxton was left with no on-station bike hire facilities. **The Friends of Buxton Station** addressed this to enable rail users to continue to make onward journeys via sustainable means. They negotiated a deal with Peak Ascent Cycles to provide a 25% discount for rail passengers, and organised a promotional campaign hosted by Visit Peak District and Derbyshire ahead of summer 2024.



This reached **more than 50,000 people** in April/May and resulted in an increase in e-bike hire compared to the previous year. The scheme is being developed as a pre-cursor to a **sustainable mobility hub at the station**, supported by Derbyshire County Council.

B2. Promoting active and sustainable travel

Community rail helps to connect rail with public transport, active travel and community and shared mobility, improving access to rail and local sustainable travel networks, and enhancing the ‘first and last mile’ of rail-based journeys. This includes by:

- I) Improving walking, cycling and wheeling routes to and from stations so they are safe, direct and convenient;
- II) Spearheading or supporting active travel hubs at stations, offering information, guidance and training;
- III) Running projects such as guided walks or cycle rides from stations to bolster confidence and bring people together;
- IV) Including information on active travel routes and public transport to local attractions in itineraries for leisure journeys and days out.

Community rail delivers activities to encourage and enable sustainable and integrated travel with more than **9,000** people per year, with a social value of **£7.4million**



Southeast Communities Rail Partnership wanted to promote onward sustainable travel options for passengers arriving at Seaford Station and encourage exploration of the area via active travel or public transport. The station had poor signage and wayfinding, with staff often having to provide tourist information and produce hand-drawn maps for people wanting to access the town and surrounding area. The CRP created an **integrated travel map** signposting places to visit and how to reach them via **walking, wheeling, cycling and bus routes**. Launched last summer, one of the main journeys promoted via the map – the route from Seaford Station to the Seven Sisters Country Park – **saw more than 317,000 passengers using the rail/bus link across the year**, with patronage up nine per cent in August 2024 compared to the same month in 2023.



“Seaford Station is such a wonderful stepping stone into the National Park and this project has really enhanced the information and resources we’re offering visitors. There are so many opportunities to travel sustainably in the National Park, whether by walking, cycling, taking the bus or train, and we want to spread the word about how accessible this treasured landscape is for everybody.”

Emily Summers-Mileman, Interpretation and Place Officer for the South Downs National Park



Conwy Valley and North West Wales Coast CRP recognised that the pandemic exacerbated personal challenges felt by many people, including those facing social isolation, loneliness, anxiety or depression. They devised a series of **guided wellbeing walks**, all starting and finishing at railway stations or bus stops, with participants using public transport to attend. More than 80 people took part, including people with mental health conditions and military veterans. 90% of walkers said their involvement had given them a greater sense of achievement and left them feeling better able to get things done, with many reporting an **increased confidence to use rail and public transport independently**.

The **Strawberry Line Café and Cycle Project** is a not-for-profit social enterprise that is also the station adoption group for Yatton Station in Somerset. The cycle project was established in 2020, to support people to get outdoors and explore the Strawberry Line path and nature reserve, utilising the direct rail link. The team offers **free cycling lessons, health and fitness sessions, guided rides designed to improve wellbeing, inclusive cycling via adapted bikes, team-building activities, and e-bike hire**. As well as encouraging sustainable and healthy travel, both the cycle project and café employ and train adults with learning disabilities.



B3. Encouraging and enabling modal shift

Community rail delivers a huge range of projects to encourage and enable modal shift, breaking down barriers and positioning rail as an inclusive, positive way to travel. Academic research suggests that meaningful community engagement and empowerment, of the kind delivered in community rail, is vital in achieving more sustainable transport habits and lifestyles, supporting people to change together. Common activities include modal integration and active travel initiatives, as well as community and youth engagement, rail confidence programmes, and communications, promotions and events that highlight rail’s green credentials and crucial role in tackling the climate crisis.

Passenger journeys on a significant sample of railway lines with community rail partnerships recovered faster from the pandemic, standing at **83%** of pre-COVID levels at the end of 2022-2023, compared to an average of **74%** across the network (excluding the Elizabeth Line). Across 2022-23, the nine per cent difference in recovery was equivalent to a saving of **160 kilotonnes** of carbon dioxide emissions⁴



An ‘average’ community rail journey (approx. 30 miles) produces **86%** less carbon emissions than if made by a large petrol car⁵



Members of the **Community Rail Education Network** found that teaching on transport in relation to the climate emergency was lacking in the curriculum. They created a suite of resources to engage Key Stage 2 children in learning about rail’s green credentials and the importance of sustainable transport. The multimedia package was fronted by Daffnee Green, a talking flower who explains what the railways are doing to address the climate crisis and the advantages of modal shift from road to rail to lower carbon emissions. By 2024, **more than 200 schools had used the resources**, praising them as an engaging way of putting sustainability at the heart of children’s learning.



One of **Gloucestershire CRP’s** key aims is to promote sustainable travel and tourism across the county using rail, widening access to leisure, reducing pollution, and contributing to local net zero targets. To encourage modal shift, the partnership has developed ‘TrainTripper’, a digital tool to **create and promote car-free leisure trips**. Users build a personalised itinerary of places to explore, eat and stay using sustainable transport. Launched in 2023, half of the first 2,000 visitors to download itineraries subsequently went on to book train tickets to make their trip. As of summer 2024, the platform has received more than 2,800 visitors, and is now being extended into neighbouring Oxfordshire.

“I’m thrilled to see such an innovative and fun platform to drive tourism in Gloucestershire. The list of carefully curated places to eat, stay and explore make it really easy for users to find great places to visit, and support local businesses at the same time. By promoting travel by train, the platform and our work with GCRP supports Gloucestershire’s aspirations to reduce carbon emissions and be net zero by 2045.”

Steve Gardner-Collins, director of Visit Gloucestershire

Poacher Line CRP identified a significant connectivity issue regarding the first and last mile of journeys to and from stations on its line, which runs from Nottingham to Skegness, particularly in rural areas. To combat this barrier to sustainable travel, the CRP partnered with CallConnect, Lincolnshire County Council’s on-demand bus service, to create an integrated travel reward scheme, Poacher PLUS. The initiative was designed to encourage modal shift from road to rail and bus, with passengers connecting to and from stations able to make a bus journey for a flat £1 fare.



4. Calculated using <https://dataportal.orr.gov.uk/media/1dzb2awz/rail-emissions-2022-23.pdf>
 5. <https://communityrail.org.uk/wp-content/uploads/2023/06/Community-rail-encouraging-and-enabling-modal-shift.pdf>

Theme C – Bringing communities together and supporting diversity and inclusion

C1. Increasing travel confidence

Community rail works with people to increase their confidence and skills using rail, combined with other sustainable modes of travel. The movement adds value to individuals, communities and the railways by breaking down mobility barriers – physical, perceptual and socio-cultural – for those who have never or rarely travelled by rail, feel excluded, or have otherwise become disenfranchised from rail use. This work often focuses on the practicalities of rail travel, but also contributes to raising awareness and changing perceptions, showing how rail can be part of a sociable, sustainable, prosperous lifestyle, opening doors to new opportunities.



Community rail engages around 12,000 people per year in activities to increase travel confidence and make rail more accessible and inclusive, with a social value of **£16.4million**



Community Rail Lancashire devised a 'Try the Train' programme of **tailored practical and emotional support** combining confidence-building workshops and train trips. Over the first quarter of 2023 they ran 75 train trips visiting 38 stations across the North, with 209 participants ranging from 14 to 83 years old. **86% reported increased confidence** in planning a train journey, and **90% were more confident taking the train independently**. Follow-up work three months afterwards found that many participants had revisited destinations, as well as accessing new ones by rail. The project is estimated to have delivered **£625,000 in social value**.

“Knowing that there is always someone helpful available makes me feel more at ease. It gives me the confidence to travel more, and I know I'll be able to relax and enjoy the experience in the future.”

Try the Train participant

Community Rail Network worked with **Gloucestershire CRP, Severnside CRP, Community Rail Lancashire** and youth charity **Catch 22** to run a major DfT-funded project exploring ways to **reduce loneliness risk among young people** via rail confidence activity. Projects introduced 14-25 year-olds, many at risk of exclusion, anxiety and mental health conditions, to their local rail network via journey planning, confidence building, and trips to rural, coastal and cultural locations, combined with creative and social activities. In the participatory academic evaluation, 60% of the 400-plus participants said they now felt confident to travel by train, 65% said rail travel had allowed them to discover places in their local areas they didn't know about, and **for more than one in ten, the project was their first taste of rail travel**.

“I don't go on the train that often because I am nervous about the platform gap. I feel more confident after today and know I can do it.”

Tackling Loneliness with Transport participant

“I was terrified of being on a train platform for ages. And because it was a rational fear, I didn't think I'd get over it, but today I did. Incredible.”

Tackling Loneliness with Transport participant

Days Out By Train by **Severnside CRP** offered bespoke, supported trips for those facing barriers to rail travel. This included people who were partially sighted or blind, neurodivergent and recently settled communities, refugees, and people living with dementia. The trips focused on increasing confidence in rail travel and promoting ongoing independent rail use. Of 58 people who took part in seven trips, **90% said they felt increased confidence to use the trains**, 100% said they enjoyed their experience, and **70% said they were very likely to take the same journey again**. The project, supported by the Community Rail Development Fund, returned a **social value benefit of £255,291**.



“First time using my local station, I don't know many other places except my neighbourhood. I want to take my son to Severn Beach for the day, it is lovely. We will go on the train.”

Days Out By Train participant

C2. Widening accessibility and inclusion

Community rail plays a vital role in enabling accessible, inclusive journeys. This opens up rail travel to people affected by a wide range of physical and non-visible disabilities and mobility needs, preventing isolation, promoting independence, and broadening social mobility. The movement is also making stations – including the many smaller and unstaffed stations – physically accessible to disabled people and others, creating more inclusive and welcoming environments that encourage social interactions, and coordinating inclusive volunteering.

One strand of **Hampshire CRP's** 'Travel with Confidence' project saw them team up with Winchester GoLD, a charity that supports adults with learning disabilities to live full and independent lives, to deliver a **peer mentoring programme**. Training and support was provided by the CRP to Winchester GoLD members, including try the train trips, station visits and classroom sessions, to equip them to be able to guide peers through processes such as buying tickets, using station help points, and using ramps. Acting as 'travel trainers', 14 GoLD members led **110 people from eight groups of their peers on more than 30 trips by train**, showcasing newfound communication, leadership and social skills.

"There's a big noise in the learning disability community about co-production and learning through lived experiences, and we're moving away from somebody who professes to be an expert but hasn't walked in those shoes. The stuff that our guys come up with, some of it is obvious, but some is, 'wow, I would never have got there, but I totally get it.' I think the authenticity of having it peer-to-peer is vitally important, and I think that makes everything more accessible."

Betty Chadwick, CEO of Winchester GoLD



Kent CRP works with the Five Acre Wood Special School to empower students aged 16 to 25 with additional needs to feel valued in their community and develop skills through practical experiences. **The school has adopted its local station, Snodland**, with the students transforming its appearance via gardening projects and vibrant artwork, helping to reduce litter and anti-social behaviour and make a positive contribution to local biodiversity. In 2022, **all 160 students at the school**, many of whom have non-visible disabilities or motor control difficulties, **took part in the Sunflower Mural art project**, designed to raise awareness of non-visible disabilities and celebrate people's individuality and differences.

Tyne Valley CRP's 'Lyric and Line' project uses music and songwriting to identify barriers to rail use among groups with additional travel support needs. Groups marginalised from rail write and records songs that both identify challenges in using the train and celebrate the joys of rail travel. The partnership has now extended the project to include poetry workshops and try the train trips, **engaging more than 150 people in total**. Alongside musical sessions, they have also taken groups to Hadrian's Wall, demonstrating how local attractions can be easily accessed by rail. The initiative helps to inform the partnership in its work to reduce barriers to travel, including advising rail industry partners and authorities.

"When students saw the mural they were extremely proud that their artwork was being displayed for all to see. I even had a young lad that took his grandfather especially to the train station to show the mural off."

Tutor, Five Acre Wood Special School



C3. Youth engagement and education

Community rail offers an ideal environment for young people to develop skills and hone existing talents in real-life settings, and in ways that are visible to local communities, aiding personal and professional development. It provides opportunities for them to connect with their communities and influence issues they care about, such as social inclusion and the environment. Rail travel also empowers young people to become more independent, confident, ambitious and socially mobile. Education and confidence-building programmes with young people, particularly the many who are new to rail or face travel barriers, engage them at a time when travel habits are forming, creating familiarity and locking in the long-term benefits of using rail and sustainable travel.

Platform is a community rail education scheme that works with schools to empower young people in accessing the railways, developed collaboratively between **Sevenside, Gloucestershire, Worcestershire, South Wessex, and Transwiltz CRPs**. Through free workshops, train trips, and bespoke local resources, Platform helps teachers to build their students' knowledge of rail, their understanding of sustainable, safe and healthy travel, and their confidence using trains. Since launching in May 2022, the Platform team have delivered rail education to over **13,000 young people**.

“The work of the rail education team is simply outstanding and they are professional in all they do. The school-based sessions were very skilfully adapted to children with special needs and the resources and ‘hands on’ activities made the sessions as fun as they were educational. All my staff reported how much the children learnt about railways and rail safety and then to experience a train trip in ‘real life’ was wonderful. I can recommend this wonderful organisation and essential life skill intervention to all schools without reservation.”

Kevin Day, headteacher at Belmont Special School

An estimated 65,000 young people per year are involved in community rail education programmes and youth engagement activities, spanning more than 2,000 schools, colleges and youth groups, with a social value of **£45million**

Community rail engages almost 9,000 people each year in arts and cultural activities, with a social value of more than **£8.3million**

In 2023-24, Platform...

Engaged 5,589 young people from 93 schools/ education establishments in rail-based workshops

Took 3,046 students on supported train trips, including 519 (17%) who had never been on a train before

Worked with 823 students with special educational needs or disabilities via their ‘This Mighty Traveller’ programme

In a bid to tackle anti-social behaviour at stations in the Bolsover District, **Robin Hood Line CRP** created a ‘distraction’ project to engage young people in the affected areas. Via their ‘You vs Train’ initiative, they delivered **multi-sports activities alongside rail safety messages** such as the dangers of trespass. Since delivery began in 2021, there has been a marked reduction in anti-social behaviour, and local residents have reported increased feelings of safety. As of 2024, the project, which has now expanded to include skills and employability elements, had engaged nearly **250 young people, with a social value of £115,000**.

“We have a responsibility to all our residents, including young people. We didn’t want to create a barrier between us and them so decided to engage with them. This worked wonderfully and you can see the difference it’s made with less anti-social behaviour and residents feeling safer.”

Bolsover District Council’s Cabinet Member for Enforcement, Councillor Mary Dooley

“I’ve gained knowledge about the dangers of stepping onto the tracks and the consequences of it. I really enjoy the sessions the games are different every week and I like how the coaches deliver the sessions.”

Participant Kian Martin, who has since been supported to gain a sports leadership qualification allowing him to join the project team as an activity assistant and deliver sessions in his own community.

‘Feel Good Field Trips’, delivered by **Community Rail Lancashire (CRL)**, demonstrates to teachers and students the diverse activities and opportunities accessible by rail. In 2023, CRL took **2,229** students aged 4-18 from some of the country’s most disadvantaged schools on **194** train journeys to 26 different venues, providing free, cultural and educational trips such as recording music in Soho and hiking in the Lake District. On **96%** of trips, there was at least one student **experiencing rail travel for the first time**, 94% of schools scored their overall trip experience as 10/10, and 89% said they were likely or very likely to use the train for a future school trip.



“The ‘Feel Good’ trips provide invaluable experiences that some of our pupils may never have the chance to do with their own families. Additionally, they have made us think as a school about the possibility of using rail services as parents have very much engaged with dropping and collecting their children from the station.”

Kate Bond – Deputy Head, Underwood West Academy

Theme D – Supporting social and economic development

D1. Promoting rail-based tourism and leisure

Community rail encourages people to use the train to explore and enjoy everything Britain offers, and is uniquely placed to share local stories, insights and histories to inspire more sustainable rail-based journeys. The local knowledge held within community rail, and its local links, gives partnerships and groups an advantage in building positivity and interest in their line and attracting visitors. Community rail is increasingly building alliances across the tourism and leisure sector to add value to local visitor economies, while helping people to arrive and move around without adding to traffic and pollution.

Community rail partnerships and heritage rail partners across Wales & Borders run 'Wales on Rails', a comprehensive resource that encourages tourists to explore the country via public transport rather than private car. The website offers maps, itineraries, and information cards that showcase the heritage and social and cultural landscape of Wales, identifying tourist attractions and things to do within reach of rail, heritage rail and bus. As of September 2024, the Wales on Rails website had received 32,000 page views, and the project's social media reach on Facebook alone was more than 2.5 million users.



Community rail engages around **17,000** people per year in activities to promote rail and sustainable tourism, boosting local visitor economies and supporting a shift towards Net Zero transport, with a social value of **£4million**

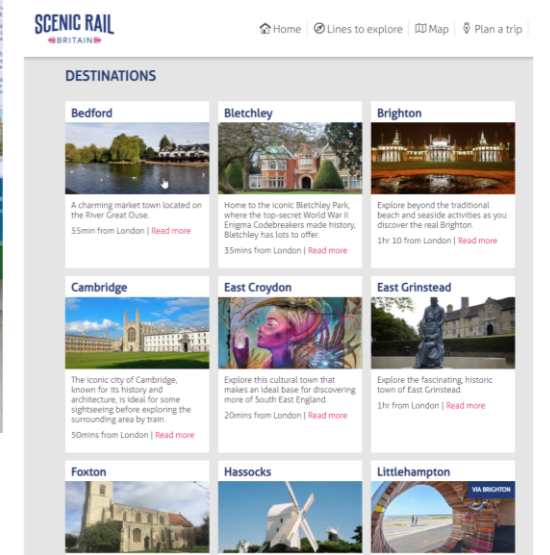


“Wales on Rails brings together our Wales and Borders rail network, 12 heritage and steam railways, and our bus routes, offering people the chance to use this sustainable transport network to travel around the country to a range of tourist attractions. It's not only a safe and sustainable way to travel around Wales but the journeys themselves are a major part of the attraction, as some of our rail routes are the most scenic in the world. This project is another example of the importance of our community rail partnerships and how they are working collaboratively to bring social and economic benefits to the communities we serve.”

James Price, Transport for Wales CEO

Responding to people's desire to get back outdoors following the pandemic, **Devon and Cornwall Rail Partnership** mounted a campaign to promote scenic walks from the railway across the two counties, aiming to rebuild rail patronage and support local tourism. The partnership doubled the number of self-guided walks on its website to 36, created video guides, a 'Walk of the Month' feature, and a new TikTok account. Posts reached **450,000 people on social media**, and **20,000 people visited the walks webpages**. The partnership's marketing was praised by partners including the National Trust and Dartmoor National Park, and local hospitality businesses reported additional bookings as a direct result of the campaign

All community rail partnerships on the Thameslink network work together to highlight the advantages of using rail to travel to, from and through London for tourism and leisure journeys. They joined forces to create 'Countryside, Capital and Coast', a micro-site within **ScenicRailBritain.com**. Content includes an interactive map, 17 destination pages identifying notable tourism locations, and itineraries grouping attractions into themes, including 'family fun' and 'awe-inspiring architecture'. Pages also provide accessibility information, options to book tickets, links to partner websites, and active travel options such as walking and cycle trails. The site has attracted **20,000 independent users** since its launch in 2021.



D2. Supporting local economies and regeneration

Community rail supports economic development and local regeneration in a myriad of ways, including working with local businesses and visitor economies to boost sustainable economic development through rail-based tourism. Partnerships and groups often produce materials and online content and campaigns, such as line guides and themed itineraries to promote attractions in their area. They also develop mutually beneficial relationships with tourist attractions and businesses to encourage visits by rail users, such as discount ticket offers and shared website links, with businesses promoting sustainable travel by rail in return.

Derwent Valley CRP encourages people to visit Matlock Bath and the Heights of Abraham hilltop park and estate by rail. They used funding including £2,000 from the tourist attraction to create a promotional film 'Mrs Brassington's Big Day Out'. The company saw a good return on its investment, with the **number of visitors arriving by rail** in Summer 2022 – measured via their rail tickets and the use of a specific 25% discount code – **doubling compared to Summer 2021**.

The promotion also saw passenger numbers at Matlock Bath exceed pre-COVID levels, with an **estimated 15-20% of passengers using the station going on to visit the Heights of Abraham**.

“We think this was a very worthwhile project, that has given us a better understanding of the scope and likely return for future rail promotions. We will certainly be increasing our efforts to attract visitors by rail in the future.”

Heights of Abraham



The **Lowestoft Central Project**, coordinated by station adopters and **Wherry Lines CRP**, has transformed former derelict areas of the station into a vibrant and successful community space. The group has positioned the station as a key player in the local visitor economy, providing a year-round volunteer-run tourist information office, and in 2023, they took the lead in delivering the popular **Lowestoft Heritage Open Days Festival**. The ten-day event saw more than 40 free activities on offer, linked by free heritage bus services based at the station, with all bookings and enquiries managed by the group. Final visitor numbers were around **10,000**, with the festival estimated to be worth **£180,000** to the local economy.

Bishop Line CRP wanted to promote seamless connections between Bishop Auckland Station and the Weardale Railway, to increase the number of people visiting by rail instead of driving. However, poor access meant that rail passengers had to navigate a lengthy walk via an uneven, unlit, narrow footpath and a busy road to reach the heritage line. The CRP and partners built a new path connecting the two stations, allowing passengers to access the Weardale Railway – which has seen **increased patronage since the path was installed** – directly and safely via services to and from Darlington on the East Coast Main Line, a station which serves nearly two and a half million passengers a year.



“The opening of the connecting path at Bishop Auckland West has continued to strengthen our links with the Weardale and Bishop Auckland community. When scheduling our event trains, we also consider the connecting train times to and from Bishop Auckland therefore reaching a wider audience with positive economic and environmental benefits.”

Claire Gibbons - senior community liaison officer for The Auckland Project and Weardale Railway

D3. Rejuvenating station buildings and land

In providing the base for much community rail activity, stations are evolving into places that offer services to, and space for, local communities, creating true community hubs. This includes spaces that help people to broaden their networks and foster a sense of belonging, support people into employment, education and training, bring together people from different walks of life, and offer opportunities for improved health and wellbeing. At the almost 1,300 stations now adopted across Britain by voluntary groups, volunteers also deliver an inspiring array of community gardening and nature-based activities, with areas transformed for community good and biodiversity gain.

The buildings at Millom Station were unused for many years until a £400,000 redevelopment project was instigated by **Community Rail Cumbria**. The result was the creation of what is now Millom Heritage and Arts Centre, a **community-run interactive museum and educational space**. The centre has helped to spur wider regeneration in the area and at the station itself, with a café and gift shop complementing the community ticket office, which is run as a social enterprise. Community Rail Cumbria has a strategic alliance with the centre and has taken more than 2,000 young people to the centre's 'Rail Room', cementing its place as a key educational facility for local schools.

Around **12,000** people are engaged in community rail activity linked to biodiversity, nature, and the outdoors, with a social value of **£14.4million**



The **Friends of Bishopstone Station** have created an **accessible and welcoming community hub** to encourage local people to gather socially and host groups and activities. After five years of fundraising, they transformed the station's old parcel room, restoring it to its Art Deco glory as a vibrant space for all to enjoy. The hub proved an immediate success following its opening in November 2022, with regular bookings averaging 16 hours per week. The hub is run as a **social enterprise** and is constantly expanding to host a wider array of activities, from yoga classes, history talks and language tuition, to food demonstrations, art classes and a warm winter space.



“It has been a lifeline for me being vocally disabled and physically challenged. It being a few short steps from home has been achievable. Visitors to the centre who now know me are friendly and listen to what I am trying to convey. It is a wonderful opportunity to meet people with varied interests and encourage new interests. The ‘warm hub’ during colder months is a great help for us older pensioners on limited means. Long may it last.”

A regular attendee at the ‘Meet Up Mondays’ session at Bishopstone

The station adoption movement in Greater Anglia currently covers 125 of the 134 stations on the network (93%), with more than 340 volunteers. All station gardens are pledged to the WildEast movement, which aims to return 20% of the region back to nature by 2050 to promote biodiversity gain and help reverse the decline in the area's native wildlife suffering from habitat loss. **The 66 station gardens across Greater Anglia now cover an area of more than 9,000 square metres**, and adopters, who can access expert advice via a partnership with Norfolk Wildlife Trust, have recorded more than **200 different species** of creatures visiting the stations including butterflies, bees, slow worms, bats, toads, foxes, deer and many varieties of birds.

“The alarming decline in the abundance of wildlife and the plight of species under threat means that just protecting the nature we have left is not enough; we need to put nature into recovery, and to do so at scale and with urgency. This project is a fantastic example of how people can transform nature-poor areas into nature-rich places – and change the way we think about land, seizing opportunities to help nature outside traditional nature reserves.”

James Hogg, development officer at the Norfolk Wildlife Trust

Conclusion

Our findings show that community rail continues to grow, thrive and deliver impressive benefits, across the whole of Britain.

Our evidence and examples show how the movement acts as a valued partner to the rail and transport sector and local authorities, ensuring development is based on the needs of communities and dovetails with wider strategic priorities, fostering pride and positivity towards local railways and stations, and deriving greater value from them.

Community rail brings partners together to create integrated travel networks that enable modal shift, and promotes healthy and sustainable travel habits. It delivers activities to ensure rail is inclusive and accessible to all, breaks down barriers, and increases travel confidence, particularly among marginalised groups. It works with tens of thousands of children and young people to enthuse them on the importance of rail and sustainable travel, and to empower them to become more independent, confident, ambitious and socially mobile.

Community rail also plays a vital role supporting social and economic prosperity, using rail as a catalyst for wider regeneration and sustainable development, and developing stations as hubs at the heart of the communities they serve, pivotal to community life.

Given the demonstrable value community rail provides, it is ideally placed to play a vital role in the new government’s vision of a transformed, passenger-focused, inclusive railway that is responsive to local needs, and building greener, more integrated transport networks to promote social mobility and tackle inequality. There is a clear case for community rail to continue to be supported, financially and politically, by its rail, transport and government partners, to allow it to further develop and thrive through the forthcoming period of rail reform and beyond.

Community Rail Network looks forward to continuing to build its role, as the national umbrella body supporting and championing community rail, helping our members increase their impact locally, and working with policy and decision-makers to relate community rail’s unique experiences and insights to strategic and policy development. It’s an exciting time for everyone working towards inclusive, equitable, sustainable transport and mobility, and community rail is clearly a powerful, collaborative and evolving agent in delivering that change.



Platform

Appendix A – Methodology

Data for this report was collected via surveying Community Rail Network members in December 2023 and March/April 2024. Figures were then scaled up to represent the whole community rail movement across Britain.

All financial figures used in equations to calculate social value were taken from the 2022-23 financial year.

Data on the number of community rail volunteers was received from all relevant train operating companies and is accurate as of summer 2024. At this time, community rail partnerships were active on 118 lines covering 5,506km of Britain’s rail network, equating to 35% of 15,846km of all routes. A total of 1,286 stations were adopted by community/voluntary groups, representing half of Britain’s 2,576 railway stations.⁶

All efforts have been made to ensure the data is as accurate as possible, but calculated estimations have been made in scaling up the figures and engagement numbers have been rounded up and down as appropriate. We worked with the Rail Safety Standards Board (RSSB) to use their Rail Social Value Tool, and with the Housing Associations Charitable Trust (HACT) to use their Social Value Insight Platform, to use the most suitable metrics and calculations available to best represent the activities of community rail partnerships and groups and produce appropriate estimations of the social value to those areas of work.

We acknowledge that further work is needed in the future to improve the accuracy of these calculations, and look forward to working with RSSB, HACT and our members to develop and refine our approach to assessing the value of community rail.

6. <https://www.gov.uk/government/statistics/rail-factsheet-2023/rail-factsheet-2023>

Use of the Rail Social Value Tool (RSVT):

Community Rail Network has worked closely with the Rail Safety Standards Board (RSSB) to produce the social value figures contained within this report. The metrics from the RSVT most closely aligned with community rail activities have been used to generate monetary figures for social value, where appropriate. A brief explanation for each dataset can be found below:

- Social return on investment (SROI) – this figure (£17.89) has been calculated by taking the total annual social value of all community rail activities and creating a SROI percentage based on the known annual funding (2022-23) received by the community rail movement. This funding consists of core funding from train operating companies to support community rail partnerships, biddable pots of funding distributed by train operating companies, grants administered by Community Rail Network on behalf of other organisations, e.g. the Community Rail Development Fund on behalf of the DfT, and core funding received by Community Rail Network to support the activities of the community rail movement;
- Education and youth engagement – this figure (£45m) is based on annual engagement of 65,000 young people, with a proportion receiving rail safety training, going on a train trip or station visit, benefitting from specific advice on potential careers in rail, and feeling happier with school and/or friends;
- Accessibility, inclusion and travel confidence – this figure (£16.4m) is based on annual engagement of 12,000 people, with a proportion receiving targeted support, rail safety training, going on a train trip or station visit, and reporting a reduction in social isolation;

Appendix A – Methodology (continued)

- Biodiversity and nature - this figure (£14.4m) is based on annual engagement of 12,000 people, with a proportion spending time outdoors, receiving individual support, and undertaking some form of physical exercise;
- Arts and culture – this figure (£8.3m) is based on annual engagement of 9,000 people, all engaging in more arts/cultural/sporting activities as a result of a community rail intervention;
- Integrated and active travel – this figure (£7.4m) is based on annual engagement of 9,000 people, with a proportion receiving targeted advice and engaging in some form of physical activity, e.g. walking/cycling;
- Rail promotion and sustainable tourism – this figure (£4m) is based on annual engagement of 17,000 people, all receiving individual support/advice.

The remainder of the total SROI figure (£2.7m approx.) was generated using metrics linked to the number of people employed across the community rail movement and the value of direct engagement with community and voluntary sector partners.

Use of HACT Social Value Insight Platform:

In addition to working with RSSB to use the RSVT, we also engaged HACT to use their Social Value Insight Platform to calculate the value of community rail volunteering.

This framework was chosen over the RSVT for the volunteering element because it is based on a standard calculation widely used across the community and voluntary sector, based on regular volunteering in these types of settings. This better captures the volunteering activity that we know is typically delivered within community rail, and offers consistency with our 2019 'Value of Community Rail' report. The RSVT is predominantly designed for use with corporate volunteering and requires more information to be known about the specific activities of volunteers for the full value to be captured.

The figure of £30.9m we have used for the value of volunteering was based on 8,250 regular volunteers being active across the community rail movement.



Sevenside CRP, GWR REACH and Network Rail Cultural Fusion

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Credit and thanks are also given to the Community Rail Network members and partners who contributed to the report through case studies and examples.

About Community Rail Network:

Community Rail network is dedicated to supporting community-based groups and partnerships that connect their community with their railway and deliver social benefit. Members can access operational support, training and development, written resources, networking opportunities, and advice on good practice within all aspects of community rail.

For further information, visit communityrail.org.uk



About Rail Delivery Group:

The Rail Delivery Group (RDG) brings together the companies that run Britain's railway into a single team with one goal – to deliver a better railway for you and your community. RDG continues to work with Community Rail Network to further the case for community rail activity and support for it, as well as improving train operators' knowledge of how community rail can help them and the communities they serve through practical examples.

For information, see raildeliverygroup.com

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