



Pic – Severnside CRP

Community rail: engaging in local planning and development



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This guidance highlights ways community rail can have a positive impact on local planning and development, by engaging in the planning process and ensuring meaningful community engagement and a community voice on local transport issues.

Many community rail partnerships and groups are looking to inform and influence local planning and development. It seems clear that community rail can play an important role in ensuring rail and sustainable travel is given suitable prominence, and the movement is well-placed to advise on the existing and future mobility needs of local communities.



Pic – Gloucestershire CRP

Labour’s proposed planning reforms:

The new Labour government is updating the National Planning Policy Framework (NPPF) to deliver on key manifesto commitments to achieve economic growth and build 1.5 million new homes over the next five years.¹

The government has promised to ensure that all local planning authorities have up-to-date Local Plans, strengthened in favour of sustainable development. They have pledged to extract more public value from development, including through transport, to create sustainable, healthy communities. They have emphasised the importance of transport being considered from the earliest stages of planning, including to promote active travel and public transport use.

To support this, they are proposing a ‘vision-led’ approach to transport planning, in place of more traditional ‘predict and provide’ methods, which they state show insufficient regard for the quality of places being created. In their proposed changes to the NPPF, the ‘vision-led’ approach is described as:

“Working with residents, local planning authorities and developers to set a vision for how we want places to be and designing the transport and behavioural interventions to help us achieve this vision.”²

If adopted, this approach could open up greater opportunities for community rail to feed in knowledge and evidence to support the case for rail and connected sustainable travel networks to play a stronger role serving new developments and wider regeneration.

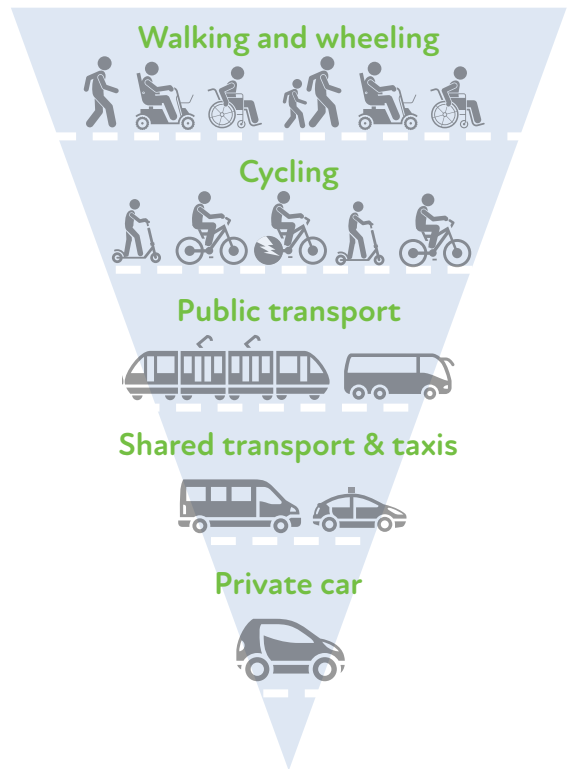
1. <https://www.gov.uk/government/consultations/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system>
 2. <https://www.gov.uk/government/consultations/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system/proposed-reforms-to-the-national-planning-policy-framework-and-other-changes-to-the-planning-system#chapter-8-delivering-community-needs>

Current issues:

Despite commitments in various previous government plans and strategies (e.g. **Transport Decarbonisation Plan**,⁴ **Manual for Streets**,⁵ **Planning for the future**,⁶ **Gear Change**⁷), evidence suggests that many developments still include little or nothing meaningful to encourage and enable sustainable transport. Common issues include:

- New housing developments being designed and located so as to encourage and lock-in car dependency, with emphasis on road access rather than active travel, public transport, and community and shared mobility, e.g. Transport for New Homes report;⁸
- Applications not reflecting the sustainable transport commitments outlined in the NPPF, or being vague about transport, with active travel, public transport, and community and shared mobility options only considered as an afterthought;⁹
- Planning decisions not matching the commitments of Local Transport Plans;
- Applications showing a lack of awareness and appreciation of the need for integration between different travel modes;
- A lack of engagement with local transport operators, leading to a failure to understand local sustainable transport provision and needs, and opportunities to improve it;
- A legacy of traffic issues caused by car-centric planning resulting in wariness and opposition towards any new developments.

The Sustainable Travel Hierarchy*



* Adapted from <https://www.transport.gov.scot/active-travel/developing-an-active-nation/sustainable-travel-and-the-national-transport-strategy/>

Sustainable transport commitments in the current NPPF (2023):³

- Transport issues should be considered from the earliest stages of plan-making and development proposals;
- Transport considerations should be integral to the design of schemes, and contribute to making high-quality places;
- Opportunities should be provided to maximise sustainable transport solutions and offer a genuine choice of transport modes;
- Significant development of new homes/businesses should be in locations which are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes, including rail;
- Applications for development should follow the sustainable transport hierarchy, giving priority to active travel and high-quality public transport ahead of private car use.

3. https://assets.publishing.service.gov.uk/media/669a25e9a3c2a28abb50d2b4/NPPF_December_2023.pdf
 4. <https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf>
 5. <https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf>
 6. <https://assets.publishing.service.gov.uk/media/601bce418fa8f53fc149bc7d/MHCLG-Planning-Consultation.pdf>
 7. <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>
 8. https://www.transportfornewhomes.org.uk/wp-content/uploads/2022/02/Building-Car-Dependency-2022.pdf?utm_source=TINH_website&utm_medium=website_pdf&utm_campaign=report_launch
 9. https://www.sustrans.org.uk/media/10520/walkable-neighborhoods-report.pdf?utm_campaign=85677_Copy%20of%20The%20Network%20December%202022&utm_medium=email&utm_source=Sustrans&dm_i=7CK6,1U3X,DMVB5,5Y09,1

The role of community rail

All four key pillars of the Department for Transport’s **Community Rail Development Strategy**¹⁰ (providing a voice for communities; promoting sustainable and healthy travel; bringing communities together and supporting diversity and inclusion; and supporting social and economic development) can be linked to the planning and development process, but specific opportunities outlined in the strategy include:

- Community rail partnerships and groups contributing to development opportunities to enhance existing facilities and unlock new housing or economic growth;
- Community rail acting as a consultee and working with local authorities and developers to secure planning obligations and funding (e.g. Section 106 agreements) to improve local railways and access to them, including integrated sustainable travel and station investment projects;
- Community rail supporting sustainable travel to/from stations and their surrounding areas, via travel planning, bringing complementary transport providers together, and spearheading local improvements.

Within local planning, community rail partnerships and groups can:

- Influence the planning and development process at various stages, offering knowledge and understanding that contributes to the evidence base related to proposed developments;
- Provide expertise in community engagement, and the ability to bring diverse stakeholders together and link communities with planning and transport authorities/operators;
- Assist in securing and maximising developer contributions, and potentially act as a delivery vehicle to implement small-scale improvement projects to connect new developments with the railway.

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

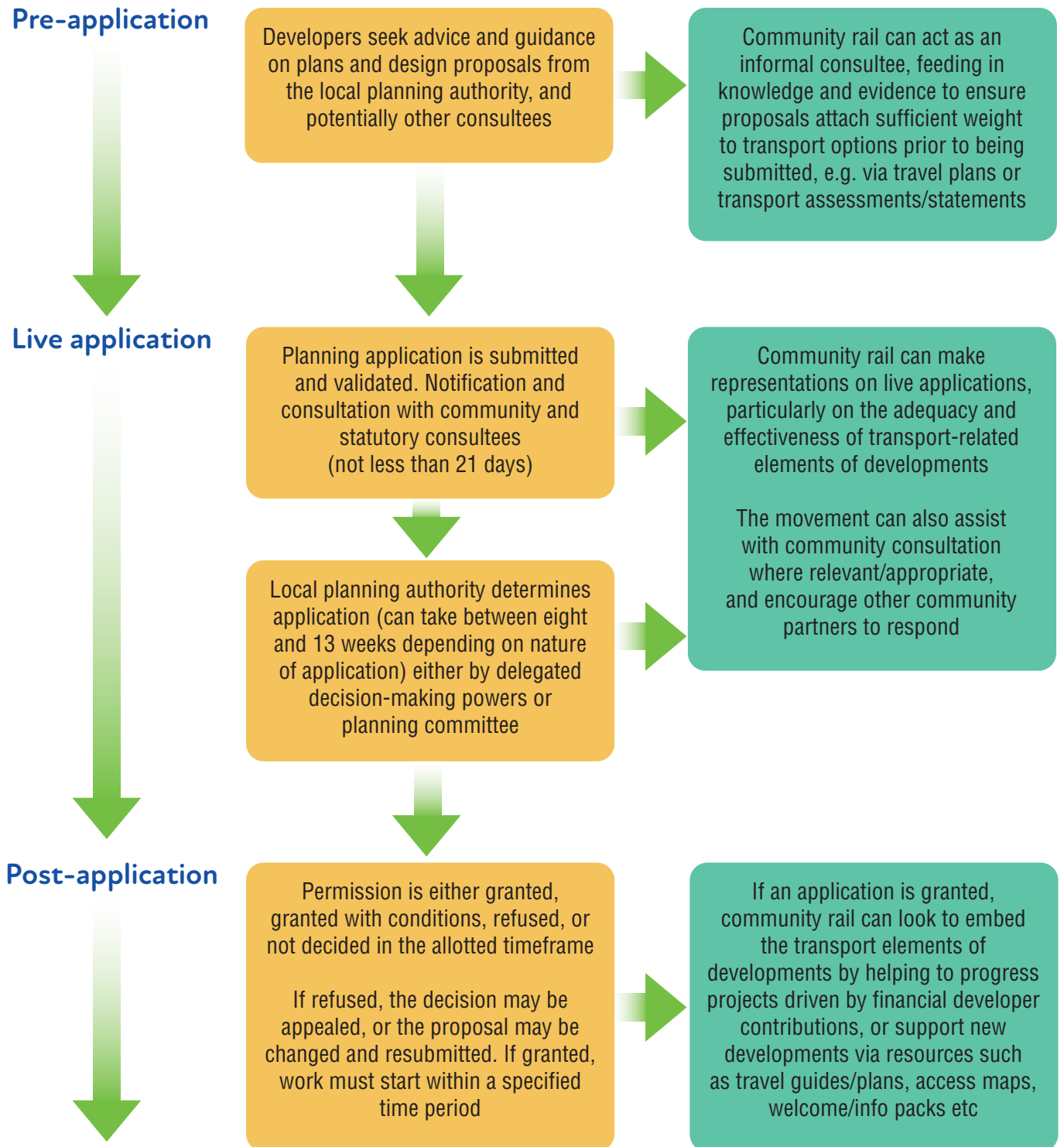
Pic – Severnside CRP



Influencing the planning and development process:

To influence planning and development, community rail needs to secure increased awareness among key players, e.g. developers, local authority planning departments, of the positive role it can play at various stages of the process.

What and when can community rail input into the planning process?



Engaging in the process

Community rail partnerships and groups are not statutory consultees in the planning process, but many are now recognising the importance of responding to development proposals in their areas.

As informal consultees, they can act as a supportive partner and critical friend for developers and local authorities from the outset of proposals, feeding in useful knowledge and evidence to ensure that sustainable/active travel provision is adequately built into projects.

Some practical points to consider include:

- What is the most effective way for your partnership/group to get your voice heard?
- How can you best monitor and respond to relevant planning applications and developments?
- Can you develop mutually beneficial relationships with local authority planning officers/departments to effectively position your partnership/group as automatic stakeholders for any developments that affect local rail/other transport links? Can you be proactive in raising your profile by reaching out to the relevant contacts to let them know you are keen to be involved?
- Could you invite a local transport officer/representative onto your board/committee as an official stakeholder of your partnership or group?
- Can you influence developments during the pre-planning stage rather than the validation or consultation stage, when there may be greater opportunity to make changes to improve transport elements?

The importance of engagement with pre-application

Pre-application engagement is a collaborative process between a prospective applicant and other parties, which may include the local planning authority, statutory and non-statutory consultees, elected members, and local people. The level of information necessary for effective pre-application engagement will vary depending on the scale and nature of the proposed development, but engagement with non-statutory consultees and communities is encouraged where it will add value to the process and the outcome.¹¹

By getting involved at the pre-application stage, community rail partnerships and groups can use their knowledge to help ensure that developments support and extend sustainable travel networks, connecting into rail. It is much easier to shape requirements at this stage than attempting to confront these retrospectively. By the time developments are formally announced as live planning applications, it can be too late.

Where developers have engaged with community rail partnerships, they have welcomed the local knowledge they are able to offer, e.g. on sustainable travel options/links, the travel wants/needs/patterns of the target audience for developments, evidence for travel plans etc. The relationship helps to increase the efficiency and speed of submissions and strengthens the likelihood of community support for proposals once they reach the live application stage.¹²

11. <https://www.gov.uk/guidance/before-submitting-an-application>

12. https://www.gloucestershirecommunityrail.org/_files/ugd/85c64d_f89173f035754766b0af365ac8f9d604.pdf

Assign a planning lead: You might want to consider whether there is someone within your partnership/group, perhaps on your board or committee, who could take responsibility and ownership of planning issues. They may have direct knowledge and experience of the planning system via a different role, e.g. as a local or parish councillor, and could act as a recognised point of contact to help build relationships and rapport with developers and authorities. They could also keep track of and report on the relevant local authority planning portals, where details of all major applications can be monitored and reviewed.

What to consider in specific planning applications

Whether your partnership or group is scrutinising a development at the pre-application stage or assessing a live application, there are various considerations that can help you to filter applications and focus on those that are relevant and appropriate. These include:

- Scale – How significant is the scale of the development? How will it impact on local transport issues? Will its size warrant a long-term travel plan, a full transport assessment, or a ‘lighter touch’ transport statement? (see next section)
- Type – Is the development housing, commercial, or mixed use? How might this affect local travel patterns and transport issues?
- Location – Is the proposed site situated near existing transport interchanges, such as a railway station, or could it be linked with one? If the proposal is connected to/situated near railway land, are any rail industry bodies, e.g. Network Rail, train operators, involved as statutory consultees? If so, how might you work together to coordinate a response?

Having considered the above, you might also assess the transport-specific elements of applications, such as:

- What transport links are being suggested? Do they complement or improve existing provision? Do they align with local aspirations, strategies, and any evidence base for serving new and existing communities?
- Do the proposed transport options follow the sustainable transport hierarchy and favour/promote sustainable travel over private car use? Do they connect with existing sustainable transport corridors, e.g. rail, bus routes, active travel paths? If not, what could be done to rectify this?
- If the proposed development is in the vicinity of a rail station/transport interchange, have sustainable first/last mile options, e.g. safe active travel routes, been given due consideration?



Feeding into travel plans and transport assessments/statements

Any development likely to result in significant amounts of travel and transport movements will require an accompanying travel plan, transport assessment, or transport statement.

Travel plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. Transport assessments are thorough assessments of the transport implications of development, with transport statements a ‘lighter touch’ evaluation. Their development can be an iterative process as each may influence the other.

If they are required, travel plans and transport assessments/statements should be established at the ‘earliest practicable possible stage of a development proposal,’ preferably in the pre-application stage.¹³ Engaging communities and local businesses in this process is seen as beneficial in supporting sustainable travel, and in turn, encouraging greater social inclusion, community cohesion and healthier communities.

Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance. They will rely on local evidence to inform this decision, part of which could be provided by community rail partnerships and groups where such information exists, for example in the form of individual station travel plans.

¹³<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

This evidence could include:

- Information (including both quantitative and qualitative data) concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with it;
- Relevant information about existing travel habits and patterns in the local area;
- Data about existing public transport provision, including the provision/frequency of services;
- Proposals to enhance the use of existing public transport services and facilities for active travel, e.g. walking/cycling, both by users of the development and by the wider community, or suggested new and improved provision;
- Current barriers to sustainable transport/travel and more integrated local transport networks;
- Suggested measures to improve the accessibility of the location, to make the development more acceptable in planning terms.

Think about the evidence you could provide:

What information does your partnership or group hold (or could find out) that would support sustainable transport options, including links to rail, within developments? Do you have data from your work that shows the transport views/wants/needs/habits of communities, helping developers and planners to understand:

- How are people travelling now? How many are using/not using different modes?
- How are people travelling to and from transport interchanges, e.g. railway stations, and other key local sites in the vicinity (e.g. schools, hospitals, high streets, major employers)?
- How well do different modes of travel connect with each other?
- What are the barriers and inhibitors to sustainable travel and motivations for people driving?
- What are local people’s views and concerns about rail/bus/walking/cycling versus driving?
- What changes might enable or encourage people to switch to more sustainable travel modes?
- What work is going on already to improve sustainability and sustainable travel, and how might the transport options within major developments complement and build on this?

By helping to answer such questions, your community rail partnership or group can become a trusted and valued partner in the planning process, by both developers and the relevant authorities, which will increase the likelihood of greater influence in future development.



Linking to wider local transport strategies

In addition to analysing proposed transport options within individual planning applications and developments, your partnership or group could also consider how those proposals might sit alongside, and ideally benefit, wider local transport strategies and plans. These could include:

- Local Transport Plans and/or the transport elements of a Local Plan;
- Neighbourhood Plans;
- A Local/Regional Rail Strategy, and your own partnership/group’s plans or contribution to this;
- Local Cycling and Walking Infrastructure Plans;
- Bus Service Improvement Plans;
- Regional transport strategies, such as those of mayoral authorities, combined authorities and sub-national transport bodies.

Working with developers and authorities to align developments more closely with wider strategies will increase the chances of plans progressing. It could also lead to more significant improvements and joined up thinking in areas including integrated local transport networks, active travel provision, and wider strategic transport planning.



CASE STUDY: Gloucestershire CRP (GCRP) – Connecting Communities Guide

Gloucestershire CRP worked with local authorities, developers, and planning consultants to develop its own GCRP Developer Guide, **'Connecting New Communities to Rail'**. This guide helps in facilitating local communities to express their views on planning proposals, particularly the transport approach taken by the developer.

The toolkit provides guidance and a series of templates and tools for community rail to encourage early engagement with developers, and how to respond effectively to relevant planning applications. It also provides guidance of how partners can work with CRPs to collect local evidence and information to inform local transport solutions, including rail.

The wider 'Connecting New Communities' project also engaged with residents of new housing developments in Gloucestershire to promote car-free and sustainable transport choices. The CRP worked with partners to design and deliver community events that enhanced awareness of active travel connections in the area, including free bike servicing, interactive surveys, and information for job seekers.

As a result of the project, transport planners working on new developments said that they recognised the value of this local offer and have requested the CRP’s engagement tools to share with new residents as part of welcome packs. Overall, the CRP has directly engaged more than 1,000 local people in the project through events, consultations and surveys, and shared over 3,000 resources.



Pic – Devon and Cornwall Rail Partnership

Responding to applications:

The GCRP guide¹⁴ includes practical advice as to how a CRP might respond to a consultation on a significant planning application within its catchment area. There is an example **completed template** from a development within Gloucestershire, collated by GCRP, and a **blank template** with more generic advice that could be used by CRPs elsewhere.



CASE STUDY: Community Rail Cumbria – feeding into LCWIPs

As they are hosted by Cumbria County Council, Community Rail Cumbria regularly feed into relevant planning applications to ensure that rail is included in developers’ thinking and transport options. Welcome travel packs have been created for new housing developments signposting people to local train services, bus services, and active travel routes.

The CRP has also used its strong relationships with a range of sustainable transport partners to make strides in linking walking, wheeling and cycling with rail, feeding into Local Cycle & Walking Infrastructure Plans (LCWIPs) for the six key service centres across the county - Carlisle, Penrith, Kendal, Barrow, Whitehaven and Workington.

The partnership advised on needs for active travel routes to/from local railway stations, and worked with the authority’s active travel team to promote healthy lifestyles, such as exploring the potential to use station volunteers as local walking guides. Working closely with the county council allows the CRP to amplify joint messaging on new initiatives and support for strategic planning to link active travel with rail, such as improved signage. The CRP worked to improve the access, signage and connectivity of Kendal Station and



the Lakes Line, and in Barrow, improved signage for walkers and cyclists travelling between the station and the town centre via new totems and information panels. Wayfinding panels were also installed at each station along the Furness Line, which along with the creation and distribution of 15,000 accompanying window gazer guides, helped to raise awareness of popular walking and cycling paths including the Cumbria Way at Ulverston.

14. https://www.gloucestershirecommunityrail.org/_files/ugd/85c64d_f89173f035754766b0af365ac8f9d604.pdf

Increasing community engagement in the planning process:

A move to a more participatory approach to transport and travel planning, where the community is more involved, helps to prevent it being a top-down or tick-box exercise, and aligns with current political ambitions for planning reform.

Our experience within community rail shows that putting communities in the lead of change, via an empowering interactive approach that goes beyond consultation, can help to map out short/medium/long term steps to improve sustainable travel and modal integration in a way that responds to local needs and aspirations, complementing area-wide strategies and supporting behavioural shifts.

Being deep-rooted in the communities it serves, a grassroots movement like community rail can help to encourage meaningful community engagement into the planning and development process and help in offering an informed ‘community voice’ on transport issues.

By raising awareness of relevant local developments/applications as part of its regular or existing programme of activities, events, and communications, a community rail partnership or group can highlight the importance of communities seizing opportunities to respond accordingly, and can help planners and developers to fulfil their requirements to consult the public on their proposals.

Expressing this voice provides a significant opportunity to advocate for improved sustainable transport options. Government guidance suggests that, in line with the principles of the NPPF, developments that are planned to minimise car use, promote sustainable transport choices, and are properly connected to existing public transport networks could help make new building more publicly acceptable. This is obviously favourable to developers, particularly at the pre-planning stage of applications, as it will increase the chances of plans being approved and delivered upon.

Incorporating planning and development into your own plans: If engaging in the planning and development process is a priority for your partnership or group, think about how you can best build this activity into your regular plans/activities/comms.

If you are keen to incorporate community engagement into a planning application response on behalf of your group/partnership itself – because you think that a particular development will have a major impact on a community, or the potential to act as an enabler for significantly improved local travel and transport options – how could you effectively engage that community to ascertain and represent their views? What methods could you use to engage the widest possible cross-section of local people in review, design, and planning exercises to encourage the development and co-production of innovative ideas and solutions to rail/transport issues?



CASE STUDY: Hereward CRP – Transport Planning Guide for Local Communities

Hereward CRP developed a user-friendly guide designed to ‘demystify’ the local transport planning process and encourage everyone to get involved to share their vital knowledge.

The Transport Planning Guide for Local Communities is designed to encourage people to have their say on plans for transport schemes in their local communities, empowering them to shape and influence future developments.

As well as providing a vital resource for local councils and community groups, the guide is aimed at anyone with an interest in transport or transport issues in their local area, and people who use a range of travel methods, including rail, for work and leisure.



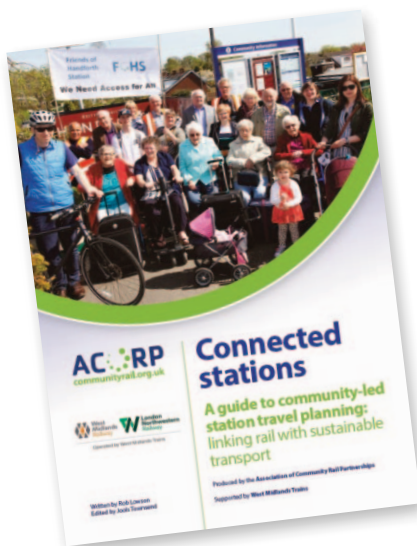
While the resource is set in the context of North Cambridgeshire, its examples, principles, and solutions can be adapted to address the needs of different locations.

The guide, which was well-received by the CRP’s partners in the planning process, explores:

- Understanding transport planning and the role of local councils, giving guidance on what’s involved in transport planning, the key challenges facing communities, and the role of local councils in transport planning;
- Establishing local transport issues, providing information on how to better understand the transport issues local communities may be facing;
- Identifying local solutions, looking at what can be done locally to address transport issues, including addressing transport matters through planning policy using a neighbourhood plan, working with local transport providers to tackle gaps in provision, and helping to address very specific needs for particular transport user groups.

Community-led station travel planning:

Connected Stations is our guide to community-led station travel planning, but the approaches it outlines in relation to community engagement and data collection can be applied to the process of engaging communities in the planning process. It explores options on how to generate site-specific, meaningful data that is informed by local context, needs, views, and opportunities, via techniques including audits, surveys, and participatory mapping. It also considers ways in which any evidence collected can be interpreted to allow key themes to be extracted and actions to be planned. For developers, this could be suggestions as to what infrastructure improvements or behaviour change initiatives might be required to encourage and enable greater sustainable transport use. You can access the toolkit, including practical documents such as station audit forms, an example travel survey, and a walking audit tool, [here](#).



Maximising and using developer contributions:

The planning system requires developers to contribute towards the costs of accommodating increased pressure on local transport networks from new residents and/or businesses to an area. This is one of the ways in which the planning process is supposed to ensure that the impacts of development are appropriately mitigated and that the right infrastructure, including transport, is in place to support it.

If they can be involved early enough in the process, e.g. at the pre-application stage, bodies such as community rail partnerships and groups can help to shape the type and scale of contributions, as well as potentially being a delivery vehicle that uses some of the funding to implement small-scale improvement projects.

The types of developer contribution, determined by local planning authorities, include:

- Section 106 (S106) agreements (known as Section 78 in Scotland) – also known as planning obligations, S106 are legal agreements made between local authorities and developers. They are decided on a case-by-case basis on issues directly related to the proposed site, and are most widely used to support transport infrastructure improvements;¹⁵
- Community Infrastructure Levy (CIL) – the CIL is a charge that can be levied by local authorities on new development in their area. It is used to help deliver infrastructure requirements across the authority area, and is based on a fixed charging schedule, determined by the scale and type of development;¹⁶
- Section 278 – these are smaller contributions that fund the finer highways-related details of specific developments, e.g. improvements/upgrades to vehicular or active travel access.¹⁷

Funding from developer contributions is key to the delivery of improved sustainable transport options allied to major developments. These contributions can be channelled into a diverse range of schemes and projects, and community rail partnerships with experience in this area suggest taking a blended approach, backed up by local evidence of community wants and needs.

Improvements and interventions could include:

- Physical: Investment in infrastructure and hard engineering features, such as new pathways, additional signage, improved bus shelters, or even a new railway station;
- Operational: Designated vehicles and bays for car clubs or lift share schemes, or the rerouting or retiming of existing public transport provision, e.g. bus services;
- Behavioural: Promotional campaigns, pop up displays, arts/cultural events to increase awareness of the importance of active/sustainable travel and encourage modal shift.

For larger schemes linked to encouraging sustainable travel and increased rail use, e.g. station buildings projects or station improvement schemes, you might consider whether your partnership or group could access CIL or S106 funding, and match it via rail industry funding schemes, and/or Community Rail Network's Community Rail Development Fund and Small Grants Fund.

Maximising developer funding: How can you use the knowledge and evidence within your partnership or group to maximise funding for sustainable travel improvements? What are the priorities? Are there small-scale, hyperlocal 'quick wins' – such as adding sustainable travel options/advice to resident welcome packs for new developments – that you could instigate? Could you even deliver those projects yourselves? Consider how those initiatives could help in getting communities, and developers, engaged and enthused to pursue bigger improvements in the medium and long-term.

15. <https://www.planningportal.co.uk/services/help/faq/planning/what-are-section-106-s106-agreements>
 16. <https://www.gov.uk/guidance/community-infrastructure-levy>
 17. <https://www.legislation.gov.uk/ukpga/1980/66/section/278>

CASE STUDY: Hereward CRP - S106 funding

Hereward CRP was involved in the development of Fenland District Council’s Railway Station Masterplans scheme, which was funded by £9.5 million from the Cambridgeshire & Peterborough Combined Authority.

Among a raft of improvements were the installation of new platform waiting shelters and platform extensions at Whittlesea and Manea stations, which in addition to Combined Authority funding, were delivered through Section 106 contributions.



CASE STUDY: Severnside CRP - CIL funding



Severnside CRP successfully applied for £26k of CIL funding to replace and install new artwork at Bedminster Station in Bristol.

The station was set for increased footfall due to a new development of 2,000 homes being built nearby, so the CRP wanted to make the station environment more vibrant and welcoming, to counter views of the station feeling unkempt and unsafe.

The CRP stated that its new mural met the criteria for use of CIL funding by: improving infrastructure to significantly benefit the community by enhancing the station environment; creating an opportunity for local creatives; supporting the local economy by collaborating with local arts organisation (Upfest); and encouraging more people onto public transport.

CASE STUDY: Three Rivers CRP - A diverse funding mix

The disused Victorian waiting room and ticket office at Shawford Railway Station was given a new life and purpose, thanks to a partnership between the Three Rivers CRP, South Western Railway (SWR) and other stakeholders.

The Platform 1 community café opened in the previously derelict space, providing a much-needed place for locals, travellers and visitors to the small Hampshire village to get refreshments. The refurbished building also offers a community space and kitchen for local groups in the area to use.

The CRP felt that the dilapidated building, which had stood unused for 40 years, could be brought back into daily use as a flexible community space and café and approached SWR with a bid for funding from its Customer and Communities Improvement Fund (CCIF).

SWR contributed just under £200k of the total renovation cost of £350,000, with the remaining funding coming from the Railway Heritage Trust, CrossCountry, and the South Downs National Park. Winchester City Council also helped to fund the project through £25k of CIL funding, with the enhanced station building encouraging more sustainable transport behaviour via increased rail use.



Further help and advice:

As this guide has highlighted, there are a myriad of ways in which community rail partnerships and groups can influence the local planning and development process to encourage and enable infrastructure improvements and positive behaviour change towards greater use of rail and a more sustainable, inclusive transport future.

Community Rail Network is committed to supporting our members on this and related matters, so for further advice on this topic, or to be connected with other members with experience on this, speak to your regular contact in our support and development **team**. You can also access further information and resources linked to sustainable travel planning, such as **Connected Stations**, via our website at communityrail.org.uk.

If you're not already a Community Rail Network member or partner, you can find out more [here](#).

Acknowledgement: Community Rail Network would like to give particular credit and thanks to Gloucestershire Community Rail Partnership, on whose initial work and resource this guidance was based.



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