

# CONNECTING NEW COMMUNITIES TO RAIL

## A Guide

2021

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## Setting the Scene

### Connecting Communities

Connecting new communities brings a range of benefits for local people and places. Amidst the climate emergency, the recovery from the COVID 19 pandemic and the need to provide more housing and job opportunities, this means creating conditions for supporting sustainable and active forms of travel. Better integrating transport and land use planning is key to realising this vision and will require the rail industry, local authorities, developers and local communities to work together going forward.

### Purpose of this Guide

This guide has been produced to help embed a 'think integrated' approach to the allocation, design and implementation of new developments. The rail industry, local authorities and developers alongside local groups, must all take responsibility and work together to improve connections between railway stations and emerging (as well as existing) communities.

This includes Community Rail Partnerships (CRPs) who can take a holistic approach that looks beyond 'rail' and 'stations' at wider connectivity needs alongside 'community' issues such as social inclusion and local prosperity. Crucially, the CRPs operate across a wider 'zone of influence' not just the immediate area surrounding a station and the station site.

### Community Rail Network

Community rail is a growing grassroots movement made up of Community Rail Partnerships (CRPs) and groups across Britain. The Community Rail Network engage communities and help people get the most from their railways, promoting social inclusion and sustainable travel, working alongside train operators to bring about improvements, and bringing stations back to life.

You can find out more about the network, events and case studies as well as further contact details on their website.

[www.communityrail.org.uk](http://www.communityrail.org.uk)

### EXPERT VIEW



“Community rail plays a vital part in promoting sustainable, healthy and inclusive travel, and helping our railways meet local needs and support local development. It can therefore provide unique insights and advice on linking up housing and other developments with rail and wider networks, ensuring green and healthy travel is available to all. This is crucial as we seek to recover and build back better from the pandemic” **Jools Townsend, Chief Executive**



## Who will Benefit from this Guide?

There are multiple organisations, institutions and communities involved in shaping a place. It is important to identify and build relationships with local actors to develop a joint up approach to delivering change on the ground.



### Community Representatives (CR)

Engagement is a chance to have a full sight of what is being proposed and to explore how a development can bring value to an area. This is a window to inform and identify which options would work best within a local context, to help shape solutions and feedback thoughts.

- Community Groups
- Residents Associations
- Mutual Aid Networks



### Local Authorities (LA)

Sound engagement will lead to issues of importance to the local community being highlighted and addressed quickly and lead to more robust planning and transport policy. Joined up thinking will help to deliver local objectives and greater stewardship of projects longer term.

- Local Planning Authority (e.g Town, Parish, Borough, District)
- Local Transport Authority (e.g County, Unitary, Metro)
- Local Enterprise Partnerships



### Rail Industry (RI)

Engagement is a chance to bring rail, and other transport, closer together with land use planning in the interest of local communities. The industry can be better informed with more intricate knowledge of place to complement existing mechanisms and strategies.

- Network Rail (NR)
- Train Operating Companies (TOC)
- Community Rail Partnerships (CRP)



### Building Industry (BI)

Engaging with the community can provide vital local insight, reduce the risk of challenges and delays, including the cost implications, and unlock value to a local area. Exemplary developments can boost the reputation of the builder and lead to further successful applications.

- Housing Developers
- Estate & Letting Agents
- Architects & Urban Designers

## The Format of this Guide

This publication is designed to help set a new narrative and way of working for better joining up thinking. CRPs can help inform that process and mediate change. To help recognise where CRPs and other stakeholders should attempt to engage, the format of this guide follows the planning process for a development one five stages.

1. Design Proposals & Pre-Application
2. Seeking Planning Permission
3. Agreeing Developer Contributions
4. Residential Travel Planning
5. Community Stewardship

The guide makes specific reference to the role or relevance of each 'grouping' throughout each stage of the planning process to help with highlighting actions and opportunities for engagement.

### Partner & Community Engagement

The local community are pivotal in feeding each each stage of the planning process. Every CRP should be representative of a cross section of institutions, businesses and campaigning groups that each reflect a wider range of interests, demographics and aspirations. By engaging with a CRP, local authorities and developers are accessing grassroots intelligence to help fulfil their statutory obligations and to better hone decision making, plans and proposals.

## References

The following features within this guide are designed to help with realising ambitions for integrated land use and transport planning on the ground.

- **Top Tips:** A few pointers to aid the development of plans, actions and discussions and to get the ball rolling.
- **Key Links:** Connect with other articles, guidance and best practice available within the public domain that holds relevance locally.
- **Expert Comments:** Hear the thoughts of people involved on the frontline across the rail, transport and land use planning industry
- **Toolbox Talks:** Applications and resources available to help with linking rail and developments across the county.
- **Case Studies:** Examples across the UK of best practice development activity that you can take inspiration from.

### ✓ TOP TIP

CRPs should aim to develop an inclusive and participatory process for gathering views across partners and for decision making. Ideally this would also be transparent and responsive to be able to adapt to requests for information, submit consultation responses or develop a consensus on the best way to proceed with actions and measures. The views of community groups and the general public are more than welcomed; in fact, join the journey!

## The GCRP

### The Latest Addition to the Network

Community Rail is a grassroots movement growing in its scope and influence across Britain. It is made up of community based partnerships, groups, enterprises and volunteers seeking to benefit communities through connecting people with, and engaging them in, local railways and stations. Every CRP provides a bespoke outlook and way of working rooted in place and people across their respective lines, stations and communities to meet local aspirations and objectives.

The Gloucestershire Community Rail Partnership (GCRP), founded in 2020 as a Community Interest Company (CIC), is one of the latest to get on board with community engagement and action. Whilst this has been against a backdrop of uncertain and challenging circumstances for the industry and public confidence in public transport more generally, the evolution of the CRP will benefit stakeholders by taking a strategic and proactive role in community engagement, empowerment and participation to build renewed interest and enthusiasm for connecting communities.

In this context, the CRP will take a proactive role in facilitating responsive and flexible recovery coupled with stimulating healthy and active lifestyles and reduced carbon through sustainable transport. The CRP's action plan will be flexible incorporating restriction scenarios and appropriate working environments to ensure a robust and future proofed approach. Could there not be a better time to create a vehicle for change?

The GCRP covers the whole of Gloucestershire and all the different stations across the county. These cover larger conurbation such as Cheltenham, along a major north south rail axis, to Stroud, a key tourism hotspot and commuter settlement along the east-west axis between South Wales and London. Equally important are smaller market towns, such as Moreton-in-Marsh, along the Cotswold Line from Hereford to Oxford, and Lydney, gateway to the Forest of Dean along the shores of the River Severn. Gloucestershire and its railway stations are incredibly diverse.

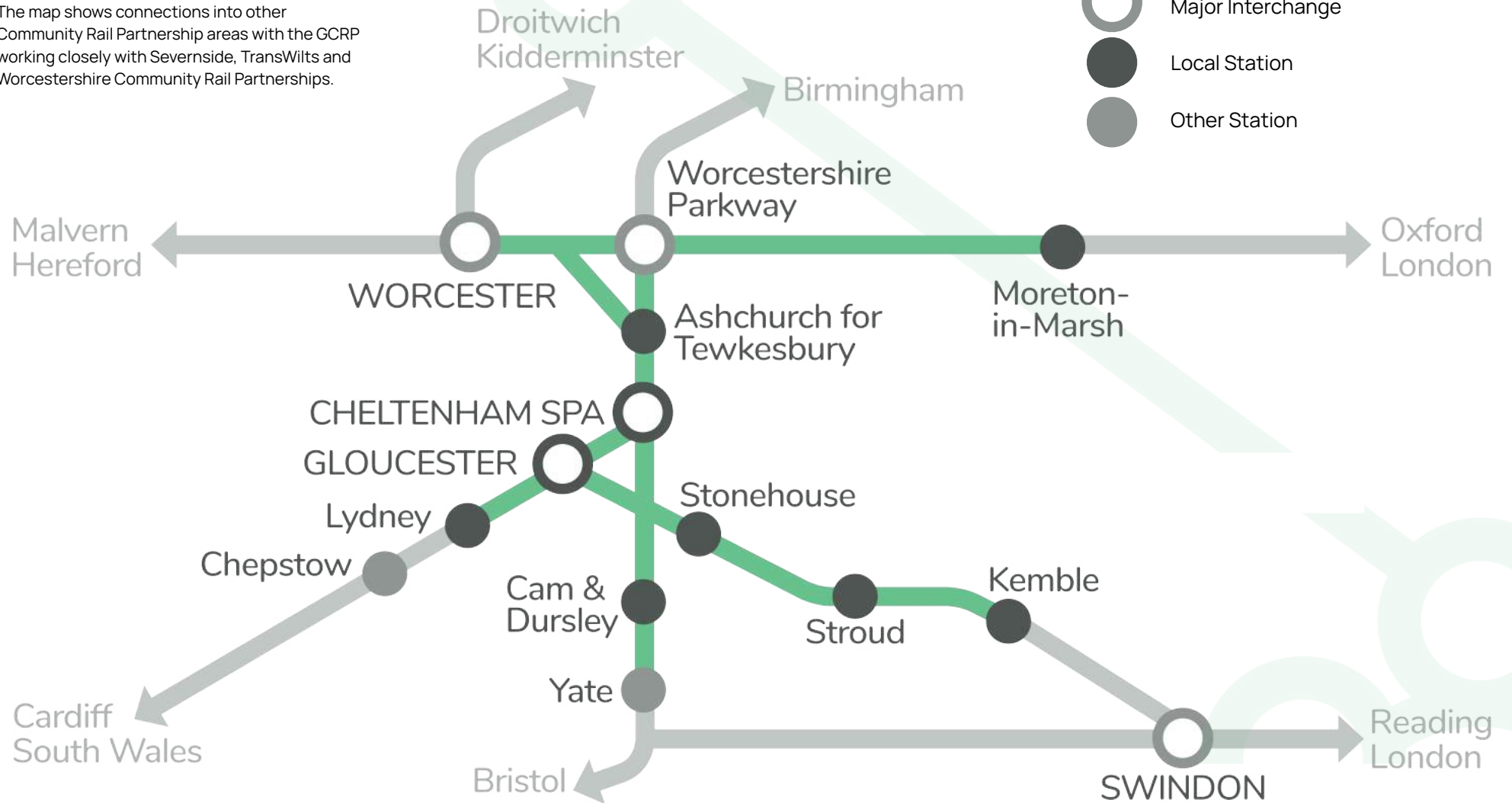
The local rail and transport connectivity more generally, is important for the county. A ninety minute, door to door journey starting in the country and involving travelling by rail, will allow access to major employment, recreational and educational centres; from Oxford to Newport, Swindon to Birmingham and every place in between. Connectivity is also crucial for upholding the county's reputation for premier events and the rural economy; especially as a rural county.

There is also the huge scope for the GCRP to add value and 'plug' into ongoing improvements to green and blue infrastructure such as the Stroudwater Navigation and Sharpness Canal. This is all whilst supporting job creation, community resilience and environmental stewardship and catering for an expanding population.

### The Gloucestershire Community Rail Partnership Routes

The map shows connections into other Community Rail Partnership areas with the GCRP working closely with Severnside, TransWilts and Worcestershire Community Rail Partnerships.

- Major Interchange
- Local Station
- Other Station



## Growing Gloucestershire

Gloucestershire is growing. The advent of significant housing and commercial developments, outlined in the latest Local Plans and Neighbourhood Plans revisions, necessitates 'rail-proofing' the county to continue its ongoing economic performance and levels of inward investment. It is also crucial for improving accessibility for business, leisure and social purposes and the resident and visitor population.

The latest Local Transport Plan (LTP) also sets out an ambitious agenda for decarbonising the transport network; which will only increase in importance over time. Now is the time to look to firm up a partnership model to stimulate growth in mode shift to rail and ensure that connectivity, in all senses of the word, is inherent in how we plan and deliver public transport and active travel going forward. This is where GCRP can play a critical role.

## Gloucestershire's Vision for Rail

Gloucestershire occupies a pivotal point in the UK rail network. Current rail mode share is relatively low (at 1%) compared with other parts of England (around 5%) but stations have seen a 12% growth over the the last five years. However, with rail accounting for just 1.59% of transport emissions, there is considerable potential for rail to facilitate sustainable growth by making best use of its strategic advantages, including:

- The central location of Gloucestershire and its good rail links with Birmingham, Bristol, Swindon, Reading and London;
- The availability of housing land within the catchment areas of existing stations such as Cam and Dursley, Stonehouse and Ashchurch; and
- The established urban centres of Cheltenham and Gloucester, along with their excellent road and public transport links

Read Appendix\_Key LTP Policies for further information on the link to rail.

The recently formed Gloucestershire Community Rail Partnership (GCRP) will have an important role in helping to make stations more user-friendly particularly in the more remote locations as well as improving access to them particularly from residents who don't normally use rail.

[Gloucestershire LTP 4](#)





## The Role of the GCRP

A CRP here in Gloucestershire will engage in a number of conventional 'bottom up' workstreams, typically associated with the community rail movement, such as community outreach, station adoption and community events at the 'hyper local' level. The purpose of this guide however, is the more strategic input a CRP can play in shaping land use planning decisions, informing active travel and public transport routes to stations, and delivering behaviour change programmes.

The GCRP play a critical role in organising, conducting and collating datasets to help inform local decision making. This process is rooted in best practice, fused with local intelligence, to develop a robust evidence base that can be used to shape action plans and design proposals. This forms part of the 'Stations as Places' (SAP) approach that will inform a 'prospectus' for each station.

### KEY LINK

The 'Connected Stations' toolkit and guidance written by the Community Rail Network, outlines the methodology for bringing together local evidence with local people to deliver schemes that link stations with the local community. The raft of case studies are a testament to how CRPs can mobilise resources and deliver change.

You can access the various materials on the following website:

<https://communityrail.org.uk/resources-ideas/reports-resources-tools/station-resources/connected-stations-a-station-travel-planning-toolkit/>

## Stations as Places (SAPs)

A SAP infers to railway stations as more than 'transport interchanges' for the use of 'rail users', disconnected from the rest of the community. There is a recognition that stations form an integral part of the local urban fabric and can be part of the social infrastructure of a locality by serving up multiple uses and being adapted by local people to create a sense of civic space.

The SAP approach provides a platform for bringing together evidence for addressing 'at station' enhancements as well as last mile connectivity improvements. This brings together different local and national actors as well as key decision making stakeholders to tailor, align and complement efforts that satisfy mutually recognised objectives. This is a tried and tested approach in station integration and community engagement adopted by West Midland Trains (WMT).

Whilst the final output of these discussions and evidence gathering processes culminate in a live prospectus document, the outcomes from the SAP approach lock in a way of working to deliver the actions planned over time. The local evidence base is always evolving and can be responsive to changing circumstances and need.



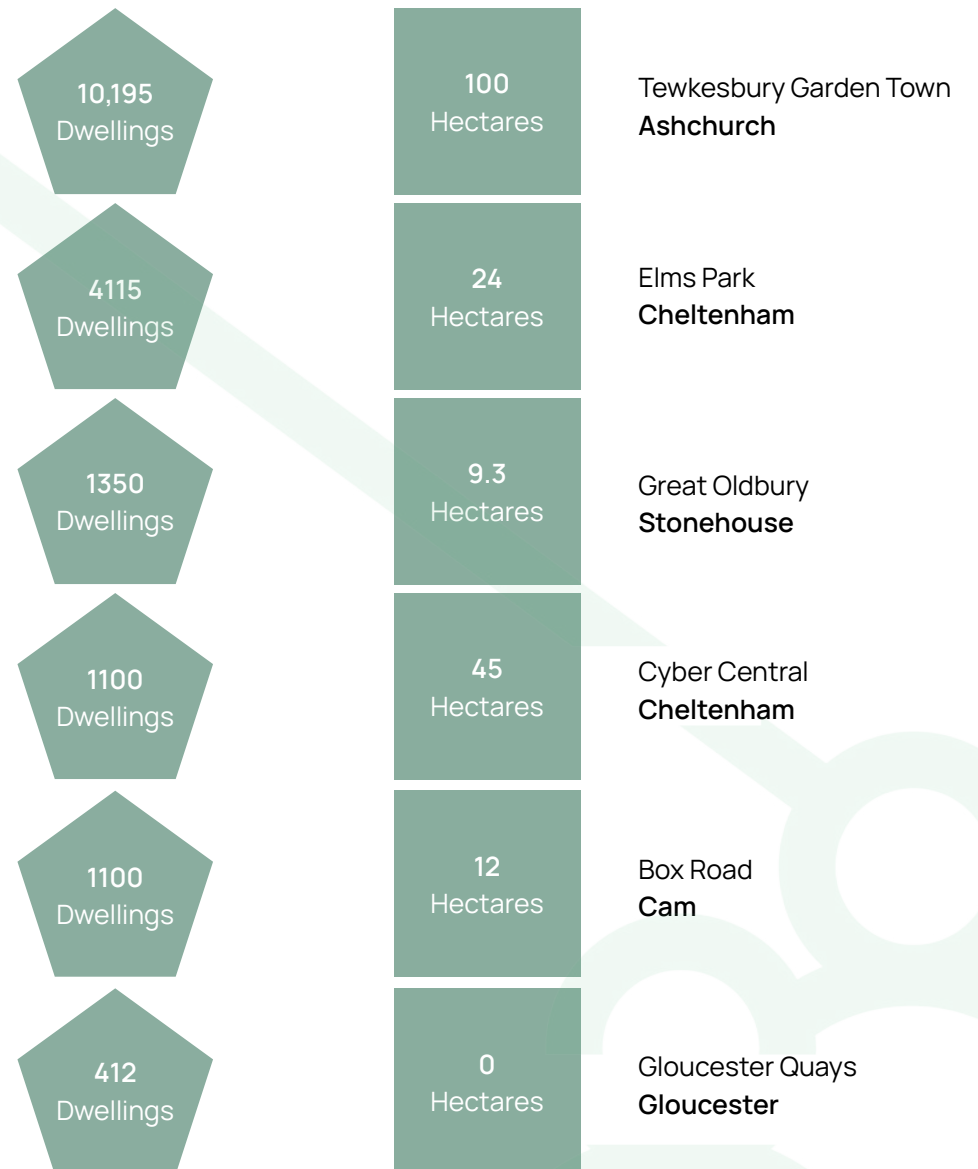
The CRP will focus attention on ways to strengthen and support the meeting of local plan objectives across the County and ensure that the obligations any other statutory transport plans are being satisfied, for example, Cheltenham Borough Council's approved Transport Strategy (February, 2020) 'Connecting Cheltenham'. Against a backdrop of housing (including affordable) need and urban/rural settlement growth, GCRP will work with others to develop sustainable communities that properly take account of the role of the rail; including the wider development industry. This includes embedding in the principles of the Equality Act 2010.

**EXPERT VIEW**

“What the GCRP can ensure is that a coherent and clear approach to rail investment can add value to the plans already in place from the train operating companies, local authorities and other key agencies, as well as key developers” **Jon Harris, Co-Director of GCRP**

There are a few notable development across the county where GCRP can already play a role in helping shape the planning process as well as developments that are well underway. Our approach will always ensure that integrated transport thinking and consideration for community impact is 'centre stage' in discussions on new housing, commercial and leisure developments across the county.

Figures illustrated are based on projections from January 2021, which are liable to change, and sourced via media outlets, individual development websites and LPA planning pages.



## Measuring Change

The impact of the GCRP towards supporting the development process will be continuously assessed. The development of a Live Planning Application Dashboard (Page 17) and a Station as Places prospectus per station (Page 7), will directly contribute towards Objective 4 and efforts to support rail and land use integration. The final, honed, masterplan designs for large sites will also be a testament to the role of the GCRP in helping shape the physical form to support access to and from stations.

A key quantitative indicator for the success of a working relationship between stakeholders and the GCRP can be extracted from the Residential Travel Planning process (Stage 4) via the feedback from travel surveys. Mode share targets can then be assessed against actual mode share levels alongside other indicators such as barriers to using rail and residents stated travel preferences.

As a new entity, GCRP will be developing the tools for change in its first year and working towards being accredited; a significant feat in its own right. The requirement to build awareness of its role and function and the relationships between different stakeholders and agencies represents a huge milestone.

### KEY LINK

The GCRP has developed a strategy covering its main objectives and aims. These are very holistic and go beyond specifically 'rail' and 'transport' to think about tourism, art and culture. These are available to view as a separate short appendix document to this guide.

## GCRP Objective Four

“To stimulate stations as local places working proactively with developers and local authorities to ensure that rail facilities are well connected to new development through continuous engagement and consultation with councils and their associated neighbourhood plans.

We will work proactively with developers, town and parish and councils and local authorities to ensure that rail facilities are well connected to new housing, employment and leisure development”.



## Influencing Policy Making

### A Valued Consultee

The GCRP, like some other CRPs, wants to be a valued consultee in the planning system. This means appealing to local authorities, of all scales and sizes, in the process of connecting new communities to rail. The GCRP would be giving a voice to grassroots movements when influencing strategic visions and policy across different areas, including those that do not relate directly to travel or rail specifically.

### GCRP Areas of Engagement

The GCRP takes a strong interest and wishes to engage in many fields including, but not limited to the following:

- Local Transport Plan
- Health & Social Care (CCG)
- Local & Neighbourhood Plans
- Urban Masterplanning
- School Development (Education)

### TOP TIP

Developers interested in building their standards and accolades, could gain further recognition by working with Modeshift Stars and CRPs on school based travel planning for new and existing school sites.

### TOP TIP

One key measure for any CRP, including GCRP, will be securing accreditation from the Department for Transport (DfT). This is a trusted mark of quality and a recognised brand to build respect across local government and the housing industry.

Evidence of working within the planning system is one of the ways that a CRP can show progress in the area of integrated transport and would 'count' towards accreditation. Any efforts as a CRP should seek to demonstrate best practice. Regular reviews of activities can help ensure appropriate standards set by the Community Rail Network and the National Community Rail Steering Group are upheld.

### Community Rail Development Strategy 2020

"CRPs can support social and economic development by identifying, contributing or being a consultee on development opportunities to enhance existing facilities and unlocking new housing or economic growth". See more by reading the latest national strategy.

[www.gov.uk/government/publications/  
community-rail-development-strategy/](http://www.gov.uk/government/publications/community-rail-development-strategy/)

# GCRP Evidence Base

## What can we offer?

The GCRP is different to other Community Rail Partnerships (CRPs) in that it has a strong research & development work stream to bring the rail network closer to the communities in which it serves across the county. Our team can provide technical expertise working across transport/land use planning, community development, sustainable tourism and the arts sectors to help create better places and better travel options for people.

We can provide local authorities, developers, the rail industry and community representatives, with access to an abundance of data insights and knowledge already collated across the county. We also have the contacts and relationships to source information and help to mobilise schemes across the county. We are constantly expanding our offer; some of which can be easily accessed online via our website. This includes:

- Travel & Community Surveys
- Audit Data & Information
- Local Policy Reviews
- Subject Matter Expertise

## Research & Development Contact Details

For any information requests or to find out more about our research and development, contact our team via:

**Web:**  
[www.gloucestershirecommunityrail.org/research-and-development](http://www.gloucestershirecommunityrail.org/research-and-development)

**Email:**



## State of the County Survey 2021

The GCRP recently undertook a 'State of the County' community survey to gauge the public's view of rail and travel preferences in a post COVID 19 world and the experiences of travel during 2020. This was released online through several communication channels and cascaded via our partners and steering group members to get the most coverage possible.



The rich feedback received has helped to shape the activity plan for GCRP into the 2021/2022 year. This will be shortly complemented by the feedback from the 'Youth Survey' to help discern the interests of young people. A snapshot survey analysis was conducted per district and split into separate presentations to help illustrate the key findings; including:

- Key themes, issues and priorities covering the door to door journey experience and perceptions of travel
- Suggestions for measures and schemes that could nudge people towards using rail and travelling sustainably.
- Interest and opportunities for partnership working and community level engagement for future schemes.
- The role of the rail industry and the interaction with other transport and land use decision making.

## Local Audits

An interactive database of information gathered over the 'first and last mile' has been collected for most of the stations across the county. These are all available online and can be shared by a link to the sites where the data has been recorded and plotted geographically. You will be able to glean:

- Accessible routes (including pedestrianised and traffic calmed areas)
- Audited routes (including photo bank and equalities assessments)
- Active travel network (cycle links and major routes)
- Location of seating (resting places) and gaps in network provision
- Local services and amenities (including 'Station Neighbours')

## Subject Matter Expertise

Our core team at GCRP are blessed with experience across a whole range of areas. We would love to combine knowledge and experience to great effect so please do get in touch to aid with shaping future developments.

Sustainable  
Tourism

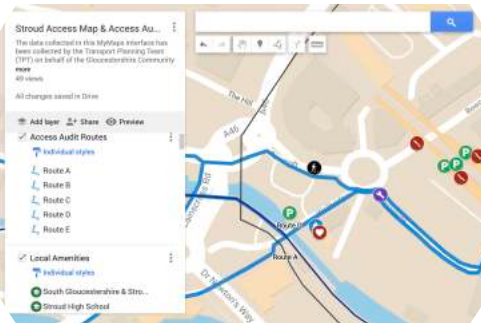
Business  
Management

Arts, Culture &  
Placemaking

Transport & Land  
Use Planning

## Policy Summaries

As part of developing individual Station As Places (SAPs) prospectus for each station across the county, we have captured and summarised key planning and transport policies across several statutory and advisory documents...so you don't have too! We use this for responding to planning applications and would be happy to share upon request.



Issue	Severity	Score	Notes
Overgrown vegetation, Street Furniture falling or damaged (for example, lighting poles)	Amber	0	As a major link in the network and a gateway to the south, the overall impression is one of neglect.
Major or persistent vandalism or vandalism. Lack of active surveillance and natural surveillance (e.g. houses set back or back onto street).	Red	1	Poorly developed streetscape character and with limited seating to encourage greater area vitality.
Levels of traffic noise and/or pollution could be improved. Background 'hurry' from adjacent roads can be heard or louder sounds can be heard.	Amber	1	This can be particularly acute and certain PCIBs within the corridor during peak rush hour periods. The way is a big barrier to movement.
Issues include: cluttered or is deficient attractiveness of routes (e.g. refuse sacks).	Amber	1	General legibility issues and poor signage detract away from the historical character of the area (AG) and its unique assets.
<b>TOTAL SCORE</b>		<b>3</b>	
Some defects noted, typically isolated (such as potholes or surface cracking) or minor (such as cracked, uneven paving or trenching).	Amber	0	General upgrade required as a result of majority of southern crosswalks. Number of sub standard crosswalks. Inclusive mobility provision.

## A Professional Team

### A Source of Knowledge

CRPs and station groups are filled with enthusiasm, knowledge and expertise. In fact, many are incredibly diverse; with some holding chartered status across various professions; from qualified planners to economists and surveyors with experience in the development industry.

This is alongside experts in the arts and culture who excel in public and community engagement and really know their place and its people. So much untapped potential...

### TOP TIP

CRPs learn from one another through sharing case studies, presenting at conferences and hosting physical or virtual workshop sessions. The professionalisation of some groups and the chance to share information will ultimately help to raise the profile of their role in discussions.

## A Holistic Approach

The role of transport is fundamentally intertwined and interdependent with other sectors and industries. Breaking down 'silos' and raising awareness of linking developments is vital. CRPs are inherently built around collaboration and cooperation for unlocking mutual, shared objectives whilst the SAP approach naturally adopts a more holistic perspective.

For example, the extension of construction of an education facility in a town may not have a direct, physical relationship to the station site but the development will lead to a shift in local travel dynamics, more people pounding the streets and ultimately, greater opportunities to support students will accessing to rail.

Here, opportunities to dovetail or complement school travel plan programmes could be explored whilst negotiations could take place to divert a local bus service to call at the station via the school entrance. This will require multiple stakeholders coming together, including transport operators, to flesh out the details of how this could work in unison.

### Fulfilling Consultation Requirements

The link between rail, transport and new developments will be no more pertinent than in the construction of brand new garden communities and urban extensions. Efforts towards creating a zero carbon future will need to bring together different actors with valuable local insight. The CRP is the voice for different members of the community so engagement can help fulfil the requirements of the developer to consult the public on proposals.

# Partnership Protocol

## Working with Local Authorities

The GCRP is committed to working in close consultation and engagement with local authorities in Gloucestershire. To achieve this we have developed a working protocol with Gloucestershire County Council's Transport Development Management team and also with local district planning departments.

Whilst GCRP could simply select applications to respond on when they are formally lodged, the 'thought partner' approach means that we want to work constructively with planning and transport bodies as early as possible within the planning process. This means engagement at pre-application and Statement of Community Involvement stages, and ensuring that views are aligned.

Our GCRP charter for working with local authorities and other key stakeholders is built around a number of principles and practices.

## Technical Content & Scope

GCRP's focus will certainly cover the connectivity of the proposed development to the nearest railway station, whether that is a public transport, walking, cycling or car journey. It will examine the scope for rail travel to form part of the travel demand management approach for the site, and also examine any impacts that may be felt at the stations affected (e.g. cycle parking provision, pick up/drop off facilities etc).

Note that in many cases there may be a choice of stations available to the occupier, depending on journey type, distance and end destination, so this will be considered in our response.

## Communications

We have agreed to set up a clear communications protocol so that individual Development Management (DM) officers and lead planning officers know that we are intending to comment on any specific development proposal. Normally this will be for larger applications (see filter criteria) but in some cases there may be a very specific opportunity close to a station (e.g. change of use of retail to residential where this loses a community resource/activity near a station) where we may wish to comment.

Our role will be to explore ways in which sound development proposals can be made 'better' and aim for a high quality approach to low/no carbon and sustainability aspects. Both GCC transport and LPA case officers will be able to maintain a one to one relationship with us, and actively refer applications and proposals to us. We will give professionally constructed, evidence based, independent responses designed to maximise the use of sustainable transport modes and creatively explore opportunities to achieve mode shift and positive travel behaviour change.

## Submission of Comments

Normally our comments will be made direct to the GCC Transport DM team and copied to the planning authority, allowing GCC to incorporate our observations and evidence base into their own responses. GCRP will reserve the right to make a standard objection/supporting statement through the normal 'planning portal' process but the Gloucestershire protocol will ensure that views are harmonised and reflective of LTP4 policies and relevant District Local Plans, including Neighbourhood Plans that are either already 'made' or close to their finalisation.



We will also copy our response to Network Rail, the relevant TOCs (integration, development and community rail officers), and the relevant Town/Parish Councils (as required). We will also work with and notify relevant bus operators and also the Canals and Rivers Trust where towpath and other pedestrian/cycle links are an important part of the enabling infrastructure.

### Involving Parish & Town Councils

There may be occasions where a Parish or Town Council has asked for us to make a statement or provide a view. In these instances it will be the same view as submitted to GCC/Districts and be based on our professional independent judgement. We will make our evidence base available openly to Parish and Town Councils for their use, but should their interpretation and application of the evidence be presented differently, we will ask that that is made clear by the relevant parish planning committee in their submission to the planning authority

### Neighbouring Authorities

We are very open to working with local authorities that share a boundary with Gloucestershire, as rail provision in their counties often benefits planning decision made here. In particular the roles of South Gloucestershire (proposed station at Charfield), Monmouthshire (Chepstow), Worcestershire (Worcestershire Parkway and Honeybourne). Swindon Borough (Swindon), and Oxfordshire (Kingham and Shipton) are relevant and we will continue to build positive relationships with our neighbouring District, County and unitary councils.

### Undertaking Regular Reviews

We will review the Developer guide and supporting toolkit on an annual basis and make any necessary changes to meet current planning and transport policy, legal or regulatory guidelines. We will also engage through the Steering Group and GCC's Transport Development Management Team meeting

### Annual Developer Briefing

Finally, we will hold an annual Development Briefing meeting with councils (County, District and Parish/Town Council), developers and their consultants to explain how the guide works and also to engage positively on sustainable transport opportunities in the County.



# 1: Design Proposals & Pre-Application

## A 'Connecting Communities' Mentality

In an ideal scenario, a CRP would be an informal consultee and supportive partner for developers and local authorities during the very early stages of a development proposal. The role of the CRP and the evidence base it holds, would be widely recognised and valued to help shape a robust and relevant application ready to submit for gaining planning permission.

### KEY LINK

"Pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success"

Find out more about the process and expectations on pre-application discussions before submitting an application to the local authority.

[www.gov.uk/guidance/before-submitting-an-application](http://www.gov.uk/guidance/before-submitting-an-application)

### Community 'Buy In'

Engaging with the CRP would improve the efficiency and speed of submissions, based on strong community 'buy in' and the due diligence of the CRP in collecting and collating information in advance. A 'think integrated' mentality and commitment to promoting best practice sustainable travel initiatives and reducing car dependency, would be inherent to the different proponents of the plan.

This early engagement with the CRP would create better places for people to the benefit of all. Often communities think creatively about making their local areas attractive and support efforts to improve health and wellbeing .

### TOP TIP

TOCs can build great relationships with CRPs to deliver meaningful change, including working together to reflect on and respond to development proposals and statutory consultations. This could form part of your way of working with CRPs able to prove intricate insights and rich datasets that help to understand the link between rail with the wider community.



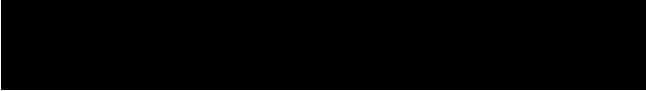
Developer forums can provide the platform for raising awareness of the rail offer and the familiarisation with the virtues of integrated land use and transport planning that support can enhance the appeal of developments to prospective buyers. This can lead to building new communication channels to develop a joined up approach to development practices and resource sharing which extends to periodic meetings and events to share best practice. The GCRP intends on developing a forum to cover Gloucestershire in the near future. Further details will be developed in due course and invitations sent to local authorities and developers.

#### CASE STUDY: WMT DEVELOPER FORUM

Train Operating Companies (TOCs) can really set the tone for building better relationships with house builders, commercial developers and local authorities. West Midland Trains (WMT) have been a pioneer in building links across industries to establish a 'think integrated' approach through a designated 'Developer Forum'. This tied into the 'Station as Places' approach that sought to bring communities together to shape the experience of rail and accessing station environments.

#### KEY LINK

GCRP 2021 'State of the County' Community Survey, revealed the appeal of joined up journeys and the opportunity to use the planning application process to build in improvements to local connectivity.



## Capacity Building

It is positively encouraged that partners express how they would like the contributions of a CRP, from datasets to community resources, can be stored, shared and communicated in a legible manner that can bring about the best outcomes, quickly.


In many cases, CRPs have a public facing website and social media channels where partners and the public can interact with the CRP generally alongside other 'background' communication networks developed over time between public, private and third sector organisations.

#### TOP TIP

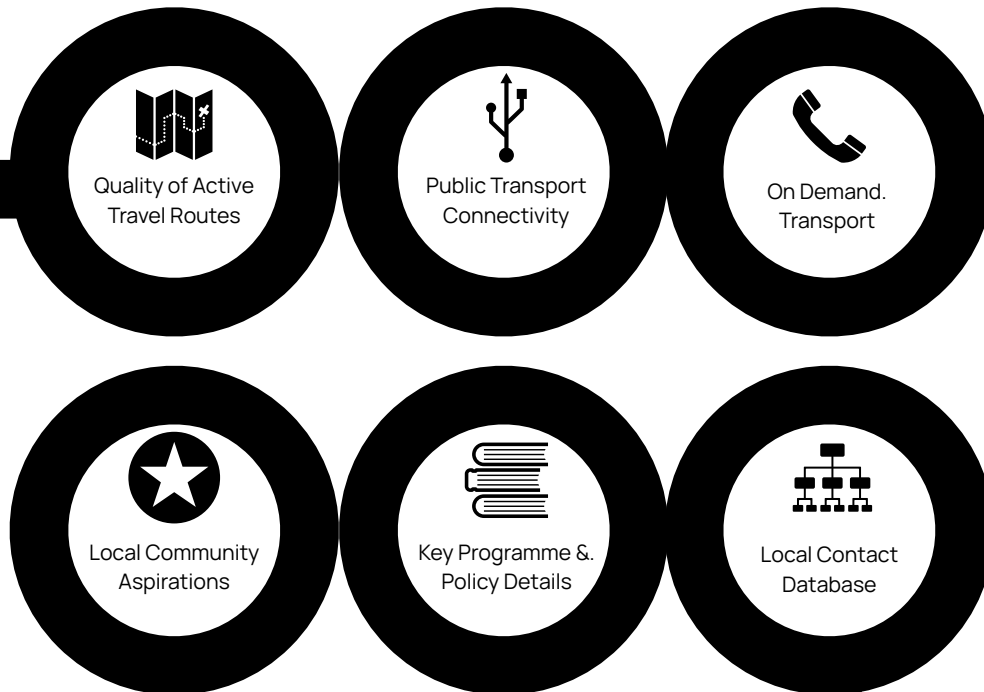
Having a member of the CRP team with a knowledge of the planning system, such as local councillor, may be useful for partners as a 'point of contact'. A CRP would benefit from a similar person to build rapport across the different local authorities and developers. Your local Parish and Town Councils will have individuals on their Planning Committees with a wealth of experience.

#### KEY LINK

A Skills Register can help with assessing the interests and capabilities of the CRP team to be the point of contact for liaising with certain agencies or for performing certain tasks. You can download the resource from the Community Rail Network:



The SAP approach, a variation on STPs with greater focus on community integration, place making and transport connectivity, can be invaluable to a developer for helping shape design plans and site proposals. The GCRP intend on publishing SAPs for each station across the county, including updating existing STPs, with valuable information being collected on:



### TOOLBOX TALKS: STATION TRAVEL PLANS

Station Travel Plans (STPs) have become a valuable tool for helping inform local decision making. The process requires conducting, collecting and collating primary and secondary data to develop a robust evidence base for shaping an action plan of measures. These, in turn, support and align with a number of tailored local objectives and aspirations, such as reducing local congestion, improving accessibility and unlocking tourism opportunities.

These conclusions and research database are an invaluable source of information for developers and local authorities at an early stage of plan making. This database should be made publicly available online and formatted in an accessible, legible fashion to enable different agencies to use the information to tailor their designs or inform their own decision making. This can save developers time and money and enable the LPA to shape their requests for funding contributions.



### TOP TIP

MyGoogle Maps is a free online platform that allows data to be collected and plotted geographically with the option of sharing information with a wide audience. This platform is also highly adaptable and can be easily configured over time. Commonplace is another very useful tool (payment required).

## A Blended Approach to Transport Planning

It is difficult to understate the importance of proactively planning for the arrival of new residents to an area and how this can mitigate impacts on the local transport network, namely single vehicle occupancy trips. Instead of reacting to these situations, a CRP can communicate the virtues of a 'blended' approach early on based on evidence and experience to ensure SAPs can be far more cost effective, longer lasting and relevant to the new community.

### Think in Threes

**Physical:** Working with architects and urban designers commissioned by the developer to weave in hard engineering features, such as pathways and cycle parking through the site.

**Operational:** Working with local suppliers to finance a designated car club bay and car club vehicle within the site plan and at the railway station to reduce single car occupancy trips.

**Behavioural:** Launching a designated promotional campaign for a new demand responsive transport service to the station for sites outside the immediate catchment area.

### TOP TIP

Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators which aims to raise the quality of operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

### CASE STUDY: HASLEMERE KISS & DROP SITE

The development of a designated Park & Stride site for children using Haslemere Station, Surrey, benefited from being delivered in conjunction with the design of a multi storey car parking facility on site. The resources allocated to installing sheltered provision, seating and enhanced lighting, as well as better pavement surfaces over the 'first & last mile', were jointly funded in response to the access audit data gathered through the STP.

### Construction Activity

An often overlooked subject that really should be factored into the discussions early on is a commitment to best practice arrangements during construction and building activity on site over the development period. Experiences during this time can shape the habits of residents moving onto the site during ongoing works and potentially impact on safety levels. This will require developers to look across their supply chains.

### TOP TIP

Considerate Constructors Scheme (CCS) is a recognised Code of Considerate Practice that commits registered sites, companies and suppliers to care about appearance, respect the community, protect the environment, secure everyone's safety and value their workforce.

## 2: Seeking Planning Permission

### The Art of Public Consultation & Participation

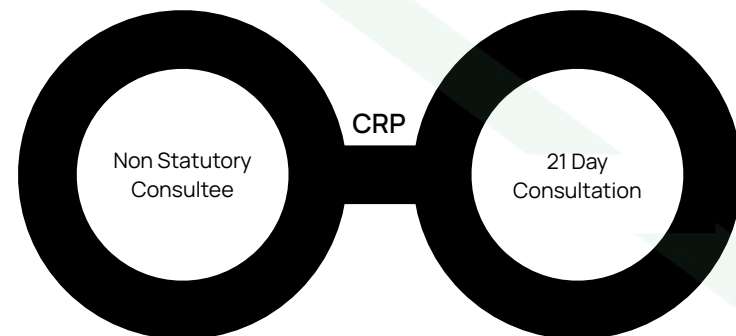
After a Local Planning Authority (LPA) has received a planning application, it will then undertake a period of consultation where views on the proposed development can be expressed. This is a prime window to engage with a CRP to generate feedback and thoughts on the appropriateness of submitted proposals.

#### Thought Checklist

- Is this a new housing, commercial or mixed use development? Can you get a good understanding of how this may influence local travel movements/dynamics?
- Is the proposed site masterplan conducive to allowing direct & ease access to and from the station? Is this site permeable and provides options for walking & cycling?
- What transport links/improvements are being suggested? Do these align with local aspirations and the evidence base collected locally for serving new and existing communities?
- What are the requirements for delivering a travel plan for the site? Is there more that could be done to support access to rail and local accessibility?
- What are the delivery timescales for the development? Are these clearly defined so to help with linking up future initiatives? Is there an opportunity to bring elements forward?
- Has the impact of routing for construction traffic and the type, scale and appropriateness of vehicles been considered and the impact this may have on access to the station?

After a Local Planning Authority (LPA) has received a planning application, it will then undertake a period of consultation where views on the proposed development can be expressed. This is a prime window to engage with a CRP to generate feedback and thoughts on the appropriateness of submitted proposals.

Every LPA will have a Statement of Community Involvement. This sets out how they intend on liaising with non statutory pre-application consultees.



#### TOP TIP

As a Non Statutory Consultee, the aim of a CRP would be to raise the profile and significance of its role to the LPA to ensure it can be contacted in discussions about proposed developments that relate to the rail network and local stations.

## Engaging with Planning Applications

Every LPA will have their own individual, open access 'planning portals' where the details of applications can be submitted and viewed. There can be hundreds of applications stored in this database with a host of different sources of information, files and evidence compiled under each application. The public can enter responses to applications through this platform

### TOOLBOX TALKS: LIVE PLANNING APPLICATION DASHBOARD

The GCRP have created an online mechanism to record, assess and respond to planning applications near stations across the county. This tool, accessible to all partners, will help to document the status of proposed housing and commercial development local catchment areas. This is with the aim of proactively responding to consultation and submitting evidence to help inform future designs that improve the first & last mile to stations and increase rail patronage.

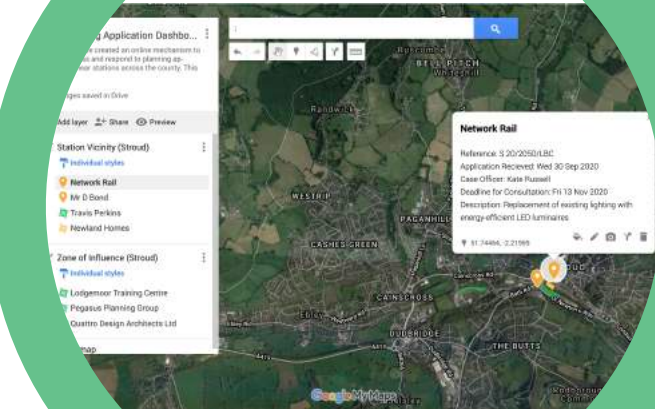
Individual applications are plotted geographically with the details of each application being updated periodically and responsively to allow the CRP to align its own interventions and activities across the:

- **Zone of Influence:** Developments impacting the transport network and access across a large geographical area. These can be for applications within the last ten years due to the timeframes for submitting and developing applications (since 2010).
- **Station Vicinity:** Developments within the immediacy of the site that draw on the need for enhanced first & last mile links by active travel and placemaking activities. These can be for applications within the last two years (since 2018)

## Filtering Planning Applications

A CRP has to filter which planning applications hold relevance to meeting their objectives and know when to commit to responding to public consultation. The scale of feedback and attention to each application will differ from place to place. Here are a few golden rules for helping to go through the process of sifting and filtering out applications:

- **Housing development is equal to or above 20 dwellings.** This could also be developments delivered 'at scale' that trigger the need for a 'transport statement' and travel plan provisions.
- **Employment opportunities created is equal to or exceeds 20.** Again these could be new commercial sites and 'trip attractors' that will trigger the need for a transport statement and travel plan provisions.
- **Visitor attraction footfall uplift (5%) OR sqm expansion (hectares) :** This factors in the substantial rise of 'honeypot' locations from tourism to leisure and retail facilities.
- **Site location is within the station catchment area or zone of influence.** Does the site fall within the 'first & last mile' (travel to station area) and will rail travel appeal to those further afield?
- **Exclude infill & individual (private) planning applications.** These are unlikely to require planning obligations unless within station vicinity and featuring above 10 dwellings (to be considered).
- **Record applications that have been refused or withdrawn.** It is useful to capture and monitor applications if they may re-surface to be able to proactively respond in the future.



## KEY LINK

Local Authorities & GCRP Partners are welcome to help contribute and update the online dashboard and to use it as a tool for helping deliver local objectives. You can view and request editing rights via the link:

[www.google.com/maps/d/u/2/edit?mid=1mcBfLGR8d79eEzCkW-BMziTliA\\_vEsO&usp=sharing](https://www.google.com/maps/d/u/2/edit?mid=1mcBfLGR8d79eEzCkW-BMziTliA_vEsO&usp=sharing)

## Consultation Timing

The real role of the CRP, at this stage, is to help ensure proposals can support sustainable travel movements locally. This is with particular regards to building in design features and initiatives that can support integrated links with local rail stations. It is easier to shape requirements at this stage than attempting to confront these retrospectively.

## TOP TIP

TOCs or Network Rail, as statutory consultees, would benefit from liaising closely with the CRP for developments of local significance. This would help to ensure a coordinated response can be made to applications and before the CRP has established itself as a renowned consultee. CRPs will bring a more holistic perspective of local issues and opportunities.



## 3: Agreeing Developer Contributions

### A Mechanism for Securing Monies

The current planning system across the UK requires developers to contribute towards the costs of accommodating increased pressure on the local transport network from new residents and businesses to the area. The requirements of these contributions are set by LPAs, often in partnership with LTAs and based on an agreed specification for physical, operational or behavioural measures. All LPAs have adopted CIL across Gloucestershire.



#### EXPERT VIEW

“The ‘Think Integrated’ approach is a win win for developers, investors, operators, local authorities and most importantly existing and future communities. Community led transport and land use investment combined with residential, workplace, school and station travel planning deliver sustainable transport which links community with the people and places they want to visit” **Transport Consultant**

The type and scale of contributions will vary from site to site and are a crucial means by which the LTA or the developers themselves, install sustainable transport provision. These can also be ‘capital’ or ‘revenue’ funding streams:

- **Capital:** Single investment in tangible features and schemes e.g Shared Use Pathway. These may be built by the developer.
- **Revenue:** Continuous or scheduled payment of monies to deliver services e.g Bus Services. This is likely operated by another party.

### The Types of Contribution in England

- **Section 106:** The most common contribution agreed with developers. This is based on addressing issues or improving connectivity and movements that directly relate to the proposed site. This is otherwise known as Section 78 in Scotland.
- **Section 278:** Typically ‘highway’ upgrades and improvements along the road network. These tend to be smaller pots of funding for the more finer details of a development to support vehicular, pedestrian or cycling access linked to the site. Section 38 covers new highways.
- **Community Infrastructure Levy:** Introduced as part of the Localism Act 2011 as the replacement for S106 contributions. LPAs could request funding to be ‘pooled’ together to help fund schemes within a locality or borough/district, that have no relationship to the development site.
- **Infrastructure Levy:** The proposed developer contribution that removes the link between funding and place by pooling resources nationally for redistribution elsewhere. The finer details of the proposed planning reforms are yet to be agreed (December 2020).



#### TOP TIP

Contributions can be channelled into a whole range of schemes and projects. A CRP can be a voice in helping to shape the type and scale of contributions as well as a delivery vehicle that uses some of the funding to implement projects. CRPs can provide the justification and evidence the case for devolving resources to ‘capital’ or ‘revenue’ projects.

## A Mechanism for Securing Monies

Once again, the type of measures can also vary. It is really important therefore, that numerous different initiatives that could come 'online' and are primed for delivering in conjunction with the arrival of new developments. This also means diversifying funding outlets to avoid a dependency on the rail industry.

### TOP TIP

There may be different ways to try and secure funding for local improvements that do not come directly via developer contributions. These instead cascade down from national government through large scale funding tranches. Check out one of the latest funding streams:

[www.activetravel.org.uk](http://www.activetravel.org.uk)

### CASE STUDY: HONEYBOURNE RAIL REINSTATEMENT

Consultants Arup, carried out an indicative funding appraisal relating to the proposed reinstatement of the Stratford-upon-Avon-Honeybourne rail link and possible improvements to public transport connectivity. Assumptions were made about the potential to use large scale funding, in this case through the Housing Infrastructure Fund (HIF), that could be leveraged from the proposed Garden Village at Long Marston (3,500 dwellings) based on a strong business case and funding released by national government.

A blended approach backed up with local evidence is also key. Physical measures alone may not be the most impactful or help to mitigate single vehicle occupancy journeys. It has to be a mix.

- **Physical:** Hard engineering features, such as direct pathways, signage or improved bus shelters.
- **Operational:** Designated car club bays and car club vehicles as well as twenty is plenty streets
- **Behavioural:** Promotional campaigns and pop up displays, arts events to support active travel

### TOP TIP

With any opportunity to secure funding for a project, look towards partners and stakeholders to share the costs and commit equally with you towards meeting the funding threshold. 'Match Funding' an attractive proposition for those involved to distribute the burden and share responsibility for delivering meaningful change; and may just tip the conversation. In a wider rail capacity, there is an opportunity to 'match fund' a number of funding streams that come online, such as, but not limited too:

- **Customer & Communities Investment Fund (CCIF):** Released annually by each TOC with a focus on local schemes to link with stations.
- **Cycle-Rail Fund:** Very popular for improving cycle facilities and connections to boost multi modal travel.
- **Integrated Sustainable Travel in Community Rail Fund:** Support from the Community Rail Network towards improving multi modal trips.

### CASE STUDY: A STATION FOR NEWCOURT, DEVON

Newcourt station, opened on the 4th June 2015, was created as part of a jointly shared Devon Metro strategy between Devon County Council, Exeter City Council, Network Rail and the Train Operating Companies. Devon Metro's aim was to enhance local train services around Devon and was specifically aimed at the Exeter Travel to Work Area.

Newcourt station serves a strategic housing development on the eastern edge of Exeter, as well as providing easier access to the Exeter Chiefs Sandy Park Stadium for those travelling from Exmouth. The station was included within the masterplan for the Newcourt strategic development, enabling land to be set aside for the station and subsequent developer contributions to be secured justified by the policy context in the Exeter Transport Strategy and the Newcourt masterplan. The station design and development was led by Devon County Council who provided the seed funding along with negotiating a developer contribution, and the project went on to construction following a successful bid to the first round of the DfT's New Stations Fund.

The station met its projected footfall of 100k within two years and demonstrated further growth potential. It's design is characterised by a simple single platform construction, located right at the heart of the Newcourt community that it serves, aligning with the Devon Metro vision for local use from doorstep to platform in close proximity. It comprises a shelter, ticket vending machine, CCTV, next train indicator, cycle parking and limited car parking along with high quality walking and cycling links to the surrounding housing areas.

### CASE STUDY: A CAR PARK FOR LICHFIELD TRENT VALLEY

Lichfield Trent Valley, located at the confluence of the West Midland Railway Network and West Coast Mainline, benefited from a new car parking facility funded by developer contributions from the adjacent Streethay development site.

This increased parking capacity significantly with Network Rail and the Train Operating Companies looking to transfer ownership over to the rail industry in the short term to manage operations on site. The benefits included capturing car based journeys into the great Birmingham area.

### CASE STUDY: FUTURE LINKS FOR GREAT OLDBURY

Great Oldbury, Gloucestershire, is around 45 minutes on foot or 15 minutes by bike from Stonehouse Railway Station and within range of Cam & Dursley & Stroud stations by bus or bike. The development site will attract thousands of people to the area to live and work and place pressure on the local transport network.

The phased approach to building new homes and workplaces, has presented an opportunity to support and inform new, attractive links and combine measures to upgrade public and active travel provision and promote sustainable travel over time. Proposals must also account for the development of a new station and can be informed by CRP datasets.

## 4: Residential Travel Planning

### A Formal Requirement

Residential Travel Plans provide a fantastic window of opportunity to support joined up working between the rail industry and housing developers to fulfil shared objectives. To gain planning permission, many local authorities require developers to produce a travel plan to illustrate how they intend to offset the impact of new trips on the local transport network. This statutory obligation applies to developments of a certain type, size and scale and requires implementing measures that promote sustainable transport options and reduce car dependency.

#### ✓ TOP TIP

A Travel Plan Coordinator is typically assigned to write the travel plan and to guide its delivery over a period of time. It would be hugely beneficial to link the assigned personnel with a CRP representative to develop and deliver complimentary initiatives to support access to rail. The local transport authority may help to mediate this relationship.

Although a development may be underway, including the delivery of the Residential Travel Plan, its never too late form a CRP to get involved. For large developments especially, there may well be monies available that haven't yet been allocated over a 5-10 travel plan period that could be used to support initiatives relating to the site. CRPs can help to ensure that travel plans do contribute to the wider community and are impactful.

### CASE STUDY: BURGHELD PARK RESIDENTIAL TRAVEL PLAN

The Residential Travel Plan for a 450 Dwelling Miller Homes development in Burghfield Common, East Berkshire, involved developing a travel pack for new residents. This was to be provided to new households upon occupation and came complete with local transport information and maps illustrating first & last mile connections with surrounding rail stations.

This was complemented with updated rail timetables and taster tickets for off peak services that were negotiated with Great Western Railway (GWR). Reading Buses also provided service information and discounted season tickets to help incentivise and promote multi modal travel for new residents.



## Shaping Travel Routines

Residential Travel Planning is a really critical process for influencing travel behaviour during a significant stage in peoples life. Moving house will mean households having to familiarise themselves with a new environment and developing new routines; including how they intend to access work, attend school or shop for food. This is the time where new habits can take form.

### Promoting Sustainable Travel

In the context of the SAP approach by GCRP, there is a real push towards encouraging healthier lifestyle choices that reduce the number of car journeys in favour of more active travel trips. This nudge can be delivered through the travel planning process if new residents are provided with suitable information at the right time. This may also require incentives and exclusive offers to new residents that can be brokered with local authorities or transport providers.

### Cross Promotion

There are real opportunities to try and cross promote sustainable travel brands and programmes through local developments to introduce offers and information to new residents. This includes cascading collateral to developers, such as maps, or scheduling pop up events that take place nearby or in conjunction with higher levels of occupation on site.

### CASE STUDY: THINKTRAVEL GLOUCESTERSHIRE

ThinkTravel, developed by Gloucestershire County Council using Local Sustainable Transport Fund (LSTF) funding, is the recognised travel behaviour change 'brand' across the county. Working with developers, collateral for residents has been developed in the brand format to aid with the promotion of sustainable travel and to deliver a consistent message and platform for travel initiatives. Many local authorities continue to fund their separate programmes.

### TOP TIP

Promoting sustainable first & last mile access to stations can help a developer to meet their mode share targets for a site. CRPs can support this aim by issuing rail information and working with transport providers and the local transport authority to secure and distribute collateral.

### EXPERT VIEW

“Moving house provides a golden opportunity for households to develop new sustainable travel habits. Providing supporting informative helps to remove knowledge barriers, spark interest and encourage people to make more sustainable travel choices” **Lynsey Harris, Associate at ITP**

## The Process of Delivery

The delivery of a Residential Travel Plan can take place over a number of years depending on lots of different circumstances including the size of the development and the pace of occupation. To maximise the impact of travel packs for setting in motion sustainable travel routines, it will be important to keep note of occupation timings to time to delivery of materials accordingly.

### ✓ TOP TIP

Large development sites will inevitably be split into different sections and delivered by multiple house builders. This means working with numerous travel plan coordinations to share and distribute the same information to a wider audience.

A critical part of the travel plan process will be to design and deliver a travel survey to new occupants to understand travel behaviour and journey dynamics, including the propensity to travel by rail and to accessing local stations. This will be crucial at a later stage for assessing actual mode share against the targets within the plan and ultimately the effectiveness of initiatives and incentives to break down barriers to sustainable travel amongst the resident population.

### ✓ TOP TIP

Travel surveys should be distributed at the start of occupation on site and then undertaken on an annual basis to build a 'picture' of travel behaviours over time. These should be concise and seek to understand barriers to modal shift, including access to stations and the use of rail.

### ▶ TOOLBOX TALKS: LOCALITY MAPS

People moving to a new area to live, or visitors accessing a workplace, may well be wondering what local services and amenities are available to them locally. More importantly, they will also need to know how to access them easily by different modes of travel. Locality Maps offer a simple and cost effective option to raising awareness and promoting sustainable travel.

These are detailed guides covering a specific area that highlight the location of various services and facilities and relevant active travel and public transport connections. They can be designed to print and distribute to new residents and workplaces or available to view online via a host website. Funding for these maps can be secured through developer contributions or directly from local authorities as part of local sustainable transport schemes (and budgets).



KEY LINK

Gloucestershire County Council have a fantastic range of materials available, including the ThinkTravel Toolkit which can guide communities to develop surveys and pop up events. You can find out more about the toolkit and travel behaviour change initiatives.



For All

ThinkTravel has produced a series of easy-to-use, accessible maps to help people of all abilities to access their local area and amenities. Visit the ThinkTravel website for maps of these routes and additional information on walking in the County.

Most services already have low floor easy access buses. This is likely to be available on all services soon. There is also a range of Community Transport, Dial-A-Ride and Voluntary Car Schemes available in Gloucestershire to meet local needs.

Do you feel unsure or need help and confidence building to use buses so that you can access services, education, training or employment? Gloucestershire encourages independent travel training through bespoke projects and organisations who specialise in providing support to disabled, disadvantaged, vulnerable young adults and older people.

To find out more about these projects and services visit <http://www.thinktravel.info/my-community>.



Key Shops and Services

**Tesco & Tesco Fuel**  
 a: High Street, Lydney, GL15 5TH  
 t: 0345 877 9443

**Opening Hours**  
 Monday to Saturday 06:00 - 22:00  
 Sunday 10:00 - 16:00

**The Co-op Food & Pharmacy**  
 a: 33 Newerne Street, Lydney, GL15 5RA  
 t: 01594 842133

**Opening Hours**  
 Monday to Saturday 07:00 - 22:00  
 Sunday 10:00 - 16:00

**Lydney Post Office**  
 a: 33 - 39 Newerne Street, Lydney, GL15 5RB  
 t: 01594 846347

**Opening Hours**  
 Monday to Friday 09:00 - 17:30  
 Saturday 09:00 - 12:30

**Town Hall**  
 a: High Street, Lydney, GL15 5DY  
 t: 01594 843113

**The Library**  
 a: Hill Street, Lydney, GL15 5HW  
 t: 0845 230 5420

**Opening Hours**  
 Monday to Wednesday 10:00 - 17:00  
 Thursday 10:00 - 19:00  
 Friday 10:00 - 17:00  
 Saturday 10:00 - 13:00  
 (Closed daily 13:00 - 14:00)

**Bus Station**  
 a: Harns Road, GL15 5EP

**Bus services**  
 1, 23, 392, 717, 727, 748, 755, 757, 786, 791, 823, Lydney Dial A Ride

**Lydney Train Station**  
 a: Station Road, GL15 5EW  
 t: 0845 300 3005

**Police Station**  
 a: High Street, Bathurst Park, Lydney, GL15 5HE  
 t: 01594 842141

**Opening Hours**  
 Monday to Wednesday 10:00 - 17:00  
 Thursday 10:00 - 19:00

**Lydney Rugby Football Club**  
 a: Regentsholme, Regent Street, Lydney, GL15 5RN  
 t: 01594 842479

**Lydney Recreation Ground**  
 a: Swan Road, Lydney, GL15 5RU

**Bathurst Park**  
 a: Bathurst Park, Lydney, GL15 5JG



**Bathurst Pool**  
 a: High Street, Lydney, GL15 5DY  
 t: 01594 842625

**Opening Hours**  
 Monday to Sunday - 12:00 - 18:00 (Summer)

**Forest Leisure**  
 a: Church Road, Lydney, GL15 5DZ  
 t: 01595 842383

**Opening Hours**  
 Monday, Wednesday, Friday 07:00 - 21:30  
 Tuesday, Thursday, Saturday, Sunday 09:00 - 17:30

**Severnbanks County Primary**  
 a: Naas Lane, Lydney, GL15 5AU  
 t: 01594 842789

**Budi To Bloom Pre School**  
 a: The Old Vicarage, Church Road, Lydney, GL15 5EG  
 t: 01595 842383

**Lydney Community Primary**  
 a: Bream Road, Lydney, GL15 5RN  
 t: 01594 842173

**The Dean**  
 a: Church Road, Lydney, GL15 5DZ

Public Transport

Travelling by bus in Lydney is easy with a range of routes and community transport services to get you around the town and connect you with larger urban areas such as Gloucester and Chepstow.

SERVICE NO	MON-FRI	SATURDAY	SUNDAY
20	Hourly	Hourly	Every 2 hours
297	2 journeys	2 journeys	No service
227	3 journeys	3 journeys	No service
3	8 journeys (morning & evening)	8 journeys (morning & evening)	No service
755	1 journey	1 journey	No service
727	2 journeys	2 journeys	No service
1	1 journey (non-regular)	No service	No service
1	1 journey	No service	No service
1	1 journey	No service	No service
1	1 journey	No service	No service

Our website also provides lots of information on other public transport such as Dial A Ride services. Or follow the Useful Contacts list.

For more information visit [www.carsharegloucestershire.com](http://www.carsharegloucestershire.com)

Car Sharing & Saving

The average commuter car sharer can save £1000 a year on the cost of driving alone.

Car sharing spreads the cost and reduces congestion. Drive to work with a colleague one day and then they can drive you the next day. You don't even have to own a car or have a driving license to join.

For lots more information visit [www.carsharegloucestershire.com](http://www.carsharegloucestershire.com)

Or how about reducing your fuel costs with eco-driving?

Eco-driving is the most energy-efficient form of driving; it will reduce your fuel cost and make your journey to work safer. A few simple actions will help you in saving fuel, such as making sure your tyres are the right pressure and removing any excess weight from your vehicle.

Visit the ThinkTravel website to find some more simple eco-driving techniques you could use.

You can also calculate the cost of your car journey and compare it with other modes of transport on the ThinkTravel website using the Journey calculator.

## 5: Community Stewardship

### Securing Legacy Benefits

The SAP approach, adopted by the GCRP, seeks to build in community stewardship and ownership throughout the process of creating a station prospectus alongside the relationships build work with local agencies on mobilising different activities and measures. In other words, the legacy had to be built into way of working from the start, not bolted on as an additional extra in the hope that somebody from the local community would take on responsibility.

#### TOP TIP

CRPs can start to be proactive by working with developers to frontload the legacy vehicles and tools for change beyond the construction and occupation of a housing or commercial site. CRPs can bring together their local knowledge and commitment to supporting 'local' by cross promoting or developing institutions and groups to take on the legacy of travel planning activity with a view to keeping rail and sustainable access to and from stations on track.

#### Meaningful Change

Local communities are well placed to help deliver meaningful change working with CRPs. This extends to fostering long standing 'stewardship' of projects and building on the foundations of previous projects in response to emerging opportunities or challenges. This can be through upskilling people with different tools, software or knowledge or establishing an institution to be the longer term vehicle for change such as a station adopter group or residents association.

#### TOP TIP

Look for quick win, 'added value' initiatives that may help foster long term interest in sustainable travel. These should be local and tie in with the spirit of place such as working with an independent bike retailer to offer residents a reduced cost season ticket for bike hire.

#### CASE STUDY: HASLEMERE INFORMATION HUB

An inspirational example of community stewardship has been taking place at Haslemere Station. Improvements at the station have gone from strength to strength with local partners and volunteers working together to improve local aesthetics, distribute information and create a gateway between the station and new and existing communities.

This has culminated in the Haslemere Community Station Partnership achieving awards and the setting up of the Surrey Hills to South Downs CRP with further works and funding in the pipeline.





## Local Station Adoption

Station Adoption offers a fantastic opportunity for local residents to be able to shape their local stations. Station Adopters work with a CRP to deliver all means of schemes depending on the interests and enthusiasm of local volunteers. New residents could be given the opportunity to establish a connection with place and with their fellow neighbourhoods without huge time or financial commitments and burdensome legislative requirements.



### EXPERT VIEW

There are many benefits of station adoption for the health and well-being of volunteers, the sustainability, development and cohesion of the wider community and to play a part in making the railway a success in serving its passengers. Groups frequently get involved in feeding into railway consultations on service or timetable changes, or making suggestions about station accessibility, it's community use of redundant buildings or it's connection within its local place. Many also become immersed with issues relevant to their local area and their local railway station and so are well placed as the voice of the community in the planning process with the rail industry to ensure both are serving local people's needs.

**Paul Webster, Community Rail Network Operations Manager**



### KEY LINK

Station adoption groups make a valuable contribution, helping communities get the most from their stations, and turning stations and their surroundings into welcoming, thriving and celebratory gateways and hubs. Get started here using the handbook:

[www.communityrail.org.uk/wp-content/uploads/2019/07/Acorp-Station-Adoption-Booklet-050719.pdf](http://www.communityrail.org.uk/wp-content/uploads/2019/07/Acorp-Station-Adoption-Booklet-050719.pdf)



### TOP TIP

Ultimately, there is a move by the rail industry and the Community Rail Network more specifically, to move towards local communities, including new residents of new neighbourhoods, to take greater stewardship of stations. CRPs could work with developers to help design and deliver surveys through residential travel planning activity and at the same time ask about being involved in the local station adoption group.



### Your Local Station Adopters

You should get in touch with your local CRP to find out which station has already been adopted and the contact details of key personnel. Some adaptor groups have their own website and communication channels.

## TOOLBOX TALKS: COMMUNITY LED DESIGN

An innovative way to help communities take control over the futures and respond to changing circumstances, is through the use of interactive tools. There are a number of options available, including:

- **Google My Maps**; a very easy tool for searching and mapping items geographically with the ability to adapt then over time.
- **Sketchup**; a free software available online to design and develop 3D models of places. Video tutorials are available on their website.
- **Commonplace**; a consultation tool that allows the community to provide feedback on their area. Check if one exists in your area.
- **GIS**; providing a relevant, accessible database brimming with data available in the public domain for extracting information

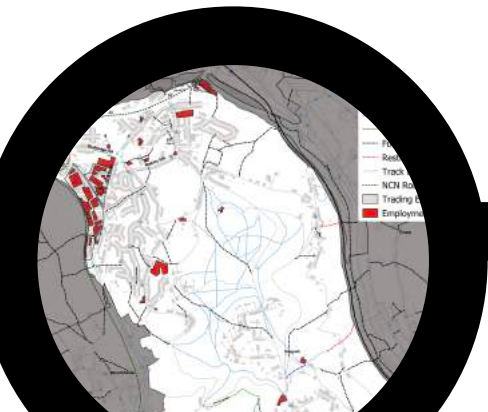
This is likely to be foreign to most people engaged in CRP activities but can useful tool for:

- Community led design with training and support to partners
- Community engagement to help present visuals/designs/context
- Informing future design codes and local master planning activity

## CASE STUDY: NEWLAND HOMES AT STROUD STATION

The masterplan for Stroud Railway Station sought to embed principles of community led design from the start; knowing that this would help to create legacy benefits, including links to a new adjacent development site. The consultants responsible for developing the plan worked closely with Newland Homes to build in features to link the station physically as well as sharing SketchUp design files to put together different pieces of the local land puzzle.

The model for the station masterplan, which extended across the 'first & last mile' was then handed over to the town council to use and adapt over time with the local community. The tool could be adapted as new plans were submitted and designs changed with people getting to chance to design their own vision of the future.



## All On Board

### A Development Charter

Hopefully this guide has provided an insight and a way of working between different stakeholders and agencies to link rail and wider land use developments nearby stations. This may be a very new venture for everybody involved therefore the first steps are always to create the channels of communication and open a dialogue on the subject area.

However, to solidify a new found 'way of working' between industries, the GCRP is aiming to pioneer a 'Development Charter' agreed by partners and signed by developer, local authorities and TOCs to work towards a best practice in public consultation and integrated developments. This will mark the start of a new shared journey and build on many of the suggestions and approaches to joined up thinking alluded to throughout the guide.

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### Disclaimer

The content contained within this toolkit is for guidance only and any groups or individuals should seek appropriate advice before formalising any business arrangements. All photos have been sourced from the creative commons or taken by consultants supporting the GCRP.

### GCRP Contact Details

For more information on the Gloucestershire context and the GCRP, speak to [redacted] Director for Planning, Accessibility & Integration

Web: [redacted]

Email: [redacted]

Phone: [redacted]

### Community Rail Network Contact Details

For matters across the whole of Britain and advice regarding CRPs, station adoption, funding streams and linking communities with rail and stations.

Web: [redacted]

Email: [redacted]

Phone: [redacted]

## Useful Contacts

### Local Authorities

There is one Local Transport Authority (LTA) and Five Local Planning Authorities (LPA) across Gloucestershire.

**Council:** Gloucestershire County Council (LTA)  
**Website:** [www.gloucestershire.gov.uk](http://www.gloucestershire.gov.uk)

**Council:** Gloucestershire City Council (LPA)  
**Website:** [www.gloucester.gov.uk](http://www.gloucester.gov.uk)

**Council:** Cheltenham Borough Council (LPA)  
**Website:** [www.cheltenham.gov.uk](http://www.cheltenham.gov.uk)

**Council:** Tewkesbury Borough Council (LPA)  
**Website:** [www.tewkesbury.gov.uk](http://www.tewkesbury.gov.uk)

**Council:** Cotswold District Council (LPA)  
**Website:** [www.cotswold.gov.uk](http://www.cotswold.gov.uk)

**Council:** Stroud District Council (LPA)  
**Website:** [www.stroud.gov.uk](http://www.stroud.gov.uk)

**Council:** Forest of Dean Council (LPA)  
**Website:** [www.fdean.gov.uk](http://www.fdean.gov.uk)

### Transport Operators

There are multiple operators providing rail, bus and demand responsive services across Gloucestershire. Some have been listed below.

**Operator:** Great Western Railway (Rail)  
**Website:** [www.gwr.com](http://www.gwr.com)

**Operator:** Cross Country Trains (Rail)  
**Website:** [www.crosscountry.co.uk](http://www.crosscountry.co.uk)

**Operator:** Transport for Wales (Rail)  
**Website:** [www.tfwrail.wales](http://www.tfwrail.wales)

**Operator:** Stagecoach South West (Bus)  
**Website:** [www.stagecoachbus.com](http://www.stagecoachbus.com)

**Operator:** Pulhams Coaches (Bus)  
**Website:** [www.pulhamscoaches.com](http://www.pulhamscoaches.com)

**Operator:** Swanbrook (Bus)  
**Website:** [www.swanbrook.co.uk](http://www.swanbrook.co.uk)

**Operator:** Community Connexions (Community Transport)  
**Website:** [www.communityconnexions.org.uk](http://www.communityconnexions.org.uk)

**Operator:** Lydney Dial a Ride (Community Transport)  
**Website:** [www.lydneydialaride.co.uk](http://www.lydneydialaride.co.uk)

**Operator:** Gloucestershire Minibus Scheme (Community Transport)  
**Website:** [www.glosminibusscheme.co.uk](http://www.glosminibusscheme.co.uk)

## Appendices

Consultation Response Example  
Consultation Response Template  
Contact Family Tree  
GCRP Objectives  
Glossary of Terms  
LTP Key Policies  
Responding to Planning Applications