


## CRP Line Action Plan for: EAST Lothian COMMUNITY RAIL PARTNERSHIP

Dated : 2021-2022

### Section 1: Introduction

<b>Name of CRP</b>	EAST Lothian COMMUNITY RAIL PARTNERSHIP 
<b>Date Range Covered by this Plan</b>	March 2020 to April 2022 coinciding with Abellio losing the franchise to operate ScotRail, and ongoing thereafter
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<b>CRP Line Website and Social Media Channels</b>	eastlothiancrp.org.uk
<b>Description of Community Rail Partnership</b>	<p>The local and national organisations which form the East Lothian Community Rail Partnership first came together in 2013 to work to promote local rail travel. The Partnership was officially recognised by the Scottish Transport Minister in July 2014 in order that it could be up and running on the commencement of the Abellio run ScotRail franchise which commenced in April 2015. The services covered are those from Edinburgh (Waverley) to North Berwick and Edinburgh (Waverley) to Dunbar. The stations covered by the CRP are Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick and Dunbar. A new station is being built in East Linton and when opened this too will come within the CRP's responsibility.</p> <p>The board of the CRP comprises Harry Barker, Chair; Allison Cosgrove, Secretary and Treasurer; Jacqui Bell Chair, Dunbar Community Council (with other voluntary responsibilities). In addition Morag Haddow is a signatory on the bank account (supplementary to The Chair and Treasurer).</p> <p>The following local organisations are invited to attend meetings:</p> <ul style="list-style-type: none"><li>East Lothian Council</li><li>All East Lothian Area Partnerships via a county representative</li><li>All Community Councils have the option of being represented at meetings</li><li>Local Chamber of Commerce</li><li>Queen Margaret University</li></ul>

	<p>Sustran ScotRail representative(s) also attend Board meetings.</p> <p>In addition from time to time other organisations attend relevant meetings including the Prestonpans Battlefield Trust, Scottish Flag Centre, various Rotary Clubs, and Musselburgh Race Course. In addition there is a member of the Board who is also a member of Borders CRP and RAGES are also represented unofficially through joint members attending. Representatives from British Transport Police also attend some meetings from time to time.</p>
<p><b>Major Infrastructure Notes affecting the CRP Line</b></p>	<p>Much of the CRP's area is on the East Coast main line (ECML). Here, there are serious capacity problems which will be exacerbated when large housing developments come to fruition in the foreseeable future. East Lothian Council policy is to locate new housing developments within easy access to the railway line in order that commuting to Edinburgh can be by train, the road network being unable to handle any increase planned in traffic. As a result, the Network Rail Scotland Route Study for Control Period 6 (April 2019 – March 2024) (CP6) identified that it will be necessary to put in place the quadrupling of tracks between east of Wallyford and Drem thereby taking local trains off the main East Coast line, and providing an increased frequency for local trains and greater capacity on the main line for additional Trans-Pennine services from December 2019 and open access First Group services to London from Edinburgh from October 2021. There is the possibility of two new stations on the line, at Blindwells (specifically relevant to the aforementioned new housing), and at East Linton where the provision of a new station has been formally approved and is expected to open in 2023. In addition, on the basis the quadrupling of tracks occurs, major redevelopment appears to be an inevitable consequence, and at Dunbar an additional platform has been constructed to reduce conflicting movements on the ECML. A new station is also proposed at Reston, south of Dunbar, but a decision into which CRP's area this will fall into has still to be taken – it is geographically situated in the Borders, but the trains that will serve it will otherwise run in the ELCRP area and it is usual for CRPs to be established on a line basis.</p> <p>In the interim, development at Longniddry and excessive street parking resulted and Drem stations to increase car parking is proposed, the former having been completed in Spring 2019, the latter not having commenced.</p> <p>ESTIMATED PASSENGER STATISTICS</p> <p>Passenger statistics have been seriously affected by COVID19, but pre COVID these amounted to approximately 2.4m passengers, which equates to just over 10% of all passengers that use Edinburgh Waverley station.</p>

	<p>Figures produced by ScotRail show that the East Lothian services are amongst their best performers – coming fifth requiring least subsidy per passengers in Scotland, and this is expected to rise to third when Glasgow and Edinburgh to Aberdeen services bear the full costs of refurbished rolling stock.</p> <p>Drem station figures can be substantially affected by national golf tournaments at Muirfield and the Renaissance Championship and other local golf courses where a park and ride facility is operated.</p> <p>North Berwick station is believed to be one the busiest in the whole of the UK where only a basic M-S hourly service is provided. As a major holiday destination, including a summer festival ‘Fringe by the Sea’ which runs at the same time as the Edinburgh Festival (and attracted 7500 visitors in 2021 resulting in capacity issues particularly on Saturdays) it is regrettable that the station is unstaffed, with no retail presence at all which compares badly with virtually all other coastal resort stations in Scotland which are either staffed, and/or have a retail presence.</p> <p>The performance of the railway in general is regularly subject to criticism in the local press, not always warranted. The CRP tends to be regarded simply as an arm of ScotRail by some sections of the press, and others, and regularly has to publicly defend itself, and at times the railway, from incorrect comments. In one regular feature, a columnist described the CRP as a placebo which required to be more assertive with ScotRail to sort out the quality issues, oblivious of the often stated role of a CRP. However the lack of facilities at North Berwick – the busiest station within the CRP footprint – the pressure on car parking at a number of stations (which discourages using the railway during off peak hours) – and the fact that Sunday services have been affected by strike action of conductors for much of 2021, all feature and are supported by the CRP which understands the paying public’s frustration.</p>
<p><b>Strategic Aims and Objectives of the CRP</b></p>	<p><b><u>Revenue increase</u></b></p> <p><b>RI 1</b> : One of our aims is to encourage greater patronage of trains to and from Edinburgh to North Berwick and Dunbar and intermediate stations. It is hoped that the introduction of six car peak hour trains (largely in place from May 2019), and where appropriate off peak trains, more passengers will result in more frequent trains and later evening services becoming more viable due to the introduction of a revised evening timetable. It was therefore most disappointing regarding the evening services that despite a meeting with ScotRail to discuss better timings of evening services from Edinburgh to both North Berwick and Dunbar that the ScotRail timetable to take effect from May 2022 simply largely repeated what went before. The CRP has engaged in the consultation on the timetable specifically raising this issue which would not require any additional rolling stock or expense.</p>

The Partnership will work with the rail industry, local and national government, businesses and community groups to achieve this aim. In particular, on the North Berwick line, there is substantial potential to increase travel against the principal peak hour passenger flows by encouraging tourism, and by sensible re-timing of evening services to increase the attractiveness of travelling by train to Edinburgh for evening shows or for dinner. At present particularly to Dunbar, evening trains are wholly unsuitable and equally to North Berwick it is not possible to attend concerts and return to Edinburgh Waverley in time for the last return train. The bottom line will be to increase revenue with little if any additional cost by simple timetable changes.

Another way of increasing revenue is to seriously alter the current fare collection system within which there are systemic faults this having been raised with ScotRail in writing in August 2017. ScotRail's own estimate of uncollected revenue (not due to deliberate fare evasion) runs at around 15%. There are too few Ticket Vending Machines (TVM) at all stations – usually only two - other than Dunbar (which is staffed) and with these being unreliable, and taking what seems to be a long time to issue one ticket, it is simply impossible to pre-sell tickets to all passengers before they board. This results in delays of up to half an hour on leaving trains at Waverley as revenue protection officers manually collect fares before allowing passengers to exit the platform – in other words adopting a pay as you leave system which is wholly inappropriate for a modern railway. This causes annoyance and passengers miss connections and greatly makes the train less attractive to use. It was also the case that East Lothian Concession passes (now withdrawn) are not recognised at the TVMs meaning that such concession passengers had to purchase their ticket on the train, which in view of the volume involved, is often not possible.

It is understood that in the future fully gated exits at Edinburgh Waverley are to be introduced with a promotion of smart 'Saltire' cards. (Now in force for some journeys, but not those arriving and departing at platforms also used by LNER services on the East of the station).

At our AGM in 2019, the situation regarding ticketing and fare evasion was recognised by ScotRail as being a serious issue and the redeployment of revenue protection officers at outer stations such as North Berwick and Musselburgh to sell tickets, particularly at peak hours, was being considered but has not been put in place.

Another way to increase revenue is to utilise rolling stock better by running services through Edinburgh Waverley to another destination to the west of Edinburgh resulting in units being continually in service, and not standing around in Waverley occupying scarce platform space, often for up to an hour or more. This will increase journey opportunities and in particular would result in through services to Haymarket where a seamless connection with trams and the Airport to the west of Edinburgh can be made.

All of the above matters have been discussed with ScotRail either in meetings (October 2016) or in writing (August 2017) and all are currently work in progress and will be subject to further ongoing involvement of

the CRP where applicable. Again the new timetable from May 2022 does not feature any of these improvements which could result in more efficient working and stock utilisation.

#### **Cost reduction**

There appear to be no obvious ways to reduce costs, other than the automated selling of tickets mentioned above resulting in fewer Revenue Protection staff, unless of course driver only operation – practised on busier services in the West of Scotland – is introduced. No doubt this obvious economy would attract Trades Union hostility.

#### **Increase in Community involvement**

**COM 1** The CRP is believed to have a reasonable public profile and is supported by East Lothian Council and some Community Councils and also Area Partnerships (although the latter ‘county’ representative appears to have given up in this role and we are currently trying to have him replaced). A number of members of the public follow our activities and through local press are aware of our presence and communicate via our website. We do not, however, have specific business links and whilst we would like some of these, finding the volunteer resource to recruit them is a major issue. (Attempts to recruit a part time member of staff as a project officer, as virtually all CRPs in England and Wales have, has not been looked on favourably by ScotRail).

The CRP believes it is likely to be the most heavily affected of all UK CRPs with major infrastructure works over the next few years – two new stations – one major extension (at Dunbar) and moving three other stations to adjacent new locations due to four tracking on a large part of our ‘line’. In addition a number of members of the public have contacted us about these infrastructure developments, particularly those who live next to the railway and fear for their personal property.

Major transport developments often are implemented without public input which can cause mistrust, suspicion, incorrect information which can ‘grow legs’ and become ‘fake news’ and often lack of public support. One of the CRP’s objectives is to involve the East Lothian community in having its say on what they feel the future should look like, and this matches one of the Community Rail Network’s principal objectives for CRPs.

**COM2** To mark the death in August 2017 of our Secretary, Sheila Sinclair a commemorative item was placed on North Berwick station. In this regard this will have to comply with the SQUIRE regime where ScotRail have to adhere to Transport Scotland approved station posters, or other items. Due to known removal of existing plaques elsewhere, despite having been in situ for years, and the known expense of installing a bench, it is proposed that a new flower tub can be dedicated to Sheila’s memory and maintained by station adopters North Berwick in Bloom, who have been contacted in this regard and agreed to maintain it in good order.

**COM 3** The CRP believes that the station adopters are an integral part of community rail involvement and ought to be more closely connected to the CRP. However, in Scotland, this tends not to be the case generally and recent attempts to ascertain contact details of some of those involved from ScotRail has failed due to the provisions of the Data Protection Act. The CRP will continue to try to involve station adopters more in its activities and it is known that ACoRP support this stance.

**COM 4** The US Kids golf tournament was held at Musselburgh Golf Course between May 28-31 2018 and the CRP's assistance in promoting safety involving BTP and the Golf Course management was requested. The golf course straddles the East Coast mainline with an underpass between holes, and there is concern that due to the large number of people expected to attend, some dangerous trespass incidents can be both anticipated and hence avoided, including stray balls being hit onto the line and lineside railway property.

**COM 5 Musselburgh Windsor children's project** Following the successful project involving Musselburgh Golf Course in 2018, discussions with Musselburgh Windsor Football Club took place with a view to undertaking a similar type of sponsorship involving other rail based organisations. Safety and working together will be key parameters and as they have around 500 members both boys and girls, the opportunity for safety and railway education is substantial.

**COM 6 Law Primary School Community Poster project** The school wish to have a dedicated site on North Berwick station covering the activities of the children at school, and other items associated with the school such as fund raising events. ScotRail have confirmed the project can proceed and the school will revert once they have their polypropylene backing poster, upon which items can be changed from time to time, with full maintenance in the school's hands. (The school have subsequently abandoned this project).

**COM7 North Berwick Arts Group Community Poster project** The Arts Group also wish a dedicated poster covering their activities and this was produced in polypropylene backing poster upon which will be exhibited changing arts works with full responsibility for maintenance being in their hands. These were produced in 2019, including some bill boards of the same design. These remain in use and during the annual Fringe by the Sea festival in 2021 were on good display throughout North Berwick.

**COM 8 Delay Repay discrepancies between ScotRail and LNER** Following LNER taking over the ECML franchise from Virgin East Coast, they have introduced withdrawal of certain tickets and a reduction in delay repay qualifying criteria placing them in an inferior position to ScotRail and disadvantaging passengers travelling to LNER destinations from East Lothian. If travelling from East Lothian to say London, advance tickets are no longer available as through tickets from, say, North Berwick, but the full price has to be paid and this can upwards of £50 more expensive for a single journey. If a Scotrail service is delayed or cancelled resulting in missing the London connection, ScotRail will pay the entire fare to London as part of

their delay repay scheme. In reverse however, if you purchase an advance ticket, which has to be split in Edinburgh, LNER will not cover their train being late and missing the North Berwick connection, resulting in an hour late arrival. They only pay out for the ultimate destination on the ticket (which is an advance ticket to Edinburgh). They do not recognise any subsequent ticket to North Berwick even if you can prove you travelled. The CRP has raised the issue of having differing delay repay terms in different directions on the same journey in reverse with the Rail Ombudsman. LNER rely on their (revised from Virgin East Coast) delay repay terms and conditions, but we now have it in writing from the Rail Ombudsman that they will consider individual cases on their merit if they can prove they travelled to North Berwick and other East Lothian stations late as a result of LNER late running trains. In other words, LNER's revised T&Cs may not be considered final in such circumstances.

### **Social and Economic Development**

**SE1** The CRP will continue to produce its Line guide, the production run of which now extends to 13,000 per annum and is distributed amongst 29 stations throughout Central Scotland, four museums including the new V&A in Dundee, and major Edinburgh and Glasgow museums, plus all hotels and guest houses in the County. We have now managed to get our production of these correct with 12,000 being professionally distributed and 1,000 being locally distributed by volunteers. Due to COVID this was suspended for 2020 and 2021. A revised line guide is being worked on by Queen Margaret University students, but again due to COVID this project will be likely to be reviewed as the students involved will have left University and a fresh start made.

**SE2** It is proposed to introduce historical posters at all CRP stations covering associated railway issues of interest to the public relating to that station or the immediate area, to be written in a form not just intelligible to railway enthusiasts but also by the general public. Some historical research has already been done and the acquisition of photographs is in course. This idea has been born from the production, by North Berwick station adopters of a poster at North Berwick station, of a similar poster, and which was without doubt the most frequently read poster at the station. Unfortunately this poster was removed by ScotRail from North Berwick station in May 2017 but has now been re-instated and new issues funded by the CRP. The CRP acquired the copyright of thirty old photographs of East Lothian Stations with steam trains pictured specifically for these posters from The Transport Treasury and work on this project is expected to start in late 2021/early 2022.

**SE3** It is proposed to continue the campaign to have public toilets erected at North Berwick station. The closest toilets are half a mile away, and parts of the station are being used by members of the public as a toilet notably in the bushes and behind the waiting room. The station is the highest used in the County. Plans have been drawn up by East Lothian Council to do so discretely at the front of the station car park, and new interest from the local Area Partnership gives us cause for optimism that this long awaited project will move forward shortly but again because of COVID there has been no apparent progress.

**SE4** It is proposed to promote better signage wherever possible along the line for adjacent walks and other items of interest. In particular, the Haddington Railway walk is not considered to be well advertised or accessible at either end, or indeed at a road junction along the walk. Another attraction is the Prestonpans battle site, which is adjacent to Prestonpans station, and also the Scottish Flag Centre at Athelstaneford (from Drem station), the latter having been completed in spring 2019. The CRP has recently (2021) funded part of the completion of the path to install disabled friendly facilities at the flag centre.

**SE5** It is proposed to continue our attempts to get Equality Act (2010) compliant (which it has to be) bus/rail co-ordination at North Berwick involving East Lothian Council's subsidised bus services to both Haddington and Dunbar. Apart from missing train connections often by a few minutes on two hourly bus services, there is insufficient time to allow a disabled person in a manual wheelchair (upon which regulations are based) to make any connection with the bus.

The major North Berwick tourist attraction of The Scottish Seabird Centre (itself subject to substantial investment within the past two years) is situated almost a mile from the railway station. Even if the current bus services did connect, they only take passengers in a one way loop to the Seabird Centre, there being no return service which is unsatisfactory. The Seabird Centre attracts over 200,000 visitors per year. It follows therefore that minor changes to the bus routes, and it has to be said train timetable, are required for a compliant connection to be made. Under the Equality Act, if the connection is not compliant, it cannot be advertised as such which defeats the object of the exercise. The CRP, with its close involvement of the Rural East Lothian Bus Group (RELBUS – Harry Barker is a common Chair of both) it is known to be possible to introduce such an advertised connection benefitting local villages such as Whitekirk and Kingston, but importantly tourists in the summer who may use the connection in considerable numbers. The CRP and RELBUS plans are designed to be cost neutral as far as possible due to local authority budgetary issues.

The use of North Berwick station as a changing point for onward bus travel occurs annually for special events such as the Scottish Air Show at East Fortune where a shuttle bus carries around 1000 passengers in one day, and to the North Berwick Highland games. The concept therefore is sound. The station at north Berwick is used as a rail/bus interchange for major golf tournaments – the most recent being between 10 and 14 July 2019 for a major golf competition at the Renaissance Course near Dirleton.

Other possible locations for bus/rail co-ordination are Dunbar and Longniddry. The latter is now less of an issue due to a major increase in service provision by the bus operator (three buses per hour instead of just one towards Edinburgh up till August 2016), including an express service to Edinburgh introduced deliberately to counter rail capacity issues. The station however remains foul of the Equality Act in that it is not possible to cross the line other than by a bridge and the hill from street level to the station is steeper than stipulated for a wheelchair. Dunbar is a much more difficult prospect as, under The Equality Act



	<p>(2010) it is unlikely that the distance of local buses from the railway station, around 500 yards, much up a slight incline towards the town centre, will be regarded as coming anywhere near what could be considered as suitable for disabled passengers, and therefore advertising a 'connection' as such would be non-compliant. It would be possible however simply to state facts – e.g. the trains arrive at xxxhrs and the buses leave at yyyyhrs making the distance issue clear. Because there are so many different potential destinations from Dunbar by bus, achieving full connectivity with all destinations will not be possible. With the addition of an additional platform at Dunbar station, it may be possible for East Coast buses terminating in Dunbar High Street to terminate at the station in a revised street layout that is being proposed.</p> <p><b>SE6</b> The CRP will continue to support Fringe by the Sea, where during the Edinburgh Festival, a number of high profile events are staged in North Berwick and advertised as part of the Edinburgh Festival. This involves arranging through ScotRail additional late evening trains, particularly inward from North Berwick to allow festival goers to use the train back to Edinburgh at night.</p> <p><b>SE7</b> To reprint the CRP poster which is requiring updating regarding web address and other minor matters. (This was achieved in late 2018 and all stations had a new poster put up by ScotRail and the CRP in November 2018. Unfortunately within a week, ScotRail removed one at Drem – still not replaced- and that at Dunbar had vanished by June 2019 but has now reappeared.</p> <p><b>SE8 Community Rail in the City.</b> ACoRP annually hold an event called Community Rail in the City where Network Rail encourage their stations to be used to promote CRPs and their activities. In conjunction with Borders CRP, and possibly 6VT, we had agreed to support this event to be held on Wednesday 15<sup>th</sup> May 2019 either in Waverley or Haymarket stations.</p> <p>Unfortunately due to Waverley being rebuilt at the time, and the event being located in a disused part of the station which destroyed the concept of the event in attracting passenger interest, attempts to have ScotRail's Haymarket station used instead were not supported and both CRPs withdrew from the event.</p>
<b>TOCs involved with delivery of the CRP</b>	ScotRail, operated by Abellio (until April 2022); Cross Country Trains; Trans Pennine Express ; LNER
<b>Number of Hours Available</b>	Our initial proposal to utilise the services of a self-employed supporter, and potentially other CRP members to undertake some project work on a part time ad hoc self-employed basis has fallen through, the individual involved withdrawing his support. As a result some projects will be delayed. The use of a part time employee to undertake project work is not favoured by ScotRail who will not finance this, although all English and Welsh CRPs and four Scottish CRPs have this support. Subsequent funding from Cross Country Trains will allow us to explore using someone on an ad hoc self-employed basis which will greatly increase the ability of the CRP to function properly.



## Section 2: Activities

**Status Key:** Note: (\*Red = Needs immediate attention, **Orange** = On track, **Green** = Completed, **Blue** = On hold, **Purple** = Planned but not started, **Black** = Not Completed)

Main Objective or Activity	Individual Task	Link to the CRP strategic aims	Expected outcomes and how we will know it has been a success	Deliver by	Lead by	Resources required, incl. financial, staff & volunteers etc.	Ongoing progress update, comments and timescale or completion date of successful activity	Status Key
<b>Service quality Improvements to increase usage of trains</b>	<b>Improvement of ticket collection, service provision and timetabling.</b> To attempt to implement those items detailed above regarding service provision.	RI 1	Improved timetable which will be largely clock face in nature and feature improved evening services. Recognition of EL concessionary passes at TVMs. (Passes since withdrawn). Installation of ticket barriers at Waverley and reduction of queues to exit platforms by easier selling of tickets at East Lothian stations.	Orig Dec 18.  Continuing pressure on ScotRail re Dec 22 timetable consultation.	HLB	Initially HLB.  Little cost involved.	Meeting held October 2016 with ScotRail and awaiting promised developments with new Dec 18 timetable. Letter to ScotRail August 2017 re ticketing and developments when Waverley is re-modelled.  Little changed over the years and further consultation re new timetable wef May 22.	
<b>Involve community in shaping rail service with infrastructure improvements</b>	Commission a major survey of all East Lothian stakeholders into what they would like to see their 21 <sup>st</sup> century railway look like, covering all possible areas.	COM 1	Anticipated large public and business involvement in view of substantial infrastructure works proposed	By 2019	HLB and others plus external company	Unknown at present but cost could be meaningful and expected to be around £12/13k	Required to submit funding application to ScotRail once extent of external matched funding can be put in place. Estimate of cost required. Contractor to be appointed. Meeting held with SWECO and further meeting on a small working party to be held on 27 <sup>th</sup> July to draw up a formal specification for tender.  Subsequently, despite this having been in our Action plan for over a	

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							year, ScotRail advised it is unlikely they would fund this and subsequent attempts to obtain matched funding at an increased level have, to date failed, largely due to smaller ScotRail funding within CRP's own budget. <b>The completion of this is therefore in serious doubt.</b> See below re LNER consultation for May 2022 timetable.	
<b>Commemorative memorial to the late Sheila Sinclair</b>	To produce an acceptable memorial to ex Secretary the late Sheila Sinclair at North Berwick station	COM 2	Memorial will be in situ	Autumn 2018	NB in Bloom with CRP	Mainly from station adopters NB in Bloom, but support from NB Community Council looked for. Some external support also promised. Cost totalled around £750.	Flower barrel £125 now purchased and plaque ordered and Sheila Sinclair's sister has been contacted to 'cut the tape'. John Yellowlees and press coverage and other local organisations to be invited on date to be agreed once plaque delivered. Completed October 2018.	
<b>Greater Involvement of station adopters with CRP</b>	To become more involved with the CRP station adopters in ways to be agreed.	COM 3	Closer working relationship with station adopters keeping them in the loop, and vice-versa and involving them in relevant decisions and possibly also social events.	End 2018 but dependent upon being advised of up to date contact details	Any CRP members and adopters	Ad hoc arrangements but little cost expected although should any social events take place, some relatively small costs may be involved.	Whilst the CRP is aware of most of the station adopters, we require up to date details to be released to us by ScotRail who will require to make contact with them under the provisions of the Data Protection Act to enable them to let us have their contact details.  HB attending ACoRP/CRN meeting in York end June 18 to	

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				by ScotRail.			<p>which station adopters are invited but none from East Lothian attended.</p> <p>With Abellio losing the ScotRail franchise wef April 22, it is hoped that a more pragmatic approach regarding station adopters can be put in place.</p>	
<b>US Kids Golf Tournament</b>	To assist organisers and BTP with safety issues at Musselburgh Golf course	COM 4	The CRP will fund up to £1000 to promote safety issues, including a large banner, with a view to avoiding trespass on the East coast mainline during the tournament.	Mid May 2018	GA and others	£1000 expected cost of banner and other items	Banners costing £1280 paid for and exhibited. Project put in for ACoRP award at October event in Glasgow.	
<b>Increase tourism</b>	To produce and distribute our line guide	SE 1	Guide will be distributed to a number of Central Scotland stations and all hotels and guest houses in East Lothian.	Spring 2019	HLB	Distribution £740 Printing £760 Small design input £50	Project completed March 2019. Increased number of guides produced – 13,000 in total	
<b>New historical posters</b>	To produce historical railway based posters individually for each of our stations	SE 2	When posters have been put up at stations. This type of poster is invariably the most read by passengers waiting for trains.	Some complete by 2022 – all by 2023	Small team to be formed to include a project worker	Thought to be relatively small and acquisition of copyright usage of old photographs, printing and other costs.	We propose to create new historical posters for all stations – North Berwick's is now displayed. Full copyright of 30 photographs of old East Lothian stations purchased 2020.	
<b>Increase tourism and provide essential service to passengers</b>	To campaign to have toilets erected close to North Berwick station	SE 3	When toilets have been installed	Uncertain		East Lothian Council and local Area Partnership are expected to meet most of the cost.	Initial plans have been produced by ELC and local Area Partnership has taken an interest in seeing this to completion. There is now some serious local movement with this project following the	

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							<p>local Highland Games where passengers were noted urinating and defecating in the station and its surrounds. Financing this will be a substantial commitment and a funding package will be required.</p> <p>Subsequently the CRP provided ScotRail with details of other similar terminal stations in Scotland with tourist credentials, and North Berwick is by far the worst provided for in respect of facilities. At our AGM in 2019, ScotRail indicated it now recognised this and was working on addressing this drawing a direct comparison with Tweedbank, which does have toilets, albeit provided by the Council. With the loss by Abellio of the ScotRail franchise in April 22, it is thought that Transport Scotland may be more positive regarding increasing tourism facilities, as discussed at East Lothian Council's Rail Forum.</p>	
<b>Signage improvements</b>	To improve signage on initially three walks or items of interest along the railway line, viz. Haddington Railway Walk ; Prestonpans	SE 4	When signage installed	End of 2018 / early 2019 for start of Spring	Small project team	Some financial input from Area Partnerships and possible ELC will be sought.	Some signage now approved for installation on the railway walk at a cost of just over £800 and flag centre signage now in situ (Spring 2019), Flag centre signage now in place – 2019.	

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	Battlefield ; and Scottish Flag Centre			2019 season				
<b>Bus / rail co-ordination</b>	To introduce Equality Act (2010) compliant bus rail co-ordination initially at North Berwick	SE 5	Supported bus services and trains will connect at North Berwick.	May 2019 when new train t/t introduced	HLB and small project team	The only financial resource will be to advertise the connections when implemented	<p>Various legal matters have been addressed over the past three years. Meeting awaited with ELC regarding re-routing and timing of bus services and minor infrastructure works required and sight of rail timetable.</p> <p>In order to comply with The Equality Act (2010) a meeting with ELC has ascertained that the station at North Berwick would have to be a terminal point for the bus to allow sufficient time for a disabled passenger to make the connection. The police have subsequently advised they would not support the station being used as a bus terminal as from time to time there may be two buses present. This effectively kills this project.</p>	
<b>Late night services during Fringe by the Sea</b>	To liaise with Fringe by the Sea committee regarding provision of late night services from North Berwick to Edinburgh	SE 6	Agreement by ScotRail to run the services as in previous years.	August 2018	Small project team	No financial resource required although FBTS are always looking for financial support.	Details of the date of the 2019 Fringe by the Sea event passed to ScotRail. New organisers are now running Fringe by the Sea and they have been given the CRP's contact details and a joint approach has resulted in ScotRail agreeing to provide these journeys. FBTS now liaise with ScotRail on their own with the	

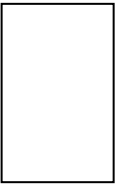
Main Objective or Activity	Individual Task	Link to the CRP strategic aims	Expected outcomes and how we will know it has been a success	Deliver by	Lead by	Resources required, incl. financial, staff & volunteers etc.	Ongoing progress update, comments and timescale or completion date of successful activity	Status Key
							CRP being copied in in case of any issues.	
<b>Increase CRP profile</b>	To reprint CRP posters for display at all stations on our lines	SE 7	When posters are displayed at stations	Summer 2018	Small project team	Anticipated cost of polypropylene posters > £150	<p>Revised poster wording passed to designer and final version for printing expected in August 2018. Posters put up on all stations November 2018. Unfortunately that at Drem was removed by ScotRail only one week after being put up. Dunbar poster removed by June 2019 but subsequently reinstated .Awaiting Community White poster grip to be installed at Drem.</p> <p>November 2019: Agreed with ScotRail to provide community poster grips for all our stations, and reprint our posters with a view to ensuring that they remain in situ.</p> <p>2021: A redesign of the poster is now required and involvement of Queen Margaret University in doing so as a post graduate project has been affected by COVID, the students having now left University. We are now considering that much of the information re the CRP can be incorporated into the historical posters mentioned above.</p>	



Main Objective or Activity	Individual Task	Link to the CRP strategic aims	Expected outcomes and how we will know it has been a success	Deliver by	Lead by	Resources required, incl. financial, staff & volunteers etc.	Ongoing progress update, comments and timescale or completion date of successful activity	Status Key
Increase CRP profile	Community Rail in the City	SE 8	Difficult to measure success other than interest shown on the day	15 May 2019	Small project team	Anticipated cost under £100 but volunteers require to be identified to attend	Awaiting decision on which station to be used and final form of project. Subsequently the possibility of using Haymarket station – due to Waverley being rebuilt – fell through and project withdrawn.	
Increase CRP profile and increase rail safety	Musselburgh Windsor Child Project	COM 5	Sponsored a team strip with CRP logos and BTP will make contact with the club in order to promote rail safety and other rail education issues.	2019/2020	Small project team	£2000	Sponsorship completed May 2019	
Increase CRP profile and local involvement	Community Poster site at North Berwick station for Law Primary School	COM 6	Provision of new poster grip that will be fully maintained by Primary School and content regularly changed	2019	HLB and Primary School	Minimal	Meeting held and ball in the Primary School court to revert with polypropylene poster base and then advise ScotRail to install poster grip. School have failed to respond to chaser correspondence, and we now assume this project will not proceed.	
Increase CRP profile and local involvement	Community Poster site at North Berwick station for new North Berwick Arts Group	COM 7	Provision of new poster grip that will be fully maintained by Art Group and content regularly changed	2019	HLB and Art Group	Minimal	Meeting held and ball in Art Group court to revert with polypropylene poster base and then advise ScotRail to install poster grip. Completion looked for by August 2019 subject to ScotRail being able to provide white community poster grips.  Now posters and banners produced in time for Fringe by the Sea 2019. Those destined for	

Main Objective or Activity	Individual Task	Link to the CRP strategic aims	Expected outcomes and how we will know it has been a success	Deliver by	Lead by	Resources required, incl. financial, staff & volunteers etc.	Ongoing progress update, comments and timescale or completion date of successful activity	Status Key
							the station in North Berwick finally put up in September 2019.	
<b>Increase CRP profile and local involvement</b>	Highlight discrepancies in delay repay terms between ScotRail and LNER	COM 8	Successful in obtaining Rail Ombudsman agreement to look at individual cases that may infringe LNER's policy of delay repay criteria.	2019	HLB	Minimal	Completed – individual cases awaited.	
<b>Increase CRP profile and local involvement</b>	Take part in various consultations regarding future of rail services in the County and meetings with Train operating companies	COM 9	To improve the local input to changes to train services	2021 and ongoing	HLB, AC and JB	Minimal cost but <b>very</b> substantial time resources necessary	Ongoing - the Chair alone has attended 32 virtual meetings over a 14 week period covering around 56 hours.	
<b>Increase CRP profile and local involvement</b>	Flag Centre, Athelstaneford Path improvement	COM 10	To contribute to expenditure at the flag centre where the path already supported by the CRP is being improved to ensure full accessibility	2021	AC	£4000	Completed 2021	
<b>Increase CRP profile and local involvement</b>	Assist The Crunchy Carrot, Dunbar in funding	COM 11	The Crunchy Carrot is a local community buy-out of a sustainable food shop which has a very high local profile and extensive local financial support. By supporting this venture the local profile of the CRP in Dunbar will be enhanced significantly	2021	AC	£2000		

<p><b>Increase CRP profile and local involvement</b></p>	<p>Promote rail travel, particularly to Dunbar, through local videos featuring a rail advert</p>	<p>COM 12</p>	<p>In an attempt to increase rail travel after COVID, a number of videos featuring local Dunbar area scenes are being produced for distribution in Central Scotland. These can feature an advert for rail travel to Dunbar highlighting the 20 minute journey time from Edinburgh to Dunbar which is highly competitive but not otherwise promoted by the railway.</p>	<p>2022</p>	<p>Small team to be formed to take this forward.</p>	<p>Each advert is to cost £1500 with a maximum of six different films.</p> <p>Unlikely we will do all six – possibly one or two.</p> <p>Part funding from Trans Pennine Express already received.</p>		
<p><b>Increase CRP profile and local involvement</b></p>	<p>Renew deteriorated station murals at Prestonpans station</p>	<p>COM 13</p>	<p>The deterioration of the murals at Prestonpans station has reached a state where total renewal is required. It is intended that by using polypropylene posters a durable solution will be put in place.</p> <p>A team of local artists, including school children, have been assembled to paint new murals. Agreement in principle received from ScotRail and Network Rail.</p>	<p>2022</p>	<p>HB</p>	<p>An informal budget of £10k has been set to allow for removal of existing mural, repainting of station, artists wages and costs, including photographer costs for producing pdf of originals and printing.</p>		



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<b>Increase CRP profile and local involvement</b>	Renew deteriorated station murals at Prestonpans station	COM 13						
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