



Minutes of the Caithness Transport Forum

Date: 27/10/2016

Time: 11:30am

Location: Wick John O'Groats Airport, Wick

Present

Trudy Morris	Caithness Chamber of Commerce (Chair)
David Swanson	Caithness Chamber of Commerce (Minute Secretary)
Billy Manson	Association of Caithness Community Councils
Eann Sinclair	Caithness & North Sutherland Regeneration Partnership
Derrick Milnes	Dounreay Stakeholder Group
Tom Meikle	Dunnet & Canisbay Community Council
Mike Lunan	Friends of the Far North Line
Graham Mackenzie	Highland Council
Julie McGee	Highlands & Islands Enterprise
Sandy Mackie	Scrabster Harbour Trust
Kris Bevan	Serco NorthLink Ferries
Graeme Leslie	Stagecoach North Scotland
Howard Little	Stagecoach North Scotland
Derek Glasgow	The ScotRail Alliance
Marco Bardelli	Transport Scotland
Karl Rosie	UK Parliament
William Sutherland	Wick John O'Groats Airport / HIAL

1. Welcome and apologies

1.1 The Chair welcomed everyone to the meeting and thanked all present for attending.

1.2 Apologies were received from:

Tommy Deans	BEAR Scotland
June Love	Dounreay Site Restoration Ltd
David Flear	Dounreay Stakeholder Group
Alex Macmanus	Highland Council
Cllr Donnie Mackay	Highland Council
Cllr Gillian Coghill	Highland Council
Cllr Matthew Reiss	Highland Council
Cllr Neil MacDonald	Highland Council
Cllr Roger Saxon	Highland Council
Cllr Willie Mackay	Highland Council
Frank Roach	HITRANS
Gail Ross MSP	Scottish Parliament
James Linklater	Serco NorthLink Ferries
Mark Whitelocks	Stagecoach North Scotland
Jean Lipa	Thurso Community Council
Paul Monaghan MP	UK Parliament

2. Minutes of last CTF meeting 21.06.2016

2.1 There being no changes or amendments, the minutes were adopted as a true record of the meeting

3. Review of actions from last meeting

3.1 **CTF(2015)M004/A006** – *ScotRail to confirm date for ScotRail / HITRANS rail forum.* **COMPLETE**

No date for this has been confirmed as yet – Derek Glasgow agreed that he would get a date for this.

CTF(2016)M003/A001 – *Derek Glasgow to get date for ScotRail / HITRANS rail forum*

3.2 **CTF(2016)M001/A012** – *Iain Moncrieff & Gillian Coghill to review winter maintenance route priorities once new bus routes confirmed.* **ONGOING**

New routes have yet to be confirmed – Graeme Leslie noted he would cover this Stagecoach's update.

- 3.3 **CTF(2016)M002/A001** – *Marco Bardelli to provide firm date for completion of Thurso lighting works.* **COMPLETE**

Marco confirmed that this work has been carried out.

- 3.4 **CTF(2016)M002/A002** – *Marco Bardelli to take up issue of complaints not being answered with BEAR Scotland.* **COMPLETE**

Marco confirmed that BEAR record and track all complaints or issues raised – he noted that Tommy Deans has been in contact with Cllr Saxon to discuss the original issue raised.

Trudy asked Marco to confirm that either Transport Scotland or BEAR would be present at all future meetings to provide an update – Marco confirmed this.

- 3.5 **CTF(2016)M002/A003** – *Chamber to follow up with ScotRail on issue raised by Jean Lipa.* **COMPLETE**

Michelle MacRae from ScotRail confirmed via email that on 7 June the call for replacement transport at Thurso went to their provider at 0820, and the vehicle arrived at 0915.

- 3.6 **CTF(2016)M002/A004** – *Chamber to follow up with Transport Scotland on custom livery to promote Far North Line.* **ONGOING**

Trudy Morris updated that the Chamber had met with Phil Verster, Managing Director of The ScotRail Alliance, and that this and other issues had been discussed. This had since been followed up with Cathy Craig, Commercial Director, and an indication has been given that this would be looked at if funding could be found – similar custom livery for the Borders Railway was three-way funded.

David Swanson noted that discussions are ongoing on potential funding for this, and that he had been in touch with Frank Roach at HITRANS. Derek Glasgow noted that he would follow this up with Frank.

- 3.7 **CTF(2016)M002/A005** – *Chamber to follow up on letter to Direct Rail Services with Nuclear Decommissioning Authority.* **COMPLETE**

Trudy confirmed that this had been done and an update provided by DRS (Appendix A).

- 3.8 **CTF(2016)M002/A006** – *Gail Ross MSP to invite Humza Yousaf MSP to meet with the Caithness Transport Forum.* **COMPLETE**

Gail confirmed via email that she had invited the minister, and will update on any response to this.

- 3.9 **CTF(2016)M002/A007** – *Chamber to send link to second in Venture North “Discovery” series of films to James Linklater.* **COMPLETE**

Trudy confirmed this had been done, and that the third film had subsequently been released and a link to this sent as well

- 3.10 **CTF(2016)M002/A008** – *David Swanson to circulate information on SPARA 2020 project.* **COMPLETE**

Trudy confirmed that this had been circulated.

- 3.11 **CTF(2016)M002/A009** – *David Swanson to circulate letter to James Stockan regarding Berriedale comments.* **COMPLETE**

Trudy confirmed that this had been circulated.

- 3.12 **CTF(2016)M002/A010** – *Gail Ross MSP to seek clarification on length of PLI process for Berriedale.* **ONGOING**

Trudy noted that a report was expected soon, but that no confirmation of this is yet available. Marco Bardelli noted that this had been submitted to the reporter on 31 August and is under consideration.

- 3.13 **CTF(2016)M002/A011** – *Colin Howell to provide information on Highland Council capital programme for circulation to the Forum.* **COMPLETE**

Trudy confirmed that this was provided and circulated.

- 3.14 **CTF(2016)M001/A012** – *Marco Bardelli to feed back to BEAR on issues with traffic lights on A9 in Thurso.* **COMPLETE**

Marco confirmed that a fault had been identified by BEAR and this was addressed on 23rd June.

- 3.15 **CTF(2016)M002/A013** – *Chamber to write to Loganair regarding delays on flights from Wick.* **COMPLETE**

Trudy confirmed that a letter had been written and a response received – she noted that she would update on this as part of the transport updates.

- 3.16 **CTF(2016)M002/A014** – *Chamber to take up issue with Hoy Crossing with Network Rail and Highland Council.* **ONGOING**

David noted that he had emailed Iain Moncrieff at Highland Council for clarification on this – there was some further discussion of this matter, and it was agreed that Derek Glasgow would take it up with Network Rail and Graham Mackenzie would take it back to Highland Council.

4. Matters Arising

- 4.1 Trudy Morris noted that she was unaware of any matters arising – no matters were raised.

5. Transport Updates

5.1 The ScotRail Alliance

6.1.1 Derek Glasgow delivered an update on behalf of The ScotRail Alliance. Of note:

- He is the new “face of the Far North Line”, with a remit to address a range of issues
- He will shortly be meeting with Network Rail, HITRANS, ScotRail’s timetabling team and ScotRail’s performance team to discuss issues on the line
- Of the various incidents affecting performance / reliability on the line, ScotRail have been responsible for around 70, Network Rail for around 2000.
- Various fixes are being looked at to address issues on the line, including to level crossings, linespeed restrictions, RETB signalling and the robustness of the timetable.
- They have a new fitter based at Wick who can work to address any problems with rolling stock as they arise
- Refurbishment of Class 158s on the line should be finished by end March 2017

6.1.2 Mike Lunan queried whether Derek had received the recent report produced on behalf of Friends of the Far North Line – Derek confirmed that he had. Mike noted his pleasure that there is now a named person in charge of issues on the line, and welcomed the new approach.

6.1.3 Derek noted that he is fighting for speed increases at level crossings, including at Chapelton Farm – he noted that trains having to slow to 20mph is not good.

6.2 Direct Rail Services

6.2.1 A written update was provided (Appendix A).

6.3 Friends of the Far North Line

6.3.1 Mike Lunan provided an update on the report recently produced for Friends of the Far North Line on issues on the line. Of note:

- The report identifies numerous minor issues on the line, including some already addressed by Derek in his update
- ScotRail were very supportive in assisting the production of the report – Mike noted his thanks to Phil Verster and Derek Glasgow for this
- The key need is for a passing loop 6 miles north of Inverness – this would have the greatest impact in addressing the consequences of delayed trains. He noted the need to put pressure on those responsible for making investment decisions.

- 6.3.2 Eann Sinclair noted that a number of issues identified in the report had been picked up in Derek Glasgow's update – he asked if there was a timetable for planned works.
- 6.3.3 Derek noted that work on level crossings should be done by March, and that he is working to address other issues such as the RETB control desk split point at Invergordon. He noted that installing a passing loop at Lentrán will require investment.

6.4 Berriedale Braes

- 6.4.1 Trudy Morris noted that the key issue here is the outcome of the PLI, and that this had already been discussed.

6.5 Highland Council

- 6.5.1 Graham Mackenzie delivered an update on behalf of Highland Council. Of note:
- He has taken over responsibility for the area following recent reorganisation at the Council
 - Reay speed limit and Noss Primary speed limit road orders are with solicitors, and should be in place by end of January, subject to objections
 - Other road orders including a one-way system in Argyle Square are in progress and should be in place by end of March
 - Highland Council now has its own Jetpatcher, which is being circulated between areas every two weeks – this has shown good results so far in Sutherland and Ross-shire. They have trained four drivers in the use of the machine
 - They are trying to do away with cold tar patching, and have invested in hot boxes to enable more hot patching
- 6.5.2 Trudy asked for an update on the Killimster Moss. Graham noted that they will spend around £165K this year – some of this on patching, mostly on exploration works around the joints and slabs. This will enable them to spend the remaining money (around £400K) on full repair works next year.
- 6.5.3 Trudy enquired if this would be done in Summer 2017 – Graham confirmed this, and noted that they would be looking to use a local solution involving their direct labour organisation, rather than contractors.
- 6.5.4 Billy Manson enquired as to progress on the one-way order for Shore Street – Graham noted that this should be in place by January.
- 6.5.5 Trudy Morris enquired as to progress with parking enforcement. Graham noted that decriminalised parking enforcement will be run from Inverness, and that following pilot projects, wardens will now be issuing fines. With regards to redoing yellow lines and other parking enforcement notices, he hoped this would be done by the end of November.

- 6.5.6 There was some further discussion of this, and Graham was asked to provide an update on when this work will be complete.

CTF(2016)M003/A002 – *Graham Mackenzie to provide an update on completion of parking enforcement works*

- 6.5.7 Eann Sinclair noted that during the pilot projects in Inverness and Fort William, drivers had a grace period where warnings rather than fines were issued, and enquired if this would be the case elsewhere in the Highlands. Graham agreed to check on this and report back.

CTF(2016)M003/A003 – *Graham Mackenzie to provide an update on grace period for parking enforcement*

- 6.5.8 Trudy suggested that the Council could put a notice in the press to warn of enforcement starting – Graham agreed to do this.

CTF(2016)M003/A004 – *Highland Council to put notice in press warning of start of parking enforcement*

- 6.5.9 Mike Lunan enquired whether warning notices were a legal requirement – there was some discussion of this and it was noted that double yellow lines need no further notice, but that other parking restrictions do.

- 6.5.10 Marco Bardelli noted that parking enforcement on trunk roads will remain a matter for Police Scotland to enforce

6.6 BEAR Scotland

- 6.6.1 Marco Bardelli delivered an update on behalf of BEAR Scotland, and circulated information on planned works on trunk roads through to 2017-18 (Appendix B). Of note:

- The works planned for 2017-18 will be updated with more specific monthly scheduling once budgets have been agreed
- As update under actions, all issues reported through BEAR will be tracked. Marco asked that if any issues are found with this system, members should contact him and he will forward these to BEAR
- Everything is in place for the start of winter, with regards to salt stocks, gritters, etc.

- 6.6.2 Graeme Leslie enquired as to Marco's remit – Marco noted that he covered the A9 from Perth-Thurso, the A99 Latheron to Wick, and the A835 to Ullapool.

- 6.6.3 David Swanson noted that BEAR provide weekly updates on roadworks on their news page, and that he would circulate a link to this.

CTF(2016)M003/A005 – *David Swanson to circulate link to BEAR Scotland weekly updates*

- 6.6.4 Marco noted that when they are planning works, they do issue consultations to all affected stakeholders and to the media.
- 6.6.5 Eann Sinclair noted that he had been stuck for a significant length of time due to recent works at Evelix – Marco noted he had had some other reports of this

6.7 Stagecoach

- 6.7.1 Graeme Leslie provided an update on behalf of Stagecoach North Scotland. Of note:
- He is the Operations Director for Stagecoach North Scotland, which covers from Aberdeen to Caithness and includes Fort William
 - Steve Walker, the previous Managing Director, has moved on and been replaced by Mark Whitelocks, who was previously Operations Director for Stagecoach East Scotland
 - They are in the midst of retendering for Highland Council's school and local service contracts, and can give no firm updates with regards to the wider network at this point
 - They are likely to receive notification of school contracts first, with local contracts following after – Graeme hoped to have some more information by next week
 - Some services are based around school buses – if they are unsuccessful in bidding for these, there may be wider impacts on the network.
 - They expect to have final notification with regards to tendered services by January 2017, with implementation by April 2017.
- 6.7.2 Tom Meikle noted that this process was expected to be completed sooner, and enquired whether there has been an extension to existing contracts – Graeme confirmed this and noted that they are working with Highland Council on this. Tom enquired as to the reason for the delay – Graeme noted that this is a Council matter.
- 6.7.3 Mike Lunan enquired as to the definition of tendered or supported services – Graeme noted that these are services which would not be commercially viable without assistance.
- 6.7.4 Trudy noted the importance of the contract with Dounreay – Graeme noted that this will be renegotiated shortly.
- 6.7.5 There was some further discussion of this, and it was noted that certainty as to the future of services in the area is needed. It was agreed that the Forum would write to Robin Pope at Highland Council on this matter.
- CTF(2016)M003/A006** – *Chamber to write to Robin Pope at Highland Council regarding future of bus services in the area*
- 6.7.6 Tom Meikle noted his displeasure that the situation with these services has been ongoing for some time, and that it is likely to continue. He noted an issue with services from Gills Bay which had previously been raised at the Caithness Bus Users Group.

6.7.7 There was some further discussion of this, and the importance of seeking clarification from Highland Council on this matter was noted. Mike Lunan noted that Stagecoach were not at fault here, and Eann noted that other areas across Highland Council are facing similar issues.

6.8 Northern Isles Ferry Services

- 6.8.1 Trudy noted that a draft response had recently been put together to a consultation on future fares policy for the Northern Isles Ferry Services, and that some dissenting opinions to this draft had recently been raised. She noted the importance of Forum members feeding in their views on such consultations. As there was nobody in attendance from Peter Brett Associates or Transport Scotland, Trudy asked Kris Bevan if he could give some background to the consultation.
- 6.8.2 Kris Bevan gave some information on the background to the consultation, noting that the Transport Minister had committed to fares reductions on the Northern Isles Ferry Services routes – including Scrabster-Stromness – and that the consultation was with regards to the mechanism by which this would be achieved. He noted that the introduction of Road Equivalent Tariff (RET) on Pentland Firth routes was one option under consideration.
- 6.8.3 David Swanson gave a brief update on the key point of the response at issue, which was with regards to introduction of RET. The response as written had identified a potential issue with regards to commercial operators on the Pentland Firth, and had suggested that some compensation mechanism needed to be agreed with these operators in order for RET to be introduced.
- 6.8.4 Mike Lunan noted that the key emphasis should be on the point that impact on commercial operators need to be considered, and that the mechanism by which this happened should be up to Transport Scotland to work out. He noted that there had been similar issues on the Gourock-Dunoon service.
- 6.8.5 Sandy Mackie noted that Scrabster Harbour Trust would have to dissent to the response as it stood, noting that:
- The Scottish Government’s Ferries Plan 2013-2022 gives a clear commitment to rollout of RET across the ferry network
 - The introduction of RET on the Scrabster-Stromness route would give immediate economic benefits to both Caithness and Orkney
 - The Ferries Plan notes only that RET will be rolled out to lifeline services, and the setting of fares for privately operated services is a matter for each commercial operator
 - The conclusion given in the response as it stands would effectively give commercial operators a veto on introduction of RET on the route
 - The Trust is concerned that discussions have been held with at least one private operator, and have asked Transport Scotland to confirm this in writing.
 - It is inaccurate to compare the lifeline service like-for-like with commercial operators, as they operate to different standards and public accountability
- 6.8.6 There was some discussion as to whether there was a flaw in the consultation process. Sandy noted that the Trust had not received direct notification of the consultation from Transport Scotland. David

noted that the issue of lack of direct consultation with mainland communities had been raised with Transport Scotland.

- 6.8.7 It was felt that the issues of the response to the consultation and of any flaws in the consultation process were separate issues, and should be addressed separately.
- 6.8.8 It was agreed that David would redraft the response to note concerns about potential impact on commercial operators while addressing the concerns raised by Sandy, and would circulate this to the Forum for approval. It was noted that the response was due by close of play 28th October, and the members were asked to respond as soon as possible.

CTF(2016)M003/A007 – *David Swanson to redraft response to NIFS fares consultation and circulate for approval*

6.9 Scrabster Harbour Trust

6.9.1 Sandy Mackie delivered an update on behalf of Scrabster Harbour Trust. Of note:

- Their AGM was held at the end of September – accounts and annual report are available on the website
- The first six months of 2016-17 have been very successful
- Vessel arrivals are down slightly, but vessel tonnage is up
- Just over 125,000 fish boxes have been landed so far – this is down around 7.5% on last year
- Oil and gas vessel tonnage is down slightly, but there has been an encouraging increase in cargo volume
- Passenger numbers on the ferry route are up – Kris Bevan will update on these
- There is a weekly call from a Faroese cargo ferry to the harbour, taking in around 8,000 tons of primarily of iced salmon – this is up 29%
- Fuel deliveries are up 10%
- This cruise season the harbour has received 10 vessels, carrying around 5,000 passengers – they have 13 bookings for next year
- They have undertaken a number of project support activities over the past year, including works at Noss Head, Subsea 7 and MeyGen – these have all been made possible thanks to the new Jubilee Quay
- They are trying to progress with other projects, and studies continue on proposed works to the St. Ola Pier
- They have applied for European Maritime and Fisheries Fund support for a new ice plant, and the Nuclear Decommissioning Authority have committed around £140K to this project – the existing plant is due to close on 23rd December
- A planning application has been put in for additional seasonal pontoons to service the leisure and cruise markets

6.10 Serco NorthLink Ferries

6.10.1 Kris Bevan delivered an update on behalf of Serco NorthLink Ferries. Of note:

- Year-to-date passenger numbers are up 1.5%
- Year-to-date non-commercial vehicle numbers are up 13%
- Year-to-date freight volume is up 4%
- They have operated 482 sailings over the past two months, with 27 delayed and 6 cancelled due to bad weather (4 in August, 2 in September)
- They now source 100% of their onboard food and drink from local suppliers, including some in Caithness – they will be hosting Meet the Buyer events in Q4 2016 and Q1 2017.
- There is some growth in bookings on the new Landbridge ticket (Caithness-Orkney-Shetland) introduced last year – bookings last year were 138, year-to-date bookings are 167
- There is no planned drydock for the *MV Hamnavoe* in 2017 – there will be an in-water service in Q1 2017
- 2017 timetable bookings opened on 1st October 2016 – there will be 9 additional return crossings on the route

6.10.2 Mike Lunan queried whether NorthLink are looking to tap into the success of the North Coast 500 route. Kris noted that their marketing team have been, and that the 13% rise in non-commercial vehicles is possibly due to the North Coast 500

6.11 Wick John O’Groats Airport / HIAL

6.11.1 Trudy noted that the Wick John O’Groats Airport Consultative Committee had been given a positive presentation from Loganair, noting that reliability and punctuality are up. It was agreed to circulate this to the Forum

CTF(2016)M003/A008 – *David Swanson to circulate Loganair presentation to Forum members*

6.11.2 William Sutherland gave an update on behalf of Wick John O’Groats Airport / HIAL. Of note:

- With regards to Loganair, their refurbishment of aircraft continues and they have recently rolled out the newly named “Spirit of Caithness” on the route
- Passenger numbers are down around 10% - this is largely due to changes on the Aberdeen route
- Other traffic is up, including refuelling and helicopter training flights
- Global Navigation Satellite System (GNSS) infrastructure is now in place and procedures approved
- The airport is picking up its share of oil and gas traffic
- The runway has recently been strengthened and there is ongoing work to extend the car park, in partnership with Nucleus (The Nuclear and Caithness Archive)
- Discussions are ongoing with SSE and Beatrice Offshore Windfarm Ltd, and these are likely to have a positive outcome

- An electric charging point has been installed and Europcar have three electric vehicles available for hire

6.11.3 Eann Sinclair noted that with regards to GNSS, some Loganair flights are already using these procedures

6.11.4 Mike Lunan noted that with regards to Loganair, ScotRail are held to a much higher standard on reliability – William noted that reliability has improved

7. Press Communications

7.1 It was felt that there were a number of positive developments, and agreed that the Chamber would work with Forum members to put together a press release highlighting these.

CTF(2016)M003/A009 – *David Swanson to work with Forum members on press release highlighting positive developments*

8. Any Other Business

8.1 Billy Manson enquired as to progress on additional car parking for Thurso rail station, further to developments at the old Mart site. There was some discussion of this – it was noted that the developer had agreed to make space available, and that the proposed development was currently going through the planning process.

9. Date of the next meeting

9.1 It was agreed that the next meeting would take place on 23rd March 2017 in Wick Town Hall.

10. Actions ongoing from previous meetings

CTF(2016)M001/A012 – *Iain Moncrieff & Gillian Coghill to review winter maintenance route priorities once new bus routes confirmed.*

CTF(2016)M002/A004 – *Chamber to follow up with Transport Scotland on custom livery to promote Far North Line.*

CTF(2016)M002/A010 – *Gail Ross MSP to seek clarification on length of PLI process for Berriedale.*

CTF(2016)M002/A014 – Chamber to take up issue with Hoy Crossing with Network Rail and Highland Council

11. Actions arising from this meeting

CTF(2016)M003/A001 – Derek Glasgow to get date for ScotRail / HITRANS rail forum

CTF(2016)M003/A002 – Graham Mackenzie to provide an update on completion of parking enforcement works

CTF(2016)M003/A003 – Graham Mackenzie to provide an update on grace period for parking enforcement

CTF(2016)M003/A004 – Highland Council to put notice in press warning of start of parking enforcement

CTF(2016)M003/A005 – David Swanson to circulate link to BEAR Scotland weekly updates

CTF(2016)M003/A006 – Chamber to write to Robin Pope at Highland Council regarding future of bus services in the area

CTF(2016)M003/A007 – David Swanson to redraft response to NIFS fares consultation and circulate for approval

CTF(2016)M003/A008 – David Swanson to circulate Loganair presentation to Forum members

CTF(2016)M003/A009 – David Swanson to work with Forum members on press release highlighting positive developments

Appendix A – Direct Rail Services

DRS Georgemas Railhead update

September 2016

DRS continue to support the NDA with their mission to deliver 'safe and sustainable solutions to the challenge of nuclear clean-up and waste management of the UK's nuclear legacy'.

Operations in relation to the Dounreay Programme continue and DRS are also supporting the MoD with operations in relation to fuel movements from MoD Vulcan to Sellafield.

Discussions are ongoing between Restore, Dounreay Site Restoration Ltd and DRS in relation to the transport of archive materials from various nuclear facilities to Wick. All three parties continue to explore opportunities and benefits of a shared rail service.

Civil works at Georgemas Railhead, costing £152,000, have been completed and has included the drainage installation of 160 metres of a new trackside drain that runs alongside the main line at Georgemas Junction. This will improve the drainage capability of the existing systems at the terminal, siding and mainline as the outflow has been increased. The installation has improved the rail infrastructure around Georgemas Junction and will reduce maintenance costs for Network Rail in the long term.

DRS along with other operators supported Network Rail and Transport Scotland to produce a long term route strategy for the Scottish rail network which will help maximise the potential for the facility. Following the public consultation period (December 2015 to June 2016) the 'Final Scotland Route Study' document was published in June. This document highlights upgrades required to the Network until 2043.

DRS has also been working with Network Rail and stakeholders creating a paper for the Scottish Government outlining the investment choices for the funders and the Far North line is featured in this.

As an open access terminal, DRS would welcome approaches from any operator with commercial opportunities which do not conflict with the terminal's prime purpose. Since our last update we have not been approached by any other operator.

Kind Regards,

Kyle Palmer

Communications & Marketing Manager

Appendix B – BEAR Scotland / Transport Scotland update

Caithness Transport Forum - 27 October 2016 - Planned Works on Trunk Roads

Works planned for remainder of 2016-17

Team	Route	Location	Work Type	Value	Dates	Traffic Management
Planned Maintenance	A9	South of Ousdale	Resurfacing	£60k	Oct 16 complete	Convoy
Planned Maintenance	A9	Spittal to Georgemas	Resurfacing	£98k	Oct 16 complete	Convoy
Planned Maintenance	A9	Georgemas to Hillclay	Resurfacing	£72k	Oct 16 complete	Convoy
Planned Maintenance	A9	Latheron Junction	Resurfacing	£22k	Oct-16	Convoy
Planned Maintenance	A9	North of Latheron	Resurfacing	£119k	Apr 16 complete	Convoy
Planned Maintenance	A99	Burrageill	Drainage	£11k	Aug 16 complete	2 way lights
Planned Maintenance	A9	Georgemas to Scrabster	Line refreshments	£20k	Oct / Nov 16	Mobile works
Strategic Road Safety	A9	Latheron to Thurso	Directional signing	£72,000	Due for completion November 2016	Lane closures
Strategic Road Safety	A99	Mic Clyth	Removal of concrete bus shelter. To be replaced by THC	£1,000	Nov-16	Lane closures

Works being planned for 2017-18

Team	Route	Location	Work Type	Value	Dates	Traffic Management
Planned Maintenance	A9	Everlix	Resurfacing	£50k	17/18	Convoy

Planned Maintenance	A9	Golspie	Resurfacing	£35k	17/18	Convoy
Planned Maintenance	A9	Brora	Resurfacing	£25k	17/18	Convoy
Planned Maintenance	A9	Portgower	Resurfacing	£45k	17/18	Convoy
Planned Maintenance	A9	Spittal to Gerogemas	Resurfacing	£40k	17/18	Convoy
Planned Maintenance	A9	Halkirk to Hilliclay	Resurfacing	£40k	17/18	Convoy
Planned Maintenance	A99	Occumster	Resurfacing	£30k	17/18	Convoy
Planned Maintenance	A99	Borrowstone	Resurfacing	£30k	17/18	Convoy
Planned Maintenance	A9	Clashmore to Dornoch	Drainage	£25k	17/18	2 way lights
Planned Maintenance	A9	Dornoch to Scrabster	Lining refreshment and studs	£77k	17/18	2 way lights
Street Lighting	A9	Thurso	Street Lighting - Column and cable refurbishment	£120k	2017/2018	Traffic lights

Notable Road Safety Schemes Completed This Year

Strategic Road Safety	A99	Latheron to Wick	Bend and directional signing	£127,000	2014/15 through to March 2016	
Strategic Road Safety	A9	Latheron to Thurso	Bend signing	£58,000	Completed July 2016	