



STRONGER
TOGETHER

Minutes of the Caithness Transport Forum

Date: 22/03/2022

Time: 14:00

Location: Virtual Meeting – held over Microsoft Teams

Present

Trudy Morris	Caithness Chamber of Commerce (chair)
David Swanson	Caithness Chamber of Commerce (minutes)
Peter Faccenda	Caithness & North Sutherland Regeneration Partnership
June Love	Dounreay Site Restoration Ltd
Carole Whittaker	Dunnet & Canisbay Community Council
Mike Lunan	Friends of the Far North Line
Cllr Donnie Mackay	Highland Council
Cllr Raymond Bremner	Highland Council
Cllr Willie Mackay	Highland Council
David Summers	Highland Council
Jonathan Gunn	Highland Council
Dougie Cook	Highlands & Islands Airports Ltd
Martin Thomsen	Highlands & Islands Enterprise
Frank Roach	HITRANS
Ross Thomson	ScotRail
Sandy Mackie	Scrabster Harbour
Kris Bevan	Serco NorthLink Ferries
Jamie Reid	Stagecoach
Robert Gillespie	Stagecoach
Davie Alexander	Thurso & Wick Trades Union Council

Alan McCabe	Transport Scotland Ferries Unit
Fiona Lucas	Transport Scotland Ferries Unit
Marco Bardelli	Transport Scotland Roads
Peter Sutherland	Wick Harbour Authority

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:

Julie Marker	Caithness Voluntary Group
Andrew Butler	Direct Rail Services / Nuclear Transport Solutions
David Cameron	Pentland Ferries
Kathryn Scollie	Pentland Ferries
Maree Todd MSP	Scottish Parliament
Brian Gordon	Transport Scotland

2. Minutes of last CTF meeting 20.09.2021

2.1 The minutes were approved as an accurate record of the last meeting.

3. Review of actions from last meeting

CTF(2021)M003/A001 – Maree Todd MSP to take up issues with Road Equivalent Tariff / subsidies with Graeme Dey MSP **COMPLETE**

This was done – a copy of the correspondence was provided and will be circulated along with the minutes of the meeting.

CTF(2021)M003/A002 – Forum and Maree Todd MSP to write to Graeme Dey MSP to express disappointment at response received to previous correspondence and raise issues again **COMPLETE**

The Forum wrote to Graeme Dey MSP and received a response from Transport Scotland committing to engage with the Forum on this. The relevant Transport Scotland official was not available to attend this meeting but has committed to coming to a subsequent meeting to discuss RET in greater detail.

Mr Dey has subsequently stepped down as Minister and Jenny Gilruth MSP been appointed to the post. The Forum has written to Ms Gilruth and Maree Todd has committed to doing the same.

CTF(2021)M003/A003 – *Forum to issue positive PR on roads and Spaces for People project* **COMPLETE**

This was done.

CTF(2021)M003/A004 – *David Swanson to pick up with David Cameron with regards to staffing issues* **COMPLETE**

David Swanson confirmed that he had emailed David Cameron with regards to this and discussed the support available through Developing the Young Workforce North Highland and the Recruit North Highlands initiative. Pentland Ferries have been successful in finding people to fill the positions.

CTF(2021)M003/A005 – *Derek Glasgow to provide relevant contact information to Cllr Reiss regarding station parking review* **COMPLETE**

Details were provided and Cllr Reiss is following up with James Ledgerwood at ScotRail.

CTF(2021)M003/A006 – *Forum to write to Highland Council regarding future investment in roads network and recognising achievement of Roads team to date* **COMPLETE**

A letter was written and sent to Donna Manson, Chief Executive of Highland Council.

CTF(2021)M003/A007 – *Marco Bardelli to consult with Sandy Mackie on 20mph speed limits at Scrabster and take forward with Transport Scotland* **ONGOING**

Marco Bardelli provided an update on this as follows:

The request for a 20mph limit at Scrabster has been highlighted within Transport Scotland. Marco noted that he personally supports this knowing the location, layout and use of the road and the adjacent footways and premises, and that he would speak to Sandy to get his perspective from a local and a commercial perspective.

The subject of speed limits is on the national agenda with a speed limit review of trunk roads being planned by colleagues in Transport Scotland. A working group is currently sitting to bring forward a set of criteria against which requests for a 20mph speed limit can be assessed.

Marco noted that generally the Scottish Government's second National Transport Strategy (NTS2) which applies across all of Scotland puts great emphasis on active travel, improving health and wellbeing as well as improving places and 20mph zones can have an impact in these areas.

Cllr Donnie Mackay noted that he has long campaigned for a reduction in speed limit at Scrabster, given that school children walk from Scrabster and it can be a dangerous road. He noted that he had asked David Summers to provide bus transport.

CTF(2021)M003/A008 – *Forum attendees to provide ideas for future investment on the A9 north of Inverness to David Swanson* **ONGOING**

No suggestions on this matter had been provided to date. Trudy Morris noted the importance of looking at future investment in the A9 and encourage Forum members to contact David Swanson with any ideas on this matter.

CTF(2021)M003/A009 – *Marco Bardelli to follow up A9 Scrabster geotechnical works with colleagues in Transport Scotland* **ONGOING**

Marco Bardelli provided an update as follows:

Colleagues in Transport Scotland have ordered work by BEAR to investigate and bring forward drainage improvement proposals for the slope that are seen as a significant step in risk reduction. This is an ongoing piece of work.

4. Matters Arising

4.1 There were no matters arising

5. Transport Updates

5.1 Wick John O’Groats Airport / HIAL

- 5.1.1 Dougie Cook provided an update on behalf of Wick John O’Groats Airport. He first noted that he was delighted to announce the commencement of flights between Wick and Aberdeen, commencing on 11 April with an inaugural flight and moving to a full schedule from 25 April. Dougie gave his thanks to those who had been involved in fighting to secure this Public Service Obligation (PSO) service.
- 5.1.2 Continuing on the PSO flights, Dougie noted that staff at the airport are delighted and that the onward connectivity offered is the best it has been in many years. There has been some enquiry from the public as to whether an Edinburgh service and, while this is not being ruled out, it will involve more work and an ongoing process between Scottish Government, Highland Council and other stakeholders.
- 5.1.3 Trudy Morris updated the Forum that the Highland Council has issued a recruitment ad for a full-time, dedicated Project Officer to manage the PSO contract. The position has funding support from local partners and the aim is to connect all local stakeholders and ensure that the service works well for the area. Trudy noted that both the Highland Council and the airline want to take a flexible and positive approach to delivery of the service and that while aviation has been decimated in the past couple of years, more onward connectivity is expected to come online in the summer months and there will need to be flexibility in the PSO to react to that.
- 5.1.4 Dougie agreed and noted that there has been a very collaborative approach with the airline and a feeling that they are ready to work with local stakeholders and be flexible in their approach.

- 5.1.5 Cllr Raymond Bremner noted his thanks to the Forum and all the hard work that had been done to secure the PSO flights. He noted that there were a couple of questions still to be picked up with regards to the future of discussions and the dedicated PSO subgroup and that there would need to be a continued future focus on the PSO. He noted that it is now important to show that the service which has been secured works and that the investment made is well placed, and that there has already been a very good public reaction to the announcements.
- 5.1.6 Cllr Willie Mackay asked Dougie if he could update on the number of advance bookings at the starting price of £39.99. Dougie noted that he has spoken with the airline and they are happy with the number of advance bookings. With regards to the price there may be a small increase to this in future due to increases in fuel pricing but that this would come via discussions with Highland Council and is not under consideration at the moment.
- 5.1.7 June Love noted that funding for the Project Officer post has been approved with one condition to be clarified around the fuel cost risk, but that this will be teased out as part of discussions.
- 5.1.8 Dougie continued with his update, noting that with regards to COVID-19 operations HIAL continue to follow Scottish Government guidance. The First Minister's recent announcement means that face coverings will continue to be worn at HIAL airports. Some staff continue to work from home and a hybrid system has been introduced. HIAL publishes airport COVID levels and Wick John O'Groats Airport is currently at COVID Level 1, with three staff testing positive. This is not having any operational impacts and key stakeholders such as Far North Aviation are being kept aware of the situation.
- 5.1.9 With regards to airport movements, there is a cautiously optimistic outlook for this summer across the whole region. Wick had 114 movements in January, a decrease of 19% from 2021 – this reflects weather conditions and a technical issue with the Beatrice Offshore Wind Farm helicopter.
- 5.1.10 Projects completed this fiscal year include:
- Continued improvements to surface water drainage
 - Refurbishment and replacement of the terminal heating system at a cost of around £250,000
 - Replacement of runway drain covers
 - Terminal building upgrades
 - Resurfacing of car parks
- 5.1.11 On staffing, the airport is currently recruiting for one member of security staff due to an internal promotion and two additional members of staff to service the extended opening hours. Air Traffic Control staffing has dropped back to four ATCOs, with one member of the team dropping their medical license permanently. Wick will be recruiting for another ATCO as five are required to give the resilience needed for operating the PSO. The fire service is recruiting a further three firefighters, with fitness and medical tests being carried out this week.

- 5.1.12 Opening hours are now increased up to the level required for the PSO to give staff time to get used to the new hours, and have been extended to Sunday which will bring additional benefit to Beatrice operations. The fire service is back to two shift working and 24/7 emergency cover remains in place. The previous reduction to Category 3 for fire cover has been reversed and the airport is now up to Category 4 to enable it to service the Jetstream 41 used for the PSO. An increase in larger aircraft landings is being seen and the airport is working to accommodate these as best as possible.
- 5.1.13 The airport has now received a certificate of agreement with HMRC allowing it to continue receiving ferry flights, which are classed as goods under post-Brexit trade rules. Per Scottish and UK Government guidelines, Wick will not be accepting flights linked to Russia in any way.
- 5.1.14 Dougie noted two additional points of interest – the franchise for the airport café is going out to tender, and Wick is now involved in the WWII trail and a crowdfunding exercise is ongoing to place a full-size Spitfire replica at the airport.
- 5.1.15 Trudy asked Dougie to send information to the Chamber for circulation on the last two points.

CTF(2022)M001/A001 – *Dougie Cook to send information on airport café and WWII trail to Caithness Chamber of Commerce for Circulation*

5.2 Wick Harbour

- 5.2.1 A written update was provided (**Appendix A**).
- 5.2.2 Peter Sutherland gave a brief update on matters not included in the written report. He noted that the new flights from Wick will be very helpful in their work to attract offshore wind business to the harbour. As with HIAL's update, the harbour is operating under UK and Scottish Government rules with regards to Russian vessels.
- 5.2.3 Trudy Morris noted that the lack of flights had been an issue for offshore wind developers in the past and her hope that the offshore wind licenses announced earlier in the year would bring additional work to both Wick and Scrabster. She noted her interest that the harbour had been in discussions with Wood regarding a hydrogen project.

5.3 Gills Harbour

- 5.3.1 No written update was provided and no representative was present at the meeting.
- 5.3.2 David Swanson noted that he had a brief conversation with Diane Meikle prior to the meeting and that new stairs had recently been installed at the harbour.

- 5.3.3 Carole Whittaker noted that she used to be on the Gills Harbour committee and that there was money to install metal stairs to access boats in the harbour itself.

5.4 Pentland Ferries

- 5.4.1 No attendee was present – Trudy Morris read out a brief update supplied by David Cameron:

- Bookings for 2022 continue to be ahead of previous years and hopefully these will all follow through.
- Coach bookings continue to be strong.
- There has been quite a lift in freight traffic over the past six months.
- Pentland Ferries are in a much better position with staffing with successful recruitment campaign, particularly in Gills Bay.

- 5.4.2 Trudy noted that David had raised a query regarding progress of discussions on RET and that this would be addressed later on in the agenda.

5.5 Scrabster Harbour

- 5.5.1 Sandy Mackie provided an update to the Forum, noting in general terms that this has been another satisfactory year for Scrabster.

- 5.5.2 Vessel arrivals were just over 1,800, up 5% on the previous year and vessel tonnage was around 7.2m, up 6.3% on the previous year, although both figures remain below pre-COVID levels. Likewise ferry passengers for the period April 2021 – January 2022 were around 107,000, 2.5 times the previous year but not quite back to pre-COVID levels.

- 5.5.3 Fish box landings were at just under 270,000 – a 19% increase on the previous year and probably the second-highest level in the past decade. The sector has been badly impacted by the increase in fuel prices which may change behaviour and impact on this going forward.

- 5.5.4 Energy-related tonnage is down nearly half compared to last year, with particular loss of oil & gas traffic – this is due to a combination of COVID, supply chain issues and reduced activity West of Shetland. It is anticipated that events in Ukraine may reverse the recent opposition to oil & gas activity and there is now speculation that the Cambo field may proceed, as well as promising announcements from other developers. General cargo volumes are down 10% on last year, although fish from the Faroes and fuel deliveries remain comparable to previous years.

- 5.5.5 Since the last meeting the St Ola redevelopment projects has been completed and was officially opened at the beginning of December. Despite a challenging environment, the work was completed just a couple of weeks over schedule and was under budget. Sandy expressed his thanks to HIE and the NDA for their grant support for the project, as well as to the Trust's own project managers and contractors for the work done.

- 5.5.6 Critical maintenance was carried out on the Scrabster ferry linkspan in February 2022. This was a significant exercise involving engineers from Denmark as well as a number of local contractors, but works went well and were carried out according to plan.
- 5.5.7 The Trust will be attending the Seatrade Cruise Global event in Miami in April 2022. The 2022 cruise season is looking relatively modest with six bookings and a gross tonnage of around 180,000. The 2023 season however already has nine bookings and gross tonnage of around 500,000, demonstrating the potential. The Trust now needs to market works that have been carried out at the port and improvements in the tourism offering more generally in the county.
- 5.5.8 Dialogue continues with both on- and off-shore wind farm developers and there is some progress here – most notably some survey work occurring over the coming months.
- 5.5.9 Scrabster Harbour is still working on achieving Border Control Post status and hopes to have this in place for early Spring – it will need to be in place for 1 July when post-Brexit border control rules come into effect.
- 5.5.10 As with Wick John O’Groats Airport and Wick Harbour, Scrabster is complying with new regulations regarding Russian vessels. This is not anticipated to have much direct impact, but Sandy noted that some arriving vessels do have Ukrainian crew members and some of their stories are heartbreaking.
- 5.5.11 Trudy Morris noted that there are lots of positives from Sandy’s report albeit a lot of uncertainty going forward and agreed that there is a need to see how the staycation market adapts to post-COVID rules. She noted that she was at the opening of the St Ola Pier and that it was great to see the work that has been done. Trudy noted her hope that it will see significantly more usage.

5.6 Serco NorthLink Ferries

- 5.6.1 Kris Bevan gave a brief update on behalf of Serco NorthLink Ferries. Of note:
- The *MV Hamnavoe* was in dry-dock at the same time as maintenance work on the linkspan at Scrabster but is now back in service
 - The peak summer service on the *Hamnavoe* will recommence on 1 May 2022
 - Passenger volumes for last year were 229,956 total on all Northern Isles services, up 89% on the previous year, down 34% on pre-COVID figures
 - Non-commercial vehicle volumes for the year were 75,174 – up 85% on the previous year, down 18% on pre-COVID figures
 - Freight carried was 612,000 lane meters, up from 587,000 in 2019
 - Looking just at the Pentland Firth, passenger volumes in 2021 were 108,008 – roughly two-thirds of 2019 figures
 - Advance bookings for 2022 are up 43% on 2019 and looks set to perform well compared to pre-COVID figures. 84% of bookings are between April and August this year

- With regards to COVID, the company continues to impact assess and update or amend its procedures in line with Scottish Government guidance. Use of face masks continues on public transport including ferries, and NorthLink are continuing to update and amend the onboard service offering in line with appropriate guidance

5.6.2 Trudy Morris queried what the company stance on face masks would be if Scottish Government relaxes its guidance and whether NorthLink would continue to want passengers to wear masks. Kris noted that this is still to be determined but that the company is likely to request through Transport Scotland that face masks remain onboard ferries. Whether the company would deviate from Scottish Government guidance would depend on their analysis of the situation

5.6.3 With regards to Road Equivalent Tariff (RET), Trudy read an update provided by Brian Gordon at Transport Scotland as follows:

The Scottish Government remains committed to looking at options to reduce fares on Northern Isles ferry services. Good progress has been made in looking at feasible options, however the pandemic has affected the pace this work could be taken forward.

The current Subsidy Control rules following the UK's exit of the European Union do not present any short-term opportunities to introduce RET at this point in time. We have therefore been looking at viable options within the current legal framework. This is a complex process and these issues have to be given full and proper consideration, especially in light of previous legal challenges.

A holistic review of ferry fares policy is being conducted during this year as part of the Islands Connectivity Plan (ICP). Consultation and engagement will be central to the development of the ICP as a whole and the fares review in particular. This provides the opportunity to ensure that our future fares policy addresses the needs of island residents, businesses and communities.

5.6.4 Trudy noted that Alan McCabe and Fiona Lucas were present and queried whether they could answer any points regarding RET. Alan noted that they could take these back to the relevant team within Transport Scotland.

5.6.5 With regards to face coverings, Trudy asked Alan whether he could update on the forward position on this. Alan noted that he was not able to offer any foresight on this at the moment but that he is in touch with the COVID policy team within Transport Scotland.

5.6.6 On the matter of RET, Trudy noted that this has been a long-running issue for the Forum and that this is now the second Parliament since the manifesto commitment was made with no clear way forward. She noted that on the Forum's understanding it is hard to see how the UK's Subsidy Control Bill does not offer a way forward for rollout of RET, and the hope that this is not becoming a political issue – specifically with regards to the Scottish Parliament's refusal of legislative consent for the Bill.

- 5.6.7 Trudy noted that there seem to have been a number of issues from Brexit to State Aid and now the Subsidy Control Bill in which the matter of RET is being caught up, and emphasised the frustration of the Forum at this. She noted that these are the only ferry contracts in Scotland not to benefit from RET and that the Forum does intend to take the matter up further.
- 5.6.8 Alan McCabe noted that COVID has been all-encompassing for the Ferries Unit and that, as a result, RET has not been a priority. This is now being worked on again and becoming more of a priority. He noted that Transport Scotland are taking this forward and awaiting confirmation of details from UK Government's Brexit team and emphasised that there is a will to progress with RET rollout.
- 5.6.9 Trudy reiterated her concern that RET was a manifesto commitment and that the process was dragging on well before COVID. Alan noted his understanding and that he shared the Forum's frustration.
- 5.6.10 Trudy noted her feeling that the Forum doesn't have confidence in what is being told and in the reasons why the process has been held up.

5.7 ScotRail

- 5.7.1 Ross Thomson gave an update on behalf of ScotRail (**Appendix B**). Of note:
- PPM is much improved in the last period, at 88.4% currently
 - The majority of performance issues are weather-related, including a landslide at Clunes Farm
 - Issues around fleet performance include some which struck trees and engine faults due to fuel filters being struck
 - Similar to period 12, speed restrictions due to weather conditions
 - The worst performing trains are the last two leaving Inverness
 - PPM failures in period 13 are much lower, with delay minutes and cancellations significantly reduced – this is largely due to better weather
- 5.7.2 Ross noted that ScotRail is actively recruiting for an engineer at Wick as well as some maintenance crew and has interviews planned in the next few weeks. Onboard catering is being looked at and Ross can provide an update on that if needed.
- 5.7.3 Trudy Morris noted that it is good news to hear of staff being recruited in Wick. She noted her concerns that the Forum has had no update on ScotRail's transfer into public ownership and asked if Ross could give an update on that.
- 5.7.4 Ross noted that he had not dealt with any of the commercials in terms of that level of detail but that he understood there would not be any substantial change in the coming months. In terms of staff and service Ross believed there would be a status quo for the time being. He agreed to seek a high-level update from the company on this matter.

CTF(2022)M001/A002 – *Ross Thomson to seek update for Forum on ScotRail transfer into public ownership*

- 5.7.5 Trudy noted the Rail Accident Investigation Board's recent report into the derailment at Stonehaven and that it highlighted a number of concerning issues with Network Rail's asset management system. She asked if Ross could seek an update from Network Rail on what it will be doing in light of this to ensure the safety of the rail network.

CTF(2022)M001/A003 – *Ross Thomson to seek update from Network Rail on safety plans following RAIB derailment report*

- 5.7.6 Mike Lunan noted that the journey on the Far North Line is extremely lengthy and that the sooner the catering service is returned the better. Ross noted that this has come up several times at the Forum and that he will take this back to relevant departments to seek an update. He noted his understanding that a recruitment drive is ongoing to recruit people back into hospitality as many staff were redeployed during the pandemic.
- 5.7.7 Frank Roach offered his understanding of the situation with ScotRail post 1 April. At the top will be Scottish Railway Holdings, chaired by Chris Gibb. That organisation will oversee the delivery body, ScotRail Trains Ltd, as the successor to Abellio ScotRail and. A new Chief Operating Officer has been appointed for ScotRail Trains Ltd. It is likely that the relationship between Network Rail and ScotRail will remain the same, with the relationship between Transport Scotland and ScotRail less clear. Frank noted that from a passenger perspective nothing will change – from a political perspective the main change is that it puts politicians slightly closer to the point of decision-making than the previous arrangement.
- 5.7.8 Davie Alexander noted that he had been discussing the service with colleagues who on separate occasions had enquired as to the possibility of an express service direct from Inverness to Thurso/Wick and vice-versa on the Far North Line. He noted that it would be good for some services to have a reduced journey time.
- 5.7.9 Frank noted that this had been discussed in the past and when the fourth train was introduced this was originally a skip-stop service. He noted his aspiration to return to a pattern where not all trains stop at all stations – with the first and last trains of the day stopping at every station – as this would give some opportunities to reduce journey time. With regards to journey time improvements, Frank noted some planned linespeed improvements, including the bridging of Delny Crossing, arising out of the work of the Far North Line Review Group.
- 5.7.10 Trudy asked Ross to report back to the Forum on the progress of the rail enhancement works mentioned by Frank.

CTF(2022)M001/A004 – *Ross Thomson to report back on Far North Line enhancement works*

- 5.7.11 Peter Faccenda queried the current position with regards to passenger numbers and load factors and whether any figures are available to show how passenger numbers are changing. Frank noted that statistics are published around 9 months after the end of the financial year as to how many passengers get on and off at each station, but noted that all of the statistics will have been destroyed by the experience of the last two years. Frank noted that, anecdotally from his own observations, numbers are starting to increase, and that the impact of high fuel prices for cars may have a further positive impact on rail passenger numbers.

5.8 HITRANS

- 5.8.1 Frank Roach gave a quick update on some HITRANS projects. Of note:

- They were hoping to get timber out of the Flow Country in spring, with plans delayed due to wagon availability. Planning permission is in place for a lineside loading facility at Altnabreac but wagons are still in very short supply
- Still working on the basis that Wick-Thurso will be the location for live demonstration of hydrogen rail on the Network Rail network. The zero emissions train will also run over the summer on the Bo'ness Heritage Railway and in the next twelve months will be running in Caithness
- Request to Stop machinery has started to appear at request stops along the Far North Line. These will inform drivers that somebody is waiting at a request stop, which should save on brakes and fuel as drivers will not have to slow down at these stops just in case somebody is waiting

- 5.8.2 Frank noted his understanding that catering would be returning to the rail service from 4 April.

5.9 Direct Rail Services / Nuclear Transport Solutions

- 5.9.1 Trudy Morris noted that a brief written update had been received from DRS/NTS as follows:

In respect of an update, we're still working to secure a suitable partner to operate non-nuclear flows from Georgemas. However, our nuclear work from the railhead continues and will for several years to come

- 5.9.2 Trudy noted that if anybody wanted to feed back with regards to the DRS/NTS update they should contact David Swanson

5.10 Highland Council Roads

- 5.10.1 A copy of the Highland Council programme of works for the region for the coming year was provided (**Appendix C**)

- 5.10.2 Jonathan Gunn provided an update to the Forum, noting that the surfacing programme had been approved by Councillors and that work had started the preceding week on Monday, then had to be halted by Thursday due to no bitumen being available as this is bought from a company in Russia. With regards to the overall programme of works, Jonathan noted that the intention was to undertake surfacing works March-April, surface dressing May-June and then return to surfacing with works to complete by end October. A private contractor has been enlisted to carry out tarring in North Sutherland.
- 5.10.3 Jonathan highlighted an issue going forward in that the quarries which supply Highland Council will be reviewing prices on 1 April for the coming year. At present, it looks like there is going to be a substantial increase in the cost of tar. The expectation is for a cost rise of around 10%, roughly correlating to a 10% decrease in work able to be carried out.
- 5.10.4 Trudy Morris noted that she had been trying to contact Jonathan with regards to brown tourist signs but had had no response. Jonathan noted that the focus at present is on surfacing works and once these are carried out the roads team can look at signage. Trudy noted the impact on businesses and the upcoming tourist season, with some of those awaiting signage hoping to have this in place for the Easter holiday. She asked Jonathan to expedite this.

CTF(2022)M001/A005 – *Jonathan Gunn to look at expediting requested tourist signage*

- 5.10.5 Trudy noted that she recognised the increase in costs and that this was having an impact not just on the Council's work but across the board. She noted her concerns that some of the potholes across the county were being filled with aggregate and that this was not a suitable solution. There was some discussion of this and it was confirmed that the Council would not be using aggregate but likely cold tar patching – it was agreed that Trudy would highlight some examples of areas where inadequate patching had been carried out and that Jonathan would send the roads inspector to look at these areas.

CTF(2022)M001/A006 – *Trudy Morris to highlight areas of inadequate road repairs and Jonathan Gunn to arrange inspection of these*

- 5.10.6 Trudy noted Jonathan's comments about a potential 10% reduction in works able to be carried out due to rising costs, and that while she recognises the extra investment that has been put into the road network, if this goes backwards because of an increase in costs then this will lead to further deterioration and even greater costs in future.
- 5.10.7 Cllr Bremner noted that the Council is being made aware of issues on a daily basis, that there are a range of cost increases including fuel for wagons, as well as the increase in cost and difficulty sourcing tar, and that these are affecting the whole of the UK. He noted that the Forum needs to understand that this is a much bigger issue in terms of roads and that it is not just being seen at Highland level and that the Council's roads team had been tasked to come up with a brief to see how this could be addressed.

- 5.10.8 With regards to the question around a 10% decrease in works, Cllr Bremner noted that a substantial amount of additional money had been put towards roads than in previous years and that there is much more good news than that figure suggests. He noted that in the past year around £1.2m of capital works had been carried out on Caithness roads, compared to around £200,000 per year in previous years, and that a further £0.3m had been committed over the winter period. He felt it was disappointing that the focus is on a 10% decrease just as the team is about to launch into £1.5m worth of work and that the figure needs to be qualified better.
- 5.10.9 Cllr Bremner continued, noting that the programme of works would give Forum members a more material insight into what that decrease of 10% would mean. He made a final point that the Council now had a hotbox and JCB Pothole Pro for hot tar patching and that these were being used to ensure that potholes are properly fixed, as well as emergency repairs being carried out with cold tar. He felt that the amount of repairs being done with hot tar should be looked at in the context of the last few years.
- 5.10.10 With regards to the letter to the Chief Executive of Highland Council written following the last meeting, Cllr Bremner noted that this was written in real good faith and that the Forum should have had a response to this communication. Cllr Willie Mackay echoed this and thanked the Forum for their interest in helping with the situation regarding roads. Davie Alexander noted his disappointment that the Forum had not received a reply to this. It was agreed that Cllr Bremner would take the matter up with the Chief Executive.

CTF(2022)M001/A007 – *Cllr Raymond Bremner to take up lack of response to Forum letter on roads with Highland Council Chief Executive*

- 5.10.11 Trudy noted her feeling that the Council needs to get its messaging right on the impact that the war in Ukraine and subsequent issues with supplies from Russia, along with other cost increases, are having, as there is a lack of understanding about how these larger issues are affecting local communities in the Highlands.
- 5.10.12 Carole Whittaker noted that some areas within the Dunnet and Canisbay Community Council area are scheduled for repair in this year's programme of works, but queried why the road from the post office up to the lighthouse is not included on that list, as it is badly potholed and the edges are deteriorating. Jonathan noted that the list provided is for capital works requiring large areas of surfacing and surface dressing. For smaller issues relating to potholes and edge damage, this comes under the revenue budget and is worked through by the team on a priority basis. Carole noted that upcoming tourist season and the impact the issue she raised could have here – Jonathan agreed to ensure the Roads Officer is aware.

CTF(2022)M001/A008 – *Jonathan Gunn to ensure Roads Officer aware of deterioration of road raised by Carole Whittaker*

- 5.10.13 Cllr Bremner noted that any Community Council can raise concerns regarding roads and that these will be discussed at the monthly meeting between Cllrs and Roads Officers.

5.11 BEAR Scotland / Transport Scotland

5.11.1 Marco noted that as soon as possible he would provide an update on BEAR Scotland's programme of works for circulation to the Forum. He gave a brief update as follows:

- The programme for the year is mostly completed – some of the notable aspects include the total redoing of the footways in Lybster, surfacing in the same location, large scheme surfacing south of Golspie, various sections done at the Ord of Caithness and some large roadworks north of Golspie
- It has been quite a disruptive few months due to the impact of storms, which have entailed a large recovery effort
- Due to the impacts of COVID, all operating companies across Scotland have had to take a conservative approach to protect drivers of gritters and safeguard the winter service. As a result, they have not been able to carry out all of the works that would normally be done over the period
- Contracts for the North West and North East trunk road units are due to finish shortly and new contracts announced within the next few weeks. As a result there will be a small gap in works, with the new contract having a lead-in period to August before commencing development of their own programme

5.11.2 Marco noted it was interesting to hear the challenges that Jonathan from the Highland Council is facing with regards to materials. He noted that he has no insight into the Transport Scotland position at present but that this will become more apparent in the next few weeks.

5.11.3 Cllr Bremner queried whether there was any opportunity for BEAR/Transerv/Amey to share materials with Highland Council teams given the current shortages. He also noted that he is seeing more road issues on the A9 and that it appears that works are being carried out more often on newer road surfaces rather than older surfaces, and that more deterioration is occurring on the older surfaces. He asked if Marco could give some insight into the process.

5.11.4 Cllr Bremner continued, noting the Council's issues in getting roads white lined due to limitations on contractors who can carry out this work. He noted that these contractors are coming up to the area to do trunk road works and queried whether there might be an opportunity for a joint approach where local authority roads are done at the same time.

5.11.5 Marco noted that in terms of the first question regarding priorities for resurfacing, there is no deliberate decision to invest more in more modern road surfaces and that it may just appear this way at the moment. He noted that each year, cores are done on roads and defects noted, with this then subject to a rigorous asset prioritisation process. Marco noted that he had travelled up to the region two weeks ago and his general feeling was that the trunk road came out well with one or two issues.

5.11.6 With regards to sharing of materials in more remote areas, Marco noted that there are quarterly liaison meetings with local authorities and that he is always open to arrangements or mutual

assistance approaches. If there is an issue with shortage of materials, he is happy to raise this with BEAR Scotland to see if something can be put in place.

- 5.11.7 On road markings, Marco noted that it might be worth having a discussion to see if there is opportunity for collaboration on this matter.

5.12 Stagecoach

- 5.12.1 Jamie Reid gave an update on behalf of Stagecoach, noting that they had limited time. Of note:

- Overall performance is sitting at around 60-70% of pre-COVID levels
- Recruitment has been a real struggle – the company has tried various approaches and incentives but is having difficulty recruiting staff in the area
- A minor service revision will kick in on 4 April
- Stagecoach are offering free travel for all Ukrainians

- 5.12.2 Trudy noted an issue which had been raised with regards to timetable and service information, and that, given the time constraints, David Swanson would discuss this directly with Stagecoach.
CTF(2022)M001/A009 – *David Swanson to take up issue with timetable / service information with Stagecoach*

- 5.12.3 Cllr Bremner requested a meeting on site at Wick Riverside to discuss the future of bus services to this stop, noting that lining is now down, a new shelter ordered and redesign of the stance in progress.

5.13 Highland Council Public Transport

- 5.13.1 David Summers gave an update on behalf of Highland Council Public Transport, noting two key areas on which he wished to update the Forum – upcoming tenders for the next round of bus service contracts, and the Bus Service Improvement Partnership.

- 5.13.2 On the first point, David noted that he is hoping to get tender invitations out at the beginning of April, looking at pretty much like for like contracts. He noted that the Council is looking at ways of getting more efficient working from the contracts, for example by tying some public services into smaller school routes to more closely match vehicle sizes to the needs of the route. School routes are being reviewed as to whether they are entitled by distance – those put in place for road safety will continue but there may be some adjustments that can be done to road infrastructure that reduces the impact on school transport.

- 5.13.3 With regards to services to Wick John O’Groats Airport, David noted that he would see what is possible to work into the timetables.

- 5.13.4 David noted that one complication with regards to public contracts is the number of services currently running commercially which are dependent on particular public contracts. He has asked Stagecoach to provide some information on this and the answer he got was pretty much the worst-case scenario. This makes it difficult to plan exactly what to put out to tender, as there is a risk that some commercial services disappear because of loss of public contracts.
- 5.13.5 Trudy Morris thanked David for his update and noted that she would really encourage him to look at a service to the airport. With regards to commercial services, she recognised this point and that the Forum should be mindful that bus services are underpinned by Highland Council and Dounreay contracts. She noted that she is also having conversations with Dounreay on this matter.
- 5.13.6 Trudy noted some of the existing issues with connectivity within the region, highlighting a case she is aware of where somebody on the Kickstart programme and working at Forss Business Park has to get two buses to work, costing around £75 a week and that this is the reality of trying to get around the county if not on a Wick-Thurso route. She noted that this is an issue for businesses with regards to attracting and retaining staff and that many families have two cars for this reason.
- 5.13.7 With regards to the bigger picture, Trudy noted that the impacts of COVID and continued working from home may have an impact on transport needs going forward. She noted that all stakeholders need to look collectively at what can be done to ensure there are services available for the community.
- 5.13.8 David noted that in some cases community / voluntary sector transport options may be more suitable than scheduled buses for providing services to communities. He noted that the Council is just entering the third year of a three-year grant process with community transport organisations and that the intention is to do a new invitation for community transport support from the voluntary sector.
- 5.13.9 David Swanson noted the introduction of free bus travel for young people and queried whether any modelling of expected change in travel demand due to this had been done when considering the tenders for public service contracts. David Summers noted that some modelling will have been done and that the uptake of the offer is so far relatively low. He noted that looking at the proportions by which operators are compensated for free travel indicates some growth in traffic but that he does not have figures for this. With regards to the funding of the programme, Transport Scotland have essentially decided to let the scheme run for its first year and then look at overall impacts.
- 5.13.10 With regards to the Bus Service Improvement Partnership, David Summers noted that he has a working group on this and has some funding from Transport Scotland to look at delays due to congestion. Beyond that, he is working towards having a BSIP plan to cover the whole of Highland, with schemes to expand across the region in due course. He is looking to report on his

draft plan to the relevant Committee in August. There will be some community engagement and consultation as part of that process and a role for the Forum to play in that.

6. Press Communications

- 6.1 Trudy Morris noted that it was important to keep talking about the airport and the PSO and keep promotion going on this. Davie Alexander concurred.
- 6.2 Davie mentioned his disappointment at the lack of response from Donna Manson to the Forum's letter and queried whether this should be mentioned as part of any communications. Trudy noted that Cllr Bremner had agreed to take the issue up and that if this was unsuccessful then the matter could be looked at again.

7. Any Other Business

- 7.1 Trudy Morris noted that she would like the meetings to return to face-to-face where possible. She suggested that meetings in June and September be held face-to-face as it is important for stakeholders to come to the area, with meetings in the winter months being held as hybrid in-person / online events.
- 7.2 Marco Bardelli noted that he is very pleased to get feedback from those around the table on where improvements can be made to the trunk road network.

8. Date of Next Meeting

- 8.1 This was agreed to take place on 21 June 2022.

9. Actions ongoing from previous meetings

CTF(2021)M003/A007 – Marco Bardelli to consult with Sandy Mackie on 20mph speed limits at Scrabster and take forward with Transport Scotland

CTF(2021)M003/A008 – Forum attendees to provide ideas for future investment on the A9 north of Inverness to David Swanson

CTF(2021)M003/A009 – Marco Bardelli to follow up A9 Scrabster geotechnical works with colleagues in Transport Scotland

10. Actions arising from this meeting

CTF(2022)M001/A001 – *Dougie Cook to send information on airport café and WWII trail to Caithness Chamber of Commerce for Circulation*

CTF(2022)M001/A002 – *Ross Thomson to seek update for Forum on ScotRail transfer into public ownership*

CTF(2022)M001/A003 – *Ross Thomson to seek update from Network Rail on safety plans following RAIB derailment report*

CTF(2022)M001/A004 – *Ross Thomson to report back on Far North Line enhancement works*

CTF(2022)M001/A005 – *Jonathan Gunn to look at expediting requested tourist signage*

CTF(2022)M001/A006 – *Trudy Morris to highlight areas of inadequate road repairs and Jonathan Gunn to arrange inspection of these*

CTF(2022)M001/A007 – *Cllr Raymond Bremner to take up lack of response to Forum letter on roads with Highland Council Chief Executive*

CTF(2022)M001/A008 – *Jonathan Gunn to ensure Roads Officer aware of deterioration of road raised by Carole Whittaker*

CTF(2022)M001/A009 – *David Swanson to take up issue with timetable / service information with Stagecoach*

Appendix A – Wick Harbour



Wick Harbour

Business update - Caithness Transport forum – Mar 22

Overview

- Wick Harbour, in common with all other businesses in the area has seen the adverse effects of the Covid pandemic affect its income. As restrictions slowly relax, we hope to see a gradual increase in business, back to more normal levels in all sectors. It will take time for business to return to pre-covid levels, however, the medium to long term outlook for the port remains exciting due to the expansion of offshore wind.

Offshore wind

- Beatrice Offshore Windfarm continues apace with its O&M. Again, Covid has affected their business, with reduced numbers of technicians allowed to travel on the CTV's transporting them to the windfarm. Another effect of the pandemic was the postponement of BOWL's 2020 and 2021 Summer Campaign, which also contributed to a downturn in harbour income. Vessel numbers working on the Beatrice Windfarm are likely to increase to five for their main annual maintenance programme. It is also hoped that a campaign of painting and pressure washing will materialise this summer.
- Moray West windfarm is likely to get underway in late 2023 and it was hoped we would see increased business opportunities from this project, unfortunately the decision on where to locate their O&M base went to Buckie, but we feel there is a good chance to see some business from the construction phase of the windfarm.

- Work has been gained on the Moray East windfarm for the summer months, with a CTV carrying out ROV operations within the windfarm.
- Now the next round of offshore windfarm licences was announced in January, we have had couple of interested companies meeting with us re the floating wind site off the east coast, to see what we can offer them. Meetings were very positive, and with survey work commencing in the next 12months, and construction hoping to begin in 5yrs, we hope that Wick is chosen as O+M base, providing investment and jobs boost in the county. We are confident Wick will be involved.
- Brief discussion held with Wood Group re Scot2Ger Hydrogen project. This is very much in the early information gathering stages, and how smaller ports could be involved. We are following this closely, as SSE have expressed interest in hydrogen as an alternative fuel for CTVs.

Cargoes

- Cargo ship numbers well down, due in the main to no land-based windfarm traffic this year & the downturn of Subsea7's oil pipeline yard, meaning no pipe shipments etc. We are however receiving enquiries re Subsea7 towhead shipments for 2024, so there will hopefully be an increase in cargos of associated pipes for their next project. Something that benefits the whole county.
- We are providing storage and berthing for vessels related to the Noss Head HVDC switching station.

Fishing

- Fishing, despite the challenges of Covid & Brexit remained about par with 2021. Fuel costs are also having an impact in an already uncertain situation and will have a severe impact in the profitability of fishing vessels, should prices remain high for an extended period.

Leisure

- Yacht numbers increased markedly last year, although not yet back to our pre-pandemic numbers. 2021 saw 173 visiting yachts, covering 309 yacht days in port and 433 visiting crew.

Locally, marina users have been getting their vessels trimmed up for the summer season and we are receiving requests from additional craft wishing to base within the marina. We are also upgrading the marina wi-fi, which should give good coverage around much of the harbour.

As with the rest of the county, we saw problems with 'wild camping' campervans last summer. While we welcome tourists, the numbers we saw parking on harbour property were causing issues to other harbour users.

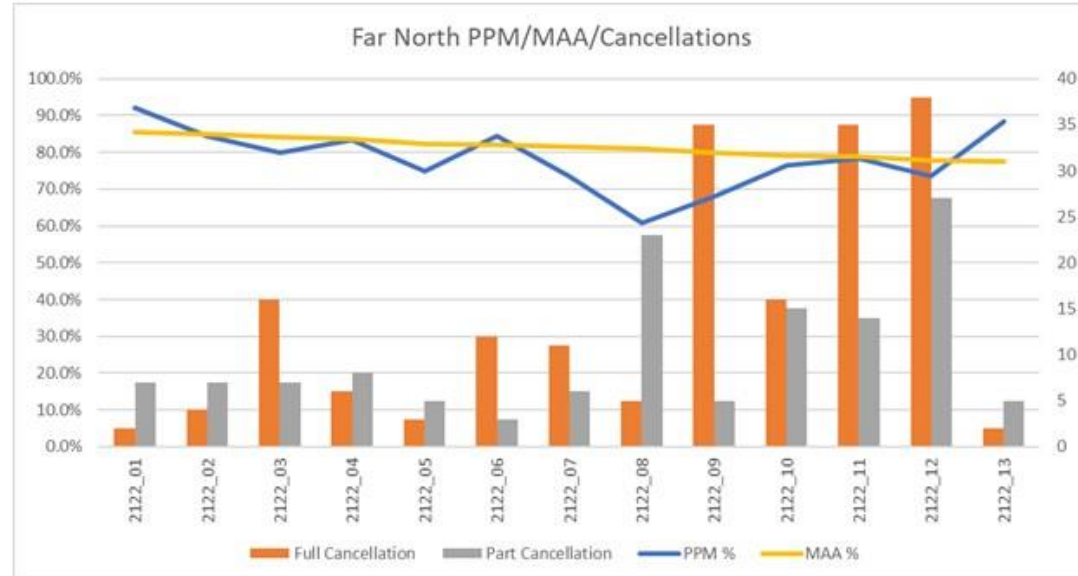
Appendix B- ScotRail

Far North Route Performance



- PPM in the Far North Routes for Period 13 is on course to be much improved from the last 3 periods currently sitting at 88.4% in week 3.
- Weather challenges and multiple storms have seen a large impact over the last 3 periods.

Far North (Thurso/Wick/Kyle)				
Period	PPM %	Full Cancellations	Part Cancellations	MAA %
2122_10	76.5%	16	15	79.2%
2122_11	78.5%	35	14	78.8%
2122_12	73.5%	38	27	77.9%
2122_13 (PTD)	88.4%	2	5	77.6%



Period 13 Top 10 Incidents (PTD)



Period to Date 2122_13					
Top 10 Incidents on the Far North Routes					
	Incident No.	PPM Failures	Directorate	CAUSE	MEMO
1	388434	6	INFRASTRUCTURE	EARTHSLIP	CLUNES BEAULY F 20MPH ESR
2	444404	5	INFRASTRUCTURE	VEG STD	TREE STRUCKE MOO DIN
3	437907	4	FLEET	BELOW SBAR	2H81 ENGINE FLT MOO DIN
4	430411	3	INFRASTRUCTURE	KRS/BLKT	PIT BLA 40/20 BESR SCR7323
5	421350	2	INFRASTRUCTURE	LEVEL XING	WATTEN LC FLR
6	434744	2	FLEET	FLEET NFF	5H58 SET FAULT INV
7	448199	2	FLEET	DOORS	2H61 DOOR FLT INV
8	451790	1	OPS (Train Crew)	DRIVER	2H77 4 LOST DIN IGD
9	422237	1	INFRASTRUCTURE	NOCAUSE ID	2H86 3 LOST ACN DIN
10	449582	1	INFRASTRUCTURE	EXT OBJECT	2H62 OBJECT STRIKE IGD DIN

- PPM failures have remained small for the top incidents with the biggest issue being an emergency speed restriction imposed due to an earth slip.

Period 12 Top 10 Incidents



Period 2122_12					
Top 10 Incidents on the Far North Routes					
	Incident No.	PPM Failures	Directorate	CAUSE	MEMO
1	374246	12	FLEET	BELOW SBAR	2H60 ENGINE DEFECT WCK
2	388434	12	INFRASTRUCTURE	EARTHSLIP	CLUNES BEAULY F 20MPH ESR
3	357404	10	INFRASTRUCTURE	EARTHSLIP	DIN IGD LANDSLIP
4	386279	9	INFRASTRUCTURE	KRS/BLKT	LAI TAI 40 MPH BESR
5	356240	9	FLEET	FLEET NFF	2H60 ENGINE DEFECT WCK
6	385456	8	INFRASTRUCTURE	KRS/BLKT	INV CLUNES 40/20 BESR
7	390778	8	INFRASTRUCTURE	NATL GRID	DIN POWER FLR
8	371248	7	INFRASTRUCTURE	VEG STD	ARD TAI HANGING BRANCHES
9	369208	7	FLEET	BELOW SBAR	1H09 ENGINE FLT PIT
10	370165	6	INFRASTRUCTURE	VEG STD	TAIN OBJECT ON LINE

- Period 12 saw a higher number of PPM failures with the joint largest incidents being an Engine fault and an earth slip.
- Weather related speed restrictions caused 23.5% of PPM loss in the Far North for Period 12.

Period 13 - Far North Routes Worst Performing Services



Period 13 Worst Performing Services							
	Headcode	PPM %	Start Time	Origin	Destination	End Time	Booked
1	012H77M7	64.3%	21:08	INVERNESS	TAIN	22:18	14
2	012H76M8	64.3%	22:23	TAIN	INVERNESS	23:33	14
3	012H65MV	66.7%	17:54	INVERNESS	WICK	22:17	3
4	012H75MU	66.7%	17:12	INVERNESS	ARDGAY	18:39	12
5	012H64MS	66.7%	16:00	WICK	INVERNESS	20:12	12
6	012H74MY	66.7%	19:29	ARDGAY	INVERNESS	20:58	12
7	012H86MU	75.0%	17:13	KYLEOFLOC	INVERNESS	19:51	12
8	012H63MH	75.0%	10:41	INVERNESS	WICK	14:56	12
9	012H82MK	83.3%	12:08	KYLEOFLOC	INVERNESS	14:42	12
10	012H60M6	84.6%	06:18	WICK	INVERNESS	10:36	13

- 7 of the 10 worst performing services are evening services.
- The top two services 2H77 and 2H76 between Inverness and Tain impact on each other as the same unit returns.

Far North Routes PPM Failures by Responsibility



PPM Failures				
Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC	Grand Total
2122_11	82	38	0	120
2122_12	113	52	0	166
2122_13	21	12	0	32

PPM Failure Responsibility %			
Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
2122_11	68%	32%	0%
2122_12	68%	32%	0%
2122_13	64%	36%	0%

PPM Failures Split by Directorate by Period				
Responsible Directorate	2122_11	2122_12	2122_13	Total
INFRASTRUCTURE	82	111	21	213
FLEET	21	50	8	80
TRAIN CREW	10	5	2	17
ADHESION	3			3
EXTERNAL	2			2
CUSTOMER OPERATIONS		1	1	1
OPERATIONS			1	1

- Across Period 13 (PTD) and the last 2 periods Network Rail holds the largest impact on PPM causing on average 67% of Far North PPM Failures.
- The second biggest cause is Fleet with varying issues including Engine and Brake faults.

Far North Routes Delay Minutes by Responsibility



Delay Minutes				
Row Labels	NETWORK RAIL	TOC ON SELF	TOC ON TOC	Grand Total
2122_11	1865	505		2370
2122_12	2153	889		3042
2122_13	304	95	3	402

Delay Mins Responsibility %			
Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
2122_11	79%	21%	0%
2122_12	71%	29%	0%
2122_13	76%	24%	1%

Delay Minutes Split by Directorate by Period				
Responsible Directorate	2122_11	2122_12	2122_13	Grand Total
INFRASTRUCTURE	1865	2116	304	4285
FLEET	254	873	51	1178
TRAIN CREW	99	28	21	148
EXTERNAL	102			102
ADHESION	41		7	48
CUSTOMER OPERATIONS	6	25	10	41
OPERATIONS	3		9	12

- Across Period 13 (PTD) and the last 2 periods Network Rail holds the largest impact on PPM causing on average 75% of Far North PPM Failures.
- The second biggest cause is ScotRail Fleet with varying issues.

Far North Routes Cancellations by Responsibility



Full Cancellations				
Row Labels	NETWORK RAIL	TOC ON SELF	TOC ON TOC	Grand Total
2122_11	20	15		35
2122_12	25	13		38
2122_13	0	2	0	2

Full Cancellations Responsibility %			
Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
2122_11	57%	43%	0%
2122_12	66%	34%	0%
2122_13	0%	100%	0%

Part Cancellations				
Row Labels	NETWORK RAIL	TOC ON SELF	TOC ON TOC	Grand Total
2122_11	12	2		14
2122_12	17	10		27
2122_13	1	4	0	5

Part Cancellations Responsibility %			
Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
2122_11	86%	14%	0%
2122_12	63%	37%	0%
2122_13	20%	80%	0%



Appendix C – Highland Council

2022/23 Priority	Activity	Ward	Route	Road Name	General Description	Average Road Width (m)	Scheme Length (m)
1	Inlay	2	U1865	Braal Terrace	From Junction to School	6	135
2	Overlay	2&3	B870	Stanstill to Watten	Stanstill to Gersa	3	1500
3	Inlay	2	U1755	Bowermadden to Gillock	Bower Primary school junction with B876	6	30
4	Inlay	2	A836	Reay to Thurso	Alexanders at Reay village	6	300
5	Inlay	2	U4080	Manson's Lane	Junction with Riverside road	6	50
6	Overlay	2 & 3	C1033	Everley to Crockster Toll	Moss of Mey	3	2000
7	Inlay	2	B874	Glengolly to Halkirk	Geise to Buckies	1.2	400
8	Inlay	2	C1001	Isauld to Glengolly	Westfield Bridge	1.2	250
9	Overlay	2	C1001	Isauld to Glengolly	East of Westfield Bridge	6	700
10	Overlay	3	C1006	Wester Bridge to Greenland	Auckhorn	5	1000
11	Overlay	3	C1065	Latheronwheel to Braehungie	Boultaich	3	2000
12	Overlay	2	U2220	Castletown to Stonegann	Sibmister Bends	3.5	400
13	Inlay	2	A836	Thurso to John O'Groats	Murkle Edges	1.2	1000
14	Overlay	3	U1826	Harpsdale Township	Harpsdale loop South side	3	860
15	Surface Dress	3	U1826	Harpsdale Township	Harpsdale loop South west	3	1500
16	Overlay	2	U1913	Plocan to Brawlbin	Loch Calder	3	1200
17	Overlay	3	U1113	Achow to Oslay	300m at top of hill	3	300
18	Overlay	3	U1113	Achow to Oslay	Bulreanrob Farm road	3	400
19	Surface Dress	2	U4119	Pennyland Drive	Whole road	6	1080
20	Surface Dress	2	U5493	Orkney View	Whole road	6	370
21	Surface Dress	2	U5492	Murkle View	Whole road	6	220
22	Surface Dress	3	U3547	Henrietta Street	Whole road	7.5	440
23	Overlay	3	U1832	Torbuie	(Upper Achies, harpsdale)	3	665
24	Overlay	3	U1241	Newton Row	from Laggan to Virum	3	1080
25	Overlay	2	U2893	Instack Road	Whole road	3	940
26	Overlay	3	B874	Poolhoy to Watten Mains	Lynegar	3	500
27	Overlay	2	U1759	Bowertower	Whole road	3	1920
28	Overlay	2	U1917	Brawlbin to Shurrery	at Brawlbin Farm	3	1500
29	Overlay	3	U1093	Burrigill Loop	West side	3	460
30	Overlay	3	U1097	Mains of Forse	Whole road	3	420
31	Overlay	3	B874	Lochshell Watten Mains	Watten Mains to Knapperfield	3	1600
32	Inlay	3	A882	Wick to Georgemas	30 signs at Wick	6	30
33	Inlay	3	A882	Wick to Georgemas	Milton to the 30 signs at Wick	1.2	250
34	Inlay	3	A99	Wick to John O'Groats	High St / Bridge St	7	50
35	Overlay	2	C1033	Everley to Crockster Toll	Instack Brae	3	608
36	Overlay	2	C1048	Castletown Durran Mains	Instack Brae	3.5	640
37	Inlay	3	A99	Wick to John O'Groats	Stemster road to John O'Groats Guest House	1.2	300
38	Overlay	2	C1069	Poolhoy to Wester	East of Durran Mains	3	84
39	Overlay	2	C1069	Poolhoy to Wester	West of Durran Mains	3	124
40	Surface Dress	3	C1053	Lybster to Achavanich	Rumster Forest	3	2200
41	Surface Dress	2	B874	Poolhoy to Watten Mains	Gillock to Faulds	3	1200
42	Surface Dress	3	C1029	Occumster to Watten	Lower Camster to Camster Lodge		3500
43	Surface dress	3	U5637	Swanson Avenue	Whole road	6	560
44	Surface dress	3		Coghill Street	Willowbank to John Horne Drive	6	70
45	Overlay	2	U1755	Gillock to Bowermadden	Hall to Bradsterdoran	3	690
46	Surface dress	3		John Horne Drive/ Doocot View		6	210
47	Surface dress	3	U1121	Cairnroich to Achnacraig	Whole road	3.5	900
48	Surface dress	2	B874	Glengolly to Halkirk	Buckies to Aimster	5	900
49	Surface dress	2 & 3	B876	Reiss to Castletown	Killimster Moss	6	1200
50	Overlay	2	U1871	Halkirk to Plocan	Sour Hill to Plocan	3	800
51	Overlay	3	U1823	Westerdale to Lochmore	Westerdale to Strathmore Lodge	3	5600
52	Overlay	3	C1029	Occumster to Watten	Lower Camster	3	1100
53	Overlay	3	U1113	Achow to Oslay	Bulreanrob		400
54	Overlay	3	C1029	Occumster to Watten	West Clyth Farm	3	750
55	Inlay	3	A882	Wick to Georgemas	Oldhall to West Watten	1.2	800
56	Overlay	3	U1113	Upper Lybster	Ploverhill Junction to Newlands of Lybster Junction	3	200
57	Overlay	3	U1165	Occumster harbour	Whole road	3	620
58	Overlay	3	C1053	Lybster to Achavanich	Castleheather to Egnal	3	600
59	Overlay	2	U1874	Gerston Farm	Whole road	3	480
60	Overlay	2	U2052	Forss Achreameie	at Achreameie	3	200
61	Surface Dress	2	U4057	Heathfield	Whole road	6	350
62	Surface Dress	2	U4038	George Crescent	Whole road	6	185
63	Inlay	3	U1360	Reiss to Sibster	Near playing field	5	100
64	Overlay	2	U1300	Halcro to Faulds	at Bower Junction	3	300
65	Overlay	2	U1727	Reaster to Bowermadden	Auchorn to Murza 2 bits	3	180
66	Overlay	2	U1731	Lochside to Hunster	above Granton Mains	3	377
67	Overlay	2	C1069	Poolhoy to Wester	at Tister Bends	3	600
68	Overlay	3	C1033	Everley Crockster Toll	at Phillip Mains	3	100
69	Overlay	3	C1247	Whitebridge Scarfskerry	Harrow Harbour	3	670
70	Overlay	3	C1021	Balnabruich Braemore	A couple of sections on the road	3	1767
71	Overlay	2	B870	Plocan to Westerdale	Frameside	3	1100
72	Overlay	3	B874	Watten Mains to Lochshell	Lower Gillock to Lochshell	4.5	1100
73	Surface Dress	2	C1025	Sordale to Bishophill	at Bishopshill Junction	3	230
74	Surface Dress	2	C1069	Poolhoy to Wester	Durran Mains to Hoy Farm	3	1090
75	Surface Dress	3	U1113	Achow Oslay	Whole road (exception Overlays above)	3	3700

2022/23 Priority	Activity	Ward	Route	Road Name	General Description	Average Road Width (m)	Scheme Length (m)
76	Surface Dress	3	U1109	Achcastle Shore	Whole road	3	854
77	Surface Dress	2	U2110	Lythmore	Junction to just over bridge	3	706
78	Surface Dress	3	U1629	Mey Foreshore	East Junction to Highmeat House	3	1060
79	Surface Dress	3	U1629	Mey Foreshore	West junction to sharp bend	3	1200
80	Surface Dress	3	U1633	Mey Rigifa	Whole Road	3	755
81	Inlay	3	U3632	River Street	Roundabout to flower shop	7.5	280
82	Overlay	2	B870	Glengolly to Plocan	Calder	3	440
83	Overlay	2	A836		Dunnet Beach	6.4	520
84	Surface Dress	2	U4209	Sinclair Street	6m up the centre	6	230
85	Surface Dress	2 & 3	U1656		Scarfskerry Junction to the old church	3	1520
86	Surface Dress	3	U1408	Keiss Beach	Whole road	3	580
87	Surface Dress	3	U1434	South Street Keiss	Whole road	5	365
88	Overlay	2	U1913		Plocan Brawlbin Road Plocan Junction	3	1140
89	Surface Dress	2	U4084	Mayfield Road	Whole road	6	230
90	Surface Dress	2	U4391	Burnett Place Thurso	Whole road	6	275
91	Surface Dress	3	U2411	Mansville Road	Clyth	3	742
92	Surface Dress	2	U1656		Hill Of Rattar Below Farm To Scarfskerry Junction	3	870
93	Surface Dress	3	C1033		Everley Crockster Toll Road From Phillips Mains To Lyth Junction	3	2100
94	Surface Dress	3	C1033		Canisbay Memorial To Tresdale	3	770
95	Surface Dress	3	U1609		Seater Canisaby Hill Of Warse Whole Road	5	1700
96	Surface Dress	3	C1033		Everley Crockster Toll Road From Christian Hill To A99 Junction	3	2000
97	Overlay	3	U1384		Ruthers of Howe top leg of road	3	176
98	Overlay	3	U2440	Noss Head Road	Noss	3	600
99	Overlay	3	A99		Keiss Mains towards dogs nose	6	350
100	Inlay	2	C1001		Waterplant Houses	1.2	53
101	Overlay	2	U1727		Reaster Bowermadden Road Hunster to Hartfield	3	100
102	Inlay	2	A836		Shebster Junction	6	105
103	Overlay	3	U1360		Reiss Sibster Road at Harland Farm	3	220
104	Inlay	2	U4115	Park Avenue Thurso	no 27-35 patch	2	46
105	Inlay	2	C1001		Bardnaclavan	1.2	220
106	Inlay	2	C1001		Janetstown	1.2	266
107	Overlay	2	B876		Riess Castletown at Greenland Junction	3	290
108	Overlay	3	U3785	Wick Cemetery Road		7.5	177
109	Overlay	3	U1063		Latheronwheel Houstry	3	3400
110	Surface Dress	2	U1656		Hill of Rattar below farm to Scarfskerry Junction	3	870
111	Edge Patching	3	A99		Wick John O'Groats at Freswick Hill	1.2	400