



# Minutes of the Caithness Transport Forum

**Date:** 22 March 2023

**Time:** 10:00

**Location:** Naver Business Centre, Naver Road, Thurso / Microsoft Teams

## Present

Trudy Morris	Caithness Chamber of Commerce (chair)
Laura O’Kane	Caithness Chamber of Commerce (minutes)
Mike Lunan	Friends of the Far North Line
Carole Whittaker	Dunnet & Canisbay Community Council
Cllr Willie Mackay	Highland Council
David Swanson	Highland Council (Wick Public Service Obligation)
Cllr Raymond Bremner	Highland Council
Cllr Ron Gunn	Highland Council
Jonathan Gunn	Highland Council Roads
Duncan MacRae	Highland Council Passenger & School Transport
Helen Inkster	Pentland Ferries
Sandy Mackie	Scrabster Harbour
Derek Glasgow	Scotrail
Kristopher Bevan	Serco – NorthLink Ferries
John Deighan	Thurso & Wick Trades Union Council
Marco Bardelli	Transport Scotland Roads
Dougie Cook	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:

Ian Cormack	Wick Harbour Authority
Maree Todd	MSP
David Beaton	Stagecoach
David Summers	Highland Council Passenger & School Transport

## 2. Minutes of last CTF meeting 15.11.22

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

## 3. Review of actions from last meeting

### Completed actions.

**CTF(2022)M002/A003** - Robert Gillespie to put Cllr Mackay in touch with David Beaton to discuss the possibility of reinstating the Bus Users Group

The Chair to contact David Beaton and put him in touch with Cllr Willie Mackay. **COMPLETE** – David Beaton confirmed on 2 December that Cllr Mackay had his contact details. Cllr Willie Mackay proposed closing this action.

Cllr Raymond Bremner noted that a route forward would be to put this on the agenda at the Association of Caithness Community Councils quarterly meeting which would bring together officers from the Highland Council, agencies and public bus service providers (Stagecoach, Highland Council & Aaron's of Wick).

Update on the meeting will be provided to the CTF in due course.

**CTF(2022)M003/A001** – Trudy Morris to speak to Dougie Cook at HIAL regarding the café concession. **COMPLETE**

Dougie Cook reported that HIAL are having numerous issues with café concessionaires around the group. In short, they are not attractive propositions to run and this in some cases had left HIAL open to criticism for a poor service. The procurement team were spending a lot of time trying to get the invitation to quote right to give it the best chance of success.

**CTF(2022)M003/A002** – David Swanson to speak to HIAL re. stopover at Wick for Kirkwall to London City flight. **COMPLETE**

This was a commercial service operated by Loganair and HIAL were not aware if they had any plans to add stopovers to the schedule. To add some historical context, there have previously been attempts to operate a stopover service from the Orkney Islands via Wick to other destinations, but these proved unsuccessful as the needs of neither set of communities were being properly met.

**CTF(2022)/M003/A003** – David Swanson to communicate when Eastern Airways online check-in is live. **COMPLETE**

Trudy Morris noted there had been a soft launch but there were still issues with check-in.

David Swanson noted online check-in was now fully launched on WIC-ABZ route but that there were still issues and the problem appeared to be with the interface with Eastern and the ground handlers at Aberdeen Airport.

**CTF(2022)/M003/A004 – Trudy Morris to query with HIAL number of new staff. COMPLETE**

HIAL have 7 new members of staff however 1 is to replace a leaver and another maternity cover, the remaining staff are part time, and this allows resilience to cover the extended opening hours through the week and on a Sunday for the schedule. There is obviously a cost implication which HIAL has borne.

\*\* At this point the Chair invited Helen Inkster from Pentland Ferries to give an update as she needed to leave the meeting at 10:30 – see Pentland Ferries update in 5.5. \*\*

**CTF(2022)M003/A005 – Trudy Morris to liaise with Helen Inkster re. Ferries Department email regarding the MV Pentalina being used to cover the MV Hamnavoe whilst in dry dock. COMPLETE**

Trudy Morris noted there still hadn't been a satisfactory explanation of why the MV Pentalina couldn't be used as a suitable replacement for the MV Hamnavoe whilst in dry dock. Despite the MV Pentalina not being available for the next nine months, she would request an explanation from Transport Scotland. See action CTF(2023)/M001/A001 in 5.5.

**CTF(2022)M003/A006 - Kris Bevan to advise how many cancellations of the Hamnavoe due to bad weather. COMPLETE**

*Kris provided the following update after the last meeting:*

*There have been 67 failures after relief events recorded in our performance monitoring from Contact Year (CY) 1 commencing 5<sup>th</sup> July 2012 through to end of CY1 of the next contract (up to the end of June 2021).*

*A more detailed breakdown of our performance monitoring can be found online at <https://www.northlinkferries.co.uk/news/statistics/>.*

**CTF(2022)M003/A007 – Derek Glasgow to look into the situation with regards to the trolleys. COMPLETE**

Derek provided the update below:

*During the pandemic a large volume of hospitality staff moved onto other roles meaning when we resumed services in April, we had significantly less staff than we had pre-pandemic. We are in progress of a large recruitment plan which will grow staff numbers. Currently we only have one person working on the FNL. The TS Grant Agreement does not require us to offer any coverage on the FNL between Oct and Mar.*

The Chair updated on the letter and response to John MacQuarrie at Scottish Rail Holdings (**Appendix A**) in summary – John MacQuarrie is willing to engage with the CTF to discuss improvements, subject to funding.

Mike Lunan raised that pre-covid service levels had reduced significantly.

Trudy Morris acknowledged service levels were not acceptable but understood the difficulties organisations were facing with staffing and recruitment.

Derek Glasgow noted recruitment was very difficult across all departments and staffing grades at ScotRail.

**ACTION: CTF(2023)M001/A002: Trudy Morris to organise a meeting with John MacQuarrie at Scottish Rail Holdings.**

**CTF(2022)M003/A009 – Marco Bardelli to provide statistics on A9 closures. COMPLETE**

Marco provided the below report:

*Transport Scotland recognise the importance of the A9 as a lifeline for the Caithness and Sutherland community. Transport Scotland understand the reliance on this route in order to access vital services further afield such as healthcare and education as well as the daily community essentials provided locally by business and the service sector. As such, the organisation through its contracted Operating Companies, manage the trunk roads so as to minimise disruption whenever possible and through Contractors manage improvements to the route where feasible.*

*Safety of the public and the workforce is the only reason the A9 and A99 are closed for works, due in the main to restricted widths. Cost or convenience for the contractors are not deemed an acceptable reason for closing a road for maintenance. Planned maintenance works always provide for the passage of emergency service vehicles even when a road closure is required. Planned road closures are well publicised and only permitted at night when traffic volumes are extremely low. Where reasonable alternative diversion routes are not available, the work plan includes “amnesties” during which work stops at pre-publicised times to permit any waiting traffic to safely be escorted through the site to continue their journey.*

*In relation to unplanned incidents recorded by Transport Scotland’s Trunk Road Operating Company and generally attended by Police Scotland that caused the road to be closed, a high level review covering 2017 to 2021 has shown that between Inverness and Thurso/Wick the trunk road was closed for 0.4% of the time. This was on 66 occasions, 180 hours in 5 years due to Road Traffic Collisions (51 times), Fires (6), High Wind (5) and other Police incidents (4).*

*While being on the road affected when these incidents occur can be inconvenient and occasionally concerning in urgent circumstances, local diversions can be available and even when not, the passage of emergency vehicles is generally assured through the normal emergency services led processes.*

Marco added that when there is a fatal RTA Police Scotland will class this as crime scene, which adds extra time to the road reopening process.

When the road is closed for planned works, there are amnesty periods in place to allow passing traffic.

## **Outstanding actions**

**CTF(2022)M003/A008** – Jonathan to speak to Kevin Mackay, the roads officer, and report back on when the Duncansby Head road is going to get some temporary patching done and find out about the road edge as well.

*Cllr Willie Mackay has been in touch with Carole Whittaker. – **OUTSTANDING*** – Cllr Willie Mackay said he would follow up for Carole Whittaker.

**CTF(2022)M003/A010** – *Trudy Morris to organise a meeting with bus network* – Trudy Morris met David Beaton, MD Stagecoach in February. David Beaton outlined difficulties in maintaining some services as they had lost some school contracts. Stagecoach was waiting to see what the outcome of the Dounreay contract was. Offered to do timetables for all providers if Highland Council organised – this had since been agreed. New timetables would be issued in April.

The Chair noted one service which had been impacted – 82 Service Thurso/Wick at 16:35 – it was noted there was a Dounreay bus available at 16:40 at Sir George’s Street.

Trudy had requested a meeting with Aaron’s of Wick, but no response.

David Summers, Highland Council provided an outline of bus services by operator (**Appendix B**).

This action closed off.

**CTF(2022)M003/A011** – Jay Anderson to confirm who is responsible for the bus stop digital displays and find out why they're not up to date. – are all operators' services displayed? **\*MOVED TO CTF(20023)M001/A008**

Originally the bus stop digital displays were controlled by HITRANS.

All the information has been updated with Stagecoach's timetable changes in January and Trudy Morris noted the Thurso one was working. However, it was unclear whether all operators' services were displayed, and Jay Anderson had been asked to confirm.

**CTF(2022)M003/A012** - Frank Roach to find out who is responsible for the real time display on Olrig Street and get it lowered. **\*MOVED TO CTF(20023)M001/A008**

## 4. Matters Arising

- 4.2 The Chair updated on the Focus North partnership and the difficulties of transport infrastructure in the North Highlands – Caithness Chamber of Commerce, one of the partners of Focus North, would be taking forward the transport workstream on the partnership's programme. They needed to look at agile, robust and sustainable transport solutions for Caithness and Sutherland, looking at models for demand responsive solutions and rural connectivity.

## 5. Transport Updates

### 5.1 Wick John O'Groats Airport / HIAL

- 5.1.1 HIAL - A written update was provided (**Appendix C**).
- 5.1.2 Dougie Cook gave an update on the industrial action, with Prospect and Unite accepting the enhanced offer, prompting Loganair to re-instate scheduled services benefitting connectivity from Inverness onwards.
- 5.1.3 Dougie Cook provided an update on the café provision at Wick John O'Groats Airport stating no bids had been received on the invitation to quote, citing it was viewed as an unattractive proposal, quoting uncertainty and potential staffing issues. HIAL properties team estimated that the café would need to make in excess of £70k per year in order to sustain the business. HIAL management had taken the decision not to pursue at this stage (the loss of Kirkwall and Stornoway cafés taken into consideration) but will ensure that with financial stability or increase in passenger numbers this will be reviewed. HIAL are looking at enhanced provision of vending machines and this is open to tender. No passenger complaints regarding the café had been received since the introduction of the current vending machines.
- 5.1.4 Dougie Cook reported a positive increase in passenger traffic, up 17% and noted increased engagement from the RAF in relation to using the airport.
- 5.1.5 Trudy Morris noted disappointment with regards to the café provision and asked if HIAL would consider putting vending machines in the departure area and if consideration could be made for the vending machines to stock local produce. Carole Whittaker noted vegan dietary requirements should be considered. David Swanson added that Highland Council/ Eastern Airways were working with a local bakery to introduce a packet of biscuits for each passenger on the flights.

- 5.1.6 David Swanson provided a written update on the PSO (**Appendix D**) and noted in addition to the written update, an additional 267 bookings were confirmed in March which showed a positive increase on January / February figures, noting substantial forward bookings.
- 5.1.7 David Swanson reported scheduling changes would be in place from 16 April. Work was ongoing mapping Aberdeen routes and forward schedule with regards to onward connectivity through spring and summer to the end of August. Core domestic connectivity retained: Manchester, Newcastle, Birmingham, with daily Amsterdam connection (10:40 flight) and leisure connections – Malaga, Alicante, Palma, Rhodes connecting (10:40 flight). Norway connections were also available.
- 5.1.8 David Swanson reported on measures taken to protect the entry level pricing ticket of £49.99 which would be available on every service each day, including a free hold baggage.
- 5.1.9 David Swanson reported on survey work undertaken by Eastern Airways desk staff during January and February, results of which had highlighted passengers onward travel from Wick to every continent of the world with the exception of Antarctica.
- 5.1.10 Trudy Morris suggested a press release should be issued to highlight these connections and market the route.
- 5.1.11 David Swanson noted despite the challenges faced in year 1 (post Covid recovery, travel bans, public sector budgetary challenges, inflation, cost of living crisis) essentially the core services introduced in year one were being retained along with the entry level pricing for year 2 of the PSO.

## 5.2 Scrabster Harbour

- 5.2.1 A written update was provided (**Appendix E**). Trudy Morris noted some encouraging figures in the update.
- 5.2.2 Sandy Mackie reported Scrabster Harbour had a good year despite challenges, noting that though arrivals were down, tonnage was up highlighting the versatility of recent investments in the harbour.
- 5.2.3 Sandy Mackie reported that major investments in capital had taken precedence at the harbour in recent years, but it was important for the Trust not to lose sight of existing and maintaining assets. This year £175k had been spent on critical works to the linkspan for resilience of the lifeline ferry, £50k on the fish market and £50k on fendering.
- 5.2.4 Sandy Mackie noted the cruise position was encouraging but presented some challenges with 20 vessels projected this summer with a steep change in the size of vessels. There were 12k – 15k projected cruise passengers, historically seeing 3k in previous years. Increased passenger numbers would carry potential H&S issues (marshalling & signposting). There was also a national bus shortage, and the Trust was working closely with bus operators. Bus availability would mean cruise excursion companies will be looking at half day excursions, meaning potential increase in visitors coming into the Thurso and surrounding area. Sandy Mackie commented, an event held in December to engage local tourism companies and stakeholders with cruise excursion representatives was deemed successful but focus now needed to be on delivering quality experiences in order to attract and retain cruise bookings.
- 5.2.5 Cllr Ron Gunn - commended the Trust and those involved in the successful delivery of the cruise event and expressed hopes that potential will be realised in the coming years. Sandy Mackie noted it was a learning process. The area had a unique set of challenges, venue size, transportation etc. and the event

was good opportunity for local businesses to come together to explore how they can work collaboratively.

### 5.3 Wick Harbour

5.3.1 No written update was provided and no representative was present at the meeting.

### 5.4 Gills Harbour

5.4.1 No written update was provided and no representative was present at the meeting.

### 5.5 Pentland Ferries

5.5.1 Helen Inkster updated the CTF that Pentland Ferries had announced that the MV Pentalina would return to serve the Pentland Firth route for a nine-month period commencing 17 April 2023 while the MV Alfred was on charter to CalMac Ferries. They were looking at timetable changes to ensure service capacity over the summer months and the changes would be issued shortly.

They were presently looking at extending the operating day and offering more services between Gills Bay and St Margaret's Hope.

5.5.2 The Chair gave an update on Road Equivalent Tariff (RET). Following on from correspondence with Transport Scotland (Ref 2022100267440 – dated 21.01.22) an update was requested from Scottish Government Ferries Directorate and a response received that morning (**Appendix F**).

Helen Inkster noted she hoped Pentland Ferries would be involved in the consultation regarding the Islands Connectivity Plan and will feed back to the CTF.

The Chair asked Forum members what action they wished to take following the update. Mike Lunan noted the update from Transport Scotland and in particular the reference to the current Subsidy Control rules not presenting any short-term opportunities to introduce the RET at this point in time and should ask the question why this is the case.

**ACTION: CTF(2023)M001/A001: Trudy Morris to ask Transport Scotland to clarify the Subsidy Control rules restrictions as per their update on 22 March 2023 and to request an explanation on the MV Pentalina's unsuitability as a replacement vessel for the MV Hamnavoe whilst in dry dock.**

5.5.3 Cllr Willie Mackay congratulated Pentland Ferries on the agreement to operate and deliver services with the MV Alfred for CalMac Ferries. It was a great boost for the North of Scotland.

### 5.6 Serco NorthLink

5.6.1 Kris Bevan provided an operational report noting the successful Hamnavoe dry docking between 16 – 22 January with the ferry back in service on 23 January. He noted one technical failure on the morning of 26 February but the vessel was back in service after repair in the afternoon for sailings.

5.6.2 Kris Bevan reported that the peak timetabling schedule would run from 1 May – September.

5.6.3 Kris Bevan provided an update on volumes:

- 2022 carried 159,840 passengers, increase on 48% on previous year (2021 impacted by COVID, against pre covid figures 2019, volume down 1%)
- Non-commercial vehicles - 2022 carried 57,254 shipped, compared to 42,318, up 35% on previous year (2021 impacted by COVID, against pre covid figures 2019, volume up 5%)
- Freight volume- 65,286 laden meters, 59,8347 in 2021, up 9% on previous year (2021 impacted by COVID, against pre covid figures 2019, volume up 6%)

- 5.6.4 Kris Bevan noted volumes for 2023 were positive - Jan / Feb 22 vs 23 and volumes up across the board. NorthLink were looking forward to a busy 2023. At the end of February, 30,000 reservations had been confirmed in the booking system for 2023 compared to just under 22,000 the same time last year, showing booking was up by a third and online booking up 50%.
- 5.6.5 Kris Bevan highlighted recruitment as a key issue facing the organisation both ship and shoreside. This echoed the issues as noted previously and being experienced across industry sectors. An action taken by NorthLink in 2022 to address recruitment issues had resulted in recruitment for customer service roles in Scrabster to assist the customer service centre.
- 5.6.6 Trudy Morris noted that it was encouraging to hear positive trends in relation to bookings and volumes and see recovery on figures.
- 5.6.7 Cllr Raymond Bremner highlighted reassurance of the return of confidence for travelling and hoped it would continue into the future. The Council was aware of the increase in tourism traffic linked to onward travel to Orkney through Caithness.

## 5.7 ScotRail

- 5.7.1 A written update was provided (**Appendix G**).
- 5.7.2 Derek Glasgow noted an improving picture on rail, despite cold weather causing infrastructure issues, including points failure at Georgemas Junction and engine failures.
- 5.7.3 Derek Glasgow reported Network Rail improvements to the Far North Line with a pre-application submitted to Highland Council for the Delmore Loop, this would be followed by a consultation period.

**ACTION: CTF(2023)M001/A003: Trudy Morris to contact Alex Hynds (ScotRail) to ask is funding is still in place for the Delmore Loop.**

- 5.7.4 Derek Glasgow reported the roll out of final request stops would be commissioned over the coming months. Fast tokens in place on Wick and Kyle lines was going well.
- 5.7.5 Derek Glasgow also echoed recruitment issues across Scotrail.
- 5.7.6 Derek Glasgow reported an uptick in passenger numbers across the network including the Far North Line.

Trudy Morris noted it was positive to hear of an uptick in passenger numbers despite issues.

- 5.7.8 Mike Lunan commented, in relation to the Network Rail figures - 532 failures on the Far North line vs 192 on the Kyle Line - was there a reason for this increased difference i.e. the physical nature of the line, weather or age of the line?

Derek Glasgow commented the Wick line was an older line with older infrastructure but he would have to go back to Network Rail to ask if there was a generic difference between the two lines.

**ACTION: CTF(2023)M001/A004: Derek Glasgow to find out if there was a generic difference in the Far North Line and Kyle Line.**



## 5.8 Highland Council Roads

- 5.8.1 Jonathan Gunn reported the Highland Council was completing its capital spend for 2022 / 23 and as result of an underspend in other areas, Caithness was benefitting from an extra £300,000 to the end of March and was greatly needed. There was currently a back log of tourism signage, bridge repairs and drainage works to complete, but the increased pressure on road repairs would delay these works.

**ACTION: CTF(2023)M001/A005: Jonathan Gunn to send updated roads report list to the Chair. COMPLETE see (Appendix H) Caithness Capital Works 2023-24**

*In addition – Appendix H was the list submitted to the Caithness Committee in January. The red line was the base line budget, with the additional funding, the line would now be further down the list. Since the committee meeting in January, a number of roads had deteriorated with the winter weather in February and March, as a result several new schemes had been identified as top priorities that were not even on the list and some have moved up the list. Once the new list is approved by the Caithness Committee it will give a better representation of the works to be carried out this new financial year.*

**ACTION: CTF(2023)M001/A006: Jonathan Gunn to send updated roads report list to the Chair once approved by the Caithness Committee.**

- 5.8.2 **Cllr Raymond Bremner shared presentation (Appendix I)**
- 5.8.3 Cllr Raymond Bremner acknowledged the awful deterioration of the roads in Caithness and across other areas of the Highlands and stressed the importance of learning from past mistakes in order to move forward.
- 5.8.4 **Cllr Raymond Bremner presented document Roads Revenue & Capital Summary 2017/18 to 2020/21**, highlighting knock on effects of underspend in the budget, the document showed considerable underspend on surface dressings across a four year period (with over £4.5 million across Highland Council region, with Caithness accounting for £1.038 million and Sutherland £1.063 million of this total). Each area within Highland Council is responsible for its own spend. This represented a double hit with budget underspend and subsequent knock-on effects on roads infrastructure. There were various reasons for underspend and the inability to spend the allocated budget and this was not the fault of officers.
- 5.8.5 **Cllr Raymond Bremner presented document Highland Council & Caithness Roads Expenditure Estimates 2023/24:**
- **Slide 3 Highland Council – Roads’ Budgeted Expenditure 2016- 2024** (figured not verified by officers) the graph highlighted a time period between 2019 -2021 where investment was not where it could have or should have been. The projected current year showed a substantial increase in funding to address the problem. The budget graph showed an increase of £2 million from 22/23 to 23/24

Mike Lunan raised the question, was the reasoning for the past underspend an ongoing problem for the Council or would this be resolved going forward, with all the allocated monies being spent?

Cllr Raymond Bremner commented, the Council were now aware that if an allocated spend was given to an area then, over the allocation period, this must be monitored and there should not be an

underspend. Monthly budget reviews would be implemented this year, with a presentation to members in September as agreed in the budget meeting in March and the impact would be reviewed.

Trudy Morris asked what happens with underspend monies – i.e., are they spent elsewhere and does this result in a reduction in future allocations upon review?

Cllr Raymond Bremner – Capital spend was allocated via a formula which was currently under review by the re-design board, (its currently taking into consideration population vs/ mileage of road but would soon also take into consideration the usage of road). Until this was confirmed, this year's allocation would be distributed 40% towards capital and the 60% balance to the areas deemed to need it most.

- **Slide 4 Highland Council** – On 2016/17 figures this showed a budget increase of 178% on capital expenditure, 34% on revenue expenditure, showing a 99% increase on overall spend.
- **Slide 5 Highland Council – Caithness Area Committed – Road's Budgeted Expenditure 2013-2014, 2016-2017, 2019-2020, 2021-2024\* not verified by officers.** This shows the Council was dealing with the impact of a historic problem and shows significant increase in budgeted spend.

Cllr Raymond Bremner presented document Caithness Capital Works 2023/24 -Additions after committed Report. **(Info as Appendix H)** This document showed the programme of works, giving detail of immediate and upcoming priorities and indicative costs. This reporting method was not consistent across the Highland Council, which could lead to inaccurate comparisons between council areas. At the time the committee sat, the additional capital budget had not been allocated, allowing an allocated £0.5 million budget for the repair of 13 works, indicated by a red line on the document. This had not been revisited and was to be agreed by members, but with additional funding allocation given to Caithness, the hope was that this would allow for a substantial increase in the amount of listed repairs (list subject to update)

The challenge would now be understanding how to implement these repairs with the given resources within the budgeted year. This was subject to members agreeing budget allocations.

Trudy Morris asked, if this cannot be completed within the year, was there a guarantee money would be held for allocated repairs?

Cllr Raymond Bremner commented that the Council needed to ensure it had the ability to do what was budgeted and ensure the increase in budget did not result in an increase in underspend.

Jonathan Gunn noted Caithness was fortunate to have a tar plant in the county which allocated a substantial proportion of its production to Bear, Transport Scotland and Highland Council. This put the Council in a good position for overlay work which it was hoped would take place early in the budgeted year.

John Deighan noted there was every sympathy for the logistical problems surrounding this issue, but questions must be asked why the roads had been allowed to get in such a disgraceful state?

Cllr Raymond Bremner could not comment on previous decision makers but moving forward the Council now needed to understand the underspend / lack of spend and make sure it did not repeat this situation. It took time for roads to degrade but if maintenance works, such as surface dressing, were not implemented at the rate required, this would quickly lead to more substantial damage. The Council, over previous years, had not been spending on surface dressing. Historically, the budget could have been

taken from roads to shore up other services or taken from roads to protect areas where budget restrictions were deemed not possible, such as education. This was a legacy problem the Council was working with.

Cllr Willie Mackay commented that all roads had a life expectancy, many of which across the county are reaching the end of repairable lifespan. The Council was working hard to address the situation but was under pressure from unsavoury social media comments.

Trudy Morris commented, this may indicate the Council were not proactive in addressing and communicating the message and situation to the public. The public needed to be made aware to help them understand the actions being taken.

Cllr Raymond Bremner commented that he understood the frustrations, but it was difficult when under the clock to complete works and being busy fighting fires too. This year the Council were up against difficulties with the budget not being agreed in advance, unlike the previous administration. Gaps the Council had, and pressures with inflation, wage increases etc. made this very difficult - a sustained pressure, alongside managing work plans with finite resource and within the timescale.

Sandy Mackie noted the Councillors would make decisions based on information prepared by officials. He asked if there would be an issue with monitoring, reporting, accountability, and challenges in finding and accessing information, not readily available. Good decisions are made on good information, would this be part of Council's redesign? The Council administration was paternalistic in terms of their employees but need to be held to account. The increases noted in the presentation were welcome, but was this enough to address the problems? Was it known what sum of money was required to get the roads into a satisfactory position?

Cllr Raymond Bremner commented, the current budget was not enough to address the legacy of problems the Council were facing. An increased rate of investment was needed, the Council were facing a legacy of recovery over a period of several years. At the end of this year there would be a review to assess the impact of the increased investment.

**ACTION: CTF(2023)M001/A007: Cllr Raymond Bremner to supply information regarding the roads redesign to Trudy Morris.**

Cllr Raymond Bremner commented that, with regards to employees and reports, the Council had improved on and increased reporting requirements. This had improved the level of information. Councillors also needed to be aware and accountable for the information.

Trudy Morris commented that it was encouraging to hear of progress and plans, but again encouraged the Council to promptly issue some press and public communications.

Cllr Raymond Bremner commented this will not happen until agreements are in place (April / May).

## 5.9 BEAR Scotland / Transport Scotland

### 5.9.1 A written update was provided (Appendix J).

5.9.2 Marco Bardelli acknowledged the difficulties the Highland Council were facing with respect to budget and works strategy and raised the question do the Council have a roads asset management plan, managed through Society of Chief Officers of Transport for Scotland (SCOTS)? All road authorities have a

back log of repairs, roads were monitored and surveyed annually, and conditions and deterioration checked and predicted. It was very difficult to predict the deterioration of roads, it was very complex with rapid deterioration at times not apparent. Post winter road checks in the far north had revealed unexpected and significant deterioration on some roads in Caithness and Sutherland, which had meant changes to repairs priorities list.

Marco Bardelli acknowledged the difficulties in communicating information to public with the suggestion of an interactive map format, as used by BEAR Scotland: <https://www.bearscot.com/planned-works/>

Cllr Raymond Bremner noted that, regarding road decisions, a decision had been made to implement the use of HRA (hot rolled asphalt), although more costly, it required less maintenance and had prolonged lifespan.

- 5.9.2 Marco Bardelli reported Transport Scotland was in a belt tightening situation and budgets were reducing in line with Scottish Government reductions.

Q1 table showed resurfacing schemes north of Inverness; 5 in Caithness & Sutherland, these had been brought forward. Gunn's would be taking on these works and Transport Scotland Roads would be working with the Highland Council to ensure sharing of resources and traffic management.

- 5.9.3 Marco Bardelli reported recruitment difficulties affecting BEAR Scotland, professional engineers and designers, employers were competing within a limited market.

- 5.9.4 Cllr Ron Gunn asked for an update on the 20mph hour speed limit zones within the towns and villages and the 40mph buffer zones.

Marco Bardelli advised these were coming into place this year, Highland Council wide, and implemented across the trunk roads, with buffer zones. These would all be implemented on the same date, which was TBC.

- 5.9.5 Cllr Willie Mackay commended Transport Scotland and BEAR Scotland for efforts keeping A9 open during difficult winter conditions.

## 5.10 Highland Council Public Transport

- 5.10.1 Duncan MacRae reported that the Highland Council had recently finished a bus procurement exercise, involving 400 client transport routes, 85 bus service routes, with 7 in Caithness operated by Dunnett's and Aaron's of Wick. They were looking to add more commercial routes on a demand basis, including Staxigoe expected mid-April.

- 5.10.2 Duncan MacRae reported HITRANS was producing a new bus services timetable with distribution expected 2<sup>nd</sup> week May.

- 5.10.3 Duncan MacRae commented on digital display for buses and advised there was no reason why all bus service providers could not be added to digital displays.

Trudy Morris commented that Stagecoach were coordinating this, but there was confusion over how this was managed. Also the display was very high in Olrig Street, Thurso, would this be lowered?

**ACTION: CTF(2023)M001/A008: Duncan MacRae to follow up with transport officers to confirm if all bus services could be added to digital displays and how this would be managed. Also to see if digital display height issue could be resolved.**

Trudy Morris raised an issue regarding new commercial routes and asked how to ensure these services were not overlapping and competing.

Duncan MacRae advised there was intensive research into the area and conversations would be had with the local community, contractors and Councillors before implementation of any new services.

Trudy Morris requested the Caithness Transport Forum be kept informed.

Carole Whittaker raised the question, could this be communicated to and discussed with local community councillors who were well informed on the issues in their area.

Cllr Raymond Bremner advised that all Community Councils were attending the Association of Caithness Councils meeting; the bus operators and public transport providers would be invited to attend, provisional booked for 17 April.

Cllr Willie Mackay commented that he was aware some services were currently running in tandem, showing there were competing services and efforts needed to be made to ensure services were adding benefit, rather than decimating what was already in place.

Trudy Morris commented that a comprehensive timetable of services was needed urgently to help public understand what was available.

Cllr Raymond Bremner commented that it was positive to see local operators back involved with delivery of services, giving variety and options to the services, and hoped to deliver a more diverse and resilient service.

## 5.11 Stagecoach

5.11.1 No representative was present at the meeting. Update given by the Chair under 'Outstanding Actions' on page 4.

## 5.12 HITRANS

5.12.1 No written update was provided and no representative was present at the meeting.

## 6. Press Communications

6.1 None

## 7. Any Other Business

7.1 There was no other business.

## 8. Date of Next Meeting

8.1 Next meeting to take place on **Thursday 22 June 2023** both in person and hybrid.

## 9. Actions ongoing from previous meetings

**CTF(2022)M003/A008** – Jonathan to speak to Kevin Mackay, the roads officer, and report back on when the Duncansby Head road is going to get some temporary patching done and find out about the road edge as well.

*Cllr Willie Mackay has been in touch with Carole Whittaker. Cllr Willie Mackay to follow up for Carole Whittaker.*

## 10. Actions arising from this meeting

**ACTION: CTF(2023)M001/A001:** *Trudy Morris to ask Transport Scotland to clarify the Subsidy Control rules restrictions as per their update on 22 March 2023 and to request an explanation on the MV Pentalina's unsuitability as a replacement vessel for the MV Hamnavoe whilst in dry dock.*

**ACTION: CTF(2023)M001/A002:** *Trudy Morris to organise a meeting with John MacQuarrie at Scottish Rail Holdings.*

**ACTION: CTF(2023)M001/A003:** *Trudy Morris to contact Alex Hynds (ScotRail) to ask is funding is still in place for the Delmore Loop.*

**ACTION: CTF(2023)M001/A004:** *Derek Glasgow to find out if there was a generic difference in the Far North Line and Kyle Line.*

**ACTION: CTF(2023)M001/A005:** *Jonathan Gunn to send updated roads report list to the Chair. COMPLETE see (Appendix H) Caithness Capital Works 2023-24*

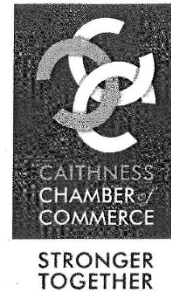
**ACTION: CTF(2023)M001/A006:** *Jonathan Gunn to send updated roads report list to the Chair once approved by the Caithness Committee.*

**ACTION: CTF(2023)M001/A007:** *Cllr Raymond Bremner to supply information regarding the roads re-design to Trudy Morris.*

**ACTION: CTF(2023)M001/A008:** *Duncan MacRae to follow up with transport officers to confirm if all bus services could be added to digital displays and how this would be managed. Also to see if digital display height issue could be resolved.*

**John MacQuarrie**  
**Rail Business Director**

Scottish Rail Holdings  
Glasgow Queen Street Station  
Management Suite  
Dundas Street  
Glasgow  
G1 2AQ



**Date:** 24/02/2023  
**Our ref:** TM/CTF/2023/R-01

Dear John,

I am writing to you today in my capacity as Chair of the Caithness Transport Forum to express our concerns regarding arrangements for catering provisions on the Far North Line. It has been raised both during the Transport Forum meetings and through feedback from local stakeholders and the business community that there is no catering provision on board trains during the winter months.

It is stated in the published Grant Agreement between The Scottish Ministers and Scottish Rail Holdings and ScotRail Trains Limited, June 2022:

*Schedule 1.4 Passenger Facing Obligations Section 14. Catering (extract)*

*" 14.1. SRT shall provide catering facilities that as a minimum provide for sale of hot and cold beverages and snacks on the Applicable Passenger Services between:-*

*(c) Inverness and Wick and Thurso;*

*(c) "Applicable Passenger Services" means:*

*(i) for the purposes of paragraph 14.1(a) Passenger Services departing after 9am and arriving before 7pm; and*

*(ii) for the purposes of paragraph 14.1(b), 14.1(c) and 14.1(d) Passenger Services operating between April or Easter (whichever is the earlier) to end of October, excluding the first and last services of the day."*

The Caithness Transport Forum would like to understand the rationale behind the decision regarding timetabling of catering provision. With the current service obligation only meeting the needs of passengers on the Far North Line for around 6 months of the year; travellers

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**Naver Business Centre, Naver House, Naver Road, Thurso, Caithness KW14 7QA**  
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are faced with long journeys during the cold and often weather-disruptive winter months without access to refreshments or hot water. It would appear this decision has been made in line with the demands of the tourism season and does not take into consideration the needs of those who rely on the service throughout the year. This includes the many people who use the train to access essential health services in Inverness, travelling (up to) an average of 4 hours and 22 minutes each way.

In your position as Rail Business Director, I am sure you will be aware consistent and pertinent service is essential in attracting and retaining customers. As we are collectively encouraged as a nation to reduce our reliance on road vehicles and opt for more low-carbon travel options, such as the train, it is essential customer service in rural areas matches the expectations of those elsewhere in the country.

The North Highland region is home to some of the most remote and rural communities in mainland Scotland, transport is a matter of extreme importance to those of us living and working in the North Highlands. Rail travel is a vital link in the chain supporting our rural economy and if we are to achieve a more productive, cohesive, and fairer Scotland, the needs of rural communities must not be overlooked.

I would like to take this opportunity to urge for a review to be made of the catering provision on the Far North Line and encourage a commitment to providing catering on all services.

I look forward to hearing from you.

Yours sincerely,



Trudy Morris  
**Chair, Caithness Transport Forum**

**Caithness Chamber of Commerce**  
**Naver Business Centre, Naver House, Naver Road, Thurso, Caithness KW14 7QA**  
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Scottish Rail Holdings Limited  
Glasgow Queen Street Station  
Management Suite  
Dundas Street  
Glasgow  
G1 2AQ

13<sup>th</sup> March 2023

Dear Trudy,

**Re: ScotRail Services – Far North Line**

Thank you for your letter regarding the provision of catering on ScotRail services on the Far North Line, I was sorry to hear of your concerns regarding catering provision in the winter months on the Far North Line.

Scottish Rail Holdings are responsible for ensuring that ScotRail deliver the services required by Scottish Ministers. The requirements are set out in a Grant Agreement, which is published on our website. You have correctly pointed out that the Grant Agreement directs that catering is provided on the Far North Line for 7 months of the year between April and October and does not cover the winter months.

In view of your concerns, I will discuss this with ScotRail and Transport Scotland to see if it is possible that we could enhance the service provision. However, for reasons set out in the following paragraphs this will very much depend on value for money and availability of funding. Likewise, I am also happy to discuss with yourselves or other local stakeholders to explore any other possibilities.

To give some background to this, catering on ScotRail services requires additional subsidy. During the winter months the Far North Line patronage drops by 20% and revenue for hospitality dropped by 36% since 2019 making the provision of hospitality in a cost effective very challenging.

ScotRail have found recruitment and retention of staff particularly challenging. However, we have agreed that ScotRail will ramp up their recruitment process to ensure delivery of a consistent hospitality offering across the required services.



We continually review catering services across the whole ScotRail network to ensure the service provided is sustainable, meets the needs of passengers and offers the best value for money for both passengers and taxpayers.

Thank you again for contacting me on this matter and I would be happy to meet (either via Teams or in person) to discuss this or any another aspect of services in the Far North which we would be keen to learn and engage with stakeholders on.

Best regards,

A handwritten signature in black ink, appearing to read 'John MacQuarrie', written in a cursive style.

**John MacQuarrie**  
Rail Business Director

Scottish Rail Holdings Ltd

# Wick John O’Groats Airport

Ceangailte · Connected



Caithness Transport Forum update March 2023.

## *Public Service Obligation (PSO)*

The PSO has suffered relatively few weather disruptions during the winter period so far. Aircraft de-icing facilities provided by Far North Aviation have been in place since November and have used on four occasions.

Passenger numbers continue to be below where we would want them to be, but this is against a backdrop of ongoing customer confidence issues throughout the aviation industry.

Talks are ongoing with partners to identify any improvements or initiatives for the service.

## *Aviation Statistics*

HIAL has not seen a return to pre-pandemic levels of passenger numbers yet, however the trend is still on an upward trajectory.

As per my last update business travel remains far below pre-Covid levels and onward connectivity options from the region are still reduced.

## *Statistics for HIAL:*

February 23 versus February 22: Year to date passenger numbers have increased by 41.2%.

February 23 versus February 20: Year to date passenger numbers are at 81.8% of the level we had pre-pandemic in 2019/20.

## *Statistics for Wick JOG:*

Passenger numbers:

Year to date increase of 237% against 2021/22

Running total of 8381 passengers this financial year (not solely PSO).

Still significantly down on pre-pandemic levels.

## *Aircraft movements:*

Year to date increase of 17% against 2021/22

Aircraft movements continue to see a steady rise as we come into the spring months, and we have again seen RAF flights using the airport over the past few weeks.

Projects update

HIAL continues to invest in the airport and to conduct capital projects.

- The surface water drainage system CCTV surveys are currently being carried out and will be complete by the end of March. The sampling and analysis done by UHI Thurso College, Environmental Research Institute (ERI) to identify any contaminants in the runway water runoff has been completed and we await the final report.
- Our all-electric baggage truck will be delivered within the next two weeks. This is our second all electric vehicle at the airport.
- A new tractor for de-icing and grass cutting activities has been procured from a local supplier.

### *Café Concession*

After much deliberation HIAL has taken the decision not to re-tender the café concession.

It was felt that due to the previous invitation to quote receiving no bids, the current passenger levels and general financial instability in the marketplace the café is not financially viable.

This position will be revisited should the outlook improve.

### *Audits and Safety meetings*

We continue with our safety meetings and Eastern representatives have attended all the Airport Safety Committee and Local Runway Safety Team meetings since the commencement of the PSO. There has been good attendance from all our other stakeholders as well.

We have two CAA audits pencilled in for the upcoming year.

### *Staffing levels*

Training of the new security staff is now complete with final testing taking place at the end of March.

ATC staffing is currently reduced to three with a member of staff having permanently lost their medical and another with a temporary loss of medical.

The two successful ATC candidates have commenced their initial training courses.

The Airport Fire Service carried out firefighter interviews on 9<sup>th</sup> March due to a resignation.

### *Opening hours*

The reduced staffing levels in ATC means the requirement for tactical closures of the airport throughout the day remains in place.

We do not foresee a resolution to this situation for at least 6 months.

Eastern Airways and other stakeholders have been informed of the issues we face and will continue to receive regular updates.

The 24/7 cover for emergency flights remains unchanged.

### *Industrial action*

The statement below was issued by HIAL MD Inglis Lyon on 10<sup>th</sup> March 2023.

Representatives from HIAL met with the three trade unions, PCS, Prospect and Unite yesterday, Thursday 9 March, and made an enhanced pay offer.

This offer was positively received and will allow the unions to consult and ballot their members. The trade unions have agreed to suspend industrial action while the ballot is underway.

Prospect has confirmed that the current strike action by airport fire service and security members has been called off with effect from Monday 13 March.

The new business case presented to Transport Scotland at the beginning of the week was approved and allowed us to make an improved pay offer which was welcomed by the trade unions.

Prospect and Unite have confirmed that they will now ballot their members on acceptance. They have advised that the ballots will run from Monday 13 March to Monday 20 March.

PCS will consult with its members and its National Disputes Committee. As HIAL members are part of the national dispute, PCS has confirmed that the strike action planned for Wednesday 15 March will not be suspended.

PCS has a very small number of Aerodrome Flight Information Officers (AFISOs) and administration/support staff at Barra, Inverness, Kirkwall and Stornoway. Airport Managers have confirmed that these airports will remain open as normal, and we do not anticipate disruption for passengers on 15 March.

We look forward to the outcome of the ballot and are hopeful for a positive result to resolve the current industrial dispute.

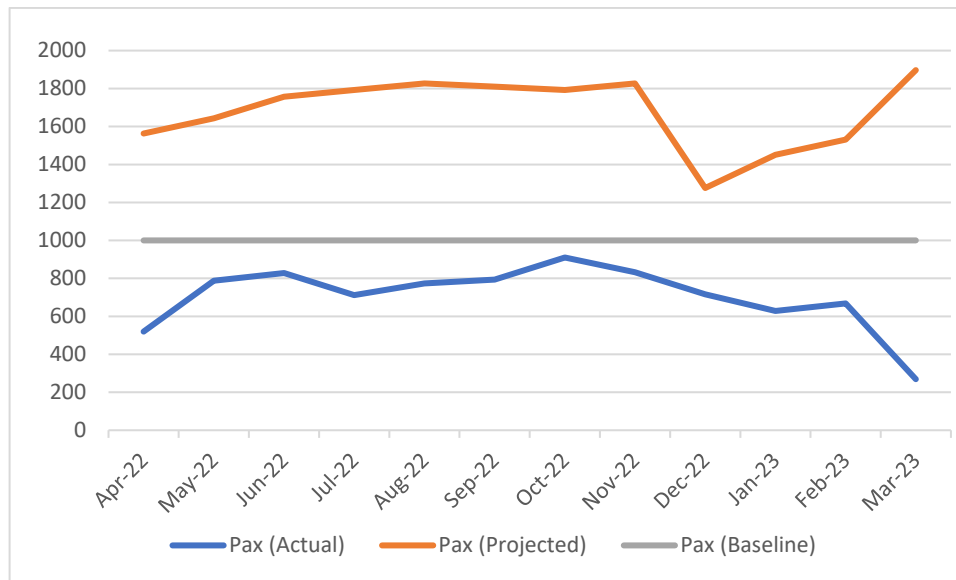
We apologise for the disruption this industrial action has caused and have asked passengers to contact their airline if they have any questions on flights.

I will be back in touch once we have the outcome of the ballot.

# Wick PSO update for Caithness Transport Forum

## Year 1 summary

As of 12 March 2023, the total passengers carried for Year 1 is 8,438. This is significantly below the figure of 20,166 projected in the initial submission for the route for Year 1



Drivers of travel demand have substantially changed across the UK as a result of COVID-19 and changes to working patterns, and while there are some signs of recovery across the aviation market as a whole, the picture for primarily business-driven regional aviation routes remains uncertain. 2023 has already seen one domestic airline (Flybe) and one European scheduled operator (Flyr) file for bankruptcy.

While the Project Officer has had some success in negotiating bespoke fare agreements with local businesses expecting to see significant travel demand over the year, it has been clear both from conversations held and survey work carried out with Caithness Chamber of Commerce that business travel demand is not expected to return to pre-COVID levels in 2023. Survey work carried out recently at the Eastern check-in desk has revealed a higher proportion of business travel in January and February 2023, but it is not clear at this point whether this is merely a seasonal change or indicative of a wider shift in travel patterns.

This survey has also identified a small number of passengers travelling for the purposes of hospital visits. Work will be undertaken in Year 2 to engage with NHS Highland to promote the use of the air service for this purpose and with the hope of negotiating a bespoke fare for those travelling for healthcare reasons.

The primary focus for Year 2 will be on promotion of the service to leisure travellers. This will involve a sustained marketing campaign, continued evaluation and tweaking of pricing and ticket sales models to maximise demand and revenues, and ongoing monitoring of leisure-focused operations out of Aberdeen (with subsequent adjustments to the Wick schedule if required to maximise leisure connectivity).

With regards to performance and reliability, as of the end of Q3 of operations (December 2022), the service has performed well, with averages as follows:

- On-time performance (within 15 minutes) – 84%
- Reliability (services planned vs. operated) – 97%

For context, over the same period the Civil Aviation Authority statistics for reporting UK airports showed an average on-time performance for domestic services from Aberdeen as 56%, and for UK domestic aviation as a whole at just 47%.

## Year 2 schedule change

Following the evidence gathered from the current schedule, and informed by survey work carried out with the business community, the following schedule will be in place from **16 April 2023**

### WEEKDAYS:

ABZ-WIC	0940-1020	1 2 3 4 5 - -
WIC-ABZ	1045-1125	1 2 3 4 5 - -
ABZ-WIC	1740-1820	1 2 3 4 5 - -
WIC-ABZ	1845-1925	1 2 3 4 5 - -

### SUNDAYS:

ABZ-WIC	1440-1520	- - - - - 7
WIC-ABZ	1545-1625	- - - - - 7

This represents a very minimal reduction in overall service – from 24 rotations in Year 1 to 22 in Year 2 – and removes two services which were significantly underperforming and resulting in substantial drain on subsidy requirement.

The updated schedule retains core domestic connectivity, with onward connections to Teesside, Humberside, London, Manchester and Newcastle, as well as to Amsterdam, giving a European hub connection.

Due to extremely low or zero numbers of forward bookings and based on prior evidence of lack of demand around similar holidays, the following services around the April bank holidays have been removed from the schedule prior to 16 April.

Sunday 2 <sup>nd</sup> April	ABZWIC	1820-1900
Monday 3 <sup>rd</sup> April	WICABZ	0755-0840
Tuesday 4 <sup>th</sup> April	WICABZ	0755-0840
Sunday 9 <sup>th</sup> April	ABZWIC	1820-1900
Monday 10 <sup>th</sup> April	WICABZ	0755-0840
Tuesday 11 <sup>th</sup> April	WICABZ	0755-0840

To give some additional connectivity for those with a requirement to travel around these dates, the following services have been added into the schedule prior to 16 April

Monday 3 <sup>rd</sup> April	WICABZ	1925-2005
Monday 10 <sup>th</sup> April	WICABZ	1925-2005

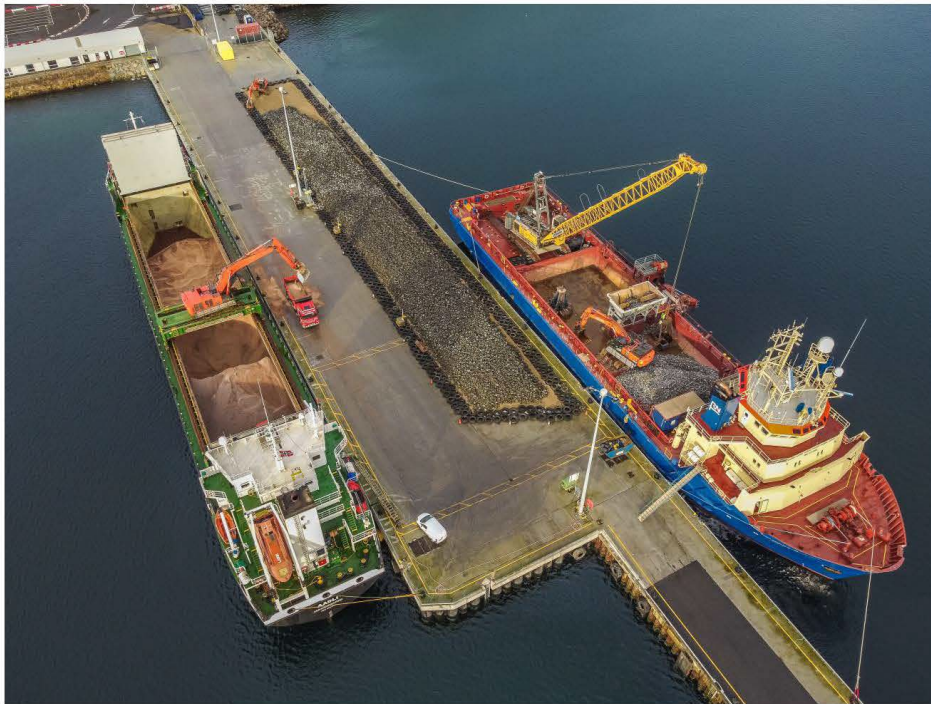
# Appendix E – Scrabster Harbour



CAITHNESS TRANSPORT FORUM 22<sup>nd</sup> March 2023

## SCRABSTER HARBOUR UPDATE

Scrabster Harbour is managed by Scrabster Harbour Trust, established in 1841 and governed by its own legislation. The Trust seeks to serve the local community and all surpluses created are reinvested into the port.



### 1. PORT ACTIVITY

The Trust is fast approaching the end of its financial year. The activity and trading results for the first nine months of 2022-23 have out-performed the approved budget.

The highlights arising from the nine month period to 31<sup>st</sup> December 2022 were as follows.

- Total vessel arrivals 1,590 compared with 1,666 in the same period last year.
- Total vessel tonnage 7.073 tonnes, an increase of 6% on last year.



- Ferry passenger numbers totalled 147,642, an increase of 42% on the 2021 position.
- Fish box landings amounted to 241,750 boxes, a similar level to the previous year.
- General cargo tonnes at 31,159 tonnes is down on the previous year. The cargoes to date comprised timber, road salt and rock armour.
- Faroes fish cargo volumes at 13,153 tonnes is comparable with previous years.
- Fuel deliveries by coastal tanker at 31,754 tonnes is ahead of the previous year's volumes.
- Offshore energy activity amounted to 112 vessels, a large increase on 2021 reflecting more project and campaign activity.
- From October to December 2022 the port was used to store and marshal Norwegian rock armour required to protect the new Shetland to Caithness HVDC Cable connection.
- The second phase of critical maintenance works on the ferry linkspan were completed in January 2023, whilst the Hamnavoe was in dry dock. Both rams/cylinders, which lower and raise the linkspan platform, have now been replaced.



## **2. LOOKING AHEAD & OTHER MATTERS**

- Cruise vessel numbers, for the 2023 season, are looking encouraging. A potential 19 vessels are booked to call between 14<sup>th</sup> May and 18<sup>th</sup> September. The passenger numbers may be in excess of 12,000.
- The Trust continues in dialogue with both the Pentland Floating Offshore Wind Project and the West of Orkney Wind project.
- The publication of the new Target Operating Model by UK Government has been delayed. The new model is expected to clarify the arrangement for post Brexit import controls, in particular the position of SPS goods and whether border control post will be required.

**8<sup>TH</sup> March 2023**

## Appendix F

### **Caithness Transport Forum - Road Equivalent Tariff (RET) Northern Isles Ferry Service**

#### **Update for Caithness Transport Forum – 22 March 2023**

##### **Fares**

It has not yet been possible to introduce Road Equivalent Tariff (RET) on Pentland Firth ferry services where there is the presence of a commercial ferry service. 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.

However the Scottish Government remains committed to lower fares on Northern Isles ferry services and recently announced that fares on the Northern Isles ferry networks have been frozen for six months until October 2023. This further fares freeze was on top of the three month freeze which had already been introduced for the first three months of 2023.

The Scottish Government believes that the fares freeze is the right thing for our island communities and it is hoped that by not increasing fares by CPI it will go some way to encouraging tourism this Summer as island businesses continue to recover from the pandemic. Fares beyond October are being actively considered and decisions will be taken as soon as possible to allow bookings to be made over the winter.

The Scottish Government also remains acutely aware of the particular challenges faced by our island communities and the businesses they depend upon, where the ongoing cost of living impacts are arguably more challenging than in any other part of the country. In addition to freezing fares on Northern Isles routes, the Scottish Government is fully funding local authorities to operate inter-island ferries and keep fares low.

Long term ferry fares policy is being reviewed as part of the Islands Connectivity Plan alongside our wider Fair Fares Review, and will consider issues raised by stakeholders such as dynamic pricing and demand management. Any new measures considered would need to take account of the needs of islanders and will be subject to stakeholder engagement and consultation before any decisions are taken on future ferry fares policy.

Paul.

##### **Paul Flynn**

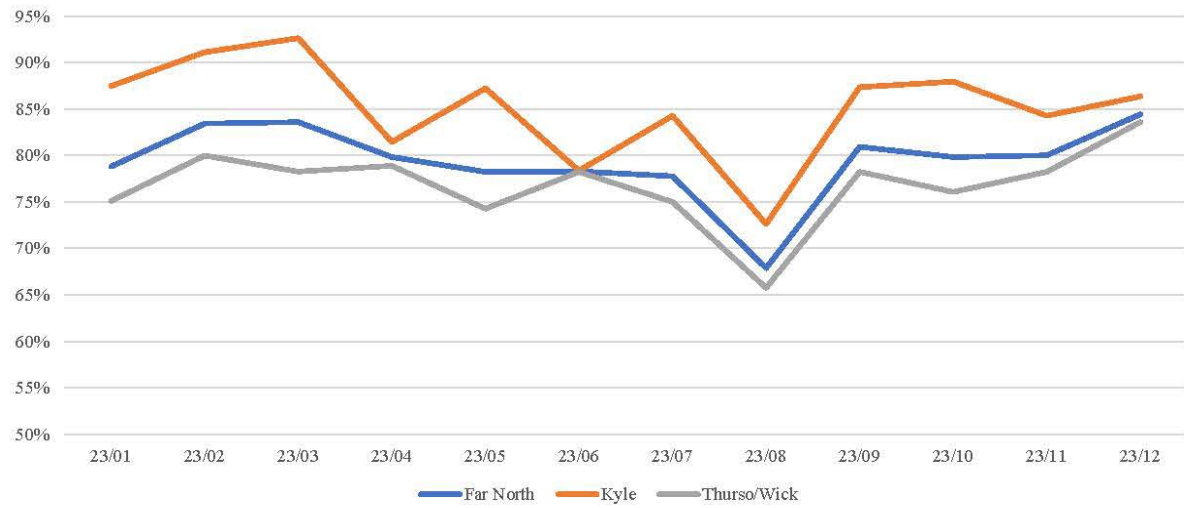
Ferries Policy Manager | Ferries Directorate | Transport Scotland

Contactable on MS Teams / Email [paul.flynn@transport.gov.scot](mailto:paul.flynn@transport.gov.scot) or T: 07824 474 248

# Far North Performance 2223

Thurso Wick & Kyle lines

PPM



Kyle Line							
Period	Booked	Passed PPM		Full Cancellations		Part Cancellations	
23/01	216	189	88%	0	0%	0	0%
23/02	180	164	91%	0	0%	0	0%
23/03	95	88	93%	0	0%	0	0%
23/04	194	158	81%	0	0%	0	0%
23/05	180	157	87%	2	1%	0	0%
23/06	208	163	78%	2	1%	2	1%
23/07	178	150	84%	0	0%	0	0%
23/08	179	130	73%	4	2%	0	0%
23/09	190	166	87%	5	3%	0	0%
23/10	108	95	88%	2	2%	0	0%
23/11	197	166	84%	7	4%	1	1%
23/12	110	95	86%	6	5%	2	2%
<b>Total</b>	<b>2035</b>	<b>1721</b>	<b>85%</b>	<b>28</b>	<b>1%</b>	<b>5</b>	<b>0%</b>

Thurso Wick Line							
Period	Booked	Passed PPM		Full Cancellations		Part Cancellations	
23/01	506	380	75%	15	3%	3	1%
23/02	400	320	80%	12	3%	7	2%
23/03	161	126	78%	1	1%	2	1%
23/04	322	254	79%	4	1%	3	1%
23/05	408	303	74%	12	3%	7	2%
23/06	469	367	78%	19	4%	3	1%
23/07	416	312	75%	16	4%	6	1%
23/08	406	267	66%	35	9%	5	1%
23/09	455	356	78%	21	5%	5	1%
23/10	234	178	76%	11	5%	6	3%
23/11	469	367	78%	29	6%	10	2%
23/12	256	214	84%	18	7%	2	1%
<b>Total</b>	<b>4502</b>	<b>3444</b>	<b>76%</b>	<b>193</b>	<b>4%</b>	<b>59</b>	<b>1%</b>

## Kyle Line Performance

PPM failures Kyle Line				
Rsp Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC	Grand Total
23/01	18	7	0	26
23/02	9	6	0	14
23/03	4	2	0	7
23/04	20	10	0	30
23/05	12	9	0	20
23/06	28	11	0	40
23/07	16	11	0	28
23/08	20	28	0	48
23/09	14	9	0	23
23/10	8	5	0	13
23/11	21	10	0	31
23/12	12	3	0	15

PPM failures Kyle Line %			
Rsp Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
23/01	71%	29%	0%
23/02	61%	39%	0%
23/03	65%	35%	0%
23/04	68%	32%	0%
23/05	58%	42%	0%
23/06	71%	29%	0%
23/07	59%	39%	2%
23/08	41%	59%	0%
23/09	59%	41%	0%
23/10	60%	40%	0%
23/11	69%	31%	0%
23/12	81%	19%	0%

PPM Failures spit by directorate for Kyle Line													
Responsible Directorate	23/01	23/02	23/03	23/04	23/05	23/06	23/07	23/08	23/09	23/10	23/11	23/12	Total
ADHESION	0	0	0	0	0	0	2	22	1	0	0	1	25
CUST EXP	1	0	0	1	0	3	1	1	0	1	0	0	8
EXTERNAL	0	2	0	1	0	0	1	0	0	1	0	0	5
FLEET	5	2	1	6	8	7	4	5	7	3	2	2	53
NETWORK RAIL	18	9	4	20	12	28	16	20	14	8	21	12	182
OPS	1	0	0	0	0	1	0	0	0	0	0	0	2
TRAINCREW	1	1	1	0	1	1	3	0	1	1	7	0	18

## Thurso/Wick Line Performance

PPM Failures Thurso/Wick Line				
Rsp Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC	Grand Total
23/01	63	44	1	107
23/02	46	19	0	65
23/03	8	19	0	27
23/04	32	22	0	54
23/05	52	36	0	88
23/06	57	28	1	85
23/07	59	34	0	93
23/08	51	69	0	120
23/09	53	31	0	84
23/10	30	20	0	50
23/11	50	44	0	94
23/12	31	8	0	39

PPM Failures Thurso/Wick Line %			
Rsp Period	NETWORK RAIL	SCOTRAIL	TOC ON TOC
23/01	59%	41%	0%
23/02	71%	29%	0%
23/03	30%	70%	0%
23/04	59%	41%	0%
23/05	59%	41%	0%
23/06	66%	33%	1%
23/07	63%	37%	0%
23/08	42%	58%	0%
23/09	63%	37%	0%
23/10	60%	40%	0%
23/11	53%	47%	0%
23/12	79%	21%	0%

PPM Failures spit by directorate for Thurso/Wick Line													
Responsible Directorate	23/01	23/02	23/03	23/04	23/05	23/06	23/07	23/08	23/09	23/10	23/11	23/12	Total
ADHESION	0	0	0	0	0	0	7	39	5	0	0	1	51
CUST EXP	1	2	2	1	8	2	3	0	0	1	1	0	22
EXTERNAL	1	3	2	2	1	2	0	5	3	0	6	0	25
FLEET	35	9	8	16	14	13	14	25	16	15	24	5	193
NETWORK RAIL	63	46	8	32	52	57	59	51	53	30	50	31	532
OPS	0	0	3	0	0	6	0	0	0	0	0	1	9
TRAINCREW	7	5	5	4	13	5	10	2	7	4	13	2	77

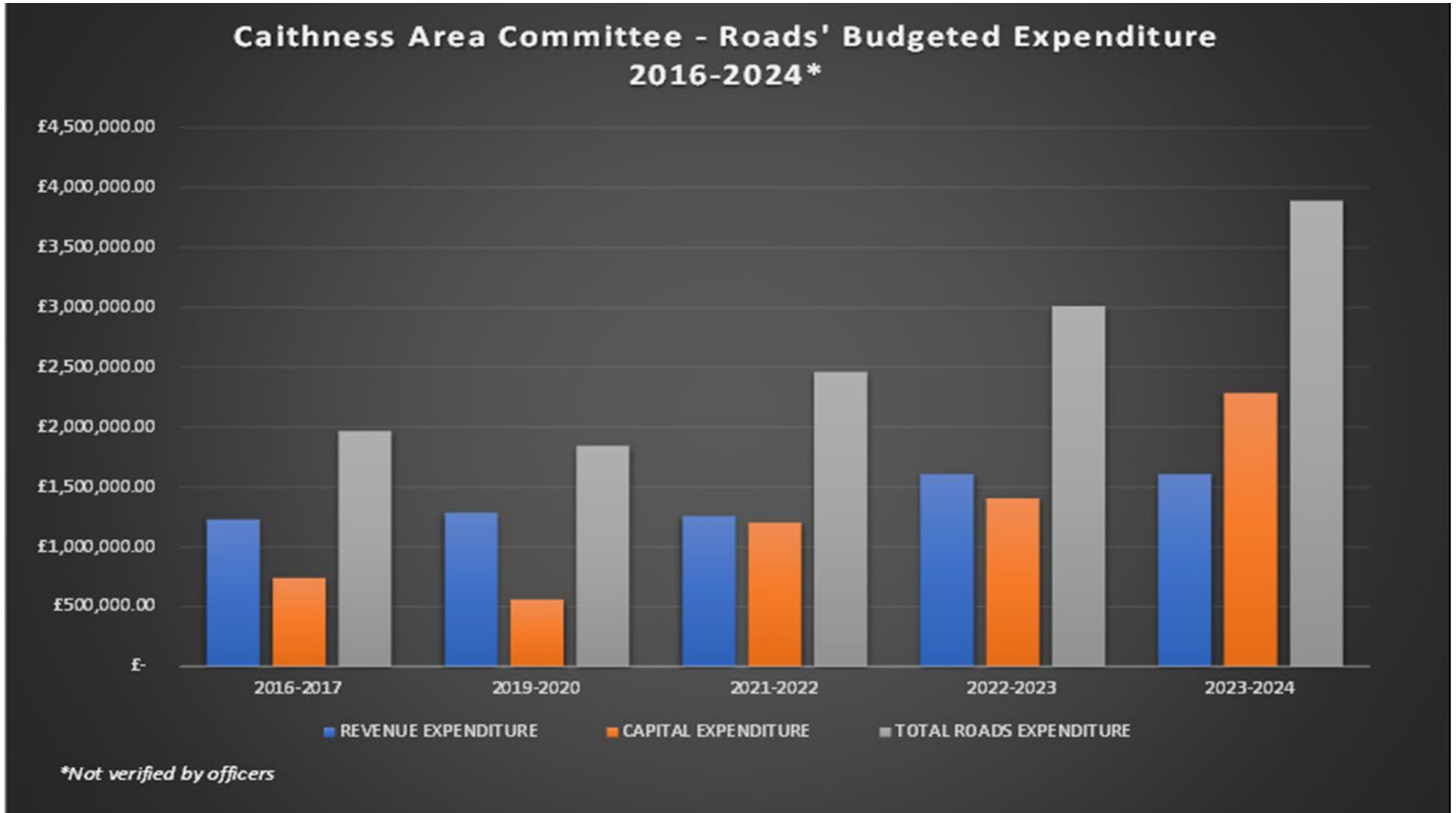


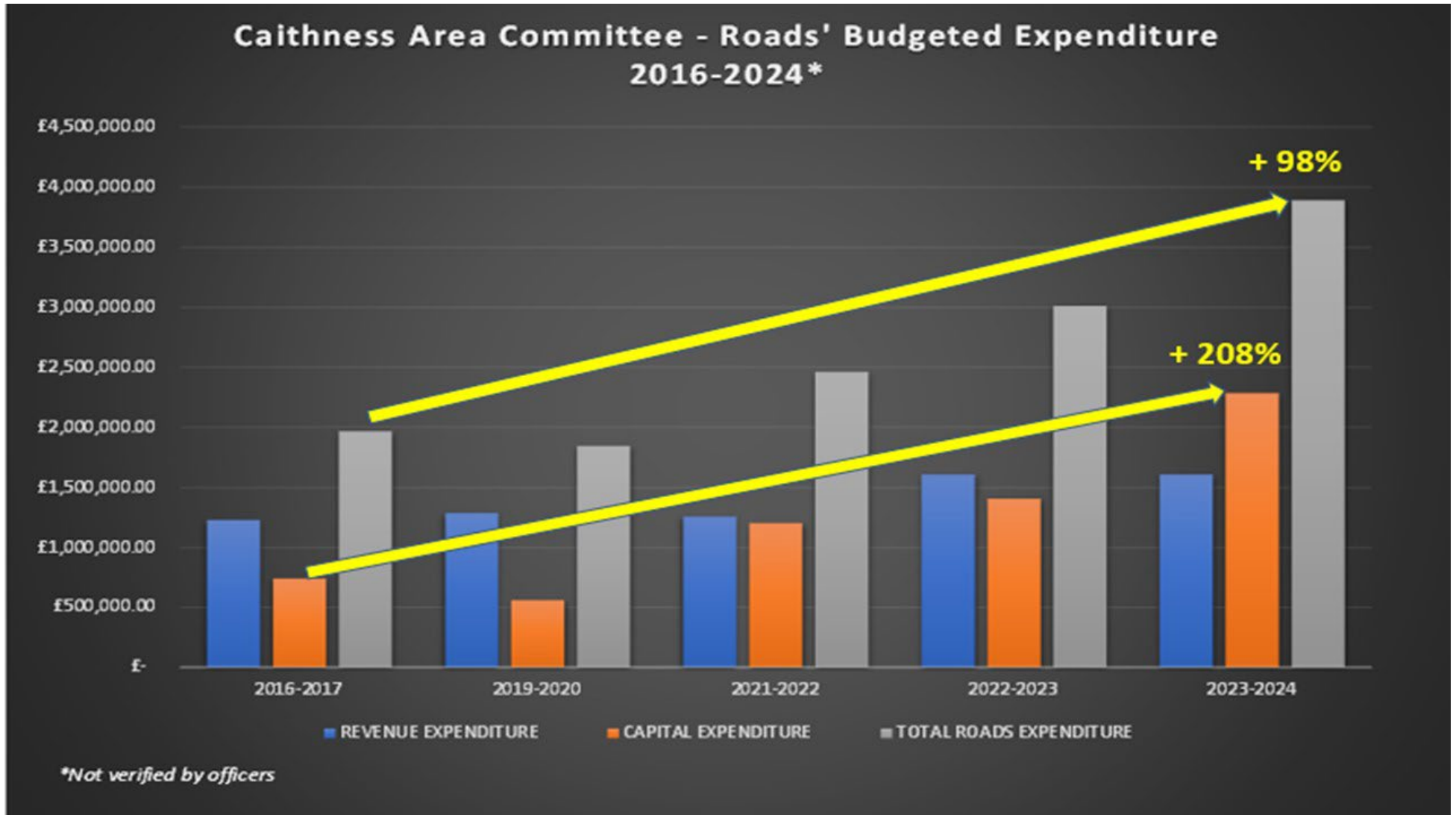
# Appendix H – Highland Council Roads

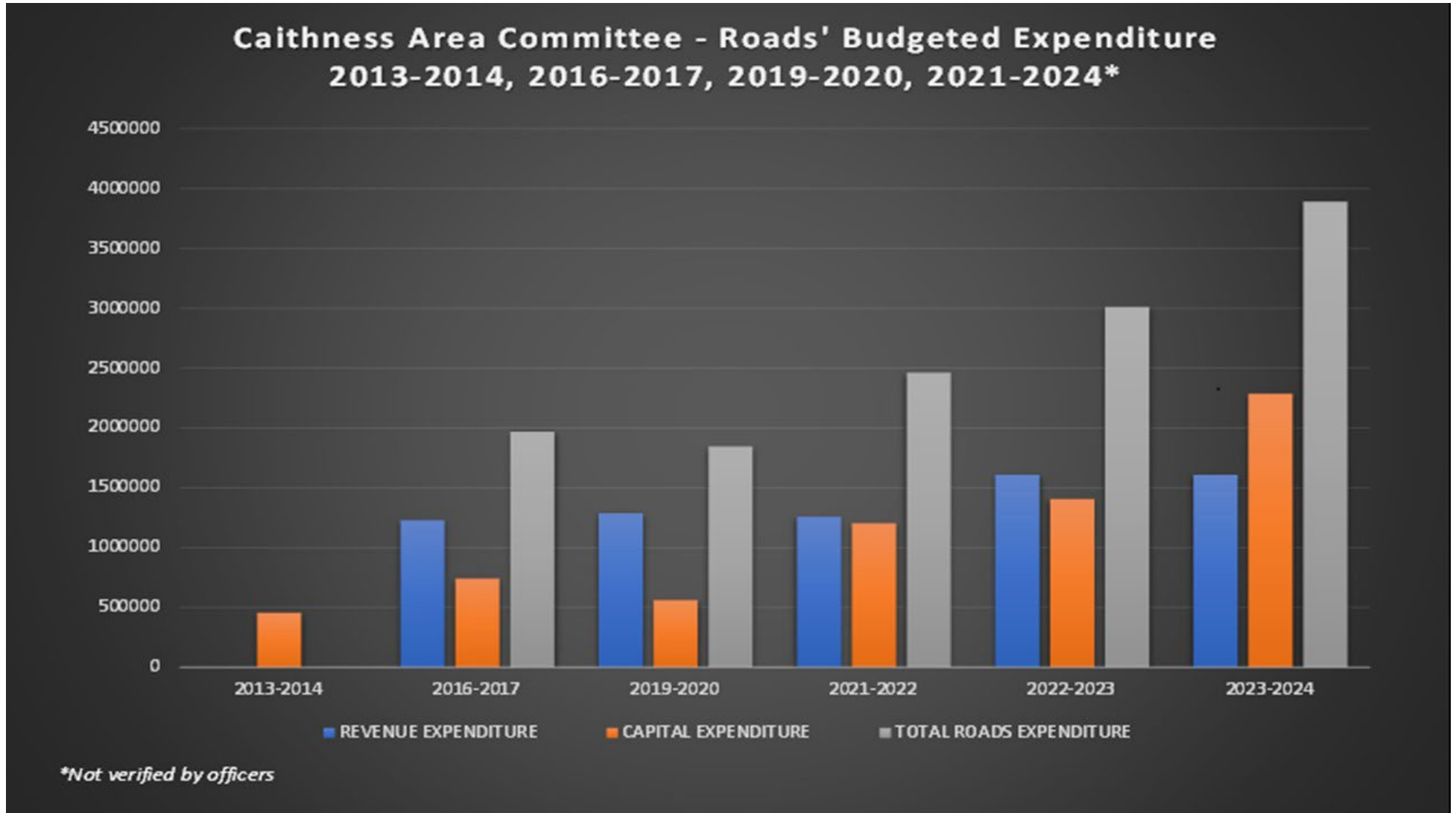
2023/24 Priority	Activity	Route	Road Name	General Description	Average Road Width (m)	Scheme Length (m)	Total Area (m <sup>2</sup> )	cost per (m <sup>2</sup> )	Estimated Cost to Lay
1	Inlay	U4135	Riverside Road, Thurso	Replicas down to the Harbour	6	300	1800	20	£36,000.00
2	Overlay	U1241	Newton Row	various sections	3	1215	3645	17	£61,965.00
3	Inlay	U2893	Instack Road	Whole Road	3	940	2820	20	£56,400.00
4	Inlay	U1759	Bowertower	various long sections	3	1920	5760	20	£115,200.00
5	Inlay	B874	Poolhoy to Watten Mains	Lynegar	3	500	1500	20	£30,000.00
6	Inlay	U1093	Burrigill Loop	West side	3	460	1380	20	£27,600.00
7	Inlay	A99	Wick to John O'Groats	Industrial Estate to Westerseat	1.2	850	1020	20	£20,400.00
8	Overlay	C1033	Everley to Crockster Toll	7.5 ton weight near Canisbay	3	400	1200	17	£20,400.00
9	Overlay	B876	Reiss to Castletown	Lower Thura to Seater Tip	6	500	3000	17	£51,000.00
10	Overlay	C1037	Hastigrow to Gills	Hastigrow to Stanstill farm	3	1400	4200	17	£71,400.00
11	Overlay	C1033	Everley to Crockster Toll	Instack Brae	3	608	1824	17	£31,008.00
12	Overlay	U1308	Catertober Road (Watten Mains)	North end	3	650	1950	17	£33,150.00
13	Overlay	C1033	Everley to Crockster Toll	Greenland jct north	3	500	1500	17	£25,500.00
14	Overlay	U1823	Westerdale to Lochmore	Westerdale to Strathmore Lodge	3	2000	6000	17	£102,000.00
15	Overlay	A99	Wick to John O'Groats	Auckengill brae	6	1250	7500	17	£127,500.00
16	Inlay	A99	Wick to John O'Groats	Stemster Road to John O'Groats Guest House	1.2	300	360	20	£7,200.00
17	Inlay	A882	Wick to Georgemas	30 signs at Wick	6	30	180	20	£3,600.00
18	Inlay	A882	Wick to Georgemas	Milton to the 30 signs at Wick	1.2	250	300	20	£6,000.00
19	Inlay	A99	Wick to John O'Groats	High Street / Bridge Street	7	50	350	20	£7,000.00
20	Overlay	B870	Glengolly - Plocan	Water treatment works to Plocan jct	3	700	2100	17	£35,700.00
21	Overlay	U1917	Brawlin to Shurrery	at Brawlin Farm	3	1500	4500	17	£76,500.00
22	Overlay	U1874	Gerston Farm	Whole Road	3	480	1440	17	£24,480.00
23	Inlay	B874	Lochshell Watten Mains	Watten Mains to Knapperfield	3	1600	4800	20	£96,000.00
24	Overlay	U1913	Plocan - Brawlin - Dorrery	Loch Calder	3	1200	3600	17	£61,200.00
25	Overlay	C1006	Wester Bridge to Greenland	Reaster farm to Lyth Crossroads	3	1000	3000	17	£51,000.00
26	Inlay	U4086	Mill Road, Thurso	Section	6	200	1200	20	£24,000.00
27	Overlay	U1868	Hoy Pumping Station Road	most of the Road	3	1140	3420	17	£58,140.00
28	Overlay	U2813	Bower cemetery	whole Road	3	600	1800	17	£30,600.00
29	Overlay	U1913	Plocan - Brawlin - Dorrery	Plocan Junction	3	1140	3420	17	£58,140.00
30	Overlay	U1913	Plocan - Brawlin - Dorrery	various sections	3	1060	3180	17	£54,060.00
31	Overlay	U1731	Lochside to Hunster	above Granton Mains	3	377	1131	17	£19,227.00
32	Overlay	U1727	Reaster to Bowermadden	Murza and Hunster	3	270	3600	17	£54,000.00
33	Overlay	C1021	Balnabruich Braemore	A couple of sections on the Road	3	1767	5301	17	£90,117.00
34	Overlay	B870	Plocan to Glengolly	Frameside	3	1100	3300	17	£56,100.00
35	Overlay	B874	Watten Mains to Lochshell	Lower Gillock to Lochshell	4.5	1100	4950	17	£84,150.00
36	surface dress	U5302	Baikie Place, Thrumster	Whole Road	6	60	360	5	£1,800.00
37	surface dress	C1037	Hastigrow to Upper Gills	Upper Gills	3	600	1800	5	£9,000.00
38	surface dress	U1517	Strouper Road, Nybster	Whole Road	3	1110	3330	5	£16,650.00
39	surface dress	U1692	Hill of Dunnet	Section	3	500	1500	5	£7,500.00
40	surface dress	U1324	Mowat Place Papigoe	Whole Road	6	100	600	5	£3,000.00
41	surface dress	U3787	Hen Street / Langley park	Whole Road	4.5	180	810	5	£4,050.00
42	surface dress	U5460	Falconer Waters Court, Thurso	Whole Road	6	260	1560	5	£7,800.00
43	surface dress	U1941	Shebster to Shurrery	Broubster	3	2300	6900	5	£34,500.00
44	surface dress	U1927	Brawlin to Shurrery	Broubster Junction	3	1330	3990	5	£19,950.00
45	Inlay	U3551	Hill Avenue	jct with A99	7	40	280	20	£5,600.00
46	Inlay	U3523	Glamis Road	various sections	7	130	910	20	£18,200.00
47	Inlay	C1073	Northcote st	various	6	300	1800	20	£36,000.00
48	Inlay	U3662	West Banks Terrace	Patch	6	30	180	20	£3,600.00
49	Overlay	B874	Georgemas to Watten Mains	Gillock houses	5	200	1000	17	£17,000.00
50	Overlay	C1048	Castletown to Durran	Olrig bends	3	400	1200	17	£20,400.00
51	Overlay	U2188	Weydale	Weydale Houses	3	350	1050	17	£17,850.00
52	Overlay	B870	Watten Mains to Lochshell	Winless to Sibster	3	500	1500	17	£25,500.00
53	Inlay	U1841	George st Halkirk	bottom section	5.5	220	1210	20	£24,200.00
54	Overlay	U1862	Braal Castle Road Halkirk	sections at either end	3	500	1500	17	£25,500.00
55	Overlay	B874	Glengolly to Halkirk	Geise to Buckies	1.2	400	480	17	£8,160.00
56	Overlay	A836	Thurso to John O'Groats	Murkle Edges	1.2	1000	1200	17	£20,400.00
57	Inlay	U1360	Reiss to Sibster	Near playing field	5	100	500	20	£10,000.00
58	Overlay	U1360	Reiss to Sibster	at Harland Farm	3	220	660	17	£11,220.00
59	Inlay	U3632	River Street	Roundabout to flower shop	7.5	280	2100	20	£42,000.00
60	Overlay	B870	Glengolly to Plocan	Calder	3	440	1320	17	£22,440.00
61	Overlay	U1063	Latheronwheel Houstry	Whole Road	3	3400	10,200	17	£173,400.00
62	Surface Dress	U1656	Hill of Rattar	below farm to Scarfskerry Junction	3	870	2610	5	£13,050.00
63	Inlay	U3517	Dunnett Avenue, Wick	Section	6	200	1200	20	£24,000.00
64	Inlay	U1344	Airport Road	at Roads depot entrance	3	100	300	20	£6,000.00
65	Inlay	U2485	Wick airport industrial estate	main spur	6.5	200	1300	20	£26,000.00
66	Overlay	C1029	Occumster to Watten	West Clyth Farm	3	750	2250	17	£38,250.00
67	Overlay	U1727	Reaster to Bowermadden	Auchorn to Murza (2 sections)	3	180	540	17	£9,180.00
68	surface dress	U1913	Plocan - Brawlin - Dorrery	remaining sections not previously overlaid	3	1800	5400	5	£27,000.00
69	Overlay	U2884	Olrig mains	bends at cemetery upto farm	3	560	1680	17	£28,560.00
70	Overlay	U2884	Olrig mains	Junction to cemetery then from farm up through the trees	3	1010	3030	17	£51,510.00
71	Overlay	C1069	Poolhoy to Wester	South of Hoy farm	3	860	2580	17	£43,860.00
72	Overlay	u1256	Achairn	various sections	3	940	2820	17	£47,940.00
73	Overlay	u1304	Faulds	Various short sections	3	560	1680	17	£28,560.00
74	Overlay	U1820	Banniskirk Road	various sections	3	340	1020	17	£17,340.00
75	Overlay	U2631	Braehour Road	Section	3	200	600	17	£10,200.00
76	Overlay	U1899	Tongside Road	various sections	3	400	1200	17	£20,400.00
77	Overlay	U1082	Upper Latheron Road	Section	3	400	1200	17	£20,400.00
78	Overlay	u2134	Ascrabster Road, Thurso	Section	3	70	210	17	£3,570.00
79	Overlay	U1222	Loch Sarclat	various sections	3	444	1332	17	£22,644.00
80	Overlay	U1182	Gordons Road, Clyth	Whole Road	3	370	1110	17	£18,870.00
81	Overlay	U2416	Northfield, Hempriggs	Section	3	600	1800	17	£30,600.00
82	Overlay	U2460	Newfield farm Road	also needs ditch infilled to hold the Road	3	210	630	17	£10,710.00
83	Overlay	U1376	Killmster Westerloch Road	various sections	3	206	618	17	£10,506.00
84	Overlay	U1477	Coolhill Road	various sections	3	470	1410	17	£23,970.00
85	surface dress	U1597	Stemster seater Road	most of the Road	3	1740	5220	5	£26,100.00
86	surface dress	U1601	JOG Mill to Stemster	Section	3	1330	3990	5	£19,950.00
87	Overlay	U4729	Sandside Road	Section	3	230	690	17	£11,730.00

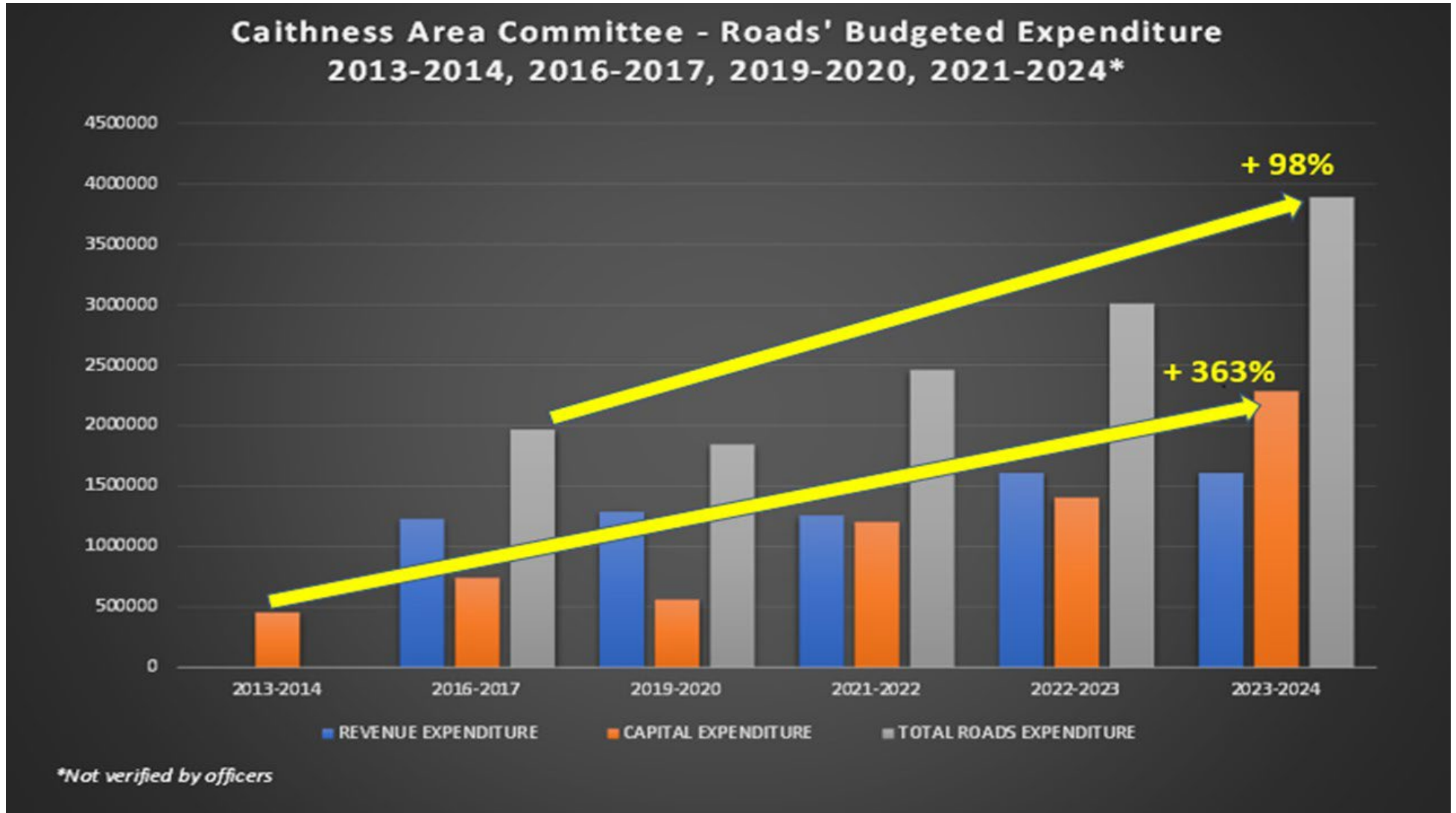
2023/24 Priority	Activity	Route	Road Name	General Description	Average Road Width (m)	Scheme Length (m)	Total Area (m <sup>2</sup> )	cost per (m <sup>2</sup> )	Estimated Cost to Lay
88	Overlay	C1085	West Gills Branch Road	Whole Road	3	650	1950	17	£33,150.00
89	Overlay	C1033	Everley to Crockster Toll	Rigfa Moss to Gills	3	200	600	17	£10,200.00
90	Overlay	U1625	Gills Road	Whole Road	3	300	900	17	£15,300.00
91	Overlay	U2760	Lochyside Road, Scarfskerry	Section	3	130	390	17	£6,630.00
92	Overlay	C1010	Barrock CrossRoads to Barrock	various sections	3	1200	3600	17	£61,200.00
93	Overlay	U1637	Barrock Branch Road	Section	3	150	450	17	£7,650.00
94	Inlay	U2305	Smidley Lane Castletown	Whole Road	6	170	1020	20	£20,400.00
95	Inlay	U2426	Battery Road, Wick	Whole Road	6	220	1320	20	£26,400.00
96	Overlay	U2153	Scrabster back Road	Section	3.5	582	2037	17	£34,629.00
97	Inlay	U4311	Wilson lane	Whole Road	6	350	2100	20	£42,000.00
98	Inlay	U4361	Back Shore Street, Thurso	Section	6	40	240	20	£4,800.00
99	Inlay	U4017	Dale Road	Whole Road	6	220	1320	20	£26,400.00
100	Overlay	U4400	Thurso East	Section	3	80	240	17	£4,080.00
101	Inlay	U4341	henderson St Thurso	various sections	6	350	2100	20	£42,000.00
102	Inlay	U4377	Donald Grant Road Thurso	Whole Road	6	100	600	20	£12,000.00
103	Inlay	U4385	Brilon Court Thurso	Whole Road	6	60	360	20	£7,200.00
104	Inlay	U4379	College Court Thurso	Whole Road	6	90	540	20	£10,800.00
105	Inlay	U5329	Primrose Avenue	Jct with B874	7	30	210	20	£4,200.00
106	surface dress	A882	Wick Georgemas	Haster to Stirkoke	6	800	4800	5	£24,000.00
107	surface dress	A882	Wick Georgemas	Dunn	6	1800	10800	5	£54,000.00
108	surface dress	A882	Wick Georgemas	Larel	6	600	3600	5	£18,000.00
109	Overlay	B870	Mybster Watten Road	Lower Toftingall	3	500	1500	17	£25,500.00
110	surface dress	U4724	Isauld to Milton, reay	first section	3	510	1530	5	£7,650.00
111	surface dress	A836	Thurso to Reay	Fors house	6	800	4800	5	£24,000.00
112	surface dress	U2134	Achscrabster Road	Section	3	180	540	5	£2,700.00
113	surface dress	C1021	Dunbeath to Braemore Road	Section	3	144	432	5	£2,160.00
114	surface dress	U1802	Dunn to Lannergill	Dunn Brae	3	730	2190	5	£10,950.00
115	surface dress	C1018	Westerdale to Halkirk	Bridge St	6	840	5040	5	£25,200.00
116	surface dress	C1018	Westerdale to Halkirk	Harpsdale smiddy	5	2000	10000	5	£50,000.00
117	surface dress	U1085	Landhallow, Latheronwheel	Whole Road	3	515	1545	5	£7,725.00
118	surface dress	U1735	tofts of Tain Road	Section	3	1000	3000	5	£15,000.00
119	surface dress	U1763	Bowertower mains Road	Whole Road	3	800	2400	5	£12,000.00
120	surface dress	C1006	Wester Bridge to Greenland	Reaster farm	3	400	1200	5	£6,000.00
121	surface dress	C1037	Hastigrow to Upper Gills	Brabstermire	3	325	975	5	£4,875.00
122	surface dress	U1462	Upper Keiss Road	Section	3	375	1125	5	£5,625.00
123	surface dress	U1477	Coolhill Road, Keiss	Section	3	130	390	5	£1,950.00
124	surface dress	U1553	Auckengill township Road	Section	3	500	1500	5	£7,500.00
125	surface dress	U1557	Freswick to Skirza	Section	3	500	1500	5	£7,500.00
126	surface dress	U1561	Skirza Harbour	Section	3	100	300	5	£1,500.00
127	surface dress	U2085	Lybster - Fors	Lybster Smallholdings	3	335	1005	5	£5,025.00
128	surface dress	U2214	Crown Square, Murkle	Whole Road	3	306	918	5	£4,590.00
129	surface dress	U2755	Tanghead Road Scarfskerry	Whole Road	3	260	780	5	£3,900.00
130	surface dress	C1010	Dunnet to Barrock CrossRoads	Greenvale farm	3.5	640	2240	5	£11,200.00
131	surface dress	U1637	Barrock branch Road	Whole Road	3	210	630	5	£3,150.00
132	surface dress	U3659	Olewick Castle Road	Whole Road	6	230	1380	5	£6,900.00
133	surface dress	U2388	Carnaby Road	Whole Road	6	220	1320	5	£6,600.00
134	surface dress	U3785	Kennedy Road	Whole Road	8.8	265	2332	5	£11,660.00
135	surface dress	U3497	Cairndhuna Road	Whole Road	8.8	265	2332	5	£11,660.00
136	surface dress	U3544	Harrow Terrace	Whole Road	10	200	2000	5	£10,000.00
137	surface dress	U3618	Newton Road Wick	old school to new school	7.5	170	1275	5	£6,375.00
138	surface dress	U4313	Provost Cormack Drive	section	7.5	200	1500	5	£7,500.00
139	surface dress	U4341	Henderson St, Thurso	section	6	300	1800	5	£9,000.00
140	Overlay	C1010	Dunnet to Corsback Road	at the mill	3	200	600	17	£10,200.00
141	Overlay	U1871	Halkirk to Plocan	Sour Hill to Plocan	3	800	2400	17	£40,800.00
142	Inlay	C1045	Lybster main st and harbour	harbour Road	3	150	450	20	£9,000.00
143	Surface Dress	U5493	Orkney View	Whole Road	6	370	2220	5	£11,100.00
144	Surface Dress	U5492	Murkle View	Whole Road	6	220	1320	5	£6,600.00
145	Surface Dress	U3547	Henrietta Street	Whole Road	7.5	440	3300	5	£16,500.00
146	Overlay	U1097	Mains of Forse	Whole Road	3	420	1260	17	£21,420.00
147	Overlay	U1871	Halkirk to Plocan	Comliffot to Gerston	3	800	2400	17	£40,800.00
148	Overlay	U1823	Westerdale to Lochmore	Strathmore Lodge to Lochmore	3	5600	16800	17	£285,600.00
149	Overlay	U1113	Upper Lybster	Ploverhill Junction to Newlarnes of Lybster Junction	3	200	600	17	£10,200.00
150	Overlay	U1165	Ocumster Harbour	Whole Road	3	620	1860	17	£31,620.00
151	Surface Dress	C1053	Lybster to Achavanich	Castleheather to Egnal	3	600	1800	5	£9,000.00
152	Surface Dress	U4038	George Crescent	Whole Road	6	185	1110	5	£5,550.00
153	Overlay	C1247	Whitebridge Scarfskerry	Harrow Harbour	3	670	2010	17	£34,170.00
154	Surface Dress	U1113	Achow Oslay	Whole Road	3	3700	11100	5	£55,500.00
155	Surface Dress	U1109	Achcastle Shore	Whole Road	3	854	2562	5	£12,810.00
156	Overlay	A836	Thurso to John O'Groats	Dunnet Beach	6.4	520	3328	17	£56,576.00
157	Surface Dress	U4209	Sinclair Street	6m up the centre	6	230	1380	5	£6,900.00
158	Surface Dress	U1656	Hill of Rattar	Scarfskerry Junction to the old church	3	1520	4560	5	£22,800.00
159	Surface Dress	U1408	Keiss Beach	Whole Road	3	580	1740	5	£8,700.00
160	Surface Dress	U1434	South Street Keiss	Whole Road	5	365	1825	5	£9,125.00
161	Surface Dress	U4084	Mayfield Road	Whole Road	6	230	1380	5	£6,900.00
162	Surface Dress	U4391	Burnett Place Thurso	Whole Road	6	275	1650	5	£8,250.00
163	Surface Dress	U2411	Mansville Road	Clyth	3	742	2226	5	£11,130.00
164	Surface Dress	C1033	Everley to Crockster Toll	Everley Crockster Toll Road From Phillips Mains To Lyth Junction	3	1000	3000	5	£15,000.00
165	Surface Dress	C1033	Everley to Crockster Toll	Canisbay Memorial to Tresdale	3	770	2310	5	£11,550.00
166	Surface Dress	U1609	Seater - Canisbay Hill Of Warse	Whole Road	5	1700	8500	5	£42,500.00
167	Surface Dress	C1033	Everley to Crockster Toll	Everley Crockster Toll Road From Christian Hill To A99 Junction	3	2000	6000	5	£30,000.00
168	Overlay	U1384	Ruthers of Howe	Top section of Road	3	176	528	17	£8,976.00
169	Overlay	U2440	Noss Head Road	Noss	3	600	1800	17	£30,600.00
170	Overlay	A99	Wick to John O'Groats	Keiss Mains towards dogs nose	6	350	2,100	17	£35,700.00
171	Inlay	C1001	Glengolly - Isauld	Waterplant Houses	1.2	53	63.6	20	£1,272.00
172	Overlay	U1727	Reaster to Bowermadden	Hunster to Hartfield	3	100	300	17	£5,100.00
173	Inlay	A836	Thurso to Reay	Shebster Junction	6	105	630	20	£12,600.00
174	Inlay	U4115	Park Avenue Thurso	Outside Nos. 27-35 (patch)	2	46	92	20	£1,840.00
175	Inlay	C1001	Glengolly - Isauld	Bardnaclavan	1.2	220	264	20	£5,280.00
176	Inlay	C1001	Glengolly - Isauld	Janetstown	1.2	266	319.2	20	£6,384.00
177	Overlay	B876	Reiss to Castletown	at Greenland Junction	3	290	870	17	£14,790.00
178	Overlay	U3785	Wick Cemetery Road	at Cemetery	7.5	177	1327.5	17	£22,567.50

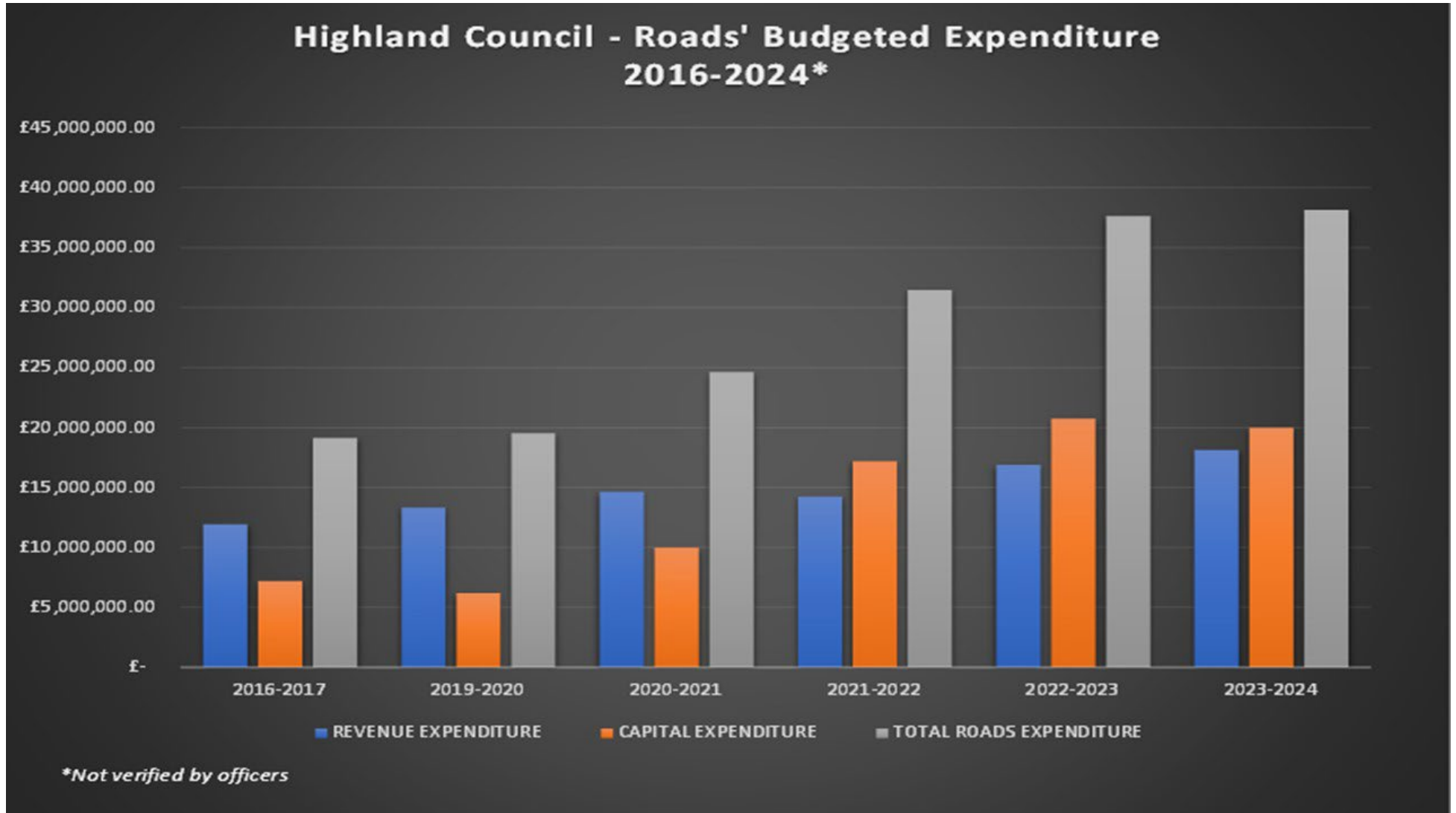
total £4,639,201.50

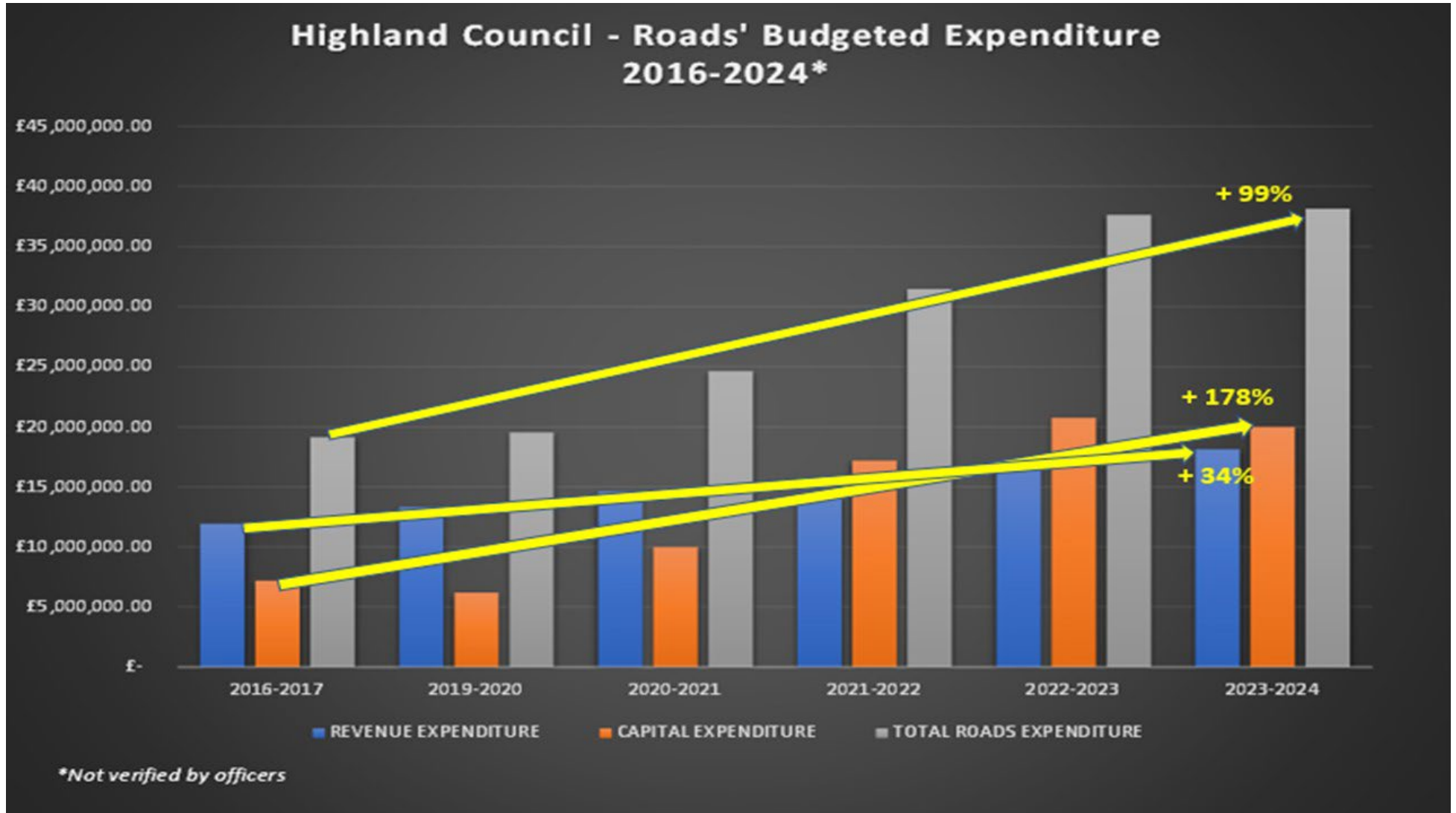








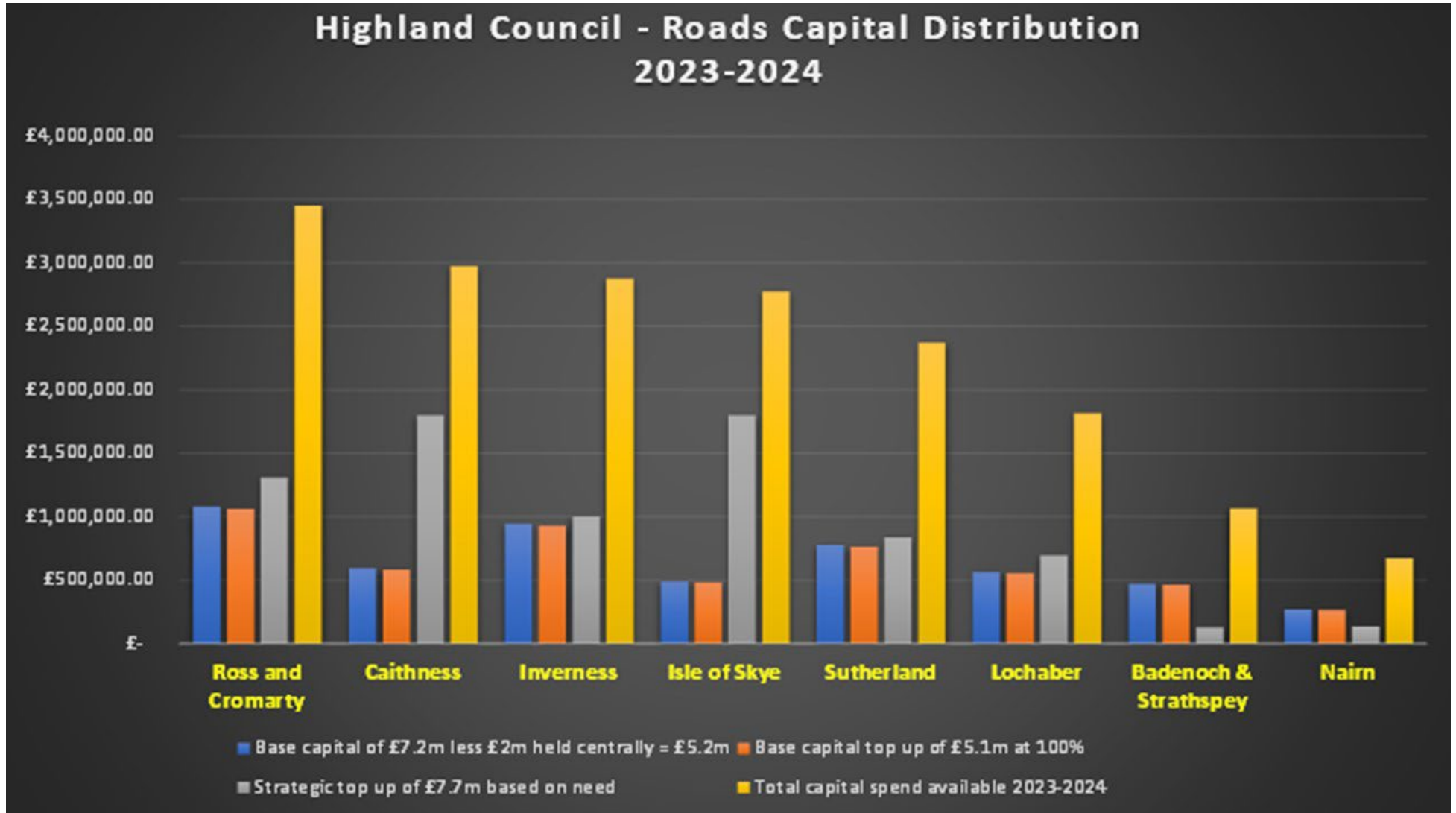






## Total Estimated Cost





# Appendix I – Highland Council

## Slide 9

Budget Year 2021-2022				Actual Tarred Roads		
<b>Revenue</b>				£	14,242,815.00	
<b>Capital</b>	Base Budget			£	7,200,000.00	
	Strategic Structural Maintenance	£	3,700,000.00	£	3,700,000.00	
	Area Structural Maintenance	£	3,600,000.00	£	3,600,000.00	
	Ward Allocation	£	2,100,000.00	£	2,100,000.00	
	Vehicles	£	500,000.00			
	Active Travel	£	100,000.00	£	10,000,000.00	
	<b>TOTAL</b>			<b>£</b>	<b>31,442,815.00</b>	
				<b>£</b>	<b>14,600,000.00</b>	
<b>Budget Year 2022-2023</b>						
<b>Revenue</b>				£	16,879,815.00	
<b>Capital</b>	Base Budget			£	7,200,000.00	
	Minor roads/Junctions/Roads Signs&Markings/Vehicle Restraint Measures/Weather Stations			£	793,000.00	
	Strategic Structural Maintenance	£	3,700,000.00	£	3,700,000.00	
	Area Structural Maintenance	£	3,600,000.00	£	3,600,000.00	
	Ward Allocation	£	2,100,000.00	£	2,100,000.00	
	Vehicles	£	500,000.00			
	Active Travel	£	100,000.00	£	10,000,000.00	
	Health and Prosperity					
	Structural Overlay	£	230,769.00	£	230,769.00	
	Surface Dressing	£	153,846.00	£	153,846.00	
	Structures	£	1,346,154.00			
	Strip Widening	£	384,615.50			
	Passing Places	£	384,615.50	£	2,500,000.00	
	Road Management and Small Improvements			£	240,000.00	
				<b>£</b>	<b>37,612,815.00</b>	
				<b>£</b>	<b>14,984,615.00</b>	
<b>Budget Year 2023-2024</b>						
<b>Revenue</b>				£	16,879,815.00	
<b>Revenue</b>	Rapid Repair Response Team			£	1,266,000.00	
<b>Capital</b>	Base Budget			£	7,200,000.00	
	Base Budget Additional - 40% of additional £12.8m			£	5,100,000.00	
	Strategic Distribution to areas according to road condition - 60% of additional £12.8m			£	7,700,000.00	
				<b>£</b>	<b>38,145,815.00</b>	
				<b>£</b>	<b>18,000,000.00</b>	
<b>Year</b>		<b>Revenue</b>		<b>Capital (non-tar)</b>	<b>Capital (Tar)</b>	<b>Total</b>
2021-2022	£	14,242,815.00	£	600,000.00	£ 14,600,000.00	£ 29,442,815.00
2022-2023	£	16,879,815.00	£	3,748,385.00	£ 14,984,615.00	£ 35,612,815.00
2023-2024 (Proposed)	£	18,145,815.00	£	-	£ 18,000,000.00	£ 36,145,815.00

## Appendix J – Transport Scotland – Roads Directorate

Financial Year	Route	Location	Work Description	Traffic Management Type	LA AREA	Start	Duration	Day/ Night	status
2023/24	A9	A9 Allangrange to Tore NB Duals	Inlay	Convoy	Highland Council	12-Mar-23	16d	Nightshift	complete
2023/24	A9	A9 Ousdale	Inlay	Convoy	Highland Council	24-Apr-23	4d	Dayshift	complete
2023/24	A9	A9 Geisellittle	Inlay	Convoy	Highland Council	02-May-23	1d	Dayshift	complete
2023/24	A9	A9 Cambusavie Bends	Inlay	Closure with timed amnesties	Highland Council	09-May-23	5d	Nightshift	complete
2023/24	A9	A9 Berriedale	Inlay	Closure with timed amnesties	Highland Council	15-May-23	3d	Nightshift	programmed
2023/24	A9	A9 Deephaven	Inlay	Convoy	Highland Council	06-Jun-23	11d	Nightshift	programmed
2023/24	A9	A9 South of The Mound	Inlay	Convoy	Highland Council	12-Jun-23	6d	Dayshift	programmed
2023/24	A9	A9 North of Struie	Inlay	Convoy then Closure with diversion	Highland Council	20-Jun-23	15d	Nightshift	programmed
2023/24	A9	A9 North End of Helmsdale	Inlay	Convoy	Highland Council	07-Jul-23	6d	Dayshift	programmed
2023/24	A9	A9 North of Portgower	Inlay	Convoy	Highland Council	16-Jul-23	2d	Dayshift	programmed
2023/24	A9	A9 B9169 junction Black Isle	Inlay	Convoy	Highland Council	13-Aug-23	2d	Nightshift	programmed
2023/24	A9	A9 North of Glenmorangie	Inlay	Convoy	Highland Council	15-Aug-23	3d	Nightshift	programmed
2023/24	A9	A9 North of Hillclay	Inlay	Convoy	Highland Council	summer	6d	Dayshift	waiting for Scottish Water works
2023/24	A9	A9 Achalone	Inlay	Convoy	Highland Council	summer	7d	Dayshift	waiting for Scottish Water works
2023/24	A9	A9 Alness to Tornich	Inlay	Convoy	Highland Council	26-Oct-23	12d	Nightshift	planned
2023/24	A9	A9 south of Munloch junction	Inlay	Convoy	Highland Council	09-Nov-23	10d	Nightshift	planned