

Minutes of the Caithness Bus Users Group

Date: 04.09.2015

Time: 2.30pm

Location: Caithness Horizons, Thurso

Present

Trudy Morris	Caithness Chamber of Commerce, CBUG Chairperson
David Swanson	Caithness Chamber of Commerce, Minute Secretary
Howard Little	Stagecoach
Steve Walker	Stagecoach

In Attendance

Brenda Herrick	Castletown & District Community Council
D. Mackinnon	Bus User
Don Smith	Thurso Community Council
Gordon Calder	North of Scotland Newspapers
Hugh Crowden	Bus User
Iain Baikie	Wick High School Parent Council
James Smith	Bus User
Jan Banks	Wick Community Council
John Faulds	Bus User
Kathleen Faulds	Bus User
Lena Murray	Bus User
Liz Geddes	Castletown & District Community Council
Louise Smith	Bus User
Neil MacDonald	Highland Council
Neil Power	Bus User
R. Henderson	Bus User
Roger Saxon	Highland Council
Zena Sinclair	Bus User

1. Welcome

The Chairperson, Trudy Morris, welcomed everyone, explained the purpose of the Caithness Bus Users Group and the structure of the meeting, and introduced all representatives present.

2. Apologies

Apologies were received from:

Christine Dodd	Highland Council
Coreen Campbell	Caithness Rural Transport
Kathy Csorogi	Bus User
Janet Mowat	Bus User

3. Minutes of Last Meeting

Jan Banks, of Wick Community Council, was incorrectly minuted as “Ian Banks”.

Subject to this amendment being made, and there being no further changes or amendments, the minutes were approved as an accurate record of the last meeting (held on 29th May 2015).

4. Actions

CBUG(2014)M001/A008 – *Roger Saxon to talk to Highland Council about age profile of buses in Caithness. Complete*

Trudy noted that Roger had provided information on this and that there is no specified age limit for Highland Council contracts.

Roger noted that the initial discussion had been triggered by the fact that Orkney Islands Council had a specified age limit, and that it had since come about that they had increased this age limit significantly.

Trudy felt that the real issues to address are reliability and safety, and that this action should now be closed.

CBUG(2014)M002/A007 – *Chamber to liaise with Highland Council on possibility of funding for RTI displays at bus stops. Complete*

Trudy noted that the Chamber have been in contact with HITRANS and the Highland Council regarding this, and that HITRANS hope to have two RTI displays in place by the end of October – one at Thurso Olrig Street and one at Wick, opposite the Norseman Hotel.

The Chamber are also liaising with Highland Council’s Carbon CLEVER team and, once the initial two displays are installed and working, it is hoped that more funding can be secured to provide displays for further stops.

Trudy noted that the issue now is that the buses are equipped to provide the necessary data. Steve confirmed that Stagecoach’s ticket machines are all fitted with the necessary equipment and it is now a case of ensuring that this is linked in to the Highland Council’s real-time information system – this should be in place within the next six months.

CBUG(2014)M002/A009 – *Stagecoach to write letter to known nuisance passenger once address provided. Complete*

Steve noted that he has received no further information relating to this. Trudy noted that this action should be closed as no information had been provided, but that if there are any further issues with nuisance passengers in future, these should be passed on to Stagecoach for action.

CBUG(2014)M002/A010 – *Steve Walker to look at changing timing point for 81 service. Complete*

Steve noted that if he moved the timing point for the service, the starting point would also move. He felt that this would not be a sensible move.

CBUG(2014)M002/A011 – *Chamber to liaise with Police Scotland on delays due to accidents. Complete*

Trudy noted that the Chamber had a response from Inspector Nicholas Clasper regarding Police Scotland policy on this matter. Police Scotland had hoped to send a representative to the meeting but Inspector Clasper had noted that due to operational requirements this may not be possible.

Trudy noted that the Chamber would continue to liaise with Police Scotland on sending an attendee to meetings.

Roger Saxon noted that Police Scotland were trialling new technology allowing them to record accident scenes more quickly, and that this should allow for faster road clearances following accidents. He understood that one unit would be stationed in Dingwall.

An attendee noted that his understanding, following a recent meeting in the Pentland Hotel, was that there is guidance from the Solicitor General that serious and fatal RTCs have to be treated as crime scenes, and that this was having an impact on the length of road closures.

It was agreed that the Chamber would liaise with Police Scotland on the issues raised.

CBUG(2015)M002/A001 – *Chamber to liaise with Police Scotland on issues raised with road closures*

CBUG(2015)M001/A001 – *Chamber to contact community councils with regards to 81 service stopping at dentist in Wick. Complete.*

This was done and all who responded preferred that the service be changed to stop at the dentist in Wick. Steve confirmed that this change would be made in the next round of timetable changes.

CBUG(2015)M001/A002 – *Chamber to feed back issue with St. Fergus Road stop in Wick to Highland Council. Complete*

Trudy noted that this was also with regards to other ongoing issues with timetables in the area, and that Councillor MacDonald had assisted in this. Trudy confirmed that she had written to William Gilfillan at Highland Council, and that they had asked for an attendee. No attendee was available but Highland Council had provided information on the process and a list of stops where timetables would be displayed. (Appendix A).

Steve Walker noted that with regards to Aberdeenshire Council's process, the way this works is that the Council control the whole process from start to finish, and that Stagecoach and other operators pay a part of the cost of this. He noted that as Councils and bus companies cut posts, less staff are available out of hours to maintain the system. The method used by Aberdeenshire Council allows them to employ people to do this work and split the cost over the various partners in the process.

Trudy enquired whether Highland Council are looking at this method – Steve noted that HITRANS are coordinating a solution.

CBUG(2015)M002/A002 – Chamber to write to Highland Council with regards to process for timetable renewals

An issue was raised regarding the inclusion of the stop marked "Mountpleasant, Stroma Rd, opp." on the list – it was felt that this should be "Towerhill Rd.". It was agreed the Chamber would raise this with Highland Council.

An issue was also raised regarding a variance in bus times listed at different stops – Trudy noted that a number of issues have been raised with this and that this would be discussed with Highland Council.

CBUG(2015)M002/A003 – Chamber to clear up confusion over Stroma Rd. stop with Highland Council

CBUG(2015)M001/A003 – Chamber to feed back issues with parking in Thurso to Thurso Community Council. **Complete**

Trudy confirmed that this was passed back to Thurso Community Council – Don Smith noted that it was being dealt with and was a matter for the police.

CBUG(2015)M002/A004 – Chamber to feed back issues with parking in Thurso to Police Scotland

CBUG(2015)M001/A004 – Steve Walker to look into issues with heating / cooling systems on the X99. **Complete**

Steve noted that Stagecoach now have an engineering manager for Thurso and Wick, and the plan is that he will look at the quality of the vehicles, including ensuring all heating systems are working.

It was noted that there is a standing instruction to drivers to allow request stops if passengers are too hot.

Roger Saxon noted that he encountered an issue with heating systems while travelling south, which was resolved when there was a change of drivers – he wondered if there was an issue with driver training.

CBUG(2015)M001/A005 – Steve Walker to look into possibility of receiving school passenger numbers earlier. **Complete**

Steve noted that he received the numbers in good time and is not aware of any further issues with this.

CBUG(2015)M001/A006 – Steve Walker to raise awareness of checking toilet roll fitting with drivers. Complete

Steve confirmed that this had been actioned.

5. Stagecoach

Steve delivered an update from Stagecoach. Of note:

- At the last meeting, he noted that non-peak services are built around Highland Council and Dounreay contracts. As a result of losing two Highland Council school contracts in Sutherland, Stagecoach have had to look at marginal services. They have attempted to minimise disruption to the network, but intend to make the following changes:
 - Terminate the 76 (Wick town service)
 - Remove the 13:30 X99 Southbound service
 - Remove the 17:40 X99 Northbound service
- He noted that there is debate as to whether to delay the 16:40 to 17:40 to maintain the last bus through the winter – passenger numbers show that the 16:40 is used by more people.
- With regards to the 76, provision will be made for schools through discussions with the Council, but other than that the plan is to cancel the service.

Trudy noted that the Caithness Transport Forum had asked Stagecoach to provide statistics for passenger numbers on the routes. Jan Banks asked if Wick Community Council could also receive these. Steve confirmed that he would make these available and Trudy confirmed that the Chamber would forward these to Jan.

Steve noted that the way the process works is a two-week consultation with the Council followed by an eight-week period after which the services will be removed.

Steve noted that the 76 service doesn't cover its costs – he explained that Stagecoach spread their overhead and capital costs over peak buses, effectively making them more expensive when bidding to the Council. This means that when they have these contracts they can afford to run marginal services such as the Wick town service. When these contracts are lost, they need to review the impact on marginal services. He noted that some of the other operators aren't interested in running commercial services, and that they had seen a similar situation on Skye where Stagecoach lost a number of school contracts and had to withdraw a large number of commercial services.

It was noted that the 76 service is used by elderly people in the town. Steve explained that where there is a social need for a service, it is up to the local Council to provide a subsidy. He noted that the changes being discussed are not a fait accompli and that there will be discussions going on with the Council.

Trudy noted that this matter was discussed at the Caithness Transport Forum and that a number of actions have resulted:

- Steve is to provide statistics on the affected routes
- The Chamber is to discuss the X99 changes with NHS Highland
- The Chamber will put a survey out to see whether users would prefer a 16:40 or a 17:40 Northbound service on the X99

It was raised that the 16:40 X99 service is well-used, and felt that combining this with the 17:40 might result in too many people trying to use the service – Steve noted that a service will still run at 17:40, but that it will terminate at Brora.

Iain Baikie enquired as to how Sutherland contracts affect services in Caithness. Steve noted that Stagecoach's Caithness operation runs across Sutherland as well. He noted that there are three funding streams for this operation:

- Highland Council contracts
- Dounreay contracts
- Passenger revenue

Steve explained that if any portion of this income drops, they have to look at cutting costs.

Iain Baikie asked whether schoolchildren from Staxigoe would be affected by the changes to the 76 service – Steve noted that Stagecoach will divert the Keiss bus to cover this. Iain felt that if this bus runs late or the schedule doesn't work, children will be stranded and that, from a Wick High School perspective there are issues with that.

Steve was asked for clarification on the 17:40 stopping at Brora. Steve explained that, at present, both journeys run to Thurso. Their plan is to have one of those journeys terminate at Brora. He noted that from the data Stagecoach have, the majority of passengers on the 17:40 do not go further than Brora.

It was asked what would happen if passengers who had not booked attempt to travel on the remaining service and there are no seats available. Steve noted that in this circumstance they would first ask people travelling to Tain or Dornoch to transfer to another service, and that if passengers miss the X99 they do try to find alternative ways to transport them North.

It was raised that passengers can book from Tain and Dornoch on the X99 – Steve noted that this is only true of Dornoch. He noted that whether Dornoch passengers have booked or not, in the situation above they will ask if these passengers can move to the 25X to make room for passengers travelling further north.

An attendee raised a recent incident where they had tried to get a ticket for an earlier bus, which was full, and had to wait hours for the next one. They were initially told this was full as well, but asked to wait, and later told that they could get on the bus. When they entered the bus, there were around 20 seats available. It was asked how this could happen.

Howard Little explained that there are a number of reasons why seats may be available, for example that passengers have booked but then fail to turn up. Steve confirmed that the bus is booked to 49 seats, but that it can often be the case that passengers book but fail to attend, which was why those who haven't booked are asked to wait.

Trudy noted that Stagecoach will wait until they have feedback from the public before they change this service.

It was raised, with regards to cutting the Wick town service, that people dealing with the Jobcentre are held responsible if they are unable to attend interviews, and felt that cutting this service may have an impact on these people.

Steve noted that the way the bus industry is set up is that there are both commercial operations and subsidised contracts. If there is a social need for a service that is not commercially viable, it is up to the local authority to step in and bridge the gap.

Roger Saxon noted that the Highland Council had achieved the best deal on the two Sutherland services, but that these had previously been effectively subsidising other services. He felt that this may be the reason Stagecoach lost the contract, but noted that the Council may end up having to pay a further subsidy to maintain services in Caithness. He noted that the Council should perhaps look at this in a more holistic manner.

Roger Saxon queried how losing these contracts could have such an impact. Steve noted that where Stagecoach have a school bus contract, this can enable them to run other services around that which won't cost as much to operate. He noted that where a peak bus service is dropped, something has to come out with it and that his aim is to look at minimising the impact on the rest of the network.

Roger Saxon noted that other operators aren't subsidising other journeys – Steve noted that this depends on how their costs are set up. Trudy asked if Stagecoach would let Highland Council know the impact on other services in contract discussions. Steve confirmed that before every tender round, Highland Council ask for a list of other services which may be impacted if school contracts are lost.

It was asked whether Highland Council could look not just at the cheapest tender but at the overall impact on the network. Roger noted that the Highland Council is duty-bound to take the lowest cost, but that they can look at the overall impact.

An issue was raised with the 14:40 X99 service being changed to 14:30 – the attendee raised an incident where delays further south resulted in them being late into Inverness, and felt that by making this service earlier it does not leave a lot of time for passengers running late. Steve explained that the reason this was changed was to give more time to meet up with the ferries to Orkney. He noted that they do liaise with Citylink on through-bookings and they try to hold services if possible where Citylink services are late coming north. If services cannot be held, they will look at how they can accommodate passengers.

Trudy asked how these changes were communicated – Steve noted that this was done in the usual way, through notices on buses and changed timetables being distributed. It was raised that the timetables do not have “valid until” dates, and there was some discussion of why this is and difficulties it causes for passengers. It was agreed that Stagecoach would put end dates on all timetables and renew them even if there had been no change.

CBUG(2015)M002/A005 – *Steve Walker to look at adding renewal date to all timetables, regardless of changes*

It was asked why there have been so many incidents of buses breaking down – Steve noted that they now have an engineering manager and are hopeful this will change.

Iain Baikie raised a number of issues on behalf of Wick High School Parent Council:

- A bus carrying Wick High School pupils went on fire in January – Iain noted that he had written to the Stagecoach Board following this but felt their response was poor.
- Parents from Lyth felt that the current arrangement is dangerous, particularly in winter when it is dark and pupils are wearing a black school uniform. Iain noted that one pupil went for a bus at 7.15am in order to be at Wick High School for 9am, and that in some instances where buses don't arrive, pupils have a five mile walk home.
- He asked why it took Stagecoach so long to appoint an Engineering Manager – he felt that this showed they are not taking issues seriously.
- He reiterated that parents do not feel the service from Lyth and John O'Groats is adequate.
- There was an issue with buses being late during the exam period – Iain raised one incident where a parent had to leave work in order to get their child to school in time for an exam. Iain noted that he had to contact Christine Dodd a number of times to get an answer on non-arriving buses – he was asked to contact Stagecoach and received no information.
- Iain noted that he felt the John O'Groats bus was noisy, smelly and dirty.

Iain noted that the parents are upset and wouldn't recommend use of the service. He further noted that he is very worried about service provision and safety of school pupils during the winter term. He explained that he would like a system where Stagecoach flag issues with Wick High School Parent Council. Finally, he felt that if Stagecoach's coverage is based on capturing school routes it is not working and that Wick High School parents are concerned. He said the Parent Council would like to meet with a director of Stagecoach to discuss these issues further.

Steve Walker explained that he is the Managing Director for Stagecoach North Scotland. He noted that Stagecoach had publicly acknowledged the poor service and at the last meeting announced the steps they would be taking to deal with it. With regards to appointing an Engineering Manager, he noted that they had tried to recruit earlier and had provided cover in the interim. Steve noted that Stagecoach's goal now is to get the confidence of travellers back.

Trudy asked whether it would help if Steve were to attend a meeting of Wick High School Parent Council – Iain felt that he would prefer to meet with someone higher up and reiterated a number of his issues with Stagecoach.

An issue was raised that the issue was not just with engine troubles but with the whole structure of buses e.g. doors – another attendee noted that it is not only Stagecoach who have issues with breakdowns.

Trudy noted that Steve had publicly discussed at the last meeting that Stagecoach had had issues in the area – she felt the key factor now was for them to regain the confidence of local bus users.

Iain Baikie felt that Stagecoach are using school routes to cross-subsidise others and noted that parents just want their children to get to and from school. He felt that the money from school routes is funding other services but that, if these other services make money school children are treated as second class. He noted that he is not confident that the issues can be fixed.

Steve noted that providing marginal services is not about market share but about providing a network. If they have a resource already paid for, they can then take the opportunity to work with communities to try to provide a service that just about covers its costs. He noted that there is a risk on Stagecoach's part that they end up making a loss on these services but also an opportunity to tap into a new network.

Steve further noted that Stagecoach have worked with the Caithness Bus Users Group in the past to improve the network in ways which benefit communities. He noted that Stagecoach could just run Highland Council and Dounreay contracts and the X99 service and make more money, but that this would decimate the Caithness network. He felt that Stagecoach understand the bigger picture. He emphasised that this is not at the expense of safety and mechanical improvements.

Iain reiterated that Wick High School Parent Council are not happy with the service – Steve noted that he understands this.

An attendee noted that Stagecoach are a business and must run at a profit – they felt that better buses are available where they make money. Steve noted that Stagecoach try to serve the needs of the community.

It was raised that, with regards to RTI displays, the display in Inverness Bus Station is not working and it was asked if Stagecoach could pass this on. Steve agreed to pass this on to HITRANS, and noted that Inverness bus station is not fit for purpose and that a number of options for improving it are being looked at as part of the Inverness City masterplan.

CBUG(2015)M002/A006 – *Steve Walker to take up issues with display board at Inverness Bus Station with HITRANS*

An attendee raised that their partner has speech issues and has been told by drivers that they cannot use their text-to-speech device. Steve noted that he would raise awareness with drivers of this and other issues, and that Howard Little would discuss this with the attendee afterwards.

CBUG(2015)M002/A007 – *Steve Walker to raise awareness with drivers of passengers with disabilities*

Louise Smith asked what the timescale is for improvements at Inverness Bus Station – Steve noted that this is linked with proposed developments at Rose Street and that there are various proposals to improve the station. Louise noted that she felt the need for change was urgent and asked whether this could be taken up through the Caithness Transport Forum. Steve noted that the bus station is over capacity at times.

CBUG(2015)M002/A008 – *Chamber to take up issues with capacity at Inverness Bus Station through Caithness Transport Forum*

Don Smith noted that there are plans to withdraw the late running 82 service on Sundays. He noted that a number of people from Thurso who work in hotels in Wick use this service and asked why it was not being retained – Don understood that this service is currently Highland Council subsidised. Steve noted that this is down to who will fund it. Don noted that this affects employers. It was agreed that the Chamber would take this up with the Highland Council.

CBUG(2015)M002/A009 – *Chamber to take up cancellation of late night 82 service with Highland Council*

Don Smith noted that a new bus shelter was put in at the High School stop and that drivers are going past this. Steve confirmed he would raise this issue with drivers.

CBUG(2015)M002/A010 – *Steve Walker to raise awareness with drivers of stopping at new shelter in Thurso*

6. Bus Service Issues

Trudy noted that a number of issues had been raised already, and that a number of additional issues had been raised via email. As time was limited, she noted that these would be raised with Stagecoach separately.

It was asked how the survey on the X99 would be conducted and whether the needs of those with hospital appointments are being considered – Trudy noted that the Chamber would conduct the survey online and would liaise with NHS Highland regarding hospital appointments.

7. Any Other Business

No other business was raised.

8. Date of Next Meeting

The next meeting of the Caithness Bus Users Group was agreed to be held in Wick on 3rd March 2016, time and venue to be confirmed.

Trudy Morris thanked all for attending and closed the meeting.

Actions ongoing from previous meetings

No ongoing actions.

Actions arising from this meeting

CBUG(2015)M002/A001 – Chamber to liaise with Police Scotland on issues raised with road closures

CBUG(2015)M002/A002 – Chamber to write to Highland Council with regards to process for timetable renewals

CBUG(2015)M002/A003 – Chamber to clear up confusion over Stroma Rd. stop with Highland Council

CBUG(2015)M002/A004 – Chamber to feed back issues with parking in Thurso to Police Scotland

CBUG(2015)M002/A005 – Steve Walker to look at adding renewal date to all timetables, regardless of changes

CBUG(2015)M002/A006 – Steve Walker to take up issues with display board at Inverness Bus Station with HITRANS

CBUG(2015)M002/A007 – Steve Walker to raise awareness with drivers of passengers with speech issues

CBUG(2015)M002/A008 – Chamber to take up issues with capacity at Inverness Bus Station through Caithness Transport Forum

CBUG(2015)M002/A009 – Chamber to take up cancellation of late night 82 service with Highland Council

CBUG(2015)M002/A010 – Steve Walker to raise awareness with drivers of stopping at new shelter in Thurso

Appendix A

BUS STOP TIMETABLE NOTICES – CAITHNESS

Process for updating

Stagecoach provides the Council with bus service timetable data electronically, as a copy of the service registration which they send to the Traffic Commissioner. (Other operators provide paper data, but the process is similar.)

Since the start of 2015, HiTrans have been producing publicity. The Council therefore passes the data to HiTrans who import it into the database and produce the bus stop displays.

The posters are then passed to Stagecoach (or in some areas, other operators) to put into the timetable cases at the stops.

Stops serviced

We are unable to provide notices at all stops. We currently aim to service 36 stops in Caithness; a list is attached.

Work to resolve problems

On 18 August, staff of HiTrans, Stagecoach and the Council met to resolve problems. Issues which were identified included:

- Level of detail in Stagecoach's registration data – some stops were missed from service data
- Lack of information on size of cases – this had resulted in HiTrans printing timetables which were too large to fit some cases
- Lack of feedback to Council – this had already improved, but in the past, some timetables had been returned by Stagecoach staff with no explanation of why they could not be erected. Stagecoach are now reporting reasons for notices being returned.

All parties agreed that improvements are needed, and we are working on this within our respective areas of responsibility.

A further meeting will be held during September to ensure progress.

Stagecoach have also commended the arrangement which they have with Aberdeenshire Council; we will consider adopting a similar arrangement here.

DWS
03.09.2015

LIST OF STOPS SERVICED

ATCO code	Stop name	Naptan code	Locality	Easting	Northing
6700600182	Ackergill, Road End, at	45325985	Ackergill	335152	952956
670085353	Castletown, Drill Hall, o/s	45326254	Castletown	319279	968039
6700712497	Castletown, Drill Hall, opp	45326256	Castletown	319287	968009
670085526A	Dunbeath, Northbound Layby, at	45326285	Dunbeath	316165	929787
670085526	Dunbeath, Southbound Layby, at	45326284	Dunbeath	316198	929761
6700714012	Gills, Gills Bay, Ferry Terminal	45342393	Gills	332646	972811
6700600163	Halkirk, Sinclair Square, after	45325945	Halkirk	313296	959455
6700712756	Halkirk, Sinclair Street, o/s Mace Shop	45325942	Halkirk	313037	959406
6700712762	Haster, Fountain Cottages, opp	45325956	Haster	332578	951248
6700712851	John o' Groats, Car Park, at	45326237	John o' Groats	338059	973325
670086099	Lybster, Portland Arms Hotel, o/s	45326278	Lybster	324729	936246
670086099A	Lybster, Portland Arms Hotel, opp	45326279	Lybster	324720	936222
6700713187A	Mountpleasant, Stroma Road, opp	45326262	Mountpleasant	312590	968381
670084841	Pulteneytown, Northcote Street, after	45326324	Pulteneytown	336246	950312
6700600193	Pulteneytown, Northcote Street, opp	45326323	Pulteneytown	336222	950318
670086514	Scrabster, Ferry Terminal	45325846	Scrabster	310272	970477
6700711961	Scrabster, Old Ferry Gangway, at	45327574	Scrabster	310385	970309
6700600144	Scrabster, West Gills, opp Pentland View Nursing Home	45325849	Scrabster	310436	969211
6700713173	Thrumster, Bus Shelter, at	45326276	Thrumster	333682	945222
6700711950	Thurso, Lidl, o/s	45327567	Thurso	311095	968796
670086707	Thurso, Lovers Lane, o/s Railway Station	45326384	Thurso	311291	967948
6700713343	Thurso, Orlig Street, at Campbell Street	45325842	Thurso	311656	968465
6700713186	Thurso, Princess Street, Miller Academy	45325876	Thurso	311378	968038
6700713983	Thurso, Royal Bank of Scotland, o/s	45342343	Thurso	311702	968450
6700600191	Thurso, Sir George Street, Bus Shelter	45326274	Thurso	311705	968237
670086706	Thurso, Sir George Street, Bus Stop Before Traffic Lights	45326272	Thurso	311666	968245
6700713176	Thurso, Thurso Business Park, at Bus Stop	45325852	Thurso	309923	968711
6700600174	Wick, Bridge Street, Bus Stop on Bridge	45325963	Wick	336254	950887
6700713255	Wick, Bridge Street, o/s Bank of Scotland	45325964	Wick	336282	950947
6700600173	Wick, Cliff Road, o/s Wick Hospital	45325962	Wick	336206	950755
6700600175	Wick, High Street, opp Post Office	45325965	Wick	336267	951074
670086852	Wick, Railway Station, o/s	45327487	Wick	336087	950904
6700714201	Wick, Retail Park, at	45342836	Wick	336106	949803
670084860	Wick, St Fergus Road, Shelter o/s Somerfield	45326348	Wick	336210	951023
6700714035	Wick, Tesco, o/s	45342462	Wick	335922	952007
6700714205	Willowbank, Anderson Drive, after	45342842	Willowbank	336805	951355