

Thanks for the update from your perspective Mark, some unfortunately we consider to be disingenuous.

The traffic lights and accident

I can confirm we did have a technical issue with the lights at approximately 4am. We managed the traffic in the meantime until a fix was completed at 6am. The accident in question occurred after the lights were fixed and fortunately was described as minor. The driver accepted fault as they went through the red light.

The driver concerned called Bear to report the lights had failed again and was on the phone to them at 7am, verbatim this is what the driver advised.

The agent she spoke to said, ***to try and manage the lights best we can, so I go, other lights are green and I hit a van. Police say they don't need to attend. Lights still not working Garve side, folk have chanced it and got through ok."***

In view of this the driver who called in has already requested the call recording.

By 8.44am the person resetting the lights had been and gone. The driver remained there for some time, and at 11.15am was told the recovery truck would be a further hour.

What happened to the assurance that the site would be monitored 24/7 by an on-site operator? It is not.

No assurance or commitment that the site would be monitored 24/7 was given.

Please advise at what days and times there is a person on site to oversee the lights because clearly when there is no operative there the lights are still failing road users.

The provision of an operative overseeing the lights was supposed to prevent this inconvenience to road users and to make a quick fix should an issue occur.

Clearly that can't be an effective method unless it is happening all the time.

Has the installation of CCTV replaced this commitment?

Installing CCTV monitoring at the lights was a safety improvement but not in place of any other commitment.

If so, is the CCTV system fully operational and actively monitored?

Yes the CCTV is in operation.

When the CCTV operative sees there is an issue, how quickly is an operative on site to reset the traffic lights - best case scenario?

Regarding SSEN tree felling works and traffic management

SSEN made a request to access the network as you correctly mentioned, for tree felling. My understanding is these trees were very close to their power lines and they felt it absolutely necessary to intervene to protect the supply towards Ullapool. These works were coordinated to allow traffic management onto the road after 7pm and limited to 3 hours at a time, in order to reduce disruption but also to allow them to complete much needed tree felling.

Info in from the road users -

On **Wednesday 24th June** a road user advised at **16.44 "Traffic Lights at the Garve Road works have gone out of sequence again"**

There was no operative on site.

16.58 another road user advised, **"Queue is now all the way back to try first 30 signs on the Garve side"**

17.31 an operative arrived on site.

20.33 a 3rd road user advised **"Another set of lights 600yds towards Tarvie from Garve. Right on the bend, sun in your eyes going West. Be careful! SSE this time no warning and on a bend. Dangerous place to put them."**

20.37 4th road user advised **"..even doing 30 they can catch you out"**

This is wholly inadequate and certainly not 'traffic management.'

Thursday 25th June

06.48 "Lights between Garve and Tarvie are stuck on red again both ends."

This was literally just before the driver who had the accident called Bear the conversation mentioned above.

Regarding the site works and slope

What is shown in the drone photos is not a soil slip but rather disturbance of the soil after use of machinery during works. Our work methods are fully agreed and signed off with Network Rail.

While the clarity noted, there still remains a large amount of soil on the bank just above the track which clearly poses and unnecessary risk to the track.

Sliding further and landing on the track is entirely possible especially given the volume of rain we have had. In view of this we will contact Network Rail.

To add give further clarity, on Thursday evening Garve Public Hall was flooded due to surface water running down the A835.

The water flowed around all sides of the hall, leaving a visible tide mark 8/10 inches up the walls on all sides externally. The hall remains closed.