

**Annex A - Communications of any kind between Highland Council, Highland Council Officers and local Nairn Ward Members and the Scottish Government**

**Extract from email dated 24 February 2021**

**[Redacted]**

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**Subject:** FW: 210221 Raigmore Interchange NMU Improvements Workshop

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**From:** [Redacted]

**Sent:** 24 February 2021 16:37

**To:** [Redacted]

**Subject:** [EXTERNAL] RE: 210221 Raigmore Interchange NMU Improvements Workshop

[Redacted]

Links to Fridays press release, the Scottish Ministers' Decision letter and the Reporters Report.

[Major progress in delivering the Nairn Bypass \(transport.gov.scot\)](https://transport.gov.scot)

[A96 Inverness to Nairn including Nairn Bypass \(transport.gov.scot\)](https://transport.gov.scot)

Regards

[Redacted]

**From:** [Redacted] on behalf of TS Corporate Correspondence Support Team  
**Sent:** 08 September 2021 09:30  
**To:** [Redacted]  
**Subject:** FW: Open Letter re. A96 (Nairn By Pass)  
**Attachments:** Open Letter A96.docx

Morning [Redacted]

This letter has come in again, .

[Redacted]

Diary Officer

Chief Executive Office

Please note I am currently working from home but I am contactable via Microsoft Teams

Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

Transport Scotland, the national transport agency

*Còmh dhail Alba, buidheann nàiseanta na còmhdhail*

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**From:** Public Engagement Unit <CorrespondenceUnit@gov.scot>  
**Sent:** 07 September 2021 16:50  
**To:** TS Corporate Correspondence Support Team <TSS@transport.gov.scot>  
**Subject:** FW: Open Letter re. A96 (Nairn By Pass)

Hello

Grateful if you could take forward

Thanks



**Scottish Government**  
**Riaghaltas na h-Alba**  
**gov.scot**

[Redacted]

Public Engagement Unit

[CorrespondenceUnit@gov.scot](mailto:CorrespondenceUnit@gov.scot)

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**From:** [Redacted] **On Behalf Of** Cabinet Secretary for Finance and Economy **Sent:** 06 September 2021 12:19  
**To:** Public Engagement Unit <[CorrespondenceUnit@gov.scot](mailto:CorrespondenceUnit@gov.scot)>  
**Subject:** FW: Open Letter re. A96 (Nairn By Pass)

Good Afternoon,

OR please. Or MR from Mr Matheson I think.

Kind regards,

[Redacted]

**Correspondence Secretary to Cabinet Secretary for Finance and Economy, Kate Forbes**

The Scottish Government | St Andrew's House | Regent Road | Edinburgh | EH1 3DG |

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**From:** [Redacted]  
**Sent:** 06 September 2021 10:57  
**To:** Cabinet Secretary for Finance and Economy <[CabSecFE@gov.scot](mailto:CabSecFE@gov.scot)>  
**Subject:** FW: Open Letter re. A96 (Nairn By Pass)

Can this be passed to Mr Matheson's officials for an OR? Thanks,

[Redacted]

Communications and office manager for Kate Forbes MSP

Skye, Lochaber and Badenoch

[Redacted]

**From:** Tom Heggie (Councillor) <[Tom.Heggie.cllr@highland.gov.uk](mailto:Tom.Heggie.cllr@highland.gov.uk)>  
**Sent:** 06 September 2021 10:19  
**To:** Ewing F (Fergus), MSP <[Fergus.Ewing.msp@parliament.scot](mailto:Fergus.Ewing.msp@parliament.scot)>  
**Cc:** Forbes K (Kate), MSP <[Kate.Forbes.msp@parliament.scot](mailto:Kate.Forbes.msp@parliament.scot)>; Dey G (Graeme), MSP <[Graeme.Dey.msp@parliament.scot](mailto:Graeme.Dey.msp@parliament.scot)>; Matheson M (Michael), MSP <[Michael.Matheson.msp@parliament.scot](mailto:Michael.Matheson.msp@parliament.scot)>; Harvie P (Patrick), MSP <[Patrick.Harvie.msp@parliament.scot](mailto:Patrick.Harvie.msp@parliament.scot)>; Mountain E (Edward), MSP <[Edward.Mountain.msp@parliament.scot](mailto:Edward.Mountain.msp@parliament.scot)>; [Drew.hendry.mp@parliament.uk](mailto:Drew.hendry.mp@parliament.uk)  
**Subject:** Open Letter re. A96 (Nairn By Pass)

Dear Fergus,

I attach an open letter re. our concerns around the future development of a Nairn Bi Pass. I am aware you share many of our concerns as our local MSP and we would encourage and support you in all your efforts to enable a Bi Pass to be constructed. As you can see, we are forwarding this to a number of MSPs (and our local MP) in the hope that they may recognise our deep concerns and support your efforts on our behalf.

We would welcome a visit from any (or all) of the MSPs we have contacted to see for themselves the negative effect the traffic gridlock is having on so many areas of our life, not to mention our health and well being. We would ask that the Government regard the bypassing of Nairn on the A96 as matter of urgency when looking at future capital investment.

Regards,

Tom Heggie

Area Chair

[Drew.hendry.mp@parliament.uk](mailto:Drew.hendry.mp@parliament.uk)

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\*\*\*\*\*

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Pàrlamaid na h-Alba: A' toirt deagh bhuaidh air beatha sluagh na h-Alba

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Dear Fergus,

As elected members for Ward 18 in Highland Council, we are writing to highlight our concerns in and around statements being made concerning pausing or cancelling the dualling of the A96.

As a preamble, we would affirm that we see a need to move away from the current level of use of fossil fuels to cleaner forms of energy. Indeed, Highland is an area which is at the forefront of this change using hydro (for decades now), wind power (onshore and off - shore), wave power and developments around hydrogen as a fuel. All of this demonstrates a clear commitment within the Highland community to nurture our planet.

We live in a ward where there is a main town (Nairn) with significant settlements adjacent (Cawdor and Auldearn) and an extensive rural hinterland through which the A96 passes as a main artery. Moving away from fossil fuels does not automatically mean that we will reduce the need for vehicles using alternative fuels to sustain our commerce, culture and rural way of life. Indeed, a delivery firm based in Inverness (M&H) has introduced an all - electric fleet of vehicles. This does not reduce the number of vehicles nor the mileage covered but, as already stated, uses alternative power to achieve the same level of service.

Business in and around Nairn is severely affected by the gridlock which occurs due to heavy traffic flows on the A96. In addition to the substantial through traffic, we currently have a fleet of HGV's using the A96 through Nairn (eight wheeled vehicles) from 6.00am every day. They are carrying a variety of ballast, rocks and quarry dust westwards for construction. In addition to this, there are plans for an extensive quarry development in the hinterland which will further exacerbate this problem.

The Bi-Pass would support the Scottish Government's commitment to improving the economic vibrancy and sustainability of Town Centres. Nairn is a hub for Tourism and the easing of traffic flows in the Town Centre would enhance its attractiveness and promote footfall.

Within the urban area of Nairn we have the regular issue of gridlock at various times of the day (not always predictable) as traffic travels through. This has had a number of consequences which have led to an increased danger and also a number of fatalities in recent years.

### **Establishment of "Rat Runs"**

There are a number of routes through the built up area of Nairn (in which we have several care homes) which are used by motorists to bypass traffic jams on the main A96 within the town. Earlier this year an elderly citizen was knocked down and fatally injured while crossing the road in the West End of our town. The road is a recognised "rat run" and motorists frequently exceed the speed limit at various points within the built - up area.

There is another "rat run" bypassing Nairn using "B" class roads from Auldearn, through Cawdor (Using the B9101 and B9090) and re-joining the A96 to the West of Nairn at Gollanfield (also in reverse). This route uses roads where speeding is frequently observed (presenting a danger at minor junctions and outside rural houses) and also passing close to the primary school in Cawdor. Traffic calming and other mitigation has been put in place but there is still an increased danger to local residents.

This issue has been consistently raised by Cawdor Community Council as a very real ongoing concern for their community.

## **Health and Wellbeing**

A local primary school (Rosebank) is situated next to the A96 within the town of Nairn. During excessive traffic jams there is perceived to be a high density of fumes from immobile vehicles. We would suggest that this is totally unacceptable and has been highlighted in past consultations. In addition, business owners in Leopold Street complain that traffic which is backed up to leave the High Street (at a junction controlled by traffic lights) and move onto the A96 causes excessive exhaust fumes in the vicinity.

## **Fatalities on the A96**

At the junction of Leopold Street (from the main shopping area in the town), two elderly ladies were struck by an articulated vehicle and died at the scene.

On an open stretch adjacent to the Farmer's Showfield (also on the main A96), two elderly ladies were fatally injured when a car struck them as they attempted to cross the road. The driver stated that she did not see the ladies step into the road given the fact that, at the time of year the accident occurred, the sun was low and had blinded her as she drove.

On the West side of Nairn where there is a 40mph speed limit two young teenagers have been killed in separate incidents.

## **Conclusion**

**As elected members, we feel that it is imperative to implement the plans which have been developed over the years for a bypass for Nairn as a matter of urgency for the reasons above. We believe the plans are on the cusp of being implemented and we would urge our local representatives and others within National Government to ensure they are developed as soon as possible. Our community is suffering on a daily basis and the completion of the bypass will improve the quality of life of our citizens, enable more efficient delivery of services locally and also enhance our safety, health and well being.**

Regards,

<b>Cllr (Rev) Thomas P. Heggie BSc, BD.</b>	<b>(Independent)</b>
<b>Cllr Laurie Fraser – Provost</b>	<b>(Independent)</b>
<b>Cllr Liz Macdonald</b>	<b>(Non Aligned)</b>
<b>Cllr Peter Sagers</b>	<b>((Scottish Conservative and Unionist)</b>

Copies to:-

- Drew Hendry MP
- Graeme Dey MSP
- Kate Forbes MSP
- Edward Mountain MSP
- Patrick Harvey MSP
- Michael Matheson.MSP

Extracts:-

[Dear [Redacted]

### **A96 Trunk Road Draft Orders**

**Extract from a letter dated 8 September 2017 from [Redacted] (Director of Development and Infrastructure) to [Redacted] at Transport Scotland. (Ref. JSB/RG/VM)**

#### Scheme Delivery

The Council highlights that this part of the A96 Dualling is a commitment within the Strategic Transport Projects Review (STPR) since 2008. The Council welcomes the recognition by Transport Scotland that there is a preference by the Council and the community for early delivery of the Nairn Bypass. The Council highlights that at the most recent meeting of the

Nairnshire Community Planning Partnership in August 2017 the Partnership supported the early delivery of the Nairn Bypass.

We note your recognition that Nairn Bypass will reduce the amount of long distance traffic on local roads and bring environmental benefits to the town. The Council requests that every possible endeavour is made through the contract phasing for the early delivery of the Nairn Bypass.

The Council asks that the A96 Dualling Project Team make arrangements to regularly meet with the Elected Members in each of the Wards covered by the overall route (for clarity these are Wards 17, 18 and 19) and also to meet with the Nairnshire Community Planning Partnership.

### 3 Draft Orders

- 3.1 A series of Draft Orders has been published. The tables below highlight the matters covered by the Orders.

<b>The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Trunking &amp; Detrunking) Order 201[ ]</b>
The Scottish Ministers direct that the length of roads (hereafter referred to as “the new trunk road”) which they propose to construct along the route described in Part 1 of the schedule of this Order shall become trunk road on the date this Order comes into force.
On 1st April next after the date on which the new trunk road is open for the purposes of through traffic, those lengths of road along the route described in Part 2 of the schedule shall cease to be trunk road and The Highland Council (a) shall become the roads authority for those lengths of road and shall enter those lengths of road in their list of public roads (b).

<b>The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[ ]</b>
a to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in schedule 2 of this Order;
b to improve those lengths of road described in schedule 3 of this Order;
c to stop up those lengths of road described in schedule 4 of this Order where another reasonably convenient route is available or has been provided pursuant to this Order;
d to stop up those private means of access described in Part 1 of schedule 5 of this Order where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order;
e to stop up those private means of access described in Part 2 of schedule 5 of this Order; and
f to provide those new means of access described in schedule 6 of this Order

<b>The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Extinguishment of Public Rights of Way) Order 201[ ]</b>
The extinguishment of the public rights of way described in Part 1 of the schedule are hereby ordered when the related new public rights of way described in Part 2 of the schedule, which the Scottish Ministers consider

are suitable alternatives, have been provided

<b>The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) Compulsory Purchase Order 201[ ]</b>
the acquiring authority are hereby authorised to purchase compulsorily for the purpose of improving, and constructing a new length of, the A96 Aberdeen - Inverness Trunk Road between Seafield Roundabout, Inverness and Wester Hardmuir in the vicinity of Nairn, Nairnshire

T: 0300 244 4000  
E: scottish.ministers@gov.scot

Cllr Tom Heggie  
[Tom.Heggie.cllr@highland.gov.uk](mailto:Tom.Heggie.cllr@highland.gov.uk)

Our ref: 202100237875  
Your Reference: Open Letter re. A96 (Nairn By Pass)

27 September 2021

Dear Tom

### **A96 Dualling Inverness to Nairn (including Nairn Bypass)**

Thank you for your email dated 06 September 2021 addressed to Fergus Ewing MSP and copied to the Cabinet Secretary for Finance and the Economy, Kate Forbes MSP, the Cabinet Secretary for Net Zero, Energy and Transport, Michael Matheson MSP, and the Minister for Zero Carbon Buildings, Active Travel and Tenants' Rights, Patrick Harvie MSP, in relation to the A96 Dualling Inverness to Nairn (including Nairn Bypass). I am responding in my capacity as Minister for Transport.

I would like to reassure you that the Scottish Government is committed to improving the A96, and while the current plan is to fully dual the A96 route between Inverness and Aberdeen, as part of the Cooperation Agreement with the Scottish Green Party we have agreed to conduct a transparent evidence-based review of the programme to report by the end of 2022. We recognise the challenges experienced by those who use the road and the communities it serves, many of which you set out in your letter.

To be clear, we are not stepping away from our commitment to the north and north east of Scotland to improve the A96 corridor. The Cooperation Agreement, sets out that we will take forward a transport enhancements programme on the corridor that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues. The agreement can found at the following link –

<https://www.gov.scot/publications/scottish-government-scottish-green-party-shared-policy-programme/>

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We have undertaken substantial consultation and development work on this important programme which has been vital to inform our understanding of the significant undertaking of improving this key corridor. We now know that dualling the entire A96 would involve substantial offline “new” roads and in light of a range of changing policies including a focus on making better use of our assets and climate change we are undertaking this review. This is sensible good governance for major investment of this kind.

I have instructed my officials at Transport Scotland to commence work on this important review and have given an undertaking to Cllr Margaret Davidson that in doing so we will work with The Highland Council, and other local authorities along the corridor, to ensure that the views of local communities are incorporated.

I hope this is of assistance.

Yours sincerely

**[Redacted]**

**Graeme Dey**

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St Andrew’s House, Regent Road, Edinburgh EH1 3DG  
[www.gov.scot](http://www.gov.scot)



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