

Annex A - Correspondence between Ministers of the Scottish Government, Members of the UK Parliament from the Scottish National Party and government special advisors regarding the dualling of the A9 and A96 from 2016 to date

From: [Redacted]
Sent: 08 March 2016 10:08:07
To: Ministerial Correspondence Unit
Subject: FW: Equitrac Scan-to-Me ***IHM***

Attachments: n300140_08-03-2016_10-03-26.pdf

MR for Mr Keith Brown please as this is a project in his portfolio

Kind regards

[Redacted]
Assistant Private Secretary and Correspondence Secretary to Derek Mackay MSP
Minister for Transport and Islands
The Scottish Government

Ext 87416
Tel 0141 278 4416

transportminister@gov.scot<<mailto:transportminister@gov.scot>>

www.gov.scot<<http://www.gov.scot/>>

All e-mails and attachments sent by a Ministerial Private Office to another official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the primary recipient. Private Offices do not keep official records of such e-mails or attachments. Thank you.

? Please do not print this e-mail unless you really need to.



The Scottish Parliament
Pàrlamaid na h-Alba

R T H O N A L E X S A L M O N D M S P
A B E R D E E N S H I R E E A S T

Derek Mackay
Minister for Transport and Islands
St Andrews House
Regent Road
Edinburgh
EH1 3DG

Our Ref: AS/CS/

2nd March 2016

Dear Derek,

I am writing to you regarding the dualling of the A96 Aberdeen to Inverness road. I would be grateful if you could update me on the plans, and in particular I would like to know when a decision might be reached regarding the siting of the proposed route either to the east or west of Inverurie. Understandably, some of my constituents are concerned that if it passes to the west of Inverurie this will impact greatly on the forest and range of hills of Bennachie, which are popular with locals and tourists alike.

I would appreciate a response that I may share with my constituents.

With very best wishes,

[Redacted]

Alex Salmond MSP

RECEIVED
08 MAR 2016
private
office

Cabinet Secretary for Infrastructure, Investment and Cities
Keith Brown MSP



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

Mr Alex Salmond MSP
The Scottish Parliament
EDINBURGH
EH99 1SP

Your ref: AS/CS/
Our ref: 2016/0008896

22 March 2016

A96 DUALLING INVERNESS TO ABERDEEN

Thank you for your letter dated 2 March 2016 addressed to the Minister for Transport and Islands, Derek Mackay MSP, regarding the A96 Dualling Inverness to Aberdeen and in particular your constituents concerns regarding the hills of Bennachie,. I am responding in my capacity as Cabinet Secretary for Infrastructure, Investment and Cities.

The Scottish Government is committed to dualling the A96 between Inverness and Aberdeen by 2030. This significant undertaking requires careful, in-depth planning and design so we deliver the right scheme and help tackle congestion, make journey times more reliable and, crucially, improve road safety for all along the route.

Transport Scotland is currently at the very early stages of the dualling design and assessment process for the section of the A96 east of Nairn to Aberdeen with no route options having been developed at this stage. We have been taking forward preliminary work on this programme and the outcome of this was displayed at public exhibitions held in May 2015. This preliminary assessment is the first stage in a multi-stage development process where we have examined high level Improvement Strategy Options, and further details on these are available on our website at www.transportscotland.gov.uk/a96dualling.

It is important to note that the Improvement Strategies (Options B, C, D and N) presented at the exhibitions held last May are different high level approaches to providing a dual carriageway between Inverness and Aberdeen, for example a bypass north or south of towns along the existing A96. These improvement strategy options are illustrations of what such choices may mean and do not represent specific corridors or route alignments, and therefore do not represent the exact locations where the upgraded A96 may be located.

Route options will be developed at the next stage of the design and assessment process, which for the section between east of Huntly to Aberdeen is expected to start later in 2016, following the procurement of Consultants. We currently expect that this will take approximately 2 years to complete. This work will include an engineering, environmental, traffic and economic assessment of the potential impacts of each option developed to inform a preferred route option choice.

I would like to reassure you that the output of the preliminary work, including the feedback received following the exhibitions held in May 2015 will be carefully considered during the next stage in the design and assessment process.

As we progress to this next stage of development further public consultations will be undertaken as part of our rolling programme of engagement to ensure that communities, businesses and individuals affected by the work are kept fully informed and their vital feedback taken into account.

I trust this is of assistance.

[Redacted]

KEITH BROWN

From: [Redacted]
Sent: 28 May 2020 15:39:08
To: Public Engagement Unit
Subject: FW: (Case Ref: PW10707)

Attachments: letter1944.pdf

Hi

For MACCS please - MR

Many thanks

[Redacted]

[Redacted]

Assistant Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity
The Scottish Government | Web: www.gov.scot
Tel: [Redacted] | Email: CabSecTIC@gov.scot _____

All e-mails and attachments sent by a Ministerial Private Office to any other official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments.

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

From: Pete Wishart <pete.wishart.mp@parliament.uk>
Sent: 28 May 2020 10:51
To: Cabinet Secretary for Transport, Infrastructure and Connectivity
<CabSecTIC@gov.scot>
Subject: (Case Ref: PW10707)

Dear Michael

Please find attached letter outlining a constituents concerns over the dualling of the A9 at the Pass of Killiecrankie.

I look forward to your reply.

Yours sincerely

Pete Wishart MP

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Michael Matheson MSP
Cabinet Secretary for Transport, Infrastructure and Connectivity
St. Andrews House
Regent Road
Edinburgh
EH1 3DG

Our Ref: PW10707DM

28 May 2020

Dear Michael

Re: [Redacted]

I am writing on behalf of my constituent of the above address who recently contacted me regarding the dualling of the A9.

[Redacted] is instrumental in the group [Redacted] and has grave concerns surrounding the proposed route of the A9 through the Killiecrankie area. My constituent feels the historical importance of this site shall be destroyed and the implications of this for future generations are dire if the dualling goes ahead in its proposed form.

[Redacted] has gone into detail with me over his thoughts on the matter and has forwarded me a series of recordings he has made, link here - [Redacted]

I would be grateful if you could consider the matter raised by my constituent, possibly looking over the link I have attached, and reply to me with your thoughts on the situation.

I look forward to your reply.

Yours sincerely,

[Redacted]

PETE WISHART

Member of Parliament for Perth and North Perthshire

Perth Office:
63 Glasgow Road
Perth, PH2 0PE
Tel: 01738 639 598

North Perthshire Office:
17-19 Leslie Street
Blairgowrie, PH10 6AH
Tel: 01250 876 576

Email: pete.wishart.mp@parliament.uk Website- www.petewishartmp.scot

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

Mr Pete Wishart MP
House Of Commons
LONDON
SW1A 0AA

Our ref: 2020/0002249
10 June 2020

Dear Pete,

A9 Dualling: Killiecrankie to Glen Garry

Thank you for your letter of 28 May on behalf of your constituent [Redacted] concerning A9 Dualling Killiecrankie to Glen Garry scheme and Killiecrankie Battlefield.

As part of its current programme of infrastructure improvements the Scottish Government is committed to dualling the A9 between Perth and Inverness. This underlines our commitment to connecting Scotland's cities with a high quality transport system that will generate sustainable economic growth.

When complete, the A9 Dualling programme will bring many benefits to local communities, businesses and visitors living, travelling and working along the route. These include reduced journey times, improved journey time reliability and crucially, improved road safety for all users along the A9.

The Scottish Government is aware of the sensitivities around what is an important battlefield, and site of historical and cultural significance, and Transport Scotland have been engaging extensively with the local community and key stakeholders since 2012.

Following publication of draft Orders for the Killiecrankie to Glen Garry scheme in November 2017, a number of design refinements to reduce land take on the battlefield site were made taking account of feedback from Historic Environment Scotland and the local community.

We must observe statutory obligations and therefore the Scottish Government's Planning and Environmental Appeals Division appointed an independent Reporter to arrange a Public Local Inquiry. As for all our road schemes, this is the appropriate forum for considering objections received but not withdrawn.

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot



The Public Local Inquiry started on 13 January and concluded on the 21 January. The YouTube video produced by [Redacted] formed a part of the evidence in front of the inquiry and supporting evidence was presented by his brother. Closing submissions from objectors and Transport Scotland have been issued to the Reporter, who is currently preparing his Report for submission to Scottish Ministers.

Scottish Ministers are the decision makers in this process and will ultimately make a decision whether or not to proceed with a scheme after they have considered the recommendations made by the Reporter as part of the Inquiry process, it is not therefore appropriate to comment on the proposals or objections that have been raised at this time.

I hope this reassures you that [Redacted] concerns have been heard and that the objections received regarding Killiecrankie Battlefield are being fully considered fairly by an independent Reporter.

[Redacted]

MICHAEL MATHESON

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

St Andrew's House, Regent Road, Edinburgh EH1 3DG
www.gov.scot



INVESTORS
IN PEOPLE

Accredited
Until 2020



From: Pete Wishart
Sent: 17 August 2020 11:23:39
To: Scottish Ministers
Subject: (Case Ref: PW10707) Killiecrankie Battlefield

Attachments: GIS simple presentation 3rd Aug2020.pdf

Dear Michael,

I wondered if you have been able to consider the attached document that was sent to me from my constituents who are concerned about the A9 route in relation to the Battle of Killiecrankie archaeology.

The Scottish Government reference number attached to previous communications was 2020/0002249. I have attached the presentation again here for ease.

I look forward to receiving your comments.

Kind regards,

Pete Wishart MP

This email has been scanned by the Symantec Email Security.cloud service.

—

Killekrankie Battlefield

A9 - Extension

Survey Analysis to establish the true position of the battle
3rd Aug 2020



Overview

- The purpose of the presentation is to provide hard evidence, based on archaeology, contemporary accounts and GIS survey studies, that Transport Scotland (TS) plans for the dualing of the A9 will destroy the most critical parts of the battlefield.
- The following is included.
 - GIS analysis for Mackay's regiment showing it cannot have been located where TS claim
 - GIS and trajectory analysis for Leven's regiment clearly show they must have been positioned much further forward than TS claim.
 - GIS analysis from the position of the, well documented, Jacobite snipers proves there was no line of sight to the TS government line meaning the line must have been further up the slope.
 - The position of TS government line on unsuitable terrain

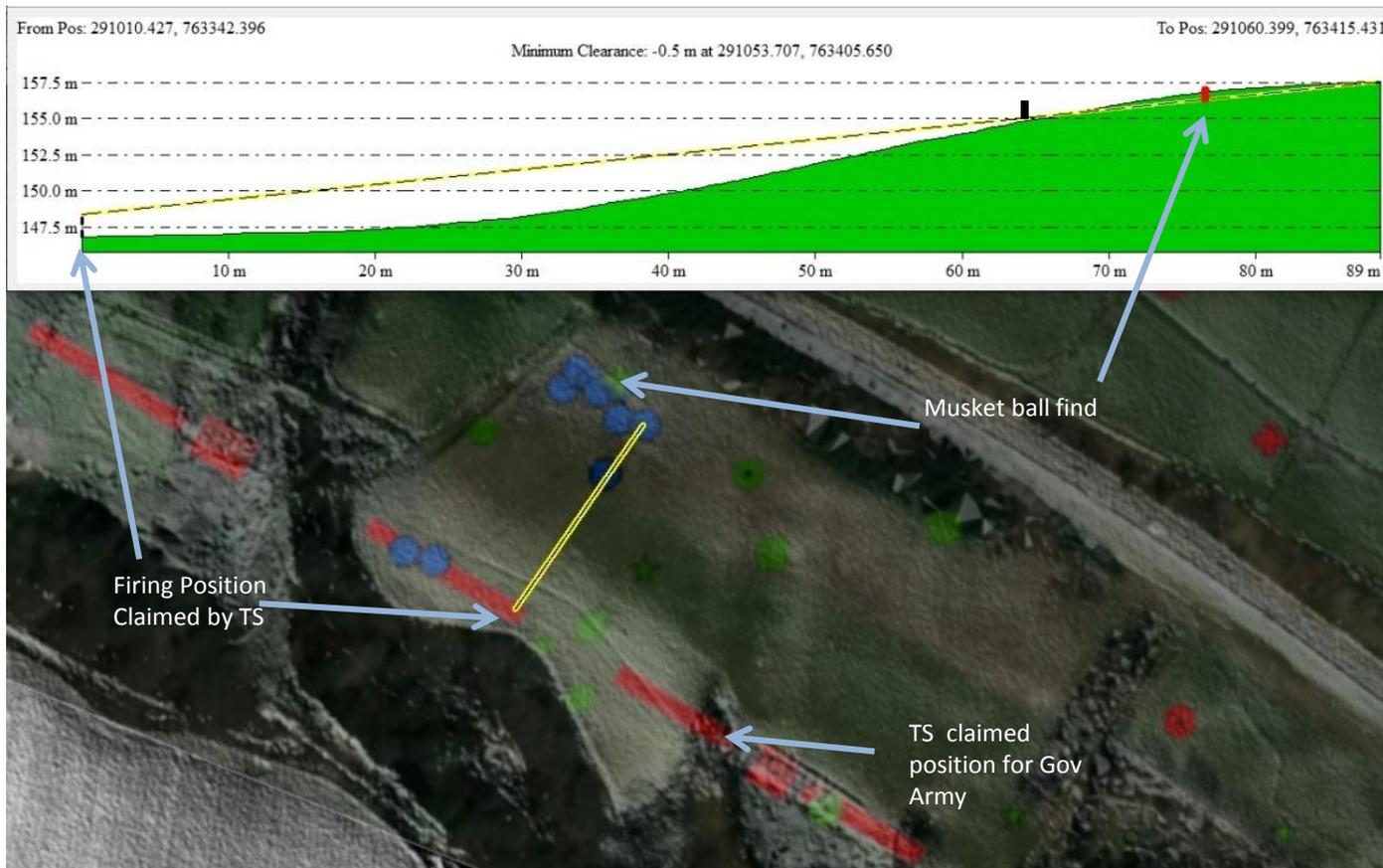
Historical Significance

- Killiecrankie was the first battle in the Jacobite rebellion which had an enormous impact on Scottish and international history and culminated in:
 - The Highland clearances and the mass emigration of Scots to destinations all over the world resulting in millions of people worldwide with Scottish decent and an affinity with Scotland
 - The destruction of the clan system and the highland culture including the Gaelic language.
 - The playing of the pipes was made illegal
- Killiecrankie marked the start point of major change in warfare
 - David Chandler’s book “The Art of Warfare in the Age of Marlborough” tells us “The 60 years between 1688 and 1748 form the watershed in the history of the development of (European) warfare.” This precisely spans the Jacobite period.
- Cameron of Lochiel (Leader of clan Cameron and Dundee’s right hand man) estimated that 5,500 men took part on the battle and as many as 2,400 men died.
- It is our duty to preserve this critical site for future generations all over the world.



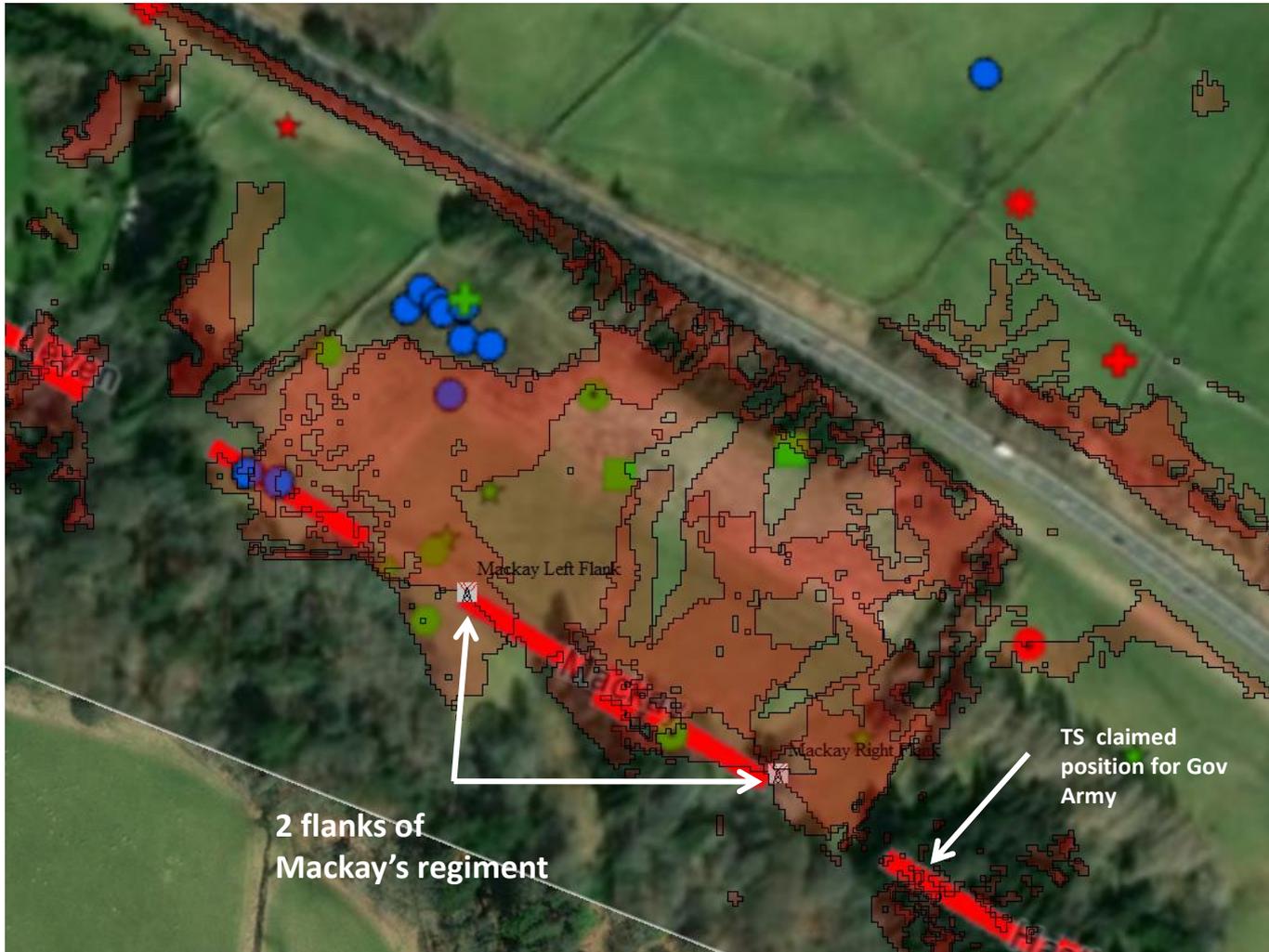
GIS Analysis - Mackay's Regiment

- The contours of the land were analysed to identify where musket balls could have reached when fired from a specific position on the Transport Scotland assumed government army line.
- Illustrated here:
 - On the left of the cross section view, and on the left of the yellow line, on the aerial view, a firing position is identified using a height of 1.5m above the ground (approximate shoulder height).
 - The musket is being fired towards higher ground and the dotted yellow line, on the cross section at the top, shows the point at which the musket ball would hit the ground.
 - The position where the archaeology found musket balls is labelled
 - The analysis clearly shows the muskets could not have been fired from the position claimed by TS



Mackay's Regiment

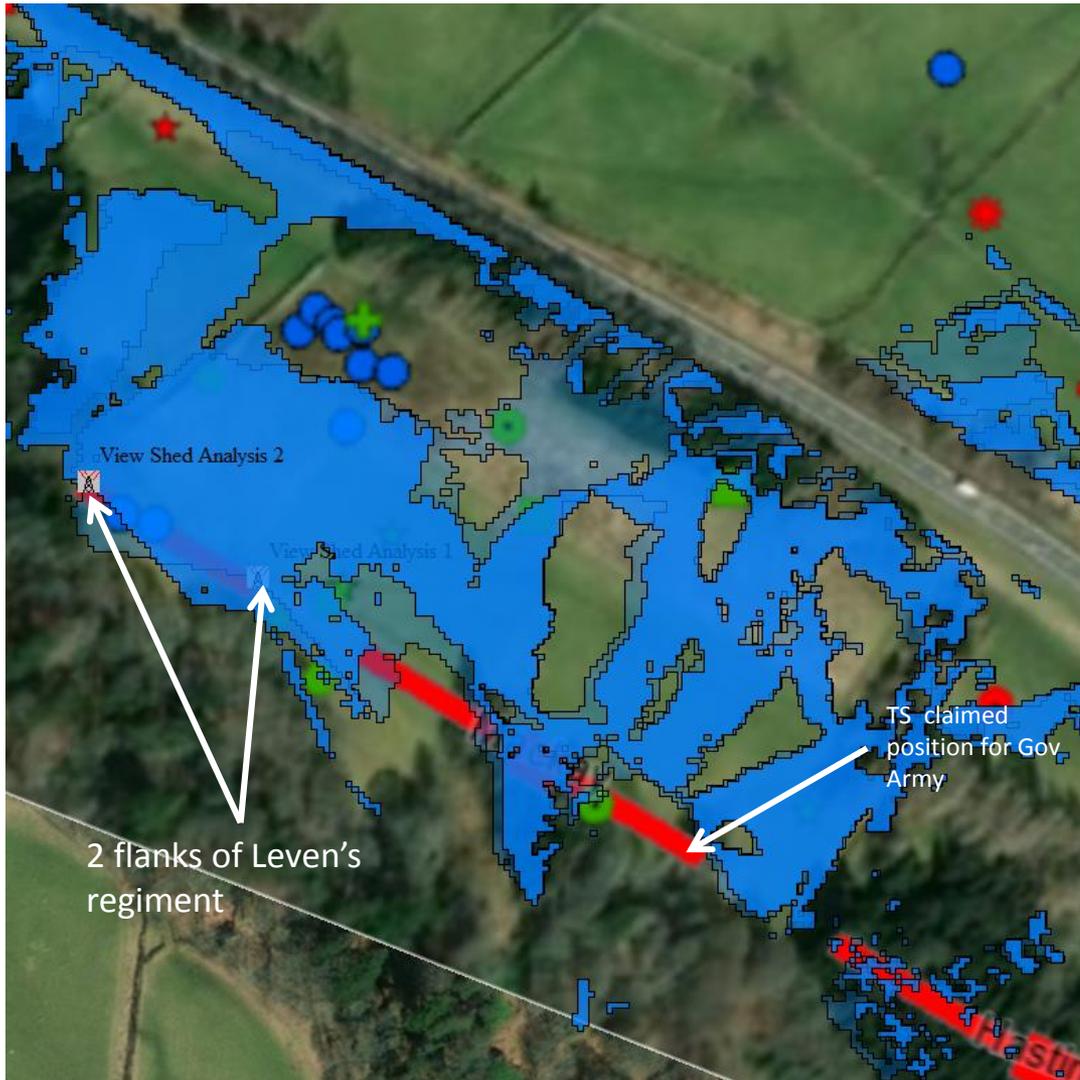
- Firing from the TS government positions in this case the two flanks of Mackays regiment. The areas shaded in red show where the musket balls could have landed. It clearly shows that the musket balls could not have reached the position they were found on the stepped ground.



*The blue circles are from the 2003 detecting finds.
The red are from the 2015 detecting finds
The green are from the 2018 detecting finds
The crosses show impacted shot*

Leven's Regiment Stepped ground analysis

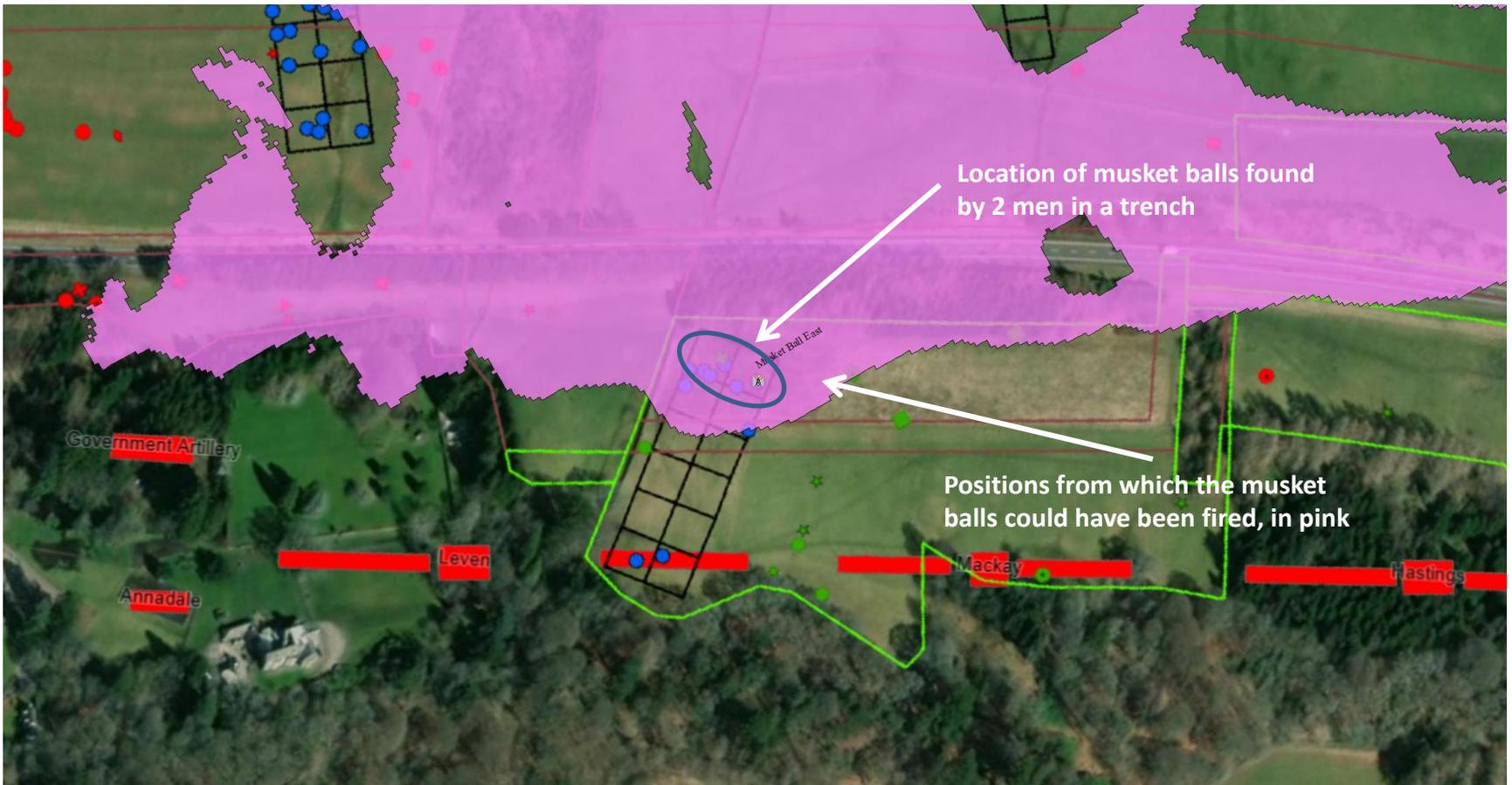
- Firing from the TS government positions in this case the two flanks of Leven's regiment. The areas shaded in blue show where the musket balls could have landed. It clearly shows that the musket balls could not have reached the position they were found on the stepped ground.



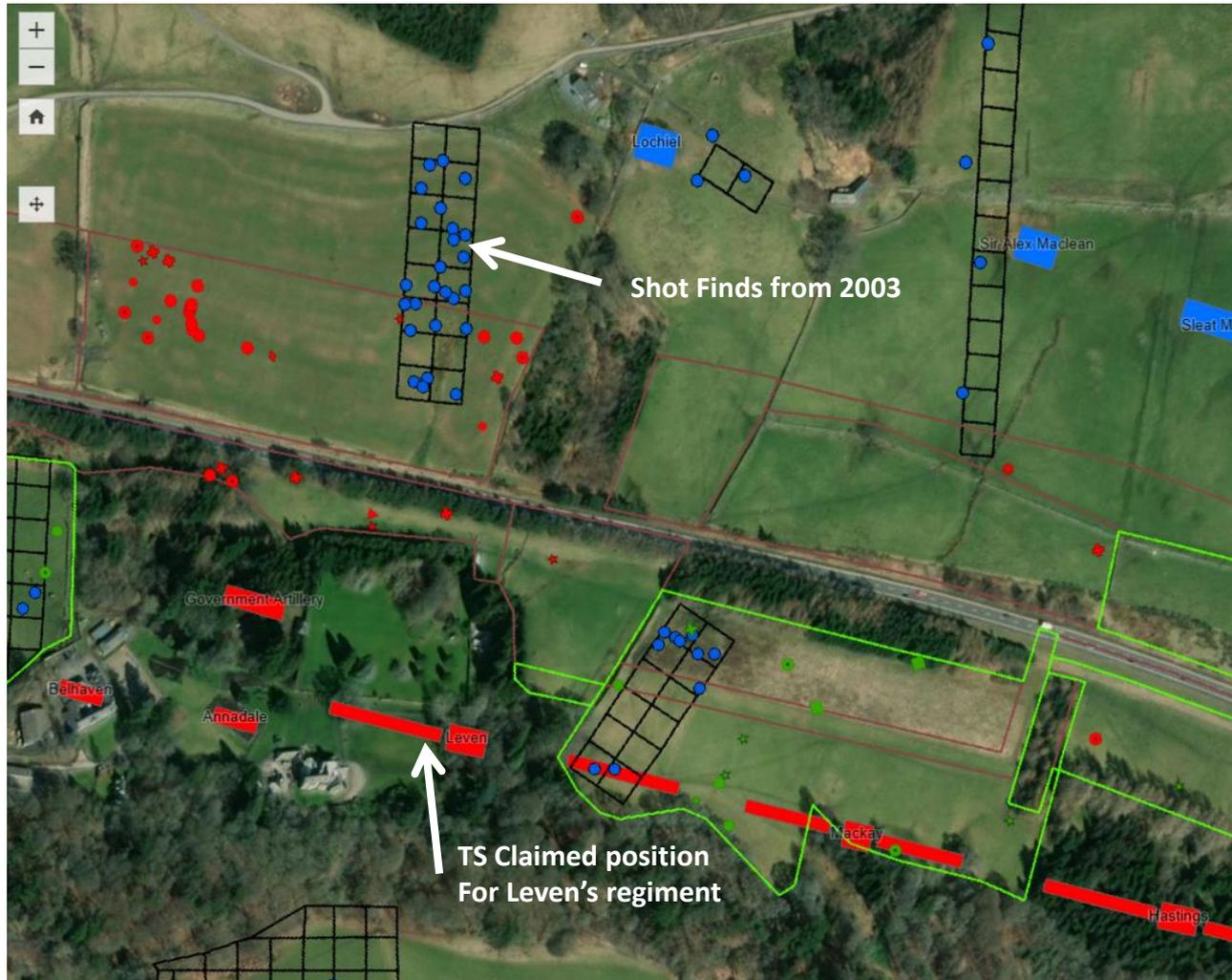
- Slide examines men firing from shoulder height from Leven's regiment. It shows that the musket balls could not have reached the stepped ground from this position.

Where could Mackay's Regiment have been?

- Reversing the GIS analysis to show positions from where the musket balls could have been fired.
- This clearly shows that the firing position must have been much further forward than suggested by TS and therefore much closer to the present A9, and where the proposed new road is planned to be.
- The accounts of the battle are consistent with this evidence as the stepped ground hid the charge by the Camerons until they were very close to the government line.

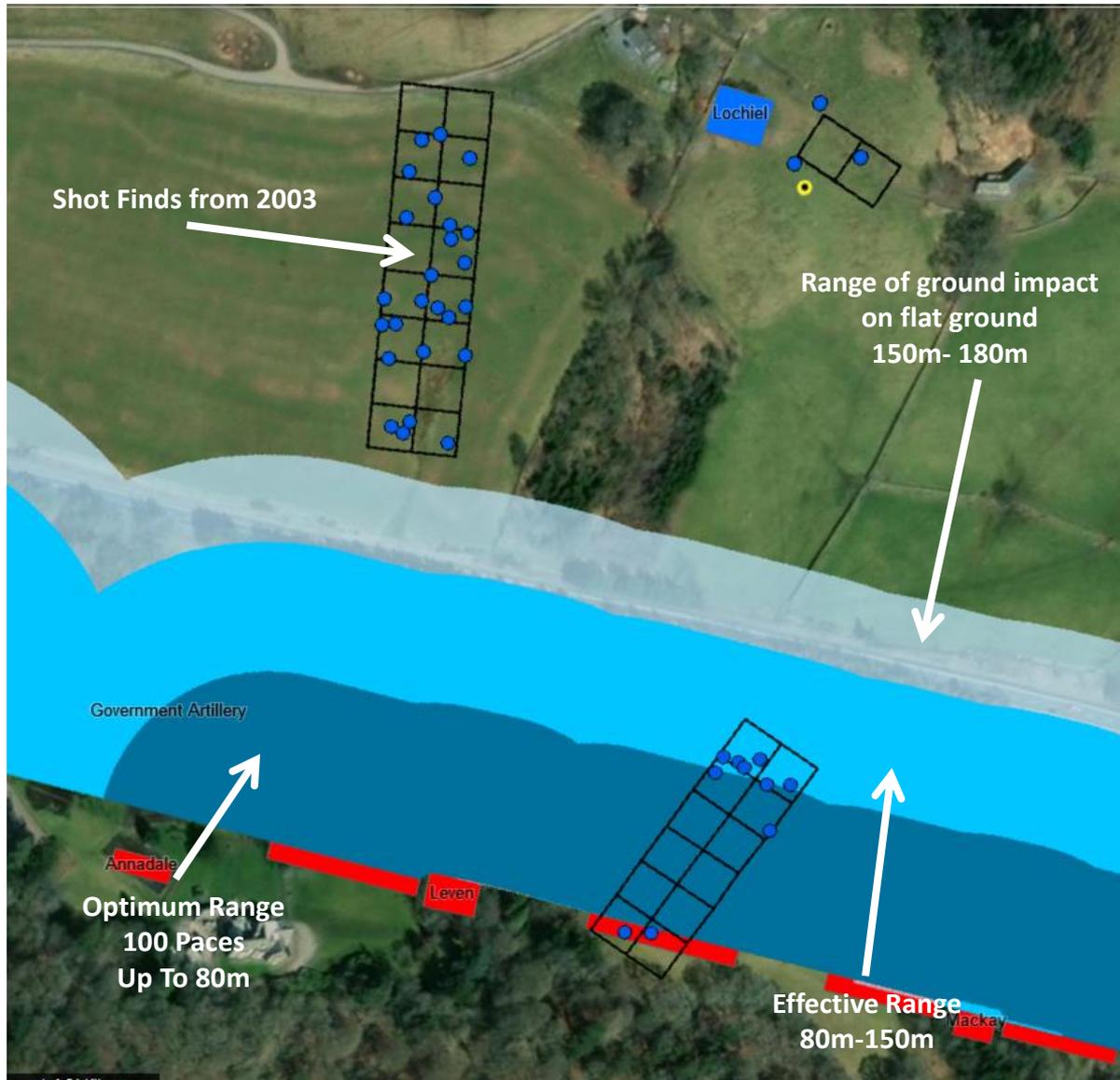


Leven's Regiment Field of fire



We now examine the shot found in 2003 in front of Leven's regiment.

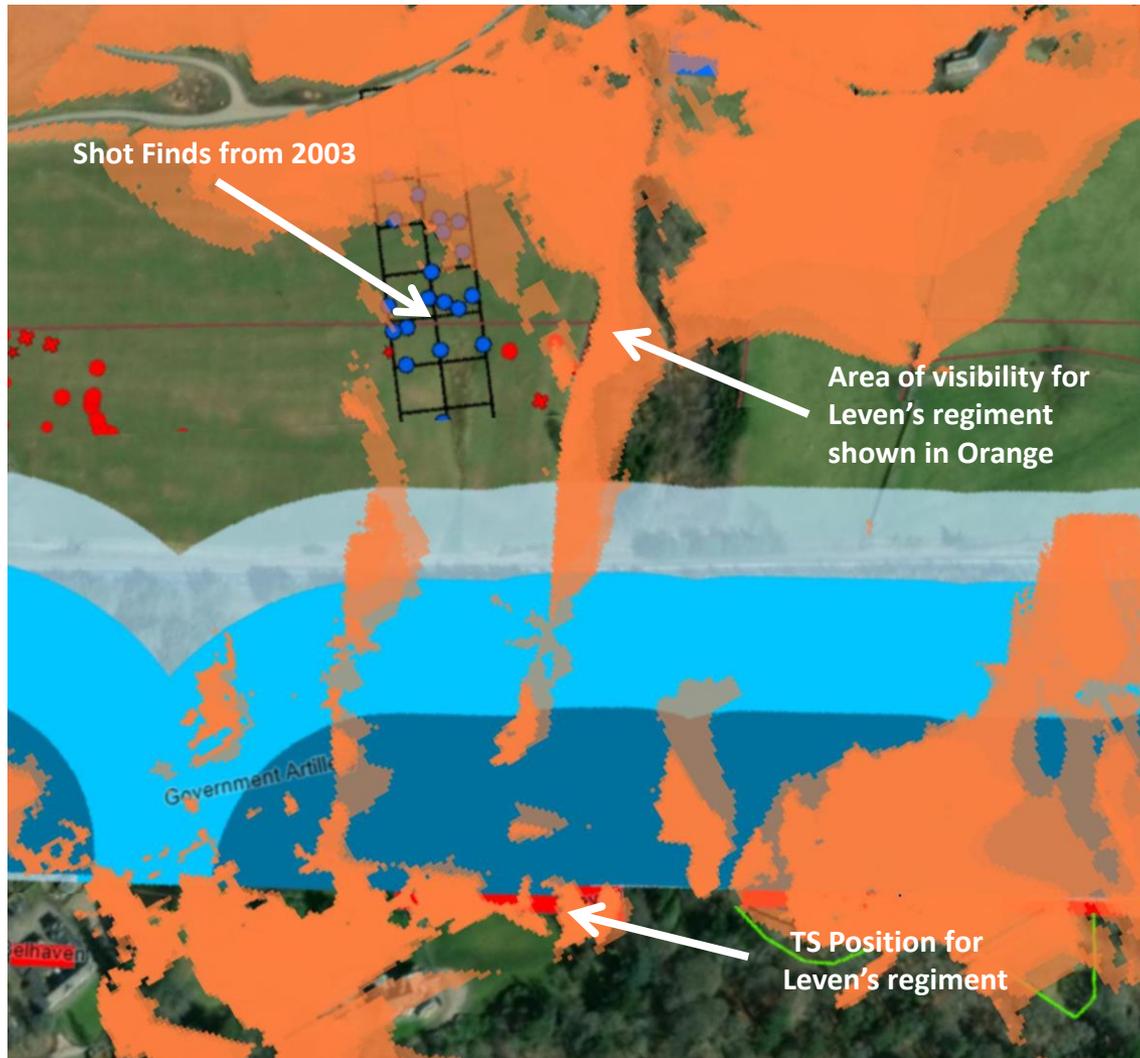
Musket Field of fire Leven's Reg.



This graphic shows the TS range and field of fire projections for Leven's regiment based on their claimed Government army position:

- This analysis by TS assumes the battlefield is flat whereas the terrain is of critical importance to the analysis as illustrated in the next slide.
- A serious investigation would have taken account of the terrain.

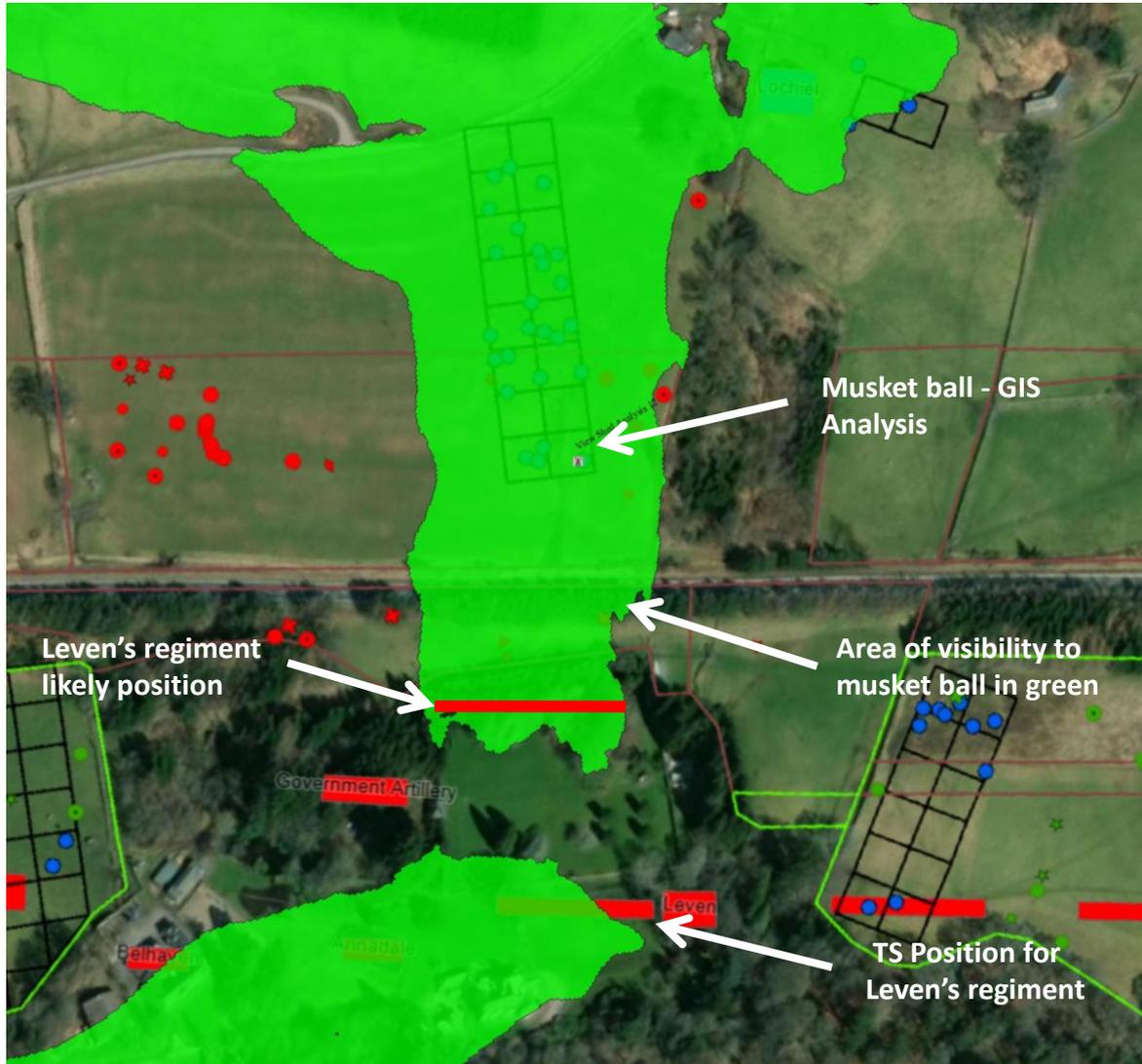
Musket Field of fire Leven's Reg.



This slide superimposes the GIS analysis for Leven's regiment. The orange areas showing where they could see (and shoot) from the TS claimed position.

- The visibility from this position is very poor and they could not have fired most of the musket rounds found in the 2003 archaeology.
- TS analysis fails completely to take account of the topography and is, therefore, flawed.
- Leven's regiment must have been much further up the slope.

Musket Field of fire Leven's Reg.

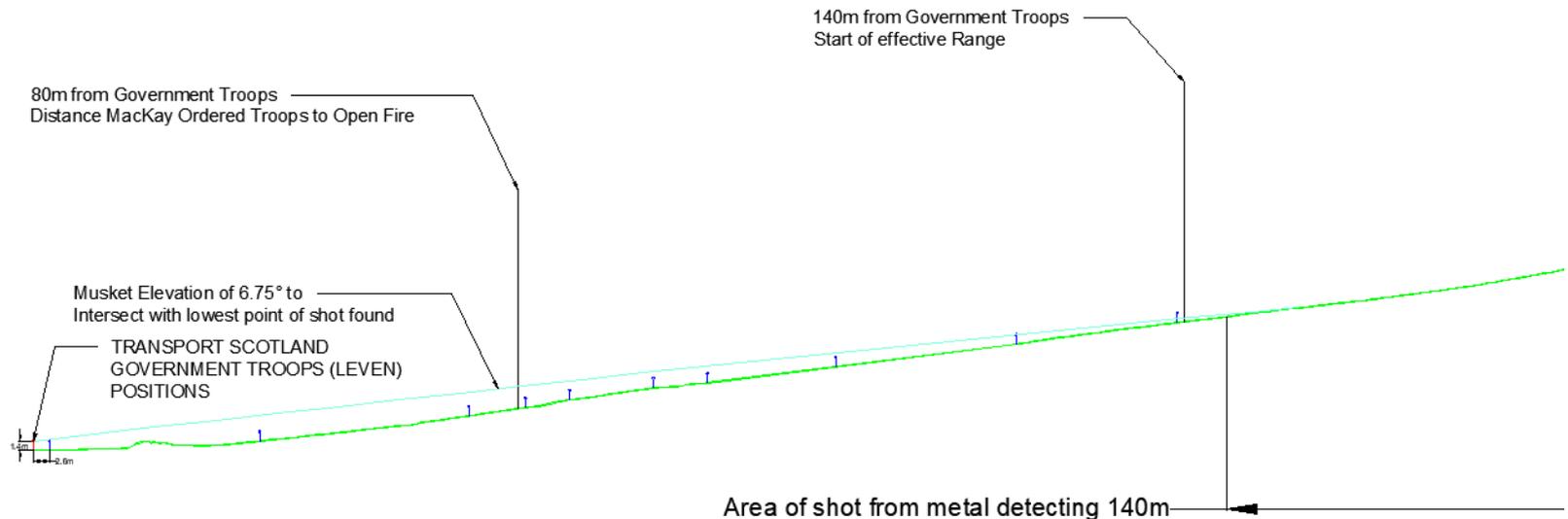


- This slide shows the GIS analysis from the lower musket shot and the area in green identifies where it could have been fired from.
- This identifies the areas in which Leven's regiment could have been.
- TS analysis fails completely to take account of the topography and is, therefore, flawed.
- Leven's regiment must have been much further up the slope.

Trajectory Analysis Leven's Regiment

Analysis of TS claimed position for Leven's regiment and shot found in 2003

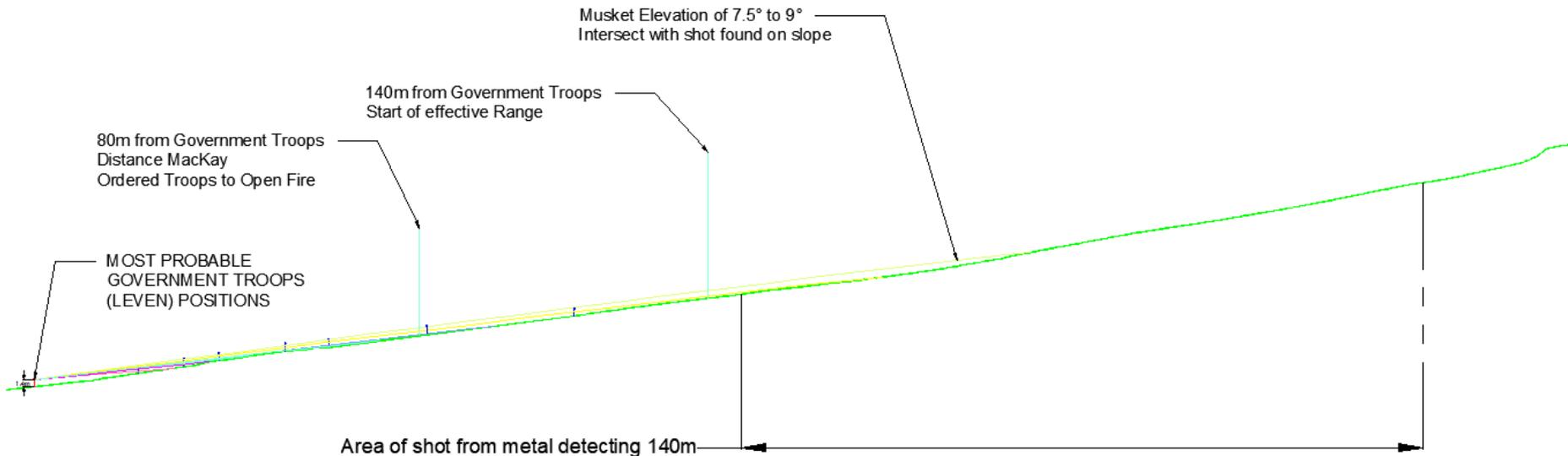
- Further to the GIS analysis the following slides examine the trajectory of musket fire for Leven's regiment.
 - A ballistic calculator has been used to accurately project the trajectory of the musket balls taking into account angle of fire and air resistance
- As well as being at very long range from the target ,TS claimed position (below), Leven's would have a poor angle as they would be firing into the slope. This means they would have to vary their angle of fire to reach different targets.



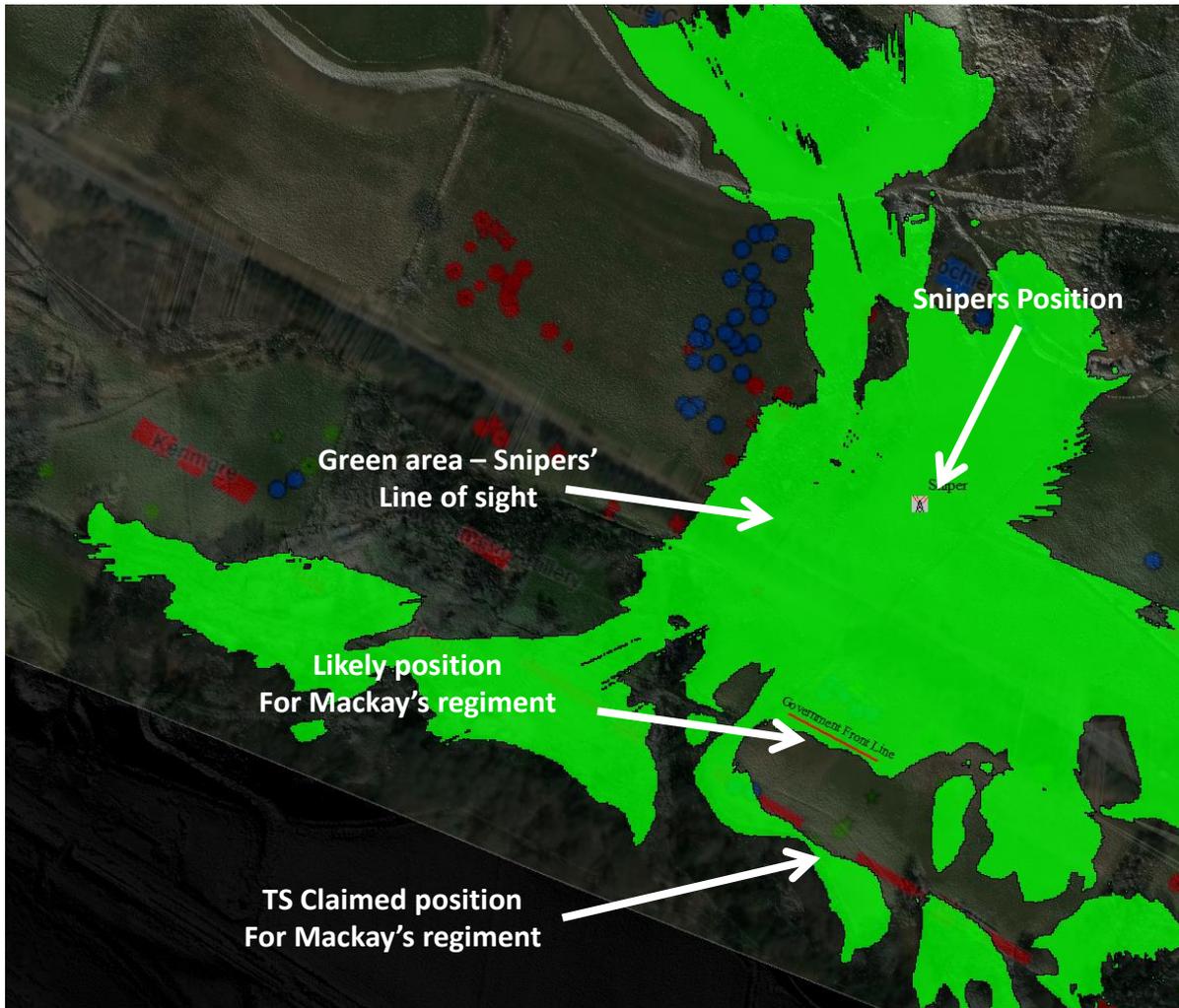
Trajectory Analysis Leven's Regiment

Analysis of TS claimed position for Leven's regiment and shot found in 2003

- The graphic below, with Leven's further forward, shows a much more likely position as the fire would be parallel with the slope allowing much easier targeting of the enemy at different ranges. In this position Leven's would be firing through the Jacobites and so would be much more likely to find a target.
- General Mackay would have taken great trouble to position his army to be as effective as possible as he waited to be attacked.
- The Jacobites chose not to send a regiment to attack Leven's and this may have been because, from the position below, they would have been in a very strong defensive position with an excellent field of fire.
- The investigation suggests that Leven's regiment was positioned approximately 50m further forward than TS claim, close to the present A9.

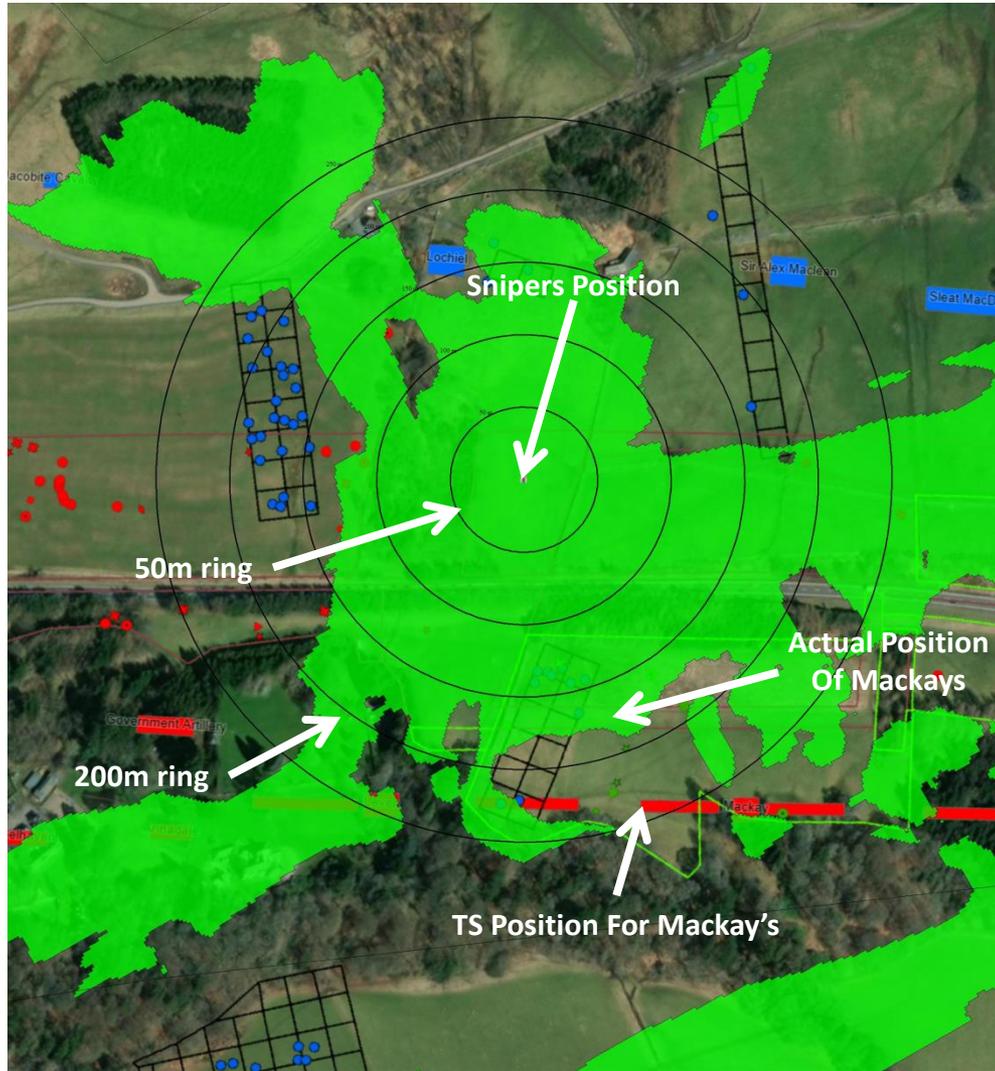


Jacobite Snipers' Position Analysis



- Contemporary accounts, from both sides, tell us that the Jacobites deployed snipers in a building between the two armies. (more detail in the appendix)
- The excavation in 2003, by two men in a trench, found clear evidence of the snipers' position which they said "Would provide an excellent view of the enemy below"
- This study uses GIS analysis to identify the field of view of this location.
- The TS position for Mackay's regiment cannot be seen from the snipers' location.
- Mackay's regiment must have been much further forward as indicated which is consistent with the other analysis presented.

Jacobite Snipers Range Rings



This graphic shows range rings from the Jacobite snipers' position, as identified by 2 men in a trench, in 50m increments. It clearly shows that the TS position for the government army, at over 200m from the snipers' position, is out of effective range.

Also, TS location for the snipers' position is incorrect and is not in the position identified by 2 men in a trench.