

## **Your request**

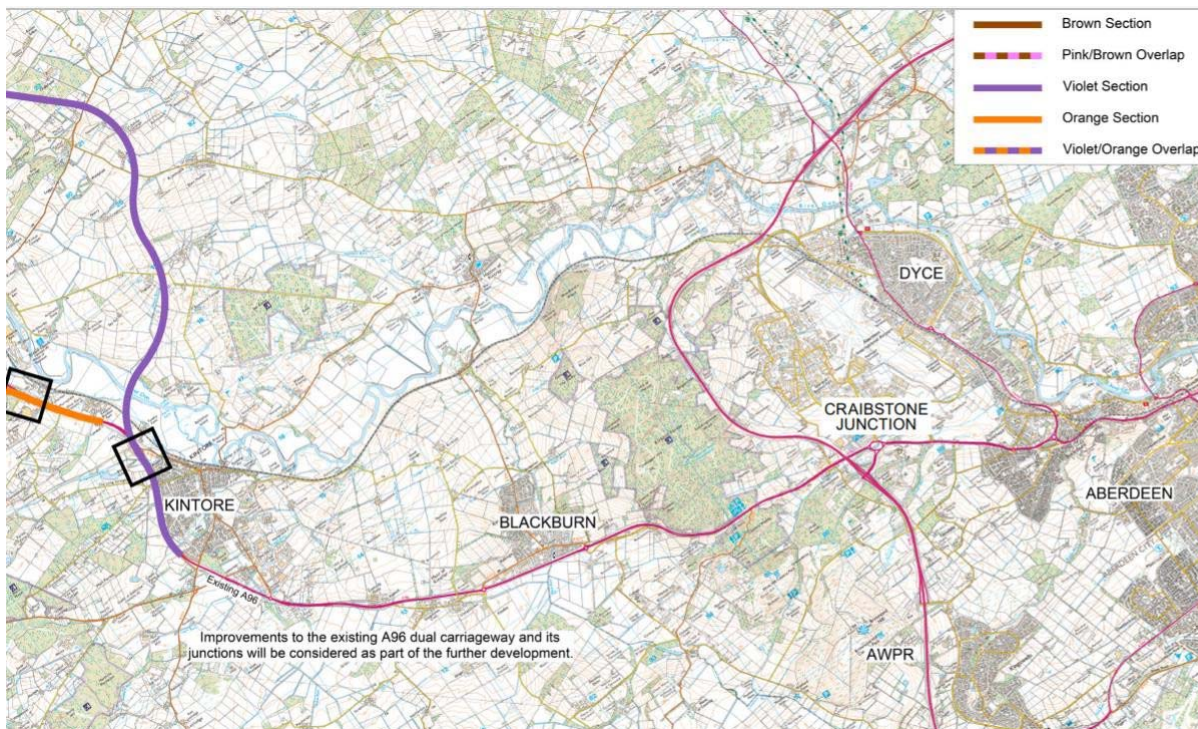
1. I have followed the hyperlink contained in the above statement, and reviewed the presentation material, and can find no reference to, or explanation of, the decision to sub-divide East of Huntly to Aberdeen route section in to separate sub-sections with the consequence that “improvements to the existing A96 dual carriageway (from Kintore to Craibstone) and its junctions will be considered further as part of future design development work”. Can you please clarify where this statement is made?”

## **Response to your request**

The statement referred to above is made on the Route options plan as part of the exhibition materials presented at the May 2019 drop-in sessions. The exhibition material is also available on the Transport Scotland A96 Dualling East of Huntly to Aberdeen project webpage and a direct link to the Route options plan is provided below:

<https://www.transport.gov.scot/media/44950/route-options-strip-plan-map-may-2019-east-of-huntly-to-aberdeen-a96-dualling.pdf>

For ease of reference an extract from the Route options plan is provided below and includes the statement regarding the existing A96 dual carriageway.



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*2. Under what formal process has the A96 Dualling - East of Huntly to Aberdeen project been further sub-divided in to two separate route sub-sections with now separate and disconnected design development stages and timetables?*

## **Response to your request**

Transport Scotland appointed the AmeyArup Joint Venture team to take forward the A96 Dualling East of Huntly to Aberdeen scheme, which is to provide a dual carriageway from the tie-in with the existing A96 East of Huntly, to the A96 junction with the Aberdeen Western Peripheral Route (AWPR). The scheme has not been further sub-divided.

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*3. Please provide all documentation to substantiate this decision to sub-divide the route part way through the DMRB design development process? This should include not only the concluding appraisal or reports, but all relevant working documents, meeting minutes and correspondence.*

## **Response to your request**

Please refer to our response to your second request above. The scheme has not been further sub-divided and therefore we are refusing your request under the exception at regulation 10(4)(a) of the EIRs. Under the terms of the exception at regulation 10(4)(a) of the EIRs (information not held), the Scottish Government is not required to provide information which it does not have. The Scottish Government does not have the information you have requested because the scheme to provide a dual carriageway between East of Huntly to Aberdeen has not been further sub-divided.

This exception is subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exception. We have found that, on balance, the public interest lies in favour of upholding the exception. While we recognise that there may be some public interest in the requested information, clearly, we cannot provide information which we do not hold.

## **Further Information**

In advance of the October 2018 Public Exhibitions, a series of detailed appraisals were undertaken to identify the better performing options for presenting to the public. The appraisals sifted out a number of route options and the remaining route options all tied back in to the existing A96 either at Kintore or to the west of Kintore. Consideration of potential upgrades to the existing dual carriageway section therefore does not influence the identification of a preferred route option between East of Huntly and Kintore.

Details of the appraisals are provided on the Transport Scotland A96 Dualling East of Huntly to Aberdeen Project webpage and a link is provided below.

<https://www.transport.gov.scot/publication/dmr-stage-2-early-sifting-reports-east-of-huntly-to-aberdeen-a96-dualling/>

### **Your request**

- 4. And in sub-dividing the route, what is now the timetable for progressing the design development (through DMRB stages) for the new Kintore to Aberdeen route sub-section? or*
- 5. Can you confirm there is now no design development timetable for the new Kintore to Aberdeen route sub-section?*

### **Response to your request**

As advised in our response to your second request, the A96 Dualling East of Huntly to Aberdeen Scheme has not been further sub-divided. Improvements to the existing A96 dual carriageway and its junctions between the Aberdeen Western Peripheral Route and Inverurie will be considered as part of the scheme development.

### **Your request**

- 6. Are Amey-Arup still contracted for the design development for the entirety of the A96 Dualling East of Huntly to Aberdeen route section?*
- 7. If there are, as it appears, no established timetable for progression of the new Kintore to Aberdeen route sub-section, what implications does this have on Amey-Arup contractual obligations with respect to time limitations?*
- 8. If Amey-Arup workscope no longer encapsulates the Kintore to Aberdeen route sub-section then has there been a proportionate reduction in the value of the contract award?"*

### **Response to your request**

I can confirm that AmeyArup Joint Venture team are appointed to take forward the A96 Dualling East of Huntly to Aberdeen scheme, which is to provide a dual carriageway from the tie-in with the existing A96 East of Huntly to the A96 junction with the Aberdeen Western Peripheral Route (AWPR).

There are no implications on AmeyArup Joint Venture's contractual obligations or value of the contract award. The extracts below are from the Contract Notice published on 22 July 2017 in relation to the procurement of the consultancy services in respect of the A96 Dualling East of Huntly to Aberdeen Scheme:

## Section II: Object

### II.1) Scope of the procurement

#### *II.1.4) Short description*

Transport Scotland is an agency of the Scottish Government and contracts in the name of and on behalf of the Scottish Ministers. Transport Scotland has identified the need to appoint a suitably qualified and experienced economic operator to provide consultancy services for the delivery of the A96 Dualling East of Huntly to Aberdeen (the "Scheme") which is being taken forward as part of the wider commitment to dual the A96 between Inverness and Aberdeen.

The scope of the Services will include, but not be limited to: Undertaking a Design Manual for Roads and Bridges (DMRB) Stage 2 and Stage 3 Assessment; Development of a specimen design; Performing the appropriate statutory procedures; Preparation of tender and contract documentation; and Construction supervision, including period of maintenance.

Throughout the commission the organisation shall undertake the duties of the Principal Designer in accordance with the Construction (Design and Management) Regulations 2015 as amended or updated.

### II.2) Description

#### *II.2.4) Description of the procurement*

Transport Scotland, on behalf of the Scottish Ministers, wishes to procure consultancy services to deliver the A96 Dualling Eastern Section which extends from east of Huntly to Aberdeen (at the proposed A96 junction with the Aberdeen Western Peripheral Route) (approximately 42km) which forms part of wider Scottish Government commitment to dual the A96 between Inverness and Aberdeen by 2030. It is intended that these services shall be for a period of approximately 240 months up to and beyond completion of the A96 Dualling in 2030, until the period of maintenance is complete.

The intent of the procurement competition is to permit the Scottish Ministers to appoint a consultant under a "Contract". The scope of the Contract will include the management, design, assessment, statutory procedures, procurement and construction supervision (including maintenance period) for the proposed upgrade of the A96 Trunk Road between East of Huntly to Aberdeen to dual carriageway.