



Highways England Company Limited

Smart Motorways Alliance

Scheme Scope

M40/M42 FINAL Construction v1.0

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Section A: Scheme Client Requirements

Smart Motorway on the approaches to the M40/M42 interchange on the M40 junction 16 and the M42 junction 3 to 3a.

The Smart Motorway shall include All Lane Running (ALR), to the existing Smart Motorway section between junctions 3 (M42) and junction 16 (M40) and Dynamic Hard Shoulder retrofit works between junctions 3a and junction 4 of the M42.

The All Lane Running (ALR) Scheme will be provided in accordance with Interim Advice Note 161/15 (Smart Motorways) and revised by Major Projects Instruction 66MPI-66-052018 version 2 (issued 05/04/2019).

Section B: Scheme Scope

S100 Description of the Works

The M40/M42 section is 11.9km in overall length and runs east-west between M42 Junction 3 Portway with the A435, through Junction 3A with the M40, to the M40 Junction 16 with the A3400. The M42 continues northwards from Junction 3A to Junction 4 with the A34 and A3400; this section connects to the M42 J3a-7 Active Traffic Management Pilot scheme which operates under a Dynamic Hard Shoulder (DHS) regime. The M42 between Junction 3 and 3A and on the M40 between 3A and Junction 16 is currently Controlled Motorway D3M:

M40/M42 Section	Northbound / Eastbound		Southbound / Westbound	
	Existing	Proposed	Existing	Proposed
Through J3	D3M	D3M	D3M	D3M
J3 to J3A	D3M	4 lane ALR	D3M	4 lane ALR
J3A EB to NB connector	D2M	3 lane ALR	-	-
J3A SB to WB connector	-	-	D2M	3 lane TJR
J3A to J4	4 lane DHS	4 lane ALR	4 lane DHS	4 lane ALR
Through J4	D3M CM	D3M CM	D3M CM	D3M CM
J3A SB to EB (M42 to M40) connector	-	-	D2M	D2M CM
J3A WB to NB (M40 to M42) connector	D2M	D2M CM	-	-
J3A EB M42 to M40 connector	D2M	D2M CM	-	-
J3A WB M40 to M42 connector	-	-	D2M	D2M CM
J3A to M40 J16	D3M	4 lane ALR	D3M	4 lane ALR
Through J16	D3M	D3M	D3M	D3M

The scheme shall be designed to permit 60mph running through the roadworks where safe to do so.

The scheme includes provision of a new rigid concrete barrier (RCB) throughout the length of the scheme where ALR is proposed. Extents of the barrier at M42 J3 & 4 and M40 J16 have been agreed to terminate approximately 50m before the overbridge structures at these terminal junctions.

Soft center reserve shall be retained throughout the scheme except in those areas where safety or width restrictions prevent this.

36 no. manholes have been identified to be within the new running lane. These will need to be relocated where possible or otherwise mitigated to prevent impediment to running traffic.

Existing 9 no. Emergency Areas on the M42 between J3A and J4 to be retained.

There is 1 no. existing Police Observation Post (POP) within the scheme extents, on the M42 Westbound, approximately 1.5km prior to M42 J3. This POP will no longer be safely accessible as this link will be upgraded to ALR, consequently this facility will be removed. Discussions with the Police, DVSA and TOS indicated that this facility was frequently used and therefore the ability to stop and observe on this link needs to be retained.

An at-grade maintenance hard standing will be provided at the rear end of a nearby Emergency Area on this link that can be utilised by both Core Responders and Maintenance Providers. This decision was endorsed at PSCRG Meeting 2. More information is available in Technical Note 12 Scheme impact on operations (HE551530-AMAR-GEN-SWI-TN-OP-000001).

Provision of 6. fixed taper points and 33 Remotely Operated Temporary Traffic Management Signs; Further information can be found in Technical Note 15 FTP and ROTTM Sign Locations (HE551530-AMAR-GEN-SWI-TN-OP-000003) which was endorsed at PSCRG Meeting 5.

Off Network Access Potential maintenance access locations from the local road network have been assessed in line with SMP Design Guide E1.13. Further refinement and BCR analysis of the proposed DF1 locations has been undertaken.

A total of 12 maintenance access points have been identified as of DF3: 7 via Off Network Access (ONA) and 6 by modifying Emergency Areas (EA's) to accommodate a maintenance hardstanding. These are listed below in the Table below.

Approx. Chainage	Carriageway	ONA Reference	Total Bituminous Footway Length (m)
CH315	M42 J3 Eastbound	1A	35
CH625	M42 J3 Eastbound Slip	2B	N/A
CH2350	M42 J3-3A Eastbound	4A	200
CH375	M42 EB to M42 Northbound Link	9	N/A
CH6825	M42 J3a to M40 J16 Eastbound	10	83
CH7150	M42 J3a to M40 J16 Eastbound	11	40
CH63	M42 J3A-4 Northbound and Southbound	14	105
Approx. Chainage	Carriageway	EA-MHS Reference	Total Bituminous Footway Length (m)
CH1600	M42 J3 to J3A Eastbound	M42 EB EA 1	95m upstream.
CH3138	M42 J3 to J3A Eastbound	M42 EB EA 2	99m upstream. 197m downstream
CH4738	M42 J3 to J3A Eastbound	M42 EB EA 3	125m downstream.
CH4110	M42 J3A to J3 Westbound	M42 WB EA 1	125m upstream.
CH2580	M42 J3A to J3 Westbound	M42 WB EA 2	158m upstream.
CH7699	M40 Westbound J16 to J3A	M40 WB EA 1	189m downstream.

Table 3.3 Off-network access provision

Full details of the Off-Network Access locations can be found in Technical Note 8 *Maintenance Access (HE551530-AMAR-GEN-SWI-TN-OP-000004)*.

The scheme scope includes the necessary tie in works at Junctions 3, 14 and 16, including;

- **Junction 3**
Works associated with the smart motorway which ties in to the existing motorway at Junction 3 of the M42. The works are contained between chainages 520 and 670 and include the replacement of the central reserve barrier and associated works between these chainages, the replacement of steel barrier and drainage within the verges, carriageway external widening, mill and inlay to Lanes 1 and 4, and retaining walls. The works also include an ERA including retaining wall on the slip road along with barrier works and pavements works to the slip road.
- **Junction 4**
Works associated with the smart motorway which ties in to the existing motorway at Junction 4 of the M42. The works are contained between chainages 2835 and 3000 and include the replacement of the central reserve barrier and associated works between these chainages, the replacement of steel barrier and drainage within the verges, mill and inlay to Lanes 1 and 4, and modification of existing structures. The works also include mill and inlay on the on and off slip roads.
- **Junction 16**
Works associated with the smart motorway which ties in to the existing motorway at Junction 16 of the M40. The works are contained between chainages 8475 and 8700 and include the replacement of the central reserve barrier and associated works between these chainages, the replacement of steel barrier and drainage within the verges, carriageway external widening, mill and inlay to Lanes 1 and 3, upgrade of communications ducting and cabling to chainage 8950, retaining walls, and modification of existing structures.

S200 General Constraints

- There are some significant stakeholders on this scheme which will require consideration when programming and planning closures. These include HS2, M42 J6 Improvements, A46 Upgrade, NEC, Birmingham Airport.
- Traffic management plans will need to be developed to consider the cumulative impacts alongside other schemes on neighbouring routes, and availability of diversion routes.
- Programme schedules and traffic management plans will need to be carefully developed to consider the change from D2M to ALR; lane availability must be maximised whilst remaining safe for road workers and road users.
- The ability to deliver enhancements sought under the Highways England Licence is constrained by the frequently narrow width of soft estate and other objectives such as retention of screening vegetation. Equally, there may be geotechnical and

other local constraints that reduce the opportunity for enhancements within the soft estate.

- Possible Motorway Service Area at Junction 4 and/or between J5 and J6 would impact on the scheme. Any material impact would be detailed in the MSA planning application and may be conditional on a funding contribution from the MSA.
- There are areas at risk of flooding located in the scheme footprint. Where buildouts and verge widening affect flood risk areas.

As part of the DF2 stage, an assessment of flooding hotspots was undertaken using HADDMS data which includes the 'Flood Severity Index', number of incidents and possible solutions. There are 4 distinct flooding hotspots which cover the scheme.

There are **33** flood incidents within the extents of this scheme which have caused carriageway flooding in either the existing hard shoulder or central reserve.

HADDMS and CCTV survey data suggest the cause of flooding to be related to several factors such as sediment or collapsed / blocked drains.

At DF3, flood hotspots which result in on carriageway flooding of the new Lane 1 are to be replaced in accordance with SA06 and recorded in the Master Drainage Schedule.

- The EAR chapter 9 Water Environment contains all assessment information. It contains tables with information relating to existing watercourses crossed by the scheme and details of embankment flood risk sensitivity.
- 9.4.14 states locations show the chainages either side of the carriageway that would have a high likelihood of displacing some volume of flood water should a buildout of the existing embankment earthworks be required under the Proposed Scheme. This does not mean that development should be avoided at these locations. For each of the locations identified below, the design should ensure that the flood water levels are considered when extending verges, emergency areas or placing features that will require build-out beyond the existing embankment profile. These locations are marked on Figure 9.3 of that document.
- For the purposes of planning and programming of traffic management the Alliance will need to comply with embargo dates and the published event calendar for this area. When an embargo or event is in place, the Alliance should be looking to either complete works prior to the embargo or to lift them for the duration of the embargo period. The commonwealth games is planned to be held in Birmingham in July and August 2022. The Alliance should be aware that there will be embargo on traffic management during this period.

S225 Protection of existing structures and Services

- The total quantity of each type of sign and signal equipment to be mounted/retained on the 22 No. gantries existing gantries and 26 new gantries within the scheme extent is summarised.

Gantry ID	Structure Key	Structure Number	Year Structure Commissioned	Gantry Reference	Scheme Chainage	Superstructure Type
G-M40-09	27094	16/M40//167.20/S/1	2009	Sign Gantry M40-167255	8804	Superspan
G-M40-10	24565	3a/M40//170.20/V/1	2005	ATM Portal Gantry No. P1L	648	Superspan
G-M40-03	27097	/M40//169.60/S/2	2009	Sign Gantry M40-169611	6448	Superspan
G-M40-05	27096	/M40//168.90/S/1	2009	Sign Gantry M40-168950	7108	Superspan
G-M40-07	27095	/M40//168.10/S/	2009	Sign Gantry M40-168120	7937	Superspan
G-M42-04A	21362	/M42//16.30/V/	1996	CG Vms Gantry No. 53	2714	MS3 Cantilever (Re-located)
G-M42-05	26729	/M42//16.60/S/	2005	Portal Gantry 6266AB	3246	Superspan
G-M42-06A	21363	/M42//17.10/V/	1996	CG Vms Gantry No. 54	3547	MS3 Cantilever (Re-located)
G-M42-11	24569	/M42//20.20/V/2	2005	ATM Portal Gantry No. P6	313	Superspan
G-M42-12	24570	/M42//20.60/V/2	2005	ATM Portal Gantry No. P7	705	Superspan
G-M42-13	24519	/M42//20.90/S/1	2005	ATM Cantilever Gantry No. C2A	1013	ADS Cantilever
G-M42-14	24571	/M42//21.20/V/2	2005	ATM Portal Gantry No. P9	1310	Superspan
G-M42-15	24522	/M42//21.50/S/1	2005	ATM Cantilever Gantry No. C3A	1585	ADS Cantilever
G-M42-16	24572	/M42//21.90/V/2	2005	ATM Portal Gantry No. P10	2024	Superspan
G-M42-17	24574	/M42//22.50/V/	2005	ATM Portal Gantry No. P12	2604	Superspan
G-M42-18	24524	/M42//22.70/S/	2005	ATM Cantilever Gantry No. C5A	2801	ADS Cantilever
G-M42-19	24575	/M42//22.90/V/1	2005	ATM Portal Gantry No. P13	3020	Superspan
G-M42-20	24576	/M42//23.20/V/	2005	ATM Portal Gantry No. P14	3336	Superspan
G-M42-23	24568	/M42//20.0/S/1	2005	ATM Portal Gantry No. P5	141	Superspan
G-M42-31	24577	/M42//23.60/V/1	2005	ATM Portal Gantry No. P15	3672	Superspan
G-M42-32	24526	/M42//23.40/S/1	2005	ATM Cantilever Gantry No. C6B	3522	ADS Cantilever
G-M42-34	24573	/M42//22.20/V/1	2005	ATM Portal Gantry No. P11	2291	Superspan

- There are 12 overbridges, within the scheme extents. Of these bridges two (Umberslade I/C West – SK17834 and Umberslade I/C North – SK17833) carries

the M42 over the M40 and one (Umberslade East – SK19252) carries the M40 over the M40.

- There are 9 underbridges and 7 culverts, within the scheme extents. Of these bridges two (Umberslade I/C West – SK17834 and Umberslade I/C North – SK17833) carries the M42 over the M40 and one (Umberslade East – SK19252) carries the M40 over the M40.
- There are groups of structures that have similar forms and most have piers within the central reserve.

S305 Design Responsibilities

The Alliance undertakes all design activities in accordance with the Alliance Scope and the Scheme Scope.

The Alliance undertakes all design activities associated with PCF Stages 3 to 7. Outline design activities undertaken prior to the Alliance Scope are not to be relied upon. Should the Alliance Partners choose to utilise outline design undertaken in prior PCF Stages, to inform the detailed design, they will be considered to have verified the adequacy of the proposed outline design and taken responsibility for the outline design.

Where any changes are made by the Alliance Partners after outline design, the Alliance Partners need to ensure these changes are reflected in previous PCF stage assessments, or the Alliance Partners will need to undertake any necessary re-assessments where required.

S320 Design submission procedures and acceptance criteria

The Alliance develops the design in accordance with standards and associated amendments as detailed in the Implementation Report for New Standards HE551530-AMAR-GEN-NLA-RP-ZX-000001. These agreements shall prevail over the requirements of the S2100. The Alliance will undertake an impact assessment to assess the implications of full compliance with the S2100 and make a recommendation to the Alliance Board detailing which changes should / should not be adopted.

S502 Scheme Programme Requirements

The following summarises the Milestone Key Dates for inclusion in the programme and the performance table as detailed in the Implementation plan.

Milestone Key Date	Date
Stage Gate Assessment Review 5 (SGAR5)	30/09/2022
Start of Works	30/09/2022
Road Open for Traffic (OfT)	31/03/2024

Stage Gate Assessment Review 6 (SGAR6)	30/06/2024
Completion excluding landscaping and ecology	30/06/2024
Stage Gate Assessment Review 7 (SGAR7)	30/06/2025
Independent Assurance Review 5a	31/10/2026

S665 Risk Management

The Client hereby notifies the Alliance of the following Early Warning matters.

Risk		Mitigation Actions
1	Construction impact in flood plain, potential discussion e.g. EA's, MMO	Early engagement and working closely with the Statutory Environmental bodies to agree modalities.
2	<i>External factors to the project, such as HS2 and the Commonwealth Games, require a change in approach or timescales.</i>	<i>Close collaboration with Strategy & Planning to ensure that scheme meets HE objectives and is tailored as appropriate in light of external influences</i>
3	<i>Asset condition encountered during construction is worse than expected, with gaps in existing asset information, leading to additional design and construction.</i>	<i>Additional asset surveys to be conducted as part of enabling construction works package, with potential for remedial works to be undertaken by OD to de-risk later main works.</i>
4	<i>Environmental constraints give rise to schedule delay and/or cost increases</i>	<i>The OEMP and CEMP shall be developed to fully mitigate environmental constraints, particularly those arising from protected species.</i>
5	<i>Traffic Management may give rise to unacceptable peak delays given the highly congested nature of the junction</i>	<i>TM plans will be developed to maintain lane capacity and will be subject to continuous review.</i>

S1010 Services and other things to be provided by the Client as a member of the Alliance

None Identified.

Section C: Allocation of Scheme Scope between Alliance Partners

S120 Core Responsibilities of the members of the Alliance

S120A Production Management Partner

1. The Production Management Partner is responsible for
 - a. leading the integration of the members of the Alliance in the Production Hub to deliver the outcomes of the Production Hub including
 - integration of the Partners' resources in the Alliance,
 - programme management office,
 - supply chain management,
 - technology and information management,
 - scheduling,
 - people strategy,
 - commercial management,
 - governance and risk management,
 - quality management and assurance, and
 - business change, and
 - b. investing in the capability and competence development of the *Client*.

S120B Digitally Enabled Design Partner

2. The Digitally Enabled Design Partner is responsible for
 - a. the outline and detailed civil engineering design of the *works* in accordance with S2100*Client's* work specification,
 - b. the principal designer role for the Schemes for which they are instructed in accordance with CDM Regulations,
 - c. maximising the use of the *Client's* Rapid Engineering Model (REM), digital design solutions including Building Information Modelling (BIM) and running digital rehearsals,

- d. design knowledge management and promoting industry practice,
- e. providing capability and capacity to the Production Hub, and
- f. providing contingency in circumstances where a Digitally Enabled Design Partner is terminated.

S120C On-site Assembly Partner

- 3. The On-site Assembly Partner is responsible for
 - a. the management and delivery of the construction of the *works* in accordance with S2100*Client's* work specification,
 - b. the principal contractor role for the Schemes for which they are instructed in accordance with CDM Regulations,
 - c. site level mobilisation, engineering and performance control,
 - d. on-site assembly of assets,
 - e. the installation, testing and commissioning of any infrastructure as part of handover to the *Client*,
 - f. providing capability and capacity to the Production Hub, and
 - g. providing contingency in circumstances where an On-site Assembly Partner is terminated.

S120D The *Client* as a member of the Alliance

- 4. The *Client* as a member of the Alliance is responsible for
 - a. playing an active role in the delivery of the SMP from within the Alliance in an integrated manner,
 - b. providing capability and capacity to the Production Hub, the delivery hubs and improve its own capability over the duration of the contract,
 - c. providing the services outlined in S1010Services and other things to be provided by the *Client*, and

- d. providing contingency in circumstances where the Production Management Partner is terminated.

KEY:

- 8.1.1 **Responsible** – The Lot Partner(s) responsible for delivering the activities as defined in the Alliance Scope
- 8.1.2 **Support** – The Lot Partner(s) support the delivery of the requirements as defined in the Alliance Scope
- 8.1.3 The Alliance as a whole remains responsible for delivering the Scheme.

REFERENCE	The Client (as a member of the Alliance)	Lot 1 Fluor	Lot 2 Jacobs	Lot 3 BMJV
SECTION A: LOT SCOPE				
S100 Description of the works				
S105 Introduction to Highways England				
S110 Introduction to the Smart Motorways Programme				
S115 The structure of the Alliance	R	R	R	R
S116 Alliance Objectives	R	R	R	R
S120 Core responsibilities of the members of the Alliance	S	R	R	R
S120A Production Management Partner		R		
S120B Digitally Enabled Design Partner			R	
S120C On-site Assembly Partner				R
S120D The Client as a member of the Alliance	R			
S130 Agile responsibilities of the members of Alliance				
Scoping of surveys				
Asbestos	S	S	R	S
Communications	S	S	R	S
Condition	S	S	R	S
Drainage and ducting	S	S	R	S
Environmental and ecology (e.g. protected species)	S	S	R	S
Lighting	S	S	R	S

Noise	S	S	R	S
Pavement	S	S	R	S
Structures and geotechnical	S	S	R	S
Topographical	S	S	R	S
Carrying out of surveys				
Asbestos	S	S	S	R
Communications	S	S	S	R
Condition	S	S	S	R
Drainage and ducting	S	S	S	R
Environmental and ecology (e.g. protected species)	S	S	S	R
Lighting	S	S	S	R
Noise	S	S	S	R
Pavement	S	S	S	R
Structures and geotechnical	S	S	S	R
Topographical	S	S	S	R
Preliminary design				
Gantries, structures and bridges	S	S	R	S
Noises and environmental barriers	S	S	R	S
Piling and foundations	S	S	R	S
Power and lighting	S	S	R	S
Retaining walls	S	S	R	S
Technology and communications	S	S	R	S
Detailed design				
Gantries, structures and bridges	S	S	R	S
Noises and environmental barriers	S	S	R	S

Piling and foundations	S	S	S	R
Power and lighting	S	S	R	S
Retaining walls	S	S	S	R
Technology and communications	S	S	R	S
Traffic management	S	S	S	R
Development of as-built records	S	S	S	R
Purchase and provision of				
Technology	R	S	S	R
Traffic management	R	S	S	R
Any other products and services called off from CCS and other Client framework contracts	R	S	S	R
Consent and administrative activities				
Statutory and consent management (e.g. Statutory instruments, Statutory Undertakers, Distribution Network Operators (DNOs))	S	S	R	S
Environmental assessment	S	S	R	S
Customer service and external stakeholder management	S	S	S	R
Setting up and administering of PBAs	S	R	S	S
Supporting SMP delivery (e.g. Red-X campaign)	S	R	S	S
Production activities				
Logistics	S	S	S	R
Promoting use of off-site manufacture and standardisation	S	S	S	R

Continuous improvement and innovation	S	R	R	R
SECTION B: GENERAL REQUIREMENTS				
S200 General constraints				
S201 Alliance behaviours	R	R	R	R
S202 Parent Company Guarantee	S	R	R	R
S203 Conflict of interest	S	R	R	R
S204 Anti Bribery and Anti-Fraud	S	R	R	R
S205 Data Protection	S	R	R	R
S208 Official Secrets Acts	S	R	R	R
S210 Confidentiality	S	R	R	R
S211 Insurance	S	R	R	R
S215 Security and protection of the Site	S	S	S	R
S220 Security and identification of people	S	R	R	R
S225 Protection of existing structures and services	S	S	S	R
S230 Cleanliness of roads	S	S	S	R
S240 Network occupancy	S	S	S	R
S241 Recovery services	S	S	S	R
S245 Condition survey	S	S	R	S
S250 Considerate Constructor Scheme	S	S	S	R
S251 Customer service	S	R	R	R
S256 Project Control Framework	S	R	R	R
S266 Energy Efficiency Directive	S	R	R	R
S267 Environmental requirements	S	S	S	R

S268 Aftercare / Management of landscape works	S	S	S	R
S269 Site Waste Management plan	S	S	S	R
S270 Sustainable development requirements	S	S	S	R
S272 Air Quality Strategy	S	S	S	R
S274 Discrimination, bullying and harassment	S	R	R	R
S275 Equality, diversity and inclusion	S	R	R	R
S276 Employment and skills	S	R	R	R
S300 Design	S	S	R	S
S305 Design responsibilities	S	S	R	S
S310 Design criteria	S	S	R	S
S320 Design submission procedures and acceptance criteria	S	S	R	S
S325 Design approval from Others	S	S	R	S
S400 Scheme handover				
S405 Scheme Open for Traffic	S	S	S	R
S410 Scheme handover	S	S	S	R
S415 Scheme Completion	S	S	S	R
S445 Documents	S	S	S	R
S450 Access to information following Completion	S	S	S	R
S500 Programme				
S501 Alliance programme requirements	S	R	R	R

S502 Scheme programme requirements	S	R	R	R
S515 Scheme programme quality	S	R	R	R
S520 Methodology statement	S	R	R	R
S525 Revised Alliance programme	S	R	R	R
S535 Earned value management and reporting	S	R	R	R
S600 Quality Management	S	R	R	R
S605 Alliance aligned/integrated management system	S	R	R	R
S610 Lean	S	R	R	R
S615 Quality planning	S	R	R	R
S620 Authorised persons with adequate skills, knowledge and experience and training	S	R	R	R
S625 Quality reviews	S	R	R	R
S626 Audits	S	R	R	R
S630 Registers	S	R	R	R
S640 Non-conformity corrective action reports	S	R	R	R
S645 Quality indicators	S	R	R	R
S650 Deliverables	S	R	R	R
S655 Alliance management review	S	R	R	R
S660 Quality management points	S	R	R	R
S665 Risk management	S	R	R	R
S700 Tests and inspections	S	S	S	R
S800 Management of the works				

S810 Communications	S	S	S	R
S820 Disclosure requests	S	R	R	R
S825 Information security	S	R	R	R
S835 Business Continuity	S	R	R	R
S900 Working with Others	S			
S905 Requirements of Others	S	R	R	R
S920 Utilities providers	S	R	R	R
S1000 Services and other things provided				
S1010 Services and other things to be provided by the Client as a member of the Alliance	R	S	S	S
S1100 Health and Safety				
S1105 Supply chain health and safety maturity matrix	S	R	R	R
S1107 Alliance's health and safety management system	S	R	R	R
S1108 Subcontractor's health and safety management systems	S	R	R	R
S1111 Action to rectify breaches	S	R	R	R
S1112 Health and safety culture	S	R	R	R
S1113 Health and safety – exchange of information	S	R	R	R
S1114 Asbestos	S	S	S	R
S1115 Health and safety advice	S	R	R	R
S1116 Health and safety inspections	S	R	R	R
S1117 Health and safety in construction	S	S	S	R

S1118 Incident investigation, reporting and follow-up	S	R	R	R
S1119 Incident statistics	S	R	R	R
S1121 Health and safety management audit	S	R	R	R
S1122 CDM compliance	S	S	R	R
S1123 Health and safety – charity-based incentive Schemes	S	R	R	R
S1125 Management of road risk	S	S	S	R
S1127 Substance abuse	S	R	R	R
S1128 Security	S	R	R	R
S1129 Employee safety	S	R	R	R
S1130 Fleet Operator Recognition Standard (FORS) Accreditation	S	S	S	R
S1131 Driving for better business	R	R	R	R
S1200 Subcontracting	S	R	R	R
S1205 Restrictions or requirements for subcontracting	S	R	R	R
S1210 Acceptance procedures	S	R	R	R
S1300 Title				
S1305 Marking	S	S	S	R
S1400 Accounts and records	S	R	R	R
S1415 Form of documents to be retained	S	R	R	R
S1420 Records and audit access	S	R	R	R
S1425 Retention of records	S	R	R	R

S1500 Commercial Management				
S1505 Provision of cost information	S	R	R	R
S1510 Provision of price information	S	R	R	R
S1515 Cost verification	S	R	R	R
S1520 Invoicing	S	R	S	S
S1525 Forecasting	S	R	S	S
S1530 Earned value for assessment	S	R	S	S
S1600 Transfer of Rights				
S1605 Alliance rights over material prepared for the design of the works	S	R	R	R
S1610 Other rights to be obtained by the Alliance	S	R	R	R
S1700 Information management (Option X10)	S	R	R	R
S1705 Information management requirements	S	R	R	R
1S2000 Project Bank Account (Option Y(UK)1)				
S2010 Project Bank Account tracker	S	R	R	R
S2100 Client's work specification	S	R	R	R
S2110 Drawings	S	R	R	R
Annex A Reference documents				
Annex B Form of Parent Company Guarantee	S	R	R	R
Annex C Insurance Tables	S	R	R	R
Annex D Alliance Inclusion Action Plan	S	R	R	R
Annex E Alliance Employment and Skills Plan	S	R	R	R

Annex F Special activities and requirements	S	S	R	S
Annex G Continuous improvement/lean minimum requirements	S	R	R	R
Annex H Quality improvement process	S	R	R	R
Annex I Subcontractor Warranty	R	R	R	R
Annex J Information management requirements	S	R	R	R