Highways England Company Limited

Area 9

Maintenance and Response Contract

Network Information

CONTENTS AMENDMENT SHEET

Amend No.	Revision No.	Amendments	Initials	Date
0	0	Tender Issue	AJP	30/06/2021

LIST OF CONTENTS

1 AFFECTED PROPERTY

1.1 Affected Property: Boundary and Summary Information

1.1.1 Boundaries of Area 9

The boundaries of Area 9 and the motorways and trunk roads within it for which the *Client* is responsible are shown on:

[redacted]

The Affected Property also includes the additional lands (which may be outside the area boundaries).

1.1.2 DBFO Affected Property

For the boundaries of the DBFO Affected Property and the motorways and trunk roads within it for which the *Client* is responsible refer to Section 2.1. The scope of the DBFO asset network which is incorporated in the Area 9 Maintenance and Response contract is provided by the *Client* as part of the compensation event in the Contract Data.

1.1.3 DBFO Roadside Technology Affected Property

The DBFO Roadside Technology Affected Property is limited to Roadside Technology assets within the DBFO Affected Property boundaries for the A50 (DBFO Area 28), M40 (DBFO Area 30) and M6 Toll. The DBFO Roadside Technology asset inventory is included in scope for the Maintenance and Response Contract from the *access date* and is as detailed in Section 1.5.

1.1.4 Network Interface Plans

The Network Interface Plans identify the junctions and other areas where the boundary of the Affected Property may not be clear. On-line access to the HAPMS database may also be available by appointment.

Refer to:

[redacted]

1.1.5 Data Sources

The data provided in sections 1.2 to 1.17 is taken from the information sources identified in the tables below. Different information sources may contain different data on assets. The *Contractor* should note that this data is provided for information only. Where relevant prices must be based on the quantities

provided within the Price List. Whilst every effort has been made to verify the information, the *Client* does not warrant the completeness or the accuracy of the information, nor will it be responsible for any inconsistencies or discrepancies in or between the various data sources. The *Client* does not intend to make available any further information during the tender period as to the extent of the assets comprising the Affected Property.

Clients Information Systems:

Information source	Information Description
[redacted]	Technology fault data
[redacted]	Affected Property Summary Information, Carriageways.
[redacted]	Highway asset inventory
[redacted]	Drainage
[redacted]	Earthworks
[redacted]	Soft Estate
[redacted]	Structures
[redacted]	Lighting
[redacted]	Traffic Signals, Technology Systems, Traffic Technology Systems
[redacted]	Roadside Technology data

Other asset data sources:

Information source	Information Description	Data Collection
Other provider's electronic	Various asset types Tunnels, Soft estate, Winter Service Details,	Information provided by the area

document and records	Clients Premises, Third Party Contact Details, Clients Vehicles and Stocks, Historical Data, ROTTMS	team and the incumbent provider.

1.1.6 Affected Property Data

The Affected Property Data lists lengths of trunk road and/or motorway, including the number of lanes that are included in the Affected Property at the *access date.*

[redacted]

1.1.7 Chart Reference Data

Refer to:

[redacted]

[redacted]

[redacted]

Please note:

- 3200A483/106 has been replaced by 3200A483/102 & 3200A483/105
- 3200A49/129 has been replaced by 3200A49/130 & 3200A49/131
- 3200A49/155 has been removed from the network model

1.1.8 Summary of Network Lengths

Additional Network Information is held in the Highways England databases and access may be provided by appointment.

[redacted]

1.1.9 Summary of Roadside Technology Data

Roadside technology data is provided in Section 1.5

1.2 Carriageways

1.2.1 Construction Details

Refer to:

[redacted]

[redacted]

[redacted]

1.2.2 Kerbs, edgings and pre-formed channels

Refer to:

[redacted]

Channels are recorded in HADDMS data.

1.3 Footways and Cycle Tracks

Refer to:

[redacted]

1.4 Drainage

Refer to:

[redacted]

1.4.1 Piped Drainage Systems

Refer to HADDMS data, and:

[redacted]

Further details in relation to underslung drainage are provided in Section 1.14

1.4.2 Gullies, catchpits, grit traps, interceptors, soakaways & manholes

Refer to HADDMS data

1.4.3 Outfalls to surface waters

Refer to HADDMS data

1.4.4 Piped and Unpiped Grips

Refer to HADDMS data

1.4.5 Ditches

Refer to HADDMS data

1.4.6 Filter drains & fin/narrow filter drain

Refer to HADDMS data

1.4.7 Culverts

Refer to HADDMS data

1.4.8 Balancing Ponds

Refer to HADDMS data

[redacted]

1.4.9 Ancillary items

Refer to HADDMS data

[redacted]

1.4.10 Linear drainage Systems

Refer to HADDMS data

1.4.11 Third Party Connections

Refer to HADDMS data

1.4.12 Consents

For details of drainage consents at depots, refer to Section 1.16.2 Compounds, Depots and Storage Facilities.

1.5 Operational Technology

[redacted]

1.5.1 Roadside Technology (In scope)

The Roadside Technology assets in the Affected Property to be maintained by the *Contractor* from the *access date* are detailed below.

[redacted]

[redacted]

Technology Operation and Maintenance Manuals have been issued to tenderers separately on a share folder due to the file size. Access should be requested from the Procurement Officer through eBravo. This information will be incorporated into the contract set of documents at award.

Portable Variable Message

There are three Portable Variable Message Signs in Area 9, all based in the hanger at Warndon. The Contract checks for charge every 4 weeks. These are incorporated into the fleet PVM and have wheels tyres chassis and running gear checked every 8 weeks.

1.5.2 Other Operational Technology (Out of scope)

Operational technology assets maintained by Others are listed below and include, but not limited to:

- Regional Operation Centre Technology
- NRTS Technology (presented in the MCY drawings in Section 1.5.1)
- NRTS Transmission stations
- HADECS and REDX cameras
- Radio re-broadcast (mobile phones)
- ERTs on the A50 DBFO sections.
- Obsolete equipment (ANPR)

1.6 Earthworks

Refer to:

[redacted]

1.7 Landscape and Ecology

Refer to:

[redacted]

1.7.1 Grassed Areas

Refer to: ENVIS

1.7.2 Banks and Ditches

Refer to: ENVIS and HADDMS data.

1.7.3 Invasive Weed Control

Refer to:

[redacted]

1.7.4 Injurious Weed Control

Refer to: ENVIS and Section 1.7.3

1.7.5 Wildflower Areas and Areas of Nature Conservation Value

Refer to: ENVIS

1.7.6 Trees and Hedges

Refer to: ENVIS

1.7.7 Ornamental Planted Areas

Refer to: ENVIS

1.7.8 Special Ecological Measures

Refer to: ENVIS

1.7.9 Soft Estate Documents

For Soft Estate Asset Management Plan, refer to Section 4

[redacted]

1.8 Sweeping and Cleaning

1.8.1 Relevant Highways/Roads which are the responsibility of the *Client*

The Secretary of State has responsibility for fulfilling the requirements on the motorway network and local authorities, typically have responsibility for sweeping and cleaning of APTR. Section 86(11) of the Environmental Protection Act (1990) allows the Secretary of State to transfer responsibilities from the local authority to the highway or road authority. Details of those sections of road where the Secretary of State has exercised this power:

- A38 (M) – as defined in Section 1.1

1.8.2 Removal of litter and detritus from Subways and Footbridges

There are no known relevant subways and footbridges which are the responsibility of *Client*.

1.8.3 Hardstanding Paved Areas and Central Reserve

Refer to Section 1.2

1.8.4 Picnic and Amenity Areas

Refer to:

[redacted]

1.8.5 Litter Hotspots

Refer to:

[redacted]

1.8.6 Additional Lands

Additional lands are generally non-operational lands which form part of the Affected Property, however, may be located outside the Area boundaries. If instructed by the *Service Manager*, the *Contractor* provides services to these areas. Refer to Section 1.7.1

1.9 Fencing and Road Restraint Systems

1.9.1 Road Restraint Systems

Refer to:

[redacted]

[redacted]

[redacted]

At the boundaries of the Affected Property tensioned safety fencing shall be re-tensioned to the nearest adjuster or anchorage assembly outside of the Affected Property boundary.

1.9.2 Fences, Walls, Screens and Environmental Barriers

Refer to:

[redacted]

1.9.3 Permanent Snow Fencing

No permanent snow fencing in the Area 9 Affected Property.

1.9.4 Temporary Snow Fencing

No temporary snow fencing in the Area 9 Affected Property.

1.10 Road Markings and Studs

1.10.1 Road Markings

Refer to:

[redacted]

1.10.2 Studs

Refer to:

[redacted]

1.11 Traffic Signs

1.11.1 Traffic Signs

Refer to:

[redacted]

1.11.2 Hazard Marker Posts, Illuminated Bollards, Marker Posts & Refuge Beacons

Refer to:

[redacted]

1.12 Traffic Signals

Refer to:

[redacted]

For traffic signals controllers please refer to Section 1.5.1.

1.13 Lighting

[redacted]

1.13.1 Column Lighting

Refer to:

[redacted]

1.13.2 Sign Lighting

Refer to: EPS data

1.14 Structures

[redacted]

For Midlands links documents in relation to underslung drainage, refer to:

[redacted]

1.15 Tunnels

Meir Tunnel carries the A50 below the A520 Stone-Leek Road. The structure is located in the Meir area of Stoke on Trent at grid reference SJ 930 423.The structure consists of two bores, each containing a dual carriageway, There are three emergency doors in the centre wall, connecting the bores.

The tunnel walls consist of large diameter bored reinforced concrete piles. The gaps between piles (in the outer walls only) have been filled to form continuous walls. The tunnel walls are faced with vitreous enamel steel cladding panels, which are secured via a bolted steel framework.

The tunnel deck consists of a reinforced concrete slab, cast at original ground level, with subsequent removal of soil beneath. There are brick faced reinforced concrete retaining walls to both approaches to the tunnel.

The tunnel has an overall length of 284m, and an overall width of 9.5m between secondary cladding. The minimum headroom is approximately 5.1m, allowing for the soffit lighting units. The maximum headroom to the soffit is 5.7m. There are various safety features within the tunnel bores, including carbon monoxide detectors, cameras, emergency lighting and phones.

Under CM430 the tunnel is cleaned during tunnel maintenance activities. This is carried out every 3 months (March, June, September & December) and includes:

- Cleaning the tunnel cladding and walls
- Jetting drains
- Sweeping of footways, drainage channels and carriageway (3 passes per side of the bore)
- Skimming the oil and detritus from within the interceptors along with a full empty and clean once a year with a confined space entry crew required.

Roadside Technology assets for Meir tunnel are included in Section 1.5

1.16 Client's Premises

1.16.1 Office Space

Office space is to be made available by the *Client* for the use of the *Contractor* is detailed in Section 1.16.2.

Permanent office space will not be provided at the ROC but provision for the *Contractor* may be possible during joint operations on a strictly temporary basis only.

Permanent office space will be made available by the *Client* for the use of the *Contractor* at certain depots as detailed in Section 1.16.2 Compounds, Depots and Storage Facilities.

Please refer to Scope Annex 14 for details of the requirements for Premises Management and the accommodation to be made available for the *Client*.

Information regarding tunnel buildings is in Section 1.15.

1.16.2 Compounds, Depots and Storage Facilities

Compounds, depots and storage facilities are to be made available by the *Client* for the use of the *Contractor.*

[redacted]

[redacted]

[redacted]

There is a salt saturator and a harvester in each of the depots, with the exception of Bescot. [redacted]

[redacted]

Depot visual tours

Tenderers can access virtual depot tours by following the link below and registering:

[redacted]

1.16.3 Tunnel buildings

The Tunnel service building information is in Section 1.15

The *Contract*or maintains the Tunnel Service Buildings in accordance with Annex 14. The *Client* requires access and use of systems within them in emergency situations.

1.16.4 Picnic / Amenity buildings

The *Contractor* maintains the fabric of the retail unit and the toilets at [redacted] site and [redacted] buildings in accordance with Annex 14.

Refer to Section 1.8.4

1.17 Included and Excluded Assets

This defines all assets outside the Affected Property boundary that the *Contractor* is responsible for maintaining/operating and all assets within the Affected Property boundary that the *Contractor* is not responsible for maintaining/operating during the Service Period.

1.17.1 Included Assets

Details of facilities that shall be included as part of the Affected Property, notwithstanding that these assets may be located outside the boundaries of the Affected Property.

- Landscaped areas (including habitats) as detailed in Section 1.7 Soft Estate;
- Structures as listed in Section 1.14.1 List of structures;
- All depots, compounds and storage facilities as listed in Section 1.16 Client's Premises;
- Picnic and amenity areas as detailed in Section 1.8.4
- Cattle grids as detailed in Section 1.9.1;
- Magnetometers as listed under Section 1.5.1;
- Traffic markings, road studs and lit and unlit traffic signs, located on road intersections within the Area, not located within the Area boundaries, and whose installation or affixing on, to or by such road is necessitated solely by reason of the intersection of such road with a road within the Affected Property;
- Communication and electrical cabling and associated equipment, e.g. feeder pillars located outside the boundary of the Affected Property. e.g. on local authority roads whose installation forms an integral part of the Affected Property's infrastructure;
- Routes deemed part of the Affected Property for the purpose of Winter Service;
- Drainage assets as per 1.4 (including balancing ponds and pumps)
- Additional operational land at M6 Fillongley, Coventry as shown on [redacted]

1.17.2 Excluded Assets

Details of assets that are excluded from the Affected Property notwithstanding that these assets be located inside the boundaries of the Affected Property.

Excluded assets are:

- Transmission station buildings, roadside ducts for communication cables, chambers for communication ducts and cables (i.e. NRTS);
- All technology inventory items maintained by others listed in section 1.5.2;
- Tunnel connecting infrastructure;
- The Tunnel control equipment at the Tunnel service buildings;

2 POTENTIAL CHANGES TO THE AFFECTED PROPERTY

This section describes any future known changes to the Affected Property.

2.1 Changes to Network Assets

For changes to the Affected Property refer to the individual project summaries below:

Smart Motorway Upgrades

(Stopped Vehicle Detection & Dynamic Hard Shoulder to All Lane Running).

Dynamic smart motorways upgrade to full ALR

Major projects now include schemes to upgrade the dynamic smart motorways to full ALR as part of the smart motorway stocktake action plan by March 2025.

- This will involve sections between M6 J4-5, M6 J5-8, M6 J8-10a and M42 J4-7. Survey work for the M6 schemes has commenced.
- The upgrades will introduce a centre reserve concrete barrier, where not present, and updates to technology, signing and white lining etc., in line with standard GD302.

Stopped Vehicle Detection

The programme to supply Stopped Vehicle Detection apparatus across all current ALR sections is set to complete by March 2023. This involves M5 J4a-6, M6 J2-4 and M6 J11-13.

- The programme is being reviewed to see if there are opportunities to accelerate.
- The Department for Transport will publish an update shortly on progress across all the stocktake actions.

M6 J13 – 15 Smart Motorways Project:

Start date: March 2018 / End date: September 2021

This is an upgrade of the busy 28km stretch of the M6 between Junction 13 at Stafford and Junction 15 near Newcastle under Lyme and Stoke on Trent to convert it to a smart motorway, 4 lanes (All Lanes Running) from 3 lanes with a hard shoulder.

The scheme will involve:

- Permanent conversion of the hard shoulder to create a fourth lane and changing the junctions to accommodate this.
- New CCTV cameras and electronic information signs and signals on gantries which will show variable mandatory speed limits and manage traffic flow and incidents.
- Stopped Vehicle Detection will be installed ahead of opening for traffic.
- Removal of vegetation to build new gantries. There will be replanting to help screen views of motorway equipment.
- Emergency refuge areas throughout the length of the scheme. 20 visible new Emergency Areas at intervals of 75 seconds on average at a speed of 60 mph.
- Emergency telephones in each Emergency Area (EA) connecting users to Highways England's Regional Control Centres whilst identifying the EA location in use.
- The hardening of the central reserve and installation of a reinforced barrier to improve safety.
- Approximately 2km of new noise barriers in built up areas.
- Upgrades to Dunston and Norton railway bridges, widening of Creswell Viaduct, Demolition of the redundant Creswell Home Farm bridge.
- Minor improvements to Junction 15.

M6 J10 Junction Improvements:

Start date: Feb 2020 (Main works began September 2020) / End date: April 2022

The M6 junction 10 currently experiences significant congestion and traffic delays, particularly during morning and evening peak times. Road capacity problems have been identified as one of the main transport issues facing the Black Country within the West Midlands Local Transport Plan.

The scheme will involve:

- Replacing the two existing bridges with two four-lane bridges to increase capacity
- Widening the existing junction slip roads, reducing queuing on the motorway slip roads
- Improvements to the slip roads and approaches on the local road network.

- Widening of the westbound A454 Black Country Route reducing congestion on the A454 (Black Country Route and Wolverhampton Road) and other roads linking to the junction
- Installation of drainage and telecoms equipment and electric cables for the new traffic and street lighting.
- Improvement of onsite conditions for cyclists, pedestrians and horse-riders to facilitate safe crossing.

M42 J6 Junction upgrade:

Start date: March 2020 / End date: 2024/25

The M42 junction 6 has almost reached capacity, causing severe congestion and delays across the network, constraining future investment and economic growth. Junction 6 does not have sufficient capacity to accommodate predicted traffic growth beyond 2019, even without the inclusion of HS2.

The scheme will construct:

- A new 2.4km dual carriageway link road, aligned to the west of Bickenhill, between the A45 Clock Interchange.
- A new junction 5A on the M42 motorway approximately 1.8km south of the existing M42 Junction 6 (Solihull).
- The scheme aims to make journeys smoother and more reliable by building:
- A new junction 5A on the M42 motorway located approximately 1.8km south of the existing M42 Junction 6 (Solihull).
- Two new roundabouts north of B4102 Solihull Road positioned either side of the M42 motorway.
- A new pedestrian overbridge above the A45 near the Arden Hotel.

A46 Binley Roundabout upgrade:

Start date: March 2020 / End date: 2022

The plans for the Binley junction will see the A46 dual carriageway become a flyover that will separate local traffic. Drivers staying on the A46 will not need to slow down for the roundabout, while also improving traffic flows for local businesses nearby.

The scheme will involve:

- The A46 dual carriageway will be built up as a flyover on an embankment over the top of a revised roundabout, with connections via slip roads.

- Local traffic will continue to use the revised roundabout with access to and from the A46.
- This will separate local traffic (connecting on to and using the A428) from through-traffic. Drivers on the A46 will not need to slow down for a roundabout as they do now.
- The design will incorporate some improvements to the existing footway and cycle path to enable non-motorised user access.

A46 Walsgrave Roundabout upgrade:

Start date: 2024/25 / End date: 2026/2027

- The project team is currently developing options for the Walsgrave junction. Walsgrave is currently at option stage 3.
- Options have been taken forward for further modelling and design.
- When the Project Team has identified the options, a public consultation event will take place.

M40/M42 Interchange Smart Motorways Project:

Start date: Autumn 2022 (TBC) / End date: 2024

The M40/M42 interchange is often congested at peak times, affecting both local journeys and long-distance traffic between London and Scotland. This interchange upgrade will reduce congestion, delays and will support major new developments in Birmingham, Solihull and the Black Country, boosting economic growth and job creation.

The scheme will involve:

- The conversion of the hard shoulder from M42 J3 to M42 J3a and M42 J3a to M40 J16 to provide four running lanes in both directions.
- The section within M42 J3a Interchange will remain unchanged.
- Additionally, the hard shoulders along the east to north and south to west links between M42 J3a and M42 J4 will also be converted to provide three running lanes in each direction.
- The Scheme will utilise the technology and safety features detailed below to provide all-lane running with variable mandatory speed limits, the design features of the Scheme include:
- The permanent conversion of the hard shoulder to a running lane.
- Variable mandatory speed limits with an associated enforcement/compliance system.

- Stopped Vehicle Detection will be installed ahead of opening for traffic.
- Driver information, including lane availability.
- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage.
- Places of relative safety provided at maximum intervals of 1.6km. A place of relative safety is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency area marked with SOS signage.
- Emergency Roadside Telephones (ERT) provided within emergency areas and in locations where the hard shoulder is retained such as within the M42 J3a Interchange.

M54 to M6 Link:

Start date: 2021-22/ End date: 2024/25

The M54 to M6 Link Road scheme is situated approximately 7km north east of Wolverhampton near the village of Featherstone.

This scheme will provide an improved link between the M54 and the M6. Currently, there is no direct motorway link from the M54 to the M6 north resulting in high volumes of long distance and local traffic using the local roads. As well as providing an improved link, the scheme will also replace M54 J1 and M6 J11.

The scheme will involve:

- Realignment of the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.
- As part of the scheme, the M54 Junction 1 will be replaced to provide free-flow links between the M54 and the new link road.
- Access to existing local roads will be via a new dumb-bell junction, north east of the current location of the M54 Junction 1.
- The Project Team are proposing a minor realignment of the eastbound exit slip road to Featherstone, reducing the length of the slip road to the dumb-bell junction, bringing the road closer to the junction and reducing the overall size of the junction.
- The eastbound exit slip road at the M54 Junction 1 will be approximately 10 metres further from the village of Featherstone.
- The width of the link road’s central reservation will be reduced and the drainage placed in the verge, rather than next to it, which will reduce the

overall width of the link road by 4.2 metres and reduce the width of the slip roads at the junction to Featherstone.

- An increase to the steepness of the section of the link road approaching M6 Junction 11.
- To the north of the scheme, the new link road will join an upgraded M6 Junction 11.
- The Project Team have continued to develop the design and construction plans, and have identified a change that will result in a small reduction in impact on the ancient woodland to the southeast of M6 Junction 11.
- The proposed change would reduce the height of the approach to M6 Junction 11 by approximately 0.7 metres where the road passes through an area of woodland near Latherford Brook.
- There will be a change to bridge design and construction method at M54 Junction 1. To provide free-flow links between the M54 and new link road, the scheme aims to build a new bridge to carry the roads through the redesigned M54 Junction 1.
- The DCO proposal shows that it would require a period of about two years to build the bridge in sections at its final location.
- This would need complex and long-term traffic management on the M54, over several phases, including contraflows, narrow lanes and lane closures as well as several overnight closures with night-time working.
- The Project Team are proposing an innovative construction solution that avoids the need for two years of traffic management by planning to build the bridge as two simpler structures which, will be constructed in a nearby site compound to the north-east of the junction and moved into position when ready.
- To do this safely, it is proposed to close the M54 over Junction 1 and some of the slip roads 24/7 for up to three weeks.
- By building the bridge as two simpler structures, the scheme aims to move the road alignment by 20 metres, reducing the size of Junction 1.
- There will be a relocation of the new bridge over the proposed link road at Hilton Lane and a change to the route of the nearby Public Right of Way. Near Hilton Lane, the new link road will be below existing ground level.
- Hilton Lane will cross the link road via a new bridge.

- Following further work to review construction of the scheme , it is proposed to build the Hilton Lane bridge to the north of its current proposed location.
- This proposed change will allow more of the existing route of the Public Right of Way (PRoW) [Shareshill 5] across nearby land to be kept rather than routed alongside the link road.
- The current application proposes moving Hilton Lane approximately 2 metres south, in order to provide a 2-metre-wide footway as an alternative route to the PRoW, which is cut-off by the new link.
- The proposed change would keep the PRoW so it follows more of the existing route, before travelling south towards Hilton Lane, across the new bridge, then diverting north to tie into its existing alignment to the west of the new link, where it would continue westwards and link into Hilton Lane.
- The scheme aims to implement a change in alignment to the slip road at the revised M54 Junction 1 leading on to the M54 eastbound.
- Following engagement with a local landowner, it is proposed to move the alignment of the slip road between the M54 Junction 1 eastern dumbbell roundabout and the M54 eastbound to the west of the position shown in the DCO application.
- This change minimises the impact on occupiers and users of Tower House Farm.

A5 Dordon to Atherstone & A5 Hinkley to Tamworth.

Start date: TBA / End date: TBA

The focus of the scheme, which is still in the early stages of options development, is to provide additional corridor capacity to unlock housing in the NW Local Plan. These improvements have been specifically designed to unlock construction of up to 3,458 houses across five strategic housing sites in North Warwickshire Borough (NWB).

The A5 is mainly a single carriageway with limited capacity roundabout junctions between Dordon and Atherstone. The scheme will address journey time delays and high average traffic flows prevalent across the route. The scheme will likely deliver a new section of off-line dual carriageway with new RABs parallel to the existing A5.

A5 Hinckley to Tamworth Objectives:

This scheme is still in the early options stages of development and a defined set of changes to the network are yet to be determined. The aims are:

- Reducing the frequency and severity of incidents along the A5
- Providing a more consistent carriageway standard to road users across the A5
- Addressing congestion hotspots.
- Providing adequate capacity to accommodate the expected increased travel associated with significant nearby development growth.
- Increasing the resilience of the network during major incidents, both along the A5 and the M6 (with the A5 acting as a diversionary route for M6 traffic during an incident).
- Minimising impacts on the natural environment.
- Minimising noise and air pollution by maintaining a free-flowing network.
- Improving provision for pedestrians and cyclists along the route.

A5 and A38 Central Reserve Renewal Scheme:

Refer to: [redacted]

Additional signage: improvements to install extra signage on Bromford (this FY) and the extra signs in Emergency Areas across the M6 and M42 DHS sections (Programme TBC).

A50 DBFO (This comprises the DBFO Affected Property)

[redacted]

M40 DBFO (This comprises the DBFO Affected Property)

The motorway is approximately 123km in length from junction 1 to junction 15, principally dual three lane motorway except for a symmetrical widening to dual four lane motorways between junctions 1a to 3.

[redacted]

2.2 Changes to Client's Premises

There are planned changes for the premises at Strensham, Stafford Park, Doxey, Bescot and Warndon. It is expected that some of the works will be ongoing during mobilisation. Furthermore, there are plans to develop Coleshill MEL depot to allow for use by the M&R *Contractor*.

3 CLIENT'S VEHICLES AND CLIENT'S STOCKS

3.1 *Client*'s Vehicles

List of vehicles that will be made available by the *Client* for the use of the *Contractor* in accordance with the Scope, Section 19.

Winter Vehicles

The list of vehicles is included in the Severe Weather Plan. See Scope Annex 03. Refer to:

[redacted]

Note: Area 9 has a fleet replacement programme which aims to replace the existing winter fleet. It is anticipated that this will be completed by winter 2022.

Enhanced Customer Response Units

The *Client* has 4 Enhanced Customer Response Units (ECRUs). These are for the use of the *Client*, however the *Service Manager* may instruct the *Contractor* to operate or maintain these as required. For details, refer to

[redacted]

Mobile Barriers

[redacted] (2 x articulated trailers without tractor units at Stafford Park Depot)

Maintenance Access Vehicle

The *Client* is in the process of commissioning a Maintenance Access Vehicle (MAV), which will be made available for the *Contractor* to use upon instruction by the *Service Manager*.

3.2 *Client*'s Stocks

List of stocks that will be made available by the *Client* for the use of the *Contractor* in accordance with the Scope Section 18.

Airwave equipment and Traka cabinets

Area 9 has 79 hand held radio terminals, 3 desk top terminals - now stored at Bescot. There are Traka cabinets at 13 depots, one spare cabinet located at Bury Court, and cabinets at 12 depots.

Portable Variable Message Signs

Refer to Section 1.5.1 for PVMS

Vehicle Activated Signs

For VAS, refer to Section 1.5.1

Technology stocks

For AMI stocks at Longbridge refer to [redacted]

Temporary Support Steelwork

Refer to [redacted]

3.3 *Client*'s Materials

There are no *Client* materials in the Affected Property.

4 AREA SPECIFIC PLANS

Refer to:

4.1 Area Asset Management Plan

[redacted]

4.2 Area Asbestos Management Plan

[redacted]

Please also refer to the asbestos action plans for each Premise included in Section 1.16

5 HISTORICAL DATA

This section contains historic data/information about defects, emergency incidents, winter service, inspections, traffic flows etc.

[redacted]

Note: The current Area 09 Severe Weather Plan is provided for information only. The Asset Delivery Severe Weather Plan applicable to the Maintenance and Response Contract is provided within Annex 03: Reference Documents.

5.1 Defects Data

Refer to:

[redacted]

5.2 Emergencies and Incidents

Historical data on emergencies and incidents that occurred both during and outside normal working hours.

Refer to:

[redacted]

5.3 Winter Service

For details of treatments and salt usage, please refer the Severe Weather Plan and the Operational Assessment Reports.

[redacted]

5.4 Inspections

Refer to:

[redacted]

5.5 Traffic Flows

Traffic flow information is available from the Highways England's webtris database [redacted]

5.6 Maintenance Records

The civil assets maintenance records are in [redacted]

6 AGREEMENTS

This annex contains information about all specified agreements arranged with other consultants, contractors or agents that are contracted by the Secretary of State.

6.1 Specified Agreements

Refer to: [redacted]

7 THIRD PARTIES AND STATUTORY UNDERTAKERS

This annex includes details of third parties operating within the Affected Property including those with whom the *Contractor* co-ordinates with when planning their traffic management activities and consults and liaises to co-ordinate works e.g. Public Utilities, Emergency Services, Local Government bodies etc.

Refer to: [redacted]