

3.2 Details of the Operating Company's Central Office, Depots and Offices

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1. Details of the Operating Company's Central Office

1.1.1 The Operating Company shall base its Central Office at:

---- REDACTED ----

REDACTED	
Landlord/Agent	Transport Scotland
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	N/A
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none">• Network Management Hub to co-ordinate efficient operations, TRISS deployment <p>Operational resilience</p> <ul style="list-style-type: none">• Base for Core Management Team to support Network Management Hub with swift decision-making. TRISS available to provide response for Forth Road Bridge or Queensferry Crossing. Mobile Fitter based at – REDACTED -- plus Admin and Fleet Manager <p>Resourcing</p> <ul style="list-style-type: none">• Existing office base so continuity for TUPE transferees <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none">• Significant EV charging facilities• Links with Queensferry High School

Figure 1.1.1/A – Location Plan of Central Office

REDACTED

Layout Plan of Central Office

We will utilise the existing office layout with modifications to suit requirements

2. Details of the Operating Company's Control Room

The Operating Company shall base its control room at -- REDACTED --

Figure 2.1.1/A – Location Plan of Control Room within the Central Office

REDACTED

Figure 2.1.1/B – Layout Plan of Control Room



2.1.1 The Operations to be undertaken at the control room shall be as follows:

- Incident management
- journey time reliability Operations
- operational resource management/despatch
- Winter Service planning/monitoring
- Multi Agency Response Team engagement
- media and correspondence management

3. Primary Depots and Offices (in addition to Central Office and main depot)

3.1.1 The Operating Company's primary depots and offices shall be as follows:

REDACTED
REDACTED
REDACTED
REDACTED
REDACTED
REDACTED

REDACTED	
Landlord/Agent	Transport Scotland
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	N/A
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Well located for coverage of most challenging areas of the network. Well connected for the motorway network and Queensferry Crossing <p>Operational resilience</p> <ul style="list-style-type: none"> Close proximity to Kincardine to provide additional back up resources, resilience for Queensferry Crossing and Forth Road Bridge <p>Resourcing</p> <ul style="list-style-type: none"> Existing Transport Scotland Depot therefore straightforward for TUPE transferees <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> Rural location with no impact on residential areas through noise or traffic Well equipped depot infrastructure, welfare etc Close to urban areas for collaboration with stakeholders eg charities, schools, employment agencies

Figure 3.1.1/A – Location Plan of Primary Depot at REDACTED

REDACTED

Figure 3.1.1/B – Layout Plan of Primary Depot at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> • Well-located to support southern sections of network on A6091, A68 and A7 <p>Operational resilience</p> <ul style="list-style-type: none"> • Storage of emergency response equipment including sweeper, gully emptier, pumps, flood lights and generator. Winter operational depot <p>Resourcing</p> <ul style="list-style-type: none"> • Low risk for recruiting personnel to work from the depot <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> • Installation of depot infrastructure, waste management, fuel storage etc to achieve environmental compliance • Located in existing industrial estate with low impact on nearby residential areas through noise or traffic

Figure 3.1.1/C – Location Plan of Primary Depot and Office at REDACTED

REDACTED

Figure 3.1.1/D – Layout Plan of Primary Depot and Office at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Well-located to support challenging A720, Edinburgh City Bypass and the A702 area <p>Operational resilience</p> <ul style="list-style-type: none"> Storage of emergency response equipment including sweeper, gully emptier, pumps, flood lights and generator. Winter operational depot <p>Resourcing</p> <ul style="list-style-type: none"> Well positioned for TUPE transferring workforce <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> Located on existing industrial estate with no impact on residential areas through noise or traffic Opportunity to recruit in collaboration with British Army Recovery Centre in Edinburgh

Figure 3.1.1/E – Location Plan of Primary Depot and Office at REDACTED

REDACTED

Figure 3.1.1/F – Layout Plan of Primary Depot and Office at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Well-located to support the A1 between Edinburgh and national boundary and the A370 Edinburgh City Bypass area <p>Operational resilience</p> <ul style="list-style-type: none"> Storage of emergency response equipment including gully emptier. Winter operational depot <p>Resourcing</p> <ul style="list-style-type: none"> Opportunity to recruit from within the local area and well-located for TUPE transferees <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> Located in existing industrial estate with no impact on residential areas through noise or traffic Installation of depot infrastructure, waste management, fuel storage etc to achieve environmental compliance

Figure 3.1.1/G – Location Plan of Primary Depot and Office at REDACTED

REDACTED

Figure 3.1.1/H – Layout Plan of Primary Depot and Office at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> • Well-located for the motorway network and the Clackmannanshire Bridge and Kincardine Bridge <p>Operational resilience</p> <ul style="list-style-type: none"> • Resilience for Forth Road Bridge and Queensferry Crossing <p>Resourcing</p> <ul style="list-style-type: none"> • Close to existing centres for TUPE transferees <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> • Rural location with no impact on residential areas through noise or traffic • Installation of depot infrastructure, waste management, fuel storage etc to achieve environmental compliance

Figure 3.1.1/I – Location Plan of Primary Depot and Office at REDACTED

REDACTED

Figure 3.1.1/J – Layout Plan of Primary Depot and Office at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Highly efficient and attractive modern office accommodation which benefits from an established, landscaped and well connected location where engineering, commercial and support services staff will be based <p>Operational resilience</p> <ul style="list-style-type: none"> This location benefits from the employment advantages of Edinburgh, Midlothian and East Lothian which provide a very strong, highly educated personnel pool and is easily accessible from Edinburgh City Centre via a Park & Ride bus service <p>Resourcing</p> <ul style="list-style-type: none"> Strategic location, adjacent to Edinburgh City Bypass, the A1 and a short distance from the Shawfair stop of the Borders Rail Link. <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> A sustainable approach has been taken in the design and development of the buildings which is reflected in the “Very Good” BREEAM rating for the offices

Figure 3.1.1/K – Location Plan of Primary Depot and Office at REDACTED

REDACTED

Figure 3.1.1/L – Layout Plan of Primary Depot and Office at REDACTED

REDACTED

3.1.2 The Operations and the fleet management and maintenance to be undertaken at each primary depot and office shall be as follows:

- office accommodation for Core Management Team and Key Staff
- resource and operational management activities
- routine, cyclic and planned scheme management/planning
- Design activities.

4. Secondary Depots

4.1.1 The Operating Company's secondary depot(s) shall be as follows:

REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Existing BEAR depot facility fully equipped to provide support for the Contract <p>Operational resilience</p> <ul style="list-style-type: none"> Personnel and equipment available to supplement NMC <p>Resourcing</p> <ul style="list-style-type: none"> Existing base for workforce to help build local team <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> Already meets requirements of ISO14001

Figure 4.1.1/A – Location plan of secondary depot at REDACTED

REDACTED

Figure 4.1.1/B – Layout plan of secondary depot at REDACTED

REDACTED

REDACTED	
Landlord/Agent	REDACTED
Location	REDACTED
Distance to Trunk Road	REDACTED
Letter of Security Enclosed	✓
Description	<p>Efficient delivery of operations</p> <ul style="list-style-type: none"> Well-located to support operations at the south of the network, particularly when M80 becomes part of the network in 2027 <p>Operational resilience</p> <ul style="list-style-type: none"> Existing Breedon facility available for the NMC <p>Resourcing</p> <ul style="list-style-type: none"> Will be used for resilience so no permanent employees at this depot <p>Socially and environmentally sustainable</p> <ul style="list-style-type: none"> Installation of depot infrastructure to meet environmental legislation Rural location with no impact on residential areas

Figure 4.1.1/C – Location Plan of secondary depot at REDACTED

REDACTED

4.1.2 The Operations and the fleet management and maintenance to be undertaken at each secondary depot and office shall be as follows:

Secondary depots will be used for winter resilience only

Fleet maintenance

2no. BEAR Mobile Fitters, 1no. based **REDACTED** -- 1no. based **REDACTED**--

1no. Admin and 1no. Fleet Manager based at **REDACTED**

REDACTED-----, mobile fitters employed 24/7
as required

REDACTED-----, mobile fitters 24/7 as required

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

24/7 recovery through DAF Aid

REDACTED ----- recovery & repair 24/7

REDACTED ----- – hydraulic machinery/ specialist repairs

REDACTED----- – hydraulic hose repairs 24/7

REDACTED ----- – tyre renewal/ repair various locations and mobile fitters 24/7