

35855 Pothole Repair Specifications

I'm certain there will be course notes and drawings supplied as part of the SVQ Level 2 course to which you refer. Can you therefore supply me with copies of those notes/drawings relating to the use of hot bitumen-based materials in order to show the level which you state your staff are trained to.

If you don't have such documents, can you please advise how I can obtain them.

We do not hold these documents. If you contact an accredited provider of the SVQ course they may be able to provide you with the course syllabus.

When you mention costs are charged on a "cost plus" basis my understanding is that means you recover all costs incurred in carrying out the works and then you add on a sum or percentage on top. Is that correct? If so, what is the "plus" sum or percentage which is added and what is the reason for it? If I have misunderstood what you meant by "cost plus" please provide an explanation.

This is correct, in the sense that it is the actual cost of the Labour, Plant and Material required to undertake the job plus the overhead costs (depots/planning staff/training/and such like). As the council does not make any profit, then essentially it is the actual cost of the whole operation.

Following on from Q2, what measures are in place to ensure that "value for money" is achieved when using a "cost plus" method? Do your squads have a target time to meet in terms of how long it takes to do a typical "overlay" repair or do they have to complete so many in each shift? Please explain how this is managed to ensure there is control over how much public money is spent on this unrated work.

Team Leaders allocate work based on expected outputs, which again will vary depending on the size of the jobs currently identified, travel distance to quarry and between jobs, as well as the amount of traffic management required.

How much of your budget was spent on "overlay" repairs for each of the last three financial years? Please list each one separately.

We do not measure costs at this level of granularity.

I previously asked how your squads know which type of repair is to be carried out at each location before they attend and you responded "The type of repair is often based upon a vast number of functions as highlighted in the previous response. Many of these the inspector may not be aware of at the time of inspection. The inspector will log the specific nature and conditions of the defect and the management team scheduling the works will allocate the type of repair which can be achieved within the broad range of circumstances."

What you seem to be saying is that if the inspector (despite their training) is unaware of the type of repair actually required then they are expected to note the nature and condition of the defect and then someone in the management team makes a decision on what type of repair should be done without actually attending the site. Is that correct? If not, then please provide a clearer explanation of your system. Please also provide an example of the "specific nature and conditions of the defect" which your inspectors are expected to log.

The inspector does not know what the weather conditions, the aggregate value of the jobs at any time will be and what the resource availability will be, so cannot determine, at the time of inspection, what total resource will be available to undertake a job. It should also be noted that where planned permanent patching is required, this is scheduled separately. The

Inspector takes photographs of each defect and marks the extent of the defect/s in paint, which shows the nature and condition of the defect/s.

Please refer to the example below:

