

SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 10 PART 1

CLARIFICATIONS TO THE CONTRACT

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 10 PART 1

CLARIFICATIONS TO THE CONTRACT

1. CLARIFICATIONS IN RELATION TO SCHEDULES 1 TO 9 TO THE CONTRACT

1.1 Introduction

- 1.1.1 The following clarifications (question and answer given) shall be deemed to be clarifications to the provisions of Schedules 1 to 9 to this Contract. This Contract shall be construed accordingly notwithstanding anything else contained in this Contract.

Tender Query Response Number	Clarification
DPQSW013	<p>Please confirm that the Director will provide a Lighting Management System as part of the Routine Maintenance Management System.</p> <p>Response</p> <p>Yes. Refer to Schedule 4 Part 3 Paragraph 2.1.1 (iii).</p>
DPQSW014	<p>Please clarify whether the Disruption Risk Management Plan is to be a stand alone document or an umbrella document covering the various related documents such as the Winter Service Plan, Incident Response Plan, Wind Management Plan etc.</p> <p>Response</p> <p>The Disruption Risk Management Plan (DRMP) shall be a stand alone document and shall be developed in accordance with the Manual for the Management of the Risk of Unplanned Network Disruption. Schedule 7 Part 3 outlines the main elements to the DRMP.</p>
DPQSW016	<p>Please provide details of the intended JTRC Tool and its intended scope of use</p> <p>Response</p> <p>An overview of the delay modelling tool is given in Schedule 3 Part 7, Annex 3.7/J. Use of the delay modelling tool is outlined in Schedule 3 Part 7 Section 3.6.</p>
DPQSW018	<p>Please confirm what the Operating Company obligations for routine, winter and cyclic operations will be in respect of the M74 Extension which is due for completion shortly.</p> <p>Response</p> <p>All maintenance obligations as required by the Contract will apply.</p>
DPQSW020	<p>In accordance with Annex 7.7B could the Director please confirm availability or otherwise of the Operations and Maintenance Manuals for the Structures listed.</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>The Employer has uploaded documents to EDT (See Section F below) in respect of Schedule 7 Annex 7.7B (Documents for Structures with Particular Requirements). The Employer appreciates that at present, not all Annex 7.7B reference documents appear on EDT. A Dialogue Period Bulletin providing amendment to Annex 7.7B or further upload of reference documents will be forthcoming.</p>
DPQSW021	<p>“Can you please provide further details of the proposed depot at Polmadie?</p> <p>Specifically, can you please confirm.</p> <p>a) That it is a requirement to use the depot as our SW Central Office?</p> <p>b) The scope, extent, improvement requirements and the lease arrangements of the depot at the time when it will be taken over by the operating company.</p> <p>c) Any other anticipated planning or operational issues which the Operating Company will inherit at contract commencement?”</p> <p>Response</p> <p>a) Yes. It is our intention that the Polmadie site should be used as the 'Central Office' (as defined in Schedule 1 Part 1 of the Contract).</p> <p>b) The scope, extent, improvement requirements and the lease arrangements of the depot are being developed.</p> <p>c) It is Transport Scotland's intention to complete a specimen design and obtain outline planning permission for the site, prior to the mobilisation period. Thereafter, the Operating Company will be responsible for progressing detailed planning permission and construction.</p>
DPQSW022	<p>Please confirm that winter service treatments of spread rates in excess of 20gm/m² can be carried out in one pass</p> <p>Response</p> <p>The spread rate can be increased above 20g/m² on one pass as long as it is within the specified treatment time.</p>
DPQSW024	<p>Sweeping of Highways / Carriageways does not appear to be identified in Schedule 7 Part 1. Can you confirm if there are any specific requirements for the sweeping of highways / carriageways (frequencies, standards, etc)?</p> <p>Response</p> <p>Refer to Appendix 1/17 to Schedule 9 Part 2, Section 2.3 which states “When planning Operations, Works or co-ordinating with works by others the Operating Company shall ensure that when safe access to central reservations is available the area of the central reservations protected by traffic management, including</p>

Tender Query Response Number	Clarification
	<p>carriageway channels, is restored to a clean and tidy condition with a minimum standard of Grade B as stated in the Code of Practice on Litter and Refuse before traffic management measures are removed." Restoring to a "clean and tidy" condition is deemed to include sweeping.</p>
DPQSW025	<p>Appendix 1/17 of Schedule 9 Part 2 identifies 'General Restrictions' on the motorways and trunk roads. This indicates general availability of the motorway network after 2000hrs. We have however reviewed the planned roadworks information within the Traffic Scotland website, which suggests that current practice on the motorway network involves the majority of traffic management installations generally starting at 2200hrs rather than 2000hrs. Can you please clarify the restrictions in Appendix 1/17?</p> <p>Response</p> <p>The general restrictions identified in Table 1/17 to Appendix 1/17 are contractual requirements. Therefore, 2000hrs is the earliest time that traffic management installations may be commenced (on the routes where 2000hrs applies) with the exception of Operations carried out in respect of Winter Service and Incidents. In addition, for Mobile Lane Closures the Operating Company shall complete Mobile Lane Closure Risk Assessment Checklists as contained in Annex 1/17A; this may result in a later commencement time.</p>
DPQSW027	<p>Paragraph 4.34 of Schedule 7 Part 1 defines the requirements for litter and refuse. We note that a recent media campaign highlighted over 50 tonnes of litter being cleared every month from the motorway network alone. Can you confirm the responsibilities of Local Authorities and the Operating Company, including the average monthly quantity / volume of litter uplifted from the South West network under the current term contract?</p> <p>Response</p> <p>As outlined in Paragraph 4.34 the duties of Local Authorities and the Scottish Ministers with respect to litter and refuse are detailed in the Environmental Protection Act 1990, and the responsibilities of the Operating Company are as detailed in Paragraph 4.34.</p> <p>We do not have figures for the average monthly quantity / volume of litter uplifted from that part of the South West trunk road network which is the responsibility of Local Authorities to keep clear of litter.</p>
DPQSW029	<p>Please confirm that all Strategic Incident Diversion Routes have been completed and agreed with the relevant Local Authorities and Police forces.</p> <p>Response</p> <p>The Contract refers to Standard Incident Diversion Routes, not Strategic Incident Diversion Routes.</p> <p>All Standard Incident Diversion Routes have been completed and agreed with the relevant Local Authorities and Police forces.</p>

Tender Query Response Number	Clarification
	However, these routes are subject to review and amendment as deemed necessary.
DPQSW038	<p>Could you please confirm if CSCS accreditation is a minimum requirement for Scottish Ministers under the 4G Contract?</p> <p>Response</p> <p>CSCS accreditation is not a minimum requirement under the 4G Contract. As part of the Quality Plan, the Operating Company will determine the necessary competence and qualifications required for personnel delivering the service, and where applicable, provide training or take actions to achieve the necessary competence.</p>
DPQSW043	<p>Cat 1 Defects response times for carriageway surfaces. Schedule 7 Part 1 Clause 1.8 refers to the Transport Scotland Trunk Road Inspection Manual which states on page 15 that the permanent repair is carried out within 14 days for carriageway surfaces. Schedule 7 part 1 Clause 2.2.6 (i) states a period of 28 days. Can Transport Scotland please clarify which response time should be used?</p> <p>Response</p> <p>The response times stated in Schedule 7 Part 1 Clause 2.2.6(i) are correct. The Trunk Road Inspection Manual will be revised accordingly.</p>
DPQSW044	<p>Cat 1 Defects response times for bridge parapets. Schedule 7 Part 1 Clause 1.8 refers to the "Transport Scotland Trunk Road Inspection Manual" which states on page 15 that the permanent repair is carried out within 84 days for carriageway surfaces. Schedule 7 part 1 Clause 2.2.6 (ii) states a period of 56 days. Can Transport Scotland please clarify which response time should be used?</p> <p>Response</p> <p>The response times stated in Schedule 7 Part 1 Clause 2.2.6(ii) are correct. The Trunk Road Inspection Manual will be revised accordingly.</p>
DPQSW058	<p>Where the Operating Company comprises more than a single legal entity, please confirm that [multiple / two] bonds from more than one Surety totalling in aggregate the bond amount required under the Contract [thereby avoiding duplication of surety cover and related commission payable to bondsman] would be acceptable to the Scottish Ministers?</p> <p>Response</p> <p>No, Transport Scotland will not accept multiple bonds. Transport Scotland requires one bond which covers all parties to the bid, reference Schedule 1, Part 1, Section 4.6.</p>

Tender Query Response Number	Clarification
DPQSW061	<p>Reinstatement of paved areas – For Schedule of Rates items 700.06.001 - 700 06.006 please can you provide construction details, or the specification, for these works.</p> <p>Response</p> <p>Items 0700 06 001 – 006 inclusive relate to ‘Reinstatement of Paved Areas’. For the works specified in the current contract documentation refer to the Manual of Contract Documents for Highway Works Volume 1 Specification for Highway Works, Clause 706.</p>
DPQSW063	<p>Clause 4.6.1 of Schedule 1 Part 1 allows for the form of Bond and Undertaking to be as contained in Annex 2 to that Schedule or otherwise acceptable to the Scottish Ministers. Would the Scottish Ministers consider a default bond such as the ABI standard form acceptable?</p> <p>Response</p> <p>If a tenderer wishes to propose an alternative, compliant form of Bond and Undertaking to that given Schedule 1 Annex 2 the tenderers proposal should be submitted at least eight weeks prior to the tender submission date for the Scottish Ministers to decide on its acceptability.</p>
DPQSW067	<p>Clause 10.7.2 (iii) of Schedule 1 states that the current index figure is that applicable to 42 days prior to the last day of the period to which the payment relates. Please confirm that a payment received in June for work done in May relates, relates to May.</p> <p>Response</p> <p>The period to which the payment relates refers to the period when work was done, and not the period when application for payment was made.</p>
DPQSW070	<p>Are there any circumstances in which Transport Scotland will require additional concrete to be provided in association with concrete foundations for VRS schemes?</p> <p>Response</p> <p>All concrete necessarily provided in association with VRS Schemes, including concrete amending the Unit, which has the primary purpose of enabling such Schemes to achieve the required performance class and working width class for the safety barrier item to which the item coverage applies, is included in the rates for supply and installation of Safety Barriers.</p> <p>Additional concrete, identified in Bids and which has been separately approved in writing by the Director, for Safety Barrier Schemes to be placed at the same time as, and/or in association with, concrete as described above, which has the primary purpose of amending the Unit by providing support to embankments or verges between VRS post positions, and without which the VRS</p>

Tender Query Response Number	Clarification
	would still achieve the appropriate performance class, is not deemed to be included in the Rates for Safety Barrier and, if ordered, is to be measured separately at Series 1500 rates for structural concrete of appropriate grade.
DPQSW073	<p>Schedule 2 Part 1 (Method of Measurement) Series 300: Fencing - the item coverage for 'Renew Boarding/Panels' (par. 23 (a)) includes 'Fencing' which contradicts par. 18 ('renewal of components' shall not be used for replacement of complete fence) - Please Clarify.</p> <p>Response</p> <p>Paragraph 18 refers to 'Measurement' not 'Item Coverage'. The item Coverage is correct.</p>
DPQSW075	<p>Schedule 9 Part 2: Appendix 7/2 says for 'typical' trench reinstatement see HCD drawing K4 however K4 does not state the layer thickness. Please clarify.</p> <p>Response</p> <p>Thicknesses are stated in items for 'Reinstatement' 0700 06 001 to 006.</p>
DPQSW076	<p>Schedule 2 Part 2 Series 700: Pavements - item 09/001 is for pavement reinforcement. Can a specification be provided?</p> <p>Response</p> <p>The specification for pavement reinforcement will vary according to the reason for use and position in the pavement. The Tenderer is required to provide a single price to cover all scenarios where pavement reinforcement will be necessary.</p>
DPQSW077	<p>Schedule 2 Part 2 Series 1100: Kerbs, Footways & Paved Areas - Item 01/004 includes kerb types K14 and K15. There are no details for these in Schedule 9 Part 3 – can they be provided?</p> <p>Response</p> <p>Schedule 2 Part 2, Item 1100 01 004 includes for kerb types K14 and K15. This refers to precast concrete 125 x 255mm half battered - 125 x 255mm bullnosed transition kerbs left and right. All construction and other specification details are as per drawing number 1100/01/046.</p>
DPQSW080	<p>Schedule 9 Part 3 drawing number 1100/02/130 (Combined Kerb and Drainage System Type DK3) appears to show a kerb laid on top of a precast channel. As the MOM does not include a kerb please confirm that the kerb shall be paid as a separate item?</p> <p>Response</p> <p>Confirmed.</p>

Tender Query Response Number	Clarification
DPQSW084	<p>Schedule 3 Part 11 Clause 2.1.2(i) states that "10 percent of all new recruits are New Entrants". Please confirm if this is proportional to the overall turnover of the Unit. I.E. If turnover was £40M would this mean that 40% of all new recruits would be New Entrants?</p> <p>Response</p> <p>Yes, if turnover was £40M this would mean that 40% of new recruits would be New Entrants. Please refer to Section 2.1.2 of Schedule 3 Part 11.</p>
DPQSW092	<p>Schedule 7 Part 1 Clause 1.2.5 – please clarify if the duration after the Commencement Date that is required to bring the inspections and maintenance regime up to date will not be considered under Schedule 5 Part 6 Performance Measurement regime?</p> <p>Response</p> <p>Although inspections and maintenance operations required by Schedule 7 Part 1 shall be deemed to be due immediately, the Successful Tenderer shall be given 6 months after Service Commencement date to bring the Detailed Inspections and associated maintenance requirements up to date. Performance and Monitoring Indicators will apply to these inspection and maintenance arrangements.</p>
DPQSW093	<p>Schedule 7 Part 1 Clause 4.3.3 – please clarify if the Undertakers' defect has to be permanently repaired by the Operating Company to keep within the Cat 1 timescale (28 days as per this Schedule) then will the repair be the subject of an Order? (Refer to Transport Scotland Trunk Road Inspection Manual Page 30.</p> <p>Response</p> <p>The OC is required to make safe any Category 1 defects within the Contract timescale. Permanent repair of an Undertaker's defect is the responsibility of the Undertaker.</p>
DPQSW094	<p>Schedule 7 Part 1 Clause 4.28.14 & 15 – please clarify if Operating Company costs incurred due to a failure of the electrical supply company shall be subject to an Order and will not be considered under the Schedule 5 Part 6 Performance Measurement regime?</p> <p>Response</p> <p>Costs shall not be subject to an Order. The Schedule 5 Part 6 Performance Measurement regime will not apply.</p>
DPQSW095	<p>Schedule 7 Part 1 Clause 4.28.14 & 15 – please clarify if Operating Company costs incurred due to a failure of the communications company shall be the subject of an Order and not be considered under Schedule 5 Part 6 Performance Measurement regime?</p> <p>Response</p> <p>Costs shall not be subject to an Order. The Schedule 5 Part 6 Performance Measurement regime will not apply.</p>

Tender Query Response Number	Clarification
DPQSW096	<p>Schedule 4 Part 4 Clause 3.6.3 – the outstanding work and damage referred to in this Clause could be considered a Cat 1 defect at Contract Commencement Date and therefore require repair by the new Operating Company under the relevant Cat 1 28 day repair timescale and lump sum cost. However it would be the responsibility of the previous operating company under Clause 3.6.2. Please confirm the repair shall be the subject of an Order if instructed by Transport Scotland and will not be considered under Schedule 5 Part 6 Performance Measurement regime?</p> <p>Response</p> <p>As per section 3.6.3 of Schedule 4 Part 4, the repair shall be subject to an Order if instructed by Scottish Ministers. Work subject to an order under section 3.6.3 will be considered under the Performance Measurement regime given in Schedule 5 Part 6.</p>
DPQSW097	<p>Schedule 4 Part 4 Clause 2.5 – If a Third Party Claim is received which applies to the previous 3G Contract please confirm that the liability to defend/ settle the action will remain the responsibility of the previous operating company or that an Order will be issued to the new Operating Company under Clause 3.6.3 ?</p> <p>Response</p> <p>Should the Employer require the Successful Tenderer to deal with any outstanding claims which have not been dealt with by the preceding organisations, then this will be subject to an Order.</p>
DPQSW100	<p>Schedule 2 Part 2 Series 500: Drainage - Standard Drawing 500/01/337-379 specifies ST2 concrete surround in carriageways and sand surround in verges. The Schedule of Rates does not make this distinction for ducting items and there is no 'Extra-Over for concrete bed and surround' Schedule item for ducting. (This does occur in the case of pipe drains, e.g. Schedule item 500/1-005) - Please Clarify.</p> <p>Response</p> <p>The distinction between “bed” and “surround” types for ducting items within the Schedule of Rates is not necessary.</p>
DPQSW101	<p>Does Transport Scotland consider that the treatment time commences from the time of the gritter leaving the depot OR when salt spreading commences on the start of the route treatment?</p> <p>Response</p> <p>Treatment time commences when treatment commences at the start of the treatment route.</p>
DPQSW103	<p>Schedule 2 Part 2 Series 500: Drainage - items for service ducts (500/1-036 onwards) refer to Standard Drawings such as 500/01/337-379). Items occur for Group D2 and D3 ducts but these are not shown on drawing 500/01/337-379. Please Clarify.</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>The specification for Group D2 and D3 service ducts is the same as that for D1 and D4 service ducts which are shown on the Drawing No. 50001/337-379. The only difference being the number of ducts required. The number of ducts required for D2 and D3 service ducts is given on this drawing.</p>
DPQSW105	<p>Can you increase the word count limit in the Outline Winter Service Plan from 3,500 to 10,000 words.</p> <p>Response</p> <p>The word count limit for the outline Winter Service plan has been increased from 3,500 to 5,000 words. This change to the invitation to Participate in Dialogue Document is reflected in Section E below.</p>
DPQSW107	<p>Schedule 7 Part 2 (Paragraph 2.2.3). Can you please clarify the polling intervals of road sensors through the Winter Service Period and throughout the entire Annual Period?</p> <p>Response</p> <p>This is specified as follows in the revised Schedule 7 Part 2, paragraph 2.2.3:</p> <p>“To obtain regular updates of road conditions, road sensors shall be polled by the Operating Company at intervals of 20 minutes between 1 October and 15 May and hourly at all other times.....”</p>
DPQSW108	<p>Schedule 7 Part 2 (Paragraph 2.7.5) identifies the requirements for Category A Winter Service Patrols as being “...a one hour patrol and a one hour stand by on each route.” On a linear patrol route, with a permitted travel time of 1 hour and a one hour stand by, to be able to respond to an incident within 30 minutes effectively reduces the length of the Patrol route to 30 minutes. This response time is also considerably less than the 1hr 30 min Incident Response detailed in Schedule 7 Part 3. Can you clarify the response times associated with Category A Winter Service Patrols?</p> <p>Alternatively would the Director consider amending the Winter Service response time from 30 minutes to 60 minutes?</p> <p>Response</p> <p>Paragraph 2.7.5 referred to in the query is now paragraph 2.7.8 in the revised Schedule 7 Part 2. Paragraph 2.7.8 specifies:</p> <p>“The routes for dual carriageways and motorways shall be further designed so that the patrol vehicle, when working, is able to attend any location on its route within 30 minutes of receiving a call from the Winter Service Duty Officer”</p> <p>The Director will not consider increasing this response time to 60 minutes.</p>

Tender Query Response Number	Clarification
DPQSW109	<p>Schedule 7 Part 2 (Paragraph 2.7.5; 2.7.8 & 2.7.12). Paragraph 2.7.12 advises that the Operating Company may utilise Winter Service Patrol Plant for clearance of snow and ice between 08:00hrs and 24:00hrs. This seems to be in conflict with the Winter Service Patrol times contained in paragraphs 2.7.5 and 2.7.8. Can you please clarify the permitted times that Winter Service Patrol plant may be used for clearance of snow and ice?</p> <p>Response</p> <p>Paragraphs 2.7.5, 2.7.8 and 2.7.12 referred to in the query are now paragraphs 2.7.8, 2.7.10 and 2.7.13 respectively in the revised Schedule 7 Part 2. Paragraph 2.7.13 specifies:</p> <p>“Winter Service Plant for Winter Service Patrols shall be used by the Operating Company for the clearance of snow or ice. Such usage shall only take place where it does not conflict with its primary function or where the extent of the snowfall requires it to be used for snow clearing on the patrol route.”</p>
DPQSW111	<p>Schedule 7 Part 2 (superseded Paragraph 3.1.14 & superseded Treatment Matrix (Table 7.2.J.2)), both made reference to spread rates greater than 20 grammes per square metre being carried out in two separate precautionary treatments. This reference has been removed from the current version (Revision 1). Can you confirm if it is still acceptable to the Director to carry out two separate precautionary treatments for spread rates exceeding 20 grammes per square metre?</p> <p>Response</p> <p>It is not acceptable to the Director to carry out two separate precautionary treatments for spread rates exceeding 20 grammes per square metre.</p>
DPQSW112	<p>Schedule 7 Part 2 (Paragraph 2.7.8) states that “Category B Winter Service Patrols (formerly Tier 1) shall operate from 00:00hrs to 09:00hrs.” and shall be undertaken in three separate 3-hour patrols. The specification of three patrols will essentially result in the requirement for a fourth patrol to return to the depot. This is due to the third patrol ending at the extremity of the route. This fourth patrol will be of limited value in terms of winter resilience as it will be undertaken after 0900hrs.</p> <p>These requirements will have a direct impact on resource requirements and associated costs. The Road Transport (Working Time) Regulations 2005 permit a maximum of 9 hours driving in any one shift and require an uninterrupted 45 minute rest period after every 4.5 hours of driving.</p> <p>Would the Director consider changing the requirements to two patrols between the hours of 00:00 and 06:00, as we consider that this would provide patrol cover during the most sensitive period?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>Paragraph 2.7.8 referred to in the query is now paragraph 2.7.10 in the revised Schedule 7 Part 2.</p> <p>The answer is no. The Director requires that the route shall be developed to include for rest periods and returning to the base depot within the 3 hour period.</p>
DPQSW116	<p>Could you please provide further details for Patrol type B? CI 2.7.8 does not define duration or standby period whereas CI 2.7.5 defines Patrol type A as 1 hour patrol and 1 hour standby.</p> <p>Response</p> <p>Paragraphs 2.7.5, and 2.7.8 referred to in the query are now paragraphs 2.7.8 and 2.7.10 respectively in the revised Schedule 7 Part 2.</p> <p>There is no duration or standby period required for Category B Winter Service Patrols.</p>
DPQSW118	<p>Clause 2.2.3 of the specification requires 20 mins updates on road conditions between 1st October and 15th May (the full winter service period as defined by Clause 1.1.1). However the second part of the same sentence states “and hourly at all other times during the winter service period”. Can you please clarify the dates in the year when 20 mins and 1 hour updates apply?</p> <p>Response</p> <p>This is specified as follows in the revised Schedule 7 Part 2, Paragraph 2.2.3:</p> <p>“To obtain regular updates of road conditions, road sensors shall be polled by the Operating Company at intervals of 20 minutes between 1 October and 15 May and hourly at all other times.....”</p>
DPQSW120	<p>Can you clarify whether all salt stockpiles, including reserve stockpiles, require to be covered by a covered structure?</p> <p>Response</p> <p>Yes, a covered structure is required.</p>
DPQSW124	<p>Would the Scottish Ministers accept the following changes to the Parent Company Guarantee? We believe that such revised wording more appropriately describes the role of the guaranteeing the contractual performance and adds certain appropriate administrative rules.</p> <p>Paragraph 2 - If the Joint Venture of Special Purpose Company or Consortium shall in any respect fail to perform its obligations under the Contract within 14 days (or such longer period as may be agreed with the Scottish Ministers) and shall on written demand reimburse and keep reimbursed the Scottish Ministers for the amount of any legal enforceable, fully mitigated direct losses, damages, claims, costs and expenses which may be incurred by</p>

Tender Query Response Number	Clarification
	<p>them by reason of any such failure or breach on the part of the Joint Venture or Special Purpose Company or Consortium to the extent that such legally enforceable, fully mitigated direct losses, damages, claims costs and expenses are or would otherwise be recoverable by</p> <p>And the addition of the following new clauses;</p> <p>(i) Notwithstanding any other provision of this guarantee, our obligations and liability under this guarantee shall be no greater than the obligations and liability under the Contract and the Scottish Ministers shall be entitled to recover in respect of the same matter under the Contract. The Joint Venture shall be entitled to rely on all limitations in the Contract and have available to us all defences, counterclaims and rights of set-off as are or would be available to the Operating Company.</p> <p>(ii) The Scottish Ministers shall use all recourse against the Joint Venture pursuant to the Contract before taking any steps to enforce this guarantee.</p> <p>(iii) The benefit of this guarantee may be assigned by the Scottish Ministers without our consent to any person whom the Scottish Ministers validly assign the benefit of the whole of the Contract provided that the assignation of this guarantee does not take effect until the Scottish Ministers gives us written notice of the assignation. No other assignation is permitted without our written consent.</p> <p>(iv) This guarantee shall automatically expire on the expiry of the Contract Termination Date under the Contract whether or not it is returned to us for cancellation.</p> <p>Response</p> <p>The change of “written” in place of “simple” within paragraph 2 has been agreed. All other suggested amendments have been rejected.</p>
DPQSW127	<p>Landscape Plans - We have received approximately 180 AutoCAD drawing files for the South West Landscape Plans entitled “Landscape Inventory”. These files are in autocad format. However all have multiple external references missing including all OS background mapping and company logos. The OS data is considered crucial if the drawings are to be interpreted.</p> <p>Please can we have PDF files of the landscape drawings complete with all data displayed?</p> <p>Response</p> <p>PDF versions of these files complete with all data have been created and uploaded to the Information Area in EDT. Refer to Section F for details of the file path.</p>

Tender Query Response Number	Clarification				
DPQSW133	<p>Erskine Bridge Maintenance Manual - Within the Erskine Bridge Inspection schedule it references the Erskine Bridge Maintenance Manual Vol 1 Section 6 and Vol 2 Appendix II. Please can you provide these documents?</p> <p>Response</p> <p>These documents can be found in the Information Area in EDT. See below for details of the file path.</p> <table border="1" data-bbox="507 611 1401 880"> <thead> <tr> <th data-bbox="507 611 778 656">Document Name</th><th data-bbox="778 611 1401 656">EDT File Path</th></tr> </thead> <tbody> <tr> <td data-bbox="507 656 778 880">Erskine Bridge Maintenance Manual Volume 2.pdf</td><td data-bbox="778 656 1401 880">Home/4G Term Contract for Management and Maintenance of Scottish Trunk Road Network – South West Unit/Tender Enquiry/02 Information Area/02 SW Structures/A898 Erskine Bridge/EB_MM_Vol_2 May 2011</td></tr> </tbody> </table>	Document Name	EDT File Path	Erskine Bridge Maintenance Manual Volume 2.pdf	Home/4G Term Contract for Management and Maintenance of Scottish Trunk Road Network – South West Unit/Tender Enquiry/02 Information Area/02 SW Structures/A898 Erskine Bridge/EB_MM_Vol_2 May 2011
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Erskine Bridge Maintenance Manual Volume 2.pdf	Home/4G Term Contract for Management and Maintenance of Scottish Trunk Road Network – South West Unit/Tender Enquiry/02 Information Area/02 SW Structures/A898 Erskine Bridge/EB_MM_Vol_2 May 2011				
DPQSW145	<p>During the PQQ process Transport Scotland answered Query No. 4 as follows: - “Response to (i) and (ii): Transport Scotland will not seek to prevent companies from tendering for Works within the Unit in respect of which they are either a shareholder in an incorporated Single Economic Operator which is the Operating Company or partners in an unincorporated Group of Economic Operators which is the Operating Company. Response to (iii): The response to (i) and (ii) above is not influenced by the equity share or proportional ownership of the Single Economic Operator. Can Transport Scotland confirm the same applies for the full tender and not just the PQQ process?</p> <p>Response</p> <p>The Employer confirms that the PQQ Response to Query No. 4 quoted above applies to the 4G Term Contract for the Management and Maintenance of the Scottish Trunk Road Network – South West Unit. Once the Contract is awarded the conditions stipulated in the response to PQQ Query No.4 will apply.</p>				
DPQSW148	<p>Maintenance of Ice Detection System - Can you clarify whether the Director or the OC is responsible for the maintenance of the ice detection system including both weather stations and road sensors?</p> <p>Response</p> <p>The OC is responsible for the maintenance of the ice detection system in accordance with Schedule 7 Part 1 Paragraphs 4.29 and 4.30.</p>				
DPQSW150	<p>Schedule 7 Part 2 Salt Treatments - Schedule 7 Part 2, Annex 7.2/K Table 7.2.K.2 states that the spread rates for precautionary treatments for a number of conditions is 30g/m2 or 40g/m2. The minimum requirement for the Winter Service Plan states ‘proposals for identifying and providing maps, drawings and associated</p>				

Tender Query Response Number	Clarification
	<p>information for treatment routes and patrol routes'. Can the Director confirm for which spread rate(s) the information is required?</p> <p>Response</p> <p>The information is required for 20 g/m2 and 40 g/m2 spread rates.</p>
DPQSW152	<p>Schedule 7 Part 2 Annex 7.2/A clause 8.1.1 states 'The Operating Company shall provide the following information in Appendix WSP to Annex 7.2/J of this Part: (ii) contingency plans for alternative access to precautionary treatment routes where normal access is prevented due to weather related or other incidents'. Can the Director confirm that the Operating Company shall provide permanent (i.e. depot) resources and plant at the extremities of each route for precautionary treatments at all times?</p> <p>Response</p> <p>It is the Operating Company's responsibility to determine the level of resources required to meet the requirements of the Contract.</p>
DPQSW153	<p>ITPD Appendix C clause 7.2.2 - Invitation to Participate (in Dialogue) Document Appendix C clause 7.2.2 minimum requirement table for the Winter Service Plan states 'proposals for identifying and providing maps, drawings and associated information for treatment routes and patrol routes'. Can the Director confirm if this applies to carriageways and footways or only carriageways?</p> <p>Response</p> <p>The Director can confirm the requirement applies to carriageways and footways.</p>
DPQSW156	<p>Route Safety Files A737/A738 - Can you confirm that the Route Safety Files cover the full extent of a route e.g. A737/A738 St James Interchange – Kilwinning - Hawkhill Trunk Road or are these subdivided and if so could you please provide a summary list of Route Safety Files?</p> <p>Response</p> <p>The Employer confirms that route safety files cover the full extent of a route. In the example provided the A737 and the A738 have been combined due to the length of the A738. The Operating Company shall only be responsible for the length of route within the extent of the Unit as described in Schedule 3 Part 2.</p>
DPQSW158	<p>Landscape Plans - We have received approximately 180 AutoCAD drawing files for the South West Landscape Plans entitled "Landscape Inventory". However these all have multiple external references missing including all OS background mapping and company logos. The OS data is considered crucial if the drawings are to be understandable. A possible solution would be to provide all drawings in .pdf format thus negating any need for further external referencing.</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>PDF versions of these files complete with all data have been created and uploaded to the Information Area in EDT. This query was previously answered in Bulletin SW-DPB056, Section A, in response to DPQSW127.</p>
DPQSW161	<p>Clause 10.7.2 (ii) defines the Base Date as the “appropriate Final Index Figure applicable to the date 42 days prior to the latest date for the return of tenders”. As the tender date stands at 1st December 2011, the date 42 days prior to that is 20th October 2011. For clarity, can Transport Scotland confirm that it is the Final Index Figure applicable to October 2011 which will apply?</p> <p>Response</p> <p>The Participant should note that the current date for the return of tenders is 15 December 2011 as stated in the Invitation to Participate in Dialogue, Appendix A, Annex B, Indicative Process Timetable. Based on that date, the Director can confirm that the Final Index Figure applicable would be November 2011.</p>
DPQSW162	<p>Clause 10.7.2 (iii) defines the Current Index Figure as the “appropriate Final Index Figure applicable to the date 42 days prior to the last date of the period to which the payment relates”. For clarity, can Transport Scotland confirm that it is the Final Index Figure pertaining to the month in which the said date occurs which will apply?</p> <p>Response</p> <p>The Director can confirm that the current index figure means the appropriate Final Index Figure to be applied to any payment and shall be the appropriate Final Index Figure applicable to the date 42 days prior to the last day of the period to which the payment relates. Refer to Schedule 1 Part 3 Annex 4 Clause 10.7.2 (iii).</p>
DPQSW163	<p>Abnormal Load Movement - In relation to Schedule 8 Part 1, Annex 8.1/A</p> <p>Section A of this document refers to Scottish Ministers authorisation being required for any abnormal load movement where the vehicle exceeds 40,000kg (40t) gross weight. Current practice however is for this permission to be required for vehicles exceeding 44,000kg (44t) gross weight.</p> <p>Can the Scottish ministers confirm which limit is to be applied?</p> <p>Response</p> <p>As described in Section A of Schedule 8 Part 1 Annex 8.1A, the laden gross weight to be implemented under the 4G Contract shall be 40,000kgs (40 tonne).</p>

Tender Query Response Number	Clarification
DPQSW164	<p>Please confirm what, if any, salary review adjustments have been made since the compilation of the TUPE information.</p> <p>Response</p> <p>The Employee Data Spreadsheet which was made available for collection through the response to DPQSW134 in Bulletin SW-DPB060 contains up to date salary details. No further salary adjustments have been made.</p>
DPQSW166	<p>Category B Patrol Routes - With reference to Dialogue Period Bulletin No SW DPB053, DPQSW112 regarding Category B Patrol Routes and the response given. The answer appears to require that at the end of the patrol route the vehicle must have returned within the three hours to the base depot; which may involve travelling off network and beyond the required cat B patrol areas. Is it acceptable, assuming that under a shift pattern there is no need to specifically return to the depot mid shift subject to suitable rest and parking facilities being available, that the vehicle does not require to return to the depot as part of the route within the three hour period.</p> <p>Response</p> <p>There is no requirement for the vehicle to return to the depot during the 3 hour patrol operating periods.</p>
DPQSW167	<p>Category B Patrol Routes - With reference to Dialogue Period Bulletin No NW DPB053, DPQSW112 regarding Category B Patrol Routes and the response given. The question indicates that, in the case of a long single carriageway patrol route, a vehicle could drive 3hrs (allowing for rest periods) away from the first point on the route and then 3 hours back towards the first point. This would mean that the first point on the patrol would be patrolled at 00.00 and then only be patrolled again at 06.00. Please can you confirm if this is acceptable or if the same point on the network has to be covered / patrolled every 3 hours?</p> <p>Response</p> <p>No, this is not acceptable. The Category B patrol routes are to be designed such that for consecutive 3 hour operating periods each point on the route is checked every 3 hours.</p>
DPQSW168	<p>Precautionary Treatments - Schedule 7 Part 2 Cl 3.1.15 Precautionary Treatments for Footways, Footbridges and Cycleways. The clause states that "The actual treatment levels shall be discussed and agreed with the relevant local authorities." To take an example; the Cat A footways and cycleways in East Kilbride on the A725 and A726 have been treated with dry salt in the past and South Lanarkshire Council also treat with dry salt in adjacent footway / cycleway areas. Please can you confirm that dry salt would be acceptable in place of brine in such examples? Please can you also confirm the exact role the local authorities would have in agreeing the treatment levels?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>The treatment level not the treatment type is to be the subject of discussion and agreement with the relevant local authorities. Should any difficulty arise is agreeing treatment levels with the local authorities, the treatment matrix in Schedule 7 Part 2 shall apply.</p>
DPQSW169	<p>Prolonged Snowfall - Please define the term prolonged snowfall, as used in Schedule 7 Part 2, Table 7.2.K.4.</p> <p>Response</p> <p>Prolonged snow fall is an event that continues beyond the end of a normal treatment period.</p>
DPQSW170	<p>Brine capacity - Can you confirm that your requirement under paragraph 5.3.6 of Schedule 7 Part 2 is for the brine capacity at each depot to be 20% over and above the amount of brine required to treat all routes from that depot at 40 gms/m2 with pre-wetted salt.</p> <p>Response</p> <p>The Director can confirm this is correct.</p>
DPQSW172	<p>Schedule 5 Part 4 - With reference to Schedule 5 Part 4 and following our dialogue meeting of 2nd September, we understood that the roles of Bridges Manager and Planned Maintenance Manager would be considered as roles within the Operating Company's Key Staff (and not within the Core Management Team) working under the Design Manager, who would remain within the Core Management Team. Can you please confirm this in order for us to incorporate it within our Certificate A proposals.</p> <p>Response</p> <p>The Director confirms that the roles of Bridges Manager and Planned Maintenance Manager will remain designated as members of the Core Management Team. It is up to Participants to propose a staff structure that complies with the requirements of Schedule 5 Part 4.</p>
DPQSW185	<p>Schedule 2 Part 2 Series 400: 15 Temporary Safety Barriers – is the measured quantity based on a fixed period of time or is it assumed that the barrier is left in place permanently?</p> <p>Response</p> <p>The item coverage for temporary safety barriers includes ‘time-related’ costs for whatever duration the temporary safety barrier is required for. Please refer to Schedule 2 Part 1 Series 400 paragraph 61.</p>
DPQSW186	<p>Schedule 2 Part 2 Series 400: 15 Temporary Safety Barriers – can Transport Scotland provide to tenderers an inventory of existing temporary safety barriers in use on the Unit and define the Operating Company’s responsibility for ongoing maintenance/hire of these systems?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>Locations and extent of temporary safety barrier are subject to change and are not recorded on the Routine Maintenance and Management System as inventory items. Temporary safety barriers installed prior to Commencement of Service Date will remain the responsibility of the previous operating company except where stated in Section 3.6 of Schedule 4 Part 4.</p>
DPQSW188	<p>Access to Office Prior to Commencement of Service Date - Dialogue Period Bulletin SW-DPB067 issued on 14 October 2011 detailed amendments to Schedule 5 Part 7 in relation to the Operating Company's (OC's) Offices and Depots as well as the Specific First Schedule of Supplementary Requirements (SFSSR) for Certificate A.</p> <p>Paragraph 1.1.7 of the SFSSR requires that we provide detailed proposals for '(i) computer systems' within the permanent Central Office at Polmadie'. Can the Director confirm that the OC will be permitted access to the permanent Central Office from the Contract Commencement Date to allow for the installation and testing of Information and Communications Technology (ICT) equipment prior to the Commencement of Service Date?</p> <p>If access is not permitted can the Director confirm that our response to the SFSSR should detail how we intend to manage the delivery of service in accordance with the Contract until such ICT systems are available?</p> <p>Response</p> <p>The revised Specific First Schedule of Supplementary Requirements (SFSSR) Issue 2 Revision 1 does not require Participants to provide detailed "proposals for (i) computer systems". This was a requirement in the original SFSSR, but has now been removed, as this requirement already exists in Certificate A, Section 5.7.1(i) and these details should have already been provided as part of your Certificate A submission. The Director confirms it is our intention for access to the Central Office to be to be permitted at Contract commencement date, but this cannot be guaranteed.</p>
DPQSW191	<p>Commonwealth Games (2) - Paragraph 1.1.3 of Schedule 5, Part 7 (Rev.3) indicates that the permanent Central Office parking and hardstanding areas shall be made:</p> <p>'available to Glasgow City Council for vehicle parking between 1st June 2014 to 31st August 2014, or at other timescale advised in writing by the Director, for the purposes of the 2014 Glasgow Commonwealth Games'.</p> <p>Paragraph 1.1.9 of the Specific First Schedule of Supplementary Requirements requires the Participants to provide proposals for making the above available. There is a potential health and safety conflict between the day to day delivery of Operations in a working depot and parking operations by Glasgow City Council (GCC). Can</p>

Tender Query Response Number	Clarification
	<p>the Director confirm what type of parking, or other operations will be undertaken by GCC and if the Operating Company will be permitted to undertake Operations from this facility during the periods noted in Paragraph 1.1.3 of Schedule 5, Part 7?</p> <p>Response</p> <p>The Director can confirm vehicle parking will be made available to Glasgow City Council. The Director will require Glasgow City Council to have appropriate insurance in place. The Operating Company will only be permitted to undertake operations from the facility during this period if full use of the depot is not required by Glasgow City Council.</p> <p>Note that Section 1.1.9 of the SFSSR is now additional Certificate A requirement 5.7.6 as detailed in SFSSR (Issue 2 Revision 1).</p>
DPQSW192	<p>(Polmadie Depot) Clause 1.1.8 - Specific First Schedule of Supplementary Requirements (Polmadie Depot) Clause 1.1.8 requires “.....proposals for the provision of alternative temporary facilities for the elements listed in Table 5.7.1....”. Please can you confirm if this table reference should be “Schedule 5 Part 7 Table 1.1.2A – Facilities”?</p> <p>Response</p> <p>Yes. Note that this requirement is now additional Certificate A requirement 5.7.6 as detailed in SFSSR (Issue 2 Revision 1).</p>
DPQSW193	<p>(Polmadie Depot) Clause 1.1.8 – Specific First Schedule of Supplementary Requirements (Polmadie Depot) Clause 1.1.8 requires “.....proposals for the provision of alternative temporary facilities”. Please can you clarify if the alternative facilities can be within the site area of Polmadie Depot or have to be at a separate depot?</p> <p>Response</p> <p>Alternative facilities can be located within the site area of Polmadie Depot provided that the alternative facilities do not interfere with the Director’s Building Works or the Commonwealth Games Parking arrangements.</p> <p>Note that Section 1.1.8 of the SFSSR is now additional Certificate A requirement 5.7.5 as detailed in SFSSR (Issue 2 Revision 1)</p>
DPQSW194	<p>(Polmadie Depot) Clause 1.1.9 - Specific First Schedule of Supplementary Requirements (Polmadie Depot) Clause 1.1.9 requires proposals for a 3 month period of parking and hard standing provision for Glasgow City Council during the Commonwealth Games. Please can you clarify what hardstand area or number of spaces will be required?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>The Director cannot confirm the number of vehicle parking spaces or hardstanding areas that will be made available to Glasgow City Council during this period or other timescale advised in writing by the Director. The Director confirms parking will be made available from 1 June 2014 to 31 August 2014, on a 24/7 basis. Where the period is amended, the monthly sum will be extended or shortened accordingly. It is envisaged that the space required will cover the entire depot excluding the office and office car parking area.</p>
DPQSW195	<p>We request a short extension to submit the additional information requested on Polmadie (issued on Monday with supplementary questions/answers released on Wednesday) until noon on Wednesday 26th October.</p> <p>Response</p> <p>The date for the Specific First Schedule of Supplementary Requirements (SFSSR) has been revised.</p> <p>The latest date for the submission of the SFSSR is now 12 noon on Tuesday 25 October 2011, instead of Friday 21 October 2011.</p>
DPQSW196	<p>ITPD Final Tender Submission Requirements Clause 6.7.11 – Drawings and charts and the like shall be A1 size and shall be folded and inserted into clear plastic pockets within the relevant folder. Will Transport Scotland accept the drawings and charts fixed securely inside the folder with adhesive spines that ensure easy access to open out the drawing (and extract from the folder) as opposed to using plastic pockets?</p> <p>Response</p> <p>The Director confirms that this is an acceptable alternative.</p>
DPQSW197	<p>Lighting Requirements - The lighting points on the network are detailed in file "SW_RM_LIGHTING_POINT.csv"</p> <p>Can you please provide the lamp type and wattage for each of the detailed lighting points. This information is necessary to price the maintenance requirements.</p> <p>Response</p> <p>The information you have requested is not available.</p>
DPQSW204	<p>Additional Word Limit - Schedule 5. In relation to the additional 10% word limit for each schedule could you please confirm if the word limit for schedule 5 is now 6,000 + 10% or 6,000 + 1,000 (Specific First Schedule of Supplementary Requirements) + 10%?</p> <p>Response</p> <p>The word limit for Schedule 5 is confirmed as 6,000 plus the 1,000 words covering the detailed proposals received for the Specific First Schedule of Supplementary Requirements, plus an extra 10%.</p>

Tender Query Response Number	Clarification
DPQSW205	<p>Structures Information - As it is not possible to provide all the PI's for the structures, is there a simple database that may provide basic structure data, such as structure type, span etc.</p> <p>Response</p> <p>Basic structures data has now been uploaded to the Information Area on EDT. Refer to Section F for details of the file path.</p>
DPQSW206	<p>Road Safety Audits - Please can you provide information on how many Road Safety Audits were carried out in the last financial year and the split of RSA's into Stage 1, Stage 2, Stage 3 and Stage 4?</p> <p>Response</p> <p>The Director confirms that the information requested is currently not available for issue.</p>
DPQSW207	<p>With regard to the Final Tender Submission and Schedule 5 Part 7 Annex 5.7/A, please confirm if this Annex is to be completed and provided as part of the Final Tender Submission or is it acceptable to provide this information within Schedule 5 Part 7 as previously detailed in our Certificate A submission.</p> <p>Response</p> <p>The Director confirms that Schedule 5 Part 7 Annex 5.7/A is required to be completed and provided as part of the Final Tender Submission.</p>
DPQSW208	<p>With regard to the Final Tender Submission and the requirements outlined in the Invitation to Participate document can you please confirm the requirements of electronic copies. Table 6.1 in the ITP states Folder A5 is to have 1 pdf disk submitted and 1 native format disk submitted whereas point 6.7.6 of the ITP states a pdf format disk is to be submitted</p> <p>Response</p> <p>The Director confirms that Table 6.1 is correct. The requirement is to have 1 pdf disk submitted and 1 native format disk submitted as part of the Final Tender Submission. See Section E below for changes to the Invitation to Participate in Dialogue Document.</p>
DPQSW209	<p>Referring to the previous TQ regarding Final Tender Submission, please confirm if 1 native format of Package A (Certificates) is required in electronic format as detailed in Table 6.1 in ITP – “one electronic copy in native format of the original signed and completed documents in Folder A1”.</p> <p>Response</p> <p>Yes, one electronic copy in native format of the original signed and completed documents in Folder A1 is required. As stated in Table 6.1, one electronic copy in pdf format of the signed and completed documents in Folder A1 is also required.</p>

Tender Query Response Number	Clarification
DPQSW210	<p>With regard to the Invitation to Participate document, Table 6.3 states “one electronic copy in Record Format (*.pdf) of the signed and completed documents in Folder A1 and one electronic copy in native format of the original signed and completed documents in Folder A1 and the Tender Rates Entry Database file G4TenderRates.mdb”. Please confirm A1 should read C1 and please confirm if a native format of this Volume is required.</p> <p>Response</p> <p>The Director confirms that Table 6.3 should refer to C1 instead of A1. See Section E below for changes to the Invitation to Participate in Dialogue Document.</p>
DPQSW211	<p>Does Cl. 4.6.4 and 4.6.5 of Schedule 7 Part 1 require all Gullies, Catchpits, Interceptors, Soakaways, Manholes and Oil interceptors to be cleaned at a maximum interval of 12 months. The specification for cleaning (each one) being in accordance with Cl 6102AR and Cl 520 of the Specification.</p> <p>If this is the case can Transport Scotland confirm that Payment Adjustment Factor no 6 will be calculated using all Gullies, Catchpits, Interceptors, Soakaways, Manholes and Oil interceptors in the Unit.</p> <p>Can Transport Scotland also confirm whether annual cleaning is carried out under the 3G contract to all Gullies, Catchpits, Interceptors, Soakaways, Manholes and Oil interceptors in the Unit.</p> <p>Response</p> <p>The Director confirms that the frequency for cleaning shall not exceed the intervals stated for each inventory item in the Integrated Roads Information System (IRIS). Furthermore, the requirement is for the Operating Company to adjust the maintenance intervals recorded in IRIS for inventory items that require more frequent maintenance to prevent significant reductions in capacity. As stated, the maintenance interval shall not exceed 12 months. Please refer to Schedule 7 Part 1 Clause 4.6.4 and Clause 4.6.5</p> <p>The Director confirms that Payment Adjustment Factor no 6 will be calculated using the total number of Gullies, Catchpits, Interceptors, Soakaways, Manholes and Oil Separators in the Unit. Please refer to Schedule 5 Part 6 Annex 5.6/C – Payment Adjustment Factors.</p> <p>Details of operations undertaken by the 3G operating company are available in the Information Room.</p>
DPQSW224	<p>Schedule 2 Part 2 Series 6100 Item 05 003 refers to Road Safety Audits being a monthly Lump Sum and the Item coverage refers to “compliance with Schedule 6 Part 3”.</p> <p>Can Transport Scotland confirm whether carrying out Road Safety Audits for Schemes <£350k will be included in this Lump Sum or be the subject of an order?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>Road Safety Audits for Schemes <£350k are included in the item coverage of the Series 6100 item described 'Schedule 6 Part 3 - Road Safety Audits'.</p>
DPQSW231	<p>We understand that CECA have made proposals to Transport Scotland regarding amendments to the proportions used in the calculation of the Contract Price Fluctuation Category C adjustment. Please confirm Transport Scotland intentions in this regard.</p> <p>Response</p> <p>The Director confirms that for this Contract, there is no intention to make any changes to indices.</p>
DPQSW232	<p>Can you please confirm under Clause 175AR whether you require all operational vehicles, or all winter service operational vehicles, to be fitted with winter tyres on all wheels for the duration of the Winter Service Period (1st October to 15th May)?</p> <p>Response</p> <p>The Director confirms the requirements for winter tyres are as set out in the Contract.</p>
DPQSW233	<p>Weed Control to Clause 3002 – this is referred to many times within Schedule 7, Part 1, but the Clause itself gives no answer as to the required frequencies of work.</p> <p>Please can you provide the required frequencies?</p> <p>Response</p> <p>The Director confirms the requirements for Weed Control are as set out in the Contract.</p>
DPQSW234	<p>Is there a requirement for Footways and Cycle Track Sweeping?</p> <p>If so please provide the frequencies and specification.</p> <p>Response</p> <p>The Director confirms the requirements for Footways and Cycle Track Sweeping are as set out in the Contract.</p>
DPQSW235	<p>How often is Hard Shoulder sweeping required? Please provide the specification require.</p> <p>Response</p> <p>The Director confirms the requirements for Hard Shoulder Sweeping are as set out in the Contract.</p>
DPQSW236	<p>Within Schedule 7 Part 7 the need to carry out class 1 inspections as referred to in BD/79 is required under paragraphs 3.2.3, 3.2.4 and 3.2.5. BD/79 allows for these inspections to be carried out by the use of binoculars with the agreement of the TAA. Can you confirm that this is acceptable. Extract from BD/79 is below:</p>

Tender Query Response Number	Clarification
	<p>Class 1 - Basic Monitoring</p> <p>C2.2 Class 1 monitoring consists of visual observations and recording. The use of photography is essential. Measurements are not normally undertaken, but the condition of the critical parts of the structure should be noted and compared with previous records. Inspection at touching distance is normally required, although for some structures the use of binoculars may be appropriate, with the agreement of the TAA. Simple operations, such as hammer tapping to check for delamination or loose members, may be included.</p> <p>Response</p> <p>The Director confirms the requirement for Class 1 inspections are as set out in the Contract.</p>
DPQSW238	<p>Schedule 2 Part 2 Series 6800 – Miscellaneous Series. Item 06.001 Validate Network inventory.</p> <p>For the above item Schedule 2 part 1 Method of Measurement contains bespoke item coverage; however there does not appear to be an associated specification relating to the validation of the network inventory.</p> <p>In the absence of a specification please confirm that the Provider is expected to undertake a desktop review of the current network inventory, ascertain where there are gaps in this data and to update these gaps during the course of the contract?</p> <p>Response</p> <p>The Director confirms the requirements for inventory collection and update are as specified in the Contract.</p>
DPQSW239	<p>Please can you provide information regarding the extent of private cable networks?</p> <p>For clarity Private Cable Networks means : Under or Over ground Electricity Supply Cables owned or maintained by Transport Scotland.</p> <p>Response</p> <p>The Director confirms this information is not available. The requirements for inventory collection and update are as specified in the Contract.</p>
DPQSW241	<p>Some items refer to maintenance works to be carried out at 'intervals not exceeding those stated for each inventory item in the routine maintenance and management function of IRIS' but the maintenance intervals for these items cannot be found.</p> <p>Please can you provide the maintenance intervals for the following items:</p> <p>Slot drains and kerb block drains</p> <p>Gullies</p>

Tender Query Response Number	Clarification
	<p>Catchpits Interceptors Soakaways Manholes Oil Separators Drainage Grips Grassed Areas</p> <p>Response</p> <p>The Director confirms the maintenance intervals for the items detailed above are as set out in the Contract.</p>
DPQSW247	<p>The Contract Amendment Log contained in Dialogue Period Bulletin SW-DPB080 detailed changes to Schedule 7 Part 5. Changes are highlighted to paragraphs 1.4.3 (ii), 1.4.4, 1.5.3, 1.5.4 and 1.6.3 are noted. These paragraphs do not exist in Schedule 7 Part 5. Can the Director confirm where these changes have been applied to this Part.</p> <p>Response</p> <p>The Director confirms that the changes noted in Tender Bulletin SW-DPB080, Schedule 7 Part 5 should refer to paragraphs 4.1.3 (ii), 4.1.4, 5.1.3, 5.1.4 and 6.1.3.</p>
DPQSW249	<p>Schedule 9 Part 2: Appendix 7/1 Schedule 5: Requirements for Construction Materials - materials ref. RCa and RCb prescribe SMA where thicknesses are less than 55mm and Cl. 929 binder elsewhere. If the Operating Company can use either material where specified below similar surface course layer types of material.</p> <p>The specification as written :-</p> <p>(1) Would specifically require SMA to be laid before asphalt where regulating thicknesses are less than 55mm.</p> <p>(2) Would specifically require 929 binder course material to be laid below SMA where thicknesses are greater than 55mm.</p> <p>Does Transport Scotland require material to be laid in this manner or will the designer have the flexibility to choose which material and thickness dependant on the existing road material and proposed surface course material.</p> <p>Response</p> <p>The requirements for materials RCa and RCb are as stated in the Contract.</p>

Tender Query Response Number	Clarification
DPQSW251	<p>Schedule 2 Part 2 Series 1400 items 09 001, 002 and 003 - temporary overhead lighting feeds - the unit of measure here is 'no' but the Method of Measurement (Schedule 2 Part 1) states that these are to be measured in metres. Please advise.</p> <p>Response</p> <p>The unit for Series 1400, Items 09 001, 002 and 003 (temporary overhead lighting feeds) in Schedule 2 Part 2 and TReD shall be amended to read “m”.</p> <p>The unit of measurement in Schedule 2 Part 1 is correct.</p>
DPQSW255	<p>TReD Schedule of Rates version 1.3 includes several changes which have not been advised as taking effect to the latest version of Schedule 2 Part 2. These include changes in Series 400 (quantity bands for sections 09, 11 and 13) and Series 700 (quantity bands for section 06). Can Transport Scotland advise if these changes will be made to Schedule 2 Part 2, and if so, when?</p> <p>Response</p> <p>No changes are required to Schedule 2 Part 2. The changes to TReD were to make it consistent with Schedule 2 Part 2.</p>
DPQSW257	<p>Schedule 5 Part 7 - Schedule 5 Part 7 – Can Transport Scotland confirm that the Primary Depot for the new Operating Company shall be at Polmadie similar to the Central Office requirements (excluding the 24 month initial contract period).?</p> <p>Response</p> <p>The locations of depots shall be as stated in the Contract.</p>
DPQSW258	<p>Schedule 7 Part 2 Clause 5.6.3 states that the Operating Company shall provide covered storage at Polmadie within 24 months of the Commencement of Service Date.</p> <p>Can Transport Scotland confirm that as part of the Polmadie depot construction works that Transport Scotland shall provide covered salt storage for the Operating Company and all other Polmadie depot facilities?</p> <p>Response</p> <p>The Director confirms the intentions for Polmadie are as specified in the Contract. The salt barn at Polmadie is intended to store both strategic and operational salt required for the unit.</p>
DPQSW259	<p>Schedule 7 Part 2, Clause 4.1.14 Snow blower specification - Supply chain information would suggest that while snow blowers are “capable of blowing up to 600 tonnes of snow per hour” and “have a width of cutter head of at least 1.8 metres” the reference to four metres depth appears excessive as these machines have a cutting height dependant on the impeller diameter. Can Transport Scotland confirm if the reference to four metres is correct?</p>

Tender Query Response Number	Clarification
	<p>Response</p> <p>The requirements for snow blowers are as stated in the Contract. It is not intended that snow blowers are capable of removing up to four metres depth of snow in one pass or operation but be capable of operating in up to four metres depth of snow.</p>
FTQSW010	<p>Annex 7.1A of Schedule 7 Part 1 requires that inspections of specific manholes on the live carriageway of the M8 shall be carried out in accordance with the requirements and frequencies stated in the M8 Manhole Report. The inspections required in this report will require approximately 50 traffic management set ups per year on the M8 motorway. Due to the non-standard arrangement of the M8, can the Director provide the extent of traffic management required and any approved traffic management layouts required to access these manholes. Can the Director confirm that extensive, non-standard Chapter 8 traffic management arrangements for the above will be subject to an Order?</p> <p>Response</p> <p>The Director is not able to provide the extent of traffic management required or any approved traffic management layouts.</p> <p>The Director confirms that traffic management for these manhole inspections will not be subject to an Order. Provision of traffic management is included in the rates and prices entered in the Schedule of Rates and Prices. Refer to Schedule 2 Part 1 Preambles to Schedule of Rates and Prices.</p>
FTQSW030	<p>Please can the Director confirm the requirements for BS EN ISO 27001. Should it be introduced at Commencement of Service?</p> <p>Response</p> <p>The Director confirms the Operating Company shall comply with the requirements of British Standard EN ISO 27001 from the Commencement of Service Date.</p>