



general  
purpose  
committee

2  
section

infrastructure

**GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE**

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**SECTION 2 - INFRASTRUCTURE.**

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## INFRASTRUCTURE

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### Option 2a

Operating hours - 6.00am to 10.30pm Monday to Sunday

16.5 hours per day, ie, 2 x 8.5 hour shifts, total of 0.5 hours overtime per day

Cost savings over three years ..... **\$66,235.00**

### Option 2b

Operating hours - 6.00am to 10.30pm Monday to Friday

- 8.00am to 11.00pm Saturday & Sunday

16.5 hours per day Monday to Friday = 0.5 hours overtime per day

15 hours per day Saturday & Sunday

Cost savings over three years ..... **\$84,823.00**

### Option 3a

Operating hours - 7.00am to 11.00pm Monday to Sunday

- 6.00am to 10.00pm Monday to Sunday

16 hours per day, ie, 2 x 8 hour shifts, no overtime

Cost savings over three years ..... **\$85,511.00**

### Option 3b

Operating hours - 7.00am to 11.00pm Monday to Friday

- 6.00am to 10.00pm Monday to Friday

- 8.00am to 11.00pm Saturday & Sunday

16 hours per day, ie, 2 x 8 hour shifts, Monday to Friday, no overtime

15 hours per day Saturday & Sunday

Cost savings over three years ..... **\$95,762.00**

As well as the above figures the option for day labour operation was investigated. A total figure for a three year period was \$715,417, based on Hawkesbury City Council Salary System and a 38 hour week. Accordingly there is no cost saving advantage to operate the Lower Portland ferry by day labour.

It is considered that the most beneficial option for the operation and caretaking of the Lower Portland Ferry with reduced hours is Option 3a; with the preferred hours of 6.00am to 10.00pm Monday to Sunday, comprising two eight (8) hour shifts with no overtime. The revised contract amount of \$613,869.00 including GST represents a cost saving of \$85,511.00 for the three year term.

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### **RECOMMENDATION:**

That the revised tender in the amount of \$613,869.00 (six hundred and thirteen thousand eight hundred and sixty nine dollars) received from Macca's Ferry Services P/L for the operation of the Lower Portland Ferry between 6am to 10pm Monday to Sunday for a three year term be accepted.

### **ATTACHMENTS:**

There are no supporting documents for this report.

Oooo END OF ITEM 44 Oooo

**ITEM: 45**                      **Skatepark facility - North Richmond**

**FILE NUMBER:**            GR030/011/ENG/INH28NBX.E02

**PREVIOUS ITEM:**        37, GPC Section 2 - Infrastructure (31.07.2001)

**PREVIOUS ITEM:**        42, GPC Section 2 - Infrastructure (31.07.2001)

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**REPORT:**

Council at its Ordinary meeting held on 14 August 2001 resolved in part that:

*“A further report be prepared for the next General Purpose Committee meeting outlining details of possible use of the William Street site and associated costs.”*

The William Street site is located between Elizabeth and William Streets, North Richmond and comprises an area of 12,329 sqm. The site is occupied by a pre-school, neighbourhood centre, skateboard ramp, Chas Perry Hall including access roads and associated parking. The provision of additional skate board facilities at this location has been investigated and two potential locations have been identified as follows:

- Expand the existing skateboard facility near the neighbourhood centre
- Establish a new facility in the grassed area fronting Elizabeth Street adjacent to the pre-school

The existing skate facility has limited potential for upgrading due to the imminent extension of the Neighbourhood Centre. In addition this extension will partially obscure the skate facility from public view which has the potential to increase the current level of vandalism. Under the circumstances this site is not considered suitable for any upgrading works.

The alternative site fronting Elizabeth Street is situated on a grassed area immediately adjacent to the pre-school, and directly opposite a Jehovah Witness Centre and residential properties. A major drainage system passes directly below any future skateboard facility. The construction of a skateboard facility on top of the drainage system is not desirable due to potential problems associated with future maintenance and possible upgrading of the line.

In addition it is considered that the activities associated with the skateboard ramps may adversely impact on the amenity of the pre-school children and adjoining neighbours.

Under the circumstances it is not intended to recommend any further expansion of the skateboard facilities at the William Street site.

**RECOMMENDATION:**

That the William Street site not be considered for any further extension of the skateboard facilities.

## INFRASTRUCTURE

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### ATTACHMENTS:

There are no supporting documents for this report.

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