

Briefing Note:- Colwick Park Marina Pontoon Replacement Projects

Report for DLT

Meeting	Tick if Applicable	Date Scheduled
DLT	x	19/12/2022
CLT		
Leadership		
Executive Panel		

Item Name: **Colwick Country Park Marina Pontoon Replacement Project**

Corporate Director and Lead Officer: **Frank Jordan; Corporate Director Communities, Environment and Residents Services.**

Eddie Curry; Head of Green Space and Natural Environment

Lead Portfolio Holder: **Cllr Audra Wynter; Portfolio Holder for Highways, Transport & Parks**

Required Length of Time for Discussion: 10 minutes

1. Purpose:

This report sets out proposals to replace the pontoons at Colwick Marina. The report details the outline business case, the funding for the project and seeks approval to proceed with the delivery of the improvement project.

2. Recommendations / Information Only (delete as required):

Approve:-

- To agree that the works are required, not only for Health and Safety reasons but also to sustain income that supports the park's maintenance as detailed in appendix 1.
- To complete the Pontoon Replacement Programme that commenced in 2019 (phase 1); i.e. that Phase 2 and Phase 3 to be approved.
- To agree the funding proposal for the works to be completed. As set out in section 4.1
- To note that the procurement of the supplier has undertaken in accordance with the procurement procedures.
- To note that this is appropriate use of capital investment, with a return rate that not only removes subsidy but also enables the development of a sinking fund for future repair works.

3. Background

Colwick Country Park, the City's only accredited Country Park covers some 93.6 hectares.

The former gravel workings were landscaped and planted to form a recreational facility and today consists of a diverse mix of landscapes and features which includes lakes, streams, marshy areas and woodlands providing habitats for wildlife.

It is also home to Open Water swimming, the Adventure Centre and the listed St John the Baptist Church which has links to Lord Byron.

The location of the Park sitting alongside the Trent river provided the opportunity to extend the leisure facilities to also include a Marina, and soon after the opening of the Country Park the Marina was developed. This marina has been under the management of the Council for over 40 years and much of its infrastructure has not been replaced since its creation.

Significant work has taken place in recent years to improve the governance arrangements within the marina, with improved financial management, tenant/rental scrutiny and also health and safety management. In 2018 a full condition survey of the marina was undertaken and works began on a first phase of improvements, replacing pontoons with more modern material that does not slip when wet or frozen and is less prone to deterioration due to sitting in water.

The current marina is operating at approximately 80% with a growing waiting list of mooring requests. The reason for not operating at 100% is the known requirement to move boats in line with the replacement programme. Once the pontoons have all be replaced the capacity could be increased.

3.1 Delays

Due to Covid works stopped on site following Phase 1. It was proposed that funding from 20/21 and 21/22 Future Maintenance Programme (FMP) could be used to finish off the project to replace all the pontoons on the site starting in December 2022.

Colleagues delivered the Phase 1 successfully, and therefore they were tasked to continue with the works. Due to staff turnover and lack of handover the approvals for the Phase 2 and 3 that were assumed to be in place did not occur. Which has caused the project to be on hold whilst this takes place.

It has come to light since providing assurances that no works will start, supplies have been purchased and there is an outstanding payment owing to the supplier, totalling a Gross amount of £182,824.61, for the works they have completed to date.

4. Colwick Marina Finances

The following table sets out the forecast outturn (2022/23) for Colwick Park including the Marina.

	Marina	Park	Total	Budget
	£,000	£,000	£,000	£,000
Income	-150	-22	-172	-168
Expenditure				
Employees		137	137	137
Running Costs	29	13	42	29
Total	29	150	179	166
	-121	128	7	-2

As can be seen from the table the Marina contributes £121k net income to the park.

Without the net revenue from the Marina the Park would cost the City Council £128k as compared to a budget of -£2k

	£,000
Pontoon Replacement Project Phase 2 & 3	550
Funding	
Existing Capital Funding Held but not used for Phase 1 (capital project No 125946 contribution reallocated to phase 2&3)	170
S106 Funding (From identified new citywide S106 monies)	50
Local Transport Fund (Approved allocation to Colwick Country Park infrastructure. This is part of a wider package of footpaths and access improvements within the park.)	200
FMP contribution	130

Using the commercial model of any capital investment should be paid-back a ten year and fifteen-year payback model have been calculated, for full Life cycle costs.

Once the works have been completed on the marina the proposal is to increase the charges by 7% in year 1, then 10% in year 2 & 3. The remainder of the model assumes a 3% increase linked to CPI.

Over a 25-year period with marina investment a surplus of £0.637m is created by the site, the removal of the marina (which would be a H&S requirement if investment could not take place) would result in a pressure in the same period of £4.5m.

Financial Model:

Colwick Marina 25 Year Plan

CPI @ 2.8% (2016-2022 Average)

Charges 7% increase in Year 1, 10% in Year 2, 10% in Year 3, then 3% annual increase from Year 4 onwards

	10 Year Pontoon Payback										15 Year Pontoon Payback				
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Maintenance (2022 Actual)	£5,929	£6,095	£6,266	£6,441	£6,621	£6,807	£6,997	£7,193	£7,395	£7,602	£7,815	£8,034	£8,258	£8,490	£8,727
Inspections (2022 Actual)	£5,542	£5,697	£5,857	£6,021	£6,189	£6,363	£6,541	£6,724	£6,912	£7,106	£7,305	£7,509	£7,719	£7,936	£8,158
R&M (2022 Actual)	£1,868	£1,920	£1,974	£2,029	£2,086	£2,145	£2,205	£2,266	£2,330	£2,395	£2,462	£2,531	£2,602	£2,675	£2,750
Services (2022 Actual)	£2,778	£2,856	£2,936	£3,018	£3,102	£3,189	£3,279	£3,370	£3,465	£3,562	£3,662	£3,764	£3,869	£3,978	£4,089
Marina Costs (2022 Actual)	£12,774	£13,132	£13,499	£13,877	£14,266	£14,665	£15,076	£15,498	£15,932	£16,378	£16,837	£17,308	£17,793	£18,291	£18,803
Total Operational Costs	£28,891	£29,700	£30,532	£31,386	£32,265	£33,169	£34,097	£35,052	£36,034	£37,043	£38,080	£39,146	£40,242	£41,369	£42,527
Sinking Fund (Future Replacement) @£165k	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£11,000	£11,000	£11,000	£11,000	£11,000
Marina Income @ 95% capacity	£-186,020	£-204,621	£-225,084	£-231,836	£-238,791	£-245,955	£-253,334	£-260,934	£-268,762	£-276,824	£-285,129	£-293,683	£-302,494	£-311,568	£-320,915
Decommissioning Impact (82% capacity for 3 months)	£6,364														
General Colwick Park Income	£-22,500	£-23,175	£-23,870	£-24,586	£-25,324	£-26,084	£-26,866	£-27,672	£-28,502	£-29,357	£-30,238	£-31,145	£-32,080	£-33,042	£-34,033
Total Revenue @ 95% Capacity	£-202,156	£-227,796	£-248,954	£-256,422	£-264,115	£-272,039	£-280,200	£-288,606	£-297,264	£-306,182	£-315,367	£-324,828	£-334,573	£-344,610	£-354,949
Capital Required (includes decommissioning costs)	£550,000														
S106 Grant	£-50,000														
LTP Grant	£-200,000														
NCC Capital Funding (capital funding £170K + FMP contribution £130K)	£-300,000														
Capital Repayment to the Council (10 Years)	£30,000	£30,000	£30,000	£30,000	£30,000	£30,000	£30,000	£30,000	£30,000	£30,000					
Capital Repayment to the Council (15 Years)	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000	£20,000
Colwick Park Net Position @ 10 years Pay Back	£-143,265	£-168,097	£-188,422	£-195,036	£-201,850	£-208,870	£-216,102	£-223,554	£-231,230	£-239,139					
Colwick Park Net Position @ 15 years Pay Back	£-153,265	£-178,097	£-198,422	£-205,036	£-211,850	£-218,870	£-226,102	£-233,554	£-241,230	£-249,139	£-246,288	£-254,682	£-263,331	£-272,242	£-281,422
Colwick Park General Operational Costs	£179,650	£184,680	£189,851	£195,167	£200,632	£206,249	£212,024	£217,961	£224,064	£230,338	£236,787	£243,417	£250,233	£257,240	£264,442
Colwick Park General Operational Costs (minus Marina)	£150,759	£154,980	£159,320	£163,781	£168,367	£173,081	£177,927	£182,909	£188,030	£193,295	£198,708	£204,271	£209,991	£215,871	£221,915
Net Position With Marina Income @ 10 years	£36,386	£16,584	£1,429	£131	£-1,218	£-2,620	£-4,078	£-5,592	£-7,166	£-8,801	£-29,500	£-31,265	£-33,098	£-35,002	£-36,979
Net Position With Marina Income @ 15 years	£26,386	£6,584	£-8,571	£-9,869	£-11,218	£-12,620	£-14,078	£-15,592	£-17,166	£-18,801	£-9,500	£-11,265	£-13,098	£-15,002	£-16,979
Net Position Without Marina Income	£128,259	£131,805	£135,449	£139,194	£143,043	£146,997	£151,061	£155,237	£159,528	£163,938	£168,469	£173,126	£177,911	£182,829	£187,882

Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	
£8,972	£9,223	£9,481	£9,747	£10,020	£10,300	£10,589	£10,885	£11,190	£11,503	
£8,386	£8,621	£8,862	£9,111	£9,366	£9,628	£9,897	£10,175	£10,459	£10,752	
£2,827	£2,906	£2,987	£3,071	£3,157	£3,245	£3,336	£3,429	£3,525	£3,624	
£4,204	£4,321	£4,442	£4,567	£4,695	£4,826	£4,961	£5,100	£5,243	£5,390	
£19,330	£19,871	£20,427	£20,999	£21,587	£22,192	£22,813	£23,452	£24,108	£24,783	
£43,718	£44,942	£46,200	£47,494	£48,824	£50,191	£51,596	£53,041	£54,526	£56,053	
£11,000	£11,000	£11,000	£11,000	£11,000	£11,000	£11,000	£11,000	£11,000	£11,000	
-£330,543	-£340,459	-£350,673	-£361,193	-£372,029	-£383,190	-£394,685	-£406,526	-£418,722	-£431,283	
-£35,054	-£36,106	-£37,189	-£38,305	-£39,454	-£40,638	-£41,857	-£43,112	-£44,406	-£45,738	
-£365,597	-£376,565	-£387,862	-£399,498	-£411,483	-£423,827	-£436,542	-£449,638	-£463,127	-£477,021	
-£310,879	-£320,623	-£330,662	-£341,004	-£351,659	-£362,636	-£373,946	-£385,597	-£397,601	-£409,969	
£271,847	£279,458	£287,283	£295,327	£303,596	£312,097	£320,836	£329,819	£339,054	£348,548	25 Year Total
£228,129	£234,516	£241,083	£247,833	£254,772	£261,906	£269,239	£276,778	£284,528	£292,495	Position
-£39,033	-£41,165	-£43,378	-£45,677	-£48,063	-£50,539	-£53,110	-£55,778	-£58,547	-£61,421	-£637,504
-£39,033	-£41,165	-£43,378	-£45,677	-£48,063	-£50,539	-£53,110	-£55,778	-£58,547	-£61,421	-£637,504
£193,074	£198,410	£203,894	£209,528	£215,319	£221,269	£227,383	£233,666	£240,122	£246,757	£4,534,151

4.2 Repayment:

This preferred Capital repayment would be over a ten-year period, providing an annual contribution of £30K

4.3 Lifecycle Costs:

The design lifespan of the new pontoons is 25 years, although it is anticipated that due to the location and the water not being salt water this should exceed this lifespan.

Cleaning of the Pontoons are already incorporated into the Colwick Park expenditure costs; the only additional funding would be for annual inspections of £1,200 which can be covered using income from the Marina.

Once all of the Pontoons have been replaced the number of boats moored on site can be increased, which will comfortably cover the additional costs for the inspections.

Insurance costs are already incorporated within the Council's existing insurance policy, and is incorporated as part of the whole Parks Service (£40,870)

New pontoons will have a one-year defect guarantee plus an annual inspection warranty that can be extended for a further 12 months. (Appendix 2) This can be rolled over for a further 10 years and considered for even longer depending on inspections. (See Appendix 2 - Warranty details)

New structures are modular so any damage/faults can be replaced/repaired by sections rather than effecting the integrity of the whole structure

4.4 Options – Do Nothing, Rejected

The pontoons that are designated for repair are past their lifecycle of use and are in differing states of repair, with some sections of the pontoon (known as fingers; the walkways that come off the main pontoon to sit alongside to be able to access the moored boat) already condemned as they are unsafe to use.

If the capital works do not take place, the Pontoons will need to be closed and the marina and park users will all need to move to other sites out of the city. Where possible localised repairs have taken place. Some fingers to pontoons have been condemned as they are no longer safe.

Without a replacement programme as inspections take place and deem parts of pontoons unsafe these will need to be closed, and slowly the capacity within the marina would reduce, resulting in a reduction of income.

4.5 Option – Replace like for like, Rejected

The product has been chosen as the maintenance of the new pontoons will be minimal.

In addition the new pontoons are a change of material (from wood to fibreglass gratings). Fibreglass gratings is the modern material used in the industry and are less prone to the wear and tear from the elements of water and adverse weather conditions that wood is. New structures are modular so any damage/faults can be replaced/repared by sections rather than effecting the integrity of the whole structure.

4.6 Social Value

- Colwick CP is a destination site for the City and wider area and has large numbers accessing the site for a variety of activities including those mooring boats
- Boat owners provide custom to Nottingham's waterside businesses and leisure industry.
- The Adventure Centre use the marina for their activities which includes educational and inclusive activities for children and citizens of Nottingham City.
- The Nottingham Canal barge project use the marina for their activities which includes educational and inclusive activities for children and citizens of Nottingham City.
- The marina is used by Nottinghamshire Fire and Rescue (including police search and rescue) access the River Trent for all water based emergencies and operations in the City.
- The Colwick Lifeguards access the River Trent for their water based operations e.g. lifeguarding NCC events (Riverside festival)
- Our partners the Environment Agency use the marina for their River operations.
- The marina provides a sustainable mode of transport through the pleasure cruises that provide point to point river cruises along the Trent Corridor. There are aspirations to commence a river taxi crossing which will also increase footfall.
- The income from the marina helps to offset the costs of managing and maintaining the county park. Without this income the Park's Service would need to find savings to achieve budget compliance. The likelihood would be a reduction in staffing and maintenance operations which would result in a downturn in the quality and appearance of this destination park.
- 35% of the boat owners live within the Nottingham City boundary, which equates to 65% of the income coming into the City from an outside source. However it is becoming more noticeable that user are staying longer in the marina and there is a growing demand to make the moorings suitable for residential boat users. This demand has increased over the last few years as it is being driven by high residential housing costs and the costs of living.

5 Governance Interdependencies

The Colwick Country Park Marina pontoon replacement programme started 5 years ago as per the corporate conditions survey undertaken by Facilities Management. As per the recommendations of the survey the new rolling replacement plan was commenced. The first phase of works was carried out in January 2020.

The 2nd phase was delayed due to COVID and subsequently we are implementing this years' improvements along with last years as phase 2. The parks team (the client) have been carrying out minor repairs for many years but due to their age, the pontoons have started to show signs of major deterioration as highlighted in the conditions report. These are now a health and safety concern (H&S). To help improve the facility and remove the identified H&S risks, parks service sought support from Building Services back in 2018/19.

6 Proposal:

In order to rectify the identified issues it is proposed that phase 2 and 3 of the Marina Pontoon replacement programme be carried out as per the details included in **Appendix 1**. The works will remove the current H&S risks. It will also improve the current service offer and it will help the parks service to improve the financial returns from the facility.

7. Financial Implications:

7.1 Impact on Revenue Budget:

The Park including the Marina is currently budgeted to make a small surplus of £2k. Current forecast suggests a small deficit of £7k. The following tables summarises the financial model above and sets out the overall financial implications of repaying the City Council Contribution over 10 years and 15 years.

10 Year Repayment of Capital

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	year 11
	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Colwick Park operating Costs Exc Marina	179	185	189	195	200	230	236
Net Income - 10 year Capital Pay back	-143	-168	-188	-195	-202	-239	-266
Net Cost (surplus)	36	17	1	0	-2	-9	-30

As can be seen from the above table in years 1 to 3 there will be an overall cost to revenue budget. This can be funded from the overall Parks and Open Spaces Budget. In year 5 the overall surplus will be back in line with the current budget. In year 11 once the capital has been repaid the surplus will be £30k on an ongoing basis. This includes a £11k contribution to a sinking fund.

15 Year Repayment of Capital

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 15	year 16
	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Colwick Park operating Costs Exc Marina	179	185	189	195	200	264	271
Net Income - 15 year Capital Pay back	-153	-178	-198	-205	-211	-281	-310
Net Cost (surplus)	26	7	-9	-10	-11	-17	-39

As can be seen from the above table in years 1 to 2 there will be an overall cost to revenue budget. This can be funded from the overall Parks and Open Spaces Budget. In year 3 the overall surplus will exceed the current budget. In year 16 once the capital has been repaid the surplus will be £39k on an ongoing basis. This includes a £11k contribution to a sinking fund.

To summarise the 15 year repayment plan will bring the park back into surplus in year 3 and exceed current budgeted surplus, whilst the 10 year repayment plan will bring the park back into surplus in year 5 in line with the current budget..

**Advice provided by Paul Nicholas Hector (Senior Commercial Business Partner)
on 9th February 2023.**

7. 2 Capital Implications:

The Capital Strategy due to be approved at February 23 Executive Board confirms revenue should be funding of last resort. However, due to the Council's financial position no alternative funding can be identified (i.e. no new borrowing, capital receipts earmarked for temporarily decommissioned schemes and no further opportunities for external grant), therefore a request has been made to use the Forward Maintenance Plan (FMP).

As detailed in the body of the report this decision uses the following funding for the £550k of planned expenditure:

- £170k virement of current approval for Colwick Pontoons, approved to be funded from the Forward Maintenance Plan (FMP) i.e. revenue,
- £50k of S106 monies to be paid to the City for Parks & Open Spaces,
- £200k Local Transport Grant, this element grant is secured and not yet earmarked and can therefore be transferred to this project,
- £130k FMP.

When this project was originally presented to Capital Board there was a request that the £130k element of the FMP be paid back into Corporate resources to enable future maintenance. This paper however, proposes to repay the full £300k of FMP.

The conditions of the LTP grant are as such that it is classified as a non-ringfenced capital grant, which means it could be spent on non-transport related capital schemes. However, the Council's approved Capital Strategy stipulates that Transport grant is ringfenced for schemes with Transport objectives, to ensure the grant is spent in the spirit it was intended.

Advice provided by Tom Straw (Senior Accountant - Capital Programmes) on 9th February 2023.

7.3 Grant

The LTP contribution to the pontoons is linked to a wider footpath and access improvement programme for the park and has been included in the LTP delivery programme. The use of LTP funding forms part of a package of funding that is enabling comprehensive improvements to be made that has also secured significant external grant funding (ERDF) that is funding much of the path and access improvements. The work is complimentary to the proposed new pedestrian and cycle bridge across the Trent being funded through the Transforming Cities programme which is going to further open up access to the park area.

Advice provided by Chris Carter (Head of Transport Strategy) 3rd Feb 2023

8. Legal and Procurement Comments

We have previously been told that this proposal seeks a decision to fund the replacement of the Colwick Park Marina Pontoons and the creation of consequential funding arrangements. In respect of the proposed delegations for entering into contracts, this must still be done in accordance with the Council's Constitution.

The Background information refers to an ongoing Health & Safety risk if the pontoons remain as they are; this gives rise to a potential legal risk for the Council both in their continued use or if they are not sufficiently well secured if access is gained and injury and/or loss occurs.

Advice provided by Anthony, Heath Senior Solicitor 23rd December 2022.

Comments relate to management and funding of the scheme, and are thus outside of Procurement's remit. In regards to the decision it must be noted that this is a retrospective approval; an open tender was run by the Procurement Team in accordance with Contract Procedure Rules which concluded on the 3rd August 2022 with a preferred contractor identified, and this decision therefore seeks approval to enter into the contract so the works can begin. Given the time lapse between submission of the tender and when works are likely to start, it is entirely possible the contractor may make a claim for additional monies to cover increase in costs of materials etc. As the contract value is below the threshold at which Part 2 of the Public Contracts Regulations 2015 would apply this is not necessarily problematic, however care should be taken in assessing any such request to ensure that the project still represents value for money to the Council.

Advice provided by Jonathan Whitmarsh (Lead Procurement Officer) on 06/01/2023.

9. Risk management considerations:

Replacing the pontoons will eliminate the significant health & safety risk and any potential compensation claims regarding the usage of the pontoon against the council.

A scheduled conditions survey was last undertaken in 2018. (See appendix 3 for link) This conditions survey recommends the annual replacement of 2 pontoons per year. These works started in 2020 with the initial 2 replacement pontoons.

Works in 2021 were delayed due to COVID.

2021 and 2022 have therefore been combined to make use of some economies of scale but these have been put on hold.

10. H&S Comments

Until this work is completed, a detailed condition survey identifying repair, replace or close areas of the pontoons must be undertaken and actioned as required and ensures that it is done on a risk basis as opposed to a reaction to the recent accident.

Advice provided by – Rob McCutcheon Team Leader – Corporate Safety Advice - 21st December 2022.

As occupier of the marina the Council has a duty of care under the Occupiers Liability Act 1957 to ensure all lawful visitors are reasonably safe in using the premises for their intended purpose. It has been identified that parts of the marina are in urgent need of repair to render them safe for use by visitors/staff, with sections of the pontoons posing a foreseeable risk of injury to anyone using them. Where possible localised repairs have taken place, but some fingers to pontoons have been condemned as they are no longer safe.

If the identified works to ensure visitor safety are not completed the marina will need to close off any future areas identified as being unsafe. This will then help prevent future injuries to visitors/staff and subsequent compensation claims, which can prove to be very costly and which are predominately met from Council funds due to high self-insured retentions within the Council's insurance programme.

Advice provided by Jackie Handley – Insurance & Risk Manager – 21st December 2022

11. EDI Considerations:

The improved facilities will be much safer allowing for greater accessibility onto boats moored at the marina especially by older boat owners and those with minor ambulant needs. i.e. walking aids.

12. Carbon Reduction and Sustainability Considerations:

The new type fibre glass materials being used have been designed to increase their lifespan against the wooden models as the material is not as affected by water and the elements. The design of the pontoons is modular therefore any defects can be localised and repaired. **Input from other internal departments**

Building Services will provide project management for the works and are currently managing the suppliers so they are fully appraised of the situation and do not lose faith in the council.

Advice provided by Trevor Bone, Head of Building services and Facility Managements 5th December 2022.

13. Next Steps

Confirm the funding and recommission the works.

Appendix 1:- Pontoon Replacement Project & Cost plan

		Activity Schedule AS2	Value
Activity	Item Description	Completion Description	Item Value
1	Pier A - pontoon frames	Complete when decked and ready to deliver to site	£ 26,897.55
2	Pier A - walkway floats	Complete when cast and ready to deliver to site	£ 7,800.00
3	Pier A - finger frames	Complete when decked and ready to deliver to site	£ 38,622.00
4	Pier A - finger floats	Complete when moulded and ready to deliver to site	£ 7,767.94
5	Pier A - gate and bridge handrails	Complete when painted and ready to deliver to site	£ 6,204.00
6	Pier A - remove existing pontoons	Complete when removed & disposed/recycled off site	£ 10,368.00
7	Pier A - install new pontoons	Complete when pontoons & fingers installed & handed over	£ 16,297.20
8	Pier A - install new lighting	Complete when new lighting installed & handed over	£ 11,370.00
9	Pier A - pontoon furniture	Complete when SOS, ladders, bell, refuge & frame installed	£ 5,179.02
10	Pier D - pontoon frames	Complete when decked and ready to deliver to site	£ 27,557.98
11	Pier D - walkway floats	Complete when cast and ready to deliver to site	£ 7,800.00
12	Pier D - finger frames	Complete when decked and ready to deliver to site	£ 26,674.80
13	Pier D - finger floats	Complete when moulded and ready to deliver to site	£ 5,340.46
14	Pier D - gate and bridge handrails	Complete when painted and ready to deliver to site	£ 8,452.80
15	Pier D - remove existing pontoons	Complete when removed & disposed/recycled off site	£ 10,368.00
16	Pier D - install new pontoons	Complete when pontoons & fingers installed & handed over	£ 17,467.20
17	Pier D - install new lighting	Complete when new lighting installed & handed over	£ 11,370.00
18	Pier D - pontoon furniture	Complete when SOS, ladders, bell, refuge & frame installed	£ 4,790.87
19	Pier E - pontoon frames	Complete when decked and ready to deliver to site	£ 27,146.21
20	Pier E - walkway floats	Complete when cast and ready to deliver to site	£ 7,800.00
21	Pier E - finger frames	Complete when decked and ready to deliver to site	£ 14,889.60
22	Pier E - finger floats	Complete when moulded and ready to deliver to site	£ 2,912.98
23	Pier E - gate and bridge handrails	Complete when painted and ready to deliver to site	£ 7,848.00
24	Pier E - remove existing pontoons	Complete when removed & disposed/recycled off site	£ 8,379.60
25	Pier E - install new pontoons	Complete when pontoons & fingers installed & handed over	£ 16,438.80
26	Pier E - install new lighting	Complete when new lighting installed & handed over	£ 11,370.00
27	Pier E - pontoon furniture	Complete when SOS, ladders, bell, refuge & frame installed	£ 4,358.87
28	Pier H - pontoon frames	Complete when decked and ready to deliver to site	£ 27,639.54
29	Pier H - walkway floats	Complete when cast and ready to deliver to site	£ 8,580.00

30	Pier H - finger frames	Complete when decked and ready to deliver to site	£ 36,204.00
31	Pier H - finger floats	Complete when moulded and ready to deliver to site	£ 6,796.94
32	Pier H - gate and bridge handrails	Complete when painted and ready to deliver to site	£ 5,599.20
33	Pier H - remove existing pontoons	Complete when removed & disposed/recycled off site	£ 10,368.00
34	Pier H - install new pontoons	Complete when pontoons & fingers installed & handed over	£ 16,297.20
35	Pier H - install new lighting	Complete when new lighting installed & handed over	£ 11,370.00
36	Pier H - pontoon furniture	Complete when SOS, ladders, bell, refuge & frame installed	£ 3,969.41
37	Pier B mods supply and install	Complete when site works complete & handed over	£ 7,300.80
38	Pier G mods supply and install	Complete when site works complete & handed over	£ 12,116.95
39	River Pontoon 1 supply and install	Complete when site works complete & handed over	£ 19,411.38
40	River Pontoon 2 supply and install	Complete when site works complete & handed over	£ 13,457.89
41	River Pontoon 3 supply and install	Complete when site works complete & handed over	£ 19,411.38
			£ 549,994.57

Appendix 2: Warranty information

Pontoon warranty details:

A 1-year patent defects guarantee applies as per our standard terms and conditions of business.

- The design life of the pontoons is 25 years. Owing to the inland environment of Colwick Marina, and with regular maintenance and repair of any damage, it is envisaged that the pontoons will last in excess of the 25-year design life
- Intermarine can carry out an annual inspection of piers G and B for a cost of £2,417 + vat (as at Nov 2020 rates). This would include a visual inspection only and lite maintenance such as tightening any obviously loose pile guide bolts, bridge hinges or connection sets. A written report of the condition of the pontoons would be provided and recommendations for any moderate level maintenance or damage repair would be made including a quote for the additional works. Provided that the annual visit was regularly undertaken, and maintenance/repair recommendations promptly followed, then Intermarine would extend the warranty of the pontoons for an additional 12 months. This inspection and warranty extension provision can be continued for up to 10 years from practical completion, and can be considered beyond 10 years subject to re inspection and further agreement from Intermarine at that time and on a year-by-year basis

By having the annual visits you ensure that the pontons are certified as being maintained correctly and therefore we just extend the guarantee on our Intermarine goods. This ensures that wear and tear items such as pile guide rubbing blocks get replaced if worn excessively, end to end joints and finger joints get tightened regularly etc. Wear and tear item replacement would be chargeable during maintenance visits but this is only really the rubbers, rubbing blocks, and procured items from others like the key pad locks, defibrillators etc (as these off the shelf procured items would come with their own manufactures 12 month guarantees only so we couldn't extend the guarantees on these items)

The galvanised steel frames, concrete floats etc will last for the design life and beyond provided the system is regularly and correctly maintained.

Appendix 3 – Conditions Survey (click to open)



559 Colwick Marina
Condition Survey - Building Fabric
Site Summary

Site Details

Reference Number: 559
Site Name: Colwick Marina
Address: Colwick Country Park Daleside Road Nottingham
Prioritisation Category: To be confirmed by Nottingham City Council Building Services

Site Photo



Survey Information

Survey Date: 09/04/2018
Financial Year: 2017/18
Building Surveyor: Adrian Porter
Weather: Dry and overcast. 10°C

Building Summary

Site Area (sqm): 45,000
Gross Internal Area (sqm): N/A
Net Internal Area (sqm): N/A
Inaccessible Areas: 0
Property Age: 1980's
Location Description: Urban country park with lakes and river. 4 miles from Nottingham Centre