

CORPORATE SCRUTINY COMMITTEE – 8 SEPTEMBER 2020

PQ 23/20 – Written Question(s) from Cameron Palin, on behalf of the Floating Bridge Stakeholders' and Engineers' Group, to the Corporate Scrutiny Committee:

QUESTION(S)

1. "Has the Corporate Scrutiny Committee accounted for how the increased floating bridge expenditure and loss of revenue will add up to MILLIONS extra of taxpayers' pounds wasted over the next 30 YEARS - enough to buy a few floating bridges - including (but not limited to):
 - the on-going cost of new parts wearing out and needing replacement much more often than on floating bridge 5,
 - the lost revenue with the floating bridge out of service more often to replace these parts (eg guide wheels) plus breakdowns,
 - the on-going costs of all of the extra staff needed to operate the pedestrian and car gates and to guide the floating bridge in, now about £200,000 per annum MORE than before the ticket collectors started, more than a 50% rise in staff costs, despite many of the most expensive staff having left or retired. These costs will increase over time
 - the on-going costs of the launch/Jenny boat when the floating bridge is out of service (currently £40,000 a month) and
 - the costs of Seaclear to push the floating bridge up to 14 days a month up to four hours a day, if no solution can be found (£192 an hour)?
2. What exactly is wrong with the hydraulics? Is it metal filings in the hydraulic fluid? If so, that is very dangerous as it can cause the hydraulics to fail and drop the prow suddenly or be stuck in a position that would prevent disembarkation.

RESPONSE

"The Committee will ensure that a response will be sought to all the questions, as the information would be of interest to the proposed task and finish group being set up by the Committee to look into resolving the current problems experienced with the vessel"