

**RIXTON AND WARBURTON BRIDGE ORDER**

**THE TRANSPORT AND WORKS ACT 1992**

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(APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006  
RULE 10(2)(c)**



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**RIXTON AND WARBURTON BRIDGE  
CONCISE STATEMENT OF AIMS**

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**November 2021**

# TRANSPORT AND WORKS ACT 1992

## THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006

### Rule 10(2)(c)

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### CONCISE STATEMENT OF AIMS

#### 1 Introduction

- 1.1 The Manchester Ship Canal Company Limited (company registration no. 07438096) (MSCC) is applying to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992 (the **1992 Act**) for an Order under sections 3 and 5 of the 1992 Act (the **proposed Order**) to modify the statutory regime applicable to the Rixton and Warburton Bridge (the **Bridge**), and introduce a package of measures to ensure continued safe and efficient operation of the Bridge and thereby safe navigation of the Manchester Ship Canal.
- 1.2 MSCC is applying for the proposed Order under the 1992 Act for powers to increase the toll, once improvements are complete, from the current rate of 12p, to a maximum of £1.00 (incl. VAT).
- 1.1 The proposed Order allows MSCC to transfer powers to the newly incorporated company, Rixton and Warburton Bridge Limited (company registration no. 13617881), should MSCC so resolve. This company would be responsible going forward for the future management and operations of the Bridge, including the setting of tolls each year, along with defining any exemptions or discounts.
- 1.2 This document is a concise statement of the aims of the proposals to which the application relates and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

#### 2 Primary Aims

- 2.1 The proposed Order seeks to update and modernise provisions of the existing legislation in respect of the Bridge, and in particular to revise the tolls which MSCC may charge for use of the Bridge so as to supersede the toll levels set out in the Rixton and Warburton Bridge Act 1863.
- 2.2 The toll increase is needed to fund works to the Bridge and its approach roads that are required to ensure the continued safety and use of the Manchester Ship Canal. Without the necessary funds for maintenance there is risk of closure to certain classes of traffic, or complete closure of the Bridge, as has been the case at other bridge crossings in the country.

- 2.3 The proposed Order contains provisions for MSCC to transfer the Rixton and Warburton Bridge Undertaking to the Rixton and Warburton Bridge Company Limited, should MSCC so resolve, in order to ensure a more efficient operation and management of the Bridge and the Manchester Ship Canal. This will also allow for greater transparency relating to income and expenditure associated with the Bridge, including any funds ringfenced for future maintenance or a replacement bridge and increased for the future setting of toll levels.
- 2.4 The proposal is intended to—
- 2.4.1 improve the physical condition of the Bridge but retain a 3 tonnes weight limit for general traffic;
  - 2.4.2 allow a weight limit of up to 7.5 tonnes for a small number of socially important vehicles such as fire engines and local bus services, who are currently unable to use the Bridge;
  - 2.4.3 upgrade the running surface of the approach roads;
  - 2.4.4 improve access for pedestrians and cyclists;
  - 2.4.5 control heavy and high vehicle access more directly to protect the Bridge;
  - 2.4.6 control vehicle speeds to improve safety;
  - 2.4.7 remove the toll barrier and upgrade the toll collection system to free-flow;
  - 2.4.8 once improvements are completed, increase the one-way trip toll to a maximum of £1 (incl. VAT);
  - 2.4.9 allow tolls to then increase over time at a maximum of 1% below inflation;
  - 2.4.10 allow for discounts; and
  - 2.4.11 build up a reserve fund for a possible replacement bridge in the future.