



Department
for Transport

Consultation: Simplifying the process for revising tolls at local tolled crossings

February 2014

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1. Executive Summary

- 1.1 This consultation relates to local statutory tolled undertakings. These can be bridges, tunnels, lifts and ferry crossings where tolls are charged for their use in accordance with relevant Acts of Parliament. The majority of these are owned by private companies or individuals but some are owned by local authorities
 - 1.1. There are around 11 of these undertakings, in England that are currently required to follow the procedures contained in the Transport Charges &c. (Miscellaneous Provisions) Act 1954 (the “1954 Act”) to increase their tolls. Whilst this legislation extends to Scotland and Wales we are not aware of any such undertakings there.
 - 1.2. Under this Act, operators are required to apply to the Secretary of State for any increase in tolls, regardless of how big or small. This process can be costly and time consuming for the operator, will often involve a public inquiry and these costs are likely passed on to the user through higher tolls.
 - 1.3. Government has decided the process needs to be simplified to reduce the administrative burden on operators and government whilst ensuring the interests of users continue to be protected. This consultation is aimed at operators and users of statutory tolled undertakings and seeks views on what form the simplification of this process should take.
 - 1.4. Responses to this consultation will form part of the evidence base that Government will use to decide how best to simplify the process for the revision of tolls at local statutory tolled undertakings.
 - 1.5. This consultation is not concerned with:
 - Tolled crossings or trunk roads, including the Humber Bridge, not regulated by the 1954 Act
 - Tolled crossings operated by Government appointed concessionaries such as the Severn River crossing and the M6 toll road
 - The road user charge at the Dartford-Thurrock crossing
 - The abolition of tolling at any undertaking
 - The level or type of concession/discount offered at crossings

2. Background

2.1. This consultation relates to local statutory tolled undertakings. These can be bridges, tunnels, lifts and ferry crossings where tolls are charged for their use in accordance with relevant Acts of Parliament. The majority of these are owned by private companies or individuals but some are owned by local authorities. The tolls charged are primarily used to cover the construction, management and maintenance of, and in some cases to provide a return on investment in, the undertaking.

2.2 Such tolled undertakings fall under four categories;

- Non-statutory tolled undertakings – A number of private bridges and roads that charge tolls for the right to cross private land e.g. Porlock Manor Estate, Somerset. The owners/operators set their own tolls and these are not regulated in any way and are therefore outside the scope of this consultation.
- Privately owned statutory tolled undertakings - Small crossings tolled under Private Acts of Parliament (some going back to the 18th Century) e.g. Whitchurch Bridge, Oxfordshire. Although these undertakings are all on the public highway they are either privately owned or operated by a private trust. To revise tolls at these crossings, an application has to be made to the Secretary of State for Transport under the 1954 Act. It is this category that is the main subject of this consultation.
- Local authority statutory tolled undertakings – these are larger local authority crossings, typically of river estuaries. The legislation governing these crossings often provides that tolls can be revised each year up to the level of inflation, but an application must be made to the Secretary of State for Transport for any increases above this level. We are aware of at least on one crossing falling within this category that would be relevant to this consultation.
- Central Government promoted undertakings – This group includes the Severn River crossing and the M6 toll road. These are large undertakings that have been designed, built, financed and are being operated by private consortia under a concession agreement with central government. Tolls can be charged for a set period of time in order to cover the costs of building, operating and

maintaining the undertaking. Once the concession ends, Government takes over ownership and management of the undertaking. With regards to the Severn River Crossing, toll increases can be made be in line with inflation. For the M6, the operator is free to set whatever charges it wishes due to the availability of free alternative routes. This type of tolled undertaking is outside the scope of this consultation

2.3. This consultation and the proposals within it only apply to those privately owned and local authority statutory tolled undertakings which are required to follow the procedure set out in Section 6 of the 1954 Act to revise their tolls (i.e. the second category above). These include the following undertakings; ¹

1. Aldwark Bridge (North Yorkshire)
2. Bournemouth - Swanage Motor Road Ferry (Dorset)
3. Clifton Suspension bridge (Bristol)
4. Dartmouth – Kingswear Higher Ferry (Devon)
5. Dunham Bridge (Lincolnshire)
6. Rixton and Warburton Bridge (Greater Manchester)
7. Shrewsbury (Kingsland) Bridge (Shropshire)
8. Swinford Bridge (Oxfordshire)
9. Tamar Bridge and Torpoint Ferry (Devon/Cornwall)
10. Whitchurch Bridge (Oxfordshire)
11. Whitney-on-Wye Bridge (Hereford and Worcester)

2.4 A map showing the location of these undertakings is included at Annex A.

2.5 For the majority of these crossings there is competition from other alternative routes meaning users do not have to use the tolled crossing.

2.6 A number of undertakings currently offer a concession for certain types of users, such as people with a disability, or offer a discount for a number of crossing passes bought in advance. Where these are provided, they are currently done so

¹ As a number of statutory undertakings date back hundreds of years, there may be others that that have never contacted the Department or applied to the Secretary of State for increases and that we are therefore not aware of. The above list may not therefore be complete

voluntarily by the operator. There are no plans to make any changes to this approach.

- 2.7 Although (to the best of our knowledge) there are no statutory tolled undertaking as described above in paragraph 2.3 in either Wales or Scotland, the 1954 Act is capable of applying there. We have therefore included the Welsh and Scottish Ministers in this consultation

3. Current Procedures

3.1 The tolls at the undertakings listed in paragraph 2.3 are regulated under a variety of statutes. However, the Transport Charges &c. (Miscellaneous Provisions) Act 1954 governs how these tolls can be revised.

3.2 The 1954 Act sets out a requirement that applications for toll revisions of any size must be made to the Secretary of State. The main criteria governing the Secretary of State's consideration of applications made under this Act, are set out in s.6(3) and require that he shall;

“...have regard to the financial position and future prospects of the undertaking and shall not make any revisions of charges which in his opinion would be likely to result in the undertaking receiving an annual revenue either substantially less or substantially more than adequate to meet such expenditure on the working management and maintenance of the undertaking and such other costs, charges and expenses of the undertaking as are properly chargeable to revenue, including reasonable contributions to any reserve, contingency or other fund and, where appropriate, a reasonable return upon the paid up share capital of the undertaking.”

3.3 The process for making an application for a toll increase is that it is advertised in the local press giving details of the general effect of the application. There is a 42 day objection period. If there are any objections to the proposed revisions that are not subsequently withdrawn, whether from individuals or collective bodies, a public inquiry is held. The cost of this, which includes the cost of a venue and an Inspector, are met by the operator making the application. Where such an inquiry is held the Secretary of State has regard to its findings when making a determination on the application to revise the toll.

4. The Case for Change

- 4.1 The existing procedures arguably protect users of an undertaking against unjustifiably high toll increases. The scope for a public inquiry and the role of an inspector and the Secretary of State provide an impartial basis for assessing the interests of users and owners. However, operators are required to apply to the Secretary of State for all increases regardless of the actual level of the increase requested. This imposes an excessive burden on operators, particularly small operators, which in the majority of cases are private businesses, especially where the proposed increases are intended simply to keep tolls at the same level or below in real terms once inflation is taken into account.
- 4.2 Between 2006 and 2012, the Department processed eleven applications for toll increases, submitted by operators of one of the crossings on page 6. Six of these involved public inquiries. In all these applications the Secretary of State agreed the increase. This brings in to question the practical value of the current process.
- 4.3 Under the current procedures the length of time it takes for an operator to have their application approved is dependent on a number of factors, including whether objections are received and whether a public inquiry is necessary. It can take operators between 5 and 8 months to progress an application where a public inquiry is not required by an objector and around 9 to 18 months where one is. S.6(2) of the 1954 Act provides that operators cannot apply to increase tolls more frequently than once a year. This means in some cases operators have to wait 2.5 years between applications.
- 4.4 Overall, we consider that the procedures for the revision of tolls are cumbersome and time consuming. The very existence of such controls arguably deters rather than inspires long term investment in the undertaking to ensure its optimum efficiency. In addition, as the costs of this process are likely to be passed on to users through higher than necessary tolls, it is arguable that the current process is often not beneficial for users either. This process also places a modest burden on central Government resources to the cost of the tax payer.

- 4.5 Government is therefore keen to reduce costs to operators and the taxpayer and provide private business with greater flexibility, encouraging them to consider long term investment.
- 4.6 The primary objective of this consultation is to seek views on a simplified process for dealing with applications for revising tolls at what are a small number of statutory undertakings. The aim is to reduce the burden on operators and government whilst ensuring the interests of users continue to be protected.

5. Proposed Options

- 5.1 **Option 1** - We propose enabling operators to increase their tolls, not more than once annually, up to a specified level without an application to the Secretary of State. operators wishing to increase tolls above this level would be required to make an application to the Secretary of State using the same or a similar process as now.
- 5.2 Under this option, for all increases (up to or above the specified level), operators would still be required, as under the current process, to ensure any revenue generated from tolls was not substantially less or substantially more than adequate to meet the management and maintenance of an undertaking, including a reasonable contribution to any contingency fund and, where appropriate, a reasonable return on investment in the undertaking.
- 5.3 Within this option there are two aspects that would need to be considered; (a) what the specified level should be below which an application to the Secretary of State is not required; and (b) for toll increases above the specified level, at what point it should be possible for a public inquiry to be triggered.

Increases up to a specified level

- 5.4 We propose the following options with regards the level of toll increase operators should be allowed to make themselves without an application to the Secretary of State;

Option 1a – Level of inflation²

- 5.5 Under this option operators would be free to vary tolls, not more than once annually, in line with (or below) inflation without an application to the Secretary of State.
- 5.6 This approach is similar to the approach taken to revise tolls at the Severn Crossing (a central government controlled undertaking).

² See p15 for a consideration of what measure of inflation should be used

Option 1b- Level of inflation minus 1%

- 5.7 Under this option operators would be free to vary tolls, not more than once annually, in line with (or below) inflation minus 1% without an application to the Secretary of State.
- 5.8 Under both options 1a and 1b it would be for operators to decide when (if at all) to increase their tolls in line with inflation/inflation minus 1%.

Increases above a specified level

- 5.9 Where an operator wishes to increase their tolls above the specified level, we propose that they be required to make an application to the Secretary of State using the same process as now. However we propose the following options as to when a public inquiry could be triggered following outstanding objections to an application;

Option 1.1

- 5.10 The current process would continue. This means any objection from any party that was not withdrawn would be capable of automatically triggering a public inquiry.

Option 1.2

- 5.11 The cases on which a public inquiry would be required would be restricted to those where there are outstanding objections that include at least one from a local authority (Unitary, County, District, Town or Parish Council). In all other cases it would be for the Secretary of State to decide if one was necessary.

Option 2 - Enable operators to increase tolls by any amount, as and when required, without applying to the Secretary of State.

- 5.12 Operators would be free to revise their own tolls as and when they felt necessary.
- 5.13 Operators would, as under the current system, and as proposed under option 1, still not be able to generate an annual revenue either substantially less or substantially more than adequate to meet the management and maintenance of a bridge or ferry undertaking, including a reasonable contribution

to any contingency fund and, where appropriate, a reasonable return on investment in the undertaking. It would in the first instance be for the operator to ensure that this requirement was being met. However, as this limitation would remain in the legislation, Local Authorities and the public would be able to challenge any operators they thought were seeking excessive increases through the legal system.

The Government's Preferred Option

- 5.14 Option 1 is the Government's preferred option as we believe it offers the best balance between providing greater flexibility to the operator and providing the user with the opportunity to be consulted on larger proposed increases. Within this, the Government's preferred level of toll increase that operators would be able to implement themselves without an application to the Secretary of State is option 1b (inflation minus 1%).
- 5.15 With regards increases above this level, the Government's preferred approach is option 1.2 (the cases on which a public inquiry would be required would be restricted to those where there were outstanding objections that included a least one from a local authority).
- 5.16 Combined, the Government believes these options provide the best balance between reducing the burden on operators and protecting the interests of users. These options enable operators to have greater certainty over future revenue, enabling them to better manage their undertaking whilst preventing them from having to fund costly public inquiries as a result of potentially one, possibly small objection and from these costs potentially being passed on to users through higher tolls. In addition option 1b benefits users by providing an incentive for operators to keep their toll increases below inflation (i.e.-1%), so as to benefit from the streamlined procedure by avoiding the time and costs associated with having to make an application to the Secretary of State.

Question: Given that Government are minded to change the current process, which option do you prefer?

Option 1

Option 2

Other – Please specify your alternative

If option 1:

What is your preferred specified level of increase an operator should be able to make themselves without an application to the Secretary of State?

Option 1a

Option 1b

For applications above this level, at what point should it be possible for a public inquiry to be triggered?

Option 1.1

Option 1.2

6. Informing the public of increases

- 6.1 With all three options, consideration needs to be given as to whether operators should be required to inform the public of any upcoming toll increase when they do not need to apply to the Secretary of State. Under option 1 this would be an increase up to inflation or inflation -1 and under option 2 this would be any level of increase.
- 6.2 Under the current system, operators are required to inform the public that they have applied to the Secretary of State to increase their tolls and place an advertisement to that effect in the local newspaper, informing them that should they wish to, they have 42 days to object.
- 6.3 We propose continuing to require operators to notify the public of any upcoming toll increases at least 42 days before these come into effect.

Question: Should operators be required to notify the public of upcoming increases before these are activated? If so should this continue to be done with a notice in the local newspaper and should this be at least 42 days before increases are implemented?

- 6.4 To help make it clearer to users how increases have been calculated, we propose requiring operators using this new power to publish (e.g. on a website) a breakdown of how their tolls have been worked out across each vehicle type (e.g. for the previous five years).

Question: Do you think operators making increases should be required to publish a breakdown of how these increases have been calculated? If so, what period should this cover (e.g. previous five years?) and should this be available in a particular format?

7. Measure of Inflation

- 7.1 For option 1, there are a number of ways inflation could be defined. The government's preferred approach is to use the Retail Price Index (RPI) but the use of the Consumer Price Index (CPI) is also be an option.
- 7.2 The inflation percentage change would be determined over a period of 12 months from the month of July in each year but it would be open to the operator to vary at a lower percentage than this. Variations may take place no more than once every 12 months and discretion would remain with the operator not to make any variations. All inflation increases would also need to be rounded down to the nearest penny to ensure they did not go above inflation/inflation minus 1%.
- 7.3
- 7.4 In July 2012 RPI was 3.2%.and CPI was 2.6%. This would mean a toll of £1.00 could increase up to £1.03 using RPI (rounded down from £1.032) and £1.02 using CPI (rounded down from £1.026). Under the option of inflation minus 1%, the increase using RPI (2.2%) would be £1.02 (rounded down from £1.022) and with CPI (1.6%) it would be £1.01 (rounded down from (£1.016)
- 7.5 With regards how previous increases have compared to inflation, taking the increases at each crossing listed on page 6 for each vehicle type for all the years we have data for, around 50% of previous increases were at or below the level of RPI, around 40% were below the level of CPI, around 40 % were below the level of RPI minus 1% and around 35% were below the level of CPI minus 1%.

Question: What do you think the measure of inflation should be;
RPI
CPI

8. Accumulation of inflation increases

- 8.1 Under the current system operators increase tolls on average, every five years. We are aware that in some cases the tolls charged are measured in pence and an annual increase would be insignificant compared with the costs of implementing it. To give operators greater flexibility around managing the costs of implementing increases, we propose enabling operators to accumulate inflation increases up to five years. The power to accumulate would not be applied retrospectively but would commence from the date the amended legislation comes into effect.
- 8.2 For example, assuming the July 2012 inflation figures remained the same for the next five years, a £1 toll would increase to £1.17 under RPI and £1.13 under CPI after five years. Under the inflation minus 1% option, after five years a £1 toll would increase to £1.11 under RPI and £1.08 under CPI.

Question: Do you agree that operators should be able to accumulate inflation increases for up to five years before implementing them?

9. Application of inflation/inflation minus 1% increases across various vehicle types

- 9.1 We propose providing operators with flexibility as to the way in which inflation/inflation minus 1% increases are applied to different vehicle types. This would allow operators to increase their previous year's overall total tolling income by inflation/inflation 1% but how individual increases for different vehicle types are set to achieve this would be for toll operators to decide. This means that an above inflation/inflation minus 1% increase for one vehicle type, e.g. cars could be balanced against a below inflation increase for another vehicle type such as motorbikes.
- 9.2 Example:
- If the total income in year 2013 is £1,000 achieved through;
 - 50 motorbikes crossing at £1.50 each = £75
 - 150 cars crossing at £2.00 each = £300
 - 250 lorries crossing at £2.50 each = £625

TOTAL = £1,000

- In 2014, if inflation was 3.2% the operator at this crossing could increase their different tolls so that their 2013 revenue would not have exceeded a maximum of £1,032. The following provides an example as to how operators could achieve this increase:

○ 50 motorbikes crossing at £1.58 each	= £79
○ 150 cars crossing at £2.15 each	= £322.50
○ 250 lorries crossing at £2.52 each	= £630
TOTAL	=£1,031.50

- Or as another alternative the toll for cars could have been increased to £2.21 with the other two tolls unchanged to meet the same requirement.

Question: Should operators have flexibility in determining how inflation increases are spread across tolls for each vehicle type?

10. Consultation questions

The consultation questions asked in the course of this document are collected together here for ease of reference. It would be helpful when responding to these questions if consultees could use the form at Annex C or the link at: www.gov.uk/government/consultations/simplifying-the-process-for-revising-tolls-at-local-tolled-crossings All responses will be treated equally regardless of the format in which they are received.

The Government welcomes views from users on;

1. Which local tolled crossings listed on page 6 do you use?
2. Which of the following best describes how often you use the tolled crossings listed on page 6 - Daily; weekly; occasionally
3. How would you best describe the purpose of your journey involving these crossings; Travel to and from work; mostly business; mostly leisure
4. How do you think the proposed options for revising tolls would impact on you, supported by evidence where possible?

Government welcomes view from both operators and users on the following;

5. Question: Given that Government are minded to change the current process, which option do you prefer?
Option 1
Option 2
Other – Please specify your alternative

If your preference is option 1;

What is your preferred specified level of increase an operator should be able to make themselves without an application to the Secretary of State?

- Option 1a
- Option 1b

For applications above this level, at what point should it be possible for a public inquiry to be triggered?

- Option 1.1
- Option 1.2

6. Should operators be required to notify the public of upcoming increases before these are activated? If so should this continue to be done with a notice in the local newspaper and should this be at least 42 days before increases are implemented?
7. Do you think operators making increases should be required to publish a breakdown of how these increases have been calculated? If so, what period should this cover (e.g. previous five years?) and should this be available in a particular format?
8. What do you think the measure of inflation should be;
 - RPI
 - CPI
9. Do you agree that operators should be able to accumulate inflation increases up to five years before implementing them?
10. Should operators have flexibility in determining how inflation increases are spread across tolls for each vehicle type?

The Government welcomes views from operators on;

11. The costs and benefits (to you) of the current process under the 1954 Act, supported by evidence where possible.
12. For each option, please explain the likely effect on tolls at your undertaking.
13. The costs and benefits you envisage resulting from the proposed options

11. How to Respond

This consultation will run for six weeks. Having regard for the simplicity of this proposed measure and the limited number of undertakings it will impact, a six week consultation period is felt to provide a sufficient length of time for those that will likely be impacted to consider their response.

The consultation period began on 27th February and will run until 10th April. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at (www.gov.uk/government/consultations/simplifying-the-process-for-revising-tolls-at-local-tolled-crossings) or you can contact Natasha Kopala if you need alternative formats (Braille, audio CD, etc).

It would be helpful when responding to these questions if consultees could use the form at Annex C or the link at www.gov.uk/government/consultations/simplifying-the-process-for-revising-tolls-at-local-tolled-crossings All responses will be treated equally regardless of the format in which they are received.

Please send completed copies of Annex C to;
Natasha Kopala
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
020 7944 2143
RevisingLocalTollsProposals@dft.gsi.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

A list of those consulted is attached at Annex D. If you have any suggestions of others who may wish to be involved in this process please contact us.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance

with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

12. What will happen next

A summary of responses, including the next steps, will be published within three months of the consultation closing on (www.gov.uk/government/consultations/simplifying-the-process-for-revising-tolls-at-local-tolled-crossings). Paper copies will be available on request.

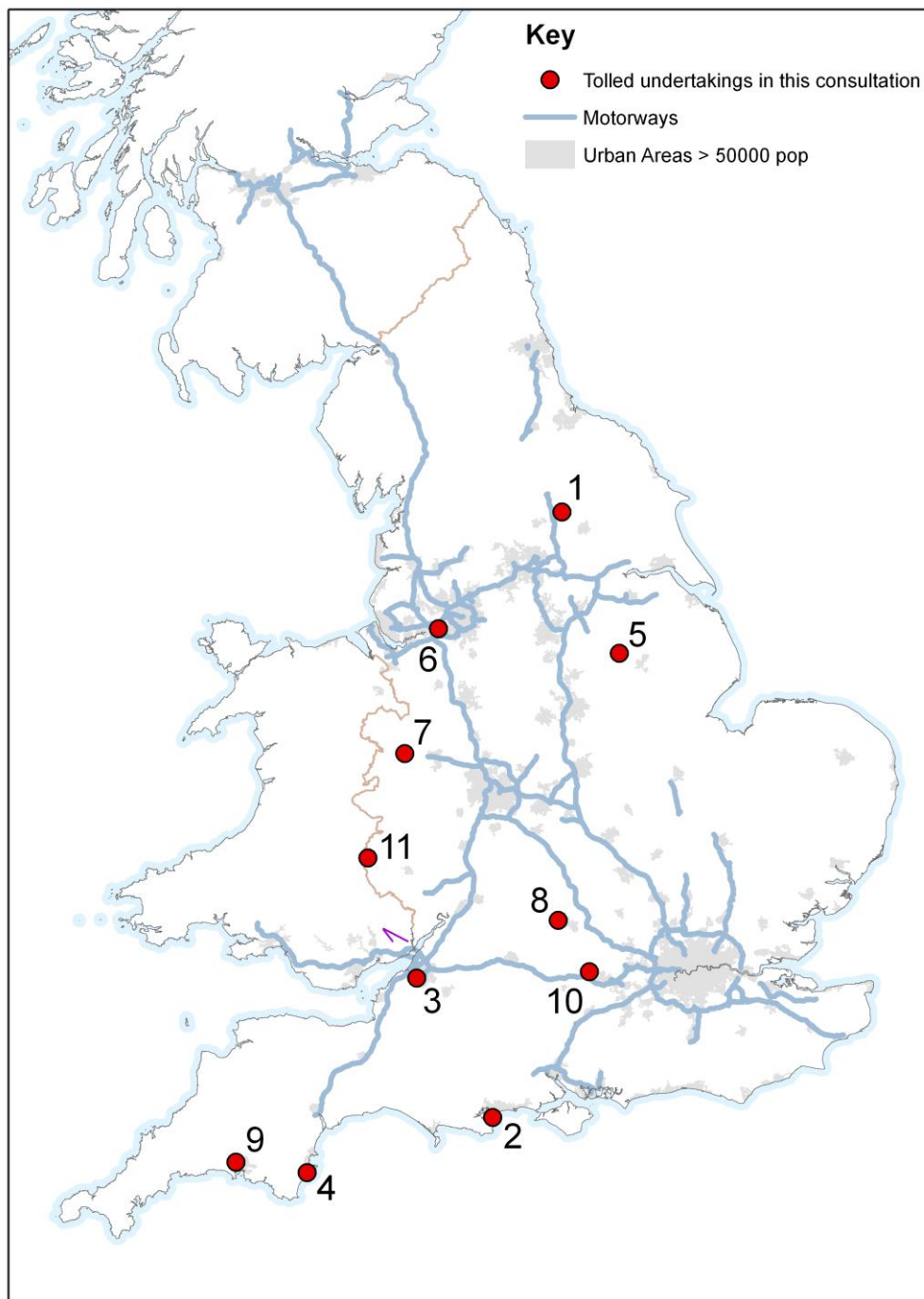
13. Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available on the Government website at <https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
Department for Transport
Zone 1/29 Great Minster House
London SW1P 4DR
Email; **consultation@dft.gsi.gov.uk**

Annex A: Location of Local Statutory Tolled Crossings



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1. **Aldwark Bridge, Nr Linton –On-Ouse, North Yorkshire**
2. **Bournemouth-Swanage Motor-Road Ferry, Entrance of Poole Harbour , Dorset**
3. **Clifton Suspension Bridge, Leigh Woods, Bristol**
4. **Dartmouth-Kingswear Floating Bridge, Dartmouth, Devon**

5. **Dunham Bridge**, Dunham-on-Trent, Lincolnshire
6. **Rixton & Warburton Bridge**, Warburton, Cheshire
7. **Shrewsbury (Kingsland) Bridge**, Shrewsbury, Shropshire
8. **Swinford Bridge**, Swinford, Oxfordshire
9. **Tamar Bridge & Torpoint Ferry**, Saltash, Cornwall
10. **Whitchurch Bridge**, Whitchurch-on-Thames, Oxfordshire
11. **Whitney-on-Wye Bridge**, Whitney-on-Wye, Herefordshire

Annex B: Draft Impact Assessment

When responding to the consultation, please comment on the analysis of costs and benefits, giving supporting evidence wherever possible.

Please also suggest any alternative methods for reaching the objective and highlight any possible unintended consequences of the policy, and practical enforcement or implementation issues.

Attached separately to this consultation

Annex C– Optional template for consultation responses

The consultation period closes on 10th April. We do not require every question to be answered.

Your Details

Full Name :

Email address:

Are you responding as an individual?

- Yes
- No

If no, which organisation do you represent?

Are you responding as;

- A tolled crossing user
- Tolled crossing operator
- Other - please specify

Consultation Questions

Q1. Which local tolled crossings do you use?

- (a) Aldwark Bridge
- (b) Bournemouth-Swanage Motor Road Ferry
- (c) Clifton Suspension Bridge
- (d) Dartmouth-Kingswear Higher Ferry
- (e) Dunham Bridge
- (f) Rixton and Warburton Bridge
- (g) Shrewsbury (Kingsland) Bridge
- (h) Swinford Bridge
- (i) Tamar Bridge and Torpoint Ferry
- (j) Whitchurch Bridge
- (k) Whitney-on-Wye Bridge
- (l) Other

Please indicate, (and if more than one used)

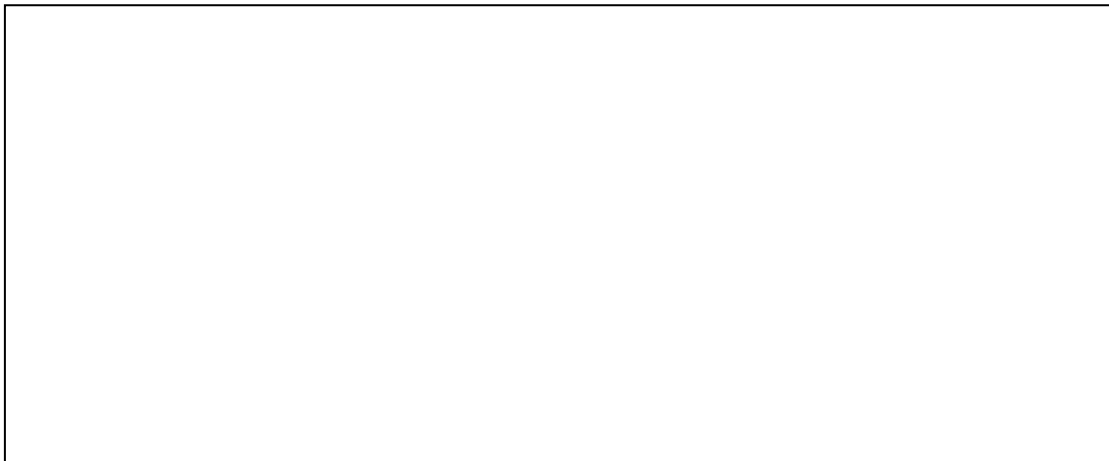
Q2. Which of the following best describes how often you use the tolled crossings?

- Daily
- Weekly
- Occasionally

Q3. How would you best describe the purpose of your journey involving these crossings?

- Travel to and from work
- Mostly business
- Mostly leisure

Q4. How do you think the proposed options for revising tolls would impact on you? (Any additional supporting evidence can be sent to RevisingLocalTollsProposals@dft.gsi.gov.uk).



Q5. Given that Government are minded to change the current process, which option do you prefer?

- Option 1
- Option 2
- Other – Please specify.

If your preference is Option 1;

Q5.1. What is your preferred specified level of increase an operator should be able to make themselves without an application to the Secretary of State?

- Option 1a
- Option 1b

Q5.2. For applications above this level, at what point should it be possible for a public inquiry to be triggered?

- Option 1.1
- Option 1.2

Q6. Should operators be required to notify the public of upcoming increases before these are activated?

- Yes
- No

If you indicated yes;

Q6.1. Should this continue to be done with a notice in the local newspaper?

- Yes
- No – please specify preferred method in the box below

Q6.2. Should this be at least 42 days before the increases are implemented?

- Yes
- No – please specify in the box below

Q7. Do you think operators making toll increases should be required to publish a breakdown of how these increases have been calculated?

- Yes
- No

Q7.1. If yes, what period should this cover (e.g. previous five years) and should this be available in a particular format? –Please specify in the box below

Assuming operators can increase their tolls up to inflation/inflation minus 1%;

Q8. What do you think the measure of inflation should be?

- RPI (Retail Price Index)
- CPI (Consumer Price Index)

Q9. Do you agree that Operators should be able to accumulate inflation increases for up to 5 years before implementing them?

- Yes
- No

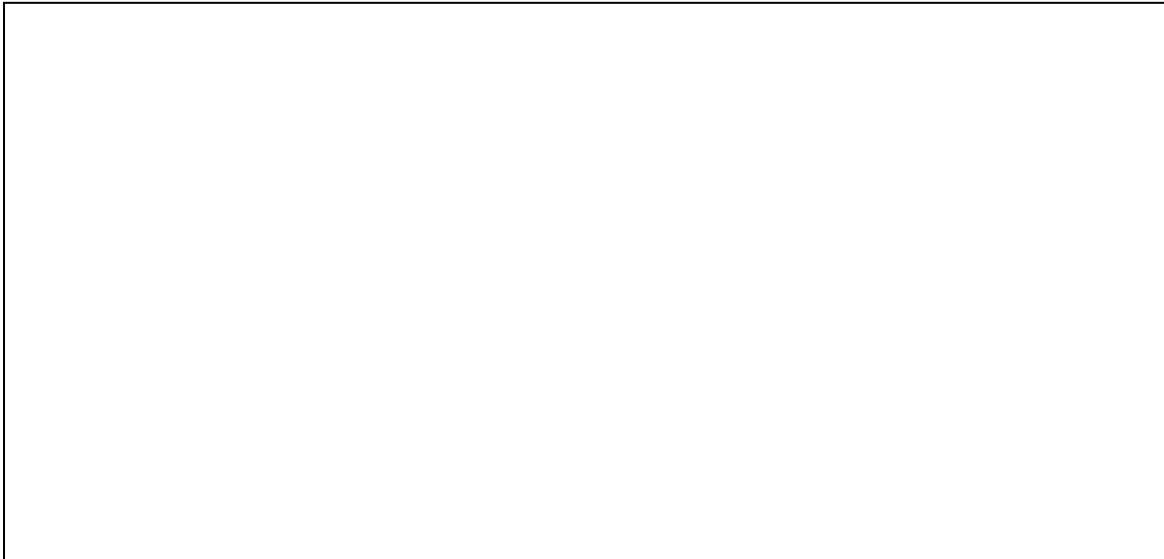
Q10. Should Operators have flexibility in determining how inflation increases are spread across tolls for each vehicle type?

- Yes
- No

The Government welcomes views from tolled crossing operators on;

Q11. The costs and benefits (to you) of the current process under the 1954 Act.

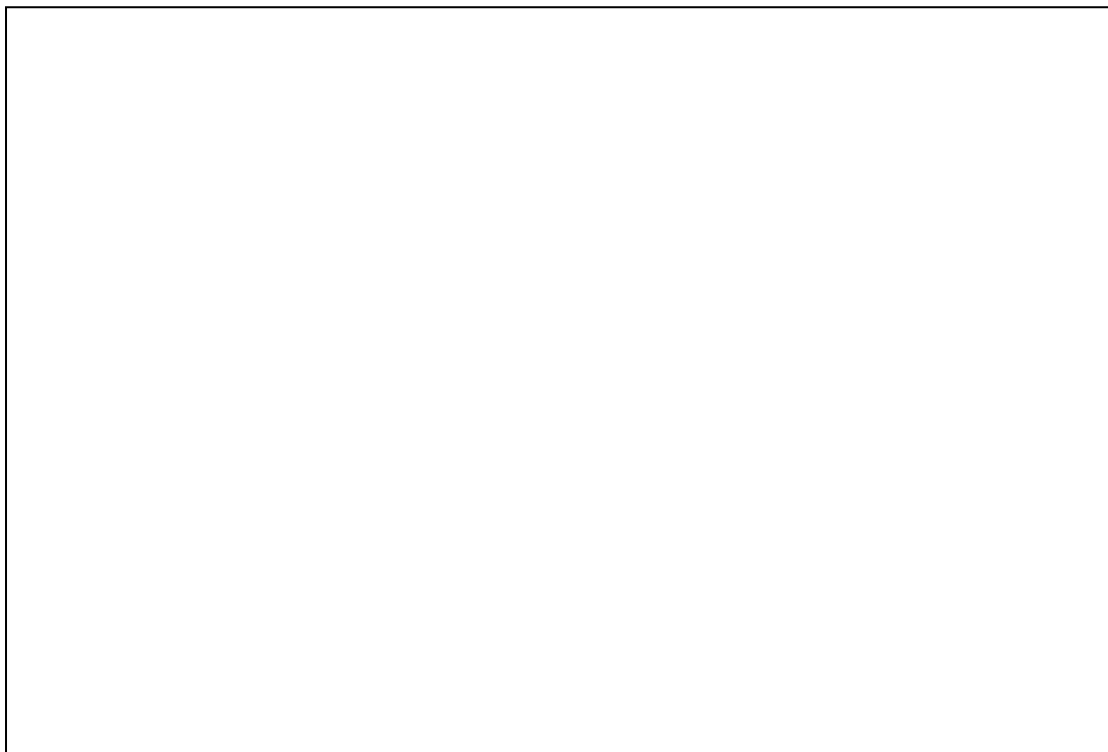
Q12. For each proposed option, please explain the likely effect on tolls at your undertaking. (Please send supporting evidence to RevisingLocalTollsProposals@dft.gsi.gov.uk where possible).



Q13. The costs and benefits you envisage resulting from the proposed options. (Please send supporting evidence to RevisingLocalTollsProposals@dft.gsi.gov.uk where possible).



Q14. Any further comments you wish to make on the Government's proposals.

A large, empty rectangular box with a thin black border, intended for the respondent to provide their comments on the Government's proposals.

Annex D: List of Formal consultees

Aldwark Bridge
Clifton Suspension Bridge
Dunham Bridge
Rixton Warburton Bridge
Shrewsbury-Kingsland Bridge
Swinford Bridge
Tamar Bridge & Torpoint Ferry
Whitchurch Bridge
Whitney on Wye Bridge
Bournemouth-Swanage Ferry
Dartmouth-Kingswear Floating Bridge
Humber Bridge
Itchen Bridge
Lynmouth and Lynton lift
Batheaston Bridge
Cartford bridge

The Scottish Government
The Welsh Government

North Yorkshire County Council
Hambleton District Council
Aldwark Parish Council
Bristol City Council
Lincolnshire County Council
West Lindsey District Council
Trafford Metropolitan Borough Council
Warrington Borough Council
Shropshire County Council
Shrewsbury Town Council
Oxfordshire County Council
West Oxfordshire District Council
South Oxfordshire District Council
Eynsham Parish Council
Cumnor Parish Council
Whitchurch on Thames Parish Council
Pangbourne Parish Council
Cornwall County Council
Plymouth City Council
Herefordshire County Council
Whitney on Wye Parish Council

Dorset County Council
Poole Borough Council
Purbeck District Council
Studland Parish Council
Devon County Council
South Hams District Council
Kingswear Parish Council

National Alliance Against tolls
The AA
RAC
Freight Transport Association
Road Haulage Association
CPT