

Individual Response
Respondent Requested Anonymity

QUESTION 1 - Do you think that the system for verifying Blue Badge exemptions should be changed? If so, can you suggest what these changes should be?

YES - COMPUTER CHIP THAT CAN BE READ BY INFRARED SENSOR. THEY HAVE THEM INSTALLED IN TAXIS IN SINGAPORE FOR TRAFFIC CONGESYION, AND IT WOULD SURELY BE REALTIVELY EASY TO INSTAL THEM IN SCOTLAND FOR AUTOMATIC READING AT TOLL BRIDGES AND FOR HAND-HELD DEVICES BY TRAFFIC WARDENS.

QUESTION 2 - Do you consider that the exemptions for emergency service vehicles should remain limited to the Ambulance, Fire and Police Services, or should we consider extending this to cover other key services?

POSSIBLY EXTEND TO DOCTOR-ON-CALL CARS BUT I THINK THE BASIC EMERGENCY SERVICE IS IS SUFFICIENT. KEEPING IT SIMPLE MAKES IT WORKABLE.

QUESTION 3 - Vehicles used by bridge authorities to respond to breakdowns on each bridge are exempt. Do you see a case for extending exemptions to the AA, RAC or other commercial breakdown services responding to breakdowns on the road network other than where this is the responsibility of the bridge authorities?

NO - AT WORST, BRIDGE AUTHORITIES' VEHICLES ACN RECOVER A VEHICLE OFF A BRIDSGE AND THEN HAND IT OVER TO AA OR WITH WHOMSOEVER THE DRIVER BREAKDOWN COVER.

QUESTION 4 - Should public transport vehicles and multiple occupancy vehicles be considered for exemption from bridge tolls?

NO - YOU CAN BE SURE THE BUSES WON'T REDUCE THEIR TICKET PRICES TO PASSENGERS IF THEY HAD THAT EXEMPTION, AND THEY WOULD BE SAVING ABOUT .01 PENCE PER PERSON ANYWAY!

Discount Schemes

QUESTION 5 - Should tolled bridges offer multiple crossing discount vouchers to all bridge users, or particular classes of users such as buses or multiple occupancy vehicles? If so, why should this be?

OFFER TO ALL. THIS IS BECAUSE A PERSON WHO HAS TO USE THE BRIDHGE REGULARLY HAS A MEANS OF ENSURING EASIER COLLECTION OF MONEY BY THE AUTHORITY ... YOU SCRATCH MY BACK, I'LL SCRATCH YOURS AND HELP REDUCE THE QUEUES! STOPPING DICIUNTED VOUCHERS WON'T STOP THEM DRIVING - THE CHANCES ARE THAT THEY ON THE NEED TO USE THE BRIDGE ANYWAY. YO9U MIGHT CONSIDER MONTH/6-MONTH

PASSES WITH A COMPUTER CHIP LIKE THE IDEA FOR DISABLED BADGED DRIVERS ABOVE.

Classification of Vehicles

QUESTION 6 - What are your views on a common vehicle classification system for levying tolls at all Scotland's tolled bridges?

YOU HAVE THE ABILITY TO MAKE MORE LEVELS, AND CAN BASE THIS ON CARS' INSURANCE/EFFICIENCY RATING. A "CHELSEA TRACTOR" (4X4) CAN BE A HIGHER RATE THAN, SAY, A WEE RUN AROUND.

Reducing Traffic and Congestion on Tolled Bridges

QUESTION 7 - Should we encourage modal shift from single occupancy cars to public transport and multiple occupancy vehicles on all tolled bridges? If so, how might this be achieved?

YES, BUT THE ONLY WAY TO DO THIS IS TO PROVIDE A VIABLE ALTERNATIVE. YOU CAN'T JUST PENALISE DRIVERS FINANCIALLY AND EXPECT THAT TO PERSUADE THEM WHEN THERE MAY SIMPLY NOT BE AN ALTERNATIVE FOR THEM. HIGHLIGHT TOURIST ALTERNATIVES - ENCOURAGE THE RE-ESTABLISHMENT OF THE FORTH FERRY FOR TOURS AND TRIPS.

QUESTION 8 - Do you think that raising tolls at peak times would result in less congestion at those times?

NO - PEOPLE USE THE TOLL BECAUSE THEY HAVE TO, NOT BECAUSE IT'S "THERE". YOU ARE NOT GOING TO GET MANY PEOPLE GOING THE LONG WAY ROUND VIA KINCARDINE (WITH EXTRA TIME AND EXTRA PETROL EXPENDITURE) JUST TO SAVE A QUID OR TWO ON THE TOLL.

Tolls Reflecting Cost of Wear and Tear

QUESTION 9 - Should tolls reflect the impacts of different vehicle types on the need for maintenance, repair and strengthening programmes? If so, do you have suggestions for how this might be done?

IT'S AN IDEA TO EXPLORE - AS STATED, YOU COULD WORK OUT MORE LEVELS BASED ON WHETHER THE CAR IS A GAS GUZZLER OR NOT. YOU COULD HAVE AUTOMATIC SENSORS SO THAT IF A CAR HAS A CHIP BUUGHT AND INSTALLED, THE BARRIER COMES UP. NO CHIP - BARRIER STAYS DOWN AND THEY HAVE TO PAY. YOU CAN SELL CHIPS ACCORDING TO CAR TYPE, BUT WOULD NEED TO LOOK AT HOW TO "LOCK" IT TO THAT CAR SO PEOPLE DON'T BUY A RUN-AROUND CHIP AND INSTALL IT IN A CHEROKEE JEEP.

Procedure for Changing Tolls or Charges

QUESTION 10 - Do you think the current process involving Public Local Inquiries (PLIs) is appropriate for making changes to tolls or charges to meet the costs of managing, maintaining and operating a bridge?

NO - WASTE OF TIME AND MONEY. LOOK AT THAT ONE MAN WHO CAUSED SO MUCH MONEY TO BE SPEND WHEN HE WAS THE ONLY ONE WHO OBJECTED. BY ALL MEANS HAVE A PLI WHEN MORE THAN [MINIMUM - SAY 100] NUMBER OF PEOPLE ALL OBJECT. PERHAPS SC EXEC TO REVIEW IN CONJUCNTION WITH AFFECTED LOCAL AUTHORITIES?

QUESTION 11 - Do you consider that final approval by Scottish Ministers is an essential safeguard for toll/charge payers or do you think the final decision is a matter for the management authority for the bridge?

SC EXEC TO HAVE FINAL DECISION. MANAGEMENT HAS A CONFLICT ON RAISING CASH FOR MAINTENANCE, DOES IT NOT?

QUESTION 12 - Do you consider all tolls should be subject to increases linked to an inflation index?

NOT EVERY YEAR.

Executive/Transport Agency

QUESTION 13 - What advantages and disadvantages do you see if any or all of the tolled bridges were to be managed by the Scottish Executive or the national transport agency?

SPREAD OF COSTS/ NO DOUBLING OUP OF JOBS/COSTS.

Regional Transport Partnerships

QUESTION 14 - Should we consider transferring some or all of the powers and functions of current bridge authorities to Regional Transport Partnerships in future?

WILL IT SAVE MONEY OR WILL IT BE TRANSFERRING BECEUAWE IT'S SEEN AS THE LATEST POLITICAL GROOVY THING TO DO? THE CURRENT AUTHORITIES SEEM TO WORK ... IF IT AIN'T BROKE, DON'T FIX IT.

QUESTION 15 - As the Erskine Bridge functions both as a key national and strategic link for the West of Scotland as well as an important local link for communities north and south of the River Clyde, do you see any argument for de-trunking it so that it could become the responsibility of the RTP for the West of Scotland?

DON'T KNOW - NEVER USE IT. CAN PEOPLE ON THE WEST COAST ACTUALLY DRIVE?ANYONE ON THE WEST COAST SHOULD LHAVE A SEPARATE PASSPORT ANYWAY. OK, OK - THAT'S A JOKE. PROBABBLY BEST USED AS A PART OF THE NATIONAL INFRASTRUCTURE SO YOU DON'T GET MORE PEOPLE WITH INSULAR ATTITUDES LIKE ME!!!

Joint Board (FETA Model)

QUESTION 16 - Do you have any views on the advantages or disadvantages of the FETA model, for any or all of the bridges?

DON'T KNOW ENOUGH ABOUT IT. NO COMMENT. FETA SEEMS TO WORK.

Joint Board (TRBJB)

QUESTION 17 - Do you have any views on the advantages or disadvantages of the TRBJB model, for any or all of the bridges?

DON'T KNOW ENOUGH ABOUT IT. NO COMMENT.

Single Tolled Bridges Authority

QUESTION 18 - Do you think there would be any merit in having a single body responsible for operating and managing all tolled bridges in Scotland?

DOES IT SAVE MONEY AND MANPOWER?

QUESTION 19 - If you think all bridges should be run by one body what form, powers and functions should this body have?

CERTAINLY NOT ONE THAT IS YET ANOTHER JOBS FOR THE BOYS QUANGO.

QUESTION 20 - Are there any other management options that you would like to suggest?

DON'T JUST PENALISE THE LONE DRIVER THINKING THEY HAVE AN ALTERNATIVE. MY WIFE AND I LIVE IN EDINBURGH ... THIS MEANS I DON'T NEED A CAR AT ALL AND CAN CYCLE OR WALK. BUT MY WIFE HAS TO DRIVE. SHE WORKS SHIFTS SO CANNOT BE GUARANTEED A STRAIGHT TIMETABLE ETC. ASSUMING HER SHOFIT IS WHEN A BUS AND TRAIN IS ACTUALLY RUNNING, THE BUS/TRAIN IS MORE EXPENSIVE THAN THE CAR (PETROL AND TOLLS) AND TO GO BY TRAIN WOULD MEAN 2 BUSES, THEN A TRAIN, THEN TWO BUSES AT THE OTHER END, ADDING AN EXTRA 1 AND 1/2 HOURS TO HER DAILY JOURNEY. TO GO ALL THE WAY BY BUS WOULD ADD AT LEAST 2 1/2 HOURS TO HER JOURNEY, AND BOTH MAY ALSO INVOLVE SITTING ABOUT AT EITHER END, AS SHE MAY NOT GET TO TOWK AT EXACLTY THE TIME SHE IS DUE TO START. SHE DRIVES AGAINST THE FLOW OF TRAFFIC SO DOES NOT ADD TO THE CONGESTIO