

**Response from Mr Lindsay Craik**

**11 Craigbank**

**Crossford**

**Dunfermline, KY12 8YE**

**Tolled Bridges Response**

<b>Question</b>	<b>Response</b>
<b>Exemptions for Disabled Drivers/Blue Badge Holders/Emergency Vehicles</b>	
<b>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?</b>	<b>There should be no exemptions except for emergency vehicles on an emergency</b>
<b>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?</b>	<b>It should remain as it is</b>
<b>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?</b>	<b>No – they are independent commercial organisations. If it was extended to them then it should also be extended to any other vehicle attending breakdowns on the road network other than where this is the responsibility of the bridge authorities</b>
<b>QUESTION 4 - Should public transport vehicles and multiple occupancy vehicles be considered for exemption from bridge tolls?</b>	<b>Yes</b>
<b>Discount Schemes</b>	
<b>QUESTION 5 - Should tolled bridges offer multiple crossing discount vouchers to all bridge users, or</b>	<b>No – system should be Season Tickets just like the trains</b>

<b>particular classes of users such as buses or multiple occupancy vehicles? If so, why should this be?</b>	
<b>Classification of Vehicles</b>	
<b>QUESTION 6 - What are your views on a common vehicle classification system for levying tolls at all Scotland's tolled bridges?</b>	<b>Good Idea</b>
<b>Reducing Traffic and Congestion on Tolled Bridges</b>	
<b>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?</b>	<b>£3 for one occupant £2 for two occupants £1 for over three occupants Free = over five occupants / Taxis</b>
<b>QUESTION 8 - Do you think that raising tolls at peak times would result in less congestion at those times?</b>	<b>No</b>
<b>Tolls Reflecting Cost of Wear and Tear</b>	
<b>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?</b>	<b>Cars = as above Commercial vehicles: Vans = £5 Lorries = £10 Abnormal Loads (escorted) = £1000</b>
<b>Procedure for Changing Tolls or Charges</b>	
<b>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?</b>	<b>Process of PLIs does not add significant value and should cease</b>
<b>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?</b>	<b>Its a matter for the management authority for the bridge in consultation with SE</b>

<b>QUESTION 12 - Do you consider all tolls should be subject to increases linked to an inflation index?</b>	<b>Yes – they need to go up in efficient amounts e.g. nearest 20P / 50P</b>
<b>Executive/Transport Agency</b>	
<b>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?</b>	<b>Good Idea = common charges Common maintenance organisation sharing common tooling and labour will reduce costs</b>
<b>Regional Transport Partnerships</b>	
<b>QUESTION 14 - Should we consider transferring some or all of the powers and functions of current bridge authorities to Regional Transport Partnerships in future?</b>	<b>Yes but only if were not to be managed by the Scottish Executive or the national transport agency</b>
<b>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?</b>	<b>If you de-trunk Erskine Bridge you must de-trunk all of them as Forth and Tay Bridges relate similarly to Fife</b>
<b>Joint Board ( FETA Model)</b>	
<b>QUESTION 16 - Do you have any views on the advantages or disadvantages of the FETA model, for any or all of the bridges?</b>	<b>FETA is best model</b>
<b>Joint Board ( TRBJB)</b>	
<b>QUESTION 17 - Do you have any views on the advantages or disadvantages of the TRBJB model, for any or all of the bridges?</b>	<b>FETA is best model</b>
<b>Single Tolled Bridges Authority</b>	
<b>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?</b>	<b>Yes = as per response to Question 13</b>

<p><b>QUESTION 19 - If you think all bridges should be run by one body what form, powers and functions should this body have?</b></p>	<p><b>Linked to SE</b></p> <p><b>All powers for running a commercial operation</b></p>
<p><b>QUESTION 20 - Are there any other management options that you would like to suggest?</b></p>	<p><b>Declare that each bridge is in one separate region and that region takes over its full commercial operation, e.g.:</b></p> <p><b>Erskine – Dunbartonshire</b></p> <p><b>Forth – Fife</b></p> <p><b>Tay - Fife</b></p>