

## **TOLLED BRIDGES REVIEW – PHASE 2 CONSULTATION**

### **ANGUS COUNCIL COMMENTS**

The following comments are directed primarily towards the Tay Road Bridge.

Q1. The Blue badge applies to the person and not the vehicle. Difficulties, however, with electronic tolling. There should be a national Data Base for Blue badges.

Q2. Emergency Services plus Coastguard should be exempt.

Q3. AA/RAC and other commercial breakdown services should not be exempt.

Q4. Local bus services should be exempt but not coaches in order to encourage the use of public transport. MPV's should not be exempt.

Q5. Discount vouchers will encourage more trips and should not be available.

Q6. There should be a common vehicle classification for all vehicle in Scotland.

Q7. No toll charges for service buses and control provision and price of parking in Dundee.

Q8. Yes

Q9. Higher tolls for HGV's compared to cars.

Q10. PLI's are lengthy and expensive procedures. Charges should be done by notice and justification given.

Q11. Yes, Scottish Ministers should give final approval.

Q12. Yes, but taking into account coinage, increase in traffic. Based on inflation, tolls would now be extremely high with large surpluses generated.

Q13. As far as the Tay Road Bridge is concerned, it should be managed locally as it has a highly significant effect on Dundee in particular.

Q14. In the case of the Tay Road Bridge this would involve two regional transport authorities. If a similar Joint Board were to continue the two transport authorities could be represented on the Board.

Q15. No Comment

Q16. Don't see any advantage in the FETA model for the Tay Road Bridge. The Forth Bridge deals with long distance Trunk Road traffic and impacts solely on the users, whereas the Tay Bridge is of more localised usage and impacts significantly on Dundee City Centre.

Q17. As Q16

Q18. See no advantage in a single body for all the tolled bridges as each bridge is entirely different.

Q19. No comment

Q20. None.

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