

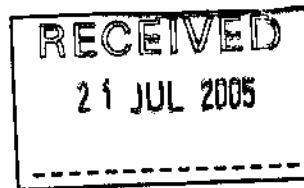


Land Services

Our Ref
Your Ref T/JPP/POL40/38093

Cons 39/60

14 July 2005



John Paul Liddle
Tolled Review Bridges Project Manager
Scottish Executive
Enterprise, Transport and Lifelong Learning Department
Victoria Quay
Edinburgh EH6 6QQ

Dear Mr Liddle

TOLLED BRIDGES REVIEW PHASE 2

Please find enclosed a response to the above consultation.

In addition, I have also enclosed a respondent information form as requested in your letter dated 28th June 2005.

Thank you for the opportunity to comment on this review.

Yours faithfully

Robert Booth
Director of Land Services

If phoning or visiting please ask for Jonathan Plant
Direct phone 0141 287 9039 fax 0141 287 9698



Tolled Bridges Review – Phase 2 Consultation: Response to the questions posed in the consultation document.

There are significant environmental and transport arguments for the abolition of tolling on the Erskine Bridge. At present, advisory signs on the M8 *suggest* that traffic for Loch Lomond and beyond should continue on the M8 and use the Erskine Bridge (Toll). Were the toll to be abolished all traffic could be *directed* to use this route as opposed to Great Western Road.

Furthermore, if the toll is not abolished before the M74 is completed, a non-toll route will require to be signed for traffic approaching Glasgow on the completed M74 from the south east and destined for Loch Lomond and all points north west. This will be via the Kingston Bridge, which the M74 should relieve, and then along Great Western Road through shopping and residential areas.

The responses below do not prejudice the Council's view that the tolls on the Erskine Bridge should be abolished.

Responses to the questions posed in the consultation document:

1. Verification of Blue Badge exemptions is required. To alleviate the problems of delay outlined in paragraph 36, a single Toll Booth could be signed for exemptions so that Blue Badge holders do not delay or have the feeling that they may cause a delay to other traffic.
2. Yes, but with the addition of Coastguard vehicles.
3. No.
4. Exemptions should be given for scheduled bus services. If capacity becomes an issue on a tolled bridge then consideration could be given to multiple occupancy vehicles to be exempted.
5. No, this offers an incentive for increasing the number of journeys. Cashless methods of payment and pre-payment should be investigated however.
6. A common vehicle classification system is preferable to avoid the confusion and difficulties referred to in paragraph 51.
7. Yes – if there is a capacity problem on the bridge. This could be achieved through toll reductions for example. However, tolled bridges cannot be viewed in isolation since increased tolls for single occupancy vehicles could increase diversion onto local roads.
8. Yes – but this could cause diversion onto unsuitable local roads and thus increased congestion elsewhere.
9. Yes - if tolls are being raised for the funding of maintenance. This would be done through graded tolling on vehicle classification.
10. No

11. Yes

12. Yes

14. No

15. No. The Erskine Bridge should remain part of the trunk road network and continue to be the responsibility of the Scottish Executive.