

Individual Response

Respondent Requested Anonymity

Exemptions for Disabled Drivers/Blue Badge Holders/Emergency Vehicles

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? No change

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? Others, including doctors (GPs).

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 - they're operating commercially.

QUESTION 4 - Should public transport vehicles and multiple occupancy vehicles be considered for exemption from bridge tolls? Genuine public transport, yes, but not tour coaches, taxis or MPVs.

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? Should be available to all at a substantial discount.

Classification of Vehicles

QUESTION 6 - What are your views on a common vehicle classification system for levying tolls at all Scotland's tolled bridges? Not in favour, as different vehicle types have different impacts on the bridge and road network.

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 - start by relaying the railway line from Perth to Edinburgh via Kinross. Running a park and ride service from INSIDE the rush-hour roadblock zone is sheer stupidity.

QUESTION 8 - Do you think that raising tolls at peak times would result in less congestion at those times? No - people travelling on the bridge at peak times don't do it out of choice, but the need to work in Edinburgh.

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? Yes - easy enough to measure axle loading, surely?

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? Yes - keeps a rein on the unaccountable.

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? Approval should be by direct public referendum.

QUESTION 12 - Do you consider all tolls should be subject to increases linked to an inflation index? No.

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? Managed by BEAR Scotland? I don't think so!

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? No - keep the powers as far from local politicians / quangos as possible.

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? No views on this.

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? No.

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? No.

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? Not really - the bridges are essentially part of the roads network, not isolated artefacts.

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

QUESTION 20 - Are there any other management options that you would like to suggest? Run as part of the roads network under a common management structure with the remit to keep taxpayers moving rather than stationery in queues burning huge quantities of fossil fuel. Hey - radical, I know, but worth a thought.