

Appendix 20.2

Literature/ Case Study Review

Humber Bridge

- A20.2.1 The Humber Bridge (HB) is the only estuarial crossing on the Humber and opened in 1981 and links Scunthorpe with Hull. The HB supports an approximate peak hour flow of 1,847 vehicles and off- peak hour flow of 900 vehicles. An economic impacts study was prepared by Steer Davies Gleave entitled 'Humber Bridge Tolls Impact Study' (2004) which assessed the impact of the bridge and the future of tolling for the bridge on the local economy and the social and cultural welfare of local residents. The levels of tolling applied at the time of the assessment of bridge tolling have resulted in a number of subsequent impacts to the surrounding businesses and communities. The area surrounding the HB is similar in nature to Halton, in that it is relatively economically deprived area (based on the 2004 Index of Multiple Deprivation). The Toll charges on the HB in 2008 are £2.70 per car. The HB Tolls Impact Study (2004) was undertaken to quantify and assess the extent to which tolls on the HB may be constraining economic development of the Humber sub region and assess the socio – economic changes which may occur as a result of removal of tolls from this bridge.
- A20.2.2 Public research undertaken as part of the 2004 HB Tolls Impact Study identified that there was low uptake of discount vouchers, which suggests that the existing scheme may provide barriers to uptake. There was little evidence of individuals making detours to avoid paying tolls. There was also evidence that if tolls were raised above a certain level individuals would chose not to travel across the river to the opposite bank. However, the study did not define at what level this would occur.
- A20.2.3 Although direct evidence of economic effects was difficult to obtain, the HB Tolls Impact Study concluded that the bridge has had a positive effect on the local economy and social well-being of the sub region. However, the original objective of linking the two communities on either side of the river has not been fully realized due to low population growth within the area and implementation of tolls on the bridge.
- A20.2.4 The study has also shown that, 'according to stakeholders, the bridge tolls are a barrier to retail, tourism, low paid employment, some further education students, hospital visitors and some public transport. However, the tolls do not appear to be a barrier to movement for road hauliers or port traffic. There is evidence of financial hardship amongst those who have no choice but to travel across to the opposite bank, for example those seeking specialist health treatments. There is evidence that travel across the bridge is affected by the tolls and many consulted thought they would make more leisure trips if the tolls were reduced, perhaps once of twice a month'.
- A20.2.5 However, only 5% of businesses surveyed consider the Bridge tolls to be a constraint on employee travel to work and 4% of businesses surveyed consider that the Bridge tolls deter travel to the opposite bank for business meetings.
- A20.2.6 The recommendations of the 2004 HB Tolls Impact Study concluded the following;

- a Tolls should be retained and increased in line with inflation;
- b Weekend passes for the price of a return trip;
- c Free crossings should be provided to out-patients residing on the south bank, requiring treatment on the north bank (or their visitors should treatment be on an in-patient basis). This concession should be provided at the time of travel and not in a form that requires money to be claimed back;
- d Buses should travel for free, with investigation into a suitable P & R site on the south bank; and
- e A marketing campaign for these new initiatives, providing information on current debt repayment schedule, highlighting good financial management should be implemented.

Thames Gateway

- A20.2.7 Socio economic effects of the Thames Gateway Bridge (TGB) were included within Chapter 15 of the TGB Environment Statement (ES) prepared by Scott Wilson in 2004. Proposals are for a local road bridge (the TGB) which will connect Beckton to Thamesmead in East London over the River Thames. In common with, Halton, many of the wards through which the Thames Gateway is proposed are designated within the 10% most deprived nationally (based on the 2004 IMD). The TGB is proposed to support a peak hour flow of 6,000 vehicles and an interpeak flow of 3,000 vehicles. The TGB is proposed to be tolled and has a provisional charge limit set at £2 per car. It is further proposed that the TGB will have segregated public transport lanes.
- A20.2.8 The Thames Gateway is predicted to significantly reduce unemployment in the boroughs through which the scheme passes. The effects to population structure were not assessed within the report due to the fact that population increases could both support new service provisions and create increased pressure on existing services. Tolling assessments concluded that the proposed toll charges would not significantly affect accessibility. Furthermore, differential tolling will be implemented to provide local residents with a 50% concession on toll charges. The TGB will provide increased accessibility and population catchment areas for services, facilities and job opportunities through improvements to journey times and improvements to transport links. All negative socio-economic effects during the construction and further to the scheme being operational were all noted in close proximity to the scheme, whereas positive effects once operational were noted regionally.
- A20.2.9 As highlighted within this ES, construction effects of the TGB were noted to be adverse and predominantly 'affect those wards closest to the scheme'. Both positive and negative operational effects were identified resulting from the TGB, with a fundamental contribution to the regeneration of the area. Positive economic benefits were identified from increased employment potential, an increase in accessibility to employment, services and facilities. These positive effects may indirectly result in a reduction in social deprivation and social exclusion and an improvement in health. Potential adverse effects resulting from the operation of the TGB include some areas of decreased air quality and a rise in noise levels for those in close proximity to the scheme.
- A20.2.10 A comparison of toll charges on the estuarial crossings detailed above, and the river crossings of; the Mersey Tunnels, Dartford-Thurrock Crossing, the Tyne Tunnels and the Tamar Bridge (which is only tolled one way) as of March 2008 are detailed in the summary table below.

Comparison of Toll Charges on Other Bridge and Tunnels within the UK as of March 2008

	Humber Bridge	Thames Gateway	Mersey Tunnels	Dartford Thurrock Crossing	Tyne Tunnel	Tamar Bridge
Motorcycles	£1.20 or discounted price of £21.60 for 20 tickets		£1.30 or discounted fast tag price of £1.15	FREE	20p or discounted price of 18p with permit	FREE
Car	£2.70 or £48.60 discounted price for 20 tickets	Proposed £2.00 (with concessionary discounts, as noted within the ES)	£1.30 or discounted fast tag price of £1.15	£1.00	£1.20 or discounted price of £1.08 with permit	£1.00 or discounted price of 50p with voucher or tamar tag)
2 axle HGV not exceeding 7.5 tonnes and small buses	£4.90 or discounted price of £88.20 for 20 tickets		£1.30 or discounted fast tag price of £1.15	£1.80 or £1.00 between 22:00 – 06:00 hours)	£1.50 or discounted price of £1.35 with permit	£2.50 (or discounted price of £1.25 with voucher or tamar tag)
2 axle HGV exceeding 7.5 tonnes and buses	£10.90 or discounted price of £196.20 for 20 tickets		£1.30 or discounted fast tag price of £1.15	£1.80 (or £1.00 between 22:00 – 06:00 hours)	£1.50 or discounted price of £1.35 with permit)	£2.50 (or discounted price of £1.25 with voucher or tamar tag)
3 axles HGV	£14.90 or discounted price of £262.80 for 20 tickets		£3.90 or discounted fast tag price of £3.45	£2.90 (or £1.00 between 22:00 – 06:00 hours)	£1.50 (or discounted price of £1.35 with permit)	£4.00 (or discounted price of £2.00 with voucher or tamar tag)
4 axles HGV	£18.30 or discounted price of £329.40 for 20 tickets		£5.20 or discounted fast tag price of £4.60	£2.90 (or £1.00 between 22:00 – 06:00 hours)	£1.50 (or discounted price of £1.35 with permit)	£5.50 (or discounted price of 2.75 with voucher or tamar tag)