Over the next few years routine operation and maintenance will continue along with further Bridge carriageway resurfacing, painting and deck waterproofing. At the Torpoint Ferry, major refits are scheduled and improvements will be made to shoreside pedestrian access and traffic management.

Our costs are increasing much faster than our income as there has been very low traffic growth on the crossings. The cost of delivering a safe and reliable service and improvement projects has already resulted in expenditure exceeding income and this is not sustainable as shown in the graph overleaf.

What action will be taken to meet the shortfall?
We will continue to look for savings and operational efficiencies but we will still need to increase income next year by around 33%. The simplest way to achieve this is to increase all of our charges by 33% - for example the cash price for a car would rise from £1.50 to £2.00. Such a rise would be more or less in line with inflation since the last toll increase in 2010.

How you can help the decision making process
We know what our expenditure will be over the next few years and that charges will need to be increased. However, we want to ensure that the views of customers and other stakeholders are taken into account when decisions are made about how we might change the pricing structure.

Please complete the questionnaire and return it to us by 8 August 2018.
For more information or to download an electronic version of the questionnaire, visit our website at www.tamarcrossings.org.uk
Additional information can be obtained by emailing us at consultation@tamarcrossings.org.uk or calling us on 01752 361577.
This document is available in other languages and accessible formats.
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Why is there a charge to use the Tamar Bridge and Torpoint Ferry?
The Tamar Bridge and Torpoint Ferry are jointly owned and operated by Cornwall Council and Plymouth City Council on a ‘user pays’ principle. The money needed to operate, maintain and improve them comes from toll charges - no funding is received from central government or from the two owning councils. Tolls have paid for:
• the construction and widening of the Bridge
• purchase of Ferries
• operation and maintenance of both crossings
• improvements such as the electronic toll system and new control room

Over 100 staff are employed to deliver the service 24 hours a day at the two crossings. The pie charts on the right reflect our sources of income and how it is spent. The finances of the crossings are ‘ring-fenced’ - any surplus is retained in reserves and any deficit depletes those reserves.

The maximum toll that we can charge for each class of vehicle is authorised by central government, based on a business case justifying our requirements. We are allowed to discount toll charges for example for the pre-paid TamarTag electronic payment system. Our income is a product of the toll charges and the traffic volume but although 60% of crossings are paid for by the TamarTag, the majority of our income still comes from cash payments.

Why is more money needed to run the crossings?
We have not increased toll charges since March 2010 despite the fact that most of our routine running costs have increased significantly through inflation.

Since 2010 we have undertaken significant works to maintain the bridge including carriageway resurfacing and replacing expansion joints, whilst major repainting work and refurbishment of the suspension system is ongoing. We have also undertaken a range of improvement works including upgrading ferry sewage plants and building a new bridge control centre to house more resilient bridge and tunnel control systems.