

2011 No. 1516

HIGHWAYS ENGLAND

The Humber Bridge (Revision of Tolls) Order 2011

Made - - - - *17th June 2011*

Coming into force - - *22nd June 2011*

The Humber Bridge Board has represented in writing to the Secretary of State for Transport that the tolls authorised in pursuance of the Humber Bridge Acts 1959 and 1971 should be revised:

The Secretary of State in exercise of the powers conferred by section 10 of the Humber Bridge Act 1971(a), and now vested in him(b), makes the following Order:

1. This Order may be cited as the Humber Bridge (Revision of Tolls) Order 2011 and shall come into force on 22nd June 2011.
2. From and after the coming into force of this Order for the purposes of the tolls authorised in pursuance of the Humber Bridge Acts 1959 and 1971, the tolls which the Humber Bridge Board may demand, take and recover in respect of traffic passing over or on the bridge shall be tolls not exceeding those specified in column (2) of the scale of charges set out in the Schedule to this Order with respect to each class of traffic specified in column (1) of that scale.
3. The Humber Bridge (Revision of Tolls and Vehicle Classifications) Order 2006 (c) is revoked.

Signed by authority
of the Secretary of State
17th June 2011

Mike Fawcett
A Senior Civil Servant
in the Department for Transport

(a) 1971 c.xlvii (b) S.I. 1970/1681, 1979/571 and 1981/238 (c) S.I. 2006/939

SCHEDULE

1. In this Schedule:

“large bus” and “small bus” have the same meanings as in section 19(1) of the Transport Act 1985 (a);

“motor car” and “motor cycle” have the same meanings as in section 185(1) of the Road Traffic Act 1988(b);

“goods vehicle”, “trailer” and “motor caravan” have the same meanings as in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(c);

“sidecar” shall be interpreted in accordance with section 137(1) of the Road Traffic Regulation Act 1984(d); and

“maximum weight” means the total laden weight which must not be exceeded in the case of that vehicle if it is to be used in Great Britain without contravening any regulation for the time being in force or treated as being in force under section 41 of the Road Traffic Act 1988(b) (construction and use regulations).

(a) 1985 c. 67 (b) 1988 c.52 (c) S1 1986/1078 (d) 1984 c.27

2. The scale of charges referred to in article 2 of this Order shall be as follows:

(1)	(2)
Class of Traffic	Maximum Toll £
1 Motor cycle with or without a sidecar	1.30
2 Motor Car	3.00
Motor Caravan	
Goods Vehicle having a maximum weight not exceeding 3.5 tonnes	
3 Goods Vehicle having a maximum weight exceeding 3.5 tonnes but not exceeding 7.5 tonnes	5.40
Vehicle in class 2 above with trailer	
Small Bus (up to 16 passengers excluding driver)	
4 Goods Vehicle exceeding 7.5 tonnes maximum weight with 2 axles	12.10
Large Bus	
5 Goods Vehicle exceeding 7.5 tonnes maximum weight with 3 axles	16.20
6 Goods Vehicle exceeding 7.5 tonnes maximum weight with 4 or more axles	20.30
7 Any other vehicle using the Bridge and not specifically identified in the above classes of traffic shall be charged a toll by reference to the vehicle's maximum weight and number of axles.	The maximum toll charged shall not exceed the toll specified in column (2) for classes of traffic 2 to 6 for a vehicle with the same maximum weight and number of axles
8 Pedestrians	Nil
9 Pedal Cycles	Nil

EXPLANATORY NOTE

(This note is not part of the Order)

This Order specifies the maximum toll charges that the Humber Bridge Board may levy for use of the Humber Bridge. It revokes the Humber Bridge (Revision of Tolls and Vehicle Classifications) Order 2006.