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Sent: 14 April 2020 14:29

To: NATIONALCASEWORK <NATIONALCASEWORK@dft.gov.uk>

Subject: Objection to the proposed increase in tolls for the Bournemouth - Swanage Motor Road and Ferry Company - February 2020

FAO : Sandra Zamenzadeh

Dear Sandra

I am writing to put on record my objections to the above application to increase various tolls on the Sandbanks to Shell Bay ferry. I am a full time resident of Studland having purchased a property in 2014. In that period there has been a significant increase in the fares charged. The service has been unreliable and there have been substantial periods whilst the ferry has been out of action.

Whilst my wife and myself are retired we have the need to visit Westbourne, Bournemouth, Ferndown and Southampton regularly and the lack of a reliable service has added significantly to our journey times particularly in the summer months because of heavy traffic on the A354 via Wareham.

We also have to go to Sandbanks frequently and this is 3.7 miles via the ferry and 25 miles when the ferry is out of action. This is particularly frustrating as Sandbanks is so close by and can be seen from our house.

My objections to the application to increase tolls are as follows:

- The ferry company is already very profitable. There is no need to increase fares in order to replace the ferry.
- Previous applications have referred to the need to pay for a new ferry. There is no sign of this happening in the near future. Tolls increase and no action is taken. As mentioned above there is no need to increase fares in order to replace the ferry as the current profitability together with some funding would be sufficient.
- Significant dividends are paid to the owners rather than the profits being applied to purchase a new reliable vessel. Originally the existing vessel was deemed to have a useful of 23 years. Subsequently the Directors decided to depreciate the vessel over 40 years and also extended the servicing program from 2 to 4 years between major refits. This appears to be in search of greater profitability. Reliability has, not surprisingly, now become an issue.
- The strategy of the company seems to require the **current** users of the ferry to pay for the new ferry which would then operate from 2034 for another 30 to 40 years. Normal commercial practice is to obtain funding for a capital purchase at the time of the expenditure, and then use the tax relief and future income to pay for the asset. The future users would therefore be funding the ferry replacement.

I would be pleased if my objections can be put before the individual considering the application. In the event of a Public Inquiry being held I would hope to attend.

Yours sincerely
Malcolm Tice

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