

CLIFTON SUSPENSION BRIDGE

APPLICATION FOR TOLL INCREASE

Attached is a copy of the Economic Case for an increase in the cash toll dated November 2010 together with an Addendum dated April 2012 and supporting documents, which was submitted to the Department for Transport on 1 May 2012.

The Trustees are preparing a Statement of Case which will be submitted by 1 May 2013. The Statement of Case will also be made available at the Clifton Suspension Bridge Visitors Centre, Leigh Woods, Bristol, BS8 3PA, Clifton Public Library, Princess Victoria Street, Clifton, Bristol, BS8 4BX and it will be made available to view on the Clifton Suspension Bridge website at <http://www.cliftonbridge.org.uk/home>.

Given the date of the application, the Statement of Case will take the opportunity to bring the financial information provided in the Economic Case up to date.

For the attention of Julian Smith
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Our ref: CY02/GS03/31985.6/TRACE

Your ref:

1 May 2012

When telephoning please ask for: Gary Soloman

Dear Sirs

Clifton Suspension Bridge Trust - Application for Toll increase

We act on behalf of the Trustees of the Clifton Suspension Bridge.

Please accept this letter as the Trustees' application to increase the toll on the Clifton Suspension Bridge pursuant to section 6 of the Transport Charges &c. (Miscellaneous Provisions) Act 1954.

In support of the application we enclose at tab 1 an Economic Case for an Increase in the Cash Toll dated November 2010. This document contains a summary of the position and explains the need for the proposed increase and the reasoning behind it. This document was used to explain the position to the two Councils within whose administrative boundary the Clifton Suspension Bridge falls (Bristol City Council and North Somerset Council). In this regard please note that the Trustees have secured written confirmation from Bristol City Council and North Somerset Council that they raise no objections to the proposed increase (enclosed at tab 4).

Given the date of the Economic Case, we have also included an Addendum at tab 2 which brings the position up to date and copies of the last three years' approved Report and Financial Statements are enclosed at tabs 6, 7 and 8. We also enclose at tab 5 a letter from consultants Flint and Neill to the Trustees in support of the application.

Finally, we enclose a draft Public Notice at tab 9 for your approval, following which we shall publish as required.

If any further information is required in relation to the proposed increase, or if you would like additional copies of the documents, then please let us know.

Yours faithfully

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Encs.

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TAB ONE

THE CLIFTON SUSPENSION BRIDGE

THE ECONOMIC CASE FOR AN INCREASE IN THE CASH TOLL

November 2010

For presentation to Bristol City Council and North Somerset Council

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1. Executive Summary

The Clifton Suspension Bridge is a charity, operated by a Charitable Trust set up under The Clifton Suspension Bridge Act 1952. All its income is from tolls, and it receives no money from the public purse. The Trust cannot use its income for any purpose other than to support the bridge and cannot distribute any surpluses to any other party.

Responsibility for the Trust rests with 12 Trustees, comprising 10 "Resident Trustees", chosen for their technical and business expertise, and two "Representative Trustees" nominated by Bristol City Council and North Somerset Council.

The 1952 Act sets out the main provisions regarding the operation of the bridge, the powers and duties of the Trustees and the building up and maintenance of a Reserve Fund. In addition to this the Trustees aim to preserve the structure as a working bridge for the long term, rather than letting it decline into just being an historical monument. It currently forms a key part of the Bristol transport network, and has over 3.2 million vehicle crossings per annum.

The bridge is also a Grade 1 listed structure, is looked upon as an icon for the South West of England, and is well known as such both nationally and internationally. It should also be noted that the site of the bridge, within the Avon Gorge, is one of the top ten Sites of Special Scientific Interest in the country and is of international importance, being home to many rare plants. Consequently, any maintenance work undertaken on the bridge has to take this special situation into account.

This application is in furtherance of a decision taken at a Trustees' meeting in September 2009 to apply to increase the cash toll at the Clifton Suspension Bridge from 50 pence to £1, whilst seeking only inflationary increase in prices for our most regular users (as demonstrated by the fact that they have pre-purchased pay-as-you-cross ("PAYC") crossing cards). Since the toll was only increased to 50 pence from 30 pence in January 2007, following a public inquiry in October 2006, this paper summarises the changes, in traffic volumes, incomes and costs, asset values and the wider economy, which now necessitate this application for a higher toll.

This document has at this stage been prepared to allow proper consideration of the proposals by Bristol City Council and North Somerset Council, and the Trustees would welcome the opportunity to meet with representatives from both Councils to discuss it further. If the application is supported by both local authorities, we would then intend to proceed to an application to the Secretary of State for Transport, to wider public consultation and, we would presume to a public inquiry, which is the usual course of events toll applications take.

Key financial issues facing the Trust

There are three key issues which are currently affecting the financial health of the Trust, and its ability to plan for and then carry out its charitable objects. These are declining traffic volumes in general and over the bridge in particular, significant cost increases, both in recurring running costs and in the cost of the essential maintenance programme, and the poor economic environment, affecting investment values and

interest rates. Each of these is considered in more detail in later parts of this document. In total the Trust's 10 year projections show expenditures exceeding income by approx £5.1m in the 10 years to 2019, if no changes to the tolls are made.

The Trust receives no external support and has limited reserves of its own. The main reserve is an Emergency Repair Fund of £4.8m which the Trustees view as being wholly inappropriate to spend on revenue deficits, as its purpose is to deal solely with significant and unforeseen costs. Spending it would in their view compromise the long-term maintenance of the bridge, and the charitable objectives of the Trust.

Beyond that the Trustees have a long-standing commitment to opening a Visitor Centre, and have a £1.5m fund put aside for this once the economic climate improves and a site is identified. Beyond these two funds the Trust has only around £400k of reserves, clearly insufficient to finance a £5.1m shortfall.

In the light of the above the Trustees are seeking to increase the cash toll to £1 with effect from 1 January 2012.

For further information concerning this application please contact the Clerk to the Trustees at the registered address of the Trust.

TJ Baines
Crowe Clark Whitehill LLP
Clerk to the Trustees

4 October 2010

2. The need for an increase in the cash toll

History of tolls since 1982

A 20 pence toll was first introduced on 1 January 1982 when an increase from 10 pence was authorised.

On 1 January 1987 the Trustees reduced the cash toll to 15 pence per crossing; it being felt that the reserves at that time were sufficient to meet any potential needs. We view this toll reversal as significant in the current application - the Trustees have always sought to run the bridge efficiently and have been willing to reduce the toll if reserves grew beyond what was necessary. On 1 January 1995, when reserves dropped, tolls were increased back to 20 pence per crossing.

The 20 pence maximum toll stood for 20 years, including occasions when significant inflation has occurred, (increases in the RPI since 1982 total over 100%). In March 2003 the toll was increased to 30p with reductions offered to regular users.

In 2004, due to unexpected cost increases in the areas of the abutments/stonework, lighting and insurance, the trustees sought an increase in the cash toll to 50 pence. Whilst both local authorities understood the need for the increase, and gave their agreement, there were a small number of objectors (less than 10), and a public inquiry was held in October 2006. The Planning Inspector appointed by the Department of Transport confirmed the toll increase in December 2006, and the 50 pence toll was introduced in January 2007.

Current financial issues

Whilst the 2007 increase in the cash toll stabilised the Trust's finances temporarily, the Trust's finances have been and are subject to significant pressure over the seven years since the 50 pence toll was first sought in 2004. The issues are explored in later sections of this report but can be summarised briefly below

- 1) The Trust is experiencing a decline in traffic volumes. This is due to a combination of many factors – recession, easy alternatives (e.g. Park & Ride schemes, 2 car scheme on Long Ashton by-pass), fuel and motor inflation, measures to reduce travel and parking restrictions in Bristol, environmental concerns, promotion of cycling etc. All these lead the Trust to believe that, regardless of toll policy, the Trust is likely to be subject to a long-term decline in traffic volumes. This would of course be exacerbated if any CPZ was introduced in Clifton etc.
- 2) The Trust is experiencing year on year increases in expenditure. This is both for bridge running costs and for maintenance projects. These running cost increases stem from a large number of factors – wage inflation, increases in national insurance and pensions and the increasing cost of carrying out inspection, maintenance and major repair work. These latter are exacerbated as the bridge is a Grade 1 Listed structure, and the Avon Gorge is an SSSI. These issues have placed a very significant additional cost burden on the

Trust – far greater than 10 years ago and out of recognition from the requirements of 20 years ago. These regulatory costs are ever-increasing. Cost pressures are also growing as the bridge is an ageing structure and one where public protection is paramount. Decisions to spend money on large projects are also taken carefully and with the benefit of separate independent engineering or other specialist advice. So for example a single broken hanger rod in Spring 2009 has already cost the Trust approximately £100,000 by way of a investigation, full inspection and repair works, and may well cost £300,000 before all associated remedial work has been completed. All these factors lead the Trust to believe that it is likely to be subject to continual cost increases, and may also have to fund a number of major and unexpected remedial projects.

- 3) The Trust is also experiencing many external economic and other pressures. The Trust's reserves are held as investments – part as cash, part as property and share investments. The market crash of 2007/8 reduced the value of the Trust's investments by nearly £2m, and whilst £1.2m of this was recovered in 2009, the value of the Trust's investments is still well below the level of a few years ago. Further the Trust uses the investment income from these to subsidise the cash toll – and very low interest rates and reduced dividends mean that this subsidy is lower than previously. Further there are increasing costs of the Trust's local-authority linked final salary pension scheme. Whilst alternatives are being examined, this will be a burden on the Trust for very many years- the total additional accounts charge in the last two years alone has been £339,000.

Current financial position – reserves

The Trust has no assets or income other than those derived from its toll (apart from a small visitor centre with around £50,000 of annual income and expenditure). All the Trust's operational and long-term expenditure must thus be met either from toll income, or from reserves.

As can be seen from the detailed projections in Appendix F if no change takes place to the cash toll then the Trust expects to incur losses in every year from 2010 onwards, with accumulated losses by 2019 being £5.1m. This is unsustainable.

It will be noted that the Trustees have designated a "Emergency Repair Fund", currently standing at £4.80m, in which our investments are placed. The question arises as to whether this fund, or any other free funds, should be used to pay for the current exceptional projects.

The Trustees believe that it is inappropriate to do so as, in doing so, they would breach two of the Trust's key financial policies (as set out in Appendix B) namely that

- Annual revenue should not fall below necessary budget expenditure for the indefinite preservation of the bridge, other than in an exceptional year
- The Emergency Repair Fund should not be drawn on other than in exceptional circumstances, and in particular it should not be used to fund routine or planned project expenditure, nor to cover deficiencies in income

In addition, the Major Repair Fund has been already used to a limited extent to pay for the exceptional costs of the initial voids investigation (in 2001/2) and more recently, the hanger rod investigation and initial repair. It would be highly dangerous to deplete this fund to pay for ongoing and permanent revenue shortfalls, and the Trustees feel that it is inherently wrong for capital funds to pay for revenue deficits as they would soon be used up.

The Trust's other reserves are as follows (December 2009). The Trustees again feel that it is inappropriate to use these funds for the reasons set out below

- 1) The Trust has a long-standing commitment to replace the original Visitor Centre at Bridge House, and the existing permission from North Somerset District Council for the current temporary Visitor Centre located on the Leigh Woods side of the bridge has already been extended twice and cannot be extended indefinitely. In addition the facility is hardly in keeping with a major tourist attraction and icon of Bristol, the South West, and Brunel. The Trustees have recognised this long-term commitment by designating a sum of £1.5m of reserve for a Visitor Centre, when a suitable site is found and the financial climate is appropriate
- 2) There is a small designated fund of £300k towards the £4.3m of new projects already required under the maintenance plan in the next 5 years. This small designation allows projects to take place as scheduled without having direct concerns as to where the finance comes from, but clearly it is a drop in the ocean in relation to the larger commitment, and would be used up in a few months if was used to finance deficits – the underlying problem would still remain
- 3) Beyond that the Trust has free reserves of only £143k at December 2009, which clearly would be used up in very short order if used to pay for deficits

Beyond this there are considerable uncertainties in regard to traffic volumes, expenditure levels and the economy, explored elsewhere in this report, which may well place major demands on the Trust's resources. The Trustees therefore feel it is inappropriate to use any of its existing reserves to finance deficits, other than as a temporary measure as a new cash toll level is sought.

The need for an increase in the cash toll - conclusion

At various meetings in 2009 the Trustees considered the financial issues noted above and the detailed forecasts provided in Appendix G. The Trustees concluded that, against this background they had no alternative other than to seek an increase in the cash toll, to be effective by 1 January 2012, and they asked the Clerk and Bridge Master to prepare a business case to be provided to the two local authorities, and in due course to the Department of Transport.

3. Reasoning behind the proposed increase – income and traffic volumes

The Trust's income is directly related to the volume of traffic using the bridge. Whilst accurate historic records of traffic flow are available, there is inevitably some uncertainty in predicting future traffic flow.

Vehicular crossings of the bridge increased gradually from 3.3 million in 1993 to a high of 4.4 million in 2001. Since 2001 however, traffic volume has gradually declined each year, to a current level (2009) of 3.2 million vehicles. This is illustrated in graphical form in Appendix E.

Information provided by the West of England Partnership allows a comparison with local and regional trends in traffic growth. There has been a general growth in traffic across the Greater Bristol area (Bristol, North Somerset, South Gloucestershire and Bath & North East Somerset) of 4% over the 4-year period from a "baseline" year of 2004 to 2008. However traffic into Bristol City Centre (in the morning peak period) fell by 8% over the same period. This is in line with the authorities' policies to avoid traffic growth in the City Centre, and has been achieved by the implementation in recent years of schemes such as the Long Ashton and Avonmouth park & ride facilities, bus priority schemes, and various road closures and restrictions.

Traffic volume across the bridge fell by 14% over this period, clearly a greater decline than the general picture in the area. Factors causing this decline probably include the toll rise in January 2007, however the decline started much earlier – in 2002 – and may be partly explained by the completion of long-term bridgeworks on the M5 Avonmouth Bridge.

The West of England Partnership have considered traffic growth into the future. A significant rise in demand for travel is forecast (an increase in demand of 34% from 2003 to 2031) however it is acknowledged that such growth in traffic could not be achieved without significant transport improvements, due to the traffic congestion that would arise. The extent to which traffic can grow will depend on the local authorities' ability to implement road network and public transport improvements and other policies to reduce reliance on private vehicles.

It can be estimated from the travel demand forecast above that growth in demand across the Greater Bristol sub-region from 2010 to 2020 would be of the order of 12%. However, the restraint on traffic growth due to the existing limited capacity and potential difficulties and delays in implementing improvements may well reduce this growth. It would perhaps be reasonable to predict an increase of around 6% over this 10 year period, across the Greater Bristol sub-region.

Within Central Bristol growth would be expected to be significantly less than this due to the authorities' policies to reduce car use and encourage public transport, for example with the development of Park & Ride and the Greater Bristol Bus Network project, and measures to increase cycling. It may well be that the City Council's target of zero growth in car traffic in the city centre will be achieved.

These policies are likely to restrict traffic growth in the Clifton area in a similar way to the city centre. There is a possibility of controlled parking zones being introduced into parts of Bristol and, if the Clifton area were included, the parking restrictions or parking charges could result in a further reduction in traffic flow across the Suspension Bridge.

In order to predict future traffic flows across the Suspension Bridge we must take all of the factors described above into account. In view of the significant downward trend in crossings over the last 7 years and the Councils' policies described above, it is likely that if the toll remained at its current level then crossings would not increase significantly over the next 10 years. The trends suggest it is more likely that crossings may decline a little further, although it would be reasonable to assume that they would ultimately level out. It is therefore assumed they would stabilise at around 3.0 million crossings per year. The projections in Appendix F are based on this assumption.

4. Reasoning behind the proposed increase – regular costs and maintenance projects 2010-2019

The Trust has two types of expenditure – regular costs and new project expenditure.

By far the largest element of regular cost expenditure is wages. The Trust employs 24 staff – a Bridge Master, 3 staff on maintenance, 3 on administration and 13 on toll duties, and a Visitor Services Manager with 3 part-time staff. It should be noted that the bridge is manned at both ends 24 hours a day, 365 days a year. The Trust's projections do not include any change in staffing, which is viewed as being as economic as possible, commensurate with full-time staffing. These costs are likely to increase slowly over the 10 year period to 2019.

Beyond these costs the major expenditures are pensions and national insurance, bridge and other insurances, management and administration, electricity, safety systems such as the weighbridge, cradle and access plant, tolls illuminations and weighbridge maintenance and repair, and CCTV. All these costs are viewed as essential, with costs likely to increase slowly over the 10 year period to 2019.

The other type of cost is new maintenance projects. The Technical Sub-Committee of the Trust, together with the Bridge Master (a chartered civil engineer) and the Trust's consulting engineers, draw up a rolling 5 and 10 year maintenance plan, based on necessary and essential maintenance over the period. This schedule is attached at Appendix C and commented on in detail in Appendix D.

In drawing up this schedule it is helpful to be mindful of the Trust's maintenance objectives. These can be summarised as;

- Providing for the safety of all bridge users and staff
- Carrying out works to extend the useful life of the bridge
- Conservation of the historic fabric of the bridge
- Sympathetic improvements to ancillary fixtures, facilities, buildings and spaces

Much work has been done over recent years to meet these objectives. Works have included metalwork repairs, painting, a new drainage system and waterproofing of the bridge deck, access provision into the chambers within the Leigh Woods abutment, new stone paving to the approach footways and a new bridge illuminations installation.

Nonetheless, much more work is required over the next few years if the above objectives are to be met, as shown in Appendix C. The total cost of maintenance projects forecast over the period 2010 to 2019 is £7.1 million, at current (2010) prices. Allowing for inflationary increases in construction costs of 3% per annum would raise this figure to £8.0m.

These figures are beyond the current and anticipated resources of the Trust, and are the primary reason for the current toll application.

5 An examination of the main toll pricing alternatives

Background to toll income

There are currently two methods of payment when crossing the Bridge, cash and Pay as You Cross ("PAYC") cards. These latter are in fact prepayment systems for regular users. The following summarises the position:

- 1) The cash toll is currently 50 pence per crossing. The proposal is to increase this to £1 on 1 January 2012.
- 2) PAYC cards are charged at rates varying from £25 for 50 crossings (50p per crossing), to £325 for 1000 crossings (32.5p per crossing). It is recognised that, whilst a £1 toll might not be a lot for an occasional visitor to Bristol, it could represent a significant cost to a regular commuter, many of whom use the bridge daily. In addition the bridge is used regularly by many local residents in Leigh Woods, and the same would apply here.
- 3) The intention is that, whilst the cash toll will increase to £1, PAYC prices will be held down as far as possible, in particular for the most regular users of the bridge. What is therefore proposed is a significant increase in the promotion and use of crossing cards, such that no regular user of the bridge needs to pay the higher cash toll, with prices such that the prices of both the 400 and 1000 crossing card are set and held at levels below the existing 50 pence cash crossing price, even when there is a standard £1 cash toll. Irregular local users of the bridge and visitors to Bristol will pay the full £1 toll.

Alternatives examined

The Trust has examined many different pricing scenarios, based on a variety of cash and PAYC toll levels. The key alternatives examined are considered below.

- 1) No changes to cash toll over the next 10 years

- 2) A 70 pence cash toll from 2012 and equivalent increases in PAYC card prices
- 3) A £1 cash toll with little or no increases in PAYC prices

(Note that it is not really practicable to increase the toll in steps of less than 10 pence, as the use of any intermediate toll level would necessitate three or more coins. The pressures on traffic flows, particularly in the morning and evening rush hours, have shown that the fewer coins used the better. Smaller coins are often dropped and the coin machine takes longer to count the coins both of which cause considerable delays. Alternatives such as 80 pence or 90 pence would only represent incremental changes on the 70 pence and £1 toll assumptions and have not been considered in detail – both would need three coins).

The implications of no change in the cash toll are set out in Appendix F and briefly commented on in Section 2. The analysis below examines the two main other toll alternatives.

A 70 pence cash toll from 2012 and equivalent increases in PAYC card prices

The first alternative examined was a 70 pence toll, which could be settled using two coins. This would have to be introduced alongside a proportionate increase in PAYC prices.

Firstly, from a purely financial viewpoint, as can be seen in the financial projections in Appendix F, this would only serve to bring the Trust back to approximately breakeven in the period 2012-2015, and then immediately return to permanent deficits, with accumulated losses by 2019 being £2.3m.

This “main case” scenario is based on the assumptions of a 10% decline in cash crossings (with a 70 pence toll and cash users seeking alternative routes), and a 15% decrease in card crossings (as regular-use card holders felt the necessity to switch to cash for cash-flow reasons). The Trust has examined a number of variant scenarios under this main 70 pence assumption. These range from a “worst case” 15% decline in both cash and card crossings, which shows accumulated losses of £2.75m by 2019, to a “best case” 5% decline in cash and no decline in cards, which shows accumulated losses of £1.06m by 2019. The results for each scenario examined are set out in Appendix F. However, what is clear is that, under no realistic traffic volume scenario is the 70 pence toll a viable option for the Trust.

Further, as noted above this toll option necessitates proportionate increases in prices for PAYC cards, penalising our most regular customers in an area of cost which for some (whether commuting, school run or local amenities) is a virtual necessity. Clearly there are alternative routes, but, most particularly for residents of Leigh Woods, Abbots Leigh and Failand, these are not particularly attractive, and indeed would add to traffic congestion in the Cumberland Basin area. All these are unattractive consequences of such a pricing policy.

Taken together the Trustees have therefore rejected a 70 pence toll

A £1 cash toll with little or no increases in PAYC prices

The other major alternative examined is to charge a £1 cash toll, but to make little or no increase in PAYC prices. This would be supported by a strong advertising campaign alerting bridge users to the advantages of purchasing cards, combined with new ways of seeking to make bridge card purchases much easier i.e. internet payment etc.

This scenario has a number of immediate attractions

- 1) Irregular bridge users, visitors and tourists would pay a toll which made a significant contribution to the Trust's finances, but which was still very modest for an occasional journey
- 2) Our most regular users would be protected from all but inflationary affects of these increases
- 3) Cash handling costs would be reduced as many people would pay by a single coin
- 4) It would be unlikely that a further cash toll rise would be required for many years – which would not be the case for intermediate toll levels

As can be seen from Appendix F this scenario is the one which provides best for the long-term funds which the Trust needs to support its maintenance programme. As can be seen, by 2019 the Trust would breakeven on its reserves under the main scenario of a 25% cash volume reduction and a 5% card volume reduction, and would make a small overall surplus of varying amounts on most other realistic assumptions.

The Trustees, at their meeting in September 2009 approved the policy of applying for a £1 cash toll, and keeping PAYC prices as far as possible to current levels.

Other possible tolls

Pedestrians and bicycles are not charged. Although the Trustees have considered this it is felt that the cost to the Trust in terms of collection and banking would make the reintroduction of any charge impracticable.

The Trustees have explored in principle whether lottery funds would be available. However, the funds currently available are very low, and, even if funds were found for an occasional project following a successful application, the lottery is clearly not designed to deal with permanent funding of aged structures, in particular when other funding alternatives (such as tolls) are available.

The Trustees have concluded that these alternative sources of income are not able to deal with the scale or issue of ongoing deficits.

6. Helping Our Regular Users

The Clifton Suspension Bridge serves a number of categories of vehicle user. Some are occasional users, whilst others use the bridge daily, for example on journeys to work. Local residents often use the bridge even more frequently, particularly people in Leigh Woods who tend to rely on local services in Clifton.

Occasional users of the bridge usually pay the toll by cash, and find that payment in this way is easy and convenient. Whilst they may not always have the correct change, signs are displayed which indicate that change is available from the toll houses.

Crossing Cards

Many more regular users find that pre-paid crossing cards are more convenient, as they avoid the need to be prepared with the correct change. They have also been a successful means of offering a discount to regular users. 42.5% of crossings in 2009 were paid by crossing card, with 57.5% paid by cash.

Several crossing card options are available and a discount of up to 35% can currently be achieved. The options currently available are shown below:

Cost of card	Number of crossings	Cost per crossing	Discount compared to cash toll
£25	50	50p	Nil
£43	100	43p	14%
£150	400	37.5p	25%
£325	1000	32.5p	35%

The £25 card has recently been introduced as an option for people who prefer the convenience of a card, but do not wish to purchase any of the discounted cards.

Looking forward, the Trust intends to increase the discount offered, particularly for the higher value crossing cards. The importance of the bridge to local residents, some of whom use the bridge a number of times each day, can result in very significant expenditure for them. For these people, and equally for all our other customers who choose to use the bridge very frequently, it is considered that a discount of 50% or more would be appropriate. The Trust's ability to offer such a discount depends on affordability, and with the 50p toll it has not been possible to reach such a high discount.

The projections now put forward in this document are based on a greater than 50% discount for both the 400 crossing card (typically a commuter) and the 1000 crossing card (typically a heavy-user local resident) and they show that this is likely to be affordable to the Trust based on the income and expenditure now envisaged over the period to 2019. Our current projections anticipate a cost per crossing of 35p for the 1000 crossing card and 43.75p per crossing for the 400 crossing card. With a change date of 1 January 2012 these charges would represent a below inflation increase for the 1000 crossing card and only a small element of inflation for the 400 crossing card, with a discount rate even for this card of over 55%. The Trust views this approach as being as fair and supportive as possible to our most regular users.

The Trust has considered whether an alternative form of discount card would be appropriate. For example, a "Leigh Woods Resident" card sold at a similar (or higher) discount. It is concluded, however, that in principle the highest discount should be offered to all frequent users. If a greater than 50% discount can be maintained then the objective of helping local residents will be achieved. It must also be recognised that there would be significant practical difficulties in checking that the use of any special card issued to local residents was being restricted to those residents.

Disabled Concession

The Trust currently offers a concessionary crossing card to qualifying local residents. It is proposed that this scheme will continue in its current form for the time being.

Eligibility is dependant on the receipt of the higher rate mobility component of Disability Living Allowance, or road tax exemption. Anyone meeting these criteria and resident at a BS postcode can purchase the concessionary card at a one-off payment of £10.

7. The next steps

This paper has been prepared as a briefing document to our two local authorities and to seek their support for the toll increase application. We would be pleased to present these proposals in person to officers or councillors, and to answer any questions they may have.

Once this proposal is supported it would be the intention of the Trust to apply to the Department of Transport for an increase in the cash toll to £1. Assuming current legislation and practice remains unaltered, the DOT are likely to seek the views of interested parties. Judging on previous experience, it may well be that a Public Inquiry might be viewed as necessary and an Inspector appointed to make a decision. The Trust is quite happy to present its case to Inquiry if necessary.

Appendix A: Toll powers, reserves and the purposes for which they are maintained

The bulk of the provisions regarding the powers of the Trustees to raise tolls, and the duties of the Trustees to maintain a reserve fund are set out in the Clifton Suspension Bridge Act 1952. The preamble to the Act, under which the existing Trustee arrangements were established, refers to the “necessity of making provision for the contingency that the Bridge may ultimately have to be replaced, making it expedient to provide for continuing the powers to charge tolls for an unlimited period.”

Under the 1861 Act, which was one of the former Acts mentioned in the 1952 Act, it is stated that an accumulation fund was formed for the purpose, ultimately, of freeing the bridge from tolls. A further recital in the later 1952 Act states, however, that there remains the necessity of making provision for the contingency that the Bridge may need to be replaced and that because of this it is expedient to continue to charge tolls.

Section 40(1) of the 1952 Act provides that it “shall be the duty of the Trustees to maintain the Bridge in proper repair....”

Section 40(2) provides that “the Trustees may improve, renew, extend or replace the Bridge or contribute towards its cost....”

Section 40(3) provides that nothing in Section 40 is to impose on the Trustees a greater obligation than can be discharged out of the funds of the Trust.

Section 45 governs the revision of tolls, provides in sub-section (6) that the Minister of Transport who authorises revisions of tolls is not allowed to accept a revision either upwards or downwards if this would lead to the annual revenue of the Trust being insufficient to enable management of the Trust and the making of adequate provision for all expenses which include provision of a reserve fund for authorised purposes.

Section 53 governing the application of monies provides that after paying establishment costs and maintenance and various other expenses revenue is to be used towards providing a reserve fund the purposes of which are set out in Section 53(3).

Section 53(3) provides that the reserve fund is to cover any extraordinary claims or happenings or the cost of renewing or improving the Bridge or providing a new structure in substitution.

Appendix B: Financial policies of the Trust

The powers and duties set out in Appendix A were put in place nearly 60 years ago, and a great deal has changed since then – in health and safety, tourism, traffic volumes and environmental issues. Over the years the Trustees have sought continually to apply the principles of the Act to a modern context and have established a set of policies to guide the overall financial decisions that they make. The major financial policies of the Trust in this regard are set out below, and are relevant in that they set the framework in which to define the Trust's toll policy.

- Annual revenue should not fall below necessary budget expenditure for the indefinite preservation of the bridge, other than in an exceptional year
- To establish an Emergency Reserve Fund and to maintain it at a level which would allow the Trust to self-fund up to two major maintenance failures, (which might also close the bridge), short of a full bridge replacement. The Fund is currently £4.8million.
- The Emergency Repair Fund should not be drawn on other than in exceptional circumstances, and in particular it should not be used to fund routine or planned project expenditure, nor to cover deficiencies in income
- The service provided to motorists, pedestrians and visitors should be maintained or improved
- Disruption arising from major repairs/should be kept to a minimum i.e. maintenance should seek to be preventative not remedial. The alternative of letting the bridge gradually fall into disrepair would at some point be likely to lead to the bridge requiring to be permanently closed to vehicle traffic – with severe consequences for Bristol's transport network.

These broad objectives may be translated into specific financial requirements:

Overall Revenue

- a) The income from tolls should not fall below a level which results in a long-term reduction to the reserve funds.
- b) The tolling policy should fully fund all routine operational costs.
- c) The tolling policy should fully fund all ongoing or special maintenance work.
- d) To continue to charge tolls in both directions (as there is an easy alternative route via the Cumberland Basin)

“Service provided” is to be addressed using the following parameters

- a) The number of crossings per annum.
- b) The toll system should be easy to use, both for coin and card transactions.

- c) The toll system should be reliable.
- d) The system should be perceived to provide value for money.
- e) Customer relations should be maintained or improved.
- f) People in receipt of disability allowances should receive concessions.
- g) The safety of the public and staff should be maintained or improved.
- h) The bridge will be staffed by at least two members of staff (one at each end of the bridge) for 24 hours a day, 365 days a year
- i) That toll staff will seek to be accessible to members of the public at all times and to demonstrate a positive image of the Trust to all bridge users and visitors
- j) To provide a service to tourists as befitting a Grade 1 listed structure, by the provision of an informative Visitor Centre. For this Visitor Centre to provide guides (on a paid basis) and to establish links with schools and community groups
- k) To maintain good relations with local residents and residents groups

Appendix C: 10 year maintenance projects schedule

Maintenance Projects 10-Year Strategy

ITEM	Code	Project	10 Year Budget 2010 - 2019	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	9005	Paint System Repairs	£ 43,000	£ 4,000	£ 2,000	£ 2,000	£ 5,000	£ 5,000	£ 5,000	£ 5,000	£ 5,000	£ 5,000	£ 5,000
2	9008	Paint Bridge Deck											
		Cross girders maintenance paint	10,000	10,000									
		Cross girders full re-paint	170,000										
		LG/CG connection areas	2,000	2,000	75,000	75,000					20,000		
		End girders full re-paint	5,000	5,000									
3	9001	Paint main chains and rods	300,000		50,000					250,000			
4	9012	Paint parapets	260,500	10,500					50,000	200,000			
5	9010	Stone Conservation											
		Specialist advisor and planning	91,000	10,000	15,000	15,000	15,000	15,000	10,000	10,000	1,000		
		Clifton Abutment	89,000	89,000									
		Leigh Woods Abutment	440,000		220,000	220,000							
		Clifton Tower	154,000	2,000		2,000	146,000			2,000		2,000	
		Leigh Woods Tower	157,400	2,000		2,000		149,400		2,000		2,000	
		Clifton Balustrade	55,400						55,400				
		Leigh Woods Balustrade	30,000										
6	9017	Cracked Stanchions	50,000	5,000	5,000	5,000	5,000	5,000	5,000	30,000			
7	9018	Investigation of Abutments / Works	370,000	30,000	130,000	30,000	30,000	25,000	25,000	5,000	5,000	5,000	5,000
8	9033	Bridge Drainage and Resurfacing	14,070	2,500	11,570					25,000	25,000	25,000	25,000
9		Footway waterproofing	100,000		100,000								
10	9004	Hanger Repair and Inspection	468,000	153,000	300,000	15,000							
11		Clean and lubricate Saddle Rollers	40,000	10,000			10,000			10,000			100,000
12													
13	9034	Access to Lower chambers	50,000		50,000								
14	9024	Geological Appraisal	365,000	225,000	40,000	100,000							
15	9025	Chain Safety System	11,000	11,000									
16		Footway Closure Improvements	20,000	20,000									
17	9006	Lighting to Toll Area and Approaches	19,000	19,000									
18	9028	Maintenance Yard Staff Accommodation	272,200	2,200			60,000	145,000		65,000			
19	9011	CCTV Upgrade	77,000	7,000	5,000	5,000							
20		Leighwoods Toll Houses	50,000					5,000	45,000				
21		Rebuild Clifton Tollhouses	160,000				50,000	100,000					
22	9024a	Stone pitching to LW approach rockslope	33,000	33,000									
23		New toll system	500,000			300,000	200,000						
24		Toll Plaza Resurfacing	20,000	20,000									
25	9019	Ultrasonic Inspection of Chain Links	2,000	2,000									
26	9002	Saddle & Weather Monitoring	30,000	20,000	10,000								
27	9035	Asset Management System	5,000	5,000									
28	9003	Consulting Engineers	1,015,000	102,000	168,000	75,000	70,000	100,000	100,000	100,000	100,000	100,000	100,000
29	9016	Contingency	900,000	60,000	70,000	80,000	90,000	100,000	100,000	100,000	100,000	100,000	100,000
30		Unknown future projects	750,000										
		Total Maintenance Projects (2010 prices)	7,128,570	861,200	1,251,570	936,000	681,000	649,400	445,400	804,000	506,000	499,000	495,000
		Total including 3% construction inflation	7,995,028	861,200	1,289,117	993,002	744,147	730,905	516,341	960,018	622,316	632,118	645,863

Notes: All allocations are based on costs estimated at 2010 prices inclusive of VAT, but with no allowance for inflation.

Appendix D: 10 year maintenance projects schedule – detailed commentary

This section provides a detailed commentary on each major item within the 10 year maintenance projects schedule

Item 1. Paint System Repairs

This is a nominal allowance to cover minor maintenance painting normally carried out by bridge staff.

Item 2. Paint Bridge Deck

This project principally covers the cross girders, which are in need of a full re-paint. The works will be time-consuming, due to the intricate nature of the girders which are formed from riveted wrought iron in a lattice design. Thorough preparation by grit-blasting is required, and full containment of the old paint and blast material will be necessary to prevent contamination of the gorge below, which is a Site of Special Scientific Interest. All works, including the installation of containment, will have to be carried out from below using the under-deck maintenance gantry. Due to the time-consuming nature of the works and weather constraints it is envisaged that the works will be carried out over two consecutive summers. It is further proposed that maintenance painting of the cross girders then takes place on a 5-year cycle to keep the paint system in good condition.

Item 3. Paint Main Chains and Rods

The main suspension chains were last painted in 2001. The paint system is beginning to fail in places, and will therefore require maintenance painting in 2011. It is expected that this will prolong the life of the paint system until 2016, when a full re-paint is likely to be required. Access onto the chains for painting will require the fabrication and installation of painters' cradles at high level, to ensure a safe and contained working environment.

Item 4. Paint Parapets

The lattice parapet girders received a maintenance paint in 2009 (to be completed in 2010), to deal with rust spots and some flaking paint. This is expected to extend the life of the existing paint system to 2015, when full grit blasting and repainting is likely to be required. Due to the intricate nature of the lattice girders and the difficulties of access and containment, it is envisaged that the works will be carried out over two consecutive summers.

Item 5. Stone Conservation

The towers and abutments were constructed over 170 years ago, and have been subjected to the damaging effects of weathering and pollution ever since. Although generally in fairly good condition, there are areas of masonry that require repair, and in some areas cleaning of harmful deposits. Much of the original pointing has been

repaired using a cement mortar over the years, which is now understood to be potentially damaging to the stone. Therefore extensive areas will be re-pointed with lime mortar. A contract has been awarded to Nimbus Conservation for all works to the abutments. The Clifton abutment will be tackled first, in 2010, with the Leigh Woods abutment following in 2011 and 2012.

Works to the towers will follow in 2013 and 2014, and finally the parapet walls will be completed in 2015 and 2016. Maintenance work is also needed every two years to remove any flaking masonry from the towers, to prevent such fragments from falling onto pedestrians or vehicles.

Item 6. Cracked Stanchions

A nominal sum is included each year to cover the replacement of one or two parapet stanchions or any other metalwork repairs that might be necessary.

Item 7. Investigation of Abutment / Works

The extensive network of vaults, shafts and adits within the Leigh Woods abutment was undiscovered until 2002. Since then works have concentrated on gaining safe access for inspection purposes. Access ladders, platforms and lighting have been installed, allowing specialist engineers to carry out detailed inspections. This process is continuing, with the priorities being to extend safe access into the remaining vaults. Investigations and minor works are likely to be ongoing over several years, therefore £25,000 per year is included for the next 10 years, together with £5,000 per year for 4 years to cover further specialist inspection. In addition it appears that the waterproofing to the upper vaults has failed, leading to excessive water penetration into the vaults. This will be require extensive waterproofing works, which are currently planned for 2011.

Item 8. Bridge Drainage and Resurfacing

A major contract was carried out 2008. A small allocation is needed in 2011 to cover the final payment to the contractor at the end of the contractual maintenance period.

Item 9. Footway Waterproofing

The bridge drainage contract (item 8 above) successfully sealed the roadway to prevent rain water reaching the timber and metal structure below, thus inhibiting the development of rot and corrosion. It is now necessary to carry out similar works to the footways, including the replacement of the timber splashboards with new boards that can be effectively sealed against the main longitudinal girders. The projections assume that design work is commissioned in 2010, with contract works in 2011.

Item 10. Hanger Repair and Inspection

Following the fracture of a hanger in April 2009, extensive inspections have been carried out on all the hangers to establish whether there are any further defects. In total, another 8 hangers have defects, all of which are minor at this stage, but which

could worsen if left unattended. It is therefore proposed to replace these hangers with replicas during 2010.

Inspections have also revealed deterioration of the bushes within the pinned joints at the top and bottom of the hangers. It is proposed to refurbish the joints and install new bushes to all hangers in 2011.

Item 11. Clean and Lubricate Saddle Rollers

A contractor will be employed in 2010 to carry out cleaning and lubrication of the roller beds which support the wrought iron saddles at the top of the towers. This is a specialist task due to the restricted access available to the rollers.

Item 13. Access to Lower Chambers

Safe access to the entrance door was completed in 2008. Works in 2009 included a fixed ladder access to the main lower chamber, and the installation of small ladders, platforms and safety grills to gain access to the outer chambers. Future work in 2011 will clear rubble from access shafts to provide access to the remaining four lower chambers.

Item 14. Geological Appraisal

This project covers the thorough inspection and assessment of the rock slopes below the bridge abutments. De-vegetation works, topographical survey and outcrop inspections were carried out in 2009, and a borehole survey contract will be completed in 2010. This work was deferred whilst contributions were sought from Bristol City Council, however these negotiations were unsuccessful, leaving the Trust to fully finance the work. The remainder of the allocation is for the Trust's geotechnical consultant to carry out the analysis of the survey results, together with an allowance of £100,000 in 2012 for any works necessary to prevent deterioration of the exposed rock.

Item 15. Chain Safety System

Minor upgrades are likely to be required to the existing fall-arrest system on the main suspension chains. The purchase of a scaffold tower to access the lower parts of the chains is also allowed for.

Item 16. Footway Closure Improvements

This project will provide additional gates on the footways, allowing sections to be closed during bridge works whilst maintaining access for visitors to the footways on the abutments whenever possible. This will improve compliance with closures and have consequent safety benefits. The gates will be designed to be in keeping with the existing railings etc on the bridge, and an application for Listed Building Consent will be necessary.

Item 17. Lighting to Tolls Area

Additional lighting is required to illuminate the toll machines and barriers, and the footways between the towers and toll houses. This will improve safety for staff and pedestrians in an area where the existing lighting is inadequate. A trial is to be installed in 2010, with a full installation to follow if the trial is successful.

Item 18. Maintenance Yard Staff Accommodation

Allocations totalling £270,000 are proposed in 2013-2016 to allow the re-building of the offices, stores and maintenance staff facilities. The current buildings are old and of poor construction, have inadequate and badly planned space, and do not provide an adequate working environment for staff.

Item 19. CCTV Upgrade

Additional cameras and an upgrade of the recording unit have been installed in 2009. Future budget allocations are proposed to provide improved camera coverage to the bridge abutments. It is likely that the older cameras will need to be replaced around year 2015.

Item 20. Leigh Woods Toll House

These works will cover the improvement of the three toll buildings at the Leigh Woods end. The two original toll houses in particular are likely to require re-roofing and some restoration work to the walls.

Item 21. Rebuild Clifton Toll Houses

The original toll houses at the Clifton end were demolished in the 1960s and replaced with the current buildings to give more operational space. These buildings are visually poor and unsympathetic to the setting of the bridge, which is itself a grade 1 listed building. The aim of this project is to replace the current buildings with a new design, which would replicate as far as possible the original toll houses, whilst also providing improved operational space. An approach to the Heritage Lottery Fund for financial support with this project will be considered.

Item 22. Stone Pitching to Leigh Woods Approach Rock Slope

Works are needed to prevent further erosion of this slope, which is located between the maintenance yard and the Leigh woods toll houses. The slope supports a stone boundary wall at the top. It is in a visually prominent position on the approach to the bridge, requiring careful treatment using natural stone. Once stabilised, a planting scheme will be implemented to soften the stonework.

Item 23. New Toll System

The existing maintenance contract expires at the end of 2012. An allocation is included in 2012/13 to allow for re-tendering in order to ensure that the most reliable toll equipment is used and to allow our customers to benefit from new technology

Item 24. Toll Plaza Resurfacing

The road surfacing between the toll houses and the abutments has required ongoing pot-hole repair over recent years, and full resurfacing is likely to be needed in 2010 or 2011.

Item 25. Ultrasonic Inspection of Chain Links

Extensive investigation of the chain links was carried out in 2009 on each of the suspension chains at their connections to the tower saddles. Further work is needed in 2010 to follow up on a small number of indications, before the chains can be given a complete bill of health.

Item 26. Saddle & Weather Monitoring

Works to install saddle monitoring equipment is programmed for 2010 following completion of ultrasonic testing. This is needed to record the movements which take place in the saddles, since this movement is critical to the long-term integrity of the bridge. An additional allocation is proposed for 2011 to provide weather monitoring information which will enable operational procedures for dealing with public safety during extreme weather conditions to be improved.

Item 27. Asset Management System

This project will provide a computer system for recording the status and condition of each part of the bridge, allowing the effective targeting of inspections and remedial works.

Item 28. Consulting Engineers

Allocations are included for consultants' fees. They take account of the project work likely to be needed each year, and also include for general advice and inspection work. Fees concerned with the Geological Appraisal are excluded, since they are included within the allocations for Item 14 above.

Item 29. Contingency

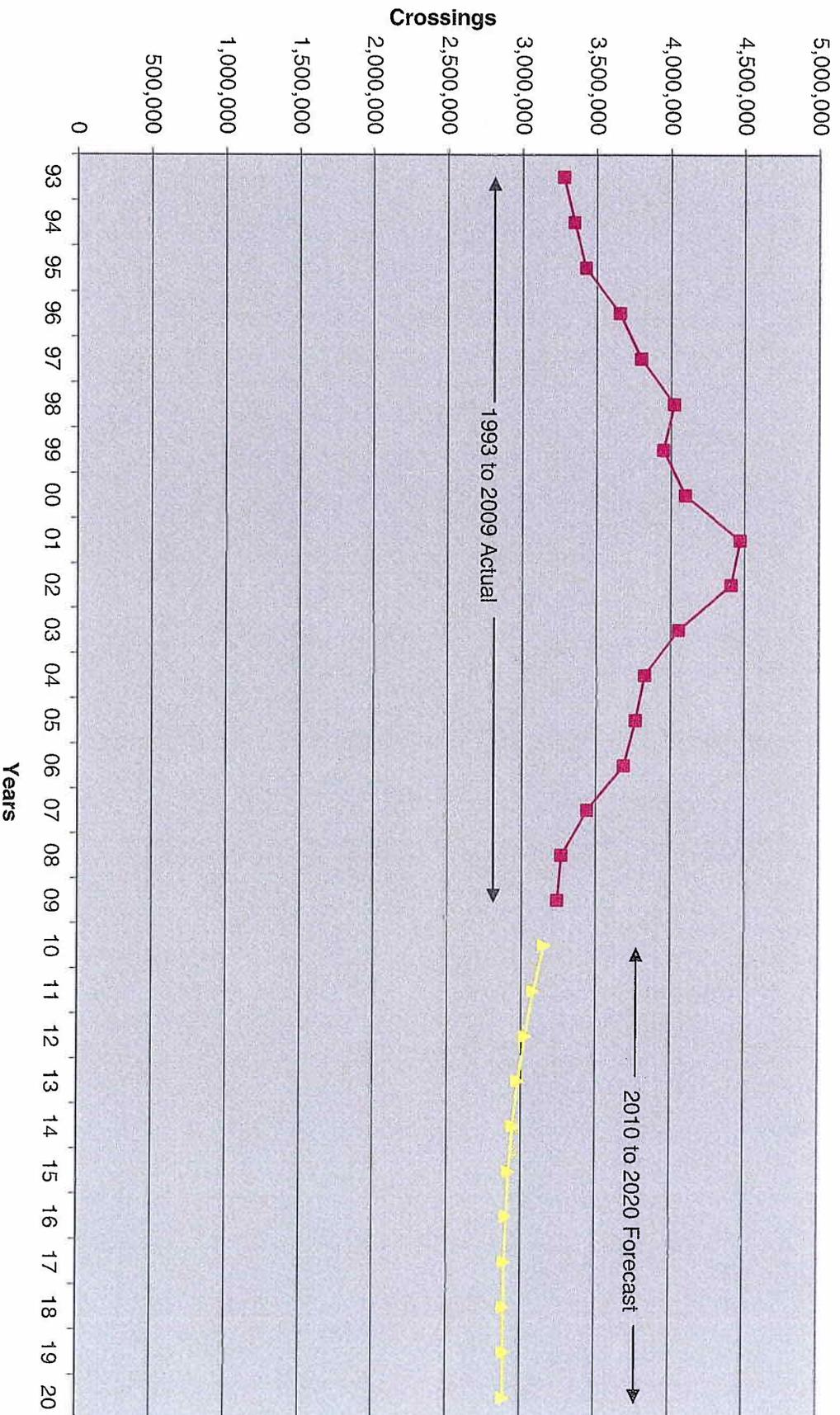
The contingency rises gradually in future years as project specifications and costs become less well defined.

Item 30. Unknown future projects

It is considered likely that additional projects will be identified during the next few years. Consequently budget allocations of £250,000 per year are proposed from 2017.

Appendix E: Traffic volumes graph

Appendix E : Traffic Volumes



Appendix F: Detailed financial projections

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Tolls and Income Projection 5-Year Budget to 2013 and 10-Year Strategy - NO CHANGE

ITEM	Project	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
		actual £k	actual £k	£k	£k	£k	£k	£k	£k	£k	£k	£k	£k	£k
					years 1-5					years 6-10				
	Toll Income													
1	Cash Tolls	923	953	939	924	911	897	884	870	857	844	832	819	
2	Annual Tickets/PAYC	391	442	461	492	497	502	507	512	517	522	528	533	
	Total Toll Income	1314	1394	1400	1417	1408	1399	1391	1382	1374	1367	1359	1352	
	Visitor Centre Income													
3	Shop	34	36	38	42	44	46	48	50	53	56	60	60	
4	Miscellaneous and tours	15	15	12	12	13	14	15	16	17	18	19	19	
5	Investment Income	294	267	230	220	210	220	220	210	200	190	190	190	
	TOTAL INCOME	1657	1712	1680	1691	1675	1679	1674	1658	1644	1631	1628	1621	
	Recurring costs													
6	Management costs and expenses	-201	-235	-242	-249	-257	-264	-272	-281	-289	-298	-307	-316	
7	Wages and Staff costs	-516	-534	-556	-579	-603	-628	-654	-682	-710	-739	-770	-802	
8	Bridge Maintenance running costs	-217	-189	-207	-227	-248	-272	-298	-326	-357	-391	-428	-468	
9	Depreciation	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	
	Total recurring costs	-936	-960	-1007	-1057	-1110	-1167	-1226	-1290	-1358	-1430	-1506	-1588	
	Visitor Centre costs													
10	Wages	-32	-33	-34	-36	-37	-39	-40	-42	-44	-46	-48	-50	
11	Other	-25	-24	-25	-25	-26	-27	-28	-29	-30	-30	-31	-32	
12	New Project costs	-1217	-436	-861	-1289	-993	-744	-731	-516	-960	-622	-632	-645	
	TOTAL EXPENDITURE	-2210	-1453	-1927	-2407	-2167	-1976	-2026	-1877	-2391	-2128	-2217	-2315	
	Net Incoming resources pre gains	-553	259	-247	-717	-492	-297	-352	-218	-747	-497	-589	-694	
13	Investment gains and losses	-1903	1225	0	0	0	0	0	0	0	0	0	0	
14	Pension Fund gains and losses	-234	-105	-20	-21	-22	-23	-24	-25	-26	-27	-28	-29	
	Surplus/deficit for the year	-2690	1379	-267	-738	-514	-320	-376	-243	-772	-524	-617	-723	
	Cumulative surplus/deficit			-267	-1,005	-1,519	-1,839	-2,215	-2,457	-3,230	-3,753	-4,370	-5,093	

Revised March 2010

Tolls and Income projection 5-Year Budget to 2013 and 10-Year Strategy - £1 TOLL

ITEM	Project	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
		actual	actual	years 1-5									
		£K	£K	£K	£K	£K	£K	£K	£K	£K	£K	£K	£K
	Toll Income												
1	Cash Tolls	923	953	939	924	1479	1405	1384	1363	1343	1323	1303	1283
2	Annual Tickets/PAYC	391	442	461	492	526	526	584	643	701	760	760	760
	Total Toll Income	1314	1394	1400	1417	2005	1931	1968	2006	2044	2082	2063	2043
	Visitor Centre Income												
3	Shop	34	36	38	42	44	46	48	50	53	56	60	60
4	Miscellaneous and tours	15	15	12	12	13	14	15	16	17	18	19	19
5	Investment Income	294	267	230	220	210	220	220	210	200	190	190	190
	TOTAL INCOME	1657	1712	1680	1691	2272	2211	2251	2282	2314	2346	2332	2312
	Recurring costs												
6	Management costs and expenses	-201	-235	-242	-249	-257	-264	-272	-281	-289	-298	-307	-316
7	Wages and Staff costs	-516	-534	-556	-579	-603	-628	-654	-682	-710	-739	-770	-802
8	Bridge Maintenance running costs	-217	-189	-207	-227	-248	-272	-298	-326	-357	-391	-428	-468
9	Depreciation	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
	Total recurring costs	-936	-960	-1007	-1057	-1110	-1167	-1226	-1290	-1358	-1430	-1506	-1588
	Visitor Centre costs												
10	Wages	-32	-33	-34	-36	-37	-39	-40	-42	-44	-46	-48	-50
11	Other	-25	-24	-25	-25	-26	-27	-28	-29	-30	-30	-31	-32
12	New Project costs	-1217	-436	-861	-1289	-993	-744	-731	-516	-960	-622	-632	-645
	TOTAL EXPENDITURE	-2210	-1453	-1927	-2407	-2167	-1976	-2026	-1877	-2391	-2128	-2217	-2315
	Net Incoming resources pre gains	-553	259	-247	-717	105	235	226	405	-77	219	114	-3
13	Investment gains and losses	-1903	1225	0	0	0	0	0	0	0	0	0	0
14	Penison Fund gains and losses	-234	-105	-20	-21	-22	-23	-24	-25	-26	-27	-28	-29
	Surplus/deficit for the year	-2690	1379	-267	-738	84	212	202	381	-102	192	87	-32
	Cumulative surplus/deficit			-267	-1,005	-921	-709	-507	-126	-228	-36	51	19

Tolls and Income projection 5-Year Budget to 2013 and 10-Year Strategy - 70 pence

ITEM	Project	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
		actual £k	actual £k	£k	£k	£k	£k	£k	£k	£k	£k	£k	£k
		years 1 - 5											
		years 6-10											
	Toll Income												
1	Cash Tolls	923	953	939	924	1230	1168	1151	1133	1116	1100	1083	1067
2	Annual Tickets/PAYC	391	442	461	492	523	575	575	575	627	627	627	627
	Total Toll Income	1314	1394	1400	1417	1752	1743	1726	1708	1744	1727	1710	1694
	Visitor Centre Income												
3	Shop	34	36	38	42	44	46	48	50	53	56	60	60
4	Miscellaneous and tours	15	15	12	12	13	14	15	16	17	18	19	19
5	Investment Income	294	267	230	220	210	220	220	210	200	190	190	190
	TOTAL INCOME	1657	1712	1680	1691	2019	2023	2009	1984	2014	1991	1979	1963
	Recurring costs												
6	Management costs and expenses	-201	-235	-242	-249	-257	-264	-272	-281	-289	-298	-307	-316
7	Wages and Staff costs	-516	-534	-556	-579	-603	-628	-654	-682	-710	-739	-770	-802
8	Bridge Maintenance running costs	-217	-189	-207	-227	-248	-272	-298	-326	-357	-391	-428	-468
9	Depreciation	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
	Total recurring costs	-936	-960	-1007	-1057	-1110	-1167	-1226	-1290	-1358	-1430	-1506	-1588
	Visitor Centre costs												
10	Wages	-32	-33	-34	-36	-37	-39	-40	-42	-44	-46	-48	-50
11	Other	-25	-24	-25	-25	-26	-27	-28	-29	-30	-30	-31	-32
12	New Project costs	-1217	-436	-861	-1289	-993	-744	-731	-516	-960	-622	-632	-645
	TOTAL EXPENDITURE	-2210	-1453	-1927	-2407	-2167	-1976	-2026	-1877	-2391	-2128	-2217	-2315
	Net Incoming resources pre gains	-553	259	-247	-717	-147	47	-17	108	-377	-137	-238	-352
13	Investment gains and losses	-1903	1225	0	0	0	0	0	0	0	0	0	0
14	Penison Fund gains and losses	-234	-105	-20	-21	-22	-23	-24	-25	-26	-27	-28	-29
	Surplus/deficit for the year	-2690	1379	-267	-738	-169	24	-40	83	-403	-163	-265	-381
	Cumulative surplus/deficit			-267	-1,005	-1,174	-1,150	-1,190	-1,107	-1,510	-1,673	-1,939	-2,319

Projection Outcomes

Surplus/deficit outcomes under different permutations

Toll strategy with cash/card dropoffs	10 year cumulative surplus/deficit
<i>No change</i>	£'000 -5093
£1 option - 25% cash, 5% cards	19
£1 option - 20% cash, 5% cards	689
£1 option - 30% cash, 5% cards	-353
£1 option - 25% cash, 0% cards	296
70p option - 10% cash 15% cards	-2319
70p option - 15% cash 15% cards	-2795
70p option - 10% cash 10% cards	-2039
70p option - 10% cash 5% cards	-1759
70p option - 10% cash 0% cards	-1480
70p option - 5% cash 0% cards	-1068

Appendix G: Comparison with Other UK Toll Bridges

A comparison is given below of the existing and proposed toll at the Clifton Suspension Bridge and the toll currently charged at other UK bridges and tunnels.

Bridge or tunnel	Owner	Cash toll	Whether charged in one direction or both	Equivalent cost each way	Maximum discount for regular users
Clifton L(I) (existing)	CSBT	0.50	Both	0.50	35%
Clifton (proposed)		1.00	Both	1.00	50%
Aldwark Bridge L(II)	Aldwark Bridge Ltd	0.40	Both	0.40	37.5%
Bathamton Bridge L(II)		0.50	Both	0.50	none
Cartford Bridge	Cartford Bridge Co Ltd	0.40	Both	0.40	none
Cleddau Bridge	Pembrokeshire County Council	0.75	Both	0.75	20%
Dartford Crossings	Highways Agency	1.50	Both	1.50	33.3% *
Dunham Bridge	Dunham Bridge Company	0.30	Both	0.30	none
Humber Bridge	Humber Bridge Board	2.70	Both	2.70	10%
Itchen Bridge	Southampton City Council	0.60	Both	0.60	33.3%
Mersey Tunnels	Merseyside PTA	1.40	One	0.70	10.7%
Severn Bridges L(I)	Severn River Crossing plc	5.50	One	2.75	None \$
Tamar Bridge	Tamar Bridge and Torpoint Ferry Joint Committee	1.50	One	0.75	50%
Tyne Tunnels	Tyne Tunnel Ltd	1.20	Both	1.20	10%
Whitchurch Bridge L(II)	Whitchurch Bridge Company	0.40	Both	0.40	50% @

* The Dartford Crossings offer further savings under a Local Residents Scheme

\$ The Severn Crossings offer a monthly or quarterly crossing card which can achieve savings (typically 12%) depending on number of uses

@ The Whitchurch Bridge offer further savings under a Frequent User Scheme

L(I) – indicates Grade 1 Listed structures

L(II) – indicates Grade 2 Listed structures

TAB TWO

The Clifton Suspension Bridge

Addendum to Economic Case for an Increase in the Cash Toll dated November 2010

An application is being made to the Secretary of State for Transport under the Transport Charges & c. (Miscellaneous Provisions) Act 1954 for a toll revision to the Clifton Suspension Bridge.

The application is being made by the Trustees of the Clifton Suspension Bridge who have the power to levy and demand in respect of the use of the bridge such tolls as they think fit in order to discharge their powers and duties with regard to the bridge.

In applying for the increase, the Trustees have had regard to the Secretary of State's obligation under Section 6(3) of the Act to "...have regard to the financial position and future prospects of the undertaking and shall not make any revision of charges which in his opinion would be likely to result in the undertaking receiving an annual revenue either substantially less or substantially more than adequate to meet such expenditure on the working, management and maintenance of the undertaking and such other costs, charges and expenses of the undertaking as are properly chargeable to revenue, including reasonable contributions to any reserve, contingency or other fund and, where appropriate, a reasonable return upon the investment of the tolled undertaking".

It is considered by the Trustees that an increase is necessary in order to carry out the management and maintenance of the bridge and that such an increase will not result in either substantially less or substantially more revenue than is adequate in order to discharge their powers and duties in this regard.

In this respect the Trustees are relying upon the Economic Case dated November 2010 attached to this application. This was used to explain the position to the two authorities within whose administrative boundary the Clifton Suspension Bridge falls: Bristol City Council and North Somerset Council.

Following consultation with those two authorities both authorities have confirmed to the Trustees that they have no objections to the application and copies of these letters are enclosed. The North Somerset letter refers to working together to monitor traffic volumes and the effect the toll change has on these and the Trust is very happy to do so and give this undertaking. Since the original application the Trustees have also firmed up prices of pre-paid cards in order to demonstrate their commitment to protect regular users from the main effects of any increase. A press release on this subject, which was issued in February 2012 and which was well received, is also enclosed.

Flint and Neill, who provide civil and structural advising services to the Trustees, have also provided a letter of support (attached). This confirms that the forecast annual budgets contained in the Economic Case are realistic estimates and that those projects included in the maintenance schedule are included out of necessity.

In view of the time which has elapsed since the Trustees have resolved to make an increase to the toll and consult with the local authorities the Economic Case needs bringing up to date.

It will be noted that the 2010 Report and Financial Statement shows income of £1,793m, expenditure of £1,443m and a net gain of £350k. This surplus is entirely the result of a one-off event which was the closure of Bridge Valley Road (a major route in the area which was closed from mid-2010 until late 2011). We have prepared draft 2011 accounts but they have not yet been audited and finalised, but they show a similar position. The road has recently reopened and crossing numbers have resumed the slow downward trend of recent years.

On the expenditure side the Trustees have used the opportunity of the "windfall" from the closure of Bridge Valley Road to move forward with their expenditure programme and so to slightly defer the toll increase application. However with Bridge Valley Road now reopened the Trustees now need to make the application on the same basis as set out in the Economic Case.

April 2012

TAB THREE

NEWS

Date of release: 14 February 2012

CASH TOLL TO RISE ON BRISTOL'S CLIFTON SUSPENSION BRIDGE – BUT INCREASES WILL BE KEPT TO INFLATION FOR REGULAR USERS

The need to spend £8 million on vital repair and maintenance work on Bristol's Clifton Suspension Bridge means that car drivers and motor cyclists will have to pay a higher cash toll later this year.

In November 2010 the trustees responsible for the upkeep of Bristol's 147-year-old icon announced that the 50 pence cash toll might have to double to meet the rising cost of running it but they pledged to keep the increases down to inflation for most regular bridge users.

Now a formal request to increase the cash toll on Clifton Suspension Bridge to £1 is being submitted to the Department of Transport, but regular users who buy crossing cards will be able to pay as little as 35 pence per crossing.

Neither Bristol City Council nor North Somerset Council have objected to the proposal to raise tolls.

Today's news follows a review of the finances of the Clifton Suspension Bridge Trust, the body responsible for the bridge, which reveals that it costs £1 million a year to run it – around two-thirds of its total income – and that excludes the £8 million cost of important maintenance projects planned to take place over the next ten years. More than half that amount – £4.5 million – has been earmarked for essential works in the next five years.

Although the work is necessary to extend the life of the bridge and prevent deterioration, the charitable trust receives no outside help towards its costs, either from central or local Government. Therefore the running and maintenance of the bridge has to be paid for using the tolls paid by drivers of the three million vehicles crossing the bridge annually. This figure represents a 20 per cent drop in the number

of vehicles using the bridge in recent years the reasons being the growing use of public transport, park-and-ride services and bicycles.

Just a few of the costly and essential maintenance projects planned currently include painting of the bridge, waterproofing works, major stone conservation work, toll barrier improvements, and the provision of safe access to the honeycomb of 12 vaulted chambers discovered in 2002 within the Leigh Woods abutment, the stone structure supporting one of the towers of the bridge.

Built in the age of the horse and carriage and now subjected to the weight and movement of twenty-first century road traffic, the bridge is monitored by specialist engineers to ensure maximum safety for users and to deal with emergency repairs, like the one prompted by the discovery of a cracked suspension rod in April, 2009. For this reason it is essential that additional funds are readily to hand, say the trustees.

Tim Baines, clerk to the trustees, said today: "While the trustees propose increasing the cash toll to £1 per crossing in order to 'balance the books,' they stress that regular users of the bridge still will be able to benefit from a reduced rate, purchasing in advance bulk quantities of crossings stored on an electronic pass card which operates the barriers.

"This means that, for the most regular customers who purchase up to 1,000 crossings in advance, the increases will be kept to inflation

The proposed costs per crossing for cardholders are as follows:

- £35 buys a card which permits 50 crossings at 70 pence per crossing;
- £50 buys a card which permits 100 crossings at 50 pence per crossing;
- £175 buys a card which permits 400 crossings at 43.75 pence per crossing;
- £350 buys a card which permits 1,000 crossings at 35 pence per crossing.

For drivers who already possess crossing cards when the toll increase comes into effect, the charge per crossing will remain at that which applied at the time when the card was purchased.

Mr Baines added: "While we can give no cast iron guarantees, because the bridge is now nearly 150-years-old, we believe we can raise the additional sums we require

from visitors to Bristol and from non-regular users. For such occasional users we do not feel that a £1 toll is excessive in this day and age.”

There are no plans to re-introduce tolls for pedestrians or cyclists.

Commenting on the need to raise the cash tolls, the chairman of the Clifton Suspension Bridge Trust, Dayrell McArthur, said that the increased income is not required to fund the proposed new Clifton Suspension Bridge Heritage and Learning Centre announced recently.

He said: “Significant economies can be achieved by building the Heritage and Learning Centre at the same time as the maintenance workshop and administration facilities but the £1.5 million which for eight years the trust has ring-fenced as a contribution towards the cost of the development is insufficient to pay the total cost of £1.9 million. As the bridge is run by a charitable trust which receives no outside help towards its costs – and therefore the running and maintenance has to be paid for through income from tolls and investments – no additional toll income can be allocated to the development of Bridge Yard.

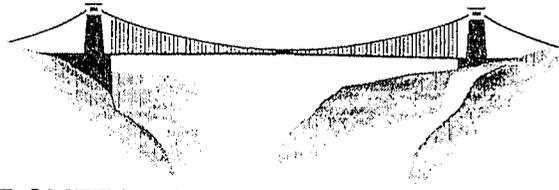
“Therefore we will spend only the reserves put aside for this purpose several years ago, together with the support we are seeking from other sources, including the Heritage Lottery Fund.”

For more information contact:

Tim Baines, Clerk to the Trustees of The Clifton Suspension Bridge Trust,
telephone 07771 547229

ENDS

TAB FOUR



THE CLIFTON SUSPENSION BRIDGE TRUST

Bridge Master
D Anderson Esq
Clifton Suspension Bridge
Leigh Woods, Bristol, BS8 3PA

Bridge Master: 0117 973 1579
Fax: 0117 973 4152
General enquiries and toll cards: 0117 973 8008

Clerk to the Trustees
T J Baines Esq
Crowe Clark Whitehill
Clifton Suspension Bridge
Leigh Woods
Bristol, BS8 3PA

Telephone: 01242 234421

11 November 2010

David Bishop
Strategic Director, City Development
Bristol City Council
The Council House
College Green
Bristol BS1 5TR

Dear Mr Bishop

Cash toll on the Clifton Suspension Bridge

I am writing to advise you that, following a decision of the Trustees of the Clifton Suspension Bridge Trust at their meeting in September 2010, we are intending to apply to the Department of Transport to increase the cash toll at the bridge from 50 pence to £1, probably from 1 January 2012. We are however intending to limit the increase to our most regular users such that the prices of their prepaid cards are increased only by inflation.

We are writing to obtain your confirmation that you would not object to the proposed cash toll increase and to offer a meeting with you to explain the background if you would like it. To facilitate this I have enclosed a copy of the proposed economic case paper which would accompany our application.

I would be grateful if you could confirm to me in due course that you would not object to the application. If you would like to meet us please let me know. I am also writing to North Somerset Council on the same basis.

Yours sincerely

TJ Baines
Crowe Clark Whitehill LLP
Clerk to the Trustees



T J Baines
Crow Clark Whitehill
Clifton Suspension Bridge Trust
Leigh Woods
Bristol
BS8 3PA

Reply to	Ed Minihane
Telephone	(0117) 903 6712
Minicom	(0117) 922 3854
Fax	(0117) 903 6540
E-mail	ed.minihane@bristol.gov.uk
Our ref	Ejm/SP1
Your ref	
Date	10 August 2011

Dear Mr Baines

Cash Toll on the Clifton Suspension Bridge

Thank you for your correspondence regarding your intention to increase the cash toll at the Clifton Suspension Bridge, and for the accompanying Economic Case paper which you forwarded.

Having considered and discussed your proposal within Bristol City Council, taking into account the economic case which you put forward, I can confirm that Bristol City Council would not object to your application to increase the cash toll charge.

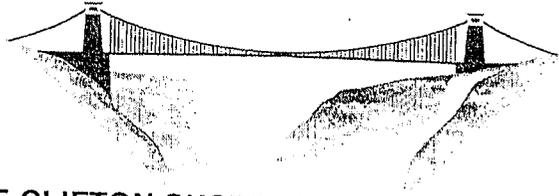
Yours sincerely

Ed Minihane
City Transport Group

City Transport
Wilder House, Wilder Street
Bristol BS2 8PH

Peter Mann
Service Director - Transport
Neighbourhoods & City
Development

Website
www.bristol.gov.uk



THE CLIFTON SUSPENSION BRIDGE TRUST

Bridge Master
D Anderson Esq
Clifton Suspension Bridge
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Clerk to the Trustees
T J Baines Esq
Crowe Clark Whitehill
Clifton Suspension Bridge
Leigh Woods
Bristol, BS8 3PA

Telephone: 01242 234421

11 November 2010

David Turner
Director of Development and Environment
North Somerset Council
Somerset House
Oxford Street
Weston Super Mare
BS23 1TG

Dear Mr Turner

Cash toll on the Clifton Suspension Bridge

I am writing to advise you that, following a decision of the Trustees of the Clifton Suspension Bridge Trust at their meeting in September 2010, we are intending to apply to the Department of Transport to increase the cash toll at the bridge from 50 pence to £1, probably from 1 January 2012. We are however intending to limit the increase to our most regular users such that the prices of their prepaid cards are increased only by inflation.

We are writing to obtain your confirmation that you would not object to the proposed cash toll increase and to offer a meeting with you to explain the background if you would like it. To facilitate this I have enclosed a copy of the proposed economic case paper which would accompany our application.

I would be grateful if you could confirm to me in due course that you would not object to the application. If you would like to meet us please let me know. I am also writing to Bristol City Council on the same basis.

Yours sincerely

TJ Baines
Crowe Clark Whitehill LLP
Clerk to the Trustees

Date: 10 October 2011
Contact: Colin Medus
Direct dial: 01934 426498
Email: colin.medus@n-somerset.gov.uk



Highways and Transportation
Development and Environment
North Somerset Council
Town Hall
Weston-super-Mare
BS23 1UJ

DX 8411 Weston-super-Mare

T J Baines
Clerk to the Trustees
Crowe Clark Whitehill
Clifton Suspension Bridge
Leigh Woods
Bristol
BS8 3PA

Dear Mr Baines;

CASH TOLL ON THE CLIFTON SUSPENSION BRIDGE

Thank you for your recent letter. Notwithstanding the assurances provided when we met earlier this year, the Council remains concerned that insufficient consideration has been given to displaced traffic or switching to PAYC as a result of increasing the charge from 50p to £1. Consequently, you may be underestimating the reduction in traffic volumes on the bridge and diversion to other routes and the amount of income received. We are also concerned about the potential increase in demand for parking in Leigh Woods

We therefore agreed, when we met, that it would be beneficial if the Trust and North Somerset Council worked together to monitor the impact to the increase in charge and that information would be shared on a regular basis on use and traffic volumes etc.

On this basis, I can confirm that North Somerset Council does not intend to formally object to your proposed application concerning bridge tolls.

Yours sincerely

Colin Medus
Head of Highways and Transport



TAB FIVE

Our Ref.: EJR/rhw/S1000/05/6861

1st February 2012

To whom it may concern

The Clifton Suspension Bridge
The Economic Case for an Increase in the Cash Toll

Flint & Neill has been asked by the Clifton Suspension Bridge Trust to provide a letter of support for the proposed increase in the cash toll, with particular emphasis on the 10 year maintenance schedule.

In March 2006, Flint & Neill was appointed as the Term Consultant to the Clifton Suspension Bridge Trust. Under this appointment, Flint & Neill provides civil and structural advisory services; to date, these have included:

- i. Bridge inspections
- ii. Attendance at the Trustees' Technical Committee meetings
- iii. General engineering support services and ad hoc advice
- iv. Maintenance of an archive and a Health & Safety File
- v. Provision of reports on specific Bridge related issues
- vi. The design, management and supervision of schemes for maintenance, remedial works and improvements

Thus, Flint & Neill is familiar with the detail of the Bridge, aspects of its operation, its performance over time and its structural requirements going forward.

We have reviewed the projects listed on the 10-year maintenance schedule and consider that all of them are included out of necessity, whether to address known maintenance requirements, protect the structure against further deterioration, improve the operation of the crossing or investigate matters of concern and importance.

The list of projects has been developed in part through a comprehensive and qualitative risk assessment, commissioned in 2010. This followed the unexpected discovery of a broken hanger near the middle of the main span. It served as a useful reminder that a well maintained and managed historic structure can present a serious structural defect which could not have been reasonably foreseen. It is entirely appropriate that the Trust maintains an adequate Emergency Repair Fund in order that it can respond promptly to unforeseen events in future.

It is understood that the Emergency Repair Fund contains approximately £4.8m. In judging whether this is an appropriate amount, we would compare it with the estimated re-construction cost of the Bridge. In 2009, Corderoy (Chartered Quantity Surveyors) estimated the total re-construction cost for insurance purposes as £47m. Thus, the Emergency Repair Fund represents about 10% of the re-construction cost.

The proposed phasing of work represents a reasonable balance between expenditure and the potential consequences of deferral. Through examination of archive records and our knowledge of the maintenance of other suspension bridges, we are able to confirm that the Trust intends to carry out planned maintenance tasks (e.g. re-painting and re-surfacing) at appropriate intervals.

Since 2006, Flint & Neill has overseen a number of significant maintenance projects, including re-surfacing of the carriageway, restoration of the stonework, hanger replacement, maintenance painting and a major geotechnical investigation. On the basis of this specific knowledge, together with our general knowledge of maintenance expenditure on other major bridges, we are of the view that the forecast annual budgets to 2019 are realistic estimates. We would add that the Trust always seeks good value from its suppliers (both in terms of cost and quality of workmanship/service) and takes care to minimise and manage commercial risks. In short, it spends its money wisely.

We concur that the Clifton Suspension Bridge was not designed with ease of inspection and maintenance in mind nor, we expect, was it ever intended to function as a working structure in perpetuity. More modern structures can draw on a wealth of data about the in service performance of their contemporaries. The Clifton Suspension Bridge is one of the very few surviving examples of its kind, so opportunities to benchmark its performance are limited. In view of this, the Trust takes a proactive and responsible approach to the inspection and maintenance of the Bridge, seeking to identify problems using latest technology before they become structurally significant. There is, of course, a cost involved in this approach but it is our view that this is necessary expenditure to compensate for issues and uncertainties arising out of the age and character of the Bridge.

In conclusion, we support the Clifton Suspension Bridge Trust's case for an increase in the cash toll. In addition to other aspects of their duty of care, this will enable them to continue to maintain the structural integrity of this iconic and historic Bridge. This is central to sustaining the high standards of safety required to ensure that the travelling public can continue to use this important gateway into the City of Bristol.

Yours sincerely,



E. J. Rees
For and on behalf of
FLINT & NEILL LIMITED

TAB SIX

Charity No: 205658

**THE CLIFTON SUSPENSION BRIDGE
TRUST**

Report and Financial Statements

31 December 2010

THE CLIFTON SUSPENSION BRIDGE TRUST

REPORT AND FINANCIAL STATEMENTS 2010

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Trustees and professional advisers	1
Trustees' report	2
Statement of Trustees' responsibilities	4
Independent auditor's report	5
Statement of financial activities	6
Balance sheet	7
Notes to the financial statements	8

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES AND PROFESSIONAL ADVISERS

RESIDENT TRUSTEES

A R D McArthur (Chairman)
C Booy (Deputy Chairman)
R Fenton
F Greenacre
W Mather (Chairman of Investment Committee)
Mrs A Metherall
A Perry
T V Stanley (Chairman of Property Committee)
Professor C Taylor
D Walker (Chairman of the Technical Committee)

REPRESENTATIVE TRUSTEES

Councillor C Davies (Bristol City Council)
Councillor H Roberts (North Somerset District Council)

BRIDGE MASTER

D Anderson

VISITOR SERVICES MANAGER

M Rowland

CLERK TO THE TRUSTEES

T J Baines
Crowe Clark Whitehill LLP
Clifton Suspension Bridge
Leigh Woods
Bristol BS8 3PA

CONSULTING ENGINEERS

Flint & Neill Partnership
Bridge House
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London
SE1 9QQ

INVESTMENT ADVISORS

Smith & Williamson Investment Management
Portwall Place
Portwall Lane
Bristol
BS1 6NA

AUDITOR

PKF (UK) LLP
1 Redcliff Street
Bristol
BS1 6NP

CHARITY NUMBER

205658

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT

The Trustees have pleasure in presenting the financial statements on pages 6 to 15 for the year ended 31 December 2010.

History and work of the Trust

The Clifton Suspension Bridge was opened in 1864, and since then has spanned the Avon Gorge from Clifton to Leigh Woods. The Clifton Suspension Bridge Trust is established under the Clifton Suspension Bridge Act 1952, and is responsible for the ongoing maintenance and upkeep of the bridge, for making provision for exceptional repairs, and for considering the eventual replacement of the structure, should that become necessary. During any single year there are around 3.4 million vehicle crossings, and the bridge has become an important part of Bristol's urban traffic network. Its continuing reputation as an internationally famous landmark is also well recognised.

A list of Trustees can be found on page 1. All Trustees served during the year, except where indicated.

Review of the year and reserves policy

The objectives of the Trust remain the same each year – to maintain the bridge in good order, to provide a good service to the travelling public and visitors, and to plan ahead so that these objectives can be met in future years. The Trust's strategies are therefore designed to achieve these three aims.

During the year ended 31 December 2010, toll income increased to just over £1.5m. This was due to an increase in crossing numbers from 3.23m in 2009 to 3.48m in 2010, caused by the closure of Bridge Valley Road. Once this road is re-opened it is expected that crossing numbers will resume the slow downward trend of recent years. Investment income reduced significantly to £224k, a combination of low interest rates and dividend yields.

After the £1m drainage project in 2008, both 2009 and 2010 have seen total new project expenditures of around £500k. However, the budgeted new project expenditure for 2011 is £1.04m, with very major work planned on stone conservation, painting the underside of the bridge and the on-going geological appraisal. Our 10 year plan shows total new project expenditure required of around £8m.

The temporary visitor centre continues to be successful, generating income of £54,000. The Trust continues to work towards having a permanent visitor centre available for bridge visitors, particularly as we work towards the 150th anniversary of the opening of the bridge, in December 2014.

Investment values, having fallen very sharply in 2008, have continued to partially recover. However, they remain below our original levels and economic conditions remain very uncertain. In addition, interest rates on cash balances are exceptionally low, which continues to have a significant effect on our income. With the maintenance and new project needs of the bridge greater than ever, the trustees intend to apply to the Department of Transport during 2011 for agreement to raise the cash toll to £1. Our intention is however to limit toll rises to inflation for our regular users (as demonstrated through their pre-purchase of crossing cards) and to continue to encourage and promote these cards as the most cost-effective way to cross the bridge. The Trust's reserves policy is set out in note 1 to the accounts.

Plans for future periods and designated funds

The Trustees intend to continue to seek to maintain the bridge in good order, and to carry out whatever maintenance and repair work is necessary to secure the future of the bridge for future generations. The trustees also remain committed to a new permanent visitor centre, and are continuing to examine options. The trustees have designated funds for these objects, as set out in note 1 to the accounts, and have in addition designated an Emergency Repair Fund, of £5.0m, to only be used for unforeseen or emergency works.

The Trustees view it as self-evident that preserving such an historic monument as the Clifton Suspension Bridge for posterity, whilst allowing it to be used and visited by many millions each year, provides great public benefit to Bristol and Bristolians, to the South West, to the UK, and internationally. In furtherance of these charitable aims the Trustees have complied with the duty under s.4 of the Charities Act 2006 to have due regard to the Charity Commission's published guidance concerning the operation of the Public Benefit requirement under that Act.

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT (continued)

Investments

The management of the Trust's investments is delegated to the Investment Committee, advised by the Trust's investment advisors, Smith & Williamson. The Investment Committee meets quarterly and has established a mechanism to take more urgent decisions in the intervening period. The investment policy is set so as to achieve the optimum total return, based on a medium risk investment approach. Investment performance is monitored by this Committee using suitable benchmarks. During 2010 the value of the Trust's investments advised by S&W returned 16.6% against a benchmark performance of 13.4%.

Governance and Risk Management

The Governance of the Trust is carried out by the Trustees, the majority of whom ("Resident Trustees") are selected and appointed by a Nomination Committee of the existing Trustees, aiming to provide the Trust with a breadth of professional experience. In addition there are two Trustees appointed by the relevant local authorities ("Representative Trustees"). The Trust operates both in general meeting and through sub-committees. These are currently the Technical Committee, the Investment Committee and the Property Committee. Trustee induction is by a series of meetings and briefings, and ongoing training is arranged as and when deemed necessary. The Trustees delegate day to day decisions to the Bridge Master, The Clerk, and, for visitor centre matters, to the Visitor Services Manager.

The Trustees are satisfied that the major risks to which the Trust is exposed, in their opinion, have been considered during the year, and procedures put in place, where appropriate to manage the risks.

The Trustees wish to place on record their thanks to the Bridge Master, the Visitor Services Manager and their staff and volunteers for their hard work during the year.

Approved by the Chairman
on behalf of the Trustees

A R D McArthur

THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF TRUSTEES' RESPONSIBILITIES

The trustees are responsible for preparing the trustees' annual report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Charity law requires the trustees to prepare financial statements for each financial year that give a true and fair view of the state of affairs of the charity and of the incoming resources and application of resources of the charity for the year. In preparing those financial statements the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in business.

The trustees are responsible for keeping accounting records that are sufficient to show and explain the charity's transactions and disclose with reasonable accuracy at any time the financial position of the charity and enable them to ensure that the financial statements comply with the Charities Act 1993 and regulations made thereunder. They are also responsible for safeguarding the assets of the charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

INDEPENDENT AUDITOR'S REPORT TO THE TRUSTEES OF THE CLIFTON SUSPENSION BRIDGE TRUST

We have audited the financial statements of The Clifton Suspension Bridge Trust for the year ended 31 December 2010 which comprise the statement of financial activities, the balance sheet and the related notes. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

This report is made solely to the charity's trustees, as a body, in accordance with regulations made under section 44 of the Charities Act 1993. Our audit work has been undertaken so that we might state to the charity's trustees those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charity and the charity's trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of trustees and auditor

As explained more fully in the statement of trustees' responsibilities, the trustees are responsible for the preparation of the financial statements, which give a true and fair view. We have been appointed as auditor under section 43 of the Charities Act 1993 and report in accordance with that Act. Our responsibility is to audit the financial statements in accordance with applicable law and International Standards on Auditing (UK and Ireland). Those standards require us to comply with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of the audit of the financial statements

An audit involves obtaining evidence about the amounts and disclosures in the financial statements sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of: whether the accounting policies are appropriate to the charity's circumstances and have been consistently applied and adequately disclosed; the reasonableness of significant accounting estimates made by the trustees; and the overall presentation of the financial statements. In addition, we read all the financial and non-financial information in the annual report to identify material inconsistencies with the audited financial statements. If we become aware of any apparent material misstatements or inconsistencies we consider the implications for our report.

Opinion on financial statements

In our opinion the financial statements:

- give a true and fair view of the state of the charity's affairs as at 31 December 2010 and of its incoming resources and application of resources for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the Charities Act 1993 and regulations made thereunder.

Matters on which we are required to report by exception

We have nothing to report in respect of the following matters where regulations made under the Charities Act 1993 requires us to report to you if, in our opinion:

- sufficient accounting records have not been kept in respect of the charity; or
- the financial statements do not accord with the accounting records; or
- any information contained in the financial statements is inconsistent in any material respect with the trustees report; or
- any information or explanation to which we are entitled has not been afforded to us.

PKF (UK) LLP
Statutory auditor
Bristol
25 July 2011

THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF FINANCIAL ACTIVITIES Year ended 31 December 2010

INCOME AND EXPENDITURE

	Note	General Funds £	Designated Funds £	Capital Funds £	Total Funds 2010 £	Total Funds 2009 £
Incoming Resources						
Incoming resources from charitable activities		1,569,041	-	-	1,569,041	1,445,758
Investment income	8	224,715	-	-	224,715	266,986
Total Incoming Resources		<u>1,793,756</u>	<u>-</u>	<u>-</u>	<u>1,793,756</u>	<u>1,712,744</u>
Resources Expended						
Charitable expenditure:	3					
Direct charitable activities		(1,410,259)	-	-	(1,410,259)	(1,421,197)
Governance costs		(33,013)	-	-	(33,013)	(32,320)
Total resources expended		<u>(1,443,272)</u>	<u>-</u>	<u>-</u>	<u>(1,443,272)</u>	<u>(1,453,517)</u>
Net Incoming Resources	2	350,484	-	-	350,484	259,227
Transfers between funds		(1,000,000)	1,000,000	-	-	-
Other recognised gains and losses		(649,516)	1,000,000	-	350,484	259,227
Realised and unrealised gains on investment assets		909,744	-	-	909,744	1,225,867
Actuarial gain/(loss) on pension liability		200,000	-	-	200,000	(105,000)
Net movement in funds		<u>460,228</u>	<u>1,000,000</u>	<u>-</u>	<u>1,460,228</u>	<u>1,380,094</u>
Fund balances brought forward at 1 January 2010		<u>143,262</u>	<u>6,600,000</u>	<u>60,008</u>	<u>6,803,270</u>	<u>5,423,176</u>
Fund balances carried forward at 31 December 2010	4	<u>603,490</u>	<u>7,600,000</u>	<u>60,008</u>	<u>8,263,498</u>	<u>6,803,270</u>

All results relate to continuing activities.

THE CLIFTON SUSPENSION BRIDGE TRUST

BALANCE SHEET At 31 December 2010

	Note	2010		2009	
		£	£	£	£
FIXED ASSETS					
Tangible assets	7		48,935		48,935
Investments	8		8,091,121		7,223,456
			<u>8,140,056</u>		<u>7,272,391</u>
CURRENT ASSETS					
Stock		28,727		30,798	
Debtors	9	21,965		15,130	
Cash at bank and in hand		989,869		659,207	
		<u>1,040,561</u>		<u>705,135</u>	
CREDITORS: amounts falling due within one year	10	<u>(695,119)</u>		<u>(676,256)</u>	
NET CURRENT ASSETS			<u>345,442</u>		<u>28,879</u>
NET ASSETS BEFORE PENSION LIABILITY			8,485,498		7,301,270
Pension liability	6		(222,000)		(498,000)
NET ASSETS			<u>8,263,498</u>		<u>6,803,270</u>
FUNDS					
Permanent Endowment Fund					
Capital Fund	4		60,008		60,008
Other Reserves					
Designated funds	4				
Free reserves			7,600,000		6,600,000
			603,490		143,262
			<u>8,263,498</u>		<u>6,803,270</u>

These financial statements were approved and authorised for issue by the Trustees on 6 July 2011.

Signed on behalf of their behalf by:

A R D McArthur
Chairman

T J Baines
Clerk to the Trustees

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

1. ACCOUNTING POLICIES

The financial statements have been prepared on the historical cost basis of accounting, modified to include the revaluation of investments and comply with the Charities Act 1993. The accounts have been prepared in accordance with the Statement of Recommended Practice "Accounting and Reporting by Charities" (published in March 2005) and in accordance with applicable accounting standards in the United Kingdom.

Tangible Fixed Assets

The Trust treats as fixed assets the land, buildings and structure of the suspension bridge which were taken over from the Clifton Suspension Bridge Company on 1 January 1953, together with additions since that date. No depreciation is provided on these assets as, in the opinion of the Trustees, the asset is historical and its economic life is so long, that any depreciation charged would be immaterial. Furthermore, no depreciation has been charged on those items purchased for exhibition in the Visitor Centre and elsewhere, of which in the opinion of the Trustees, the residual value is expected to equal or exceed the cost as shown in the accounts. Items costing less than £1,000 are not capitalised. Non 'bridge' assets are depreciated to write off the costs of fixed assets, less their estimated residual values, on a straight-line basis over the expected useful economic lives of the assets concerned. The principal annual rates used for this purpose are:

Exhibits	0%
Motor vehicles	33⅓%

Capital Fund

The balance on the capital account represents the net book value of the assets taken over from the Clifton Suspension Bridge Company on 1 January 1953. The Trustees view this fund as a capital endowment fund as they are not able to dispose of the major assets therein.

Unrestricted funds: Designated and General funds

Section 53 of the Clifton Suspension Bridge Act 1952 requires the Trustees to establish and build up reserve funds to be available to:

- i) be used towards the costs of replacing, renewing, improving or extending the bridge; and
- ii) to cover short term deficiencies in income.

The Trustees have recognised these elements by making various designations of reserves. At 31 December 2010 they totalled £7.6 million and comprise:

- i) An Emergency Repair Fund, to be used only for unexpected or emergency work. This reserve was originally set at £4million and is increased by building inflation each year. The fund now stands at £5.0million (2009: £4.8million).
- ii) Project commitments. The current designation is £1.5million (2009: £1.5million) of which £900k relates to the proposed new Visitor Centre and £600k relates to improvement of the Maintenance Yard. The trustees remain committed in principle to replacing the existing temporary visitor centre with a permanent site, commensurate with the status of the bridge as a key part of Brunel's legacy, once the requisite funding is available.
- iii) A designated fund for new projects, of £1.1million (2009: £300k), towards the total of approximately £8million of new maintenance projects required over the next 10 years. This fund has been added to in view of this heavy planned new projects expenditure.

The remaining general funds held are sufficient to cover short-term deficiencies in income as and when they arise.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

1. ACCOUNTING POLICIES (continued)

Incoming resources

Income, in the form of toll and visitor centre income, is accounted for on a receipt basis, with the exception of card crossings which are accounted for when the crossing takes place. Investment income is accounted for when receivable.

Investment Income

Dividend income from investments is included as income of the year in which it is received.

Investments

Listed stocks and shares are shown at market value at the balance sheet date. The surplus or deficit arising on each annual valuation is credited or debited direct to the Statement of Financial Activities.

The net book profit or loss on realisation of investments is arrived at by comparing the consideration with the market value at the previous year end or the cost if the investments were purchased during the year.

Stock

Stock represents both the cost of history booklets held for resale at the year end and goods for resale at the Visitor Centre. Provision has been made where necessary for obsolete or slow moving stocks.

Taxation

As a registered charity, the Trust is potentially exempt from taxation on its income and gains to the extent that they fall within section 505 of the Income and Corporation Taxes Act 1988 and section 256 of the Taxation and Chargeable Gains Act 1992. No tax charge has arisen in the year.

Cash flow statement

The Charity qualifies as a small charity under the terms of FRS1. As a consequence it is exempt from the requirement to publish a cash flow statement.

Resources expended

All expenditure is accounted for on an accruals basis. All direct and support costs of the Charity's operations have been shown under direct charitable expenditure. Expenditure on the governance of the Charity has been separately identified. The Trust is not able to make any meaningful split between its direct charitable activities and its support costs for those activities, and therefore such a split is not provided.

Pension costs

The Trust has made pension arrangements for the majority of its employees through participating in a funded deferred benefit pension scheme, Avon Pension Fund. The assets of the Avon Pension Fund are held independently from the Trust. The cost of providing benefits is based on annual actuarial valuations. Actuarial gains and losses are recognised in full in the year in which they occur. The present value of the defined benefit obligation net of the fair value of fund assets is recognised on the balance sheet.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

2. NET INCOMING RESOURCES	2010	2009
	£	£
Net incoming resources are arrived at after charging:		
Depreciation	-	1,935
Auditor's remuneration – audit services	3,674	3,987
	<u> </u>	<u> </u>

3. TOTAL RESOURCES EXPENDED

Charity	Staff Costs £	Depreciation £	Other costs £	Total 2010 £	Total 2009 £
Direct Charitable Expenditure	504,462	-	905,797	1,410,259	1,421,197
Governance	-	-	33,013	33,013	32,320
	<u>504,462</u>	<u>-</u>	<u>938,810</u>	<u>1,443,272</u>	<u>1,453,517</u>

4. ANALYSIS OF NET ASSETS BETWEEN FUNDS

	Unrestricted Funds £	Capital Funds £	Total Funds £
Fund balances at 31 December 2010 are represented by			
Tangible fixed assets	2,016	46,919	48,935
Investments	8,091,121	-	8,091,121
Current assets	1,027,472	13,089	1,040,561
Current liabilities	(695,119)	-	(695,119)
Pension liability	(222,000)	-	(222,000)
	<u>8,203,490</u>	<u>60,008</u>	<u>8,263,498</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

5. INFORMATION REGARDING TRUSTEES AND EMPLOYEES:

Employee costs during the year:	2010	2009
	£	£
Wages and salaries	487,695	492,044
Social security costs	36,630	37,330
Pension costs (see note 6)	(19,863)	94,559
	<u>504,462</u>	<u>623,933</u>
Average number of persons employed:	No.	No.
	<u>24</u>	<u>23</u>

In accordance with the Clifton Suspension Bridge Act 1952, the Trustees were entitled to receive fees for attending meetings. Total fees for 2010 totalled £Nil (2009: £Nil).

Out of pocket expenses totalling £500 were paid in total in 2010 to all Trustees relating to the recharge of telephone, meals and travel expenses (2009: £500). There are no employees with emoluments in excess of £60,000 during the financial year.

6. PENSIONS

The Charity contributes to the Avon Pension Fund administered by Bath and North East Somerset Council on behalf of its employees. The scheme is a defined Benefit Scheme providing pension and lump sums at retirement based on final salary and length of service.

The Charity provides pension arrangements to full time employees through a defined benefit scheme and the related costs are assessed in accordance with the advice of professionally qualified actuaries.

The amounts recognised in the balance sheet are as follows:

	2010	2009
	£'000	£'000
Fair value of scheme assets	1,831	1,659
Present value of scheme liabilities	(2,053)	(2,157)
Defined benefit pension liability	<u>(222)</u>	<u>(498)</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

6. PENSIONS (continued)

Analysis of amount charged in Statement of Financial Activities:

	2010 £'000	2009 £'000
Current service cost	69	57
Past service gain	(117)	-
Interest on pension liabilities	123	103
Expected return on scheme assets	(106)	(77)
Other pension costs	<u>11</u>	<u>11</u>
Note 5	<u>(20)</u>	<u>94</u>

Actual return on scheme assets	<u>210</u>	<u>249</u>
--------------------------------	------------	------------

Changes in the present value of the defined benefit obligation are as follows:

	2010 £'000	2009 £'000
Defined benefit obligation at beginning of the year	2,157	1,760
Current service cost	69	57
Interest on pension liabilities	123	103
Member contributions	22	21
Past service gain	(117)	-
Benefits paid	(104)	(61)
Actuarial gain	<u>(97)</u>	<u>277</u>
Defined benefit obligation at end of the year	<u>2,053</u>	<u>2,157</u>

Changes in the fair value of schemes assets is as follows:

	2010 £'000	2009 £'000
Fair value of scheme assets at beginning of the year	1,659	1,408
Expected return on scheme assets	106	77
Employer contributions	45	42
Member contributions	22	21
Benefits paid	(104)	(61)
Actuarial gain	<u>103</u>	<u>172</u>
Fair value of scheme assets at end of the year	<u>1,831</u>	<u>1,659</u>

The cumulative amount of actuarial gains and losses recognised in the Statement of Financial Activities is a gain of £276,000 (2009: loss of £149,000).

The charity expects to contribute approximately £51,000 to the defined benefit scheme in 2011.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

6. PENSIONS (continued)

The major categories of scheme assets as a percentage of total scheme assets are as follows

	2010	2009
Equities	61.7%	65.0%
Government bonds	14.7%	10.3%
Other bonds	8.5%	9.6%
Property	5.1%	3.3%
Cash/liquidity	1.4%	2.7%
Other	8.6%	9.1%

Principal actuarial assumptions at the balance sheet date are as follows

	2010	2009
Discount rate	5.4%	5.7%
Expected return on scheme assets		
Equities	7.5%	7.5%
Government bonds	4.2%	4.5%
Other bonds	5.0%	5.3%
Property	6.5%	6.5%
Cash/liquidity	0.5%	0.5%
Other	7.5%	7.5%
Rate of increase in salaries	4.4%	4.95%
Rate of increase in pensions	2.9%	3.7%

The expected rates of return on categories of scheme assets are determined by reference to relevant indices.

Amounts for the current and previous four periods are as follows:

	2010 £'000	2009 £'000	2008 £'000	2007 £'000	2006 £'000
Present value of scheme liabilities	(2,053)	(2,157)	(1,760)	(1,753)	(1,797)
Fair value of scheme assets	<u>1,831</u>	<u>1,659</u>	<u>1,408</u>	<u>1,666</u>	<u>1,594</u>
Pension (deficit)	<u>(222)</u>	<u>(498)</u>	<u>(352)</u>	<u>(87)</u>	<u>(203)</u>
Experience adjustments on scheme liabilities	<u>97</u>	<u>(277)</u>	<u>138</u>	<u>126</u>	<u>58</u>
Experience adjustments on scheme assets	<u>103</u>	<u>172</u>	<u>(372)</u>	<u>1</u>	<u>57</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

7. TANGIBLE FIXED ASSETS

Group	Clifton Suspension Bridge			Total £
	Land and Buildings £	Exhibits £	Motor vehicles £	
Cost				
At 1 January 2010	46,919	2,016	5,809	54,744
Additions	-	-	-	-
Disposals	-	-	-	-
At 31 December 2010	<u>46,919</u>	<u>2,016</u>	<u>5,809</u>	<u>54,744</u>
Depreciation				
At 1 January 2010	-	-	5,809	5,809
Charge for the year	-	-	-	-
Disposals	-	-	-	-
At 31 December 2010	<u>-</u>	<u>-</u>	<u>5,809</u>	<u>5,809</u>
Net book value				
At 31 December 2010	<u>46,919</u>	<u>2,016</u>	<u>-</u>	<u>48,935</u>
At 31 December 2009	<u>46,919</u>	<u>2,016</u>	<u>-</u>	<u>48,935</u>

All assets of material value are held for use on a continuing basis in the charity's activities.

The Clifton Suspension Bridge Act 1986 requires that sums expended by the Trust on a Visitor Centre be recorded in the Trust's annual accounts and made good as soon as reasonably practicable, at any event within 60 years from its date of application, together with interest. Sums incurred to date are shown below.

	£
Net revenue expenditure	
2010	(18,982)
1999-2009	191,987
Memorandum account total	<u>173,005</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2010

8. FIXED ASSET INVESTMENTS

	Listed Investments and Unit Trusts £	Charity property fund £	Short term deposits £	Total £
Market value 1 January 2010	6,592,221	595,960	35,275	7,223,456
Additions	747,438	-	-	747,438
Disposals	(737,606)	-	(22,333)	(759,939)
Net unrealised investment gains	854,633	25,533	-	880,166
Market value 31 December 2010	<u>7,456,686</u>	<u>621,493</u>	<u>12,942</u>	<u>8,091,121</u>
Historical cost as at 31 December 2010	<u>5,841,960</u>	<u>687,500</u>	<u>12,942</u>	<u>6,542,402</u>
Investment income derived from the above	<u>183,525</u>	<u>39,243</u>	<u>1,947</u>	<u>224,715</u>

No single investment is held which is material in the context of the investment portfolio.

9. DEBTORS

	2010 £	2009 £
Sundry debtors		
Prepayments	9,000	8,000
Trade debtors and sundry debtors	12,165	6,630
	800	500
	<u>21,965</u>	<u>15,130</u>

10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2010 £	2009 £
Deferred income: -		
Proximity cards		
Trade creditors and other accruals	619,832	576,878
Inland Revenue and pension, VAT	75,792	99,358
	(505)	20
	<u>695,119</u>	<u>676,256</u>

TAB SEVEN

Charity No: 205658

**THE CLIFTON SUSPENSION BRIDGE
TRUST**

Report and Financial Statements

31 December 2009

THE CLIFTON SUSPENSION BRIDGE TRUST

REPORT AND FINANCIAL STATEMENTS 2009

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THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES AND PROFESSIONAL ADVISERS

RESIDENT TRUSTEES

A R D McArthur (Chairman)

C Booy (Deputy Chairman)

R Fenton

F Greenacre

W Mather (Chairman of Investment Committee)

Mrs A Metherall (appointed June 2009)

A Perry

T V Stanley (Chairman of Property Committee)

Professor C Taylor

D Walker (Chairman of the Technical Committee)

REPRESENTATIVE TRUSTEES

Councillor C Davies (Bristol City Council)

Councillor H Roberts (North Somerset District Council)

BRIDGE MASTER

D Anderson

VISITOR SERVICES MANAGER

M Rowland

CLERK TO THE TRUSTEES

T J Baines

Howarth Clark Whitehill LLP

Clifton Suspension Bridge

Leigh Woods

Bristol BS8 3PA

CONSULTING ENGINEERS

Flint & Neill Partnership

Bridge House

4 Borough High Street

London

SE1 9QQ

INVESTMENT ADVISORS

Smith & Williamson Investment Management

Portwall Place

Portwall Lane

Bristol

BS1 6NA

AUDITORS

PKF (UK) LLP

Pannell House

6-7 Litfield Place

Bristol

BS8 3LX

CHARITY NUMBER

205658

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT

The Trustees have pleasure in presenting the financial statements on pages 6 to 15 for the year ended 31 December 2009.

History and work of the Trust

The Clifton Suspension Bridge was opened in 1864, and since then has spanned the Avon Gorge from Clifton to Leigh Woods. The Clifton Suspension Bridge Trust is established under the Clifton Suspension Bridge Act 1952, and is responsible for the ongoing maintenance and upkeep of the bridge, for making provision for exceptional repairs, and for considering the eventual replacement of the structure, should that become necessary. During any single year there are over 3.2 million vehicle crossings, and the bridge has become an important part of Bristol's urban traffic network. Its continuing reputation as an internationally famous landmark is also well recognised.

A list of Trustees can be found on page 1. All Trustees served during the year, except where indicated.

Review of the year and reserves policy

The objectives of the Trust remain the same each year – to maintain the bridge in good order, to provide a good service to the travelling public and visitors, and to plan ahead so that these objectives can be met in future years. The Trust's strategies are therefore designed to achieve these three aims.

During the year ended 31 December 2009, toll income increased to just under £1.4m, with a growing proportion being income from crossing cards. Total crossings reduced by 1% on 2008 levels. Investment income reduced significantly to £266k, a combination of low interest rates and lower reserves.

After the £1m drainage and resurfacing project in 2008, 2009 saw a lower level of new project spend. The Trust is currently committed to a major ongoing project re geological appraisal, investigating the rockface on which the bridge stands, and to continuing work on the abutments and stonework. During 2009 a failure occurred to one hanger rod in the centre of the bridge. This necessitated considerable investigation work to ensure that this was an isolated incident, and that no other hangers were damaged in the same way. The total cost of this work was approximately £100k, drawn from the Emergency Repair Fund.

Looking ahead the Trust has very substantial new project commitments over the next few years, totalling over £4.3m for the coming 5 year period. Projects include stone conservation, the geological appraisal, footway waterproofing, repainting cross girders and a new toll system.

The temporary visitor centre continues to be successful with over 63,700 visitors, and 99 organised tours, generating income of £51,000. The Trust continues to work towards having a permanent visitor centre available for bridge visitors.

Investment values, having fallen very sharply in 2008, have partially recovered during 2009. However, they remain well below our original levels, and the economic environment remains very uncertain. In addition, interest rates on cash balances are exceptionally low, which has had a significant effect on our income. With the maintenance needs of the bridge greater than ever, the trustees are again examining carefully options in relation to toll charges. The Trust's reserves policy is set out in note 1 to the accounts.

Plans for future periods and designated funds

The Trustees intend to continue to seek to maintain the bridge in good order, and to carry out whatever maintenance and repair work is necessary to secure the future of the bridge for future generations. The trustees also remain committed to a new permanent visitor centre, and are continuing to examine options. The trustees have designated funds for these objects, as set out in note 1 to the accounts, and have in addition designated an Emergency Repair Fund, of £4.8m, to only be used for unforeseen or emergency works.

The Trustees view it as self-evident that preserving such an historic monument as the Clifton Suspension Bridge for posterity, whilst allowing it to be used and visited by many millions each year, provides great public benefit to Bristol and Bristolians, to the South West, to the UK, and internationally. In furtherance of these charitable aims the Trustees have complied with the duty under s.4 of the Charities Act 2006 to have due regard to the Charity Commission's published guidance concerning the operation of the Public Benefit requirement under that Act.

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT (continued)

Investments

The management of the Trust's investments is delegated to the Investment Committee, advised by the Trust's investment advisors, Smith & Williamson. The Investment Committee meets quarterly and has established a mechanism to take more urgent decisions in the intervening period. The investment policy is set so as to achieve the optimum total return, based on a medium risk investment approach. Investment performance is monitored by this Committee using suitable benchmarks. During 2009 the value of the Trust's investments advised by S&W returned 29.3% against a benchmark performance of 19.8%.

Governance and Risk Management

The Governance of the Trust is carried out by the Trustees, the majority of whom ("Resident Trustees") are selected and appointed by a Nomination Committee of the existing Trustees, aiming to provide the Trust with a breadth of professional experience. In addition there are two Trustees appointed by the relevant local authorities ("Representative Trustees"). The Trust operates both in general meeting and through sub-committees. These are currently the Technical Committee, the Investment Committee and the Property Committee. Trustee induction is by a series of meetings and briefings, and ongoing training is arranged as and when deemed necessary. The Trustees delegate day to day decisions to the Bridge Master, The Clerk, and, for visitor centre matters, to the Visitor Services Manager.

The Trustees are satisfied that the major risks to which the Trust is exposed, in their opinion, have been considered during the year, and procedures put in place, where appropriate to manage the risks.

The Trustees wish to place on record their thanks to the Bridge Master, the Visitor Services Manager and their staff and volunteers for their hard work during the year.

Approved by the Chairman
on behalf of the Trustees

A R D McArthur

THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF TRUSTEES' RESPONSIBILITIES

The trustees are responsible for preparing the trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Charity law requires the trustees to prepare financial statements for each financial year that give a true and fair view of the state of affairs of the charity and of the incoming resources and application of resources, including the net income or expenditure, of the charity for the year. In preparing those financial statements the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and estimates that are reasonable and prudent;
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in business.

The trustees are responsible for keeping accounting records that disclose with reasonable accuracy at any time the financial position of the charity and enable them to ensure that the financial statements comply with the Charities Act 1993 and regulations made thereunder. They are also responsible for safeguarding the assets of the charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

INDEPENDENT AUDITORS' REPORT TO THE TRUSTEES OF THE CLIFTON SUSPENSION BRIDGE TRUST

We have audited the financial statements of the Clifton Suspension Bridge Trust for the year ended 31 December 2009 which comprise the statement of financial activities, the balance sheet, the cash flow statement and the related notes. The financial statements have been prepared under the accounting policies set out therein.

This report is made solely to the charity's trustees as a body, in accordance with regulations made under section 44 of the Charities Act 1993. Our audit work has been undertaken so that we might state to the charity's trustees those matters we are required to state to them in an auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charity and the charity's trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of trustees and auditors

The trustees' responsibilities for preparing the trustees' annual report and the financial statements in accordance with applicable law and United Kingdom accounting standards ('United Kingdom Generally Accepted Accounting Practice') are set out in the statement of trustees' responsibilities.

We have been appointed as auditors under section 43 of the Charities Act 1993 and report in accordance with regulations made under that Act. Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

We report to you our opinion as to whether the financial statements give a true and fair view and have been properly prepared in accordance with the Charities Act 1993.

We also report to you if, in our opinion, the information given in the trustees' report is not consistent with those financial statements, if the charity has not kept sufficient accounting records, if the charity's financial statements are not in agreement with those accounting records, or if we have not received all the information and explanations we require for our audit.

We read the trustees' report and consider the implications for our report if we become aware of any apparent misstatements within it.

Basis of audit opinion

We conducted our audit in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgments made by the trustees in the preparation of the financial statements, and of whether the accounting policies are appropriate to the charity's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In our opinion:

- the financial statements give a true and fair view, in accordance with United Kingdom Generally Accepted Accounting Practice, of the state of the charity's affairs as at 31 December 2009 and of its incoming resources and application of resources for the year then ended; and
- the financial statements have been properly prepared in accordance with the Charities Act 1993.

PKF (UK) LLP
Statutory auditors
Bristol
29 July 2010

THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF FINANCIAL ACTIVITIES Year ended 31 December 2009

INCOME AND EXPENDITURE

	Note	General Funds £	Designated Funds £	Capital Funds £	Total Funds 2009 £	Total Funds 2008 £
Incoming Resources						
Incoming resources from charitable activities		1,445,758	-	-	1,445,758	1,363,544
Investment income	8	266,986	-	-	266,986	294,194
Total Incoming Resources		<u>1,712,744</u>	<u>-</u>	<u>-</u>	<u>1,712,744</u>	<u>1,657,738</u>
Resources Expended						
Charitable expenditure:						
Direct charitable activities		(1,421,197)	-	-	(1,421,197)	(2,179,279)
Governance costs		(32,320)	-	-	(32,320)	(31,617)
Total resources expended		<u>(1,453,517)</u>	<u>-</u>	<u>-</u>	<u>(1,453,517)</u>	<u>(2,210,896)</u>
Net Incoming Resources	2	259,227	-	-	259,227	(553,158)
Transfers between funds		(1,275,000)	1,275,000	-	-	-
Other recognised gains and losses		(1,015,773)	1,275,000	-	259,227	(553,158)
Realised and unrealised gains on investment assets		1,225,867	-	-	1,225,867	(1,903,208)
Actuarial (loss) on pension liability		(105,000)	-	-	(105,000)	(234,000)
Net movement in funds		<u>105,094</u>	<u>1,275,000</u>	<u>-</u>	<u>1,380,094</u>	<u>(2,690,366)</u>
Fund balances brought forward at 1 January 2009		<u>38,168</u>	<u>5,325,000</u>	<u>60,008</u>	<u>5,423,176</u>	<u>8,113,542</u>
Fund balances carried forward at 31 December 2009	4	<u>143,262</u>	<u>6,600,000</u>	<u>60,008</u>	<u>6,803,270</u>	<u>5,423,176</u>

All results relate to continuing activities.

THE CLIFTON SUSPENSION BRIDGE TRUST

BALANCE SHEET At 31 December 2009

	Note	2009		2008	
		£	£	£	£
FIXED ASSETS					
Tangible assets	7		48,935		50,870
Investments	8		7,223,456		5,815,185
			<u>7,272,391</u>		<u>5,866,055</u>
CURRENT ASSETS					
Stock		30,798		30,052	
Debtors	9	15,130		17,628	
Cash at bank and in hand		659,207		524,280	
		<u>705,135</u>		<u>571,960</u>	
CREDITORS: amounts falling due within one year	10	<u>(676,256)</u>		<u>(662,839)</u>	
NET CURRENT ASSETS / (LIABILITIES)			<u>28,879</u>		<u>(90,879)</u>
NET ASSETS BEFORE PENSION LIABILITY			7,301,270		5,775,176
Pension liability	6		<u>(498,000)</u>		<u>(352,000)</u>
NET ASSETS			<u><u>6,803,270</u></u>		<u><u>5,423,176</u></u>
FUNDS					
Permanent Endowment Fund					
Capital Fund	4		60,008		60,008
Other Reserves					
Designated funds	4		6,600,000		5,325,000
Free reserves			143,262		38,168
			<u>6,803,270</u>		<u>5,423,176</u>

These financial statements were approved and authorised for issue by the Trustees on 29 March 2010 .

Signed on behalf of their behalf by:

A R D McArthur
Chairman

T J Baines
Clerk to the Trustees

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

1. ACCOUNTING POLICIES

The financial statements have been prepared on the historical cost basis of accounting, modified to include the revaluation of investments and comply with the Charities Act 1993. The accounts have been prepared in accordance with the Statement of Recommended Practice "Accounting and Reporting by Charities" (published in March 2005) and in accordance with applicable accounting standards in the United Kingdom.

Tangible Fixed Assets

The Trust treats as fixed assets the land, buildings and structure of the suspension bridge which were taken over from the Clifton Suspension Bridge Company on 1 January 1953, together with additions since that date. No depreciation is provided on these assets as, in the opinion of the Trustees, the asset is historical and its economic life is so long, that any depreciation charged would be immaterial. Furthermore, no depreciation has been charged on those items purchased for exhibition in the Visitor Centre and elsewhere, of which in the opinion of the Trustees, the residual value is expected to equal or exceed the cost as shown in the accounts. Items costing less than £1,000 are not capitalised. Non 'bridge' assets are depreciated to write off the costs of fixed assets, less their estimated residual values, on a straight-line basis over the expected useful economic lives of the assets concerned. The principal annual rates used for this purpose are:

Exhibits	0%
Motor vehicles	33⅓%

Capital Fund

The balance on the capital account represents the net book value of the assets taken over from the Clifton Suspension Bridge Company on 1 January 1953. The Trustees view this fund as a capital endowment fund as they are not able to dispose of the major assets therein.

Unrestricted funds: Designated and General funds

Section 53 of the Clifton Suspension Bridge Act 1952 requires the Trustees to establish and build up reserve funds to be available to:

- i) be used towards the costs of replacing, renewing, improving or extending the bridge; and
- ii) to cover short term deficiencies in income.

The Trustees have recognised these elements by making various designations of reserves. At 31 December 2009 they totalled £6.6 million and comprise:

- i) An Emergency Repair Fund, to be used only for unexpected or emergency work. This reserve was originally set at £4million and is increased by building inflation each year. The fund now stands at £4.8million (2008: £4.625million). During the year £100k of this reserve was used to pay for the works on the hanger rods investigation, and the fund has now been replenished to its full level.
- ii) Project commitments. The current designation is £1.5million (2008: £0.7million) for the Bridge Centre project. During 2008 the designation for this had to be reduced temporarily, following stock market falls. The fund has now been built back up again. The trustees remain committed to replacing the existing temporary visitor centre with a permanent site, commensurate with the status of the bridge as a key part of Brunel's legacy.
- iii) A re-designated fund for new projects, of £300k, towards the total of over £4m of new maintenance projects required over the new 5 years

The remaining general funds held are sufficient to cover short-term deficiencies in income as and when they arise.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

1. ACCOUNTING POLICIES (continued)

Incoming resources

Income, in the form of toll and visitor centre income, is accounted for on a receipt basis, with the exception of card crossings which are accounted for when the crossing takes place. Investment income is accounted for when receivable.

Investment Income

Dividend income from investments is included as income of the year in which it is received.

Investments

Listed stocks and shares are shown at market value at the balance sheet date. The surplus or deficit arising on each annual valuation is credited or debited direct to the Statement of Financial Activities.

The net book profit or loss on realisation of investments is arrived at by comparing the consideration with the market value at the previous year end or the cost if the investments were purchased during the year.

Stock

Stock represents both the cost of history booklets held for resale at the year end and goods for resale at the Visitor Centre. Provision has been made where necessary for obsolete or slow moving stocks.

Taxation

As a registered charity, the Trust is potentially exempt from taxation on its income and gains to the extent that they fall within section 505 of the Income and Corporation Taxes Act 1988 and section 256 of the Taxation and Chargeable Gains Act 1992. No tax charge has arisen in the year.

Cash flow statement

The Charity qualifies as a small charity under the terms of FRS1. As a consequence it is exempt from the requirement to publish a cash flow statement.

Resources expended

All expenditure is accounted for on an accruals basis. All direct and support costs of the Charity's operations have been shown under direct charitable expenditure. Expenditure on the governance of the Charity has been separately identified. The Trust is not able to make any meaningful split between its direct charitable activities and its support costs for those activities, and therefore such a split is not provided.

Pension costs

The Trust has made pension arrangements for the majority of its employees through participating in a funded deferred benefit pension scheme, Avon Pension Fund. The assets of the Avon Pension Fund are held independently from the Trust. The cost of providing benefits is based on annual actuarial valuations. Actuarial gains and losses are recognised in full in the year in which they occur. The present value of the defined benefit obligation net of the fair value of fund assets is recognised on the balance sheet.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS
Year ended 31 December 2009

2. NET INCOMING RESOURCES	2009	2008
	£	£
Net incoming resources is arrived at after charging:		
Depreciation	1,935	1,937
Auditors' remuneration – audit services	3,987	3,183
	<u> </u>	<u> </u>

3. TOTAL RESOURCES EXPENDED

Charity	Staff Costs £	Depreciation £	Other costs £	Total 2009 £	Total 2008 £
Direct Charitable Expenditure	623,933	1,935	795,329	1,421,197	2,179,279
Governance	-	-	32,320	32,320	31,617
	<u>623,933</u>	<u>1,935</u>	<u>827,649</u>	<u>1,453,517</u>	<u>2,210,896</u>

4. ANALYSIS OF NET ASSETS BETWEEN FUNDS

	Unrestricted Funds £	Capital Funds £	Total Funds £
Fund balances at 31 December 2009 are represented by			
Tangible fixed assets	2,016	46,919	48,935
Investments	7,223,456	-	7,223,456
Current assets	692,046	13,089	705,135
Current liabilities	(676,256)	-	(676,256)
Pension liability	(498,000)	-	(498,000)
	<u>6,743,262</u>	<u>60,008</u>	<u>6,803,270</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

5. INFORMATION REGARDING TRUSTEES AND EMPLOYEES:

Employee costs during the year:	2009	2008
	£	£
Wages and salaries	492,044	476,620
Social security costs	37,330	36,291
Pension costs	94,559	84,869
	<u>623,933</u>	<u>597,780</u>
Average number of persons employed:	No.	No.
	<u>23</u>	<u>23</u>

In accordance with the Clifton Suspension Bridge Act 1952, the Trustees were entitled to receive fees for attending meetings. Total fees for 2009 totalled £Nil (2008: £Nil).

Out of pocket expenses totalling £500 were paid in total in 2009 to all Trustees relating to the recharge of telephone, meals and travel expenses (2008: £450). There are no employees with emoluments in excess of £60,000 during the financial year.

6. PENSIONS

The Charity contributes to the Avon Pension Fund administered by Bath and North East Somerset Council on behalf of its employees. The scheme is a defined Benefit Scheme providing pension and lump sums at retirement based on final salary and length of service.

The Charity provides pension arrangements to full time employees through a defined benefit scheme and the related costs are assessed in accordance with the advice of professionally qualified actuaries.

The amounts recognised in the balance sheet are as follows:

	2009	2008
	£'000	£'000
Fair value of scheme assets	1,659	1,408
Present value of scheme liabilities	<u>(2,157)</u>	<u>(1,760)</u>
Defined benefit pension liability	<u>(498)</u>	<u>(352)</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

6. PENSIONS (continued)

Analysis of amount charged in Statement of Financial Activities:

	2009 £'000	2008 £'000
Current service cost	57	59
Past service gain	-	14
Interest on pension liabilities	103	103
Expected return on scheme assets	(77)	(107)
Other pension costs	<u>11</u>	<u>16</u>
	<u>94</u>	<u>85</u>

Actual return on scheme assets	<u>249</u>	<u>(263)</u>
--------------------------------	------------	--------------

Changes in the present value of the defined benefit obligation are as follows:

	2009 £'000	2008 £'000
Defined benefit obligation at beginning of the year	1,760	1,753
Current service cost	57	59
Interest on pension liabilities	103	103
Member contributions	21	20
Past service cost	-	14
Benefits paid	(61)	(51)
Actuarial loss / (gain)	<u>277</u>	<u>(138)</u>
Defined benefit obligation at end of the year	<u>2,157</u>	<u>1,760</u>

Changes in the fair value of schemes assets is as follows:

	2009 £'000	2008 £'000
Fair value of scheme assets at beginning of the year	1,408	1,666
Expected return on scheme assets	77	107
Employer contributions	42	38
Member contributions	21	20
Benefits paid	(61)	(51)
Actuarial gain / (loss)	<u>172</u>	<u>(372)</u>
Fair value of scheme assets at end of the year	<u>1,659</u>	<u>1,408</u>

The cumulative amount of actuarial gains and losses recognised in the Statement of Financial Activities is a loss of £149,000 (2008: loss of £44,000).

The charity expects to contribute approximately £44,000 to the defined benefit scheme in 2010.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

6. PENSIONS (continued)

The major categories of scheme assets as a percentage of total scheme assets are as follows

	2009	2008
Equities	65.0%	58.3%
Government bonds	10.3%	15.4%
Other bonds	9.6%	9.0%
Property	3.3%	0.0%
Cash/liquidity	2.7%	6.4%
Other	9.1%	10.9%

Principal actuarial assumptions at the balance sheet date are as follows

	2009	2008
Discount rate	5.70%	5.80%
Expected return on scheme assets		
Equities	7.5%	6.5%
Government bonds	4.5%	3.8%
Other bonds	5.3%	5.8%
Property	6.5%	N/A
Cash/liquidity	0.5%	2.0%
Other	7.5%	6.5%
Rate of increase in salaries	4.95%	4.15%
Rate of increase in pensions	3.70%	2.90%

The expected rates of return on categories of scheme assets are determined by reference to relevant indices.

Amounts for the current and previous four periods are as follows:

	2009	2008	2007	2006	2005
	£'000	£'000	£'000	£'000	£'000
Present value of scheme liabilities	(2,157)	(1,760)	(1,753)	(1,797)	(1,764)
Fair value of scheme assets	<u>1,659</u>	<u>1,408</u>	<u>1,666</u>	<u>1,594</u>	<u>1,463</u>
Pension (deficit)	<u>(498)</u>	<u>(352)</u>	<u>(87)</u>	<u>(203)</u>	<u>(301)</u>
Experience adjustments on scheme liabilities	<u>(277)</u>	<u>138</u>	<u>126</u>	<u>58</u>	<u>(190)</u>
Experience adjustments on scheme assets	<u>172</u>	<u>(372)</u>	<u>1</u>	<u>57</u>	<u>156</u>

Comparative figures for scheme asset quoted securities have not been restated from mid-market to bid prices.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

7. TANGIBLE FIXED ASSETS

Group	Clifton Suspension Bridge Land and Buildings £	Exhibits £	Motor vehicles £	Total £
Cost				
At 1 January 2009	46,919	2,016	5,809	54,744
Additions	-	-	-	-
Disposals	-	-	-	-
At 31 December 2009	<u>46,919</u>	<u>2,016</u>	<u>5,809</u>	<u>54,744</u>
Depreciation				
At 1 January 2009	-	-	3,874	3,874
Charge for the year	-	-	1,935	1,935
Disposals	-	-	-	-
At 31 December 2009	<u>-</u>	<u>-</u>	<u>5,809</u>	<u>5,809</u>
Net book value				
At 31 December 2009	<u>46,919</u>	<u>2,016</u>	<u>-</u>	<u>48,935</u>
At 31 December 2008	<u>46,919</u>	<u>2,016</u>	<u>1,935</u>	<u>50,870</u>

All assets of material value are held for use on a continuing basis in the charity's activities.

The Clifton Suspension Bridge Act 1986 requires that sums expended by the Trust on a Visitor Centre be recorded in the Trust's annual accounts and made good as soon as reasonably practicable, at any event within 60 years from its date of application, together with interest. Sums incurred to date are shown below.

	£
Net revenue expenditure	
2009	(14,619)
1999-2008	206,606
Memorandum account total	<u>191,987</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2009

8. FIXED ASSET INVESTMENTS

	Listed Investments and Unit Trusts £	Charity property fund £	Short term deposits £	Total £
Market value 1 January 2009	4,561,569	439,711	813,905	5,815,185
Additions	2,505,131	187,500	-	2,692,631
Disposals	(1,628,535)	-	(778,630)	(2,407,165)
Net unrealised investment gains	1,154,056	(31,251)	-	1,122,805
Market value 31 December 2009	<u>6,592,221</u>	<u>595,960</u>	<u>35,275</u>	<u>7,223,456</u>
Historical cost as at 31 December 2009	<u>6,237,451</u>	<u>687,500</u>	<u>35,275</u>	<u>6,960,226</u>
Investment income derived from the above	<u>221,262</u>	<u>34,734</u>	<u>10,866</u>	<u>266,862</u>

No single investment is held which is material in the context of the investment portfolio.

9. DEBTORS

	2009 £	2008 £
Sundry debtors	8,000	10,280
Prepayments	6,630	7,348
Trade debtors	500	-
	<u>15,130</u>	<u>17,628</u>

10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2009 £	2008 £
Deferred income: -		
Proximity cards	576,878	561,397
Trade creditors and other accruals	99,358	101,258
Inland Revenue and pension, VAT	20	184
	<u>676,256</u>	<u>662,839</u>

TAB EIGHT

Charity No: 205658

Charity Commission

205658
31-DEC-08

**THE CLIFTON SUSPENSION BRIDGE
TRUST**

Report and Financial Statements

31 December 2008

CHARITY COMMISSION
DIPLOMA

28 AUG 2009

No 8 09

ACCOUNTS

28 AUG 2009

OFFICE OF THE CHARITY COMMISSION
15, BEDFORD SQUARE, LONDON, W1P 8JS

THE CLIFTON SUSPENSION BRIDGE TRUST

REPORT AND FINANCIAL STATEMENTS 2008

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Additional information	16

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES AND PROFESSIONAL ADVISERS

RESIDENT TRUSTEES

A R D McArthur (Chairman)
C Booy (Deputy Chairman)
D B Dawson (to June 2008)
R Fenton
F Greenacre
W Mather (Chairman of Investment Committee)
A Perry
T V Stanley (Chairman of Property Committee)
Professor C Taylor
D Walker (Chairman of the Technical Committee)

REPRESENTATIVE TRUSTEES

Councillor C Davies (Bristol City Council)
Councillor H Roberts (North Somerset District Council)

BRIDGE MASTER

D Anderson

VISITOR SERVICES MANAGER

M Rowland

CLERK TO THE TRUSTEES

T J Baines
Howarth Clark Whitehill LLP
Clifton Suspension Bridge
Leigh Woods
Bristol BS8 3PA

CONSULTING ENGINEERS

Flint & Neill Partnership
Bridge House
4 Borough High Street
London
SE1 9QQ

INVESTMENT ADVISORS

Smith & Williamson Investment Management
Portwall Place
Portwall Lane
Bristol
BS1 6NA

AUDITORS

PKF (UK) LLP
Pannell House
6-7 Litfield Place
Bristol
BS8 3LX

CHARITY NUMBER

205658

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT

The Trustees have pleasure in presenting the financial statements on pages 6 to 15 for the year ended 31 December 2008.

History and work of the Trust

The Clifton Suspension Bridge was opened in 1864, and since then has spanned the Avon Gorge from Clifton to Leigh Woods. The Clifton Suspension Bridge Trust is established under the Clifton Suspension Bridge Act 1952, and is responsible for the ongoing maintenance and upkeep of the bridge, for making provision for exceptional repairs, and for considering the eventual replacement of the structure, should that become necessary.

During any single year there are approximately 3.26 million vehicle crossings, and the bridge has become an important part of Bristol's urban traffic network. Its continuing reputation as an internationally famous landmark is also well recognised.

A list of Trustees can be found on page 1. All Trustees served during the year, except where indicated.

Review of the year and reserves policy

The objectives of the Trust remain the same each year – to maintain the bridge in good order, to provide a good service to the travelling public and visitors, and to plan ahead so that these objectives can be met in future years. The Trust's strategies are therefore designed to achieve these three aims.

During the year ended 31 December 2008, toll income grew to £1.31m, with a growing proportion being income from crossing cards. Total crossings reduced by 7% on 2007 levels. Investment income grew slightly to £294k.

2008 has seen the completion of a very major project, to repair and improve the bridge roadway, and to put in place a new drainage system. This system will provide better protection of the bridge structure from corrosion. The total cost of the project has been nearly £950,000, with £880,000 of this in the 2008 year. In addition to this, work has continued on a number of other projects, the most significant of which is early investigation work on a geological appraisal of the rock-faces on which the bridge stands, as a precautionary measure.

The temporary visitor centre continues to be successful with 52,000 visitors, and 120 organised tours, generating income of £49,000. The Trust continues to work towards having a permanent visitor centre available for bridge visitors.

Investment values have fallen very sharply, due to the economic downturn. This has depleted the Trust's reserves significantly, and the trustees are examining carefully options in relation to the necessary maintenance projects, and to toll charges. The Trust's reserves policy is set out in note 1 to the accounts.

Plans for future periods and designated funds

The Trustees intend to continue to seek to maintain the bridge in good order, and to carry out whatever maintenance and repair work is necessary to secure the future of the bridge for future generations. The trustees also remain committed to a new permanent visitor centre, and are continuing to examine options. The trustees have designated funds for these objects, as set out in note 1 to the accounts, and have in addition designated an Emergency Repair Fund, of £4.625m, to only be used for unforeseen or emergency works.

THE CLIFTON SUSPENSION BRIDGE TRUST

TRUSTEES' REPORT (continued)

Investments

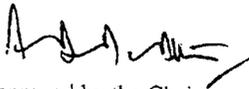
The management of the Trust's investments is delegated to the Investment Committee, advised by the Trust's investment advisors, Smith & Williamson. The Investment Committee meets quarterly and has established a mechanism to take more urgent decisions in the intervening period. The investment policy is set so as to achieve the optimum total return, based on a medium/ low risk investment approach. Investment performance is monitored by this Committee using suitable benchmarks. During 2008 the value of the Trust's investments advised by S&W returned -22% against a benchmark performance of -21%.

Governance and Risk Management

The Governance of the Trust is carried out by the Trustees, the majority of whom ("Resident Trustees") are selected and appointed by a Nomination Committee of the existing Trustees, aiming to provide the Trust with a breadth of professional experience. In addition there are two Trustees appointed by the relevant local authorities ("Representative Trustees"). The Trust operates both in general meeting and through sub-committees. These are currently the Technical Committee, the Investment Committee and the Property Committee. Trustee induction is by a series of meetings and briefings, and ongoing training is arranged as and when deemed necessary. The Trustees delegate day to day decisions to the Bridge Master, The Clerk, and, for visitor centre matters, to the Visitor Services Manager.

The Trustees are satisfied that the major risks to which the Trust is exposed, in their opinion, have been considered during the year, and procedures put in place, where appropriate to manage the risks.

The Trustees wish to place on record their thanks to the Bridge Master, the Visitor Services Manager and their staff and volunteers for their hard work during the year.



Approved by the Chairman
on behalf of the Trustees

A R D McArthur

THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF TRUSTEES' RESPONSIBILITIES

The trustees are responsible for preparing the annual report and the financial statements in accordance with applicable law and United Kingdom Generally Accepted Accounting Practice.

Law applicable to charities in England & Wales requires the trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charity and of its incoming resources and application of resources of the year. In preparing financial statements giving a true and fair view the trustees should follow best practice and:

- select suitable accounting policies and then apply them consistently;
- make judgments and estimates that are reasonable and prudent;
- state whether applicable accounting standards and statements of recommended practice have been followed, subject to any departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in operation.

The trustees are responsible for keeping accounting records that disclose with reasonable accuracy the financial position of the charity and enable them to ensure that the financial statements comply with applicable law. They are also responsible for safeguarding the assets of the charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

**INDEPENDENT AUDITORS' REPORT TO THE TRUSTEES OF
THE CLIFTON SUSPENSION BRIDGE TRUST**

We have audited the financial statements of The Clifton Suspension Bridge Trust for the year ended 31 December 2008 which comprise the statement of financial activities, the balance sheet and the related notes. The financial statements have been prepared under the accounting policies set out therein.

This report is made solely to the trustees, as a body, in accordance with Regulation 7 of the Charities Accounts and Report Regulations 2005. Our audit work has been undertaken so that we might state to the trustees those matters we are required to state to them in an auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of trustees and auditors

The trustees' responsibilities for preparing the trustees' report and the financial statements in accordance with applicable law and United Kingdom accounting standards ('United Kingdom Generally Accepted Accounting Practice') are set out in the statement of trustees' responsibilities.

We have been appointed as auditors under section 43 of the Charities Act 1993 and report in accordance with regulations made under section 44 of that Act. Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

We report to you our opinion as to whether the financial statements give a true and fair view and have been properly prepared in accordance with the Charities Act 1993. We also report to you if, in our opinion, the trustees' report is not consistent with the financial statements, if the charity has not kept proper accounting records or if we have not received all the information and explanations we require for our audit.

We read the trustees' report and consider the implications for our report if we become aware of any apparent misstatements within it.

Basis of audit opinion

We conducted our audit in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgments made by the trustees in the preparation of the financial statements, and of whether the accounting policies are appropriate to the charity's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In our opinion the financial statements:

- give a true and fair view, in accordance with United Kingdom Generally Accepted Accounting Practice, of the state of the charity's affairs as at 31 December 2008 and of its incoming resources and application of resources in the year then ended; and
- have been properly prepared in accordance with the Charities Act 1993.

Bristol, UK

PKF (UK) LLP

PKF (UK) LLP
Registered Auditors

13 July 2009
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THE CLIFTON SUSPENSION BRIDGE TRUST

STATEMENT OF FINANCIAL ACTIVITIES Year ended 31 December 2008

INCOME AND EXPENDITURE

	Note	General Funds £	Designated Funds £	Capital Funds £	Total Funds 2008 £	Total Funds 2007 £
Incoming Resources						
Incoming resources from charitable activities		1,363,544	-	-	1,363,544	1,321,881
Investment income	8	294,194	-	-	294,194	260,127
Total Incoming Resources		<u>1,657,738</u>	<u>-</u>	<u>-</u>	<u>1,657,738</u>	<u>1,582,008</u>
Resources Expended						
Charitable expenditure:	3					
Direct charitable activities		(2,179,279)	-	-	(2,179,279)	(1,169,431)
Governance costs		(31,617)	-	-	(31,617)	(34,196)
Total resources expended		<u>(2,210,896)</u>	<u>-</u>	<u>-</u>	<u>(2,210,896)</u>	<u>(1,203,627)</u>
Net Incoming Resources	2	(553,158)	-	-	(553,158)	378,381
Transfers between funds		2,262,000	(2,262,000)	-	-	-
		1,708,842	(2,262,000)	-	(553,158)	378,381
Other recognised gains and losses						
Realised and unrealised gains on investment assets		(1,903,208)	-	-	(1,903,208)	77,539
Actuarial (loss) / gain on pension liability		(234,000)	-	-	(234,000)	127,000
Net movement in funds		<u>(428,366)</u>	<u>(2,262,000)</u>	<u>-</u>	<u>(2,690,366)</u>	<u>582,920</u>
Fund balances brought forward at 1 January 2008		<u>466,534</u>	<u>7,587,000</u>	<u>60,008</u>	<u>8,113,542</u>	<u>7,530,622</u>
Fund balances carried forward at 31 December 2008	4	<u>38,168</u>	<u>5,325,000</u>	<u>60,008</u>	<u>5,423,176</u>	<u>8,113,542</u>

All results relate to continuing activities.

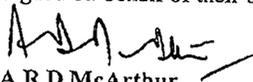
THE CLIFTON SUSPENSION BRIDGE TRUST

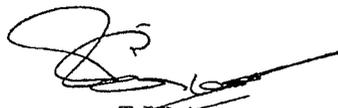
BALANCE SHEET At 31 December 2008

	Note	2008		2007	
		£	£	£	£
FIXED ASSETS					
Tangible assets	7		50,870		52,807
Investments	8		5,815,185		7,720,012
			<u>5,866,055</u>		<u>7,772,819</u>
CURRENT ASSETS					
Stock		30,052		12,552	
Debtors	9	17,628		25,822	
Cash at bank and in hand		524,280		1,017,818	
		<u>571,960</u>		<u>1,056,192</u>	
CREDITORS: amounts falling due within one year	10	<u>(662,839)</u>		<u>(628,469)</u>	
NET CURRENT ASSETS / (LIABILITIES)			<u>(90,879)</u>		<u>427,723</u>
NET ASSETS BEFORE PENSION LIABILITY			5,775,176		8,200,542
Pension liability	6		<u>(352,000)</u>		<u>(87,000)</u>
NET ASSETS			<u>5,423,176</u>		<u>8,113,542</u>
FUNDS					
Permanent Endowment Fund					
Capital Fund	4		60,008		60,008
Other Reserves					
Designated funds	4		5,325,000		7,587,000
Free reserves			38,168		466,534
			<u>5,423,176</u>		<u>8,113,542</u>

These financial statements were approved and authorised for issue by the Trustees on 18 March 2009

Signed on behalf of their behalf by:


A R D McArthur
Chairman


T J Batnes
Clerk to the Trustees

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

1. ACCOUNTING POLICIES

The financial statements have been prepared on the historical cost basis of accounting, modified to include the revaluation of investments and comply with the Charities Act 1993. The accounts have been prepared in accordance with the Statement of Recommended Practice "Accounting and Reporting by Charities" (published in March 2005) and in accordance with applicable accounting standards in the United Kingdom.

Tangible Fixed Assets

The Trust treats as fixed assets the land, buildings and structure of the suspension bridge which were taken over from the Clifton Suspension Bridge Company on 1 January 1953, together with additions since that date. No depreciation is provided on these assets as, in the opinion of the Trustees, the asset is historical and its economic life is so long, that any depreciation charged would be immaterial. Furthermore, no depreciation has been charged on those items purchased for exhibition in the Visitor Centre and elsewhere, of which in the opinion of the Trustees, the residual value is expected to equal or exceed the cost as shown in the accounts. Items costing less than £1,000 are not capitalised. Non 'bridge' assets are depreciated to write off the costs of fixed assets, less their estimated residual values, on a straight-line basis over the expected useful economic lives of the assets concerned. The principal annual rates used for this purpose are:

Exhibits	0%
Motor vehicles	33⅓%
Office and computer equipment	20% - 33⅓%

Capital Fund

The balance on the capital account represents the net book value of the assets taken over from the Clifton Suspension Bridge Company on 1 January 1953. The Trustees view this fund as a capital endowment fund as they are not able to dispose of the major assets therein.

Unrestricted funds: Designated and General funds

Section 53 of the Clifton Suspension Bridge Act 1952 requires the Trustees to establish and build up reserve funds to be available to:

- i) be used towards the costs of replacing, renewing, improving or extending the bridge; and
- ii) to cover short term deficiencies in income.

The Trustees have recognised these elements by making various designations of reserves. At 31 December 2007 they totalled £5.325 million and comprise:

- i) An Emergency Repair Fund, to be used only for unexpected or emergency work. This reserve was originally set at £4million and is increased by building inflation each year. The fund now stands at £4.625million (2007: £4.625million);
- ii) Project commitments. The current designation is £0.7million (2007: £1.3million) for the Bridge Centre project. A sum of £1.3m had previously been designated for this, and this remains to the Trust's target commitment, however, in 2008, the lack of free reserves has meant that part of this designation has been temporarily written back.
- iii) The £1.662million new projects fund, designated in 2007 has been partially spent on this year's new projects, and the balance released.

The remaining general funds held are sufficient to cover short-term deficiencies in income as and when they arise.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

1. ACCOUNTING POLICIES (continued)

Incoming resources

Income, in the form of toll and visitor centre income, is accounted for on a receipt basis, with the exception of card crossings which are accounted for when the crossing takes place. Investment income is accounted for when receivable.

Investment Income

Dividend income from investments is included as income of the year in which it is received.

Investments

Listed stocks and shares are shown at middle market value at the balance sheet date. The surplus or deficit arising on each annual valuation is credited or debited direct to the Statement of Financial Activities.

The net book profit or loss on realisation of investments is arrived at by comparing the consideration with the market value at the previous year end or the cost if the investments were purchased during the year.

Stock

Stock represents both the cost of history booklets held for resale at the year end and goods for resale at the Visitor Centre. Provision has been made where necessary for obsolete or slow moving stocks.

Taxation

As a registered charity, the Trust is potentially exempt from taxation on its income and gains to the extent that they fall within section 505 of the Income and Corporation Taxes Act 1988 and section 256 of the Taxation and Chargeable Gains Act 1992. No tax charge has arisen in the year.

Cash flow statement

The Charity qualifies as a small charity under the terms of FRS1. As a consequence it is exempt from the requirement to publish a cash flow statement.

Resources expended

All expenditure is accounted for on an accruals basis. All direct and support costs of the Charity's operations have been shown under direct charitable expenditure. Expenditure on the governance of the Charity has been separately identified. The Trust is not able to make any meaningful split between its direct charitable activities and its support costs for those activities, and therefore such a split is not provided.

Pension costs

The Trust has made pension arrangements for the majority of its employees through participating in a funded deferred benefit pension scheme, Avon Pension Fund. The assets of the Avon Pension Fund are held independently from the Trust. The cost of providing benefits is based on annual actuarial valuations. Actuarial gains and losses are recognised in full in the year in which they occur. The present value of the defined benefit obligation net of the fair value of fund assets is recognised on the balance sheet.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

2.	NET INCOMING RESOURCES	2008	2007
		£	£
	Net incoming resources is arrived at after charging:		
	Depreciation	1,937	2,245
	Auditors' remuneration – audit services	3,183	5,134
		<u> </u>	<u> </u>

3.	TOTAL RESOURCES EXPENDED					
	Charity	Staff Costs £	Depreciation £	Other costs £	Total 2008 £	Total 2007 £
	Direct Charitable Expenditure	597,780	1,937	1,579,562	2,179,279	1,169,431
	Governance	-	-	31,617	31,617	34,196
		<u>597,780</u>	<u>1,937</u>	<u>1,611,179</u>	<u>2,210,896</u>	<u>1,203,627</u>

4.	ANALYSIS OF NET ASSETS BETWEEN FUNDS			
		Unrestricted Funds £	Capital Funds £	Total Funds £
	Fund balances at 31 December 2008 are represented by			
	Tangible fixed assets	3,951	46,919	50,870
	Investments	5,815,185	-	5,815,185
	Current assets	558,871	13,089	571,960
	Current liabilities	(662,839)	-	(662,839)
	Pension liability	(352,000)	-	(352,000)
		<u>5,363,168</u>	<u>60,008</u>	<u>5,423,176</u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS
Year ended 31 December 2008

5. INFORMATION REGARDING TRUSTEES AND EMPLOYEES:

Employee costs during the year:	2008	2007
	£	£
Wages and salaries	476,620	459,165
Social security costs	36,291	35,011
Pension costs	84,869	58,527
	<u>597,780</u>	<u>552,703</u>
Average number of persons employed:	No.	No.
	<u>23</u>	<u>23</u>

In accordance with the Clifton Suspension Bridge Act 1952, the Trustees were entitled to receive fees for attending meetings. Total fees for 2008 totalled £Nil (2007: £Nil).

Out of pocket expenses totalling £450 were paid in total in 2008 to all Trustees relating to the recharge of telephone, meals and travel expenses (2007: £475). There are no employees with emoluments in excess of £60,000 during the financial year.

6. PENSIONS

The Charity contributes to the Avon Pension Fund administered by Bath and North East Somerset Council on behalf of its employees. The scheme is a defined Benefit Scheme providing pension and lump sums at retirement based on final salary and length of service.

The Charity provides pension arrangements to full time employees through a defined benefit scheme and the related costs are assessed in accordance with the advice of professionally qualified actuaries.

The amounts recognised in the balance sheet are as follows:

	2008	2007
	£'000	£'000
Fair value of scheme assets	1,408	1,666
Present value of scheme liabilities	<u>(1,760)</u>	<u>(1,753)</u>
Defined benefit pension liability	<u><u>(352)</u></u>	<u><u>(87)</u></u>

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

6. PENSIONS (continued)

Analysis of amount charged in Statement of Financial Activities:

	2008 £'000	2007 £'000
Current service cost	59	53
Past service gain	14	-
Interest on pension liabilities	103	91
Expected return on scheme assets	(107)	(98)
Other pension costs	<u>16</u>	<u>13</u>
	<u>85</u>	<u>59</u>
Actual return on scheme assets	<u>(263)</u>	<u>104</u>

Changes in the present value of the defined benefit obligation are as follows:

	2008 £'000	2007 £'000
Defined benefit obligation at beginning of the year	1,753	1,797
Current service cost	59	53
Interest on pension liabilities	103	91
Member contributions	20	19
Past service cost	14	-
Benefits paid	(51)	(81)
Actuarial (gain)	<u>(138)</u>	<u>(126)</u>
Defined benefit obligation at end of the year	<u>1,760</u>	<u>1,753</u>

Changes in the fair value of schemes assets is as follows:

	2008 £'000	2007 £'000
Fair value of scheme assets at beginning of the year	1,666	1,594
Expected return on scheme assets	107	98
Employer contributions	38	35
Member contributions	20	19
Benefits paid	(51)	(81)
Actuarial (loss) / gain	<u>(372)</u>	<u>1</u>
Fair value of scheme assets at end of the year	<u>1,408</u>	<u>1,666</u>

The cumulative amount of actuarial gains and losses recognised in the Statement of Financial Activities is a loss of £44,000 (2007: gain of £190,000).

The charity expects to contribute approximately £40,000 to the defined benefit scheme in 2009.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

6. PENSIONS (continued)

The major categories of scheme assets as a percentage of total scheme assets are as follows

	2008	2007
Equities	58.3%	63.3%
Government bonds	15.4%	18.4%
Other bonds	9.0%	5.1%
Property	0.0%	10.0%
Cash/liquidity	6.4%	3.2%
Other	10.9%	0.0%

Principal actuarial assumptions at the balance sheet date are as follows

	2008	2007
Discount rate	5.80%	5.80%
Expected return on scheme assets		
Equities	6.5%	7.5%
Government bonds	3.8%	4.5%
Other bonds	5.8%	5.8%
Property	N/A	6.5%
Cash/liquidity	2.0%	5.5%
Other	6.5%	N/A
Rate of increase in salaries	4.15%	4.65%
Rate of increase in pensions	2.90%	3.40%

The expected rates of return on categories of scheme assets are determined by reference to relevant indices.

Amounts for the current and previous four periods are as follows:

	2008	2007	2006	2005	2004
	£'000	£'000	£'000	£'000	£'000
Present value of scheme liabilities	(1,760)	(1,753)	(1,797)	(1,764)	(1,487)
Fair value of scheme assets	<u>1,408</u>	<u>1,666</u>	<u>1,594</u>	<u>1,463</u>	<u>1,247</u>
Pension (deficit)	<u>(352)</u>	<u>(87)</u>	<u>(203)</u>	<u>(301)</u>	<u>(240)</u>
Experience adjustments on scheme liabilities	<u>138</u>	<u>126</u>	<u>58</u>	<u>(190)</u>	<u>(46)</u>
Experience adjustments on scheme assets	<u>(372)</u>	<u>1</u>	<u>57</u>	<u>156</u>	<u>28</u>

Comparative figures for scheme asset quoted securities have not been restated from mid-market to bid prices.

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

7. TANGIBLE FIXED ASSETS

Group	Clifton Suspension Bridge Land and Buildings £	Exhibits £	Motor vehicles £	Computer and office equipment £	Total £
Cost					
At 1 January 2008	46,919	2,016	5,809	9,982	64,726
Additions	-	-	-	-	-
Disposals	-	-	-	(9,982)	(9,982)
At 31 December 2008	46,919	2,016	5,809	-	54,744
Depreciation					
At 1 January 2008	-	-	1,937	9,982	11,919
Charge for the year	-	-	1,937	-	1,937
Disposals	-	-	-	(9,982)	(9,982)
At 31 December 2008	-	-	3,874	-	3,874
Net book value					
At 31 December 2008	46,919	2,016	1,935	-	50,870
At 31 December 2007	46,919	2,016	3,872	-	52,807

All assets of material value are held for use on a continuing basis in the charity's activities.

The Clifton Suspension Bridge Act 1986 requires that sums expended by the Trust on a Visitor Centre be recorded in the Trust's annual accounts and made good as soon as reasonably practicable, at any event within 60 years from its date of application, together with interest. Sums incurred to date are shown below.

	£
Net revenue expenditure	
2008	(11,603)
1999-2007	218,209
Memorandum account total	206,606

THE CLIFTON SUSPENSION BRIDGE TRUST

NOTES TO THE FINANCIAL STATEMENTS Year ended 31 December 2008

8. FIXED ASSET INVESTMENTS

	Listed Investments and Unit Trusts £	Charity property fund £	Short term deposits £	Total £
Market value 1 January 2008	6,537,979	567,917	614,116	7,720,012
Additions	2,365,549	-	750,000	3,115,549
Disposals	(2,706,557)	-	(550,211)	(3,256,768)
Net unrealised investment gains	(1,635,402)	(128,206)	-	(1,763,608)
Market value 31 December 2008	4,561,569	439,711	813,905	5,815,185
Historical cost as at 31 December 2008	5,607,720	500,000	813,905	6,921,625
Investment income derived from the above	224,729	34,930	31,337	290,996

No single investment is held which is material in the context of the investment portfolio.

9. DEBTORS

	2008 £	2007 £
Sundry debtors	10,280	15,452
Prepayments	7,348	10,370
	<u>17,628</u>	<u>25,822</u>

10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2008 £	2007 £
Deferred income: -		
Proximity cards and other accruals	612,155	615,428
Trade creditors	50,500	13,082
Inland Revenue and pension, VAT	184	(41)
	<u>662,839</u>	<u>628,469</u>

TAB NINE

TRUSTEES OF THE CLIFTON SUSPENSION BRIDGE

INCREASE IN TOLLS

TRANSPORT CHARGES &C. (MISCELLANEOUS PROVISIONS) ACT 1954

TAKE NOTICE that the Trustees of the Clifton Suspension Bridge have applied to the Secretary of State for Transport for authority to increase the toll charge for motor vehicles crossing the Clifton Suspension Bridge from 50p to £1. The toll charge (which is currently not levied) for pedestrians, pedal cycles, carts, carriages and animals will remain unchanged at 5p.

Any person or any body representative of persons having a substantial interest in the Clifton Suspension Bridge may object to the application by giving notice to [the Secretary of State for Transport, c/o Julian Smith, Cities, Policy and Delivery, Department for Transport, Zone 2/14, Great Minster House, 33 Horseferry Road, London, SW1P 4DR] and by forwarding a copy of that notice to the Trustees at the address below. Any such notice of objection to the application must be submitted by [2012].

TJ Baines Esq
Clerk to the Trustees
Crowe Clark Whitehill LLP
Clifton Suspension Bridge
Leigh Woods
Bristol
BS8 3PA

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