

APPENDIX – 2

Questionnaire for Willingness to Pay Surveys

Truck Operator's Interview

Bridge/Road Stretch under Study : Vadodara- Halol toll road & Halol- Godhra Rd

Date of Survey :

Name of Firm:

Capacity: LCV / TEMPO / MINITRUCK:	NO.
TRUCK/TANKER(2XL):	NO.
TRUCK/TANKER(3XL):	NO.
TRUCK/TANKER(MULTIXL):	NO.

1.0 Tolling Concepts Awareness :-

- i) Do you know some bridges/ road stretches are under tolling : Yes/No.
- ii) Have you ever paid tolls : Yes/No.
- iii) Do you think toll projects offer better quality of roads/ bridges : Yes/No.
- iv) If no, where did you find toll project not offering proper quality : Project Name & year of experience & type of problem faced.
- v) Do you know Govt. has decided to make transport sector self financing due to shortage of funds as compared to need ? : Yes/No.
- vi) Any comments how otherwise Govt. can finance such projects without tolling (Vague comments & allegations are not recorded). * Tolling/fuel cess

3.1 Vadodara- Halol Toll Road Project Details:

Features	Earlier condition	Service road	Improvement done	Benefits
Width:	7.0 mt two lane	4.0 mt plus 1.5 mt shoulder on both side	14.00 mt fourlane	traffic segregation and extra capacity so better speed
Riding quality & Geometry.	roughness more than 4500 mm/ km	roughness more than 4500 mm/ km	roughness around 2500 mm/ km	comfortable and speedy driving
Safety standards	minimum required	minimum required	Latest guard rails/ reflecting boards, road marking, central verge	better visibility especially at night and no head on collusion due to central verge
Road site amenities	nil	nil	road side and central verge plantation, parking lanes and break down lane	comfortable driving and no glare at night
Travel cost : VOC Travel Time	Rs. 518 (Rs16.19per km)	Rs.568 (Rs17.74per km)	Rs. 484 (Rs. per15.13 km)	Rs. 34.0 2L-4L add 20 congestion% = Rs. 41.0 2L-4L
				Rs. 84.0 1L-4L
	64 minutes (30 kmph)	64 minutes (30kmph)	39 minutes (50kmph)	saving of 25 minutes valued at Rs. 160 per day = Rs.3.0 for both.

So specifically to declare this project envisages:

Reduction in Travel cost due to improved riding surface and better speed results in total saving per one side trip Rs. 44/- (2L-4L) and Rs. 87/- (1L-4L) . For trucks total saving per one side trip Rs. 44/- (2L-4L) is more relevant.

3.2 Halol- Godhra road Project Details

Features	Earlier condition	Improvement done	Benefits
Width:	7.0 mt two lane	10.00 mt two lane with shoulders	traffic segregation by road marking extra capacity so better speed
Riding quality & Geometry.	roughness more than 4500 mm/ km	roughness around 2500 mm/ km	comfortable and speedy driving
Safety standards	minimum required	Latest guard rails/ reflecting boards, road marking	better visibility especially at night
Road site amenities	nil	road side plantation, parking lanes	comfortable driving
Travel cost : VOC Travel Time	Rs. 640 (Rs16.85per km)	Rs. 616(Rs.16.22 per km)	Rs. 24.0 ADD 20% for congestion =RS.29.0
	76 minutes(30 kmph)	51 minutes (45 kmph)	saving of 25 minutes valued at Rs. 160 per day = Rs.3.0

So specifically to declare this project envisages :

Reduction in Travel cost due to improved riding surface and better speed results in total saving per one side trip Rs.32

4.1 WTP ON VADODARA – HALOL TOLL ROAD

Actual VOC saving felt by User = Rs. + Rs. Time value of 25 minutes

Total Perceived Saving on This Road =Rs.

If the toll is paid in cash, given idea of saving in physical cost & time cost Toll value acceptable to User is found out.

Toll level	Highly acceptable	Acceptable	OK	Not acceptable	Totally unacceptable.
				(a) Reduction in future trips. (b) Change of mode.	(No trip & total diversion)
Rs. 0.0					
Rs.25					
Rs.50					
Rs.85					
Rs.140					

(Zero tolling means free roads whatever standards prevail as in case of state roads.)

If paid through passes, details of type of pass & average cost = Rs. per trip if pass is fully utilized.

Actual no. of trips enjoyed per pass & hence cost per trip = Rs.

Expected pass amount per trip = Rs. Highly acceptable

Rs. Acceptable

Rs. O.K.

4.2 WTP ON HALOL – GODHRA ROAD

Actual VOC saving felt by User = Rs. + Rs. Time value of 25 minutes

Total =Rs.

If the toll is paid in cash, given idea of saving in physical cost & time cost Toll value acceptable to User is found out.

Toll level	Highly acceptable	Acceptable	OK	Not acceptable	Totally unacceptable.
				(a) Reduction in future trips. (b) Change of mode.	(No trip & total diversion)
Rs. 0.0 (exists)					
Rs.25					
Rs.50					
Rs.85					
Rs.					

(Zero tolling means free roads whatever standards prevail as in case of state roads.)

- 4.2.1 Comments for additional features required to make tolling acceptable e.g. access control and additional WTP expressed on VHTR = Rs.
- 5.1 Percentage of bad road condition km in total length of journey:
- 5.2 WTP for existing total length of journey for as it is condition of road:
- 5.3 WTP for same total journey if it is four lanned point to point:
- 5.4 Prevailing Fare on discussed journey (both side):

- 5.5 What attribute you feel is guiding toll payment applicable to any toll project
(select from order 1-2-3)

1.0 Km. Saving with fuel-time saving	1-2-3
2.0 Time Saving without km saving	1-2-3
3.0 Lower maintenance to vehicle	1-2-3
4.0 Higher speed :	1-2-3
5.0 Access control & Traffic Safety	1-2-3
6.0 Comfortable journey	1-2-3
7.0 Road side amenities (parking, fuel station, garages, break down services)	1-2-3

- 5.6 Other Discussions: