# APPENDIX - 1

## Questionnaire for Willingness to Pay Surveys

### Car User/Owner's Interview:-

Road Stretch under Study : Vadodara- Halol toll road Date of Survey :

Traffic Direction : towards Halol/ Vadodara

Vehicle Regi. No.: Age of vehicle:

Vehicle Type : Car/Jeep/SUMO. :(PRIVATE/GOVERNMENT)

Fuel :CNG/PETROL/DIESEL Car Ownership:

1.0 Tolling Concepts Awareness :-

(If in haste, contact number : )

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

2.0 Regarding the Current Trip :-

| Origin-Destination | Travel time./ Distance | Purpose (tick) | Vehicle type (tick) | Frequency of Traveling (tick) | Family income and Own education |
|---|---|---|---|---|---|
| | | Study/Employment/Health/Business/ Social/Shopping/Recreation/Other | Hired/ owned | Daily, weekly, Monthly Sometime | |
| | | | | | |

| Average monthly km journey per car | Average monthly fuel bill | Average monthly vehicle maintenance cost | Average monthly tolls being paid |
|---|---|---|---|
| | | | |

3.0 Presentation of Vadodara-Halol Toll Road project details :- (Vadodara- Halol Distance =32.0 km) No saving in length but improved traveling conditions & hence saving in cost

| Features | Earlier condition | Service road | Toll road | Benefits |
|---|---|---|---|---|
| Width: | 7.0 mt two lane | 4.0 mt plus 1.5 mt shoulder on both side | 14.00 mt four lane | 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 fuel index @280.2 | Rs.196 (Rs6.11per km) | Rs.206(Rs6.44per km) | Rs.159(Rs4.96per km) | Rs. 37.0 2L-4L |
| | | | | Rs. 47.0 IL-4L |
| Travel Time Rs. 45 per hour (index @ 187.3 all commo.) | 48 minutes (40kmph) | 48 minutes (40kmph) | 24 minutes (80kmph) | saving of 24 minutes in both cases. valued at Rs. 45 per hour = Rs. 18.0 |

**A.** Service road v/s toll road = Rs.65.00 (uncongested)Earlier two lane v/s toll road = Rs.55.00 if 20% congestion factor then say Rs.65.00

4.0 Willingness to pay Toll For Vadodara-Halol Toll Road:-

Given idea of saving in physical cost & time cost of Rs. 65/- Toll value acceptable to users is surveyed. However, if the user has own understanding of VOC & time value

* VOC saving felt by User = Rs. + Rs. Time value of 24 minutes

Total = Rs.

4.1. A

If the toll is paid in cash, given idea of saving in physical cost & time cost

Toll value acceptable to Operator is found out. If passed on to user then also operator shall express feelings as per market.

| Proposed Toll | 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.15 | | | | | |
| Rs.30 | | | | | |
| Rs.65 | | | | | |

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

4.1B If paid through passes,

Average no. of trips actually enjoyed per pass = i.e. Rs. paid / trip

What should be the toll per trip as per WTP in your case = Rs.

| Proposed Toll rate on passes | Highly acceptable | Acceptable | OK | Not acceptable | Totally unacceptable. |
|---|---|---|---|---|---|
| | | | | (a) Reduction in future trips. (b) Change of mode. | ( No trip & total diversion) |
| Rs.00 | | | | | |
| -50% | | | | | |
| present level | | | | | |
| +10% | | | | | |
| +20% | | | | | |
| +30% | | | | | |
| +40% | | | | | |
| +50% | | | | | |
| +100% | | | | | |

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

4.2 Comments for additional features required to make tolling acceptable e.g. access control

And additional WTP expressed = Rs.

5.0 Halol- Godhra Road Project Details For Willingness to Pay Surveys:

| 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, | better visibility especially at night |

| | | | |
|---|---|---|---|
| | | road marking | |
| Road site amenities | nil | road side plantation, parking lanes | comfortable driving |
| Travel cost : VOC | Rs. 196 (Rs 6.11 per km) | Rs. 157(Rs.4.90 per km) | Rs. 39.0<br>Add 20% congestion = Rs.47.0 |
| Travel Time | 48 minutes(50kmph) | 48 minutes(50kmph) | saving of 24 minutes valued at Rs. 45 per hour = Rs. 18.0 |

So specifically to declare this project envisages :

Reduction in Travel cost due to improved riding surface and almost double speed ( Physical cost saving + time saving valued at Rs. 45 per hour ) = Rs.....47.0..... &

Km.....nil.....Saved.

5.1. WTP on Halol- Godhra road:

| Proposed Toll | 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.15 | | | | | |
| Rs.30 | | | | | |
| Rs.60 | | | | | |

What is preferred : Separate toll booth for both Sections / individual sectional booth?

6.0 What attribute you feel is guiding toll payment (select from order 1-2-3)

| | |
|---|---|
| 1.0 Km. Saving with fuel-time saving | 1-2-3 (not applicable here) |
| 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 |