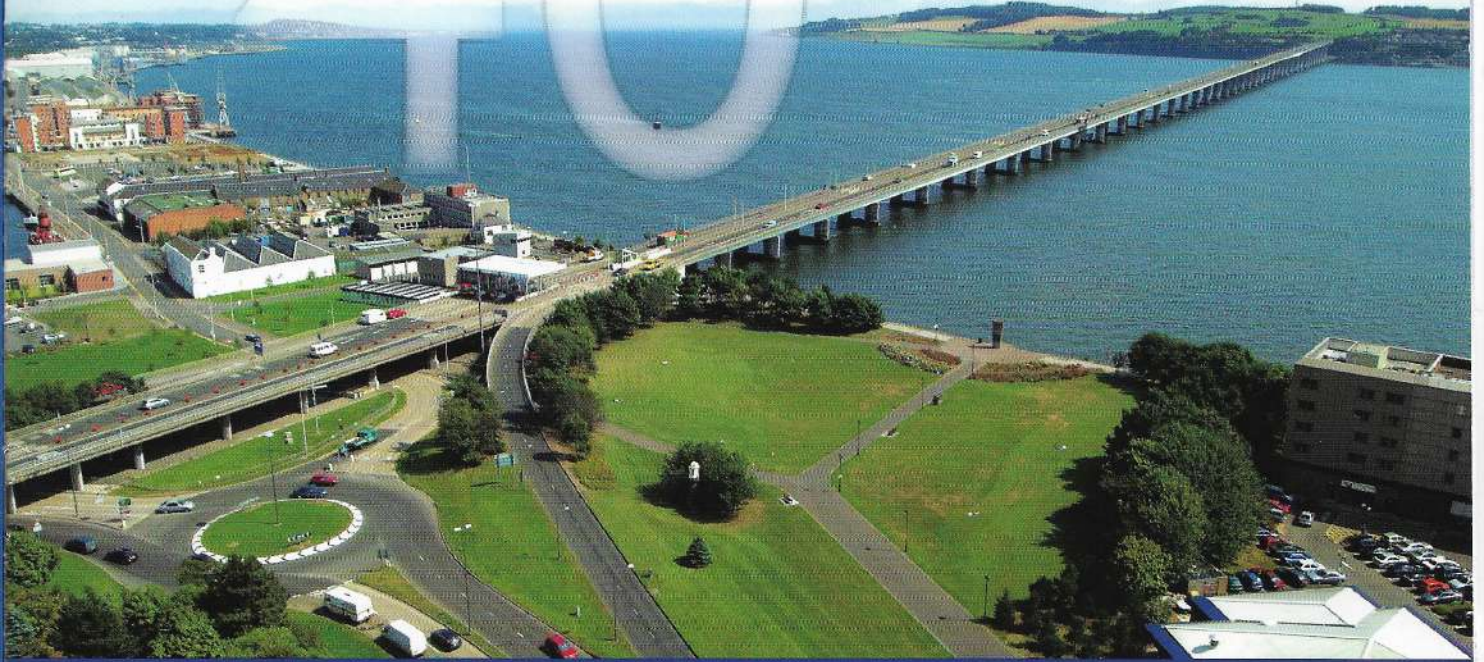




40th Anniversary



A special edition booklet to commemorate the 40th Anniversary of the Tay Road Bridge

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1966-2006



TAY ROAD BRIDGE
OPENED BY
**HER MAJESTY
QUEEN ELIZABETH
THE QUEEN MOTHER**
AUGUST 18TH 1966

TAY ROAD BRIDGE JOINT BOARD


CHAIRMAN: MAURICE McMANUS, C.B.E., J.P.
LORD PROVOST OF DUNDEE

VICE-CHAIRMAN: JOHN McWILLIAM, J.P.
CONVENER OF FIFE COUNTY COUNCIL

MEMBERS OF THE BOARD REPRESENTING
ANGUS COUNTY COUNCIL: R.W. McCAIG, C.B.E.
DUNDEE CORPORATION: H. DICKSON, J.P.
J. M. GILLIES, O.B.E., J.P. A. MACKENZIE, O.B.E., J.P.
J. STEWART A. J. THOMSON, J.P.
FIFE COUNTY COUNCIL: J. MAXWELL, J.P. G. SHARP, J.P.

CLERK: GORDON S. WATSON, J.P. TREASURER: J. C. MILNE
ENGINEER: W. A. FAIRHURST, C.B.E.

1966-2006



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Some Questions and Answers

▶ **Question:** *When was the bridge opened?*
Answer: The bridge was opened to traffic by Her Majesty, the late Queen Elizabeth the Queen Mother on 18 August 1966, having taken four years to build at a cost of approximately £5 million. It will celebrate its 40th anniversary this year. The cost of building the bridge today would be approximately £130 million.

▶ **Question:** *Who is the authority responsible for the bridge?*
Answer: The bridge is the responsibility of the Tay Road Bridge Joint Board, which comprises six councillors from Dundee City Council, five from Fife Council and one from Angus Council. The board is responsible for the management and maintenance of the bridge which is financed predominantly from tolls. The current Chairman is Lord Provost John R Letford JP of Dundee City Council and the Vice Chairman Councillor A Michael Rumney of Fife Council.



Chairman -
John R Letford JP



Vice Chairman -
Mike Rumney





The board appoints a Clerk, a Treasurer, an Engineer and a Bridge Manager to administer and manage its affairs and meetings are generally held once every three months to discuss business. A Tay Road Bridge Joint Committee was initially established in 1955 to raise money to build the bridge. The Tay Road Bridge Joint Board held its first meeting on 3rd September 1962.

The Clerk is Ms Patricia McIlquham LLB, Depute Chief Executive (Support Services), Dundee City Council. The clerk is responsible for the legal affairs of the board.

The Treasurer is Mr David K Dorward, CPFA, Depute Chief Executive (Finance), Dundee City Council. The Treasurer is responsible for the financial affairs of the board.

The Engineer is Mr Kenneth Laing BSc, MBA, CEng, MICE, City Engineer, Dundee City Council. The Engineer is responsible for the structural integrity of the bridge, for carrying out structural inspections and for designing and supervising major maintenance works.

The Bridge Manager is Mr John Crerar, BSc. C.Eng. MICE a Chartered Civil Engineer. The Bridge Manager is responsible for the staff who work on the bridge, the collection of tolls, carrying out general inspections and routine maintenance works, dealing with emergencies such as accidents, snow, ice and high winds and for the general management and operation of the bridge and other property belonging to the Joint Board.



Clerk -
Patricia McIlquham



Treasurer -
David K Dorward

Engineer -
Kenneth Laing

Bridge Manager -
John Crerar



▶ **Question:** *Where is the Administration Office located?*
Answer: The administration offices are located at the Dundee end of the bridge adjacent to the toll booths. Tel **01382 221881**.

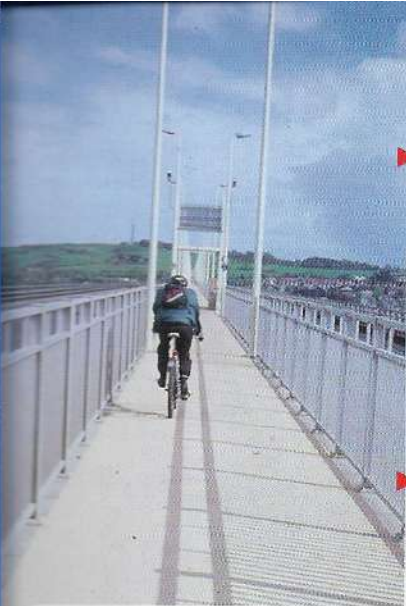
▶ **Question:** *What other property does the Joint Board own?*
Answer: As well as the main bridge structure and the Dundee approach ramps the Joint Board is also responsible for the gardens and surrounding parkland at the Dundee end of the bridge and the kiosk, the car park and surrounding parklands at the Fife end of the bridge.

▶ **Question:** *How many people actually work on the bridge?*
Answer: The Bridge Manager has a staff of 45, comprising 5 administrative staff, 25 toll staff and 15 maintenance staff.

The 25 toll staff comprise, 5 Inspectors and 20 Bridge Officers. They work a three shift rota system, generally 7 toll staff being on duty during the day and 4 toll staff during the night to collect tolls and deal with traffic accidents, breakdowns and emergencies.

The 15 maintenance staff include 12 Maintenance Technicians, a Maintenance Technician (Electrical) and a Maintenance Technician (Mechanical). The Maintenance Technicians are fully trained in boat handling and river rescue work.





▶ **Question:**

Answer:

Does the bridge have its own vehicles and equipment?

The bridge has a patrol van, a maintenance van, a de-icing lorry, a safety boat and two inspection gantries (two large crane-like machines which are suspended beneath the bridge to provide access for inspection and maintenance).

The safety boat is called the 'Fife', a 35ft steel-hulled vessel which must be on station when any work is being carried out on the bridge. This is accompanied by a rigid inflatable fast boat for rescuing anyone who falls into the river.

▶ **Question:**

Answer:

How long is the bridge?

The bridge is 2250 metres long (7400ft), or approximately one and a half miles. It has 42 separate spans and rises at a gradient of 1 in 81 from Dundee to Fife.

▶ **Question:**

Answer:

Why do we pay tolls?

The Joint Board had to borrow money to build the bridge and the tolls are levied to pay back the borrowed money, to pay for day-to-day administration and maintenance and for funding major repairs.

The tolls are now less, in real terms, than when the bridge was opened. The toll for a car in 1966 was 12p in each direction which is equivalent to £1.50 at today's prices. As the tolls are now one-way, this figure could be doubled to give a value of £3 compared to the actual current toll of 80p.



- ▶ **Question:** *Why are the tolls charged in one direction only?*
Answer: Collection charges are reduced as less staff and equipment are required to collect the toll. The bridge is a local commuter route and a similar number of vehicles cross the bridge in both directions. The toll charge for one-way tolling is double the charge for two-way tolling, therefore the toll income for one-way tolling is similar to what it would be for two-way tolling.
- ▶ **Question:** *How can I pay the toll?*
Answer: You can pay the toll by cash or voucher. Vouchers for cars, HGVs and buses can be purchased at the Bridge Manager's Office, at the Dundee City Council Office in the City Square, Dundee or at Fife Council's Offices in Newport, Tayport, Cupar and St. Andrews.
- ▶ **Question:** *What if I have no money to pay the toll?*
Answer: You will be issued with a Non Payment Invoice for the toll due, plus a £2 administration charge which you must pay within seven days.
- ▶ **Question:** *Is anyone allowed to cross the bridge without paying tolls?*
Answer: Yes ... The police and emergency services, crown vehicles, Blue Badge holders (registered disabled), motor cyclists, pedestrians and cyclists.
- ▶ **Question:** *How many vehicles cross the bridge each day?*
Answer: On average, 24,000 vehicles cross the bridge each day, i.e. 12,000 in each direction. The highest number of vehicles on any one day was approximately 31,000 during the 2005 British Open Golf Championship at St Andrews. In 1966 when the bridge was just newly opened the average daily traffic was about 6,500 vehicles (3,250 in each direction), which was about twice the traffic figures that were predicted.



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- ▶ **Question:** *Is there a speed limit on the bridge?*
Answer: Yes. On the main bridge the permanent speed limit is 50mph and on the approach ramps at the Dundee end it is 30mph. On the main bridge a temporary speed limit of 30mph is often introduced when works are being carried out or when dealing with emergencies, breakdowns or severe weather. Tayside Police are the Police Authority for the bridge.
- ▶ **Question:** *Can I stop on the bridge?*
Answer: No. It is an offence under the Bye-Laws to stop on the bridge. There are no hard shoulders or lay-bys.
- ▶ **Question:** *What happens if I breakdown on the bridge?*
Answer: You should immediately switch on your hazard lights and then wait by your vehicle until rescued by the Bridge Patrol van.
- Closed circuit television cameras will detect that you have stopped on the bridge and the bridge patrol van will immediately be called out to investigate.
 - If you have a car phone you can call the bridge control room on Dundee 221881.
 - Alternatively, there are eight emergency phone locations on the central walkway and the bridge control room can be contacted by lifting the phone.
 - The patrol van will tow cars off the bridge either to the Fife car park or to the Dundee administration office at no charge.
 - Heavier vehicles which require towing by breakdown services will be charged the current rate.

► **Question:** *Is the bridge ever closed to traffic?*

Answer: The bridge is open 24 hours a days, 365 days of the year. The only time the bridge would be closed to traffic would be in the event of a major accident or emergency or during periods of high winds when it is considered to be too dangerous for vehicles to cross.

The bridge has weather monitoring equipment, closed circuit television cameras and advanced traffic warning signs on the bridge and approaches, to detect bad weather and emergency events and immediately warn bridge users as to the circumstances.

High winds blowing across the bridge pose a particular problem to high sided vehicles. In the interest of public safety and to prevent vehicles overturning, the following procedures are adopted:

- At wind gust speeds of 45mph and rising, the bridge is closed to double-deck buses.
- At wind gust speeds of 60mph and rising, the bridge is closed to all high sided vehicles.
- At wind gust speeds exceeding 80mph, the bridge is closed to all vehicles.



▶ **Question:** *Is there access for cyclists, pedestrians and the disabled?*

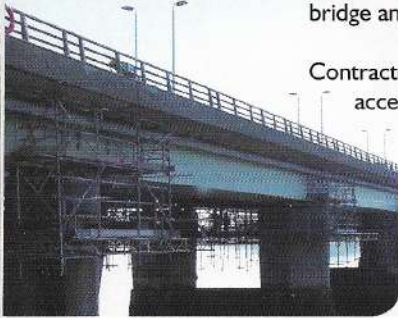
Answer: Cyclists, pedestrians and the disabled can cross the bridge via the central walkway. There is a lift and a stairway at the Dundee end of the bridge and a ramp at the Fife side.

▶ **Question:** *Why are there often lane closures on the southbound carriageway?*

Answer: Major structures such as the Tay Road Bridge require regular inspection and maintenance. Over the past 20 years or so the Joint Board has spent approximately £40m on major maintenance works. Most of the work is carried out underneath the bridge and is unseen by the travelling public.

Contractors working on the bridge require safe access for labour, plant and materials and the only available space is on the carriageway.

Lane closures are generally always restricted to the southbound carriageway where the effect on traffic flow is minimal.



► **Question:** *What major works have been carried out on the bridge over the past 20 years?*

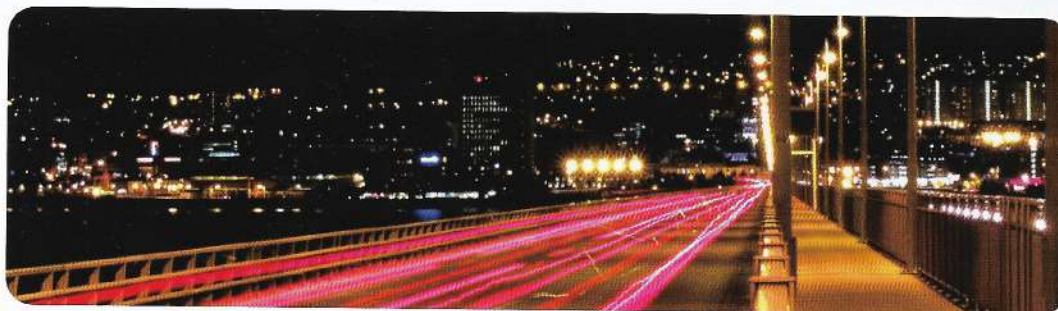
Answer:

- Replacement of Inspection Gantries and Runway Beams 1985 to 1989 - £2.5m
- Repairs to Concrete Columns 1987 to 1994 - £4.5m
- Carriageway Expansion Joints 1985 to 1991 - £1.5m
- New Toll Plaza and Collection Equipment 1992 to 1993 - £0.5m
- Major Repainting 1990 to 1995 - £5.5m
- Refurbishment of Central Walkway 1998 - £4.5m
- Box Girder Strengthening 2002 to 2003 - £4m
- Bearing Replacement 2005 to 2007 - £18m

► **Question:** *When will the works on the bridge be finished?*

Answer:

The current major work on the bridge is scheduled to be completed by October 2007. Large bridges such as the Tay Road Bridge however require regular inspection and maintenance and some sort of work is always liable to be ongoing in the future.



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Tay Road Bridge Joint Board Members.....

Dundee City Council

Lord Provost John R Letford, JP (Chairman)
Councillor Fiona Grant, JP
Councillor Helen Dick
Councillor Nigel Don
Councillor Jim Barrie
Councillor Roderick AJ Wallace

Fife Council

Councillor R Michael Rumney (Vice Chairman)
Councillor A Joyce Smith
Councillor Andrew Arbuckle
Councillor Margaret Taylor
Councillor Albert Ritchie

Angus Council

Councillor Rob Murray

Officers.....

Bridge Manager – Mr John Crerar BSc, CEng, MICE
Engineer – Mr Kenneth Laing BSc, MBA, CEng, MICE
Clerk – Ms Patricia McIlquham LLB
Treasurer – Mr David K Dorward CPFA

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