



Queensferry Crossing and Forth Road Bridge Users' Guide

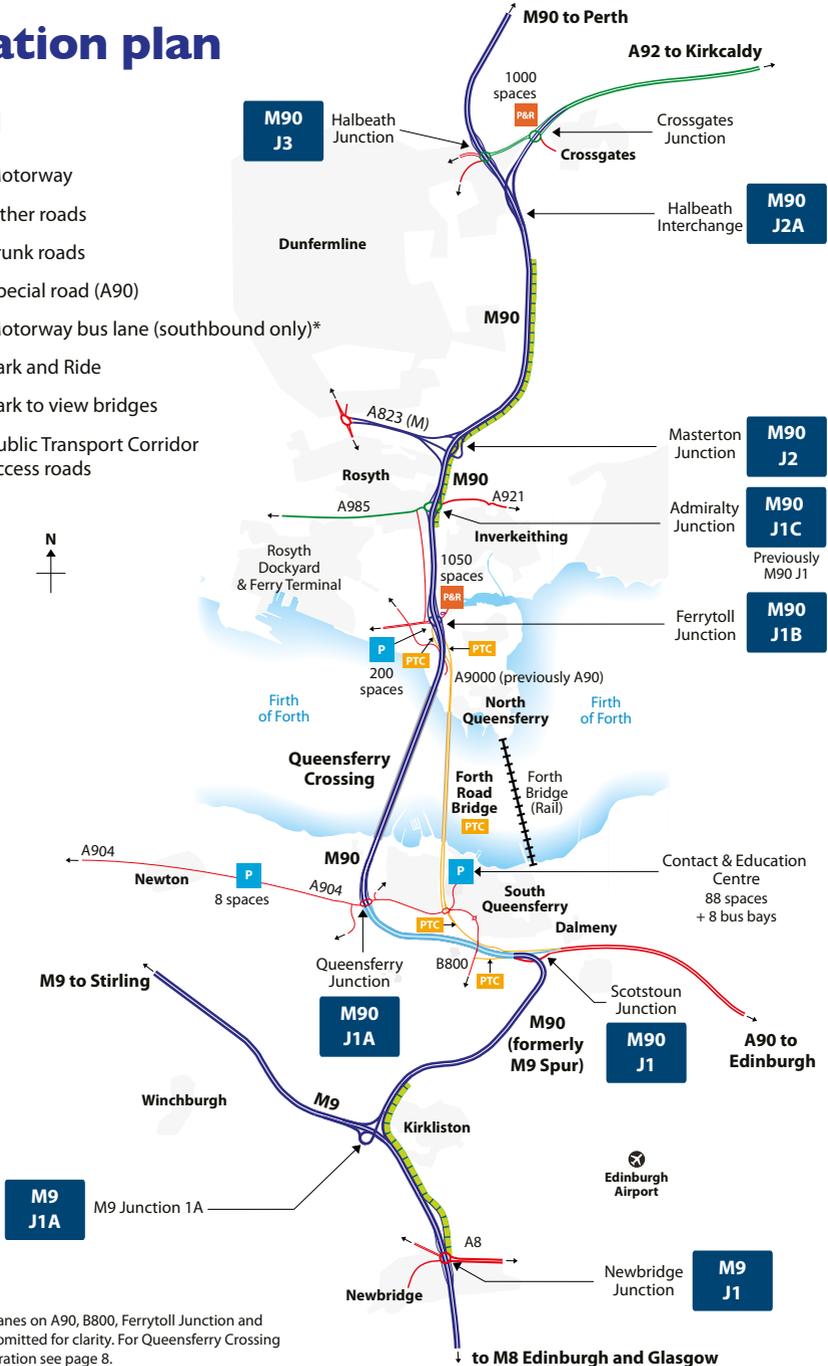
January 2018



Location plan

Legend

-  Motorway
-  Other roads
-  Trunk roads
-  Special road (A90)
-  Motorway bus lane (southbound only)*
-  Park and Ride
-  Park to view bridges
-  Public Transport Corridor access roads



*Further bus lanes on A90, B800, Ferrytoll Junction and Hope Street omitted for clarity. For Queensferry Crossing bus lane operation see page 8.

Introduction

The opening of the Queensferry Crossing provides new opportunities for travel across the Forth, for all road users including pedestrians and cyclists. To support its opening, a new 13.7 mile (22 km) long motorway corridor has also been completed, extending from the M90 Halbeath Junction over the Queensferry Crossing to the M9 north of Newbridge Junction. Various new and modified junctions and associated roads have also been constructed, and a number of new road features have been incorporated. The Forth Road Bridge has now been re-designated primarily for use by public transport.

This guide has been produced for road users of the Queensferry Crossing, Forth Road Bridge and the surrounding road network to help provide an understanding of the new road and bridge layouts and their associated features. Although traffic signs provide relevant guidance for the appropriate use of the bridges and their approach roads, road users may, however, find this guide of value as it provides:

- A summary of how the motorway and associated roads operate.
- An overview of the access arrangements for the Queensferry Crossing and Forth Road Bridge.

Contents

The Queensferry Crossing and Forth Road Bridge

With the opening of the Queensferry Crossing, the Forth Road Bridge operates as a dedicated Public Transport Corridor and also offers an improved environment for walkers and cyclists. Details of access restrictions and sustainable travel choices are included on **pages 4 and 5**.

Intelligent Transport System (ITS)

ITS technology is employed along the new motorway. It enables implementation of mandatory variable speed limits and lane controls. In addition, some lengths of hard shoulder are also being used as bus lanes to help improve bus journey time reliability. Key ITS and roadside features are further explained on **pages 6 to 9**.

The road network north and south of the Forth

Changes to the road network have been necessary to accommodate the Queensferry Crossing, resulting in new or modified motorway, special roads, trunk roads, local roads, cycleways and pathways. Road designations, access arrangements and key features are further explained on **pages 10 to 13**.

FAQs

Frequently asked questions are covered on **page 14**.

Summary

A summary of the key information from this guide is provided on **page 15**.

Further information and contact details

See **back page**.

Access restrictions

The following chart summarises the road users authorised to access the Queensferry Crossing and Forth Road Bridge.

Road user	Queensferry Crossing (M90 Motorway)	Forth Road Bridge (A9000)
General Traffic (Cars and HGVs)	✓ ^① Subject to normal motorway restrictions.	X
Buses ^② and taxis ^③	✓	✓
Agricultural Vehicles	✓ Subject to normal motorway restrictions. ^④	✓ Those not permitted to use the Queensferry Crossing. ^④
Abnormal Loads	✓	X
Emergency vehicles	✓	✓
Vehicles carrying corrosive materials	✓	X
Motorcycles more than 125cc	✓	✓ Only learners with a provisional licence under supervision of a certified direct access instructor.
Motorcycles of 50cc up to 125cc	✓	✓ Including learners.
Motorcycles less than 50cc	X Motorcycles less than 50cc are not permitted on motorways.	✓ Including learners.
Pedestrians and cyclists	X	✓ Using the dedicated footway and/or cycleway. Dog walkers must keep dogs under control on a lead and remain on the footway.
Learner drivers cars and motorcycles	X	X No learner car drivers. See above for permitted motorcycles.
Horses/horse drawn vehicles	X	X There is no access to the footway and cycleway. Access to the carriageway is only by prior consent of the roads authority.

- ① The traffic permitted to use motorways is set out in the Roads (Scotland) Act 1984.

Class I – Heavy and light locomotives, motor tractors, heavy motor cars, motor cars, motor cycles with engine capacity of not less than 50cc (which comply with requirements).

Class II – Motor vehicles and trailers conveying abnormal indivisible loads; motor vehicles and trailers constructed for naval, military, air force or other defence purposes; and certain construction and engineering vehicles (which comply with requirements).

The Class I and II requirements are detailed at: www.legislation.gov.uk/ukpga/1984/54/contents

- ② Buses including vehicles carrying more than 8 passengers for hire or reward that fall within the definition in the Public Passenger Vehicles Act 1981: www.legislation.gov.uk/ukpga/1981/14/contents
- ③ Taxis include private hire vehicles.
- ④ Agricultural vehicles include tractors, tractors towing loaded trailers and other agricultural

vehicles such as combine harvesters (on trailers or crossing under their own power). Agricultural vehicles permitted to use the Queensferry Crossing are covered by Classes I or II in Schedule 3 of the Roads (Scotland) Act 1984 and are subject to normal motorway restrictions: www.legislation.gov.uk/ukpga/1984/54/contents

Agricultural vehicles are permitted to use the Forth Road Bridge without the prior consent of the roads authority if they:

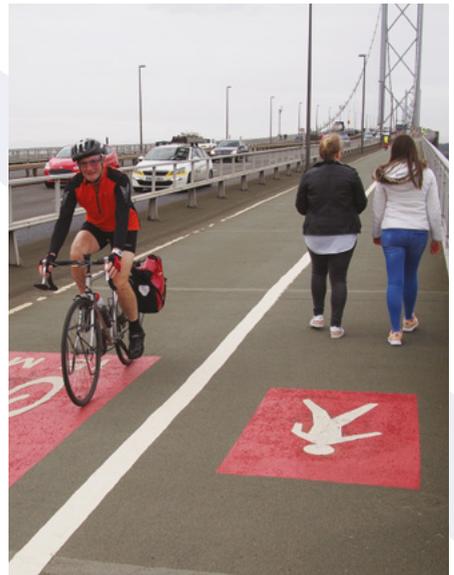
- a) are not permitted to use the Queensferry Crossing; and
- b) fall within the definition and provisions relating to agricultural motor vehicles set out in section 3 of The Road Vehicles (Construction and Use) Regulations 1986: www.legislation.gov.uk/uksi/1986/1078/contents/made

Agricultural vehicles that do not conform with The Road Vehicles (Construction and Use) Regulations 1986 may be permitted to use the Forth Road Bridge but only with the prior consent of the roads authority.

Sustainable travel

Sustainable travel, including walking and cycling, is encouraged:

- As a Public Transport Corridor, the Forth Road Bridge combines with adjacent bus priority measures to provide increased reliability of bus journey times across the Forth. Details are available at www.halbeath.org and www.ferrytoll.org
- Park & Ride **P&R** facilities are available at Halbeath and Ferrytoll.
- With general traffic removed from the Forth Road Bridge, the experience for pedestrians and cyclists is improved. New sections of footpaths, cycleways and safe crossing points have also been introduced as part of the changes to the road network.
- Access to the rail network is provided by a number of stations including Dalmeny, North Queensferry, Inverkeithing and Rosyth.



Pedestrians and cyclists on the Forth Road Bridge.

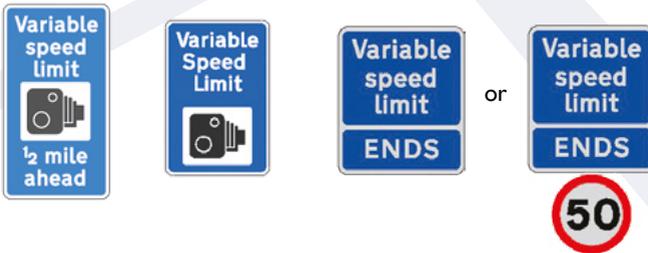
Intelligent Transport System (ITS)

Intelligent Transport System (ITS) technology deployed along the full Queensferry Crossing motorway corridor provides lane control, mandatory variable speed limit control and bus lane control.

This technology improves traffic flow, reduces congestion and improves road safety. ITS began operating on some of the roads covered by this guide in 2013, and in the first three years of operation accidents reduced substantially – by around two thirds.

Overhead gantries spaced regularly along the route support the ITS equipment including motorway signals for lane and speed controls, variable message signs, CCTV cameras, journey time cameras and enforcement cameras including automatic number plate recognition.

Entering and leaving the managed motorway



Fixed gateway signs indicate road users are entering or leaving managed motorway.

Mandatory variable speed limits

ITS allows mandatory variable speed limits to be applied so that vehicle speeds can be managed during congestion and in response to incidents such as breakdowns.

Variable speed limits keep traffic moving by controlling the flow of vehicles when a road is congested. Using CCTV cameras and data from traffic flow detectors, Traffic Scotland's National Control Centre can monitor traffic levels and lower speed limits to reduce traffic build-up.

Failure to comply with mandatory variable speed limits is a motoring offence.



Mandatory variable speed limits are indicated by red rings on gantry signs while variable message signs can advise drivers of traffic conditions.



Blank signal

Normal motorway rules and speed limits apply.



Speed limit signal

The speed limit displayed is mandatory, is the maximum permitted and will vary to suit traffic conditions.



Red cross

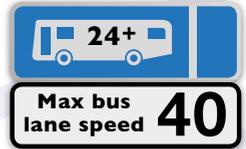
If above a traffic lane, you are not permitted to travel further in that lane. If above a bus lane/hard shoulder, you may still use this as a hard shoulder in an emergency.

NOTE: Other standard motorway signals may also be displayed. For further information, please refer to the Highway Code – an online version is available at www.direct.gov.uk

Bus lane/hard shoulder operation

In various locations the hard shoulders have been configured to operate as a bus lane – see section maps on **pages 10 and 12**. These locations are indicated by traffic signs.

The use of these bus lanes is legally restricted to buses and coaches that can carry 24 seated passengers or more. Any buses that do not meet this requirement are prohibited from using these bus lanes.



Intermittent green road surfacing and 'Bus Lane' road markings within the hard shoulder; at the start and end of the bus lane and repeated along its length, reinforce the presence of the bus lane.

Apart from the hard shoulders on the Queensferry Crossing, these bus lanes/hard shoulders operate on a 24-hour, 7 days a week basis. The Queensferry Crossing hard shoulders (northbound and southbound) may be used by buses and coaches when the Forth Road Bridge is closed (e.g. due to high winds) and when appropriate signs are displayed.



Motorway users should take care at slip roads as buses may carry straight on and re-enter the bus lane through the green marked section (see above photo). Motorway users must not follow buses through this restricted section.

Motorway drivers should be aware that buses are likely to use normal traffic lanes during non-congested periods as they can travel at higher speeds than the advisory 40mph maximum limit applicable to the bus lanes.



In normal operation, the bus lane is open and is indicated by a blank signal. Note the presence of an emergency refuge area.



In emergency situations, the motorway signal over the bus lane is used to advise bus drivers that the bus lane is closed – a red 'X' signal is displayed over the bus lane and the variable message sign reinforces this.

In case of breakdown or emergency

The bus lane is always accessible as a hard shoulder to any vehicle involved in a breakdown or emergency. When this happens buses are diverted to the normal traffic lanes.

In an emergency, one of the emergency refuge areas next to the bus lane/hard shoulder should be used. These emergency refuge areas have emergency roadside telephones with a direct connection to the Traffic Scotland Control Centre whose trained operators will advise and support you. The telephones are generally positioned behind roadside barriers and at a height suitable for road users with disabilities.

If you can't reach an emergency refuge area in your vehicle, the hard shoulder should be used. Should you require a telephone, follow the directions on the roadside marker posts.

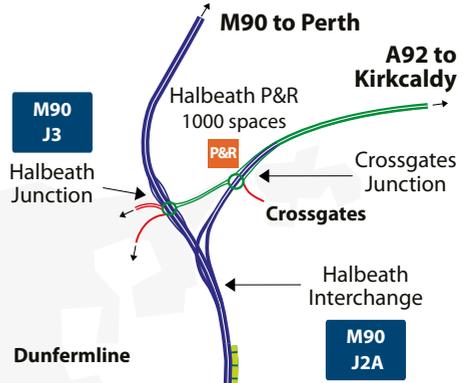
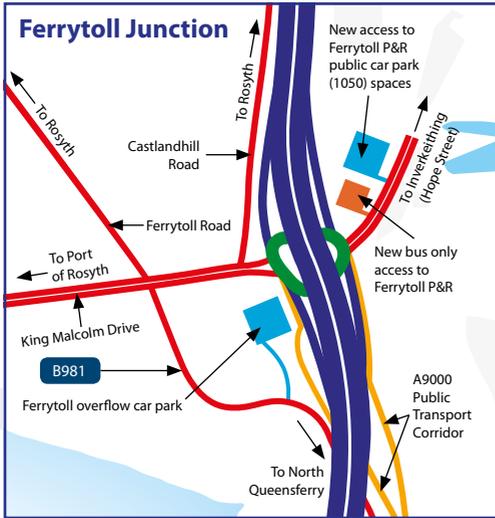
If you use your mobile to report an emergency, dial 112 or 999 to contact the emergency services. Always follow the Highway Code directions for breakdowns and incidents, including additional rules for the motorway (sections 274 to 287). An online version of the Highway Code is available at www.direct.gov.uk

**In emergency
use bus lane**

**Emergency
refuge
area**



North road network



A number of measures have been implemented north of the Forth to enhance public transport and the operation of general traffic, including:

Mandatory variable speed limits:

- Southbound from Halbeath (on the M90) and Crossgates (on the A92) towards and over the Queensferry Crossing.
- Northbound over the Queensferry Crossing to north of Masterton Junction (M90 J2).
- On the A823(M) eastbound from east of Pitreavie roundabout.

Hard shoulders operating full time as permanent bus lanes:

- Southbound from Halbeath Interchange (M90 J2A) to Admiralty Junction (M90 J1C).

Hard shoulders available as temporary bus lanes when the Forth Road Bridge is closed:

- On the Queensferry Crossing, buses and coaches carrying 24 seated passengers or more may use the hard shoulders (northbound and southbound) as bus lanes when the Forth Road Bridge is closed (e.g. due to high winds) and when appropriate signs are displayed.

Public Transport Corridor and associated facilities:

- Vehicles permitted to use the Forth Road Bridge can use the access roads indicated by **PTC** on the map.
- Bus priority lanes are provided at Ferrytoll Junction.
- At Ferrytoll Park & Ride buses and general traffic have separate entry and exit lanes to improve access and operation.

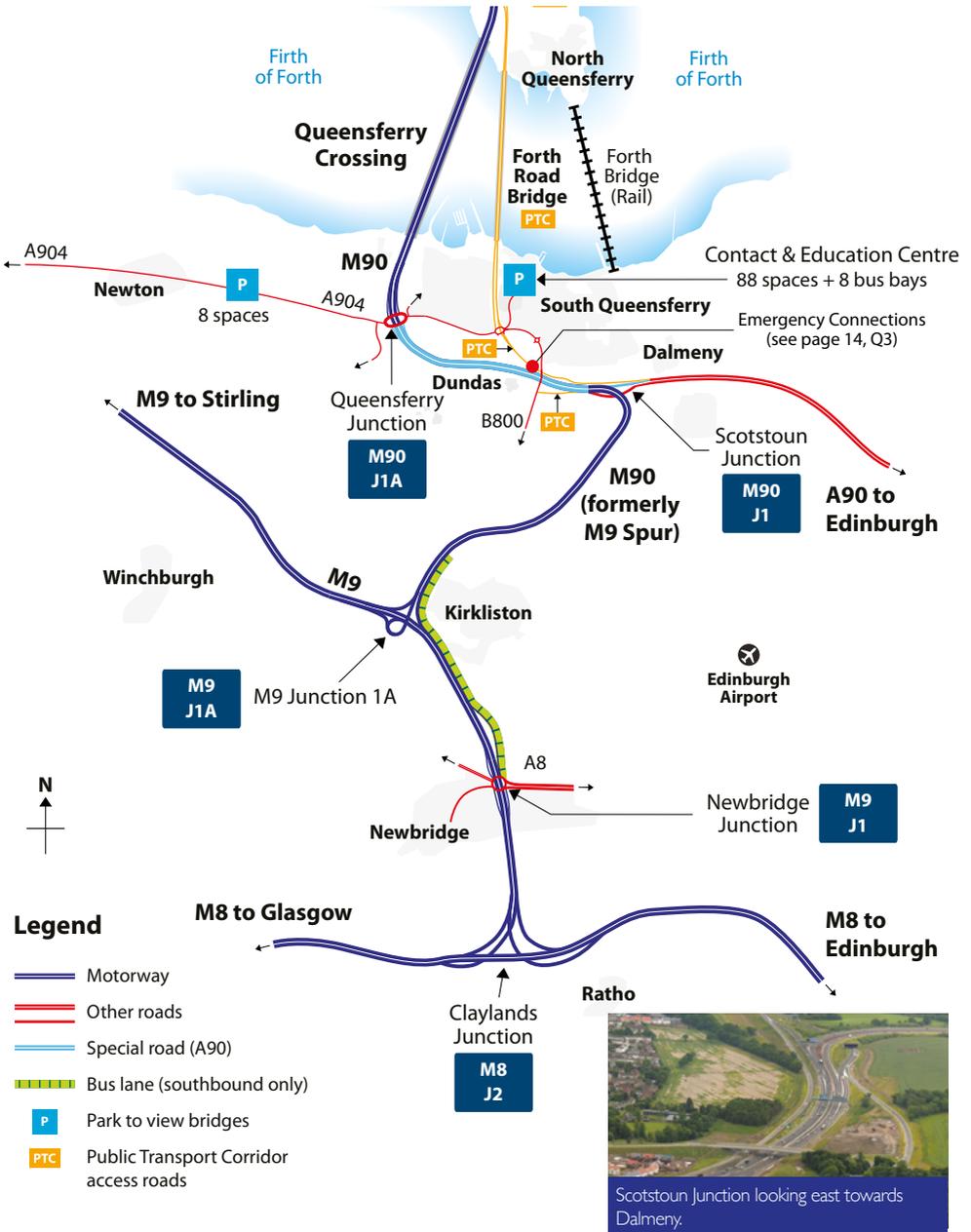
Facilities for pedestrians and cyclists:

- New footpaths and cycleways have been provided in and around Ferrytoll Junction, linking with Ferrytoll Park & Ride.
- Cyclists may use the public transport links and roads at Ferrytoll Junction to access the cycleways on the Forth Road Bridge.



The north road network looking south to the bridges.

South road network



For the south road network, measures implemented to enhance public transport and operation for general traffic include:

Mandatory variable speed limits:

- On the Queensferry Crossing – both carriageways (northbound and southbound) through the Scotstoun Junction (M90 J1) to M9 Junction 1A.
- On the M9 southbound between Winchburgh and Newbridge.

Hard shoulders operating as full time bus lanes:

- Southbound from the M90 (at Kirkliston) to Newbridge Junction (M9 J1).

Hard shoulders available as temporary bus lanes when the Forth Road Bridge is closed:

- As north road network, see **page 11**.

Special road restrictions:

- To minimise diversion of non-motorway traffic onto the local road network in the South Queensferry area, the approach road (A90) between Queensferry Junction (M90 J1A) and Scotstoun Junction (M90 J1) has been designated "special road". Traffic permitted to use this road includes Class I, Class II and Class IV vehicles as set out in the Roads (Scotland) Act 1984 – see www.legislation.gov.uk/ukpga/1984/54/contents. This means that while the majority of motor vehicles can use this road; pedestrians, cyclists, motorcycles less than 50cc and other classes of non-motorised vehicles are restricted.

Public Transport Corridor and associated facilities:

- Vehicles permitted to use the Forth Road Bridge can use the access roads indicated by **PTC** on the map.
- Bus priority lanes are provided on the B800 to assist northbound bus movements between the A90 and the Forth Road Bridge.

Facilities for pedestrians and cyclists:

- New and enhanced facilities for pedestrians and cyclists have been provided at the A904 around Queensferry Junction and on a section of the B800 from Dundas northwards.
- Cyclists are permitted to use the bus lanes on the B800.
- A footway/cycleway in Echline Fields passes under the Queensferry Crossing to provide an alternative rural means of crossing the M90 in the vicinity of the Queensferry Junction.
- Information regarding pedestrian and cycling facilities is provided in the 'Forth Road Bridge – Walking and Cycling Guide'.



Queensferry Junction looking north to Echline Fields.

Frequently asked questions

Q – If the Forth Road Bridge is closed due to high winds won't the Queensferry Crossing also need to close?

A – As the Queensferry Crossing incorporates advanced windshielding technology, it can remain open during much higher wind speeds than the Forth Road Bridge. Variable message signs will display any restrictions resulting from adverse weather or an incident.

Q – Are all buses allowed to use the Forth Road Bridge and hard shoulder bus lanes?

A – Buses and coaches that carry more than 8 passengers for hire or reward can use the Forth Road Bridge – see **pages 4 and 5**. The use of hard shoulder bus lanes is legally restricted to buses and coaches that can carry 24 seated passengers or more – see **page 8**.

Q – If there is an incident on the Queensferry Crossing, such as a road traffic accident, will traffic be allowed to use the Forth Road Bridge?

A – Subject to the type and likely duration of the incident, the road operating company, in conjunction with the police, can agree to activate emergency connections to divert traffic via the Forth Road Bridge – see maps on **pages 10 and 12**.

Q – If congestion continues in the area will you consider opening up the Forth Road Bridge to general traffic?

A – The Queensferry Crossing replaces, but does not increase, the road provision for general traffic across the Firth of Forth. It is not Scottish Government policy to provide for unconstrained growth in vehicle traffic and to attempt to do so would be unsustainable. Any increase in demand will need to be met by public transport and walking/cycling.

Q – Is it safe to have any traffic on the Forth Road Bridge given the issues with the main cables and the truss end links?

A – Yes, it is safe. Monitoring of the Forth Road Bridge is on-going and indicates that it is continuing to perform acceptably. In addition, retaining limited use of the Forth Road Bridge as a Public Transport Corridor will remove the heavy traffic loading on it, thus helping to extend its operational life.

Q – Where is the best place to stop to view the Queensferry Crossing and Forth Road Bridge?

A – The Queensferry Crossing and its approaches will be motorway (M90) and, therefore, it will not be possible to stop on the crossing or its approaches. The nearest car parks to the Queensferry Crossing are situated at the Contact & Education Centre (CEC), the Fife Council car park (which is accessed off the B981) and a layby on the A904 east of Newton. These parking places are marked on the map on **page 2**. There is a public walkway on the Forth Road Bridge and a viewing platform at the CEC.

Q – Previous information I have seen refers to a "managed crossing strategy", what is this?

A – This guide summarises the managed crossing strategy. The term "managed" indicates that the bridges and surrounding road network have been designed to cater for all travel modes by making the most appropriate use of existing and new infrastructure.

Summary

- The Queensferry Crossing is a motorway (M90).
- The Forth Road Bridge forms part of a Public Transport Corridor restricted to certain users including buses, taxis, motorcycles (up to 125cc), pedestrians and cyclists.
- Traffic signs provide relevant guidance for the appropriate use of the bridges and their approach roads.
- An Intelligent Transport System (ITS) is in operation and includes overhead gantries, spaced regularly along the route. These include motorway signals and variable message signs to control traffic and inform road users. Mandatory variable speed limits are applied when necessary – e.g. during incidents or when significant congestion occurs.
- Intelligent Transport Systems increase the efficiency and capacity of roads by improving traffic flow and reducing congestion, in turn helping journey time reliability, reducing emissions and improving safety.
- Road signs indicate where lengths of hard shoulder can be used as permanent bus lanes. When the Forth Road Bridge is closed and appropriate signage is displayed, the Queensferry Crossing hard shoulders can also be used as bus lanes.
- Road users should use the hard shoulder in an emergency. If this is being used as a bus lane, ITS will divert buses to the normal traffic lanes.



Three bridges from three centuries (l to r): the Queensferry Crossing, Forth Road Bridge and Forth Bridge (rail).

Contacts

Traffic and Roads

Up-to-date information for road users on Scotland's motorway and trunk road network is available on Traffic Scotland www.trafficscotland.org or on the move via its mobile website m.trafficscotland.org. The website also provides details of other information services including Traffic Scotland Internet Radio, Twitter account and smartphone apps.



Trunk Roads Authority Transport Scotland

Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Telephone: 0141 272 7100
Email: info@transport.gov.scot
Website: www.transport.gov.scot
Transport Scotland is an agency of Scottish Ministers

Trunk Road Operating Company – Forth Bridges

Amey

Administration Office
South Queensferry
West Lothian
EH30 9SF

Telephone: 0800 042 0188
Email: OCCR.FBScotland@amey.co.uk
Website: www.forthroadbridge.org



Further Information



Forth Bridges Forum

A partnership of major public sector bodies committed to the successful management and promotion of the Forth Bridge, Forth Road Bridge and Queensferry Crossing.

Website: www.forth-bridges.co.uk

Queensferry Crossing ARC

Discover the Queensferry Crossing's construction story through 3D animations, videos and an archive of on-site photography and articles.

Website: www.queensferrycrossingarc.co.uk



Tripshare

Supported by SEStran and Liftshare, a website promoting car sharing by helping find travel matches.

Website: www.tripsharesestran.com

Traveline Scotland

A partnership of transport companies, local authorities and passenger groups providing up to date travel information to help plan your journey.

Website: www.travelinescotland.com

