### STATUTORY INSTRUMENTS

### 1972 No. 1705

### HIGHWAYS, ENGLAND AND WALES

### The Railway Bridges (Load-Bearing Standards) (England and Wales) Order 1972

Made -

8th November 1972

Coming into Operation

11th December 1972

The Secretary of State for the Environment as respects bridges in England (excluding Monmouthshire), and the Secretary of State for Wales as respects bridges in Wales (including Monmouthshire), make this Order in exercise of their powers under section 117 of the Transport Act 1968(a) as amended by paragraph 1 of Schedule 3 to the Transport (London) Act 1969(b) and of all other enabling powers:-

### Commencement and citation

1. This Order shall come into operation on 11th December 1972 and may be cited as the Railway Bridges (Load-Bearing Standards) (England and Wales) Order 1972.

### Interpretation

2.—(1) In this Order, unless the context otherwise requires:—

"the Act" means the Transport Act 1968;

"the appropriate Minister" means, in relation to England (excluding Monmouthshire), the Secretary of State for the Environment and in relation to Wales (including Monmouthshire), the Secretary of State for Wales;

"existing", in relation to a railway bridge, means existing when this Order comes into operation;

"new", in relation to a railway bridge, means constructed after this Order has come into operation (including constructed by way of reconstruction or replacement of a railway bridge in existence, whether or not such bridge is an existing railway bridge for the purposes of this Order);

"principal road" means a road which is classified by the appropriate Minister under section 27(2) of the Local Government Act 1966(c) as a principal road for the purposes of advances under section 235 of the Highways Act 1959(d);

"railway" includes a railway which has ceased to carry traffic and the site of a railway from which the track has been removed;

"railway bridge" means a bridge, or (in so far as section 117 of the Act applies thereto by virtue of section 122(1) thereof) a tunnel or other structure,-

<sup>(</sup>b) 1969 c. 35. (d) 1959 c. 25.

<sup>(</sup>a) 1968 c. 73. (c) 1966 c. 42.

- (a) which carries a road over any one or more of the following, that is to say,
  - (i) a railway of the British Railways Board,
  - (ii) a railway of the London Transport Executive,
  - (iii) a railway of any subsidiary of either of those bodies,
  - (iv) any other installation or land used by either of those bodies or by any such subsidiary in connection with a railway or an inland waterway.
  - (v) any installation or land used by the National Freight Corporation or by any subsidiary of that Corporation in connection with a railway, and
- (b) to which section 117 of the Act applies or will, on completion, apply,

(including any abutments or other parts of the bridge, tunnel or other structure and, if the body or subsidiary in question is responsible for the maintenance thereof, any embankment, retaining wall or other work or substance supporting or protecting the surface of the road carried by, or giving access to, the bridge, tunnel or other structure); and

"road" means a highway which is maintainable at the public expense (whether by virtue of section 116 of the Act or otherwise howsoever) and which has a made-up carriageway as defined in the Highways Act 1959.

- (2) References in this Order to the construction or reconstruction of a railway bridge at a particular time, or in relation to a particular date, are (except in paragraph (5) below) references to the completion of the construction or reconstruction (as the case may be).
- (3) Where a railway bridge consists of more than one separately supported span, each span, together with its supports and its superstructure, shall for the purposes of this Order be treated as a separate railway bridge.
- (4) Where it is necessary to determine for the purpose of any provision of this Order (other than paragraph (4) of Article 3) whether a bridge, tunnel or other structure is an existing or a new railway bridge and that determination depends on whether the way carried thereby is a road, regard shall be had to the position current as respects that way—
  - (a) when this Order comes into operation, in the case of an existing railway bridge, and
  - (b) when the bridge, tunnel or other structure is constructed or reconstructed, in the case of a new railway bridge.
- (5) References in this Order to a road carried by a railway bridge as being classified, or not classified, in any particular class or category, are references:—
  - (a) where the bridge is an existing railway bridge, to the position as respects the classification of that road current when this Order comes into operation, and
  - (b) where the bridge is a new railway bridge, to the position as respects the classification of that road current when the construction or reconstruction (as the case may be) of the bridge is undertaken.
- (6) References in this Order to any enactment are references to that enactment as amended by or under any subsequent enactment.

(7) The Interpretation Act 1889(a) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Load-bearing standards for existing railway bridges

- 3.—(1) Subject to the provisions of this Order, the load-bearing standards for existing railway bridges shall be as follows:—
  - (a) where the bridge was constructed or last reconstructed on or after 1st January 1962 and the bridge is not one of those listed in Schedule 2 to this Order, the standard which would be applicable to it under Article 4 of this Order if it were a new railway bridge the construction of which was undertaken immediately after this Order has come into operation;
  - (b) where either:—
    - (i) the bridge is one of the bridges listed in Schedule 2 to this Order, or
    - (ii) the bridge was constructed or last reconstructed on or after 1st January 1955, but before 1st January 1962, and paragraph (a) above does not apply to it,

the standard specified in Part II of Schedule 1 to this Order;

- (c) where the bridge was constructed or last reconstructed before 1st January 1955 and neither paragraph (a) nor paragraph (b) above applies to it, the standard specified in Part I of Schedule 1 to this Order.
- (2) The load-bearing standard prescribed by paragraph (1)(b) or (c) of this Article for an existing railway bridge shall only apply in relation to that bridge until it is reconstructed or replaced and shall not apply for determining the standard to be complied with by the bridge as reconstructed or by the bridge which takes its place.
  - (3) The foregoing provisions of this Article—
    - (a) shall not apply to any existing railway bridge where at the coming into operation of this Order there is in force in relation to the road carried by that bridge a prohibition under section 1, 6, 12 or 17 of the Road Traffic Regulation Act 1967(b) as respects the weight of the traffic using that road, and shall remain inapplicable to that bridge so long as such prohibition as respects weight of traffic remains in force (whether in the same or some altered form), and
    - (b) shall not apply to any of the existing railway bridges listed in Schedule 3 to this Order pending the placing on the road carried by that bridge of a prohibition under section 1, 6, 12 or 17 of the Road Traffic Regulation Act 1967 as respects the weight of the traffic using that road, and so long as such prohibition as respects weight of traffic remains in force (whether in its original or some altered form),

but when such prohibition expires or is revoked and is not immediately replaced by another prohibition under one of the said sections of the said Act as respects the weight of traffic, then, as from the date of such expiration or revocation, the foregoing provisions of this Article shall (subject to paragraph (4) of this Article) apply to that railway bridge.

(4) Nothing in paragraph (3) of this Article shall be taken as applying the provisions of paragraphs (1) and (2) of this Article to any railway bridge listed in Schedule 3 to this Order and asterisked in that Schedule (such marking in that Schedule indicating that doubts exist whether the way carried by that bridge is a highway) unless, when the prohibition mentioned in paragraph (3) of this Article expires or is revoked, the way carried by the bridge is then a road as defined in Article 2(1) of this Order.

Load-bearing standards for new railway bridges

- **4.** Subject to the provisions of this Order, the load-bearing standards for new railway bridges shall be as follows:—
  - (a) where the road carried by the bridge is a principal road and is also specially classified by the appropriate Minister under section 27(2) of the Local Government Act 1966 as a 45 HB unit road for the purposes of this Order, the standard specified in Part IV of Schedule 1 to this Order;
  - (b) where the road carried by the bridge is a principal road but does not fall within paragraph (a) above, the standard specified in Part III of Schedule 1 to this Order;
  - (c) where the road carried by the bridge is not a principal road, the standard specified in Part II of Schedule 1 to this Order.

### Continuance of load-bearing standards

5. Where, by virtue of Article 3 or 4 of this Order, a load-bearing standard has been applied to an existing railway bridge, or to a new railway bridge on its construction, the standard shall continue to apply to the bridge until it is reconstructed or replaced, notwithstanding that the classification of the road carried by the bridge is thereafter altered or discontinued.

### Determination of disputes

6. If any question arises as to the requirements to be fulfilled by a particular railway bridge in order to comply with the relevant load-bearing standard prescribed by this Order (being a standard prescribed by reference to a document published by the British Standards Institution or by a Government department), the matter shall be determined, in the case of dispute, by a certificate of the appropriate Minister.

Signed by authority of the Secretary of State for the Environment 8th November 1972.

A. D. Holland,
Chief Highway Engineer in the Department of the Environment.

Signed by authority of the Secretary of State for Wales 8th November 1972.

D. A. R. Hall,
Director of Highways
Welsh Office

### SCHEDULE 1

### LOAD-BEARING STANDARDS

### PART I

The 1969 Construction and Use Regulations Standard

The bridge shall be such that when it is assessed in accordance with the relevant requirements of the Ministry of Transport Technical Memorandum (Bridges) No. B.E.4 dated January 1967 (as amended up to 11th November 1970) it shall be found capable of carrying (in addition to the materials which constitute the highway on the bridge):—

- (a) the train or trains of three four-axled vehicles each of which has a laden weight of 24 tons (together with, in a case where the length of the bridge exceeds the length of the vehicle train or trains, a uniformly distributed load of 50 lbs. per square foot on so much of the highway on the bridge as would be unoccupied by the train or trains),
- (b) individual vehicles which transmit to the surface of the highway by wheels in line transversely on one axle a load of 11 tons, and
- (c) individual vehicles which transmit to the surface of the highway by wheels in line transversely on two axles, where the distance between the axles is 4 feet, a load of 9 tons per axle,

all as described in the said Memorandum (the foregoing requirements being requirements the satisfaction of which by a bridge shows that the bridge is able to carry, in the circumstances most adverse to its stability which are likely to occur, the heaviest vehicles which, under the Motor Vehicles (Construction and Use) Regulations 1969(a), can lawfully use the highway on the bridge).

### PART II

### Type HA (equivalent lane loading) Standard

The bridge shall be such that it can carry, in accordance with the relevant provisions of the British Standard Specification 153, Part 3A, Loads (Edition of 1954 as amended up to 1968) as supplemented and modified by the provisions of the Ministry of Transport Memorandum No. 771 (Standard Highway Loadings) (Edition of 1961, reprinted 1968), (except paragraph 4(i), (ii) and (iii) thereof), the standard highway loading Type HA (equivalent lane loading).

### PART III

Type HA (equivalent lane loading) and 37½ units of Type HB (abnormal unit loading)

Standard

The bridge shall be such that it can carry, in accordance with the relevant provisions of the British Standard Specification referred to in Part II above (supplemented and modified as aforesaid):—

- (a) the standard highway loading Type HA (equivalent lane loading), and
- (b) 37½ units of the standard highway loading Type HB (abnormal unit loading).

### PART IV

Type HA (equivalent lane loading) and 45 units of Type HB (abnormal unit loading)
Standard

The bridge shall be such that it can carry, in accordance with the relevant provisions of the British Standard Specification referred to in Part II above (supplemented and modified as aforesaid):—

- (a) the standard highway loading Type HA (equivalent lane loading), and
- (b) 45 units of the standard highway loading Type HB (abnormal unit loading).

(a) S.I. 1969/321 (1969 I. p. 829).

### SCHEDULE 2

Existing railway bridges constructed or reconstructed on or after 1 January 1962 and carrying principal roads where HA Load-bearing standard alone is to apply

# BRITISH RAILWAYS

O.S. MAP REF	SJ 883270	SD 831327	SD 814322	ΓQ 234848	<b>ГQ 131913</b>	ГQ 155894	FQ 155894	<b>FQ 155894</b>	ΓQ 223827	ΓQ 223827	<b>ГQ 286836</b>	ΓQ 292831	ГQ 292861	SP 746610	SJ 865470	SJ 884411	SJ 894502	SP821414	SP821414	SK621110	SJ 912837	SJ 904774	SP 016952	SP 461407
0.5	S	SI	SI	Ĭ:	Ĭ:	Ĭ:	Ξ:	Ĭ:	<u>`</u>	Τ.	ĭ :	Ξ:	ĭ :	SI		: S	: S	: S	: S	: S	: S	S.		: :
	•	•	•	•	•	•	٠	•	٠	:	•	•	•	•	n Tre	٠	•	٠	•	٠	•	•	iwmc	•
	:	:	:	:	:	:	:	:	mith	:	:	:	:	ton	oke o	:	:	:	:	only	.: ss	÷	st Bro	:
	Ishire	Padiham Road over the Blackburn-Colne line in the County Borough of Burnley	:	" " Marylebone—Harrow line in the London Borough of Brent	" Harrow		:		" Hammersmith	:	" Camden	:	" Islington	Spencer Bridge Road over the Roade-Rugby line " " County Borough of Northampton	" City and County Borough of Stoke on Trent		"	:	÷	" Leicestershire—West Span only	" Cheshire—Span over Tracks	:	., the County Borough of West Bromwich	:
	afforc	of Bu	2	th of	:	:	:	:	:	ŧ	:	:	:	to of	y Bor			ire .		e_v	pan	•	Boro	•
	d in St	o ugno.	:	Boroug		:	•	:	2	:	:		:	Boroug	County	2	:	ghamsk		stershir	hire—S		ounty	shire
	Eccleshall Road over the Crewe-Stafford line at Great Bridgeford in Staffordshire	nty Bor		nopuo	:	2		:	:	:	:	:	:	ounty ]	ity and	:	:	Buckinghamshire	, E.	" Leice	" Ches	,	,, the C	Banbury Road, Banbury over the Didcot-Chester line in Oxfordshire
	at Br	Con		the L	:	:	:	:	:	:	:	:	:	,	,	:	:		line	:	:	ŧ	,	ne in
	Gre	n the	:	e in 1	:		:		:		2		stead	je "	:	:	•		anch.	_				ter li
	ne at	line i	:	w lin		χ,	řď,	ch,	, >	ā,	Š	•	amps	by lir		•	y line	ý,	ell Br	:,	anch	:	_	Ches
	ord l	olne		Harro	by	Rugb	Euston-Watford	Stanmore Branch	London-Rugby	Euston-Watford	London-Rugby	:	Tottenham—Hampstead "	-Rug	Solwi	:	Biddulph Valley line	London-Rugby	Newport Pagnell Branch line in	Leicester-Trent	Macclesfield Branch		Grand Junction	cot—
	-Staff	n—C		ne—H	" " London—Rugby	loo	)—uc	more	-uol	/_nc	lon—		nhan	ade-	1d—0		ulph	-lop	port	ster-	clesfie	:	ıd Jui	Did
	we-	kbur	:	/lebo	-uop	Cond	Eust	Stan	Lond	Euste	Lond		Totte	le Ro	lesfie		Bidd	Lone	New	Leice	Mac		Gran	er the
	e Cre	Blac		Mary	Lon	the ]	:	2	:	:	:	:	:	ver th	Macc									ry ov
	er th	er the		:		over	:	:	:	:	:	;	:	ad o	· the		:	:	:	:	:	2	:	anbuı
	ad o	o pr	Lane			ation	:	:				Soad	Ę	ge Rc	l over	oad,,		ad "	:	3	oad,,	ne "	•	ıd, B
	II Ro	Ros	ove ]	ane	e Ro	w St			ane	:	_	ead F	Ros	Brid	Road	m R	paq	t Ro		<b>3ridg</b>	w R	ry La	Road	y Ro
	lesha	lihan	Rose Grove Lane,,	Walm Lane	Uxbridge Road	at Harrow Station over the London—Rugby	:	:	Scrubs Lane	:	Parkway	Hampstead Road	Junction Road	ncer	Etruria Road over the Macclesfield-Colwich	Trentham Road,,	Leek Road	Newport Road "	:	Syston Bridge "	Wilmslow Road,,	Prestbury Lane,,	Walsall Road	nbur
		Pa	Ro	Wa	Š	at		:	Scr					Sp	Etı		Ę			Sys				
LONDON MIDLAND REGION	A5013	A671	A646	A407	A410	A409	A409	A409	A219	A219	A4201	A400	A400	B567	A53	A5035	A53	A422	A422	A607	B5092	A538	A4031	A422
RE	g the	:	:	:	:	£	:	:	:	:	:	:	:	:	:	2	:	:	:	:	:	:	:	2
AND	8 carrying the	:	:	:	:	:	:	2	:	:	:	:	:	:	:	:	:	:	:	ŧ	:	2	ŧ	<b>\$</b>
4IDL	8 8	63	57	17	49	42	42	-	25	25	∞	8	7	56	11	8	20	175	-	31	14	53	23	75
N N	Š	:	:	:	:	:	:	:	:	:	:	:	2	:	:		2		:	:	:	:	:	=
NDC	Bridge No.	:	:	:	:	:	:	:	:	:	2	:	:	:	:	:	2	£	:	:	:	:	•	
$\Gamma$	Br																							

SK 426708 SK 437749 SE 337805 SE 382047 rringey TQ 345895	TQ 392823 TG 175139	TQ 288788	TR 011423 TQ 092694 TQ 161736 SU 795549 TQ 037607	SU 156834	TQ 094870	
over the Woodhouse Junction—Marylebone line in Derbyshire SK 426708  " Clowne Branch (Mid.) line in SK 437749  " Dore—Chinley line in the City and County Borough of Sheffield SK 317805  " Aldham Curve Yorkshire, West Riding SE 382047  " Aldham Curve TO 345895  Bethnal Green—Nowich line in the London Borough of Hartingey  Span over Tracks TO 345895	"Stratford E & W—Woolwich line (Sidings) in the London Borougn of Newham TO 392823 of Newham TO 392823 To	Eccleston Bridge Road over the Victoria—Wandsworth line in the City of Westminster—2 spans over SE lines only		WESTERN REGION Bridge at mileage 30m-74½ carrying the A361 Devizes Road over the Andoversford line in the Municipal Borough of Swindon, Wilts.	T EXECUTIVE the B455 West End Road over the Ruislip—Ickenham line in the London Borough of Hillingdon	OTE: The Ordnance Survey map references above refer to the O.S. National Grid system, medium scale maps.
Duckmanton Road ow Lowgates, Staveley ", Abbeydale Road ", Wombwell Lane ", Ferry Lane ",	A1011 Manor Road "A1067 Fakenham Road "	Eccleston Bridge Road over tl	Beaver Road " Windmill Road " London Road " Elvetham Road " Sheerwater Road " Croydon Road "	the A361 Devizes Road over	TIVE Vest End Road over the Ruisl	ices above refer to the O.S. N
EASTERN REGION Bridge No. S1/35 carrying the A632 " " \$28/8 " " A619 " " \$58/6 " " A621 " " \$58/4 " A633 " " L21/1395, " A503	" " L6/621 " " A1011 " " NH50/258 " A1067	SOUTHERN REGION Bridge No. 1 carrying the B310	, , , 401 , , B2070 , , , 17 , , A244 , , , 113 , , B3011 , , , 703 , , A222	WESTERN REGION Bridge at mileage 30m-74½c carrying	LONDON TRANSPORT EXECUTIVE Bridge No. U13 carrying the B455 West E	NOTE: The Ordnance Survey map referen

## SCHEDULE 3

Existing railway bridges carrying roads in relation to which a prohibition under section 1, 6, 12 or 17 of the Road Traffic Regulation Act 1967 as respects the weight of the traffic using that road may be imposed.

BRITISH RAILWAYS LONDON MIDLAND REGION

\*Bridge No. 5 carrying Grovebury Road over the Denton Junction—Crowthorne Junction line in the Urban District of Audenshaw, SJ 918976

Lancashire ... ... ... SJ 918976

O.S. MAP REF

The inclusion of such

LONDON MIDLAND REGION—Continued  Bridge No. 13 carrying Stamford Road (B6177) over the Huddersfield—Manchester line in the Municipal Borough of Mossley,  Lancashire SD 974020	SD 974020
EASTERN REGION	
	SE 772000 SK 363779
*Bridge No. 1 carrying a way (Staveley Company's) over the Clowne Branch line in the Urban District of Staveley, Derbyshire *Bridge No. 29 carrying a way (Wards) over the former Gildersome Branch line in the Municipal Borough of Pudsey, West Riding of	SK 422753
	SE 194324
*Bridge No. 44 carrying a way (Windhill) over the Leeds—Colne line in the Urban District of Shipley, West Riding of Yorkshire *Bridge No. 141 carrying a way (Allens Junction) over the Leeds—Newcastle line nr. Egglescliffe in the Rural District of Stockton, County	SE 157380
-	NZ 419144 Sounty NZ 423154
*Bridge No. 15 carrying a way (Witham Hall) over the Darlington—Saltburn line nr. Preston on Tees in the Rural District of Stockton, NZ 423154	NZ 423154
Ellison Main Gardens over Leeds—Newcastle line in the Urban District of Felling, Count Low Flatts Road over the York—Newcastle line in the Urban District of Chester-le-Street,	NZ 285620 NZ 272529
SOUTHERN REGION	
g Old Godstone Road over the Upper Warlingham—Sanderstead line in the London Borough of Croydon	TQ 335596
Bridge No. 8 carrying a way (Mill Ash) over the Coulsdon South—Merstham line in the Municipal Bolough of Reigak, Suriey *Bridge No. 34 carrying Hunts Slip Road over West Dulwich—Sydenham Hill line in the London Borough of Southwark	TQ 332724

# In the case of bridges shown marked with an asterisk above, doubts exist whether the ways which they carry are highways. a bridge in this Schedule is not to be taken as constituting any recognition of the status of the way carried by the bridge. The Ordnance Survey map references above refer to the O.S. National Grid system, medium scale maps. NOTE:

WESTERN REGION

Ī

### **EXPLANATORY NOTE**

(This Note is not part of the Order.)

This Order lays down the load bearing standards for bridges which belong to the British Railways Board or the London Transport Executive and which carry roads in England and Wales over their railways. The standards are laid down for existing bridges in Article 3 and for new bridges in Article 4. Details of the standards are given in Schedule 1. Provision is made in Article 5 for the continuance of the application of a standard, notwithstanding a change in the classification of the road. Article 6 provides for the determination of disputes. Schedules 2 and 3 contain lists of bridges in relation to which special provision has had to be made.

The power of the Secretary of State for the Environment to make this Order was vested in him by the Secretary of State for the Environment Order 1970 (S.I. 1970/1681).

SI 1972/1705 ISBN 0-11-021705-5

