

ABNORMAL LOADS POLICY

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NORFOLK
CONSTABULARY



SUFFOLK
CONSTABULARY

ABNORMAL LOADS

Owning Department: Specialist Operations Command

Department SPOC: Specialist Operations Chief Inspector / Abnormal Loads Officer

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Legal Basis

Legislation specific to the subject of this policy document:

- The Road Vehicles (Construction and Use) Regulations 1986
- The Road Vehicles (Authorisation of Special Types) (General) Order 2003
- The Road Traffic Act 1960 1988 1991 as amended
- Regulation 25 of the Road Vehicles Lighting Regulations 1989

Other relevant legislation which you must check this document against (required by law)

- Human Rights Act 1998 (in particular A.14 – Prohibition of discrimination)
- Equality Act 2010
- Crime and Disorder Act 1998
- Health and Safety at Work etc. Act 1974 and associated Regulations
- General Data Protection Regulation (GDPR) and Data Protection Act 2018
- Freedom of Information Act 2000
- The Civil Contingencies Act 2004

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Other documentation which you must check this document against:

- College of Policing – Code of Ethics
- Norfolk and Suffolk Constabularies' Standards of Professional Behaviour
- College of Policing – Authorised Professional Practice
- National Police Chiefs' Council ("NPCC") Guidance on the Movement of Abnormal Loads

Other related documents

- Abnormal Loads and the ESDAL System
- Highways Agency Code of Practice for Self-Escorting of Abnormal Loads (Department of Transport)
- Review, Retention and Disposal of Crime and Non-Crime Related Information Schedule
- All Forms can be obtained from the Abnormal Loads Officer in the Roads Armed Policing Team (RAPT).

1. Summary Aim of Policy

- 1.1 To outline the considerations for policing the safe progress of Abnormal Loads throughout the areas of Norfolk and Suffolk Constabularies.

2. Benefit of Policy

- 2.1 To provide clarity regarding the responsibilities of the Constabularies in relation to the escorting of Abnormal Loads and the associated procedures.

3. Reason for the Policy

- 3.1 Norfolk and Suffolk Constabularies recognise their duty under Article 2 of the Human Rights Act 1998 to protect life, and the need for safe and efficient transport of Abnormal Loads, including Abnormal Indivisible Loads, on roads within the areas of Norfolk and Suffolk Constabularies.

Purpose

- 3.2 This policy provides a framework for the management and administration of Norfolk and Suffolk Constabularies responses to escorting Abnormal Loads, including Abnormal Indivisible Loads, within the areas of the Constabularies, and to meet the requirements of legislation and regulations governing their movement. The policy also sets out the standards for the provision of Police Escort service.

4. Statement of Policy

- 4.1 The responsibility for the safe management of Abnormal Loads lies with the haulier and driver and is regulated by law. The role of Norfolk and Suffolk Constabularies in respect of most Abnormal Loads is therefore to ensure compliance with the law.
- 4.2 In accordance with an agreement by the haulage industry, the Highways Agency and National Police Chiefs' Council (NPCC), routine escorting of Abnormal Loads

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authorised by The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO) will not be carried out by Norfolk and Suffolk Constabularies but in most cases by the hauliers themselves. Norfolk and Suffolk Constabularies will not escort Abnormal Loads which are up to 5.0 metres wide, except where no alternative arrangement can adequately ensure public safety.

- 4.3 This policy has been formally agreed via the approved policy development/review process. It will be maintained by the Specialist Operations Command in conjunction with the Central Policy Unit.
- 4.4 The policy is intended to promote equality, eliminate unlawful discrimination and actively promote good relations regardless of age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, economic or family status.
- 4.5 Managers have a responsibility to ensure this policy is applied fairly, and unless otherwise stated, all policies and procedures are non-contractual.

5. Applicability

- 5.1 Unless otherwise stated, this policy applies to all police officers (including officers of the Special Constabulary) and all members of police staff (including police support volunteers).

6. What is an Abnormal Load?

- 6.1 An Abnormal Indivisible Load is an Abnormal Load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road (The Road Vehicles (Construction and Use) Regulations 1986).

7. Legislation Covering the Movement of Abnormal Loads

- 7.1 The movement of Abnormal Loads on the road is covered by STGO, The Road Vehicles (Authorised Weight) Regulations 1998 and regulations 81-82 of The Road Vehicles (Construction and Use) Regulations 1986.
- 7.2 Norfolk and Suffolk Constabularies recognise the importance (to the economies of the counties) of the ability of the haulage industry to safely, successfully and efficiently transport Abnormal Indivisible Loads on the highways network of Norfolk and Suffolk Constabularies areas. Legislation does not contain any requirement for any Abnormal Indivisible Load to be escorted (police escorts are requested and charged at SPS rates). Legally enforceable standards exist for the notification of Abnormal Indivisible Load movement to both the Chief Constables and the Road and Bridge Authorities.
- 7.3 Norfolk and Suffolk Constabularies are not responsible for ensuring the safe operational passage of Abnormal Indivisible Loads on the roads of Norfolk and Suffolk. Unless the Abnormal Indivisible Load is being escorted by the police, this is the role of the haulier.

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7.4 All employees of Norfolk and Suffolk Constabularies should be cognisant of their primary responsibility to preserve life and for public safety.

Abnormal Indivisible Load movements

7.5 The legislation that permits Abnormal Indivisible Load movements is:

- Road Vehicles Construction and Use Regulations 1986 (C&U)
- Road Vehicles Authorisation of Special Types (General) Order 2003 (STGO)

7.6 C&U Regulations requires hauliers to notify the movement of all Abnormal Indivisible Loads and Abnormal Indivisible vehicles to the police before moving them by road.

7.7 C&U Regulations is the primary legislation for the construction and maximum dimensions for all vehicles and is the only legislation that can be used for prosecution purposes.

The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO)

7.8 This Order authorises road use by certain special types of vehicles, notwithstanding that they do not fully comply with regulations made under section 41 of the 1988 Road Traffic Act. It imposes the restrictions and conditions with which such vehicles must comply. Abnormal Indivisible Load vehicles are one of the specific vehicles authorised on permitted road use subject to STGO Regulations. Such vehicles may only be used for the carriage and movement of Abnormal Indivisible Loads.

7.9 STGO permits the use of vehicles and / or loads which cannot comply with the maximum permitted weight, either gross or axle weight, for the class of vehicle being used for transporting a load.

7.10 STGO also contains the regulations for loads that exceed the maximum width permitted by C&U Regulations, agricultural vehicles and many other miscellaneous vehicles.

7.11 The legislation is in the most part permissive, in that providing that the haulier complies with the requirements of notification procedures, an Abnormal Indivisible Load can be moved without the need for any permit or authorisation.

7.12 The only exceptions are as follows:

- Loads exceeding 5.0 metres (16.402" ft) wide which require a VR1 Permit from Highways England, which authorises the movement, but not the route, time or date this has to be arranged with the Police Authority in that particular force area. Once the VR1 has been issued the haulier can then use the normal notification procedure, quoting the VR1 reference.
- Loads exceeding 6.1 metres (20.013" ft) wide, 30 metres (98.42"ft) rigid length or 150,000 Kg (147.63 Tonnes) weight, yacht masts exceeding 27.4m that are moved on conventional motor vehicles not exceeding 12 tonnes gross weight or trailers not exceeding 10 tonnes gross weight, which require a Special Order from the Secretary of State. A Special Order ensures that the route is

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negotiable and may lay down certain conditions. It does not, however, replace the notification procedure.

Highways England Form VR1 (Permit)

- 7.13 This is required for vehicles / loads with widths exceeding 5.0 metres (16.402" ft) up to 6.1 metres (20.013" ft). The form is completed by the haulier and they only need to supply Norfolk and Suffolk Constabularies with the reference number of the VR1 related to that particular vehicle/load, this can only be done electronically by Electronic Service Delivery for Abnormal Loads (ESDAL) or email.

ESDAL website: <https://www.gov.uk/register-with-esdal>

8. Escort Policy

- 8.1 Norfolk and Suffolk Constabularies will comply with the NPCC recommendation to withdraw from the routine escorting of Abnormal Indivisible Loads.
- 8.2 The practice of police escorting Abnormal Indivisible Loads is a self-imposed duty, established many years ago and initially undertaken for purposes of road safety and to minimise congestion.
- 8.3 Legislation does not contain any requirement for any Abnormal Indivisible Load to be escorted by the police.
- 8.4 The escort criteria adopted by Norfolk and Suffolk Constabularies have been progressively adjusted over time, based on the National Police Chiefs' Council (NPCC) guidelines
- 8.5 Norfolk and Suffolk Constabularies require a minimum of 2 clear days' notice for each request for movement. It is the responsibility of the Abnormal Loads Officer to define what type of category the Abnormal Indivisible Load is.
- 8.6 Any long or short term projects which will increase abnormal loads on the network will be reviewed in accordance with the policy, but the requirement for police or private self-escort provision will be assessed on a project specific basis, to ensure public safety.

Police Escort

- 8.7 The Norfolk and Suffolk Constabularies Abnormal Loads Officer will carry out a risk assessment of each proposed Abnormal Indivisible Load and a charge will be made for the provision of a Police Escort service.
- 8.8 It is the responsibility of the Abnormal Loads Officer to determine whether the Norfolk or Suffolk Constabularies will, or will not, escort an Abnormal Load and will liaise directly with the RAPT Officer responsible for Abnormal Loads regarding individual escorts. Where appropriate it may be necessary to contact RAPT to arrange a suitable police resource to assist with the safe movement of a load.
- 8.9 In general, no movements are to take place during the hours of darkness (defined above at 7.1), or on Bank Holidays. Movements may not take place during peak holiday or event periods.

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8.10 The Police Escort Process which the haulier has to go through is:

- The haulier must submit a Notification Form, this will then be logged on the Norfolk and Suffolk Constabularies Abnormal load database. The Notification form is the only accepted method of request unless by prior agreement by the Abnormal Loads Officer.
- An A16 Application Form will then be sent to the haulier for them to complete and send back with the relevant information on it.
- A Police Escortable Load Permit, if granted by the Abnormal Loads Officer, will then be sent to the haulier to grant them permission to move this vehicle/load(s) on the agreed time, date and route.
- If not approved it is the responsibility of the Abnormal Loads officer to contact the haulier and explain why it has not been approved.
- If approved, the forms will then be sent by the Abnormal Loads Officer to the relevant police personnel carrying out the escort, or anyone else requiring them. The Officer Advice will then be sent to the police personnel assigned to the movement.

8.11 Where a Police Escort is provided it will be conducted by suitable trained officers from the RAPT. These officers must ensure that the vehicle is roadworthy and will check all relevant documentation and compatibility with the load to be escorted. RAPT to assist in directing a load at a given point.

8.12 Where a Police Escort is provided, the Constabularies services will recover costs from the haulier on a strictly non-profit basis as follows:

- Normal practice will be that police officers from the RAPT, performing overtime on their rest days will be utilised.
- A minimum of eight working days' notice will be required for the arrangement of a Police Escort.
- Charges to be paid in full in the event of any cancellation or amendment to the movement date, within five working days of the agreed move date.
- Amounts payable due within 14 days of receipt of invoice.

Self-Escort (by, or on behalf of the Haulier)

8.13 Self escort is defined as an accompanying vehicle, operated independently of the Abnormal Load. See Highways England Code of Practice Lighting and Marking for Abnormal Load Self Escorting Vehicles Incorporating Operating Guidance.

(Police escorts can be utilised but at a cost to the haulier)

8.14 Where a load falls below the Special Order criteria, as set out below in Section 11.

8.15 The Highways Agency Code of Practice sets guidance for self-escort. As the main purpose is that of safety, if the Abnormal Load Officer or other suitable trained representative of Norfolk and Suffolk Constabularies deem that a self-escort is required, it will then be the requirement of the haulier/company to provide the required level of escort.

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8.16 The Self-Escort Process which the haulier has to go through is;

- The haulier must submit a Notification; this will be then logged on the Abnormal Load database by the Abnormal Loads Officer.
- Published by Norfolk and Suffolk Constabularies is a list of all key arterial routes and classifications as undertaken by the Constabularies through the County of Norfolk and Suffolk (Appendix A and B). If the dimensions of the vehicle/load exceed the measurements (Appendix A and B) then a “Self-escort” will be required.
- A Self-Escortable Abnormal Load Permit will then be sent to the haulier by the Abnormal Loads Officer if all items are agreed by the Abnormal Loads Officer. If not approved it is the responsibility of the Abnormal Loads Officer to advise the person/company requesting why this is not acceptable.

8.17 Where the haulier provides their own self / private escort, they are expected to comply with any instructions issued by either Norfolk or Suffolk Constabularies, and to comply with the Highways Agency Codes of practice.

Non-Escorted Loads

8.18 Where a load falls below the Highways Authority Code of Practice criteria for self-escort, and there are no other safety considerations, then a self-escort will not be required; although the haulier may still provide one.

8.19 Where the Constabularies are required to assist an Abnormal Indivisible Load in order for it to negotiate a contradiction of a road traffic sign, such assistance will not be charged for and will be carried out by suitable trained RAPT officers during their normal tour of duty. These officers must ensure that the vehicle is roadworthy and will check all relevant documentation and compatibility with the load to be assisted. However, once the assistance has been rendered, the officers should normally end their involvement and return to their policing duties.

8.20 The Non Escortable Process which the haulier has to go through is:

- Submit a Notification which will be then logged by the Abnormal Loads Officer.
- If the dimensions of the vehicle/load(s) do not exceed the requirements for the route/roads in which they wish to travel along in relation to the Route Classification (Appendix A and B), which has been advised by the Abnormal Loads Officer, a ‘Self-Escort’ will then not be required.

All Loads

8.21 Where a haulier fails to comply with Constabularies instructions and restrictions or the Highways Agency Code of Practice, offences may be committed in contravention of C&U and STGO Regulations. Additionally, any incidents that occur will be examined in respect of Road Traffic legislation and criminal law.

9. The Highways Agency Code of Practice Criteria

9.1 The Highways Agency Code of Practice criteria for self-escort (excluding motorways) are:

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Measurements	Dimensions
Load / Vehicle Width Exceeds	4.1 M 13'6" Feet
Overall Vehicle Length Exceeds	30.5 M 100,00" Feet
Overall Vehicle/Load height Exceeds	4.87 M 16,00" Feet
Vehicle Gross Weight Exceeds	100 Tonnes

10. Restrictions

10.1 Once an Abnormal Indivisible Load movement has been notified to Norfolk or Suffolk Constabularies, restrictions may be placed on the movement. These restrictions normally govern roads, times and/or days that a load is permitted to move. This normally prevents an Abnormal Indivisible Load from travelling during:

- The hours of darkness with the exception of the A12 Essex border to A14 Copdock junction and A14 Felixstowe to Cambridgeshire border with width, weight and length restrictions.
- Bank Holiday weekends.
- During periods where a major event has been planned.
- At certain times of days such as "rush hours" high commuter traffic between 07:00 – 09:00 hrs and 16:00 -18:00 hrs.
- Sizewell C loads Sizewell Monday – Friday 07:30 – 09:00 hrs and 16:30 – 18:00 hrs and Bank Holiday weekends.
- Timings for long or short term projects which will increase abnormal loads on the network will be reviewed in accordance with the policy.
- Other times at the discretion of the Abnormal Loads Officer.

10.2 Any deviation from the restrictions above can only be given by the Abnormal Loads Officer, having given due consideration to road safety and congestion issues, except in the hours of darkness where authority for any deviation can only be given by the Duty RAPT Inspector / Sergeant or, if out of hours, CCR will assess.

10.3 Where a Police Escort is appropriate, the driver of the Abnormal Indivisible Load, their attendants and any self / private escort provided will at all times comply with any instructions issued by Norfolk or Suffolk Constabularies.

10.4 The permitting of self / private escorting of Abnormal Indivisible Loads will not remove the requirement of the driver and their attendants to comply with the Road Traffic Act or any associated legislation regarding the use of any motor vehicle on a road.

10.5 In the event of any dispute with a haulier over the movement of an Abnormal Indivisible Load, whether escorted or otherwise, a decision will be made by the Abnormal Loads Officer in consultation with the Senior Traffic Officer available. A record should be made of the decision and rationale and will be retained by the Abnormal Loads Officer for a period of one year.

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Please Note: Always refer to the Highways Agency to ensure Policy is up to date.

11. Administration

- 11.1 All notifications and enquiries relating to Abnormal Indivisible Loads will be dealt with by the Abnormal Loads Officer.
- 11.2 On receipt of a notification a reference number will be generated from the Abnormal Loads Database. This will be emailed to the haulier on the Self Escort Permit, or if no Self Escort Permit is issued, retained on the Abnormal Load Database. The original correspondence will be stored digitally and retained according to the Review, Retention and Disposal of Crime and Non-Crime Related Information Schedule.

12. Designated / Undesignated Routes

- 12.1 Whilst the majority of Abnormal Loads travel along designated routes, if the load is to travel on minor or infrequently used roads, it is the responsibility of the haulier to ensure the route is negotiable and suitable for the vehicle and load. This applies to escorted and non-escorted loads and is carried out in cooperation with the Abnormal Loads Officer.
- 12.2 The haulier, the Abnormal Loads Officer and / or a Police Escort Officer will check any undesignated route to confirm the suitability for the load(s) notified.
- 12.3 It is the responsibility of the haulier to check whether any roadworks or road closures, or events that are current or planned, may cause the route to be altered or unsuitable.

13. Abnormal Loads Dispensation

- 13.1 An Abnormal Loads Dispensation is a document that is issued on an annual basis (each calendar year or part thereof). This allows hauliers to transport Abnormal Loads only if they meet the required specifications for the two particular uses. There are two different types of Abnormal Load dispensation which are:

General Dispensations

- 13.2 A General Dispensations Form can be authorised and issued by the Abnormal Loads Officer on the behalf of the Chief Constable, to hauliers / operators who frequently move notifiable Abnormal Loads up to a maximum width of 3.5 metres (11.45" ft).
- 13.3 This allows movement of specific loads without the requirement to notify Norfolk and/or Suffolk Constabulary two clear days in advance. The dispensation relates only to C&U vehicles operated by the named company.
- 13.4 No movement under the dispensation shall take place during in the hours of darkness.
- 13.5 Each load so authorised must have a copy of the valid dispensation in the driver's possession.

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13.6 Back dating of certificates is not permitted in any circumstance.

Agricultural Dispensations

13.7 An Agricultural Dispensations Form can be authorised and issued by the Abnormal Loads Officer on the behalf of the Chief Constables, to farmers, farm companies and farming contractors, who can demonstrate the need to move agricultural vehicles, implements and appliances on public roads in the course of their business.

13.8 The dispensation allows the holder to move agricultural machinery up to a maximum of 4.3 metres (14.10" ft), on public roads within a radius of 25 miles (40.23 Km) of the operating base, without the requirement of giving 24 hours' notice to the police.

13.9 All movements are subject to compliance with safety conditions, in respect of attendants, signing and 'self-escorts'. Each machine authorised will have a copy of the valid dispensation in the driver's possession. Back-dating of certificates is not permitted in any circumstance.

14. Abnormal Load Summary Requirements – Aide Memoire

14.1 The requirement for vehicles to give Norfolk and/or Suffolk Constabulary notice before any movement can be authorised through the county are detailed in the Highways Agency Aide Memoire.

14.2 Application to move Special Types or Special Purpose vehicles, such as very large agricultural vehicles, that may not be fully permitted by the Construction and Use (C&U) Regulations or fall outside the scope of the Special Types General Order should be made to the Vehicle Certification Agency (VCA).

15. Roles and Responsibilities

Role Title	Responsibilities
Abnormal Loads Officer	<p>As the Abnormal Loads Officer, you are responsible for / must / should do:</p> <ul style="list-style-type: none">• The administration and route assessment of notified Abnormal Loads within the County of Norfolk and /or Suffolk.• Receive telephone calls and enquiries regarding Abnormal Loads and issue appropriate permits where necessary.• Determine whether an Abnormal Load requires a Police Escort.• Liaise with other Forces and agencies concerning the movement of an Abnormal Load.• Arrange for routes to be checked regarding extremely large loads.

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	<ul style="list-style-type: none">• On behalf of the Chief Constables where appropriate, authorise and issue both General and Agricultural annual Dispensations.• Liaise with the Media Office and the local media of any load movement which may be of public interest.• Give statements and attend Court as a witness when required.• Attend any relevant meetings that are deemed appropriate.
RAPT	<p>You are responsible for / must / should do:</p> <ul style="list-style-type: none">• Check that the vehicle, the load and documentation comply with the relevant traffic regulations. Confirm suitability of any undesignated route.• Before commencing escort duties, consideration should be given to the weather, light and traffic conditions.• Warn other road users of the presence of an Abnormal Load and to assist with safe passage.

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Appendix A: Self Escort Guide (Suffolk)

Effective from 4th January 2024

SELF ESCORTS WILL BE EXPECTED WHERE THE BELOW DIMENSIONS ARE EXCEEDED.

Please Note: Night movements are not routinely allowed without express permission of the Abnormal Loads Officer.

1 LOADS THAT EXCEED 4.1m (13'5') WIDE, 30M (98') OR 100 TONS IN WEIGHT

The A11 south of Barton Mills,

The A12 south of Ipswich

The whole length of the A14 from Cambridgeshire to Felixstowe Docks

(And all the roads below)

2 LOADS THAT EXCEED 4.0m (13' 1") WIDE, 30M (98') LONG OR 80 TONS IN WEIGHT

On all other 'A' roads (with the exception of those 3 above)

(And all the roads below)

3 LOADS THAT EXCEED 3.80m (12' 6") WIDE, 27.4M (89') LONG OR 80 TONS IN WEIGHT

The A134**, A143**, A144* & #, A145* & ##, A1065* (from A11 to Omar Homes), A1088***, A1092***, A1094 from the A12 to Aldeburgh Golf Club, A1095, A1117, A1152, A1120 roads

A1071 – Hadleigh to Ipswich Police Escort to be considered

(And all the roads below)

4 LOADS THAT EXCEED 3.65m (12') WIDE, 27.4 M (89') LONG OR 80 TONS IN WEIGHT

On the A12 through Lowestoft,

The A134*, A143 & A1302* roads through Bury St Edmunds,

The A142 through Newmarket,

The A1101 through Mildenhall from the A11 to R A F Mildenhall and beyond,

The A1065 through Brandon town,

The A1071

The A146 Ellough to Carlton Colville

The A1117

(And all the roads below)

5 LOADS THAT EXCEED 3.50m (11' 6") WIDE, 27.45M (89') LONG OR 80 TONS IN WEIGHT

The A144 through Halesworth & Bungay #

The A145 through Beccles, ##

The A1094 through Aldeburgh from the Golf Club to Church Farm Caravan Park and the Quay,

The A1095 from the A12 through Southwold to Adnams Brewery and the Quay area,

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The A1304 through Newmarket town

All 'B' and 'C' class roads, unless a short distance from main 'A' roads - i.e. Carlton Mere (formally Lakeside) Caravan Park, Saxmundham from A12 road at Saxmundham by pass.

All unclassified roads in the County.

6 LOADS THAT EXCEED 2.91m (9.54") WIDE, 27.45M (89') LONG OR 80 TONS IN WEIGHT

The B1122 Police Escort

Private Escort vehicles should fully conform to Highways Agency Code of Practice.

Loads with excess, width, length, overhang or height will be judged on their individual needs and the haulier will be notified accordingly. This is a guide only and all movements will be assessed by Abnormal Loads Officer according to Force Policy. This guide is subject to change.

* Weight restrictions will prevent loads over 'C & U' weights using these roads (or parts of these roads)

(Suffolk County Council will confirm prohibitions)

** 'Traffic calming' measures will prevent some loads using these roads or parts of these roads altogether.

*** Environmental weight limits will prohibit lower than 'C & U' limits using parts of these roads.

To avoid Bungay town centre the B1062 to the A143 at Homersfield should be used.

To avoid Beccles town centre use the A12, A1117 & A146 roads instead of the A145.

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Appendix B: Self Escort Guide (Norfolk)

Effective from 4th January 2024

NORFOLK CONSTABULARY RECOMENDS THE USE OF A SELF ESCORT VEHICLE FOR THE ROUTES BELOW

SELF ESCORTS WILL BE EXPECTED WHERE THE BELOW DIMENSIONS ARE EXCEEDED.

Please Note: Night movements are not routinely allowed without express permission of the Abnormal Loads Officer.

1 Loads which exceed 4.1m (13' 6") wide 30.m (98') long or 100 tonnes

A11 Thetford to Norwich and reverse
A47 Wisbech to Acle and reverse
A12 Gt Yarmouth to Suffolk border & reverse
A1270 NDR

2 Loads which exceed 4.m (13' 1") wide 30.m (98') long or 100 tonnes

* ^ A140 Scole to Norwich and reverse
^ A140 Norwich ring road north to Cromer & reverse
^A146 Gillingham north to A47 & reverse
A10 Kings Lynn south to Cambs border at Brandon Creek & reverse
A143 Scole to junction of A146 & reverse)
A1066 Thetford to Scole
A1122 junction of the A10 to A47
A1067 Norwich to Fakenham
A1074 junction of the A47 to Norwich
A1078 junction of A148 to Bentinck Dock, Kings Lynn
^ A134 Thetford to junction of A10 & reverse

3 Loads which exceed 3.81m (12' 6") wide 27.4.m (90') Long or 80 tonnes

A149 (junction of A148) north of Kings Lynn to Hunstanton and reverse
A149 Gt Yarmouth to Caister-on-Sea and reverse
A148 Kings Lynn to Cromer and reverse (caution at Letheringsett)
A1065 Brandon to Swaffham and reverse
A1101 Junction of the A47 to Outwell
A1088 Thetford to Euston

***A134 Thetford to Bury St Edmunds 3.8m restriction Bury Road, Thetford*(HGV diversion signposted via A11)**

4 Loads which exceed 3.65m (12') wide 27.4m (90') Long or 80 tonnes

A1122 Downham Market to Outwell

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A149 Hunstanton to Cromer and reverse

B1159 Cromer to Caister-on-Sea and reverse

* A143 (junction of A146) to A12 (Bradwell – Belton – Burgh Castle area's)

B1140 – (junction of A47) south to Cantley - Reedham and reverse

Brundall boatyards (off A47)

A1151 Norwich to Smallburgh (serving all boatyards)

A1062 Hoveton to Potter Heigham (serving all boatyards and caravan sites)

A149 Smallburgh to Gt Yarmouth (serving all boatyards)

Any other 'B' class road (unless short distance from 'A' roads)

A1082 junction of A148 to Sheringham

5 Loads which exceed 3.5m (11' 6") wide 27.4m (90') Long or 80 tonnes

A47 Acle to Great Yarmouth (Acle Straight)

A1064 Acle to Filby junction with A149

A1075 Thetford to Dereham and reverse

A1101 Outwell to Welney and border

All 'C' class roads (unless short distance from main 'A' roads)

6 Loads which exceed 3.35m (11') wide 27.4m (90') Long or 80 tonnes

A1065 Swaffham to Fakenham (caution at Raynham)

All unclassified roads in the county

7 Loads which exceed 3.2m (10' 6") wide 27.4m (90') Long or 80 tonnes

B1436 Felbrigg road to Thorpe Market

8 Any other routes recommended by the Abnormal Loads Officer

^ 'Traffic calming' measures will prevent some loads from using these roads or parts of these roads.

* Weight restrictions over 'C & U' Limits on parts of these roads

Please Note: Loads with excess, length, overhang or height will be judged on their individual needs and the haulier will be notified accordingly.

HEIGHT RESTRICTION: Any load over 5m (16'6") High - MUST inform BT and EDF.