



### Abnormal Loads

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Policy No.	19
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### Approved by

Legal Services	N/A
Policy Owner	7 December 2017
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**Note:** By signing the above you are authorising the policy for publication and are accepting responsibility for the policy on behalf of the Chief Constables.

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**Note:** Please send the original Policy with both signatures on it to the Norfolk CPU for the audit trail.

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## Legal Basis

### *Legislation/Law specific to the subject of this policy document*

<i>Act (title and year)</i>
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
The Road Vehicle Lighting Regulations 1989
Regulation 25 of the Road Vehicles Lighting Regulations 1989

### *Other legislation/law which you must check this document against (required by law)*

<i>Act (title and year)</i>
<a href="#">Human Rights Act 1998 (in particular A.14 – Prohibition of discrimination)</a>
<a href="#">Equality Act 2010</a>
<a href="#">Crime and Disorder Act 1998</a>
<a href="#">H&amp;S legislation</a>
<a href="#">General Data Protection Regulation (GDPR) and Data Protection Act 2018</a>
<a href="#">Freedom Of Information Act 2000</a>

## Other Related Documents

- [Highways England Abnormal Loads Form and Guidance – July 2012](#)

- [Highways Agency Code Of Practice For Self-Escorting Of Abnormal Loads \(Department of Transport\)](#)
- All Forms can be obtained from the Abnormal Loads Officer in RPF0U

## 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 recognises their duty under Article 2 of the Human Rights Act 1998 to protect life and the need for safe and efficient transport of Abnormal Indivisible Loads on roads within the areas of Norfolk & Suffolk Constabularies.

## 4. What Is An Abnormal Load?

- 4.1 It is a 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.

## 5. Description of the Policy

- 5.1 The responsibility for the safe management of Abnormal Loads lies with the haulier and driver, and is regulated by law. The role of Norfolk & Suffolk Constabularies in respect of most Abnormal Loads is therefore to ensure compliance with the law.
- 5.2 In accordance with an agreement by the haulage industry, the Highways Agency and National Police Chiefs' Council (NPCC), that routine escorting of Abnormal Loads authorised by the 'Special Types General Order' (STGO) will not be carried out by Norfolk & Suffolk Constabularies but in most cases by the hauliers themselves. Norfolk & 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.

## 6. Legislation Covering the Movement of Abnormal Loads

- 6.1 The movement of large or heavy loads (Abnormal Loads) on the road is covered by (STGO) Regulation 81/82 of The Road Vehicles (Construction and Use) Regulations 1986.
- 6.2 Norfolk & 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 & Suffolk Constabularies areas. Legislation does not contain any requirement for any Abnormal Indivisible Load to be escorted. Legally enforceable standards exist for the notification of

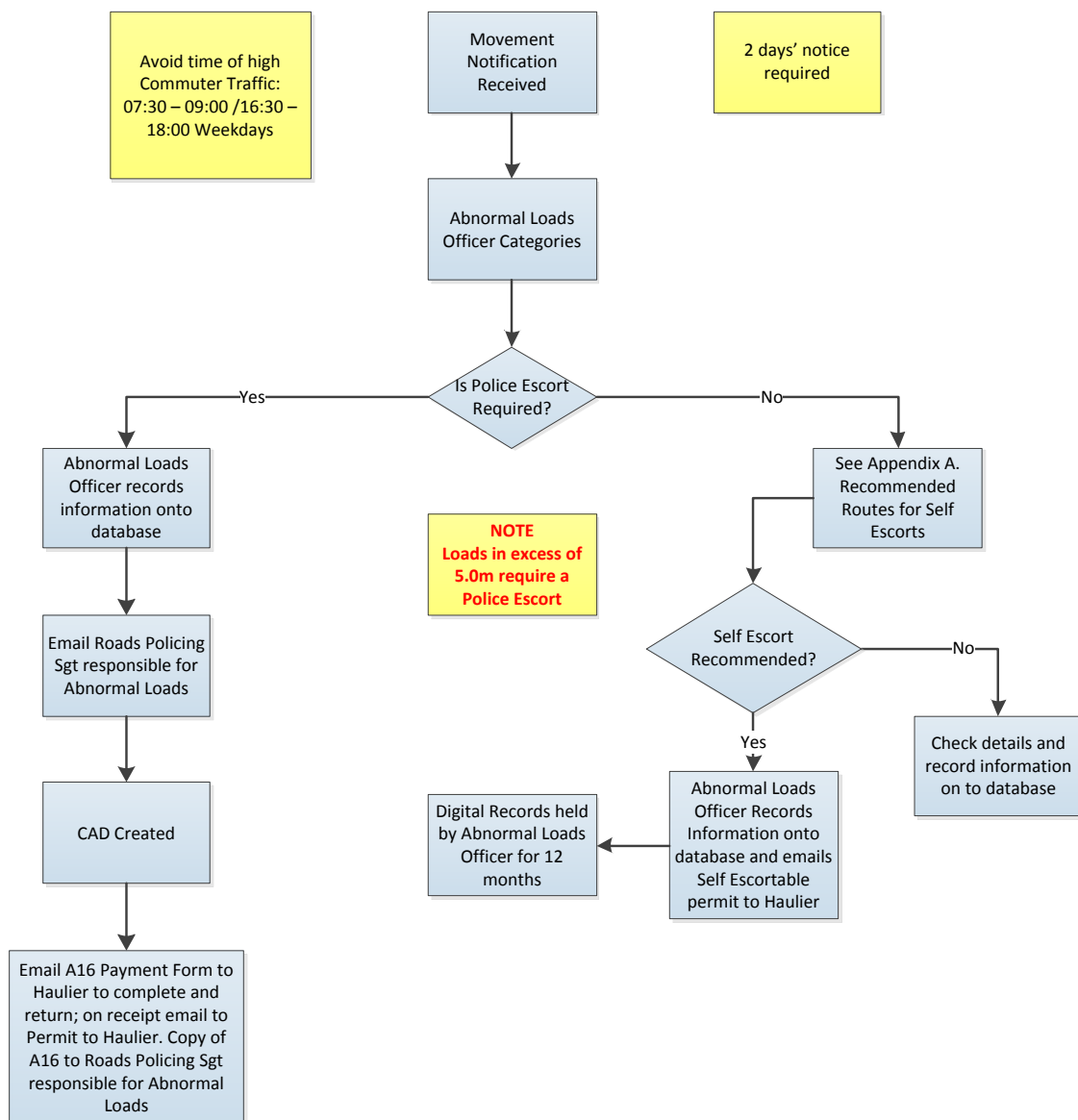
Abnormal Indivisible Load movement to both the Chief Constables and the Highways Authorities.

6.3 Norfolk & Suffolk Constabularies are not responsible for ensuring the safe operational passage of Abnormal Indivisible Loads on the roads of Norfolk & Suffolk, unless the Abnormal Indivisible Load is being escorted by the police, this is the role of the Haulier.

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

### 7. Flowchart 1: Abnormal Loads Process

Abnormal Loads will not be moved during the hours of darkness in Norfolk or Suffolk without express permission of the Abnormal Loads Officer



## 8. Legislation

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

- 8.1 This Order is a general order made under section 44(1) of the 1988 Road Traffic Act. It 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, including the extent to which regulations made under section 41 must be observed. 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.

### **Department for Transport Form VR1 (Permit)**

- 8.2 This is required for vehicles / loads with widths exceeding 5.0 metres (16.402" ft) up to 6.1 metres (20.013" ft). Which is completed by the haulier and they only need to supply us 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>

### **Purpose**

- 8.3 This policy provides a framework for the management and administration of Norfolk & Suffolk Constabularies responses to escorting 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.

### **Abnormal Indivisible Load movements**

- 8.4 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)

*Note: Generally, a load is deemed "Abnormal" when it exceeds C&U regarding width, length or weight, namely:*

- 2.9 metres (9.51"ft) wide or over or 0.305 metres (1"ft) lateral projection

- 44 tonnes in weight or over
  - 18.75 metres (61.512ft) load length or 30 metres (98.4”ft) overall length
  - 3.05 metres (10”ft) front or rear projection
- 8.5 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.
- 8.6 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.
- 8.7 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.
- 8.8 STGO also contains the regulations for loads that exceed the maximum width permitted by C&U Regulations, agricultural vehicles and many other miscellaneous vehicles.
- 8.9 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.
- 8.10 The only exceptions are as follows:
- Loads exceeding 5.0 metres (16.402” ft) wide which require a VR1 Permit from the Department of Transport, 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 kilogram’s (147.63 Tonnes) weight, which require a Special Order from the Secretary of State. A Special Order ensures that the route is negotiable and may lay down certain conditions. It does not, however, replace the notification procedure.
  - 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.
  - Legislation does not contain any requirement for any Abnormal Indivisible Load to be escorted by the Police.

- The escort criteria adopted by Norfolk & Suffolk Constabularies have been progressively adjusted over time, based on the National Police Chiefs' Council (NPCC) guidelines.

## 9. Escort Policy

- 9.1 Norfolk and Suffolk Constabularies will comply with the NPCC recommendation to withdraw from the routine escorting of Abnormal Indivisible Loads, as such Norfolk & Suffolk Constabularies will not Escort.
- 9.2 Norfolk and Suffolk Constabularies require a **minimum** of **2** days notice for each request for movement. It is the responsibility of the Abnormal Loads Officer to define what type of category the Indivisible Load is; these are defined by **3** categories.

### Category 1: Police Escort

The Norfolk and Suffolk Constabularies Abnormal Loads Officer will carry out a risk assessment of each proposed Abnormal Indivisible Load to make this determination, and a charge will be made for the provision of a Police Escort service.

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 Road Policing Sergeant responsible for Abnormal Loads regarding individual escorts. Where appropriate it may be necessary to contact the Road Policing Unit to arrange a suitable Police resource to assist with the safe movement of a load.

In the event of a load being notified where there may be a public interest; the Abnormal Loads Officer will liaise with the Media Office and all Police Escort will be appear on Norfolk and/or Suffolk Constabulary Webpages.

In general, no movements are to take place during the hours of darkness, as previously defined, or on Bank Holidays. Movements may not take place during peak holiday or event period(s).

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.

### **Category 2: Self-Escort (by, or on behalf of the Haulier)**

Where a load falls below the Special Order criteria:

The Highways Agency Code of Practice sets the criteria for self-escort. As the main purpose is that of safety if the Abnormal Load Officer or other suitable trained representative of Norfolk & 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.

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

The haulier must submit a Notification Form, 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 & B). If the dimensions of the vehicle/load exceeds the measurements (Appendix A & 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.

### **Category 3: Non-Escorted Loads**

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.

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 staff during their normal tour of duty. However, once the assistance has been rendered, the officers should normally end their involvement and return to their policing duties.

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.

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.

Where a Police Escort is provided or assistance is required, It will be conducted by suitable trained staff from the Road Policing Unit. These Officers must ensure that the vehicle is roadworthy, and will check all relevant documentation and compatibility with the load to be escorted. RPF OU to assist in directing a load at a given point or this may be conducted by other Norfolk or Suffolk Constabularies employees.

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

- Normal practise will be that Police Officers from the Road Policing Unit, performing overtime on their rest days will be utilised.
- Special duty payment rates for a minimum of 2 hours, and for every part of an hour thereafter will be charged.
- A charge for each police vehicle used will be made, to be determined by the Constabularies Finance Department.
- A minimum of 10 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 5 working days of the date first indicated.

The **Non Escortable Process** which the haulier has to go through is;

To submit a Notification Form, this will be then logged by the Abnormal Load 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), which has been advised by the Abnormal Loads Officer, a 'Self-Escort' will then not be required.

## 10. The Highways Agency Code of Practice Criteria

The Highways Agency Code of Practice criteria for self-escort are:

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

## 11. Restrictions

11.1 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 Interchange and A14 Felixstowe or Ipswich Docks to Cambs 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 07:30 – 09:00 and 16:30 -18:00
- Other times at the discretion of the Abnormal Loads Officer

11.2 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 either the Contact and Control Room Duty Inspector and or in conjunction with the Duty Road Policing Unit Inspector / Sergeant.

11.3 The Abnormal Loads Officer should give due consideration to the Local Highways Authorities’ Street-work(s) Register’s when approving any Abnormal Indivisible Load movement.

11.4 Where a Police Escort is appropriate, the driver of the Abnormal Indivisible Load, his / her attendants and any self / private escort provided will at all times comply with any instructions issued by Norfolk or Suffolk Constabularies, in relation to escorting Abnormal Indivisible Loads.

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

11.6 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 Office for a period of 1 year.

*N.B. Always refer to the Highways Agency to ensure Policy is up to date.*

## **12. Administration**

12.1 All notifications and enquiries relating to Abnormal Indivisible Loads will be dealt with by the Abnormal Loads Officer.

12.2 On receipt of a notification a reference number will be generated from the Abnormal Loads Database. This will be emailed to 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 kept for a period of 1 year.

12.3 In the event of a haulier sending notification direct to a Police Station or another Office. The person(s) receiving this correspondence shall immediately contact the Abnormal Loads Officer and arrange forwarding on of the information/request in an appropriate manner.

### **13. Designated / Undesignated Routes**

13.1 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.

13.2 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.

13.3 It is the responsibility of the haulier to check, in relation to any roadwork's or road closures, or events that are current or planned that may cause the route to be altered or unsuitable.

### **14. Abnormal Loads Dispensation**

14.1 An Abnormal Loads Dispensation is a document that is issued on an annual basis. This allows hauliers to transport Abnormal Loads only if they meet the required specifications for the 2 particular uses. There are 2 different types of Abnormal Load dispensation they are:

#### **1) General Dispensations**

14.2 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 3.5metres (11.45" ft).

14.3 This allows movement of specific loads without the requirement to notify Norfolk and/or Suffolk Constabulary 2 days in advance. The dispensation relates only to the vehicles operated by the named company.

14.4 No movement under the dispensation shall take place during in the hours of darkness in relation to half hour after sunrise and half hour before sunset as defined by lighting up times in conjunction with Regulation 25 of the Road Vehicles Lighting Regulations 1989.

14.5 Each load so authorised must have a copy of the dispensation in the driver's possession and must be valid from 1st January to 31st December depending on when they apply or part year there of from date of issue.

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

14.7 These dispensations are granted pursuant to paragraphs 2(4) and 4(2) of schedule 5 to the STGO Regulations which gives discretion to the Abnormal Loads Officer to accept shorter notice periods and fewer details than those otherwise required by schedule 5.

## 2) Agricultural Dispensations

- 14.8 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. This is subject to the agreement of the Norfolk & Suffolk Constabularies Abnormal Loads Officer.
- 14.9 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.
- 14.10 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 dispensation in the driver's possession and is valid from 1st January to 31st December depending on when they apply or part year there of from date of issue, back dating of certificates is not permitted in any circumstance.
- 14.11 These dispensations are granted pursuant to paragraphs 2(4) and 4(2) of schedule 5 to the STGO Regulations which gives discretion to the Abnormal Loads Officer to accept shorter notice periods and fewer details than those otherwise required by schedule 5.

## 15. Abnormal Load Summary Requirements – Aide Memoire

- 15.1 The following vehicles are required to give Norfolk and/or Suffolk Constabulary 2 clear days (i.e. 48 hours) notice before any movement can be authorised through the county.

### Width:

- Below 2.9m (9'6") = no notification
- Between 2.9m (9'6") and 4.3m (14'1") wide (this being the total width including any projection) = 2 clear days written notice

*Note: Anything above 3.5m (11'6") may require a self-escort vehicle.*

- Above 5.0m (16'40") wide = requires VR1 issued by the Highways England

### Length:

- Below 18.65m (61') = no notification
- Between 18.65m (61') and 27.4m (90') = 2 clear days written notice.
- For some light loads where the rigid length exceeds 27.4m (89'11") such as yacht masts moved on conventional motor vehicles not exceeding 12 tonnes gross weight or trailers not exceeding 10 tonnes gross weight a Highways England Special Order will be required.

- Over 30m (98'5") requires a Special Order issued by Highways England

*Note: that the length does not include the traction unit (cab), unless some of the load is being carried on it.*

**Weight:**

- Below 44,000KG = no restrictions
- Between 44,000-50,000KG = 2 clear days notice\* to Road and Bridge Authorities
- Between 50,000-80,000KG = 2 days police notice and 5 days to Highways England and Bridge authorities
- Between 80,000KG-150,000KG = 2 clear days notice to Police and 5 clear days with indemnity to Road and Bridge Authorities
- Over 150,000KG = Highways England Special Order plus 5 clear days notice to Police and 5 clear days notice with indemnity to Road and Bridge Authorities

*\*Clear days Notice excludes Saturdays, Sundays or a public holiday in any part of Great Britain in relation to movements authorised by the Special Types General Order only, there being no such exclusion in Special Orders unless specifically stated.*

15.2 Application to move Special Types or Special Purpose vehicles, such as very large agricultural vehicles, that may not be fully permitted by the Construction & Use (C&U) Regulations or fall outside the scope of the Special Types General Order should be made to the Vehicle Certification Agency (VCA). The VCA website is <http://www.dft.gov.uk/vca/>

15.3 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)*

## 16. Roles & 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"> <li>• Responsible for the administration and route assessment of notified Abnormal Loads within the County of Norfolk and /or Suffolk.</li> <li>• Receive telephone calls and enquiries regarding Abnormal Loads and issue appropriate permits where necessary.</li> <li>• Determine whether an Abnormal Load requires a Police Escort.</li> <li>• Liaise with other Forces and agencies concerning the movement of an Abnormal Load.</li> <li>• Arrange for routes to be checked regarding extremely large loads.</li> <li>• On behalf of the Chief Constables where appropriate, authorise and issue both General and Agricultural annual Dispensations.</li> <li>• Liaise with the Media Office and the local media of any load movement which may be of public interest.</li> <li>• Give statements and attend Court as a witness when required.</li> <li>• Attend any relevant meetings that are deemed appropriate.</li> </ul>
Roads Policing Unit	<p>As the Abnormal Loads Officer you are responsible for / must / should do:</p> <ul style="list-style-type: none"> <li>• Check the vehicle, the load and documentation which comply with the relevant traffic regulations. Confirm suitability of any undesignated route.</li> <li>• Before commencing escort duties, consideration should be given to the weather, light and traffic conditions.</li> <li>• Warn other road users of the presence of an Abnormal Load and to assist with safe passage.</li> </ul>

## 17. Definitions

Term	Definition
Abnormal Indivisible Load	An Abnormal Indivisible Load means a load that cannot without undue expense or risk of damage be divided into 2 or more loads for the purpose of being carried on the road.
General Dispensation	<p>A General Dispensation is an authority granted by the Abnormal Loads Officer on behalf of the Chief Officer of Police which allows the movement of certain Abnormal Indivisible Loads without the need to give statutory 2 days notification to the Police.</p> <p>A General Dispensation lasts for 1 year from January to December or from date of issue until December that year.</p>
Agricultural Dispensation	<p>An Agricultural Dispensation is an authority granted by the Abnormal Loads Officer on behalf of the Chief Officer of Policy which allows the movement of certain agricultural vehicles, implements and appliances with the need to give the statutory 24 hours notification to the Police.</p> <p>An Agricultural Dispensation lasts for 1 year from January to December or from date of issue until December that year.</p>
Police Escort	A Police Escort is when a load or vehicle exceeds the required dimensions and weight for a particular road or route. The use of a Police unit is chargeable in relation to the current and most to date A16 Payment Form, which will have all the relevant information in relation to the Police Escort prices.



## 18. Appendix A: Recommended Routes in Norfolk

### NORFOLK CONSTABULARY RECOMMENDS THE USE OF A SELF-ESCORT VEHICLE FOR THE ROUTES BELOW

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

**\*\*No movements during hours of darkness, unless authorised by Abnormal Loads Officer\*\***

**Applicable from 1st September 2014**

**1. Loads which exceed 4.1m (13' 6") wide 30.0m (98') long or 100 tonnes**

A11 Thetford to Norwich & reverse

A47 Wisbech to Acle & reverse

A12 Gt Yarmouth to Suffolk border & reverse

**2. Loads which exceed 4.0m (13' 1") wide 30.0m (98') long or 100 tonnes**

\* ^ A140 Scole to Norwich & 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

A148 Kings Lynn to Cromer & reverse (caution at Letheringsett)

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 & reverse

A149 Gt Yarmouth to Caister-on-Sea & reverse

A1065 Brandon to Swaffham & reverse

A1101 junction of the A47 to Outwell

A1075 Thetford to Dereham

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

A149 Hunstanton to Cromer & reverse

B1159 Cromer to Caister-on-Sea & reverse

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

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

Brundall boatyards (off A47)

A1151 Norwich to Smallburgh (serving all Boatyards)

A1062 Hoveton to Potter Heigham (serving all Boatyards & 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 j/w A149

A1101 Outwell to Welney & 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

*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**

## 19. Appendix B: Recommended Routes in Suffolk

### SUFFOLK CONSTABULARY RECOMMENDS THE USE OF A SELF ESCORT VEHICLE FOR THE ROUTES BELOW

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

**\*\*No movements during hours of darkness, unless authorised by  
Abnormal Loads Officer\*\***

**Applicable from 1ST January 2016**

**1. Loads that exceed 4.1m (13'5') wide, 30.0m (98') long or 100 tonnes**

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, 30.0m (98') long or 80 tonnes**

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

(And all the roads below)

**3. Loads that exceed 3.80m (12' 6") wide, 27.4m (89') long or 80  
tonnes**

The A134\*\*, A143\*\*, A144\*#, A145\*##, A146\*, A1065\* (from A11 to Omar  
Homes), A1088\*\*\*, A1092\*\*\*, A1094 from the A12 to Aldeburgh Golf Club,  
A1095, A1117 & A1152 roads

A1071 – Police Escort

(And all the roads below)

**4. Loads that exceed 3.65m (12') wide, 27.4m (89') long or 80 tonnes**

On the A12 & A146\* 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 & beyond,

The A1065 through Brandon town,

The A1071

(And all the roads below)

**5. Loads that exceed 3.50m (11' 6") wide, 27.45m (89') long or 80 tonnes**

The A144 through Halesworth & Bungay #

The A145 through Beccles, ##

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

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

The A1304 through Newmarket town

All 'B' & '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.

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

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

\* 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 B1092 to the A143 at Homersfield should be used.

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