



CHAPTER xiv.

An Act for granting further powers to the Clifton Suspension Bridge Company and for other purposes.

A.D. 1888.

[16th May 1888.]

WHEREAS by an Act (11 George IV. and 1 William IV. chapter lxix.) intituled "An Act for building a Bridge over the River Avon from Clifton in the County of Gloucester to the opposite side of the river in the County of Somerset and for making convenient roads and approaches to communicate therewith" (in this Act referred to as "the Act of 1830") certain persons were appointed trustees for the building of a suspension bridge over the River Avon at Clifton (then in the county of Gloucester but now in the city and county of the city of Bristol) and to raise money for the purpose on the security of the tolls by that Act authorised to be levied and provision was made for the establishing of a sinking fund for the repayment of the moneys so raised the formation of a repair fund and the eventual cessation of the tolls except when they might be occasionally required to meet the cost of repairing the bridge or other exigencies in relation thereto :

11 G. 4.
1 W. 4.
c. lxix.

And whereas the time for the completion of the said bridge was extended by the Local Acts 6 & 7 William IV. chapter vi. 4 & 5 Victoria chapter xxix. 8 & 9 Victoria chapter xxiv. and 11 & 12 Victoria chapter iv. :

6 & 7 W. 4. c. vi.
4 & 5 Vict. c. xxix.
8 & 9 Vict. c. xxiv.
11 & 12 Vict. c. iv.

And whereas the said trustees acquired the lands for and commenced the construction of but did not complete the said bridge :

And whereas by the Clifton Suspension Bridge Act 1861 (in this Act referred to as "the Act of 1861") the Clifton Suspension Bridge Company (in this Act referred to as "the Company") were incorporated and authorised to raise a share capital of thirty-five thousand pounds and to borrow on mortgage eleven thousand six hundred pounds and to complete the said bridge and to levy certain tolls for the use thereof and provision was made for the redemption of the said capital and borrowed money and on such redemption for the revesting of the completed bridge in the trustees :

24 & 25 Vict.
c. cxii.

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And whereas by the Act of 1861 (section 52) it is provided that the bridge although a public bridge shall not be a county bridge so as to subject the county of Somerset or the city and county of Bristol to repair light or watch the same :

And whereas by the Act of 1861 (section 53) it is provided that the said bridge shall for the cognizance of offences committed thereon be deemed to be in the county of Somerset :

And whereas it is expedient that the said bridge except the approach road to the bridge in the county of Somerset (in this Act referred to as "the Somersetshire approach") should be deemed for purposes of police to be within the city and county of the city of Bristol :

And whereas it is expedient that the Company and the Long Ashton District Highway Board or other the authority for the time being having jurisdiction over the roads of the parish of Long Ashton (all of whom are in this Act included under the expression "the road authority") be authorised to enter into and fulfil any agreements for constituting the Somersetshire approach one of the highways of the parish of Long Ashton :

And whereas it is expedient that the Company be authorised to levy the additional tolls by this Act prescribed and to raise additional capital and that further provisions should be made for regulating the traffic of the bridge :

And whereas the objects aforesaid cannot be attained without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows (that is to say) :—

Short title.

1. This Act may be cited as the Clifton Suspension Bridge Act 1888.

Bridge to be in city and county of Bristol.

2. Section 53 of the Act of 1861 is hereby repealed but this repeal shall not affect the validity or invalidity of anything already done or suffered or any penalty obligation or liability or punishment already incurred or any remedy or proceeding in respect thereof and from and after the passing of this Act the bridge between the boundary stones herein-after mentioned shall in respect of all crimes and offences arising or committed thereon be deemed to be within the city and county of the city of Bristol.

The boundary of the bridge shall be marked by the Company at each end thereof by a boundary stone to be placed at a distance of forty feet from the outside of each toll gate.

Penalty for riding or driving &c.

3. Every person who being the driver of any waggon cart or carriage or the rider or driver of any horse or beast of burthen with

or without any waggon cart or carriage shall pass along any part of the bridge which is suspended between the piers thereof at other than a walking pace shall be deemed to commit an offence and shall be liable for each offence to a penalty not exceeding forty shillings to be recovered summarily and if the person who commits the offence cannot be found the owner of the said waggon cart carriage horse or beast of burthen shall be liable to the said penalty to be recovered in like manner.

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at other than
a walking
pace.

4. The Company may from time to time in accordance with the provisions of this Act make byelaws for regulating the traffic of and the conduct of persons going on over or along the bridge and the approaches thereto ; and

Power to
make bye
laws.

The following provisions shall have effect with respect to such byelaws (namely) :—

No byelaw shall be repugnant to law or to this Act ;

All byelaws shall be under the common seal of the Company ;

Every byelaw may be repealed altered or amended by a subsequent byelaw ;

No byelaw shall take effect until confirmed by the Local Government Board who may allow or disallow the same as they shall think fit ;

No byelaw shall be confirmed unless notice of intention to apply for confirmation has been given in a newspaper published in the city of Bristol and has been put up in a conspicuous place on the outside of one of the toll houses at or near each end of the bridge at least one month before the making of such application and unless for one month at least before such application a copy of the proposed byelaw has been kept at the office of the Company open for public inspection during office hours without fee ;

The secretary of the Company shall furnish any person applying for the same with a copy of any proposed byelaw or any part thereof on payment therefor after the rate of sixpence for every hundred words in such proposed byelaw ;

All byelaws when confirmed shall be printed by the Company and a copy thereof shall be kept exhibited in the office of the Company and copies thereof shall be painted or placed on boards and be exhibited on the outside of one of the toll houses at or near each end of the bridge ;

A printed copy of any byelaw made under this Act signed and certified by the secretary to the Company to be a true copy and to have been duly confirmed shall be primâ facie evidence of the due making confirmation and existence of such byelaw ;

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Any person who offends against any byelaw shall be liable for every offence to a penalty not exceeding five pounds and every such penalty may be recovered summarily.

Additional
tolls.

5. Section 29 of the Act of 1861 shall be read and have effect as if the following tolls were inserted therein :

For every bicycle tricycle or other like mechanical contrivance one penny ;

For every hand-cart truck barrow or wheel-chair one penny ;

For every vehicle propelled by electricity or otherwise than as provided by the Act of 1861 or this Act sixpence.

The aforesaid tolls respectively shall be in addition to the tolls chargeable for any person or persons driving riding or propelling or being in charge of or using the several machines and things specified in this section.

Company
and road
authority
may agree
for repair of
Somerset-
shire ap-
proach.

6. The Company may agree with the road authority for constituting the Somersetshire approach a public highway of the parish of Long Ashton repairable by the road authority upon such terms and conditions as to payment by the Company of a gross or annual sum or partly in one mode and partly in the other mode and generally as may be agreed on between the Company and the road authority.

Increase of
borrowing
powers.

7. Section 7 (power to borrow on mortgage) of the Act of 1861 shall be read and construed as if the sum therein named had been thirteen thousand pounds instead of eleven thousand six hundred pounds. All moneys borrowed or re-borrowed by the Company under the powers of this Act shall be repaid by the Company within the period of ten years from the date or dates of the first borrowing thereof respectively : Provided that all moneys re-borrowed shall be repaid within the period prescribed for the repayment of the moneys in lieu of which such re-borrowing shall have been made.

The Company may borrow and re-borrow the same by the issue of terminable debentures in lieu of borrowing on mortgage.

Costs of Act.

8. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

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