
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 as amended by paragraph 1 of Schedule 3 to the Transport (London) Act 1969 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 as a principal road for the purposes of advances under section 235 of the Highways Act 1959;

“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,—

- (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 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 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;

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- (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⁽¹⁾, 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).

(1) (1969 I. p. 829).

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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).

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

<i>LONDON MIDLAND REGION</i>	<i>O.S. MAP REF</i>
Bridge No.8 carrying the A5013	Eccleshall Road over the Crewe—Stafford line at Great Bridgeford in Staffordshire SJ 883270
Bridge No.63 carrying the A671	Padiham Road over the Blackburn—Colne line in the County Borough of Burnley SD 831327
Bridge No.57 carrying the A646	Rose Grove Lane over the Blackburn—Colne line in the County Borough of Burnley SD 814322
Bridge No.17 carrying the A407	Walm Lane over the Marylebone—Harrow line in the London Borough of Brent TQ 234848
Bridge No.49 carrying the A410	Uxbridge Road over the London—Rugby line in the London Borough of Harrow TQ 131913
Bridge No.42 carrying the A409	at Harrow Station over the London—Rugby line in the London Borough of Harrow TQ 155894
Bridge No.42 carrying the A409	at Harrow Station over the Euston—Watford line in the London Borough of Harrow TQ 155894
Bridge No.1 carrying the A409	at Harrow Station over the Stanmore Branch line in the London Borough of Harrow TQ 155894
Bridge No.25 carrying the A219	Scrubs Lane over the London—Rugby line in the London Borough of Hammersmith TQ 223827
Bridge No.25 carrying the A219	Scrubs Lane over the Euston—Watford line in the London Borough of Hammersmith TQ 223827
Bridge No.8 carrying the A4201	Parkway over the London—Rugby line in the London Borough of Camden TQ 286836
Bridge No.5 carrying the A400	Hampstead Road over the London—Rugby line in the London Borough of Camden TQ 292831

<i>LONDON</i>		<i>O.S. MAP REF</i>
<i>MIDLAND REGION</i>		
Bridge No.7 carrying the A400	Junction Road over the Tottenham—Hampstead line in the London Borough of Islington	TQ 292861
Bridge No.26 carrying the B567	Spencer Bridge Road over the Road—Rugby line in the County Borough of Northampton	SP 746610
Bridge No.77 carrying the A53	Etruria Road over the Macclesfield—Colwich line in the City and County Borough of Stoke on Trent	SJ 865470
Bridge No.100 carrying the A5035	Trentham Road over the Macclesfield—Colwich line in the City and County Borough of Stoke on Trent	SJ 884411
Bridge No.20 carrying the A53	Leek Road over the Biddulph Valley line in the City and County Borough of Stoke on Trent	SJ 894502
Bridge No.175 carrying the A422	Newport Road over the London—Rugby line in the Buckinghamshire	SP821414
Bridge No.1 carrying the A422	Newport Road over the Newport Pagnell Branch line in Buckinghamshire	SP821414
Bridge No.31 carrying the A607	Syston Bridge over the Leicester—Trent Branch line in Leicestershire—West Span only	SK621110
Bridge No.14 carrying the B5092	Wilmslow Road over the Macclesfield Branch line in Cheshire—Span over Tracks	SJ 912837
Bridge No.29 carrying the A538	Prestbury Lane over the Macclesfield Branch line in Cheshire—span over Tracks	SJ 904774
Bridge No.23 carrying the A4031	Walsall Road over the Grand Junction line in the County Borough of West Bromwich	SP 016952
Bridge No.75 carrying the A422	Banbury Road, Banbury over the Didcot—Chester line in Oxfordshire	SP 461407
<i>EASTERN REGION</i>		
Bridge No.S1/35 carrying the A632	Duckmanton Road over the Woodhouse Junction—Marylebone line in Derbyshire	SK 426708
Bridge No.S28/8 carrying the A619	Lowgates, Staveley over the Clowne Branch (Mid.) line in Derbyshire	SK 437749
Bridge No.S40/6 carrying the A621	Abbeydale Road over the Dore—Chinley line in the City and County Borough of Sheffield	SK 317805
Bridge No.S68/4 carrying the A633	Wombwell Lane over the Aldham Curve line in the Yorkshire, West Riding	SE 382047
Bridge No.L21/1395 carrying the A503	Ferry Lane over the Bethnal Green—Norwich line in the London Borough of Hartingey Span over Tracks	TQ 345895

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<i>EASTERN REGION</i>		
Bridge No.L6/621 carrying the A1011	Manor Road over the Stratford E & W—Woolwich line (Sidings) in the London Borough of Newham	TQ 392823
Bridge No.NH50/258 carrying the A1067	Fakenham Road over the Norwich City—Melton Constable line in Norfolk	TG 175139
<i>SOUTHERN REGION</i>		
Bridge No.1 carrying the B310	Eccleston Bridge Road over the Victoria—Wandsworth line in the City of Westminster—2 spans over SE lines only	TQ 288788
Bridge No.401 carrying the B2070	Beaver Road over the Ashford—Ham Street line in the Urban District of Ashford—TR 011423	
Bridge No.17 carrying the A244	Windmill Road over the Upper Halliford Halt—Shepperton line in Surrey	TQ 092694
Bridge No.37 carrying the A310	London Road over the Twickenham—Whitton line in the London Borough of Richmond	TQ 161736
Bridge No.113 carrying the B3011	Elvetham Road over the Fleet—Winchfield line in Hampshire	SU 795549
Bridge No.83 carrying the A245	Sheerwater Road over the Byfleet—Woking line in the Urban District of Woking	TQ 037607
Bridge No.703 carrying the A222	Croydon Road over the Elmers End—West Wickham line in the London Borough of Bromley	TQ 357680
<i>WESTERN REGION</i>		
Bridge at mileage 30m-74½c carrying the A361	Devizes Road over the Andoversford line in the Municipal Borough of Swindon, Wilts.	SU 156834
<i>LONDON TRANSPORT EXECUTIVE</i>		
Bridge No. U13 carrying the B455	West End Road over the Ruislip—Ickenham line in the London Borough of Hillingdon	TQ 094870

NOTE:

The Ordnance Survey map references above refer to the O.S. National Grid system, medium scale maps.

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

<i>LONDON</i>		<i>O.S. MAP REF</i>
<i>MIDLAND REGION</i>		
*Bridge No. 5	carrying Grovebury Road over the Denton Junction—Crowthorne Junction line in the Urban District of Audenshaw, Lancashire	SJ 918976
Bridge No. 13	carrying Stamford Road (B6177) over the Huddersfield—Manchester line in the Municipal Borough of Mossley, Lancashire	SD 974020
<i>EASTERN REGION</i>		
*Bridge No. 24	over the former Axholme Joint Line at Haxey in Isle of Axholme Rural District, Lincolnshire	SE 772000
*Bridge No. 21	carrying a way (Unstone New Bridge) over the Chesterfield—Sheffield line in the Urban District of Dronfield, Derbyshire	SK 363779
*Bridge No. 1	carrying a way (Staveley Company's) over the Clowne Branch line in the Urban District of Staveley, Derbyshire	SK 422753
*Bridge No. 29	carrying a way (Wards) over the former Gildersome Branch line in the Municipal Borough of Pudsey, West Riding of Yorkshire	SE 193322
*Bridge No. 30	carrying Dudley Street over the former Gildersome Branch line in the Municipal Borough of Pudsey, West Riding of Yorkshire	SE 194324
*Bridge No. 44	carrying a way (Windhill) over the Leeds—Colne line in the Urban District of Shipley, West Riding of Yorkshire	SE 157380
*Bridge No. 141	carrying a way (Allens Junction) over the Leeds—Newcastle line nr. Egglecliffe in the Rural District of Stockton, County Durham	NZ 419144
*Bridge No. 144	carrying a way (Witham Hall) over the Leeds—Newcastle line nr. Preston on Tees in the Rural District of Stockton, County Durham	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, County Durham	NZ 423154

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<i>EASTERN REGION</i>		
*Bridge No. 305	carrying Ellison Main Gardens over Leeds— Newcastle line in the Urban District of Felling, County Durham	NZ 285620
*Bridge No. 226	carrying Low Flatts Road over the York— Newcastle line in the Urban District of Chester-le-Street, County Durham	NZ 272529
<i>SOUTHERN REGION</i>		
Bridge No. 10	carrying 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 Borough of Reigate, Surrey	TQ 292536
*Bridge No. 34	carrying Hunts Slip Road over West Dulwich— Sydenham Hill line in the London Borough of Southwark	TQ 332724
<i>WESTERN REGION</i>		
Nil		

NOTE:

In the case of bridges shown marked with an asterisk above, doubts exist whether the ways which they carry are highways. The inclusion of such 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.

EXPLANATORY NOTE

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).

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