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**Association of Chief Police Officer of England,
Wales & Northern Ireland**

GUIDANCE/PRACTICE ADVICE ON THE MOVEMENT OF ABNORMAL INDIVISIBLE LOADS

Status: [To be completed by the ACPO Office at the time of publication]

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* delete as appropriate

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SECTION 1 - PREFACE

1.0 Abnormal Indivisible Loads - Introduction

1.1 This Procedural Guide is intended to assist police managers concerning the movement of abnormal indivisible loads. The overriding factor in setting out these guidelines is the safety of the public and those involved in the movement and/or escorting of any Abnormal Indivisible Load. To these ends, all efforts must be directed.

1.2 The updated guidance also reflects the 2009 IPCC recommendations regarding enforcement of legal requirements for marking and lighting, training, authorisation and movement of Abnormal Indivisible Loads.

1.3 The objectives of the Policy are:

- To consistently manage the administration, movement and enforcement of abnormal load movements.
- To set out the policy and procedure that Police Forces nationally will adopt in respect of the permitted routes, time and date of abnormal indivisible load movement.
- To incorporate the Self Escorting policy.
- To outline the required standards of training for all police or police staff involved with any control or direction of any abnormal indivisible load movement.

1.4 The legislation that permits Abnormal Indivisible Load movements is:

- The Motor Vehicle (Construction and Use Regulations) (C & U);
- The Motor Vehicles (Authorisation of Special Type) General Order (STGO).

1.5 The Construction and Use Regulations are the primary legislation for the construction and maximum dimensions for all vehicles. It is the only legislation that can be used for prosecution purposes.

1.6 The Motor Vehicles (Authorisation of Special Type) General Order 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. It also contains the regulations for loads, which exceed the maximum width permitted by C & U, agricultural vehicles and many other miscellaneous vehicles.

1.7 The legislation is in the most part permissive, in that, providing the haulier complies with the requirements of notification procedures, an abnormal load can be moved without the need for any permit or authorisation. Exceptions are covered in the procedural notes which follow.

SECTION 2 - GUIDANCE, ADVICE AND PROCEDURES

2.0 Movement of Abnormal Indivisible Loads

- 2.1 An abnormal load can be moved without the need for any permit or authorisation, except:
- Loads exceeding 5.1m wide which require a VR1 from the Department for Transport, which authorises the movement, but not the route, day or date. Once the VR1 has been issued the haulier can then use the normal notification procedure, quoting the VR1 reference.
 - Loads exceeding 6.1m wide, 27.4m rigid length (C & U) 30m (STGO) or 150,000 KGs weight, 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.
- 2.2 The method by which a haulier is required to make a notification of an Abnormal Load movement, is not defined in the legislation other than to notify the Chief Officer of Police through whose area or County the load will pass. In practice Facsimile or Email are the most common methods of notification although conventional postal services are still used; in any case, best practise dictates that an accessible system capable of being archived must be adopted.
- 2.3 Guidance for Abnormal Loads Officers and Control Room staff on procedures to be followed on receipt of notification are contained at Appendices B-D.
- 2.4 Two clear working days (including Saturday) are required for notification to the police. Sunday and a Bank Holiday are not classed as working days, nor is a Saturday relative to the Highways and Bridges Authorities.
- 2.5 The relevant Police Force's Abnormal Loads Department will receive all notifications, examine and verify that the details provided are as required by the legislation.
- 2.6 A record of the notification will be entered into an accessible and archived data-base.
- 2.7 The relevant Police Force's Abnormal Loads Officer or other suitable nominated person will carry out a risk-assessment and decide whether any action is required with regard to either the route or time of the proposed movement, including the safety of other road users or congestion likely to be caused. The haulier may also be requested to carry out a route survey, but this will in itself only relate to the ability of the Abnormal Load vehicle to negotiate the route and not necessarily with regard to local road safety issues.
- 2.8 The risk assessment will be completed to ensure the use of the safest and most suitable roads; having regard to the size, type and load of the vehicle, relative to the time & date of the proposed movement, including the movement at night-time if applicable.
- 2.9 In the event of the route being deemed unsuitable the relevant Police Force's Abnormal Loads officer or other suitable nominated person will investigate an alternative. Consultation will be progressed with other interested parties and subject to those enquiries the haulier will be re-routed accordingly. A notification of the re-route will be served, a copy of which will be stored in the event of the necessity to prove non-compliance by the haulier.

- 2.10 Abnormal loads that present an increased risk due to their size and/or weight should utilise an escort vehicle to warn other road users of their presence on the highway. A criteria for the dimensions requiring escort and procedures are outlined at 2.1 above but can be varied, at the discretion of the relevant Police Force's Abnormal Loads Officer or other suitable nominated person, where it is considered that the load poses a greater or lesser risk having due regard to the load and/or roads to be used.
- 2.11 Where a load is of an exceptional dimension, or the route poses greater risk to other road users, police escorts may be provided for payment. The terms and conditions for this are outlined in paragraph 2.23.
- 2.12 In cases where a load is required to negotiate a single 'pinch point' on a route that would otherwise not be deemed to require an escort, police assistance may be provided without charge, subject to availability.

2.13 **DISPENSATIONS**

General Dispensation – It is suggested that a Police force issue such Dispensations to move abnormal indivisible loads with dimensions up to 3.5m (11'6") wide without prior notification to hauliers who can demonstrate the movement of loads of a like nature on a regular basis. The roads permitted will be limited to major motorways and selected A class roads. **(See appendix E)**

Agricultural Dispensation- It is suggested that a Police force issue a Dispensation to farmers and agricultural contractors for the movement of agricultural tractors, machines and towed appliances without the requirement to notify the movement of such equipment up to 4.1m wide without prior notification, or for reduced notification period for all other loads up to 4.3m wide. **(See appendix F).**

Explosives & Military Convoys - As Para 2.7, saved in the usual manner and copied to communications centre with cover note.

2.14 **ESCORTING ABNORMAL INDIVISIBLE LOADS**

An escort or escort vehicle is not defined in legislation and there is no legal requirement for any abnormal loads to be escorted. There is however a requirement for loads of certain dimensions to have an attendant. STGO 2003 permits the attendant to be in an accompanying vehicle, which may for practical purposes be considered as an 'Escort Vehicle', providing that it remains with the Abnormal Load throughout the whole journey.

- 2.15 The practice of the police escorting abnormal loads is a self-imposed duty, established many years ago and was initially undertaken for purposes of road safety. However, changes in vehicle and road engineering have radically altered the manner in which abnormal loads travel. The escort criteria adopted by Police has been progressively raised over time, in line with the national ACPO guidelines. However, following incidents where members of the public have been involved in incidents with Abnormal loads, both under escort and without, it is necessary to again state the overriding factor in these guidelines is the safety of the public and those involved in the movement and/or escorting of any Abnormal Indivisible Load.

2.16 Dimensions of vehicles currently self or privately escorted:

Motorways

- Width – over 4.6m wide
- Weight - over 130 tonnes
- Length – no overall policy (load, route and dimensions considered).

All other roads.

- Width – over 4.1m wide
- Weight - over 100 tonnes
- Length – over 27.4m rigid length

These dimensions are a general guide and forces retain the right to vary them as considered necessary.

2.17 The Police and Highways Agency encourage hauliers to use self or private escorts. Police escorts will only be supplied if specifically requested and payment for their services will be required.

2.18 Self or private escorts should comply with the Highways Agency / ACPO Code of Practice, although this a voluntary code and can only be used for evidential purposes in the event of an incident occurring, it is evidence of good practice and a standard to which the Haulage Associations subscribe.

2.19 The escort will be provided for the purposes of giving warning to the driver of that vehicle or combination, and to any other person, of any danger likely to be caused by the presence on the road of that vehicle or combination. An escort driver or any other person or attendant to the abnormal load does not have any legislative powers to stop and control other road users. A Police authority will not accredit an escort driver or any other person with powers to stop and control traffic to facilitate the movement of an abnormal load.

2.20 The self / private escort will at all times comply with any instructions issued by a Police force.

2.21 It is suggested that best practice should be that a reference number would be issued for every indivisible abnormal load that is required to be provided with an escort. The driver or escort will be then be required to contact the relevant Police Force's Control/Communications Centre 30 minutes prior to arrival in that Police area or before departing from a location within that police area in order to be advised of any restrictions or incidents on the proposed route that it likely to interfere with the movement.

2.22 On arrival at a destination or upon leaving that Police area the driver or escort will again be required to contact the relevant Police Force's Control/Communications Centre.

2.23 An operator who cannot supply such an escort, and / or requests the provision of a police escort, will be required to give at least eight days notice of any proposed movement, and be required to pay for such services in accordance with the scale of charges applied.

2.24 **POLICE ESCORTS**

Only police officers that have had specific training or experience, including instruction on and knowledge of escorting or convoy duties, along with the legislation relating to Abnormal Loads, will be utilised. A sample training package is attached at Appendix G.

- 2.25 Only police officers performing overtime on their rest days will be utilised if that duty is requested at Private Special Duty Rate.
- 2.26 An escort will not be commenced until the vehicle and load have been examined to ensure that it fully complies with the legislation, including lighting, marking and construction and use, if applicable. This will require the Officers to be in possession of, or have access to the content of the relevant paperwork.
- 2.27 Officers will ensure that they have a copy or detailed knowledge of the route prior to commencing movement. It is best practice for the escorting officer(s) to have carried out a 'recce' of the route if it is anticipated difficulties will occur en-route.
- 2.28 The relevant Police Force's Control/Communications Centre will be provided with advanced details of the movement and programme prior to the movement commencing.
- 2.29 Special duty payment rates for a minimum of four hours, and for every part of an hour thereafter will be charged.
- 2.30 A minimum of eight days notice will be required for the arrangement of a police escort.
- 2.31 Charges to be paid in full in the event of any cancellation or amendment to the travel date that occurs within eight days of the movement date first indicated.

2.32 **NIGHT TIME MOVEMENTS**

It is suggested that relevant Police Force may generally permit the movement of Abnormal Loads during the hours of darkness on motorways, providing the abnormal load remains within the motorway network. Consideration should be given to the usage of dual carriageways, and with regard to whether such sections of road/motorway are illuminated with street lighting and variable factors such as weather conditions, anticipated traffic flows etc.

- 2.33 The movement of abnormal loads on all other roads should not be permitted during the hours of darkness except with the permission of the Police Force's Abnormal Loads officer.
- 2.34 It is suggested that movements should not be permitted during the hours of darkness to or from the motorway, including any slip road, roundabout or any non – motorway carriageway leading to or from any lay-by or parking area without permission or direction by that Police Force's Abnormal Loads officer or under the direct supervision of a Police Officer.

2.35 **ROLES AND RESPONSIBILITIES**

The Abnormal Loads Officer:

- should have in-depth knowledge of the legislation relating to the movement of Abnormal Loads
- should have a good working knowledge of their own Police Force's road and also the surrounding networks;
- should be able to visit locations or survey routes of proposed movements if required;
- should risk assess every proposed movement;

- should co-ordinate requests for escorting loads through the County with the appropriate line manager or supervisor.
- Should actively participate and advise in future roadwork's planning and consultations;
- Should maintain records and information of roadworks or events that may interfere with abnormal load movement.

Police Traffic Officers

- should received instruction on Abnormal Loads Legislation;
- should be pro-active in regulating and enforcing Abnormal Load movements;
- should only be permitted to perform escort duties after having received instruction and training in abnormal load escorts;
- should check the dimensions, lighting and markers of an abnormal load before any escort is commenced;
- should only commence an escort when fully conversant with the proposed route;
- should only commence an escort when the load, vehicle and route have been fully risk-assessed
- should obtain authority from the Police Force's Abnormal Loads officer if there is any requirement to divert from the notified route

Police Force Control Centre / Communications Centre staff:

Call handlers/ dispatchers etc must be conversant with the relevant Police Policy on abnormal load movements.

Code of Conduct:

- The escort vehicle and driver should comply with the Highways Agency / Department for Transport 'Code of Practice for the Self Escorting of Abnormal Loads and Abnormal Vehicles'.
- It is suggested that the relevant police Force Control/ Communications room be informed on a designated telephone number, 30 minutes prior to the arrival at the Policing area boundary, or of the intended time of departure from a location within the Policing area quoting the unique number allocated to that load.

This Code of Practice is also available on the Highways Agency Web site www.Highways.gov.uk/business/

SECTION 3 – NOT APPLICABLE

SECTION 4 – NOT APPLICABLE

SECTION 5 – APPENDICES

ACPO Workbook

Action Checklist – Abnormal Loads Officer

Action Checklist – Police control Rooms

Abnormal Loads Check Sheets

General Dispensation

Agricultural Dispensation

Training Notes

'A'

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'F'

'G'



**APPENDIX A
WORKBOOK FOR THE CREATION OF ACPO GUIDANCE/PRACTICE ADVICE**

No new work to develop Guidance etc. cannot be commenced unless a Workbook, with the first page completed and accompanied by a completed Registration Form is first submitted, through the Head of the Business Area, to the ACPO Programme Support Office for approval. This workbook, with all sections completed, must be included in the final document as an Appendix and submitted, through the Head of the Business Area, to the Programme Support Office for quality assurance prior to submission to Cabinet for approval as ACPO Doctrine.

Title of Draft Guidance/Practice Advice Document

THE MOVEMENT OF ABNORMAL AND INDIVISIABLE LOADS
--

ACPO Reference Number

Unique reference number:

ACPO Commissioning

Name of ACPO Business Area:	ACPO ROADS POLICING
Head of Business Area commissioning the work:	
Date Authorised:	
Projected date of completion:	JANUARY 2010

Person Completing Work Book

Name:	Force Address:
Supt Ruston-Wadsworth	Warwickshire Police HQ
Email address:	Contact Tel. No:
Christine.ruston-wadsworth@warwickshire.pnn.police.uk	01926 415400

Date the first page of this Workbook was completed and forwarded to the Programme Support Office:

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For ACPO use only

Date QA check completed:	
Date referred to HBA:	
Date Guidelines/Practice Advice signed off by HBA:	

SECTION A - FOR USE ONLY WHERE AN EXISTING GUIDANCE OR PRACTICE ADVICE DOCUMENT IS BEING AMENDED AS THE RESULT OF A REVIEW

A.1 Title of original document:

THE MOVEMENT OF ABNORMAL INDIVISIBLE LOADS

A.2 Date of publication of original document:

N/A

SECTION B – IMPACT UPON OTHER ACPO BUSINESS AREAS

B.1 Give details of the impact on/dependencies with other ACPO Business Areas and existing Guidance/Advice

N/A

If B.1 applies, please inform the relevant ACPO Policy Officer who will consult across other business areas

SECTION C - ACPO EQUALITY IMPACT ASSESSMENT TEMPLATE (DIVERSITY AUDIT) AS AGREED WITH THE CRE

C1. Identify all aims of the guidance/advice

C.1.1 Identify the aims and projected outcomes of the guidance/advice:

- To consistently manage the administration, movement and enforcement of abnormal and indivisible load movements.
- To set out the policy and procedure that Police Forces nationally will adopt in respect of the permitted routes, time and date of abnormal and indivisible load movement.
- To incorporate the Self Escorting policy.
- To outline the required standards of training for all police or police staff involved with any control or direction of any abnormal indivisible load movement.

C.1.2 Which individuals and organisations are likely to have an interest in or likely to be affected by the proposal?

Police Abnormal Load Departments
 Police Control Rooms
 Hauliers
 Haulage Assn
 Highways Authority
 Bridges Authority

C2. Consider the evidence

C.2.1 What relevant quantitative data has been considered?

Age	No identified issues
Disability	No identified issues

Abnormal Loads – National draft Guidelines

Gender	No identified issues
Race	No identified issues
Religion / Belief	No identified issues
Sexual Orientation	No identified issues
C.2.2 What relevant qualitative information has been considered?	
Age	No identified issues
Disability	No identified issues
Gender	No identified issues
Race	No identified issues No identified issues
Religion / Belief	
Sexual Orientation	No identified issues
C.2.3 What gaps in data/information were identified?	
Age	None
Disability	None
Gender	None
Race	None
Religion / Belief	None
Sexual Orientation	None
C.2.4 What consideration has been given to commissioning research?	
Age	No identified requirement
Disability	No identified requirement
Gender	No identified requirement
Race	No identified requirement
Religion / Belief	No identified requirement
Sexual Orientation	No identified requirement

C3. Assess likely impact

C.3.1 From the analysis of data and information has any potential for differential/adverse impact been identified?	
Age	No identified issues
Disability	No identified issues
Gender	No identified issues
Race	No identified issues
Religion / Belief	No identified issues
Sexual Orientation	No identified issues
C.3.2 If yes explain any intentional impact:	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A

C.3.3 If yes explain what impact was discovered which you feel is justifiable in order to achieve the overall proposal aims. Please provide examples:	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.3.4 Are there any other factors that might help to explain differential /adverse impact?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A

C4. Consider alternatives

C.4.1 Summarise what changes have been made to the proposal to remove or reduce the potential for differential/adverse impact:
N/a
C.4.2 Summarise changes to the proposal to remove or reduce the potential for differential/adverse impact that were considered but not implemented and explain why this was the case:
N/a
C.4.3 If potential for differential/adverse impact remains explain why implementation is justifiable in order to meet the wider proposal aims:
N/a

C5. Consult formally

C.5.1 Has the proposal been subject to consultation? If no, please state why not. If yes, state which individuals and organisations were consulted and what form the consultation took:	
Age	
Disability	
Gender	
Race	
Religion / Belief	
Sexual Orientation	
C.5.2 What was the outcome of the consultation?	
Age	
Disability	
Gender	
Race	
Religion / Belief	
Sexual Orientation	
C.5.3 Has the proposal been reviewed and/or amended in light of the outcomes of consultation?	

C.5.4 Have the results of the consultation been fed back to the consultees?

C6. Decide whether to adopt the proposal

C.6.1 Provide a statement outlining the findings of the impact assessment process. If the proposal has been identified as having a possibility to adversely impact upon diverse communities, the statement should include justification for the implementation:

C7. Make Monitoring Arrangements

C.7.1 What consideration has been given to piloting the proposal?
Not required
C.7.2 What monitoring will be implemented at a national level by the proposal owning agency and/or other national agency?
Monitoring by Abnormal Loads lead through ACPO Roads Policing
C.7.3 Is this proposal intended to be implemented by local agencies that have a statutory duty to impact assess policies? If so, what monitoring requirements are you placing on that agency?
No

C8. Publish Assessment Results

C.8.1 What form will the publication of the impact assessment take?
<i>It is recommended that for publication on the ACPO website, the impact assessment be attached to the completed document as the first appendix. On the ACPO Intranet, the whole workbook will be attached to assist in the preparation of local audits.</i>

SECTION D - HUMAN RIGHTS REVIEW

D1. Does the proposal have significant human rights implications, either for the public or for the Police Service? Answer YES or NO:

No

If NO, go straight to Section E

If YES, answer the following questions and consider seeking legal advice

D.1.1. Who will be affected by this proposal?

- Consider not only the direct subject of the proposal, but also other people who may be affected (e.g. bystanders, victims, general public, police staff, subject's family)

N/A

D.1.2 Which of their rights are being protected?

- *E.g. the right to life; right to security; freedom of belief, expression or assembly; right to family life; right to privacy; right to property*

N/A

D.1.3 For each person or group of people, which of their Convention rights may the proposal potentially interfere with and how?

- *E.g. right to life; prohibition of degrading treatment; right to liberty; right to fair trial; right to due process; right to privacy; freedom of belief, expression, assembly and association*

N/A

Answer the following questions in respect of each interference with a right.

D.1.4 Is the interference legal? Explain in full:

- *e.g. European legislation, Act of Parliament, statutory instrument, statutory codes, common law*

N/A

D.1.5. Is the interference necessary? Explain in full:

- *It may for example be justified if it protects others' rights, e.g. right to life; right to security; freedom of belief, expression or assembly; right to family life; right to privacy; right to property*
- *What "legitimate aims" under the Convention are being pursued in interfering with the right?*

N/A

D.1.6 Is the interference proportionate? Explain in full:

- *What practical alternative actions are available? Will any of these not interfere or interfere less with a right? If they will, why are they not being used?*
- *Is the interference the least intrusive means available?*

N/A

**D.1.7 Having considered the above points, do you consider that the proposal -
(a) Breaches a Convention right? YES or NO:**

N/A

(b) Is vulnerable to challenge? YES or NO

N/A

Note: interference with a right does not equal a breach – if an interference is justified, there is no breach.

If the answer to (a) or (b) above is YES and you consider that there is a breach of a Convention right or that the proposal is vulnerable to challenge, seek legal advice.

SECTION E - DATA PROTECTION REVIEW

E.1 Does this proposal relate in any way to the processing of personal data? Answer YES or NO. If NO, go straight to Section F.

If YES, outline how it complies with the Data Protection Act, listing the principles summarised below. The ACPO Data Protection and FOI Portfolio Group will provide assistance in identifying and addressing compliance:

NO

The Principles:

- a) *Personal data shall be processed fairly and lawfully ...*
- b) *Personal data shall be obtained only for one or more lawful purposes ...*
- c) *Personal data shall be adequate, relevant and not excessive in relation to the purpose for which it is processed*
- d) *Personal data shall be accurate and, where necessary, kept up to date*
- e) *Personal data processed for any purpose shall not be kept longer than is necessary for that purpose*
- f) *Personal data shall be processed in accordance with the rights of data subjects under the Act*
- g) *Appropriate technical and organisational measures shall be taken against unauthorised or unlawful processing of personal data ...*
- h) *Personal data shall not be transferred to any country outside the European Economic Area (EEA) unless the country or territory ensures an adequate level of protection for the rights and freedoms of data subjects in relation to processing of personal data*

SECTION F - HEALTH & SAFETY REVIEW

F.1 Does this proposal have significant health and safety implications for the public or for police staff? Answer YES or NO.

Yes

If YES, answer questions F.2. & F.3. If NO, go straight to Section G1.

F.2 Explain how the risks to health and safety have been assessed and what control measures have been put in place:

The Policy has been introduced to ensure consistency in managing Abnormal indivisible Load movements and highlight the need for individual risk assessments for each notified movement

F.3 What are the health and safety duties and who is responsible for them? Explain in full:

Force Abnormal Loads Officers or nominated person

SECTION G - BUREAUCRACY REVIEW

G.1 List the forms or databases that police staff will be required to complete as part of this proposal:

Individual force Abnormal Loads databases and Risk assessment forms

G.2 Give details of how you have reviewed the need for, content of and appropriateness of the forms or databases. Have you reduced their quantity or content?

Factors to consider:

- Whether the *benefit* of gathering the information exceeds the effort
- The *cumulative impact* – especially when there is repeated entry of the same information
- *Retention period* – is the information disposed of at the optimum time?

SECTION H – FREEDOM OF INFORMATION REVIEW

H.1 Is this reviewed proposal exempt from publication under the FOIA? Answer YES or NO:

NO

IF NO, go straight to Section I. If YES, give full details of the exemptions that apply and the reasons for them at H.2.1 – 2.3 below:

H.2 Reasons for Non- or Partial Disclosure under Freedom of Information Act 2000

H.2.1 Is this document completely non-disclosable? Answer YES or NO

H.2.2 If yes, why? Which exemptions apply?

Section	Description and Type of Exemption	Evidence / Rationale for Application

H.2.3 Is this document partially disclosable? Answer YES or NO

H.2.4 If yes, which parts of the document are not disclosable and why? Which exemptions apply?

Part of the Document	Section	Description and Type of Exemption	Evidence / Rationale for Application

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SECTION I – IMPLEMENTATION AND EVALUATION

I.1 Now that the audit is complete the Guidance/Advice document should be prepared for consideration by the Head of Business Area – either for approval and sign-off or, in some cases, referral to ACPO Cabinet or Council. Please follow the attached ACPO Practice Guidance/Advice Template.

I.2 Please ensure that a full consultation on the content of the final draft document is conducted with stakeholders, both internal and external and ensure that their views are fully considered. Please detail below the organisations/individuals consulted:

--

I.3 Full consideration should be given to the following:

- Financial implications/benefits
- Resource implications/benefits
- Potential performance/service improvements
- Risks
- Learning requirement

Monitoring and Review

I.4 Detail below the on-going effects of this proposal:

--

I.5 How will it be monitored?

--

I.6 By whom?

--

I.7 At what intervals?

--

I.8 When is the next review of this proposal planned?

Note. Diversity Reviews are required at least every 3 years under the RRAA but this review is in relation to the ongoing relevance of the document. If you consider that an earlier review is needed, please give the reasons and explain what process is in place to prompt those in post at that time to conduct the review:

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This Workbook must be attached to the completed Guidance/Advice document as Appendix, 'A' (or 'B' if existing guidance etc. is being amended) which must then be submitted, through the relevant ACPO head of business area, to the ACPO Programme Support Office by email, where it will undergo quality review prior to submission to the head of the business area for approval. Only then will it be put before the ACPO Cabinet for final approval.

Example: Action Checklist: Guidelines for Abnormal Loads Officers

Abnormal Load Department's Administration of Self / Private Escort

The Abnormal Loads Department is required to administer Abnormal Load Notifications in accordance with the Construction and Use and Special Type General Order legislation.

Procedures on receipt of notification from a haulier.

- a) Notification is received by post, fax, e-mail etc or via the ESDAL web site. It is considered best practice to utilise a dedicated stand-alone computer terminal.
- b) Details of the notification should be entered onto an accessible database capable of being archived.
- c) Route, day and time of travel and dimensions should be checked and verified for accuracy and suitability. A risk-assessment should be carried out with regard to the proposed movement and the safety of the public, the haulier/ escort etc and any police officer involved.
- d) If the route is unsuitable or affected by roadworks or other events, in consultation with the haulier, other forces and/or highways agencies, an alternative route should be identified.
- e) A decision should be made if the load requires escorting, and an entry should be made on to justify this decision, the haulier being notified of this.
- f) A reply should be sent to the haulier containing instructions for re-routing and/or escorts.
- g) All notifications and any documents, or instructions sent to hauliers should to be archived. Again, it is best practise to utilise an accessible database capable of being archived for this purpose in order to show an administration trail for relevant documents/notifications etc.
- h) If a haulier requests a Police Escort, or if the load is exceptional and requires specific resources, the arrangements should be made for the provision of such staff as required to carry out the safe escorting of the Load. This will require cost recovery from the haulier.

Although, with the utilisation of self-escorts, much of the responsibility for the safety of the movements of abnormal loads has been transferred to their driver and escorts, there is still a duty of care on the Police Abnormal Loads Departments to ensure that the load is on the safest, most suitable route also having regard to the time of day. It is the responsibility of all concerned to ensure that the utmost safety is observed when dealing with Abnormal Loads, whether notification, routing or escorting.

There are some Abnormal Load routes that while perfectly suitable for self / private escorts for the majority of the route or do not require a full escort, have a particular obstruction or location which would require the attendance of police resources to negotiate safely.

For occasional movements, when this localised service is required, it is suggested that police assistance may still be given without payment. This would only be in circumstances where the operation does not require any physical escorting but simply traffic control and could be carried out by police officers, or authorised Police community support officers.

**Example: Action Checklist: Control Room/ Communications Centre
Procedures for Self / Private Escorts:**

Information is received, either from the escort or driver, or from a neighbouring force of an abnormal load to be Self / Privately escorted in a police area.

The operator should obtain the unique reference number or full details of the haulier, load and journey details. These are then used to search the Abnormal Loads database on the Force CAD / Storm system and to create an incident log on the system

The operator should check that there are no adverse conditions or traffic problems on the route, and advise the escort/driver accordingly.

The Highways Agency Regional Control can be advised and information regarding road conditions obtained. (The Highways Agency or HATO's are not permitted to stop or re-route any load).

Abnormal loads cannot be re-routed without the consent of the Abnormal Loads Department, and in some cases the Highways Authorities

Care should also be taken in offering advice if parking the load in respect of the safety of the location.

The route may travel through more than one operational area; ensure that all areas are aware of the imminent arrival of the abnormal load.

Advise Traffic Department supervisor of the Abnormal Load and the route. (This provides an extra safeguard regarding local conditions and events, which may impact on the movement).

If the load is travelling into another police area advise the escort / driver to contact that force direct.

The driver or escort should be reminded to re-contact the Communications Centre on arrival or on leaving the county and be supplied with the incident reference number.

The incident should remain active until the load has completed its travel within that Policing area.

Upon completion of the incident the CAD / Storm system log is closed with the appropriate closing code.

It can be seen that the movement within a Policing area should be akin to an Air Traffic Control system, with loads arriving and being monitored (either through self or Police escort) until they arrive at their intended destination or leave that particular policing area.

**ABNORMAL LOADS
CHECK SHEET**

TO BE COMPLETED IN ALL CASES

Officer Completing: Name: _____
Department/Station: _____

Location of Check: Location: _____
Time: _____
Date: _____

Vehicle Details: Make: _____ Type (Artic, Rigid Etc): _____
Reg No: _____
GVW: _____
Company: _____
Address: _____
O/Licence: _____

Loaded Details: Width _____ Height _____ Length _____ Weight _____

Driver: Name: _____ DOB: _____
Address: _____ POB: _____
DL number /categories _____
HO/RT/1: Yes / No

Journey: From _____
To: _____
Any Reference Number: _____

Appendix D continued

Which Regulations Apply?

STGO Regs Go to Page (A)

I.e.: GVW exceeding 41,000 Kgs on 5 axles or 44,000 Kgs on 6 axles
(this may include trailers without loads)

Load example: Large earth moving vehicles, railway carriages

OR

Construction & Use Regs Go to Page (B)

I.e. GVW NOT EXCEEDING 41,000 Kgs on 5 axles or 44,000 Kgs on 6 Axles on a goods vehicle rigid or artic carrying an abnormal load which can revert to normal use when free of the load.

Load Example: Port-a-cabin, caravan, small plant

OR

MOBILE CRANES Go to (C)

I.e. Vehicle with a lifting jib of various dimensions and capabilities with GVW exceeding 38,000 Kgs or axle weight exceeding 11,000 Kgs approx.

Appendix D continued

PAGE (A)

SPECIAL TYPES GENERAL ORDER REGULATIONS

Category 1 = 46,000 Kgs) (5 axles)
50,000 Kgs) (6 axles)

Category 2 = 50,000 Kgs – 80,000 Kgs

Category 3 = Over 80,000 Kgs

Speed Restrictions

	M/Ways	Dual Carriageways	Other
Category 1	Normal	Normal	Normal
Category 2	40 mph	35 mph	30 mph
Category 3	30 mph	25 mph	20 mph
Article 20 (over 4.3m wide)	30 mph	25 mph	20 mph

Check List

- | | | |
|----|--|----------|
| 1 | Correct VEL (Disc marker “special types”) | yes / no |
| 2 | GVW in relation to STGO category | yes / no |
| 3 | Is vehicle displaying correct STGO boards | yes / no |
| 4* | Correct notification of movement
I.e. Police and/or Highway Authority | yes / no |
| 5 | Requirement for 2 nd man | yes / no |

Length: exceeding 18.3 metres from king pin of trailer to external limit of load. NB this measurement does not include tractor unit.

Width: Exceeding 3.5 metres

* Check with Abnormal Loads Office to confirm notifications *

Police: Width exceeding 2.9 metres and/or weight exceeding 80,000 Kgs

Highways Authority: Exceeding weight limits.

Appendix D continued

PAGE (B)

CONSTRUCTION AND USE REGULATIONS

GVW must NOT exceed:

46,000 Kgs on 5 axles
or
50000 Kgs on 6 axles

Speed Restrictions

Check List:

- | | | |
|----|--|----------|
| 1 | Correct VEL | yes / no |
| 2* | Correct notification of movement
ie Police only | yes / no |

Width exceeding 2.9 metres (9' 6") or projection of 305 mm (1 ft) must display triangular marker boards – 2 front and 2 rear on width extremities of load	yes / no
---	----------

Requirement for 2nd man:-

Length exceeding 18.75 metres (excluding tractor unit. The rigid trailer length and load only with maximum overhang 3.05 metres)

Width exceeding 3.5 metres.

* Check with Abnormal Loads Office to confirm notification *
Police: Width exceeding 2.9 metres

Appendix D continued

PAGE (C)

MOBILE CRANES

Check List:

Correct VEL yes / no

2 GVW (Not all cranes are Ministry plated)

3 Correct notification of movement yes / no

Police: If width exceeds 2.9 metres or weight exceeds 80,000 Kgs

Highways Authority: If weight exceeds C & U gross weight or C & U axles loading
(ie 38,000 Kgs or 10,150 Kgs axles loadings).

EXAMPLE: GENERAL DISPENSATION

THE ROAD VEHICLES (CONSTRUCTION & USE) REGULATIONS 1986

Your application to dispense with the legally required 'TWO CLEAR DAYS' notice for movement of abnormal loads through policing area is approved, subject to the following conditions: -

The loads do not exceed 3.5 metres in width, and all other dimensions conform to the Constructions and Use Regulations.

ONLY ROADS SPECIFIED AT NO. 5 BELOW MAY BE USED. Any deviation from the approved routes **MUST BE NOTIFIED SEPARATELY**, as required under the Construction and Use Regulations.

This Dispensation is granted on the understanding that it relates only to vehicles operated by the named company on that company's business and does not include sub-contractors. All other movements must be notified, as required under Construction and Use Regulations.

The driver **MUST** carry a copy of the Dispensation.

Routes Approved: -e.g.: specific motorways, major trunk roads/ dual carriageways.

Other roads as individually permitted

Movements during the hours of darkness are only permitted on motorways.

This Dispensation expires on the 31st December ----

The Chief Constable / Chief Officer reserves the right to withdraw this Dispensation, at any time.

For the Chief Constable / Chief Officer

EXAMPLE: AGRICULTURAL DISPENSATION

FORM OF DISPENSATION

The Road Vehicles (Construction & Use) Regulations 1986
and
The Road Vehicles (Authorisation of Special Types (General) Order 2003

A Dispensation has been granted to the above-mentioned Farmer/Dealer/Company, in respect of the requirement to give and/or length of notice required to be given under the subject Regulations, which relate to the movement of Agricultural or Forestry tractors, trailers and land implements, **not exceeding 4.3 metres in width**, within the [*state area permitted*].

(Note - Maximum length of any one journey to be within a 25 mile radius of your operating base, without prior consent from the Abnormal Loads office).

If the width exceeds 4.11 metres (13' 6"), the driver must be instructed to telephone the Abnormal Loads Office (telephone - *details*) for route clearance and escort, if necessary. Out of office hours please ring *relevant police Control/Communications room* (telephone - *details*).

If the overall width exceeds 3.5 metres (11' 6"), at least one other person - apart from the driver - must be employed to warn others of any likely danger in accordance with Schedule 6 of The Road Vehicles (Authorisation of Special Types (General) Order 2003

All extremities of vehicles and implements must be clearly visible at a reasonable distance at all times and especially during hours of darkness or seriously reduced visibility in accordance with Schedule 8 of The Road Vehicles (Authorisation of Special Types (General) Order 2003

The **Chief Constable / Chief Officer** reserves the right to cancel the Dispensation at any time, in which case you will be notified in writing.

This Dispensation expires on _____

for Chief Constable / Chief Officer

Abnormal Load Training Notes.

1. Definition

- 1.1 An Abnormal Load is any load that cannot be broken down into smaller loads for transport without undue expense or risk of damage,
- 1.2 An Abnormal Load is also any load that exceeds certain criteria for weight, length, and width, whereupon the vehicle carrying the load would not comply with Construction and Use Regulations due to the weight of the load exceeding 44,000 kgs; or as a result of the width and/or length of the load necessitating that it can only be carried on a heavy motor car, trailer or combination of both where they not comply with the Construction and Use Regulations in all respects.

2. Special Types

- 2.1 The Special Types rules permit:
 - Abnormal indivisible loads to be carried which exceed the weight and/or dimensions limits contained in the Road Vehicles (Construction and Use) Regulations 1986, the Road Vehicles (Authorised Weight) Regulations 1998; and in cases where
 - Vehicles, such engineering plant or military vehicles whose design and function prevents compliance with construction and use regulations, to be used on public roads in certain circumstances.
 - These rules are contained in section 44 of the Road Traffic Act 1988 and the Motor Vehicles (Authorisation of Special Types) General Order 2003 (STGO). Only Abnormal loads may be carried under these rules.
- 2.2 Rules governing Weights and Dimensions are covered by section 41 of the Road Traffic Act 1988

3 Vehicle Categories and Weights

- 3.1 Vehicles are classified into three groups according to total laden weight as set out below with related axle weight and spacing. A vehicle can be used in any category provided it meets all the conditions of that category. An empty vehicle can travel in a different category when unladen.
- 3.2 The maximum gross weights for the three categories are:

Category	Maximum GVW (kg)	Maximum category gross weight	Maximum Axle Weight
1	-	50,000 kgs	11,500 Kgs
2	D x 7,500	80,000 kgs	12,500 Kgs
3	D x 12,500	150,000 kgs	16,500 Kgs

Appendix G continued

- 3.3 In the table above, **D** is the distance (measured in metres) between:
- the foremost axle and the rearmost axle of the vehicle carrying the load;
 - in the case of an articulated vehicle, the kingpin and the rearmost axle on the semi trailer; or
 - in the case of any other description of combination, the foremost axle and the rear most axle of the group comprising all those vehicles in the combination that are carrying a load
- 3.4 Category 1 vehicles or combinations must have, at least, six axles. However Category 1 articulated vehicles up to 46,000 kgs may have five axles.
- 3.5 Indivisible loads which are abnormal only in respect of their dimensions and not their weight may be able to be carried on standard vehicles subject to the construction and use regulations. However, it must be noted here that loads **wider than 4.3 metres** cannot be carried under Construction and Use Regulations and all movements where a load wider than 4.3 metres must comply with STGO rules.
- 4. Section 44 (Road Traffic Act 1988)**
- 4.1 Section 44 of the Road Traffic Act 1988 (RTA) allows for an order to be made by the Secretary of State authorising the use on roads of certain vehicles which do not comply with the requirements of regulations made under section 41. The Secretary of State may attach restrictions and conditions to the use of the vehicle.
- 4.2 The Secretary of State may make an order under section 44 in two ways:
- a, order by statutory instrument (General Order)
 - b, order that applies only to specified vehicles or to vehicles of specified persons (individual order)
- 5. Vehicle special orders, section 44 requirements**
- 5.1 The Secretary of State may by order (Section 44 of the Road Traffic Act 1988) authorise, subject to such restrictions and conditions as may be specified by or under the order the use on roads of Special Vehicles not complying with Section 41 of the Act. The Road Vehicles (Construction and Use) Regulations 1986 (C&U) are made under Section 41 of the Act. Transport Technology and Standards (TTS) are the Secretary of States delegated division within the Road Safety Directorate responsible for the maintenance and issue of Section 44 orders.

Appendix G continued

- 5.2 Section 44 orders may be either:
- a, Special Types of vehicles as contained within The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (Statutory Instrument 2003 No. 1998) (STGO); or
 - b, Individual Vehicle Special Orders (VSO) produced for applicants by TTS division
- 5.3 No individual order is required for vehicles meeting and operating under the permissive requirements of STGO (1) above as the conditions to be met are contained in the subject Statutory Instrument and any subsequent amendments.
- 5.4 Individual VSO (2) are not issued solely because a vehicle does not comply with C&U regulations. An order is issued only subject to suitable information being provided by the applicant which would ensure appropriate safety issues and requirements are met and when and if the reasons for non-compliance with C&U regulations are justified and supported.
- 5.5 The applicant must provide full detail as requested to enable the department to make an informed decision. Individual VSO are required to allow the use on roads of a small number of vehicles, which are special by type or purpose. Most orders are made to allow vehicles outside the scope of the general order types (1) Such vehicles may be for tests and trials, abnormal load movements or "one off" specials; etc.

6. Application for a Vehicle Special Order (VSO)

- 6.1 There are no application forms. The Department for Transport (Dft) ask for written applications giving the following initial information.
- a) Who is making the application; plus official address
 - b) Who will be using the vehicles, if different from (a)
 - c) The number of vehicles involved
 - d) Type of vehicles involved; plus makes, model, registration and/or chassis (serial) numbers of motor vehicles or trailers. These are stated on any Order issued
 - e) Details of the vehicles e.g. number of axles, individual axle weights, and gross vehicle weights (both in kg), plus dimensions (in metres)
 - f) In the case of vehicle combinations - overall weights (in kg) and dimensions (in metres)
 - g) Details of the C&U Regulations with which the vehicles do not comply and reason: The Regulations are specified on an Order.

Failure to comply with non-specified Regulations or not supplying the correct data for inclusion would invalidate an Order

Appendix G continued

- 6.2 Administrative and technical officers in DfT will assess the information supplied and further information may be sought as necessary. The Police and Local Authorities may be consulted; sometimes other parties or parts of the Department are consulted, especially on the conditions to be imposed. Once all the information is received at least 5 working days will be required to prepare the order.
- 6.3 Orders can be revoked. They are issued for varying periods of time usually no longer than 3 years though occasionally for 5 years. Please also note that Orders can take up to 10 working days to process. (*Source - Department for Transport*)

7. Points of Contact - Guidance

- 7.1 Notification may be required by the Police, Highways Agency, and Other Authority with direct or delegated responsible for maintenance of roads or bridges and DfT.

8. Notification Process for C&U and STGO

- 8.1 The following procedural process is applicable in all cases:

C&U and STGO

- If a suitable route is found load permitted to move
- subject to 2-5 days notification by haulier to bridge owners, highway authorities and police
- haulier required to have indemnity in case of bridge damage

Special Order

- If a suitable route is found load permitted to move
- subject to 2-5 days notification by haulier to bridge owners, highway authorities and police
- haulier required to have indemnity in case of bridge damage
-

Special Order Process

- Decision taken to proceed with consultation and applicant informed
- Route defined and together with vehicle/load details circulated to all highway authorities, bridge owners and police forces
- Route checked and confirmation received that route is suitable, together with any restrictions and or cautions
- Individual Special Order issued with specified route to haulier for the move
- Haulier notifies highway authorities (inc NTCC) and police 2 to 5 days prior to move
- Load is moved

Appendix G continued

9. Projection - Width and Length

- 9.1 Whether a vehicle falls within the bounds of the Construction and Use Regulations or falls outside due to it being classed as an Abnormal Indivisible Load Vehicle (AILV), in all cases, the projection of the load (be it width or length) determines which regulations the load and/or vehicles falls within.
- 9.2 The method of restraint must also be considered and, in addition, the load can be an empty receptacle.

10. Width of Vehicle and Load

- 10.1 The overall width of a heavy motor car, locomotive, tractor or trailer must not exceed 3 metres unless its load can only be safely carried on a vehicle or trailer exceeding that width. The overall width of a vehicle or load must not exceed 6.1 metres. In calculating overall width, account must be taken of any part of the vehicle and any permanent receptacle strong enough for repeated use with the following exceptions:
- sheeting;
 - an empty receptacle that is itself the load;
 - a receptacle carrying an indivisible load;
 - a receptacle not exceeding 2.55m in length or width;
 - lifting lugs for multi-modal transport;
 - tail boards let down to carry loads extending beyond the rear of the vehicle but not essential for their support;
 - bridging plates on vehicles transporting trailers, used to aid loading and unloading of vehicles but not to support them;
 - receptacles, other than maritime containers, manufactured before 30 October 1985;
 - cranes that do not increase the carrying capacity of the vehicle and which are a permanent or essentially permanent feature.

11. Length of Vehicle and Load

- 11.1 The overall length of vehicle and load must not exceed 30m. Where the weight of the load rests wholly on a category N3 motor vehicle, the maximum length is the overall length of the motor vehicle together with the length of any forward or rearward projection of the load.
- 11.2 Where the weight of the load rests wholly on a category O4 trailer, the maximum length is the overall length of the trailer together with the length of any forward or rearward projection of the load.
- 11.3 For a motor vehicle and a trailer which is configured so that the weight of the load rests on both vehicles (whether or not they form an articulated vehicle), the maximum length is the overall length of the trailer together with:
- the length of any projection of the load in front of the forecast part of the trailer; and
 - the length of any rearward projection of the load.

Appendix G continued

- 11.4 Other combinations where the weight of the load rests on at least two vehicles, the maximum length is the overall length of all the vehicles that bear the weight of the load together with:
- the length of any distance between them; and
 - the length of any forward or rearward projection of the load.
- 11.5 An articulated vehicle or trailer that is abnormal in respect only of its length (for instance, its weight, width and overhangs are within construction and use limits), can operate under normal Construction and Use rules and does not need to be taxed at the special types rate.
- 11.6 In calculating overall length, account must be taken of any part of the vehicle, any permanent receptacle strong enough for repeated use and fittings on or attached to the vehicle, subject to the exceptions set out above for overall width.

Carriage of abnormal indivisible loads - length limits for vehicle combinations

Carriage of Load	Load Length Limits	Notes
Single load length	may be up to 30 metres maximum	More than one abnormal indivisible load; may not be over 18.75 metres unless; of same character, all loaded at same place and all conveyed to same location. If a single part of the combined load must be over 18.75m the load length may be increased to the length of that single load but only up to a maximum of 30 metres.
Length limits for Vehicle type and Combination where the load is carried in such a manner that its weight is borne on;		
Single Vehicle being a heavy motor car or trailer.	Maximum 30 metres*	* Overall length is measured from the foremost to rearmost point; be it the vehicle, or the load.
More than one Vehicle consisting of.		
a motor vehicle drawing one trailer, articulated or not.	Maximum 30 metres**	** Overall length is measured from the foremost to rearmost point; be it the trailer or the load. The motor vehicle may protrude beyond the foremost point of the load and its protruding length is ignored.
any other combination of vehicles.	Maximum 30 metres***	*** Overall length is measured from the foremost to rearmost point; be it the vehicle, or the load, it includes any distance between vehicles. The lengths of pulling or pushing vehicles that do not bear the load weight are not included in the 30 metres maximum.

Appendix G continued

12. Attendants and Police notification

12.1 Police notification and attendants are required:

When a load is borne as stated in length limits above and > than 18.75 metre is substituted for the > 30 metre dimension.

When a motor vehicle is drawing a trailer or trailers and the overall length of the combination of vehicles, or load, if the load projects beyond the foremost or rearmost vehicle is > 25.9 metre.

13. Projection Marking

13.1 Abnormal indivisible loads projecting forwards or rearwards may have to be marked. A load that projects more than 2 metres to the front or rear must be fitted with an end marker.

13.2 Side marker(s) are required if the forward or rearward projection exceeds 3 metres. Rearward projections between 1 metre and 2 metres must be made clearly visible.

13.3 Front/rear marker boards must be fitted vertically not more than 0.5 metres from the end of the projection. They must be clearly visible and the lowest part must be a maximum of 2.5 metres from the ground. Side marker boards must be fitted on each side, and not more than 1 metre from the front/rear marker at its nearest point. One side of the marker must be a maximum of 2.5 metres from the ground and the boards must be clearly visible. On long projections, extra markers must be fitted so that there are no unmarked gaps of more than 2.5 metres on forward projections or 3.5 metres on rearward projections.

Appendix G continued



Front and Rear Projections

Projection Rearwards	Clearly Visible	End Marker	Side Marker	Additional Side Marker	Attendant	Police Notice
Over 1 Metre to 2 Metres	Yes					
Over 2 metres to 3.05 metres		Yes				
Over 3.05 metres to 5 metres		Yes	Yes		Yes	Yes
Over 5 metres		Yes	Yes	Yes	Yes	Yes
Projection Forwards	Clearly Visible	End Marker	Side Marker	Additional Side Marker	Attendant	Police Notice
Over 2 metres to 3.05 metres		Yes	Yes		Yes	
Over 3.05 metres to 4.5 metres		Yes	Yes		Yes	
Over 4.05 metres		Yes	Yes	Yes	Yes	Yes

Appendix G continued

**Table of Projecting Loads
Width Projections**

Width (including projections)	Marker Boards	Police Notice	Attendant	Dft Approval	Speed Limit
Lateral Projections over 305 millimetres	Yes	Yes			
Over 2.9 metres to 3.5 metres	Yes	Yes			
Over 3.5 metres to 4.3 metres	Yes	Yes	Yes		
Over 4.3 metres to 5 metres	Yes	Yes	Yes		Motorways 30 mph Dual C/ways 25 mph Other roads 20 mph
Over 5 metres to 6.1 metres	Yes	Yes	Yes	Yes	Motorways 30 mph Dual C/ways 25 mph Other roads 20 mph

14. C&U or Cat 1, 2 or 3

- 14.1 There are certain types of loads that most people would refer to as Abnormal Loads but which fall within the bounds of the C&U Regulations. However, in the main, those vehicles that carry Abnormal Loads are recognisable by the sign on the front of their vehicles.
- 14.2 This sign (see images below) indicates the carrying capabilities of the vehicle and are used in the identification process.
- 14.3 Where those vehicles that fall under the STGO General order 2003 (Cat 1, 2 or 3) are concerned, it must also be noted that they are allowed under the regulations to carry more than one abnormal load. However, there are constraints attached to the possibility of the vehicle being able to do so.

15. STGO Signage

- 15.1 Abnormal load carrying vehicles must display a sign at the front to aid identification and state the relevant category. The signs (below) have white lettering on a black background and measure 400 millimetres x 250 millimetres. The word **STGO** should be in letters 105 millimetres high, with the **category** (below) in letters 70 millimetres in height - all should be fully centralised on the placard.



Appendix G continued

16. Speed Limits

16.1 There are speed limitations to STGO vehicles as indicated in the table below.

Category	Motorways	Dual Carriageways	Other Roads
Category 1	60 mph	50 mph	40 mph
Category 2	40 mph	35 mph	30 mph
Category 3	40 mph	35 mph	30 mph

17 More than one abnormal load

17.1 Only one abnormal load may be carried on a vehicle or combination at one time, except as follows:

Category 1

Two or more abnormal indivisible loads may be carried if they are of the same character. An abnormal indivisible load together with articles of a 'character similar to the load' is also permissible.

NB In practice this only applies to wide and/or long loads. To apply to heavy loads, one load would have to make the vehicle exceed 44 tonnes gw, which would then place the vehicle under STGO regulations.

A second load 'of similar character' can also be carried under Cat 1. However, the second load must not make the vehicle exceed 50 tonnes gw, in other words it must remain within Category 1.

Category 1 and Category 2

Two or more abnormal indivisible loads may be carried if:

- each load is the same character; and
- they are loaded at the same place and carried to the same destination; and
- the overall width of any vehicle used does not exceed the width necessary to carry the widest single load; and
- the overall length does not exceed the length necessary to carry the longest single load.

An abnormal indivisible load consisting of engineering plant, together with constituent parts detached from the plant, may be carried if:

- the engineering plant and its detached parts are loaded at the same place and carried to the same destination; and
- the detached parts do not constitute any lateral, forward or rearward projection of the load that exceeds any projection existing without those parts.

Appendix G continued

18. Application of construction and use regulations

- 18.1 The special types order allows special types vehicles some concessions from the standard construction and use regulations. Category 1 vehicles are only excluded from the standard dimensional regulations. They are subject to all other normal rules, such as on braking.

- 18.2 Category 2 and 3 vehicles are subject to braking standards which require conformity with the construction, fitting and performance criteria of EU Directive 71/320 - although the special types order spells out the most stringent requirements that can be met. As a further concession, wheel chocks may be used with the parking brake to achieve the required efficiency.

- 18.3 Tyres must be pneumatic.

- 18.4 There are no extra regulations on lighting, but vehicles carrying abnormal indivisible loads are likely to have to meet the special lighting and other provisions which apply to long loads, supported loads and projecting loads, including fitting trailer corner lamps or side marker lamps.

APPENDIX G Continued

19 Loads not complying with construction and use regulations.

Weight, width or Length	Notice and Forms Required
Gross weight of vehicle carrying the load exceeding C&U limits up to 80,000 kgs	2 clear days notice with indemnity to Highway and Bridge Authorities
Gross weight of vehicle carrying the load exceeding 80,000 kgs up to 150,000 kgs	2 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities
Gross weight of vehicle carrying the load exceeding 150,000 kgs	HA BE 16 Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities
Width exceeding 3 metres (9' 10") up to 5.0 metres (16' 5")	2 clear days notice to Police
Width exceeding 5.0 metres (16' 5") up to 6.1 metres (20')	HA form VR1** plus 2 clear days notice to Police
Width exceeding 6.1 metres (20')	HA BE 16 Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities
Length exceeding 18.75 metres (61' 6") up to 27.4 metres (89' 11") rigid (Vehicle or train of vehicles)	2 clear days notice to Police
Vehicle combination exceeding 25.9 metres (85')	2 clear days notice to Police
Length exceeding 30 metres (98' 4") rigid	HA BE 16 Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities
Note 1: "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.	
Note 2: There is no statutory limit governing the overall height of a load, however, wherever possible it should not exceed 4.95 metres (16' 3") in order that the maximum use can be made of the motorway and trunk road network.	
* Application forms BE16 obtainable from the Highways Agency (at least 8 weeks should be allowed for the necessary procedures to be completed).	
** VR1 forms obtainable from the Highways Agency (at least 10 days should be allowed for the form to be processed).	

Appendix G continued

20 Additional Information

- 20.1 There are many factors governing the carriage of Abnormal Loads, all of which have significant bearing on the movements.

21 Attendants

Special types vehicles must carry a statutory attendant in the following cases:

- if the vehicle or its load exceeds 3.5m in width; or
- if the overall length (including projections) exceeds 18.75m (discounting the length of the towing unit on an articulated vehicle); or
- if the total length of a motor vehicle and drawbar trailer (including projections) exceeds 25.9m; or
- when the load projects more than 2m to the front or 3.05m to the rear.

When three or more such vehicles are travelling in convoy an attendant is required in only the front and rear vehicles.

22 Escorts

- 22.1 Legislation does not contain any requirement for an abnormal load to be escorted. Legally enforceable standards exist for the notification of abnormal load movement to both Chief Constables and the Highway Authorities. The police are not responsible for ensuring the safe operational passage of abnormal loads on the roads; this is the role of the operator.
- 22.2 In certain circumstances, Police will escort the vehicle. However, this procedure is decided upon following assessment of the route etc by that Force's Abnormal Loads department.
- 22.3 Self-escorting, is intended to offer greater flexibility for scheduling moves at off peak times. The code of practice, which applies throughout England, Wales and Scotland, is intended to provide a nationwide standard that is recognised by both industry and the police authorities alike. The code of practice covers:
- requirement for an escort vehicle - including details of its appearance, markings, warning beacons and equipment to be carried;
 - specification for a self escorting person - a description of the roles, responsibilities and duties;
 - general operating practices - thresholds for self-escorting, documentation to be carried and practices to be adopted whilst actively engaged in this role.

Appendix G continued

23 Automatic Level Crossings

- 23.1 Drivers must obtain permission from the signalman (using the telephone provided) before crossing an automatic half barrier level crossing if their vehicle(s), including load, exceed 44 tonnes gvw or 9' 6" (2.9 metres) in width or 61' 6" (18.75 metres) overall length, or are incapable of exceeding 5mph. Failure to do so is a 'totting-up offence' and can lead to a driving disqualification. However, if the telephone is out of action or the signalman does not reply within two minutes, a driver can proceed after checking from the railway notice in the phone box that the line is closed and that no train is due. Only in these circumstances can the driver cross without contacting the signalman. Alternatively he must contact the police if there is no reply or no ringing tone.

24 Breakdowns on Bridges

- 24.1 When any vehicle exceeding 44,000 kgs stops on a bridge for any reason, it must be moved clear of the bridge as soon as possible. If following a breakdown it is necessary to use jacks, rollers, and so on then the advice of the bridge authority as to the use of spreader plates, and other equipment must be sought and the advice/recommendations followed.

25 Offences and Penalties

- 25.1 Failure to comply with the permissive requirements of STGO is not itself an offence. However, movements covered by STGO are exempted from a number of construction and use rules. Therefore, failure to comply with the requirements would render the driver and operator liable to prosecution under Construction and Use or Authorised Weight Regulations, perhaps in relation to overloading or being over width.

26 Vehicle Excise Duty (VED)

- 26.1 Motor vehicles used to carry 'exceptional loads' under a special types order are taxable at a standardised annual rate of in the region of £3000. For vehicles satisfying a reduced pollution requirement the rate is reduced. An 'exceptional load' is one which owing to its dimensions or weight cannot be carried within the Road Vehicles (Construction and Use) Regulations 1986.
- 26.2 If an abnormal load is carried on a vehicle that complies with Construction and Use or Authorised Weight Regulations it will not be necessary to tax the vehicle at the STGO rate unless the load is over 4.3 metres wide and is thus covered by the special types rules. Vehicles carrying loads in excess of 4.3 metres wide but which comply with construction and use regulations in all other respects must pay vehicle excise duty appropriate for special types vehicles.

Appendix G continued

27 Recovery of STGO Vehicles

- 27.1 The following has been lifted from the AVRO website and outlines issues regarding broken down abnormal load vehicles, and the braking factors that are associated with them.
- 27.2 C&U provides an exemption from the braking requirements for a 'broken down vehicle'. This exemption applies to those vehicles permitted by C&U, and also those authorised by the STGO. Given the exemption that is provided by C&U, a casualty vehicle can be recovered without operational brakes but, if the brakes on the casualty vehicle(s) are going to be applied from the towing vehicle during the course of the recovery, this can only be achieved through an 'approved brake connection point'.
- 27.3 The reason for including this provision in the STGO was to only permit 'suitable' operation of the brakes on the casualty vehicles. Recovery vehicles could (and are) equipped with brake connections (service and emergency lines) that could for example (and frequently are) connected directly to the trailer of an articulated combination to provide braking of the trailer when performing such a recovery. As the majority, if not all, recovery vehicles will have been converted from tractor units, these connections are likely to have been fitted to the vehicle by its original manufacturer and likely to meet the requirements set out in the STGO.
- 27.4 The DfT accept that allowing vehicles to be recovered without brakes is not ideal, but it should be remembered that although the STGO does not impose a set distance for recoveries that are using a drawbar or lift and tow method, the casualty vehicle should not be transported "any further than is reasonably necessary". The provisions are in place to allow vehicle recovery and are there solely to allow 'recovery' and not transportation in the same way that goods are. The exact wording in the STGO is: "Where a recovery of a disabled vehicle or vehicle combination is effected by using a drawbar or lift-and-tow method, the road recovery vehicle must not carry or tow the disabled vehicle or vehicle combination any further than is reasonably necessary in order to clear any road obstructed by it and to facilitate the use of roads by other persons." What would be considered as 'reasonably necessary' is something the courts would need to make a judgement on.
- 27.5 Regarding towing an unbraked trailer (casualty) and the drawing vehicle needing to be twice the weight of the trailer, the DfT are not aware of any legislative requirement for this. Regulation 87 of C&U (unbraked trailers) does require a vehicle towing an unbraked trailer to be twice the weight of the trailer (including its load) but this regulation does not apply to trailers that are broken down vehicles by virtue of regulation 87(2)(b).