

Department of the Environment

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The Clerk of the Council	Your reference
The Town Clerk	
The Greater London Council	Our reference
County Councils	BE 16/13/04 BE 16/14/05
County Borough Councils	Date
Non-County Borough Councils	
London Borough Councils	7 November 1972
The Common Council of the City of London	
Urban District Councils, in England	

Sir

ROUTES FOR HEAVY AND HIGH ABNORMAL LOADS

1. During the past few years, the movement of loads over 200^T gross weight and over 16'3" in height has necessitated considerable investigation on the part of highway and bridge authorities in finding suitable routes. The enclosed "heavy-load" and "high-load" grid maps showing routes currently capable of carrying gross loads up to 400 tons or loads up to 20 ft high have been prepared by the Department on information gained in the clearing of routes with Local Authorities.
2. Hauliers are responsible for surveying a proposed route so as to satisfy themselves that it is negotiable and if necessary consulting with the Police and in the case of overhead wires with the Post Office and Electricity Area Boards. The scale of the maps is such that some minor roads cannot be shown but route descriptions are available in the offices of Regional Controllers (R&T) and can be obtained on request for routes in each local authority area. These heavy and high load grid maps and route descriptions will help highway and police authorities to route abnormally heavy or high loads, and should simplify their problems in clearing routes which the Secretary of State proposes to authorise for the movement of very heavy vehicles.
3. **PROTECTION OF THE GRIDS.** It is essential that these routes should not be compromised by any new highway scheme which is being prepared. In the early stages of preparation of schemes which are on or which may interfere with the grids, highway authorities should refer their proposals to the Regional Controller (R&T) indicating the additional requirements needed to maintain the heavy or high load route and the estimated cost thereof so that payment of the additional expenditure may be considered. Special care should be taken to avoid interference with high load routes by footbridges and sign gantries. As an alternative, consideration will be given to a diversion of the grid if this is more economical.
4. **FINANCIAL ARRANGEMENTS.** The following financial arrangements have been agreed with the local authority associations:
 - 4.1 Where an improvement scheme on a non-trunk road interferes with the capacity of a heavy or high load grid route on the same or another non-trunk road, the additional costs of preserving the grid will be met by the Department.

4.2 Where a local highway authority road scheme affects a trunk road forming part of a heavy or high load grid route, the allocation of additional costs will be a matter for agreement on the merits of the individual case.

4.3 The Department will not take account of these additional costs in calculating the Economic Rate for grant earning principal road improvements or trunk road schemes.

4.4 These financial arrangements will also apply as appropriate when electricity or GPO cables and wires have to be raised permanently to maintain or provide a high load route.

5. IMPROVEMENT AND EXTENSION OF THE GRIDS. If experience shows that the grids can be improved on or extended to cater for frequent abnormal load movements in their areas, Highway Authorities are requested to advise Regional Controller (R&T) of the changes or additions they wish to make. The grid maps are based on the best information at present available and may be amended from time to time in the light of experience and of changes made. These may arise from economic considerations as in para 3 or where new construction provides convenient by-passes.

6. CONCLUSION. The protection of the routes has great importance in enabling manufacturers of heavy and large equipment which cannot be broken down, to obtain access to customers in Great Britain and to ports for export or coastwise shipment. Although it is the Department's policy to avoid road transport of such items as far as possible, terminal journeys must be catered for and many internal journeys cannot be avoided. It is confidently expected that highway authorities will co-operate in keeping the grids open and in advising the Department of possible alterations. The existence of the maps will not alter any statutory requirements for hauliers to notify the appropriate authorities of prospective movements or to obtain special orders when necessary.

I am Sir
Your obedient Servant

J FORD
Assistant Chief Engineer
Bridges Engineering (Technical Approvals) Division

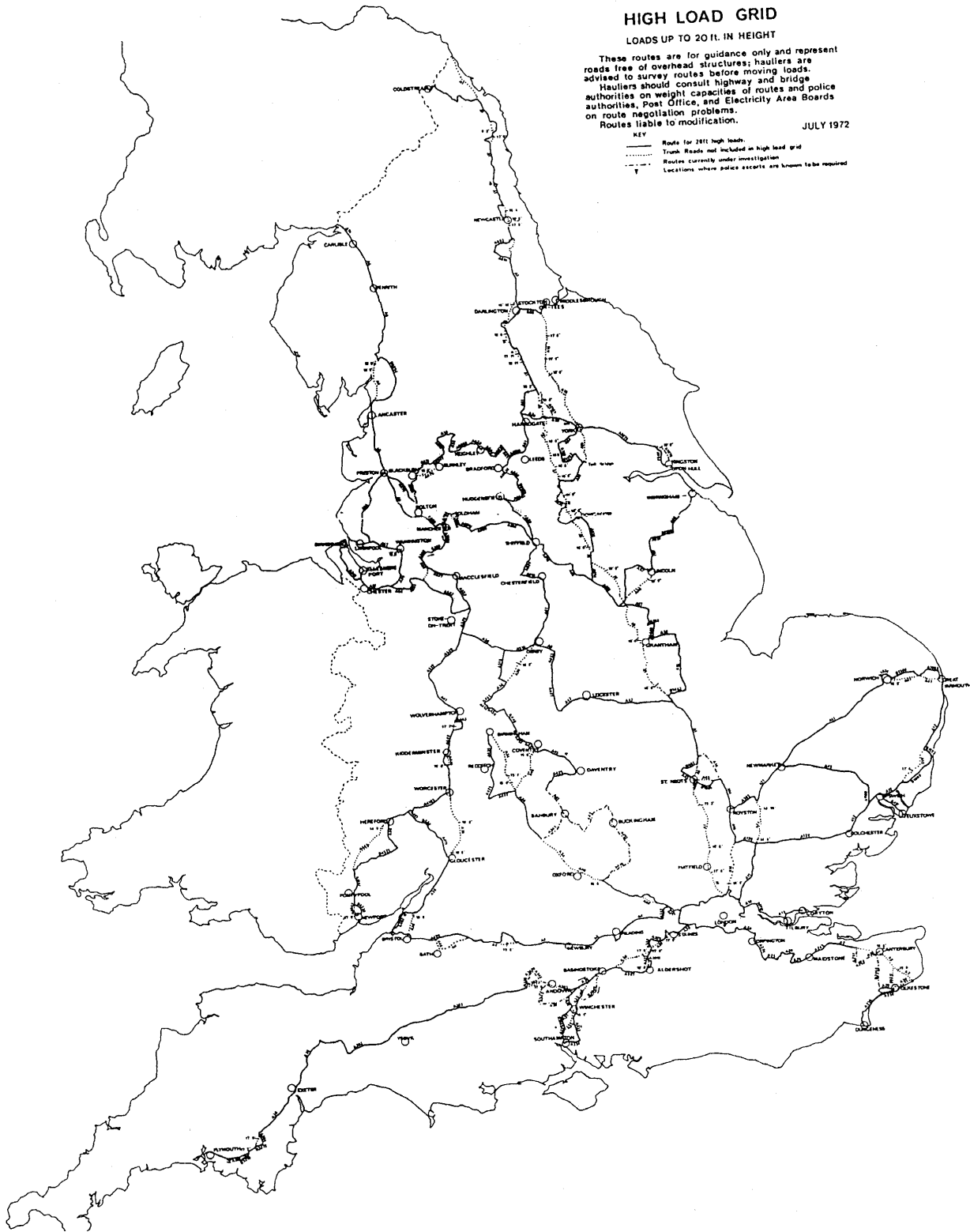
HIGH LOAD GRID

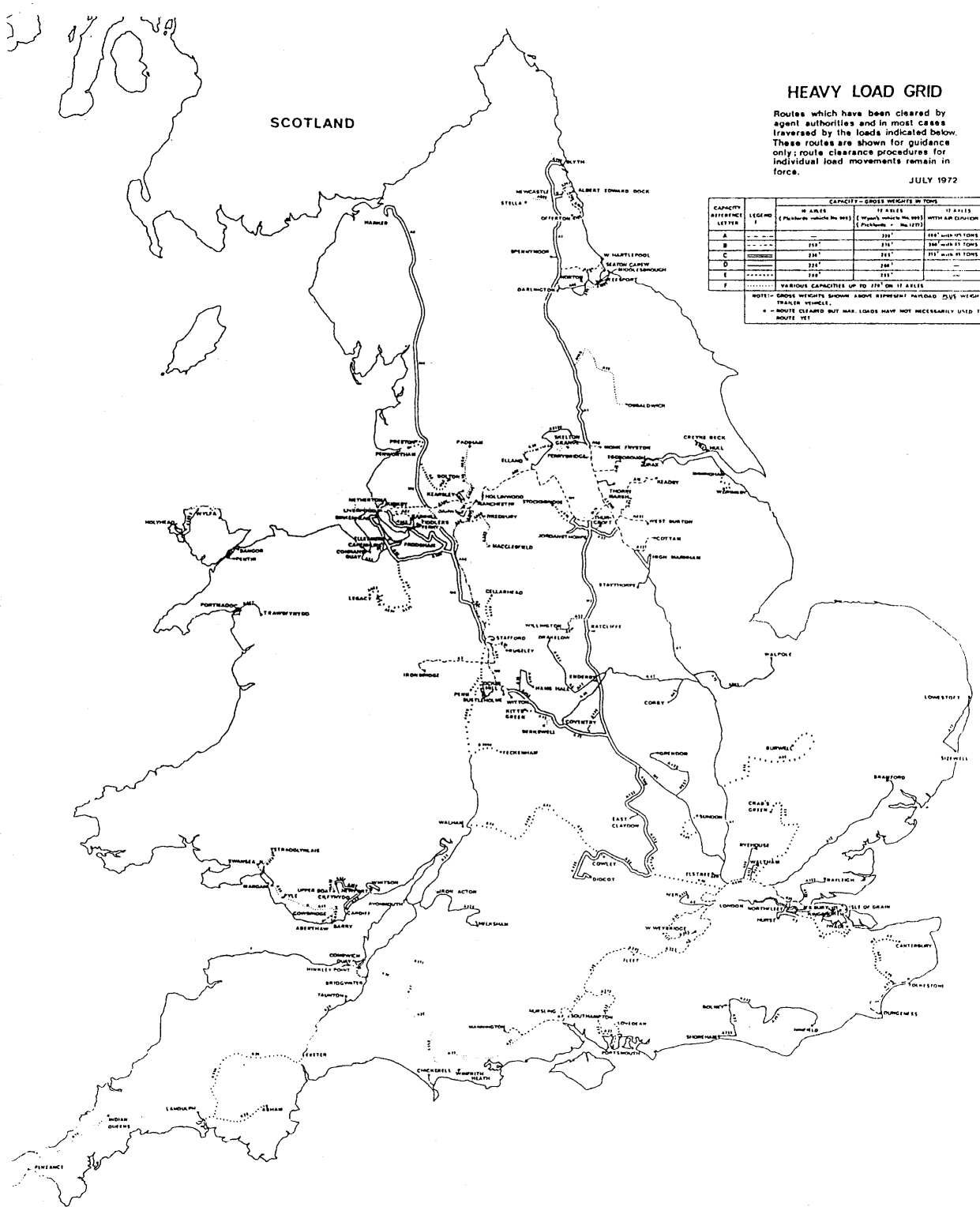
LOADS UP TO 20 FT. IN HEIGHT

These routes are for guidance only and represent roads free of overhead structures; hauliers are advised to survey routes before moving loads. Hauliers should consult highway and bridge authorities on weight capacities of routes and police authorities, Post Office, and Electricity Area Boards on route negotiation problems. Routes liable to modification.

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- KEY
- Route for 20 ft high loads
 - Trunk Roads not included in high load grid
 - Routes currently under investigation
 - T Locations where police escorts are known to be required





SCOTLAND

HEAVY LOAD GRID

Routes which have been cleared by agent authorities and in most cases traversed by the loads indicated below. These routes are shown for guidance only; route clearance procedures for individual load movements remain in force.

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CAPACITY REFERENCE LETTER	LEGEND	CAPACITY - GROSS WEIGHTS IN TONS	
		10 AXLES (Plateloads - No. 205)	12 AXLES (Plateloads - No. 175)
A	220*	220*
B	220*	220*
C	220*	220*
D	220*	220*
E	220*	220*
F	VARIOUS CAPACITIES UP TO 220 ON 10 AXLES	

NOTE: GROSS WEIGHTS SHOWN ABOVE EQUIPMENT PLATFORM 25% WEIGHT OF TRAILER VEHICLE.
 * - ROUTE CLEARED BUT MAX. LOADS MAY NOT NECESSARILY EXCEED THE ROUTE YET.