NA+A1:2020 to BS EN 1991-2:2003

Incorporating Corrigendum No. 1

BSI Standards Publication

UK National Annex to Eurocode 1: Actions on structures —

Part 2: Traffic loads on bridges

bsi.

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Published by BSI Standards Limited 2020

ISBN 978 0 580 04401 0

ICS 91.010.30; 93.040

The following BSI references relate to the work on this document:
Committee reference B/525
Draft for comment 06/30128340 DC; 19/30393710 DC

Publication history

First published May 2008

Amendments issued since publication

Amd. no.	Date	Text affected
Cor 1	May 2008	‘‘Timber’’ removed from title
Amd 1	June 2020	Indicated by tags A1

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National Annex (informative) to BS EN 1991-2:2003, Eurocode 1: Actions on structures – Part 2: Traffic loads on bridges

Introduction

This document has been prepared by BSI Subcommittees B/525/1, *Actions (loadings) and basis of design*, and B/525/10, *Bridges*. In the UK it is to be used in conjunction with BS EN 1991-2:2003.

NA.1 Scope

This document gives:

a) the UK decisions for the Nationally Determined Parameters described in the following subclauses of BS EN 1991-2:2003:

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b) the UK decisions on the status of BS EN 1991-2:2003 informative annexes;

c) references to non-contradictory complementary information.

NA.2 Nationally determined parameters

NA.2.1 Complementary conditions [BS EN 1991-2:2003, 1.1 (3)]

The models given in **NA.2.34** and **NA.3.1** should be used for the design of buried structures, retaining walls and tunnels, subject to road traffic loading.

NA.2.2 Infrequent values of loads [BS EN 1991-2:2003, 2.2 (2) Note 2]

Infrequent values of loading should not be used.

NA.2.3 Appropriate protection against collision [BS EN 1991-2:2003, 2.3 (1)]

The requirements for protection against collision from road and rail traffic should be determined for the individual project. See also **NA.4**.

NA.2.4 Impact forces due to boats, ships or aeroplanes [BS EN 1991-2:2003, 2.3 (4)]

For impact forces due to boat and ship impacts, refer to BS EN 1991-1-7 and its National Annex.

NA.2.5 Bridges carrying both road and rail traffic [BS EN 1991-2:2003, 3 (5)]

The rules for bridges intended for both road and rail traffic should be determined for the individual project and should be based on, where appropriate, the load models for road and rail traffic as defined in BS EN 1991-2 and this National Annex.

NA.2.6 Models for loaded lengths greater than 200 m [BS EN 1991-2:2003, 4.1 (1) Note 2]

Load Model 1 may be used for loaded lengths up to 1 500 m.

NA.2.7 Weight restricted bridges [BS EN 1991-2:2003, 4.1 (2)]

For road bridges where effective means are provided to strictly limit the weight of any vehicle, specific load models may be determined for the individual project.

NA.2.8 Complementary load models [BS EN 1991-2:2003, 4.2.1 (1)]

Complementary load models and rules for their application may be determined for the individual project. See also **NA.2.34**.