

Sealed with the Official Seal of the Ministry of Education for Northern Ireland this 9th day of January, nineteen hundred and sixty-two.

(L.S.)

Leslie Arndell,
Assistant Secretary.

The Ministry of Finance hereby approves the foregoing Regulations.

Sealed with the Official Seal of the Ministry of Finance for Northern Ireland this 9th day of January, nineteen hundred and sixty-two.

(L.S.)

K. R. Shimeld,
Assistant Secretary.

EXPLANATORY NOTE

(This note is not part of the Regulations but is intended to indicate their general purport.)

These Regulations provide for the payment of grants to such bodies as the Ministry, with the approval of the Ministry of Finance, may determine in respect of expenditure incurred by those bodies on the provision of educational services for Northern Ireland.

1962. No. 6

[C]

ROAD VEHICLES

Lighting

REGULATIONS, DATED 19TH JANUARY, 1962, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER PART IV OF THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND), 1934, PART IV AND SECTION 66 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND), 1955, ARTICLE 8 OF THE VISITING FORCES (APPLICATION OF LAW) ORDER, 1954, AS AMENDED BY THE VISITING FORCES (APPLICATION OF LAW) ORDER, 1956, AND ARTICLE 4 OF THE MOTOR VEHICLES (INTERNATIONAL CIRCULATION) (ROAD TRAFFIC) (NORTHERN IRELAND) ORDER, 1957.

The Ministry of Home Affairs, in exercise of the powers vested in it by Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934(a), Part IV and Section 66 of the Road Traffic Act (Northern Ireland), 1955(b), Article 8 of the Visiting Forces (Application of Law) Order, 1954(c), as amended by the Visiting Forces (Application of Law) Order, 1956(d), and Article 4 of the Motor Vehicles (International Circulation) (Road Traffic) (Northern Ireland) Order, 1957(e), and of all other powers enabling it, hereby makes the following Regulations:—

(a) 24 & 25 Geo. 5. c. 15 (N.I.).

(b) 1955. c. 27.

(c) S.I. 1954/635.

(d) S.I. 1956/2042.

(e) S.R. & O. (N.I.) 1957, No. 113.

Commencement and Citation

1. These Regulations shall come into operation on the 23rd day of January, 1962, and may be cited as "The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland), 1962".

Amendments to the Principal Regulations

2. The Road Vehicles Lighting Regulations (Northern Ireland), 1958(a), hereinafter referred to as "the Principal Regulations", shall have effect as though:—

(1) In Regulation 3—

(a) after the definition of "reversing light" there were inserted the following definition:—

"'road clearance vehicle' means a mechanically-propelled vehicle used for dealing with frost, ice or snow on roads:";

(b) at the end of the definition of "works trailer" and at the end of the definition of "works truck" there were inserted the following words:—

"or in connection with road works while at or in the immediate neighbourhood of the site of such works."

(2) For Regulation 9 there were substituted the following Regulation:—

"9.—(1) Save as provided in paragraph (2), every lamp carried on a mechanically-propelled vehicle and showing a light to the front to which the provisions of Regulation 10 apply shall be so fixed that the centre of the lamp is:—

(a) except in the case of a mechanically-propelled vehicle while being used to propel in front thereof a snow plough or a mechanically-propelled vehicle being an aerodrome fire tender or an aerodrome runway sweeper, not more than 3 feet 6 inches from the ground; and

(b) except in the case of a lamp which is used only in conditions of fog or while snow is falling, not less than 2 feet from the ground.

(2) This Regulation shall not apply in the case of:—

(a) a vehicle registered before 1st January, 1952;

(b) a vehicle owned by the Admiralty, the War Department, the Air Ministry or the Ministry of Aviation and constructed or adapted for actual combative purposes or for engineering operations in combat areas, if its construction or nature is such as to render impracticable compliance with the provisions of this Regulation; or

(c) any other vehicle so owned, used for naval, military, air force or development or inspection purposes and supplied by its manufacturer at any time before the 1st January, 1956.";

(3) In Regulation 10 after sub-paragraph (b) of paragraph (1) there were inserted the following sub-paragraph—

"(c) a lamp carried on a vehicle in accordance with the provisions of Regulation 36 or a lamp carried on a four-wheeled pedal-cycle, not propelled by mechanical power.";

(4) In Regulation 13 after sub-paragraph (v) of paragraph (a), there were added the following sub-paragraph—

"(vi) on a vehicle in accordance with the provisions of Regulation 36;"

(a) S.R. & O. (N.I.) 1958, No. 71 (Amdt. 1959, No. 58; 1959, No. 97).

(5) In Regulation 18—

(a) in paragraph (2), after the words “a cycle”, there were inserted the words “or on a four-wheeled pedal cycle, not propelled by mechanical power”;

(b) after paragraph (3), there were inserted the following paragraph—

“(3A) Nothing in paragraphs (1), (2) and (3) shall apply in respect of a mechanically propelled vehicle or a trailer manufactured in Italy, not being a mechanically propelled vehicle or a trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom, if it carries obligatory rear lamps in accordance with Regulation 17 and such lamps bear a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of letters consisting of the letters ‘IGM’ and ‘LP’.”;

(6) In Regulation 18A—

(a) in sub-paragraph (b) of paragraph (1), after the words “a cycle” there were inserted the words “a four-wheeled pedal-cycle, not propelled by mechanical power”;

(b) at the end of paragraph (1), there were added the following proviso—

“Provided that nothing in this paragraph shall apply to any obligatory rear lamp carried on a mechanically propelled vehicle or a trailer to which paragraph (3A) of Regulation 18 applies.”;

(c) after sub-paragraph (c) of paragraph (3), there were added the following sub-paragraph—

“(d) every other vehicle not mechanically propelled and not a trailer, on and after 1st January, 1964.”;

(7) At the end of Regulation 24, there were inserted the following paragraph—

“Provided that nothing in sub-paragraphs (a), (b) and (c) shall apply in respect of a mechanically propelled vehicle or a trailer manufactured in Italy, not being a mechanically propelled vehicle or a trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom, if it carries obligatory reflectors in accordance with Regulation 23 and such reflectors bear a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of letters consisting of the letters ‘IGM’ and ‘C.1.’ or ‘C.2.’”; and

(8) At the end of paragraph (1) of Regulation 25A, there were added the following proviso—

“Provided that nothing in this paragraph shall apply to a reflector carried on a mechanically propelled vehicle or a trailer manufactured in Italy, not being a mechanically propelled vehicle or a trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom, if it carries obligatory reflectors in accordance with Regulation 23 and such reflectors bear a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of letters consisting of the letters ‘IGM’ and ‘C.1.’ or ‘C.2.’”

(9) For Regulation 35 there were substituted the following Regulation:—

“35.—(1) The requirements of Section 32 of the Road Traffic Act (Northern Ireland), 1955, as to reflectors to be carried by vehicles shall not apply to any mechanically-propelled vehicle or trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom.

(2) The provisions of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934, and of Part IV of the Road Traffic Act (Northern Ireland), 1955, in so far as they require compliance with Parts II, IV, V and VI of these Regulations shall not apply to any mechanically-propelled vehicle or trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom provided that it complies in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on 19th September, 1949(a).”;

(10) After Regulation 35 there were added the following Regulations:—

“Distinctive lamps on certain vehicles

36.—(1) The requirements of sub-section (2) of Section 31 of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934, shall be varied so as to permit—

- (a) ambulances or vehicles used for police, fire brigade or fire salvage purposes to carry one lamp displaying a blue light or, in the case of a vehicle mentioned in paragraph (8), more than one such lamp, and
- (b) road clearance vehicles to carry one lamp displaying an amber light subject to the lamps being used under the following conditions contained in this Regulation.

(2) Each lamp shall be so fixed to the vehicle that the centre of the lamp is at a height not less than 5 feet from the ground and that it is on or as near as practicable to the longitudinal axis of the vehicle.

(3) The shape and size of each lamp shall be such that the area of the orthogonal projection on to any vertical plane of that part of the lamp through which light is emitted shall be capable of lying wholly within a rectangle having sides 9 inches in length.

(4) Subject to paragraph (8), the light displayed by each lamp shall be visible from a point on any part of a circle drawn in a horizontal plane with the lamp at the centre.

(5) Subject to paragraph (8), when observed from any point on a circle drawn as aforesaid the display of light shall be visible not less than 60 nor more than 150 equal times per minute, and the intervals between each display of light towards that point shall be constant.

(6) The light displayed by each lamp shall be in the form of a concentrated beam or beams rotating in a substantially horizontal plane.

(7) In the case of a lamp displaying a blue light the power of the electric bulb or the total power of all the bulbs with which it is fitted shall not exceed 50 watts, and in the case of a lamp displaying an amber light the power of the electric bulb or the total power of all the bulbs with which it is fitted shall not exceed 36 watts.

(8) If, in the case of a vehicle used for fire brigade purposes, the construction or nature of the vehicle or of its equipment is such as to render compliance with paragraphs (4) and (5) of this Regulation impracticable in relation to the lamp displaying a blue light an additional lamp or lamps displaying a blue light may be carried by the vehicle so long as—

(a) Cmd. 578 and also Treaty Series No. 49 (1958).

- (a) the total of the angles through which light is displayed from all such lamps, measured in a horizontal plane, is as near as practicable to 360 degrees;
- (b) the light displayed by all such lamps together is visible from a point on any part of a circle drawn in a horizontal plane and having as its centre a point on the longitudinal axis of the vehicle, and
- (c) when observed from any point on a circle drawn as aforesaid the display of light from any one lamp is visible not less than 60 nor more than 150 equal times per minute, and the intervals between each display of light towards that point are constant.

Rearward facing amber surfaces on certain vehicles

37. The requirements of sub-section (2) of Section 31 of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934, shall be varied so as to permit road clearance vehicles to carry an amber reflecting surface facing to the rear of the vehicle.”;

(11) In the First Schedule after the entries relating to the description of vehicles numbered 1 in column 1, there were respectively inserted in columns 1 to 7 the entries set out in columns 1 to 7 in Part I of the Schedule to these Regulations; and

(12) In the Second Schedule after the entries relating to the description of vehicles numbered 1 in column 1, there were respectively inserted in columns 1 to 7 the entries set out in columns 1 to 7 in Part II of the Schedule to these Regulations.

Vehicles of the Home Forces and of Visiting Forces

3. The Road Vehicles Lighting (Exemption and Amendment) Regulations (Northern Ireland), 1959(a), shall have effect as though—

(1) In Regulation 5 for sub-paragraph (c) of paragraph (2) there were substituted the following sub-paragraph:—

“(c) the highest part of the illuminated area of each lamp is—

- (i) in the case of a vehicle supplied by its manufacturer before the 1st January, 1959, not more than 5 feet 6 inches from the ground; and
- (ii) in the case of a vehicle so supplied on or after that date, not more than 5 feet from the ground and at the same height from the ground; and”;

(2) In Regulation 5 for sub-paragraph (c) of paragraph (4) there were substituted the following sub-paragraph:—

“(c) the highest part of the reflecting area of each reflector is—

- (i) in the case of a vehicle supplied by its manufacturer before the 1st January, 1959, not more than 5 feet 6 inches from the ground; and
- (ii) in the case of a vehicle so supplied on or after that date, not more than 5 feet from the ground and at the same height from the ground.”;

(a) S.R. & O. (N.I.) 1959, No. 97.

(3) In Regulation 6 for paragraph (1) there were substituted the following paragraph:—

“(1) The provisions of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934, and of Part IV of the Road Traffic Act (Northern Ireland), 1955, in so far as they require compliance in the case of mechanically propelled vehicles or trailers with Parts II, IV, V and VI of the principal Regulations shall not apply in the case of mechanically propelled vehicles or trailers belonging to the naval, military or air force authorities of a visiting force, if such vehicles comply in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on the 19th September, 1949.”

Revocation

4. Regulation 4 of the Principal Regulations is hereby revoked.

Sealed with the Official Seal of the Ministry of Home Affairs this 19th day
of January, nineteen hundred and sixty-two, in the presence of

(L.S.)

J. W. E. Cathcart,
Assistant Secretary.

SCHEDULE

Part I

1	2	3	4	5	6	7
1A. Four-wheeled pedal cycles, not propelled by mechanical power.	2	One lamp on each side of the longitudinal axis; no part of the illuminated area of one lamp to be less than 21 inches from any part of the illuminated area of the other lamp, and no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the lamp.	Not more than 20 inches from extreme rear of vehicle.	3 feet 6 inches.	15 inches.	Height from ground of highest part of illuminated area of each lamp to be the same.

Part II

1	2	3	4	5	6	7
1A. Four-wheeled pedal cycles, not propelled by mechanical power.	2	One reflector on each side of the longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector.	Not more than 20 inches from extreme rear of vehicle.	3 feet 6 inches.	15 inches.	Height from ground of highest part of reflecting area of each reflector to be the same.