

1963. No. 170

[C]

MOTOR VEHICLES: MAXIMUM SPEED

REGULATIONS, DATED 2ND SEPTEMBER, 1963, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

The Ministry of Home Affairs, in exercise of the powers vested in it by Section Four of the Road Traffic Act (Northern Ireland) 1955(a), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

Citation and Commencement

1. These Regulations may be cited as the Motor Vehicles (Maximum Speed) Regulations (Northern Ireland) 1963, and shall come into operation on the 1st day of October, 1963.

Revocation

2. The Motor Vehicles (Maximum Speed) Regulations (Northern Ireland) 1958(b) are hereby revoked.

Maximum Speeds of Motor Vehicles

3. The speed at which a motor vehicle is driven on any road, other than a special road within the meaning of the Special Roads Act (Northern Ireland) 1963(c), shall not exceed the maximum speed specified in the Schedule for a motor vehicle of the class or description mentioned therein.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 2nd day of September, 1963, in the presence of

(L.S.)

J. W. E. Cathcart,
Assistant Secretary.

(a) 1955. c. 27.

(b) S.R. & O. (N.I.) 1958, No. 7.

(c) 1963. c. 12 (N.I.).

SCHEDULE

Limits of Speed for Vehicles of certain Classes or Descriptions

<i>Class or description of vehicle</i> (See also paragraph 13)	<i>Maximum speed, miles per hour</i>
VEHICLES OTHER THAN TRACK-LAYING VEHICLES	
1. Passenger vehicles, that is to say, vehicles constructed solely for the carriage of passengers and their effects, and dual-purpose vehicles:—	
(1) vehicles having an unladen weight exceeding 3 tons, or constructed or adapted to carry more than seven passengers exclusive of the driver	40
(2) vehicles drawing a trailer—	
(a) in the case of a motor car constructed or adapted to carry not more than seven passengers exclusive of the driver, if the trailer—	
(i) is a living van, or	
(ii) being a load-carrying trailer, has an unladen weight not exceeding 5 hundredweight, or	
(iii) being neither a living van nor a load-carrying trailer, has an unladen weight not exceeding 15 hundredweight	40
(b) in any other case	30
(3) vehicles drawing more than one trailer	20
(4) vehicles not fitted with pneumatic tyres and vehicles drawing trailers not so fitted	20
2. Goods vehicles, that is to say, vehicles constructed or adapted for use for the conveyance of goods or burden of any description, but not including dual-purpose vehicles having an unladen weight exceeding three tons:—	
(1) vehicles exceeding 30 cwts. in weight unladen and all articulated vehicles	40
(2) vehicles drawing a trailer, not being articulated vehicles—	
(a) in the case of a trailer drawn by a heavy motor car, and	
(b) in the case of a trailer drawn by a motor car if the trailer—	
(i) being a load-carrying trailer, has an unladen weight exceeding 5 hundredweight, or	
(ii) being neither a living van nor a load-carrying trailer, has an unladen weight exceeding 15 hundredweight ..	30
(3) vehicles drawing more than one trailer	20
(4) vehicles not fitted with pneumatic tyres, if drawing trailers or having an unladen weight exceeding 1 ton, and vehicles drawing trailers not fitted with pneumatic tyres	20
(5) vehicles not fitted with resilient tyres and vehicles drawing trailers not so fitted	5
3. Motor tractors:—	
(1) generally, except for vehicles falling within the following sub-paragraph	20
(2) vehicles fitted with pneumatic tyres, equipped with springs and mudguards and which satisfy the conditions as to brakes specified in sub-paragraph (a) of paragraph 18 or such vehicles drawing a trailer so fitted and equipped and which satisfies the conditions as to brakes specified in sub-paragraph (b) of the said paragraph 18	30

<i>Class or description of vehicle</i> (See also paragraph 13)	<i>Maximum speed, miles per hour</i>
(3) if drawing two or more trailers	12
(4) if not fitted with resilient tyres or drawing trailers not so fitted	5
4. Heavy locomotives and light locomotives:—	
(1) generally, except for vehicles falling within the following sub-paragraph	12
(2) vehicles fitted with pneumatic tyres, equipped with springs and mudguards and which satisfy the conditions as to brakes and weight specified in sub-paragraphs (a), (c) and (d) of paragraph 18 or such vehicles drawing a trailer so fitted and equipped and which satisfies the conditions as to brakes specified in sub-paragraph (b) of the said paragraph 18 if the further conditions as to the weight of a vehicle and trailer specified in sub-paragraph (e) of the said paragraph 18 are complied with ..	20
(3) if drawing two or more trailers	12
(4) if not fitted with resilient tyres or drawing trailers not so fitted	5

TRACK-LAYING VEHICLES

5. Motor cars and heavy motor cars	20
6. Motor tractors:—	
(1) generally	20
(2) if drawing two or more trailers	5
7. Light locomotives:—	
(1) generally	12
(2) if drawing more than two trailers	5
8. Heavy locomotives	5
9. Track-laying vehicles which do not satisfy both of the following conditions,—	
(a) that the vehicle is fitted with springs between its frame and the weight-carrying rollers, and	
(b) that the vehicle is fitted with resilient material between the rims of the weight-carrying rollers and the road surface,	
and vehicles drawing track-laying trailers which do not satisfy both of those conditions	12
10. Track-laying vehicles satisfying neither of the said conditions, and vehicles drawing track-laying trailers satisfying neither of those conditions	5
11. Combined track-and-wheel vehicles not fitted with resilient tyres, and vehicles drawing trailers which are combined track-and-wheel vehicles not fitted with resilient tyres	5
12. Vehicles drawing trailers, where the drawing or any of the drawn vehicles, not being a track-laying vehicle, is not fitted with resilient tyres	5

INTERPRETATION AND APPLICATION

13. A vehicle falling within two or more descriptions specified in this Schedule shall be treated as falling within that description for which the lowest limit of speed is specified.

14. In this Schedule "load-carrying trailer" means a trailer, not being a living van, which is constructed or adapted for use for the conveyance of goods or burden of any description.

15. In this Schedule "articulated vehicle" means a vehicle which consists of a motor vehicle drawing a trailer where the trailer is so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and when the trailer is uniformly loaded not less than 20 per cent. of the weight of its load is borne by the drawing vehicle.

16. In this Schedule, in relation to a vehicle (including a trailer)—

- (a) "fitted with pneumatic tyres" means that every wheel of the vehicle is fitted with pneumatic tyres;
- (b) "fitted with resilient tyres" means that every wheel of the vehicle is fitted either with pneumatic tyres or with other soft or elastic tyres; and
- (c) "equipped with springs and mudguards" means that the vehicle—
 - (i) is equipped with suitable and sufficient springs between each wheel and the frame of the vehicle, and
 - (ii) unless adequate protection is afforded by the body of the vehicle, is provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

17. In this Schedule "track-laying" means so designed and constructed that the weight is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks, and "combined track-and-wheel vehicle" means a vehicle so designed and constructed that its weight is transmitted to the road surface by a combination of wheels and continuous tracks.

18. The conditions referred to in paragraphs 3(2) and 4(2) are as follows:—

- (a) the motor tractor or, as the case may be, the locomotive shall be equipped with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation, the system or systems being so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there is still available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring it to rest within a reasonable distance;
- (b) the trailer shall be equipped with an efficient braking system so constructed—
 - (i) that when the trailer is being drawn the brakes are capable of being applied by the driver of the drawing vehicle to at least two of the wheels of a trailer having not more than four wheels and to at least four, but not less than half, of the wheels of a trailer having more than four wheels, and
 - (ii) that it is not rendered ineffective by the non-rotation of the engine of the drawing vehicle;
- (c) the weight transmitted to the road surface by any one wheel of the locomotive, where no other wheel is in the same line transversely, shall not exceed $4\frac{1}{2}$ tons, the total weight so transmitted by any two wheels in line transversely shall not exceed 9 tons, and the sum of the weights so transmitted by all the wheels shall not exceed—
 - (i) in the case of a vehicle having not more than four wheels, 14 tons,
 - (ii) in the case of a vehicle having more than four but not more than six wheels, 20 tons, and
 - (iii) in the case of a vehicle having more than six wheels, 24 tons;
- (d) the weight transmitted by the locomotive (whether laden or unladen) to any strip of the surface of a road on which it rests contained between any two parallel lines drawn 2 feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 11 tons; and

- (e) the maximum laden weight of the locomotive and trailer shall not exceed 22 tons or, if the trailer is fitted with power assisted brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of its engine, and if that vehicle is equipped with a warning device so placed as to be readily visible to the driver when in the driving seat of the vehicle in order to indicate an impending failure or deficiency in the vacuum or pressure system, 32 tons.

19. For the purposes of this Schedule measuring or testing apparatus, and any ballast necessary in connection therewith, drawn upon one wheel by a vehicle, when used solely for or in connection with testing or measurement purposes, shall not, if the wheel is fitted with a pneumatic tyre and does not transmit to the road surface a weight exceeding 2 hundredweight, be treated as a trailer.

20. For the purposes of the two foregoing paragraphs, two wheels of a vehicle shall be regarded as one wheel if the distance between the centres of their respective areas of contact with the road is less than 18 inches.

21.—(1) Paragraphs 1 to 4 do not apply to, and paragraphs 5 to 12 apply only to, track-laying vehicles and vehicles drawing track-laying trailers or trailers some of which are track-laying.

(2) Paragraphs 1 to 12 do not apply to vehicles for the time being used in the conduct of experiments or trials under Section 13 of the Roads Improvement Act (Northern Ireland) 1928(a) or the use of which on roads is authorised by an Order made under Section 5(3) of the Road Traffic Act (Northern Ireland) 1955.

EXPLANATORY NOTE

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

These Regulations make new provision as to the maximum speeds at which certain vehicles are allowed to travel on roads other than motorways. The principal changes are that omnibuses and heavy goods vehicles, and certain vehicles drawing certain trailers, may now travel at up to 40 m.p.h. on unrestricted roads, and the speed limit for omnibuses is applied to all large passenger vehicles. Special speed limits are also now laid down for the various classes of track-laying vehicles.

1963. No. 171

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EDUCATION

Institutions of Further Education: Teachers' Salaries and Allowances

REGULATIONS, DATED 6TH SEPTEMBER, 1963, MADE BY THE MINISTRY OF EDUCATION UNDER THE EDUCATION ACTS (NORTHERN IRELAND) 1947 TO 1962.

The Ministry of Education, hereinafter referred to as "the Ministry", in pursuance of the powers vested in it by Sections 83 and 112 of the Education

(a) 18 & 19 Geo. 5. c. 10 (N.I.).