

1973. No. 222

[C]

**ROAD TRAFFIC AND VEHICLES****Motor Vehicles: Maximum Speed**

REGULATIONS, DATED 29TH JUNE 1973, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 26 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1970.

The Ministry of Home Affairs, on behalf of the Secretary of State, and in exercise of the powers vested in it by section 26 of the Road Traffic Act (Northern Ireland) 1970(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) 1973 and shall come into operation on the 1st July 1973.

*Revocations*

2. The Motor Vehicles (Maximum Speed) Regulations (Northern Ireland) 1963(b) and the Motor Vehicles (Maximum Speed) (Amendment) Regulations (Northern Ireland) 1968(c) 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(d), 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 29th day of June 1973.

(L.S.)

*W. G. Robinson,*  
Assistant Secretary.

(a) 1970. c. 2 (N.I.).

(b) S.R. & O. (N.I.) 1963, No. 170.

(c) S.R. & O. (N.I.) 1968, No. 189.

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

SCHEDULE

Limits of speed for vehicles of certain classes or descriptions

| Class or description of vehicle<br>(see also paragraph 13).  | <i>Maximum<br/>speed—miles<br/>per hour</i> |
|--|---|
| <i>Vehicles other than track-laying vehicles</i>   |   |
| 1. Passenger vehicles, that is to say, vehicles constructed solely for the carriage of passengers and their effects, and dual purpose vehicles:—   |   |
| (1) a vehicle having an unladen weight exceeding 3 tons, constructed or adapted to carry more than 7 passengers exclusive of the driver, in respect of which a public service vehicle licence granted under section 55 of the Act is in force  | 50  |
| (2) a vehicle having an unladen weight not exceeding 30 hundredweight, constructed or adapted to carry more than 7 passengers exclusive of the driver and in respect of which a public service vehicle licence granted under section 55 of the Act is not in force   | 50  |
| (3) a vehicle having an unladen weight exceeding 3 tons, or constructed or adapted to carry more than 7 passengers exclusive of the driver, not being a vehicle which falls within sub-paragraph (1) or (2) above  | 40  |
| (4) a vehicle drawing one trailer when the drawing vehicle is either a motor car constructed or adapted to carry not more than 7 passengers exclusive of the driver or a vehicle which has an unladen weight not exceeding 30 hundredweight and is constructed or adapted to carry more than 7 passengers exclusive of the driver— |   |
| (a) in a case where the relevant conditions specified in paragraph 18 are satisfied, or the drawing vehicle is a foreign vehicle   | 50  |
| (b) in any other case  | 40  |
| (5) a vehicle drawing one trailer in circumstances not falling within sub-paragraph (4)  | 30  |
| (6) a vehicle drawing more than one trailer  | 20  |
| (7) a vehicle not fitted with pneumatic tyres and a vehicle drawing a trailer 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 hundredweight 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 motor car having an unladen weight not exceeding 30 hundredweight when the relevant conditions specified in paragraph 18 are satisfied or the drawing vehicle is a foreign vehicle   | 50  |

| Class or description of vehicle<br>(see also paragraph 13)   | Maximum<br>speed—miles<br>per hour |
|--|------------------------------------|
| (b) in the case of a trailer drawn by a heavy motor car or by a motor cycle . . . . .  | 30                                 |
| (c) in the case of a trailer drawn by a motor car having an unladen weight exceeding 30 hundredweight 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 sub-paragraph (2) . . . . .  | 20                                 |
| (2) vehicles fitted with pneumatic tyres, equipped with springs and mudguards and which satisfy the conditions as to brakes specified in paragraph 15(a) or such vehicles drawing a trailer so fitted and equipped and which satisfies the conditions as to brakes specified in paragraph 15(b) . . . . .  | 30                                 |
| (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 paragraph 15(a), (c) and (d) or such vehicles drawing a trailer so fitted and equipped and which satisfies the conditions as to brakes specified in paragraph 15(b) if the further conditions as to the weight of a vehicle and trailer specified in paragraph 15(e) are complied with . . . . . | 20                                 |
| (3) if drawing two or more trailers . . . . .  | 12                                 |
| (4) if not fitted with resilient tyres or drawing a trailer not so fitted . . . . .  | 5                                  |
| <i>Track-laying vehicles</i>   |                                    |
| 5. Motor cars and heavy motor cars . . . . .   | 20                                 |

| Class or description of vehicle<br>(see also paragraph 13)   | <i>Maximum<br/>speed—miles<br/>per hour</i> |
|--|---|
| 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 in paragraph 9, 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.—(1) In this Schedule:—

“the Act” means the Road Traffic Act (Northern Ireland) 1970;

“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;

“braked trailer” means a trailer which is equipped with a braking system in accordance with Regulation 50 of the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967(e), whether or not that Regulation applies to it;

“foreign vehicle” means—

(a) a motor vehicle brought into Northern Ireland and displaying a registration mark mentioned in Regulation 5 of the Motor Vehicles (International Circulation) Regulations 1971(f), a period of twelve months not having elapsed since the vehicle in question was last brought into Northern Ireland; or

(b) a vehicle in the service of a visiting force or of a headquarters;

“kerbside weight” means, in relation to a motor vehicle, the weight of the vehicle (inclusive of any towing bracket with which it is normally equipped) when it carries—

(i) no person thereon, and

(ii) a full supply of fuel in its tank; an adequate supply of other liquids incidental to its propulsion and no load other than the loose tools and equipment with which the vehicle is normally equipped;

“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;

“maximum gross weight” means, in relation to a trailer, the weight which it is designed or adapted not to exceed when in normal use and travelling on a road laden;

“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;

“unbraked trailer” means a trailer which is not so equipped;

“vehicle in the service of a visiting force or of a headquarters” has the same meaning as in Article 9(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(g).

(2) 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 wheel.

15. The conditions referred to in paragraph 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.

16. For the purposes of this Schedule measuring or testing apparatus, and any balast 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.

17. For the purposes of paragraphs 15 and 16 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.

18. The relevant conditions referred to in paragraphs 1(4) and 2(2) in relation to a vehicle drawing a trailer and the trailer so drawn are as follows:—

- (a) appropriate weights shall be displayed as follows—
  - (i) in the case of the drawing vehicle, its kerbside weight shall be legibly marked in a conspicuous and readily accessible position—
    - (A) inside the vehicle, or
    - (B) outside the vehicle and on its left or near side, and
  - (ii) in the case of the trailer being a living van, or being neither a living van nor a load-carrying trailer, its maximum gross weight shall be legibly marked in a conspicuous and readily accessible position on the left or near side of, and on the outside of, the trailer;
- (b) the appropriate weights referred to in (a) above may be stated in imperial units or in metric units but the same units shall be employed for both the drawing vehicle and the trailer, and if metric units are employed the weights shall be stated in kilograms.
- (c) there shall be exhibited in a conspicuous position at the rear of the trailer a plate which complies in all respects with the following requirements—

- (i) the plate shall be circular or elliptical, shall be fixed in a vertical position facing squarely to the rear of the trailer, shall, if elliptical, be placed so that the major axis is in the horizontal position, and shall be kept clean and unobscured so as to be plainly visible from behind the trailer,
  - (ii) the surface facing to the rear shall be black and shall display thereon the number "50" in white or silver or light grey figures,
  - (iii) the plate, if circular, shall be not less than 4 inches in diameter, and, if elliptical, shall be not less than 3 inches in height and  $4\frac{1}{4}$  inches in width,
  - (iv) each figure of the said number shall be not less than  $1\frac{1}{2}$  inches in height and  $1\frac{1}{4}$  inches in total width, the width of every part of each figure shall be not less than  $\frac{5}{16}$  inch, and the space between the nearest parts of the two figures shall be not less than  $\frac{1}{4}$  inch, and
  - (v) no part of any such figure shall project from the surface of the said plate by more than  $\frac{1}{16}$  inch;
- (d) the following weight ratios shall be observed—
- (i) where the trailer drawn is a living van, its maximum gross weight shall not exceed the kerbside weight of the drawing vehicle,
  - (ii) where the trailer drawn is a braked load-carrying trailer, its laden weight shall not exceed the kerbside weight of the drawing vehicle,
  - (iii) where the trailer drawn is an unbraked load-carrying trailer, its laden weight shall not exceed 60 per cent of the kerbside weight of the drawing vehicle,
  - (iv) where the trailer drawn is a braked trailer, being neither a living van nor a load-carrying trailer, its maximum gross weight shall not exceed the kerbside weight of the drawing vehicle, and
  - (v) where the trailer drawn is an unbraked trailer, being neither a living van nor a load-carrying trailer, its maximum gross weight shall not exceed 60 per cent of the kerbside weight of the drawing vehicle.

19.—(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(h) or the use of which on roads is authorised by an Order made under Section 27(3) of the Act.

## EXPLANATORY NOTE

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

These Regulations consolidate with amendments the existing Northern Ireland Regulations as to the maximum speeds at which certain vehicles are allowed to travel on roads other than motorways.

The principal amendments are as follows:—

- (1) The speed limit for certain private cars, dual purpose vehicles and light vans, when drawing one trailer, is increased from 40 m.p.h. (or 30 m.p.h. in certain cases) to 50 m.p.h. if certain specified conditions are complied with or if the drawing vehicle is a foreign vehicle, but is fixed at 40 m.p.h. if those conditions are not complied with and the drawing vehicle is not a foreign vehicle (paragraphs 1(4) and 2(2) of the Schedule). The conditions (paragraph 18 of the Schedule) require—
  - (a) the display on the drawing vehicle itself and on certain kinds of trailer of their respective weights,
  - (b) the display at the rear of the trailer of a plate bearing the number "50", and
  - (c) the observance of a certain ratio between the weight of the drawing vehicle and the weight of the trailer.
- (2) The speed limit for light passenger vehicles which are adapted to carry more than 7 passengers but are not licensed as public service vehicles is increased from 40 to 50 m.p.h. (paragraph 1(2) of the Schedule).
- (3) The speed limit for motor cycles when drawing one trailer (at present 40 m.p.h. if the cycle is a goods vehicle and 30 m.p.h. if the cycle is a passenger vehicle) is fixed uniformly at 30 m.p.h. (paragraphs 1(5) and 2(2)(b) of the Schedule).