1975 No. 297

ROAD TRAFFIC AND VEHICLES

Invalid Carriages (Roads) Regulations (Northern Ireland) 1975

Made . . . . . 17*th October* 1975

Coming into operation . . . 1*st December* 1975

The Department of the Environment for Northern Ireland in exercise of the powers conferred by sections 182A and 189 of the Road Traffic Act (Northern Ireland) 1970(**a**) (hereinafter referred to as the "Act") and now vested in it(**b**) 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 Invalid Carriages (Roads) Regulations (Northern Ireland) 1975 and shall come into operation on 1st December 1975.

Prescribed requirements and conditions for purposes of section 182A(1) *of the Act*

2. The requirements with which an invalid carriage must comply, and the conditions in accordance with which it must be used, in order that the modifications of the statutory provisions mentioned in section 182A(1) of the Act shall have effect in the case of the vehicle (being modifications of certain statutory provisions which relate to the use of vehicles on footways and roads) shall be—

(*a*) that the vehicle is being used by a person for whose use it was constructed or adapted, being a person suffering from some physical defect or disability, or by some other person for the purposes only of taking the vehicle to or bringing it away from any place where work of maintenance or repair is to be or has been carried out to the vehicle; and

(*b*) the requirements (subject to the exceptions specified in relation thereto) as set out in regulations 3 to 6.

Unladen weight

3. The unladen weight of an invalid carriage (that is to say, its weight inclusive of the weight of water, fuel or accumulators used for the purpose of the supply of power for its propulsion and of loose tools, but exclusive of the weight of any other load or of a person carried by the vehicle) shall not exceed 250 lbs.

Limit of speed

4. An invalid carriage which is mechanically propelled shall be so constructed as to be incapable of exceeding a speed of 4 miles per hour on the level under its own power.

(**a**) 1970 c. 2 (N.I.) as amended by S.I. 1973 No. 1229 (N.I. 17)
(**b**) S.R. & O. (N.I.) 1973 No. 504 Article 4 (II, p. 2992)

Brakes

5.—(1) Subject to paragraph (3) an invalid carriage which is mechanically propelled shall be equipped with an efficient braking system so designed and constructed—

(*a*) that the application of the brakes shall bring the vehicle to rest within a reasonable distance; and

(*b*) that its braking force, when the vehicle is not being propelled or is left unattended—

(i) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device, and

(ii) when so maintained in operation by direct mechanical action, is capable of holding the vehicle stationary on a gradient of at least 1 in 5 without the assistance of stored energy.

(2) Every part of the braking system and of the means of operation thereof fitted to the vehicle shall be maintained in good and efficient working order and be properly adjusted.

(3) The requirements of paragraph (1) shall be deemed to be complied with in the case of a vehicle which is not equipped with such a braking system as is mentioned in that paragraph if the vehicle is so designed and constructed that by the appropriate use of its means of propulsion and transmission gear it can be brought to rest within a reasonable distance and held stationary on a gradient of at least 1 in 5.

Lighting

6.—(1) Subject to paragraph (3) an invalid carriage when on the carriageway of any road shall during the hours of darkness carry—

(*a*) one lamp showing to the front a white light visible from a reasonable distance;

(*b*) one lamp showing to the rear a red light visible from a reasonable distance; and

(*c*) one unobscured and efficient red reflector facing to the rear.

(2) Every such lamp shall be kept properly trimmed, lighted, and in a clean and efficient condition, and every such lamp and reflector shall be attached to the vehicle in such position and manner, and shall comply with such conditions with respect thereto, as are specified in the Schedule.

(3) The foregoing provisions shall not apply in relation to a vehicle when it is on the carriageway of a road for the purpose only of crossing that carriageway in the quickest manner practicable in the circumstances.

(4) In this regulation—

(*a*) "road" means any road to which the public has access not being a footway within the meaning of section 182A(2) of the Act, and

(*b*) "hours of darkness" means the time between half-an-hour after sunset and half-an-hour before sunrise.

7. For the purposes of section 182A(1)(*b*) of the Act an invalid carriage shall be treated for the purposes of the Act as not being a motor vehicle if the requirements set out in regulations 2 to 6 are complied with.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 17th October 1975.

(L.S.)

B. D. Palmer
Assistant Secretary

SCHEDULE (see regulation 6)

Conditions as to lamps and reflectors

1. The lamp showing a white light to the front shall be fixed on the centre line or offside of the vehicle.

2. The lamp showing a red light to the rear shall be so fixed that—

(*a*) its lateral position is on the centre line or offside of the vehicle;

(*b*) its longitudinal position is not more than 20 inches from the extreme rear of the vehicle;

(*c*) the maximum height from the ground of the highest part of the illuminated area of the lamp is 3 feet 6 inches, and

(*d*) the minimum height from the ground of the lowest part of the said area is 12 inches,

and shall be marked—

(i) with the specification number of the British Standard for Cycle Rear Lamps, namely, BS 3648, and

(ii) with the name, trade mark or other means of identification of the manufacturer of the lamp.

3. The reflector shall be so fixed that—

(*a*) its lateral position is on the centre line or offside of the vehicle,

(*b*) its longitudinal position is not more than 20 inches from the extreme rear of the vehicle,

(*c*) the maximum height from the ground of the highest part of the reflecting area of the reflector is 3 feet 6 inches, and

(*d*) the minimum height from the ground of the lowest part of the said area is 12 inches.

and shall be marked—

(i) with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, AU 40 followed by a marking "LI" or "LIA" and with the registered trade name or trade mark of the manufacturer of the reflector, or

(ii) with an approval mark (that is to say, a marking designated as an approval mark by the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1964(c) incorporating the roman numeral I.

EXPLANATORY NOTE

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

Section 182A of the Road Traffic Act (Northern Ireland) 1970 permits certain invalid carriages to use footpaths subject to prescribed conditions. These regulations prescribe conditions relating to the permitted unladen weight, speed, lights and brakes of the invalid carriage.

(c) S.I. 1964/1561 (III, p. 3509)