USE OF HIGHWAYS

1955 No. 1880

The Motor Vehicles (Variation of Speed Limit) Regulations, 1955

Made - - - - 23*rd July*, 1955
Coming into Operation 14*th December*, 1955

The Minister of Transport and Civil Aviation in exercise of his powers under subsection (4) of section ten and section thirty of the Road Traffic Act, 1930(**a**) and of all other powers him enabling, hereby makes the following Regulations:—

1.—(1) These Regulations may be cited as the Motor Vehicles (Variation of Speed Limit) Regulations, 1955.

(2) These Regulations shall come into operation on the day following the day they are approved by Parliament.

(3) The Interpretation Act, 1889(**b**) shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2. The provisions of the First Schedule to the Road Traffic Act, 1930 (being the provisions set out in the First Schedule to the Road Traffic Act, 1934(**c**)) shall be varied by the insertion at the end of the definition of "passenger vehicles" (that is to say, after the words "their effects") in paragraph 1 of the words "but including dual-purpose vehicles" and by the insertion at the end of the definition of "goods vehicles" (that is to say, after the words "goods or burden of any description") in paragraph 2 of the words "but excluding dual-purpose vehicles".

3. For the purposes of the said provisions and of these Regulations the expression "dual-purpose vehicle" means a vehicle constructed or adapted for the carriage both of passengers and of goods or burden of any description, being a vehicle of which the unladen weight does not exceed two tons and which either—

(*a*) satisfies the conditions as to construction specified in the Schedule to these Regulations, or

(*b*) is so constructed or adapted that the driving power of the engine is, or by the appropriate use of the controls of the vehicle can be, transmitted to all the wheels of the vehicle.

4. The Motor Vehicles (Variation of Speed Limit) Regulations, 1950(**d**) (which exempted from the thirty-mile-an-hour speed limit goods vehicles fitted with pneumatic tyres and not exceeding three tons in weight so long as they did not require, and would not but for certain exemptions have required, carriers' licences) are hereby revoked, and the provisions referred

(**a**) 20 & 21 Geo. 5. c. 43.
(**b**) 52 & 53 Vict. c. 63.
(**c**) 24 & 25 Geo. 5. c. 50.
(**d**) S.I. 1950/1705 (1950 II. p. 752).

to in Regulation 2 of these Regulations shall have effect as if the said Regulations of 1950 had not been made.

Given under the Official Seal of the Minister of Transport and Civil Aviation this 23rd day of July, 1955.

(L.S.) *John Boyd-Carpenter,*
The Minister of Transport and Civil Aviation.

SCHEDULE

The conditions as to the construction of dual-purpose vehicles referred to in paragraph (*a*) of Regulation 3 of these Regulations are the following:—

1. The vehicle must be permanently fitted with a rigid roof, with or without a sliding panel.

2.—(1) The area of the vehicle to the rear of the driver's seat must satisfy the following requirements.

(2) It must be permanently fitted with at least one row of transverse seats, whether fixed or folding, for two or more passengers, and those seats must be properly sprung or cushioned and provided with upholstered backrests, attached either to the seats or to a side or the floor of the vehicle.

(3) It must be lit on each side and at the rear by a window or windows of glass or other transparent material having an area or aggregate area of not less than two square feet on each side and not less than one hundred and twenty square inches at the rear.

3. The distance between the rearmost part of the steering wheel and the backrests of the row of transverse seats satisfying the requirements specified in sub-paragraph (2) of the last foregoing paragraph (or, if there is more than one such row of seats, the distance between the rearmost part of the steering wheel and the backrests of the rearmost such row) must, when the seats are ready for use, be not less than one-third of the distance between the rearmost part of the steering wheel and the rearmost part of the floor of the vehicle.

EXPLANATORY NOTE

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

The First Schedule to the Road Traffic Act, 1930, as substituted by the Road Traffic Act, 1934, and as subsequently varied by Regulations made by the Minister of Transport, prescribes speed limits for vehicles of the classes and description therein specified.

Paragraph 2(1)(*a*) of the Schedule as varied by the Motor Vehicles (Variation of Speed Limit) Regulations, 1950, exempted from the speed limit of 30 m.p.h. all goods vehicles which were motor cars or motor cycles fitted with pneumatic tyres and not drawing trailers, unless they were either authorised to be used under carriers' licences or exempted from the requirement to have such licences by certain statutory provisions or because they were used in the service of the Crown.

The present Regulations terminate the exemption provided by the 1950 Regulations and further vary the Schedule by providing that dual-purpose vehicles, as defined in these Regulations, shall be treated for the purposes of speed limits as if they were passenger vehicles and not goods vehicles.