1957 No. 340

The Motor Vehicles (Variation of Speed Limit) Regulations, 1956

Made - - - - 17*th December*, 1956
Coming into Operation 1*st May*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under subsection (4) of section 10 and section 30 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, 1956".

(2) These Regulations shall come into operation on the first day of May, 1957.

(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 Motor Vehicles (Variation of Speed Limit) Regulations, 1937(c), the Motor Vehicles (Variation of Speed Limit) Regulations, 1938(d), the Motor Vehicles (Gas-Propelled Vehicles) (Variation of Speed Limit) Regulations, 1940(e), and the Motor Vehicles (Variation of Speed Limit) Regulations, 1955(f), are hereby revoked, without prejudice, however, to any liability incurred in respect of any act or omission before the date of the coming into operation of these Regulations.

3. The provisions of the First Schedule to the Road Traffic Act, 1930, shall be varied so as to have effect as set out in the Schedule to these Regulations.

Given under the Official Seal of the Minister of Transport and Civil Aviation this seventeenth day of December, 1956.

(L.S.) *Harold Watkinson*,
The Minister of Transport and Civil Aviation.

(a) 20 & 21 Geo. 5. c. 43. (b) 52 & 53 Vict. c. 63.
(c) S.R. & O. 1937/1145 (Rev. XX, p. 376: 1937, p. 2091).
(d) S.R. & O. 1938/1465 (Rev. XX, p. 379: 1938 II, p. 2989).
(e) S.R. & O. 1940/1065 (Rev. XX, p. 379: 1940 I, p. 934).
(f) S.I. 1955/1880 (1955 II, p. 2317).

SCHEDULE

LIMITS OF SPEED

Class or description of vehicle (See also paragraph 13)	*Maximum speed, miles per hour*
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 three tons, or adapted to carry more than seven passengers exclusive of the driver	30
(2) vehicles drawing trailers—	
(*a*) in the case of a motor car adapted to carry not more than seven passengers exclusive of the driver, if the trailer is a close-coupled four-wheeled trailer or is two-wheeled	30
(*b*) in the case of a motor cycle, if the trailer is two-wheeled	30
(*c*) in any other case	20
(3) invalid carriages	20
(4) vehicles not fitted with pneumatic tyres, and vehicles drawing trailers not fitted with pneumatic tyres	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 :—	
(1) generally	30
(2) vehicles drawing trailers, not being articulated vehicles	20
(3) vehicles not fitted with pneumatic tyres, if drawing trailers or having an unladen weight exceeding one ton, and vehicles drawing trailers not fitted with pneumatic tyres	20
(4) vehicles not fitted with resilient tyres	5
3. *Motor tractors :—*	
(1) generally	20
(2) if drawing two or more trailers	5
(3) if not fitted with resilient tyres	5
4. *Heavy locomotives* and *Light locomotives :—*	
(1) generally	12
(2) if drawing more than two trailers	5
(3) if not fitted with resilient tyres	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

Class or description of vehicle (*See also paragraph* 13)	*Maximum speed, miles per hour.*
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.—(1) In this Schedule "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 next following sub-paragraph, 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.

(2) The conditions as to construction referred to in the last foregoing sub-paragraph are the following:—

(*a*) the vehicle must be permanently fitted with a rigid roof, with or without a sliding panel,

(*b*) the area of the vehicle to the rear of the driver's seat must—

(i) be permanently fitted with at least one row of transverse seats (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; and

(ii) 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;

(*c*) the distance between the rearmost part of the steering wheel and the backrests of the row of transverse seats satisfying the requirements specified in head (i) of this sub-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.

15. In this Schedule "close-coupled", in relation to a trailer, means that the wheels on the same side of the trailer are so fitted that at all times while it is in motion they remain parallel to the longitudinal axis of the trailer, and that the distance between the centres of their respective areas of contact with the road surface does not exceed thirty-three inches.

16. In this Schedule "articulated vehicle" means a vehicle with a trailer 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 twenty per cent. of the weight of its load is borne by the drawing vehicle.

17. In this Schedule, in relation to a vehicle (including a trailer), "fitted with pneumatic tyres" means that every wheel of the vehicle is fitted with pneumatic tyres, and "fitted with resilient tyres" means that every wheel of the vehicle is fitted either with pneumatic tyres or with other soft or elastic tyres.

18. 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.

19. A heavy motor car or motor car drawing a trailer and being used as a public service vehicle or as a goods vehicle shall be treated as not drawing a trailer if the trailer is used solely for the carriage of a container or containers for holding, or plant and materials for producing, for the purpose of the propulsion of the drawing vehicle, any fuel that is wholly gaseous at sixty degrees Fahrenheit under a pressure of thirty inches of mercury.

20.—(1) Paragraphs 1 to 4 of this Schedule 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 of this Schedule do not apply to vehicles for the time being used in the conduct of experiments or trials under section six of the Roads Improvement Act, 1925(a).

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 First Schedule to the Road Traffic Act, 1934, and as subsequently varied by the Regulations revoked by these Regulations, prescribed speed limits, subject to conditions, for specified classes and descriptions of vehicles.

(a) 15 & 16 Geo. 5. c. 68.

These Regulations further vary the provisions of the said First Schedule and the following are the principal changes:—

1. the speed limit of heavy motor cars, being goods vehicles not drawing trailers and of articulated vehicles, where each wheel is fitted with a pneumatic tyre, is increased from 20 to 30 m.p.h. (paragraph 2 (1) of the Schedule);

2. the speed limit of certain passenger vehicles drawing close-coupled four-wheeled trailers is increased from 20 to 30 m.p.h. (paragraph 1 (2) (*a*) of the Schedule);

3. the speed limit of all goods vehicles drawing a separate trailer and of motor tractors drawing a single trailer where any wheel has a soft or elastic tyre is increased from 12 to 20 m.p.h. (paragraphs 2 (3) and 3 (1) of the Schedule);

4. the speed limit of heavy locomotives not drawing more than two trailers, where each wheel is fitted with a pneumatic or a soft or elastic tyre, is increased from 5 to 12 m.p.h. (paragraph 4 (1) of the Schedule);

5. the speed limit of certain track-laying vehicles having tracks fitted with springs and resilient material where any wheel has a soft or elastic tyre is increased from 12 to 20 m.p.h. (paragraphs 5 and 6 (1) of the Schedule);

6. the speed limit of certain other track-laying vehicles having tracks fitted with springs but not fitted with resilient material is increased from 5 to 12 m.p.h. (paragraph 9 of the Schedule).

1957 No. 675

The Removal of Vehicles (England and Wales) Regulations, 1957

Made - - - -	15*th April*, 1957
Laid before Parliament	16*th April*, 1957
Coming into Operation	1*st May*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under Section 59 and Section 111 of the Road Traffic Act, 1930(**a**), as amended and extended by Section 22 of the Road Traffic Act, 1934(**b**), Section 6 of and paragraph 19 of the Eighth Schedule to the Road Traffic Act, 1956(**c**), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the 1st day of May, 1957, and may be cited as The Removal of Vehicles (England and Wales) Regulations, 1957.

(2) In these Regulations—

(*a*) references to the removal of a vehicle from a road are references to the removal of that vehicle from that road to a place which is not on any other road;

(a) 20 & 21 Geo. 5. c. 43. (b) 24 & 25 Geo. 5. c. 50. (c) 4 & 5 Eliz. 2. c. 67.