1963 No. 204

ROAD TRAFFIC

The Motor Vehicles (Variation of Speed Limit) Regulations 1962

Made - - - - *5th November* 1962
Coming into Operation *9th February* 1963

The Minister of Transport, in exercise of his powers under section 24 (2) of the Road Traffic Act 1960(a) and of all other powers him enabling in that behalf and after consultation with representative organisations in accordance with the provisions of section 260 (2) of that Act, hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the 10th day following the day they are approved by Parliament and may be cited as the Motor Vehicles (Variation of Speed Limit) Regulations 1962.

(2) The Interpretation Act 1889(b) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 of these Regulations were an Act of Parliament thereby repealed.

2. The Motor Vehicles (Variation of Speed Limit) Regulations 1961(c) are hereby revoked.

3. The provisions of Schedule 1 to the Road Traffic Act 1960 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 on the 5th November 1962.

(L.S.)

Ernest Marples,
The Minister of Transport.

(a) 8 & 9 Eliz. 2. c. 16. (b) 52 & 53 Vict. c. 63.
(c) S.I. 1961/1377 (1961 II. p. 2661).

SCHEDULE

LIMITS OF SPEED FOR VEHICLES OF CERTAIN CLASSES OR DESCRIPTIONS

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 3 tons, 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 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
(5) invalid carriages	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	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

	Maximum speed, miles per hour
(2) vehicles fitted with pneumatic tyres, equipped with springs and wings and which satisfy the conditions as to brakes specified in sub-paragraph (*a*) of paragraph 19 of this Schedule 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 19	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 wings and which satisfy the conditions as to brakes and weight specified in sub-paragraphs (*a*), (*c*) and (*d*) of paragraph 19 of this Schedule 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 19 if the further conditions as to the weight of a vehicle and trailer specified in sub-paragraph (*e*) of the said paragraph 19 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.—(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 2 tons and which either—

(*a*) satisfies the conditions as to construction specified in the 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 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 2 square feet on each side and not less than 120 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 (*b*) (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 "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.

16. 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.

17. 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 wings" 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 wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

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. The conditions referred to in paragraphs 3 (2) and 4 (2) of this Schedule 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 4½ 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.

20. 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.

21. 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.

22. 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 60 degrees Fahrenheit under pressure of 30 inches of mercury.

23.—(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 6 of the Roads Improvement Act 1925(a) or section 249 of the Highways Act 1959(b).

EXPLANATORY NOTE

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

Schedule 1 to the Road Traffic Act 1960, as varied by the Motor Vehicles (Variation of Speed Limit) Regulations 1961, prescribes speed limits, subject to conditions, for specified classes and descriptions of vehicles.

These Regulations further vary the provisions of the said Schedule 1 and the following are the principal changes:—

1. the speed limit of passenger vehicles drawing a trailer is increased, in the case of certain passenger vehicles drawing certain kinds of trailer, from 30 to 40 m.p.h. and in other cases, from 20 to 30 m.p.h. (paragraph 1 (2) of the Schedule);
2. the general speed limit of goods vehicles is increased from 30 to 40 m.p.h. and the speed limit of goods vehicles drawing a trailer is increased from 20 to 40 m.p.h. except in the case of heavy motor cars drawing a trailer or motor cars drawing certain kinds of trailer (not being articulated vehicles) where the speed limit is increased from 20 to 30 m.p.h. (paragraph 2 (1) and (2) of the Schedule);
3. the speed limit of motor tractors, where each wheel of the vehicle is fitted with a pneumatic tyre and where the vehicle is equipped with suitable and sufficient springs and wings and complies with certain conditions as to brakes, is increased from 20 to 30 m.p.h.; and the speed limit of such tractors drawing a trailer so fitted and equipped and which complies with certain conditions as to brakes is similarly increased (paragraph 3 (2) of the Schedule);
4. the speed limit of locomotives, where the vehicle is fitted and equipped as mentioned in paragraph 3 above and complies with the conditions mentioned in that paragraph as to brakes and with certain other conditions as to the weight of the vehicle, is increased from 12 to 20 m.p.h.; and the speed limit of such locomotives drawing a trailer so fitted and equipped and which complies with the conditions mentioned in the said paragraph 3 as to brakes, if certain other conditions as to the maximum laden weight of a vehicle and trailer are complied with, is similarly increased (paragraph 4 (2) of the Schedule);
5. provision is made by the Regulations that measuring or testing apparatus drawn upon one wheel by a vehicle, if certain conditions are complied with as respects the wheel and its use, shall not for the purposes of the Schedule be treated as a trailer (paragraph 20 of the Schedule).

In accordance with s. 260 (4) of the Act, these Regulations were approved by a resolution of the House of Lords on 30th January 1963, and a resolution of the House of Commons on 19th December 1962.

(a) 15 & 16 Geo. 5. c. 68. (b) 7 & 8 Eliz. 2. c. 25.