1964 No. 1965

NURSES AND MIDWIVES

The Nurses (Area Nurse-Training Committees) Order 1964

Made - - - -	10*th December* 1964
Laid before Parliament	17*th December* 1964
Coming into Operation	21*st December* 1964

The Minister of Health, in exercise of the powers conferred on him by sections 11 and 32 of, and Schedule 2 to, the Nurses Act 1957(**a**), and of all other powers enabling him in that behalf, and after consultation with the General Nursing Council for England and Wales, hereby orders as follows:—

1. This order may be cited as the Nurses (Area Nurse-Training Committees) Order 1964, and shall come into operation on 21st December 1964.

2. The Interpretation Act 1889(**b**) shall apply to the interpretation of this order as it applies to the interpretation of an Act of Parliament.

3. Schedule 2 to the Nurses (Area Nurse-Training Committees) Order 1960(**c**) as amended (**d**) shall be further amended as follows:—

(1) For sub-paragraph (1) of paragraph 4 of Part II (which sub-paragraph prescribes rates for travel by private motor vehicle by members of area nurse-training committees and sub-committees) there shall be substituted the following sub-paragraph:—

"(1) Subject to the provisions of this paragraph the rate for travel by a member's own private motor vehicle shall not exceed:—

(*a*) in the case of any motor car, tri-car, or motor cycle combination, or of a motor cycle exceeding 500 cubic centimetres cylinder capacity, 3¼d. a mile;

(*b*) in the case of a motor cycle exceeding 150, but not exceeding 500, cubic centimetres cylinder capacity, 3d. a mile;

(*c*) in the case of a motor cycle exceeding 120, but not exceeding 150, cubic centimetres cylinder capacity, 2½d. a mile;

(*d*) in the case of a motor cycle not exceeding 120 cubic centimetres cylinder capacity, of an autocycle or a motor-assisted pedal cycle, 2d. a mile."

(2) In sub-paragraphs (3)(*a*) and (4)(*a*) of the said paragraph 4 for the expression "3d." there shall be substituted the expression "3¼d.".

(3) For paragraphs 3 and 4 of Part III (which paragraphs prescribe rates of day subsistence allowances payable to members of area nurse-training committees and sub-committees) there shall be substituted the following paragraphs:—

(**a**) 5 & 6 Eliz. 2. c. 15.
(**b**) 52 & 53 Vict. c. 63.
(**c**) S.I. 1960/119 (1960 II, p. 2618).
(**d**) The relevant amending instruments are S.I. 1961/1260, 1962/2107 (1961 II, p. 2455; 1962 III, p. 2514).

" 3. A day allowance in respect of duties not involving a night's absence shall be payable at the rate of 6s. 6d. when a member is necessarily absent from his home or place of business for more than five hours but for not more than eight hours, and at the rate of 14s. when his absence exceeds eight hours; and where the member orders lunch (costing 13s. 6d. or more) or dinner (costing 14s. 6d. or more) on a train or boat, or high tea (costing 10s. or more) on any train where it is offered instead of dinner, the said rates shall respectively be 11s. 3d. and 18s. 9d., or, where lunch and dinner (or high tea) are both so ordered during an absence exceeding eight hours, 23s.

4. Where the member's absence exceeds twelve hours and he had to commence his journey before he could reasonably be expected to have taken breakfast at home, the day allowance rate mentioned in the preceding paragraph may, at the discretion of the authority concerned with the payment, be increased to 20s. 6d. or, where the member orders one meal on a train or boat, to 25s. 3d., or where two or more meals are so ordered, to 29s. 6d.

For the purposes of this paragraph a meal means breakfast or high tea (costing 10s. or more), lunch (costing 13s. 6d. or more), or dinner (costing 14s. 6d. or more)."

Given under the official seal of the Minister of Health on 10th December 1964.

(L.S.)

Kenneth Robinson,
Minister of Health.

EXPLANATORY NOTE

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

This order varies the rates of allowances payable to members of Area Nurse-Training Committees for day subsistence and for travel by private motor vehicle as an alternative to public transport.