SCHEDULE

The Belfast-Bangor Road, Trunk Road No. T.1, Co. Down, from a point approximately 34 yards west of the junction with the Holywood-Newtownards (via Craigantlet) Road, Class III, No. C.263, to a point approximately 4,920 yards east of this junction.

EXPLANATORY NOTE

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

This Order has the effect of reducing the 50 m.p.h. speed limit on the Belfast-Bangor Road between Holywood and the commencement of the dual carriageway at Ballyrobert to 40 m.p.h.

1967. No. 101 **[C]**

ROAD VEHICLES

REGULATIONS, DATED THE 2ND MAY 1967, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 8 OF THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND) 1929.

The Ministry of Home Affairs in exercise of the powers vested in it by Section 8 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1929(**a**) and all other powers enabling it in that behalf hereby makes the following Regulations:—

Citation and Commencement

1. These Regulations may be cited as the Road Traffic (Mechanical Signals) Regulations (Northern Ireland) 1967 and shall come into force on the 1st June 1967.

Revocation

2. The Road Traffic (Mechanical Signals) Regulations (Northern Ireland) 1930(**b**) are hereby revoked.

Light Signals for vehicular traffic

3.—(1) Light signals may be used for the control of vehicular traffic and shall be of the size, colour and type prescribed by paragraph (2) or by paragraph (3) of this Regulation.

(2) The size, colour and type of light signals prescribed by this paragraph shall be as follows:—

(*a*) Three lights shall be used, one red, one amber and one green.

(*b*) The lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost.

(a) 20 Geo. 5. c. 21 (N.I.). (b) S.R. & O. 1930, No. 94.

(*c*) Each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 8 inches nor more than 8¼ inches.

(*d*) The height of the centre of the green lens from the surface of the carriageway in the immediate vicinity shall be in the case of signals placed at the side of the carriageway or on a street refuge not less than 7 feet nor more than 11 feet 6 inches and in the case of signals placed elsewhere and over the carriageway not less than 17 feet nor more than 20 feet.

(*e*) The centres of the lenses shall be not more than 14 inches apart.

(*f*) The word "STOP" in black lettering shall be placed upon the lens of the lamp showing a red light and no other lettering shall be used upon the lenses or in connection with a light signal.

(*g*) The sequence of the signal lights shown for the purpose of controlling vehicular traffic shall be as follows:—

(i) Red.
(ii) Amber and red together.
(iii) Green.
(iv) Amber.

(3) The size, colour and type of light signals prescribed by this paragraph shall be as follows:—

(*a*) Two lamps, each showing an intermittent red light, shall be used.

(*b*) The lamps shall be arranged horizontally so that there is a distance of not less than 1 foot 9 inches nor more than 2 feet 3 inches between the centres of the lenses of the lamps.

(*c*) Each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 8 inches nor more than 8¼ inches.

(*d*) When the signal is operated, each lamp shall show its intermittent red light at a rate of flashing of not less than 54 nor more than 66 flashes per minute, and in such a manner that the light of one lamp is always shown at a time when the light of the other lamp is not shown.

(*e*) The height of the centre of each lens from the surface of the carriageway in the immediate vicinity shall be in the case of signals placed at the side of the carriageway or on a street refuge not less than 7 feet nor more than 11 feet 6 inches and in the case of signals placed elsewhere and over the carriageway not less than 17 feet nor more than 20 feet.

(*f*) The word "STOP", in black lettering, shall be placed upon the lens of each lamp and no other lettering shall be used upon the lens.

(4) Light signals prescribed by the last foregoing paragraph may be surmounted by a cross of the size, colour and type shown in diagram 35 in the Schedule to the Road Traffic (Traffic Signs) Regulations (Northern Ireland) 1966(**a**).

4.—(1) A lens or lenses of the size and colour shown in diagram 1 in the Schedule to these Regulations which, when illuminated, shows a green arrow—

(*a*) may be substituted for the lens showing the green light in the light signals referred to in paragraph (2) of Regulation 3 in any of the methods shown in diagrams 3, 5, 6 and 7 in the said Schedule; or

(*b*) may be affixed to the light signals referred to in paragraph (2) of the said Regulation 3 or to those signals as altered in accordance with the

(a) S.R. & O. (N.I.) 1966, No. 23.

preceding sub-paragraph of this Regulation in any of the methods shown in diagram 2 and diagrams 4 to 9 in the said Schedule.

(2) The direction in which the arrow shown in diagram 3 in the said Schedule points may be varied so as to be—

(*a*) a direction which lies straight upright; or

(*b*) a direction which lies at any angle between 90 degrees either to the left or to the right of the said upright direction.

(3) The direction in which any arrow shown in any of the diagrams 2 and 4 to 9 in the said Schedule points may be varied so as to be—

(*a*) a direction which lies straight upright; or

(*b*) a direction which lies between the direction shown in the diagram showing that arrow and the said upright direction.

Portable light signals for vehicular traffic

5.—(1) Portable light signals may be used for the control of vehicular traffic—

(*a*) where, owing to roadworks being in progress or for some other reason, the width of the carriageway is temporarily restricted so that it will carry only one line of traffic; or

(*b*) during the progress of temporary schemes of traffic control, if the signals are in the control of the police.

(2) Subject to the provisions of paragraph (4) of this Regulation, such light signals shall comply either—

(*a*) with the provisions of sub-paragraphs (*a*), (*b*), (*c*), (*e*), (*f*) and (*g*) of paragraph (2) of Regulation 3 and sub-paragraph (*d*) of paragraph (3) of this Regulation; or

(*b*) with all the provisions of the said paragraph (3).

(3)—(*a*) Two lights shall be used, one red and the other green;

(*b*) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being uppermost;

(*c*) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall be not less than 8 inches nor more than 8¼ inches;

(*d*) the height of the centre of the green lens from the surface of the carriageway in the immediate vicinity shall be not less than 5 feet nor more than 11 feet 6 inches;

(*e*) the centres of the lenses shall be not more than 28 inches apart;

(*f*) the word "STOP" in black lettering shall be placed upon the lens of the lamp showing a red light and where the signals are in the control of the police appropriate words indicating that the signals are police signals may be used; and

(*g*) the red and green lights shall not be shown together and one shall follow the other without any appreciable interval of time.

(4) On and after the 31st December 1969 the alternative provision made by sub-paragraph (*b*) of paragraph (2) of this Regulation shall cease to have effect.

Significance of light signals

6.—(1) The significance of the light signals prescribed by paragraph (2) of Regulation 3 or by Regulation 5 shall be as follows:—

(*a*) The red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if that line is not for the time being visible or there is no stop line, beyond the signals.

(*b*) The amber-with-red signal (where an amber signal is provided) shall be taken to denote an impending change in the indication given by the signals from red to green but shall not alter the prohibition conveyed by the red signal.

(*c*) The green signal (where a green signal is provided) shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right.

(*d*) The amber signal (when provided) shall, when shown alone, convey the prohibition that vehicular traffic shall not proceed beyond the stop line or, if that line is not for the time being visible or there is no stop line, beyond the signals except in the case of any vehicle which, when the signal first appears, is so close to the said line or signals that it cannot safely be stopped before passing the line or signals.

(2) The significance of the light signals prescribed by paragraph (2) of Regulation 3, as varied in accordance with the provisions of Regulation 4, shall be as follows:—

(*a*) Subject as provided in sub-paragraph (*d*), the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if the stop line is not for the time being visible, beyond the signals.

(*b*) Subject as provided in sub-paragraph (*d*), the amber-with-red signal shall denote an impending change in the indication given by the signals from red to green (where a green signal is provided) or from red to a green arrow or arrows but shall not alter the prohibition conveyed by the red signal.

(*c*) Subject as provided in paragraph (3), the green signal (where a green signal is provided) shall indicate that vehicular traffic may pass the signals and proceed straight on or to the left or to the right.

(*d*) Any green arrow during such time as it is illuminated shall indicate that vehicular traffic may pass the signals and proceed in the direction indicated by the arrow notwithstanding any other indication given by the signals.

(*e*) Subject as provided in sub-paragraph (*d*), the amber signal shall, when shown alone, convey the prohibition that vehicular traffic shall not proceed beyond the stop line or, if the stop line is not for the time being visible, beyond the signals except in the case of any vehicle which, when the signal first appears, is so close to the said line or signals that it cannot safely be stopped before passing the line or signals.

(3) Vehicular traffic passing any light signals in accordance with the foregoing provisions of this Regulation shall proceed with due regard to the safety of other users of the road and subject to the direction of any police constable in uniform or other duly-authorised person who may be engaged in the regulation of traffic and to the instructions indicated by any traffic sign erected at or near the signals.

(4) The significance of the light signals prescribed by paragraph (3) of Regulation 3 shall be that the intermittent red lights convey the prohibition that vehicular traffic shall not proceed beyond the stop line on the carriageway provided in conjunction with the signals or, if the stop line is not for the time being visible, beyond the signals except in the case of any vehicle which, when the lights first begin to flash, is so close to the line or signals that it cannot safely be stopped before passing the line or signals.

(5) For the purposes of this Regulation the expression "STOP LINE" means a transverse solid white line laid down on the carriageway at the approaches to the signals and being not less than 8 inches nor more than 12 inches in width.

7. A person who fails to comply with any of the provisions of these Regulations or with the prohibitions indicated by light signals provided in accordance therewith shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding fifty pounds.

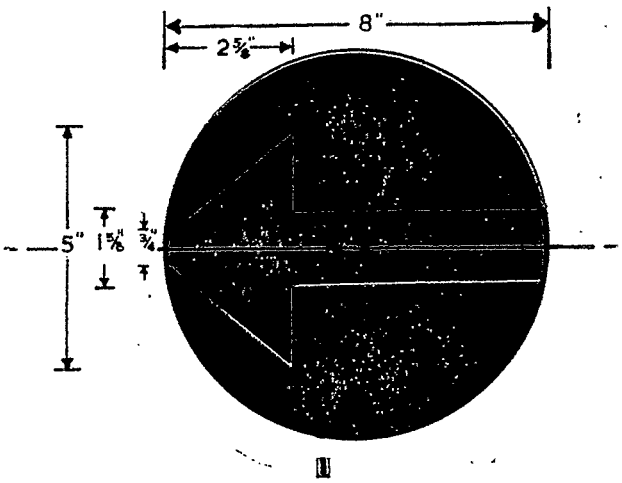
Sealed with the Official Seal of the Ministry of Home Affairs this 2nd day of May 1967, in the presence of

(L.S.)

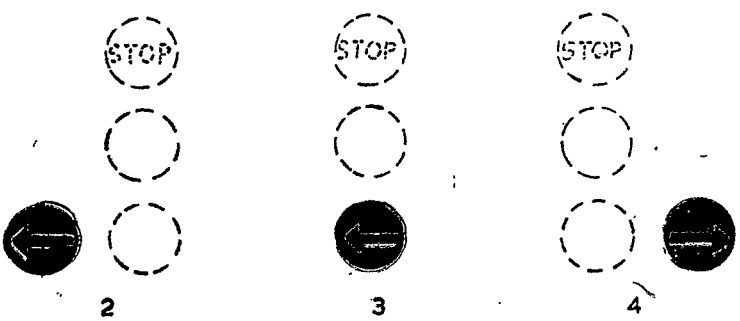
J. W. E. Cathcart,
Assistant Secretary.

SCHEDULE (See Regulation 4)

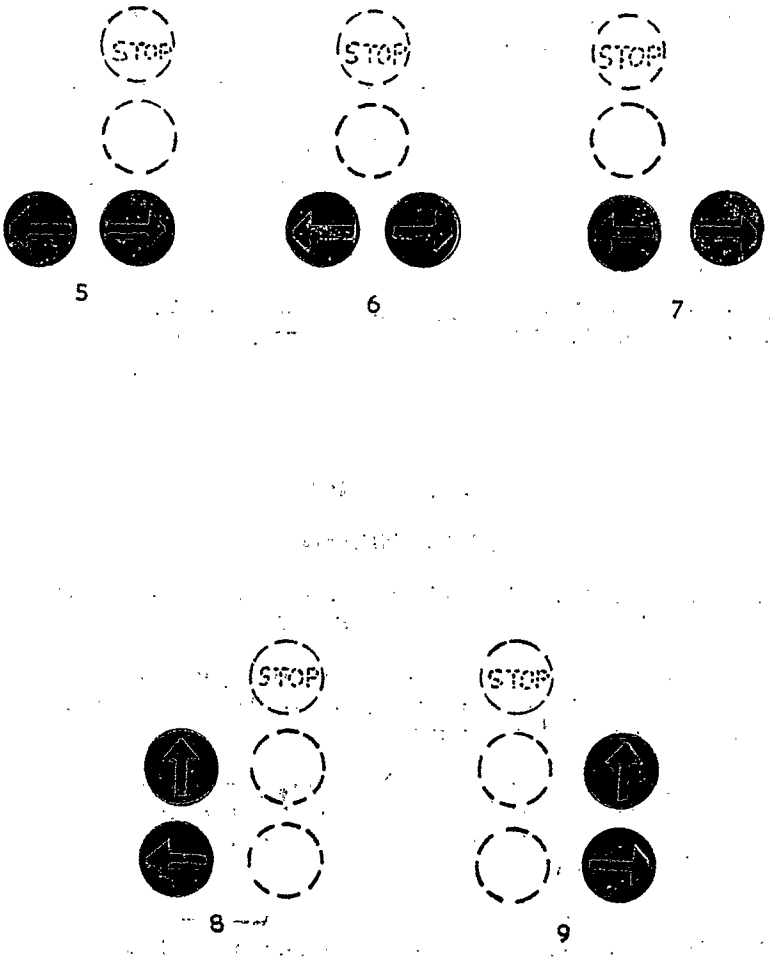
Size and Colour of Arrow in Light Signals for Vehicular Traffic and Methods of Incorporation of the Arrow in those Signals



Details of Lens showing Green Arrow



Methods of fitting Green Arrows to Traffic-Light Signals



Methods of fitting Green Arrows to Traffic-Light Signals

EXPLANATORY NOTE

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

These Regulations supersede the Regulations of 1930 and make provision for the control of vehicular traffic at modern light signals. The new provisions are as follows:—

1. Regulation 3(3) prescribes the light signals to be provided at automatic half-barrier level crossings.
2. Regulation 4 prescribes the manner in which a lens showing a green arrow may be used in light signals.
3. Regulation 5 deals with the use of portable light signals. The two-light system of signals, namely red and green, is legalised only until the 31st December 1969.
4. Regulation 6 prescribes the legal significance of the various traffic-light signals.

An obsolete provision in the 1930 Regulations for the control of pedestrians by vehicular light signals has not been re-enacted.

1967. No. 102 **[C]**

SUPERANNUATION

The Superannuation (Children's Pensions) (Earnings Limit) Order (Northern Ireland) 1967

ORDER, DATED 3RD MAY 1967, MADE BY THE MINISTRY OF FINANCE UNDER PARAGRAPH 18 OF SCHEDULE 1 TO THE SUPERANNUATION (AMENDMENT) ACT (NORTHERN IRELAND) 1966.

The Ministry of Finance, in exercise of the powers conferred on it by paragraph 18 of Schedule 1 to the Superannuation (Amendment) Act (Northern Ireland) 1966(a), and of all other powers enabling it in that behalf, hereby makes the following Order:—

Citation and commencement

1. This Order may be cited as the Superannuation (Children's Pensions) (Earnings Limit) Order (Northern Ireland) 1967 and shall come into operation on 15th May 1967.

Increase in earnings limit for person over 16 years of age who is undergoing training

2.—(1) The sum of £13 mentioned in section 42(1)(*c*)(ii) of the Superannuation Act (Northern Ireland) 1949(b) (which excludes from the definition of "period of childhood and full-time education" a person over 16 years of age who is undergoing training if the emoluments payable by his employer are

(a) 1966, c. 27 (N.I.). (b) 1949, c. 13.