

1984 No. 135

ROAD TRAFFIC AND VEHICLES

**The Motor Vehicles (Variation of Speed Limits) Regulations
(Northern Ireland) 1984**

Made 25th April 1984

Coming into operation 1st June 1984

The Department of the Environment in exercise of the powers conferred on it by Articles 28(1) and 218(1) of the Road Traffic (Northern Ireland) Order 1981(a) and of all other powers enabling it in that behalf makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Motor Vehicles (Variation of Speed Limits) Regulations (Northern Ireland) 1984 and shall come into operation on 1st June 1984.

Revocation

2. The Regulations specified in Schedule 1 are revoked.

Speed limits

3. The speed at which a motor vehicle is driven on the classes of road specified in Schedule 2 shall not exceed the maximum speed specified therein for a motor vehicle of the class or description mentioned therein.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 25th April 1984.

(L.S.)

J. M. Irvine

Assistant Secretary

SCHEDULE 1

(See regulation 2)

Regulations revoked

<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Maximum Speed) Regulations (Northern Ireland) 1973	S.R. & O. (N.I.) 1973 No. 222
The Motor Vehicles (Speed Limit on Special Roads) Regulations (Northern Ireland) 1973	S.R. & O. (N.I.) 1973 No. 223
The Motor Vehicles (Maximum Speed) (Amendment) Regulations (Northern Ireland) 1978	S.R. 1978 No. 268
The Motor Vehicles (Maximum Speed) (Amendment) Regulations (Northern Ireland) 1981	S.R. 1981 No. 135

SCHEDULE 2

(See regulation 3)

PART I

Vehicles fitted with pneumatic tyres on all wheels (see application provisions below the following Table)

1	2	3		
Item No.	Class of Vehicle	Maximum speed (in miles per hour) while vehicle is being driven on:—		
		(a) Special Road	(b) Dual carriageway road not being a Special Road	(c) Other road
1.	A passenger vehicle, motor caravan or dual-purpose vehicle not drawing a trailer being a vehicle with an unladen weight exceeding 3.05 tonnes or adapted to carry more than 8 passengers— (a) if not exceeding 12 metres overall length; (b) if exceeding 12 metres in overall length.	70 60	60 60	50 50
2.	A passenger vehicle, car-derived van, motor caravan or dual-purpose vehicle drawing one trailer.	50	50	50
3.	A passenger vehicle, car-derived van, motor caravan or dual-purpose vehicle drawing more than one trailer.	40	20	20
4.	(1) A goods vehicle having a maximum laden weight not exceeding 7.5 tonnes and which is not— (a) an articulated vehicle; or (b) drawing a trailer; or (c) a car-derived van. (2) A goods vehicle which is— (a) (i) an articulated vehicle having a maximum laden weight not exceeding 7.5 tonnes, or (ii) a motor vehicle, other than	70	60	50

1	2	3		
Item No.	Class of Vehicle	Maximum speed (in miles per hour) while vehicle is being driven on:—		
		(a) Special Road	(b) Dual carriageway road not being a Special Road	(c) Other road
	<p>a car-derived van, which is drawing one trailer where the aggregate maximum laden weight of the motor vehicle and the trailer does not exceed 7.5 tonnes;</p> <p>(b) (i) an articulated vehicle having a maximum laden weight exceeding 7.5 tonnes, (ii) a motor vehicle having a maximum laden weight exceeding 7.5 tonnes and not drawing a trailer, or (iii) a motor vehicle drawing one trailer where the aggregate maximum laden weight of the motor vehicle and the trailer exceeds 7.5 tonnes;</p> <p>(c) a motor vehicle other than a car-derived van, drawing more than one trailer.</p>	60	50	50
		60	50	40
		40	20	20
5.	<p>A motor tractor (other than an industrial tractor), a light locomotive or a heavy locomotive—</p> <p>(a) if the provisions about springs and wings as specified in paragraph 3 of Part IV are complied with and the vehicle is not drawing a trailer, or if those provisions are complied with and the vehicle is drawing one trailer which also complies with those provisions;</p> <p>(b) in any other case.</p>	40	30	30
		20	20	20
6.	A works truck.	18	18	18
7.	An industrial tractor.	Not applicable	18	18

Application

Part I applies only to motor vehicles, not being track-laying vehicles, every wheel of which is fitted with a pneumatic tyre and to such vehicles drawing one or more trailers, not being track-laying vehicles, every wheel of which is fitted with a pneumatic tyre.

PART II

Vehicles, other than track-laying vehicles, not fitted with pneumatic tyres on all wheels
(see application provisions below the following Table)

1	2	3
Item No.	Class of Vehicle	Maximum Speed (in miles per hour) while being driven on any road
1.	A motor vehicle, or in the case of a motor vehicle drawing one or more trailers, the combination, where— (a) every wheel is fitted with a resilient tyre: or (b) at least one wheel is fitted with a resilient tyre and every wheel which is not fitted with a resilient tyre is fitted with a pneumatic tyre.	20
2.	A motor vehicle, or in the case of a motor vehicle drawing one or more trailers, the combination, where any wheel is not fitted with either a pneumatic tyre or a resilient tyre.	5

Application

Part II does not apply to—

- (a) a motor vehicle which is a track-laying vehicle; or
- (b) a motor vehicle which is not a track-laying vehicle but which is drawing one or more trailers any one of which is a track-laying vehicle.

PART III

Track-laying vehicles (see application provisions below the following Table)

1	2	3
Item No.	Class of Vehicle	Maximum Speed (in miles per hour) while being driven on any road
1.	A motor vehicle being a track-laying vehicle which is fitted with— (a) springs between its frame and its weight-carrying rollers; and (b) resilient material between the rims of its weight-carrying rollers and the surface of the road, and which is not drawing a trailer.	20
2.	A vehicle specified in item 1 drawing one or more trailers each one of which is either— (a) a track-laying vehicle fitted with springs and resilient material as mentioned in that item; or	

1	2	3
Item No.	Class of Vehicle	Maximum Speed (in miles per hour) while being driven on any road
	(b) not a track-laying vehicle and each wheel of which is fitted with either a pneumatic tyre or a resilient tyre.	20
3.	A vehicle specified in item 1 drawing one or more trailers any one of which is either— (a) a track-laying vehicle not fitted with springs and resilient material as mentioned in that item; or (b) not a track-laying vehicle and at least one wheel of which is not fitted with either a pneumatic tyre or a resilient tyre.	5
4.	A motor vehicle being a track-laying vehicle which is not fitted with springs and resilient material as mentioned in item 1, whether drawing a trailer or not.	5
5.	A motor vehicle not being a track-laying vehicle, which is drawing one or more trailers any one or more of which is a track-laying vehicle— (a) if every wheel of the motor vehicle and of any non-track-laying trailer is fitted with a pneumatic tyre or with a resilient tyre, and every trailer which is a track-laying vehicle is fitted with springs and resilient material as mentioned in item 1; (b) in any other case.	20 5.

Application

Part III applies to—

- (a) a motor vehicle which is a track-laying vehicle; and
- (b) a motor vehicle of any description which is drawing one or more trailers any one or more of which is a track-laying vehicle.

PART IV

Application and Interpretation of Schedule 2

1. This Schedule does not apply to a vehicle which is being used for the purpose of experiments or trials under Article 7 of the Roads (Northern Ireland) Order 1980(a) (hereinafter referred to as "the 1980 Order"), or the use of which on roads is authorised by an order made under Article 29(3) of the Principal Order.

2. In this Schedule—

"articulated vehicle", "dual-purpose vehicle", "industrial tractor", "passenger vehicle", "pneumatic tyre", "track-laying", "wheel" and "works truck" have the same meanings as are respectively given to those expressions in regulation 3(1) of the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976(b);

"car-derived van" means a goods vehicle which is constructed or adapted as a derivative of a passenger vehicle and which has a maximum laden weight not exceeding 2.0 tonnes;

"dual-carriageway road" means a road part of which consists of a central reservation to separate a carriageway to be used by vehicles proceeding in one direction from a carriageway to be used by vehicles proceeding in the opposite direction;

"maximum laden weight" in relation to a vehicle or a combination of vehicles means—

(a) in the case of a vehicle, or combination of vehicles, in respect of which a gross weight not to be exceeded in Northern Ireland or Great Britain is specified in construction and use requirements, those weights;

(b) in the case of any vehicle, or combination of vehicles, in respect of which no such weight is specified in construction and use requirements, the weight which the vehicle, or combination of vehicles, is designed or adapted not to exceed when in normal use and travelling on a road laden;

(c) in paragraphs (a) and (b) the expression "construction and use requirements" means either the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976 or the Motor Vehicles (Construction and Use) Regulations 1978(c), whichever is appropriate;

"motor caravan" means a motor vehicle which is constructed or adapted for the carriage of passengers and their effects and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide mobile living accommodation for its users;

"the Principal Order" means the Road Traffic (Northern Ireland) Order 1981;

"resilient tyre" means a tyre, not being a pneumatic tyre, which is soft or elastic; and

"special road" means a road designated as a special road under Article 14 of the 1980 Order, being a road which (save as otherwise provided by or under Regulations made under Article 19 of the 1980 Order) may be used only by traffic of Classes I or II as set out in Schedule 1 of the 1980 Order and as for the time being varied by virtue of any order made by the Department of the Environment under Article 18(3) of the 1980 Order.

3. The specification as regards springs and wings mentioned in paragraph 5 in Part I is 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.

4. A vehicle falling in two or more classes specified in Part I, II or III shall be treated as falling within the class for which the lower or lowest speed limit is specified.

(a) S.I. 1980/1085 (N.I. 11)

(b) S.R. 1976 No. 320 as amended by S.Rs. 1978 No. 208, 1983 Nos. 62 and 137 and further amending instruments not relevant for the purpose

(c) S.I. 1978/1017 as amended by S.I. 1981/261

EXPLANATORY NOTE

(This note is not part of the Regulations.)

These Regulations revoke and replace with amendments the Motor Vehicles (Maximum Speed) Regulations (Northern Ireland) 1973 and the Motor Vehicles (Speed Limit on Special Roads) Regulations (Northern Ireland) 1973.

The main changes made by these Regulations may be summarised as follows:—

1. For passenger vehicles not exceeding 12 metres in length adapted to carry more than 8 passengers a new speed limit of 60 mph on dual carriageway roads other than special roads is introduced, and a new speed limit of 60 mph is introduced for passenger vehicles exceeding 12 metres in length adapted to carry more than 8 passengers when travelling on special roads (Part I, paragraph 1 of Schedule 2).
2. The distinction between a passenger vehicle being used under a public service vehicle operator's licence and a passenger vehicle being used without such a licence is abolished.
3. The rules about passenger vehicles, car-derived vans, motor caravans and dual-purpose vehicles drawing one trailer are amended so that the distinction between close-coupled and non close-coupled trailers is abolished, as are the current rules relating to the display of a "50" plate. These Regulations provide for a uniform speed limit for such vehicles of 50 mph on all roads (Part I, paragraph 2 of Schedule 2).
4. The distinction between a vehicle with an unladen weight either above or below 1525 kilograms is abolished.
5. The provisions relating to a goods vehicle with an unladen weight either above or below 3050 kilograms are replaced by provisions relating to a goods vehicle with a maximum laden weight either above or below 7.5 tonnes. For a goods vehicle with a maximum laden weight above 7.5 tonnes (except when drawing more than one trailer) there is introduced a new speed limit of 50 mph on dual carriageway roads other than special roads (Part I, paragraph 4(1) and (2) of Schedule 2); and
a car-derived van (as defined in Part IV of Schedule 2) is treated as a passenger car of the type from which it is derived.
6. Provisions relating to brakes of a motor tractor, heavy locomotive and light locomotive are abolished.
7. Speed limits now apply to motor tractors, heavy locomotives and light locomotives on special roads (Part I, paragraph 5 of Schedule 2).

These Regulations also specify the speed limits which shall be observed by various categories of vehicles on both special roads and other roads.