

## 1984 No. 325

## ROAD TRAFFIC

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

<i>Made</i>	- - - -	1st February 1984
<i>Laid before Parliament</i>		8th February 1984
<i>Coming into operation</i>		23rd March 1984

The Secretary of State for Transport, in exercise of the powers conferred by section 78(2), (3) and (4) of the Road Traffic Regulation Act 1967<sup>(a)</sup> and now vested in him <sup>(b)</sup> and of all other enabling powers, and after consultation with representative organisations in accordance with section 107(2) of that Act, hereby makes the following Regulations:—

1.— (1) These Regulations shall come into operation on the fifteenth day following the day on which they are approved by Parliament.

(2) These Regulations may be cited as the Motor Vehicles (Variation of Speed Limits) Regulations 1984.

2. The Regulations specified in Schedule 1 to these Regulations are hereby revoked.

3. The provisions of Schedule 5 of the Road Traffic Regulation Act 1967 (which specifies the limits of speed for vehicles of certain classes) are varied as follows:—

(a) for paragraphs 1 to 4 there is substituted Parts I and II as specified in Schedule 2 to these Regulations;

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(a) 1967 c. 76.

(b) S.I. 1970/1681, 1979/571 and 1981/238.

- (b) for paragraphs 5 to 12 there is substituted Part III as specified in Schedule 2 to these Regulations; and
- (c) for paragraphs 13 to 26 there is substituted Part IV as specified in Schedule 2 to these Regulations.

1st February 1984.

*Nicholas Ridley,*  
Secretary of State for Transport.

### SCHEDULE 1

#### REGULATIONS REVOKED BY REGULATION 2

Title	Year and Number
The Motor Vehicles (Variation of Speed Limits) Regulations 1973.	S.I. 1973/747
The Motor Vehicles (Speed Limits on Motorways) Regulations 1973.	S.I. 1973/748
The Motor Vehicles (Variation of Speed Limits) (No. 2) Regulations 1980.	S.I. 1981/202
The Motor Vehicles (Variation of Speed Limits and Speed Limits on Motorways) (Metrication) Regulations 1981.	S.I. 1981/1372

## SCHEDULE 2 (see Regulation 3)

## PART I

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

1 Item No.	2 Class of vehicle	3 Maximum speed (in miles per hour) while vehicle is being driven on:—		
		(a) Motorway	(b) Dual carriageway road not being a motorway	(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: (i) if not exceeding 12 metres in overall length; . . . . . (ii) if exceeding 12 metres in overall length. . . . .	70 60	60 60	50 50
2.	An invalid carriage.	not applicable	20	20
3.	A passenger vehicle, motor caravan, car-derived van or dual-purpose vehicle drawing one trailer.	50	50	50
4.	A passenger vehicle, motor caravan, car-derived van or dual-purpose vehicle drawing more than one trailer.	40	20	20
5.	(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 . . . . .	70	60	50

<p>(2) A goods vehicle which is—                  (a) an articulated vehicle having a maximum laden weight not exceeding 7.5 tonnes, or (ii) a motor vehicle, other than 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;                  (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;                  (c) a motor vehicle, other than a car-derived van, drawing more than one trailer.</p>	<p>60</p> <p>50</p> <p>60</p> <p>40</p>	<p>50</p> <p>40</p> <p>20</p>
<p>6. A motor tractor (other than an industrial tractor), a light locomotive or a heavy locomotive—                  (a) if the provisions about springs and wings as specified in paragraph 3 of Part IV of this Schedule 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;                  (b) in any other case</p>	<p>40</p> <p>20</p>	<p>30</p> <p>20</p>
<p>7. A works truck</p>	<p>18</p>	<p>18</p>
<p>8. An industrial tractor</p>	<p>not applicable</p>	<p>18</p>

*Application*

This Part 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 Vehicles	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*

This Part 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 Vehicles	Maximum Speed (in miles per hour) while being driven on a 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 above 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 (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 above 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 above, 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*

This Part 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)

1. This Schedule does not apply to a vehicle which is being used for the purpose of experiments or trials under section 6 of the Road Improvements Act 1925(a) or section 283 of the Highways Act 1980(b).

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 1978(c);

“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 tonnes;

“construction and use requirements” has the same meaning as in section 40(7) of the Road Traffic Act 1972(d);

“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;

“goods vehicle” has the same meaning as in section 196(1) of the Road Traffic Act 1972;

“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 Great Britain is specified in construction and use requirements, that weight;
- (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.

“motor caravan” has the same meaning as in Regulation 2(1) of the Motor Vehicles (Type Approval) (Great Britain) Regulations 1979(e);

“motorway” has the same meaning as in Regulation 3(1) of the Motorways Traffic (England and Wales) Regulations 1982(f), as regards England and Wales, and Regulation 2(1) of The Motorways Traffic (Scotland) Regulations 1964(g), as regards Scotland; and

“resilient tyre” means a tyre, not being a pneumatic tyre, which is soft or elastic.

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(a) 1925 c. 68.

(b) 1980 c. 66.

(c) S.I. 1978/1017; the relevant amending instrument is S.I. 1981/261.

(d) 1972 c. 20.

(e) S.I. 1979/1092, to which there are amendments not relevant to this Instrument.

(f) S.I. 1982/1163, to which there are amendments not relevant to this Instrument.

(g) S.I. 1964/1002, to which there are amendments not relevant to this Instrument.

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3. The specification as regards springs and wings mentioned in item 6 of Part I of this Schedule 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 of this Schedule shall be treated as falling within the class for which the lower or lowest speed limit is specified.

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#### EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

1. These Regulations revoke the Regulations specified in Schedule 1 (Regulation 2) and vary the provisions of Schedule 5 to the Road Traffic Regulation Act 1967 as mentioned in Regulation 3 and Schedule 2.

2. The changes resulting from the variations effected by these Regulations are so radical and achieve so much simplification that no summary which is both short and accurate can be made of these changes.

3. Apart from changes to the speed limits applying to individual classes of vehicle, the main effect of these Regulations is to introduce a new category of speed limit applying to vehicles travelling on dual carriageway roads other than motorways. Speed limits imposed under section 78 of the 1967 Act have previously distinguished between motorways and other roads only.

4. 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 motorways 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 motorways and other dual-carriageway roads.
- (2) The distinction between a passenger vehicle being used under a PSV operator's licence and a passenger vehicle being used otherwise is abolished.
- (3) The rules about passenger vehicles, motor caravans and dual-purpose vehicles drawing one trailer are simplified and 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. The Regulations provide for a uniform speed limit for these vehicles of 50 mph on all roads.
- (4) The distinction between a vehicle with an unladen weight above 1525 kilograms and below is abolished.



- (5) The principal changes in relation to goods vehicles are that—
- (a) the provisions relating to a goods vehicle with an unladen weight above 3050 kilograms and below are replaced by provisions relating to a goods vehicle with a maximum laden weight above 7.5 tonnes and below. 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 motorways; and
  - (b) a car-derived van (as defined in Part IV) is treated as if it were 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 discontinued.
- (7) Speed limits are applied to motor tractors, heavy locomotives and light locomotives on motorways.

5. These Regulations also contain many other detailed changes to speed limits, for specific vehicles, as well as changes to and simplification of definitions and weight thresholds applying to particular classes of vehicle.

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