

1973 No. 747

ROAD TRAFFIC**The Motor Vehicles (Variation of Speed Limits) Regulations 1973**

<i>Made - - - -</i>	<i>28th March 1973</i>
<i>Laid before Parliament</i>	<i>29th March 1973</i>
<i>Coming into Operation</i>	<i>1st May 1973</i>

The Secretary of State for the Environment, in exercise of powers conferred by section 78(2) of the Road Traffic Regulation Act 1967^(a), and now vested in him ^(b), 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 may be cited as the Motor Vehicles (Variation of Speed Limits) Regulations 1973 and shall come into operation on the fifteenth day following the day they are approved by Parliament.

(2) In these Regulations “the Act” means the Road Traffic Regulation Act 1967.

(3) The Interpretation Act 1889^(c) 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an Act of Parliament and the Regulations revoked by Regulation 3 of these Regulations were an Act of Parliament thereby repealed.

2. The provisions of Schedule 5 to the Act (which specifies the limits of speed for vehicles of certain classes) shall be varied in the manner set out in the Schedule to these Regulations and shall have effect as so varied.

3. The Motor Vehicles (Variation of Speed Limits) Regulations 1971^(d) are hereby revoked.

Signed by authority of the Secretary of State.

28th March 1973.

John Peyton,

Minister for Transport Industries,
Department of the Environment.

^(a) 1967 c. 76.
^(c) 1889 c. 63.

^(b) S.I. 1970/1681 (1970 III, p. 5551).
^(d) S.I. 1971/602 (1971 I, p. 1594).

THE SCHEDULE

Amendments to Schedule 5 to the Act

	<i>Maximum speed, miles per hour</i>
1. For paragraphs 1 and 2 of Schedule 5 to the Act there shall be substituted the following paragraphs:—	
“1. Passenger vehicles, that is to say, vehicles constructed solely for the carriage of passengers and their effects, and dual purpose vehicles:—	
(1) a passenger vehicle having an unladen weight exceeding 3 tons, or adapted to carry more than 7 passengers exclusive of the driver, in respect of which a public service vehicle licence granted under section 127 of the Road Traffic Act 1960(a) is in force 	50
(2) a passenger vehicle having an unladen weight not exceeding 30 hundredweight, adapted to carry more than 7 passengers exclusive of the driver and in respect of which a public service vehicle licence granted under section 127 of the Road Traffic Act 1960 is not in force	50
(3) a vehicle having an unladen weight exceeding 3 tons, or adapted to carry more than 7 passengers exclusive of the driver, not being a vehicle which falls within sub-paragraph (1) or (2) above 	40
(4) a vehicle drawing one trailer when the drawing vehicle is either a motor car adapted to carry not more than 7 passengers exclusive of the driver or a passenger vehicle which has an unladen weight not exceeding 30 hundredweight and is adapted to carry more than 7 passengers exclusive of the driver—	
(a) in a case where the relevant conditions specified in paragraph 25 below are satisfied, or the drawing vehicle is a foreign vehicle 	50
(b) in any other case 	40
(5) a vehicle drawing one trailer in circumstances not falling within sub-paragraph (4) above—	
(a) in the case of a passenger vehicle having an unladen weight exceeding 3 tons, or adapted to carry more than 7 passengers exclusive of the driver, in respect of which a public service vehicle licence granted under section 127 of the Road Traffic Act 1960 is in force 	40
(b) in the case of a vehicle not falling within sub-paragraph (a) above 	30
(6) a vehicle drawing more than one trailer 	20
(7) a vehicle not fitted with pneumatic tyres and a vehicle drawing a trailer not so fitted 	20
(8) an invalid carriage 	20

(a) 1960 c. 16.

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, except for vehicles falling within subparagraph (2) or (3)(a) below	...	...	...	...	40
(2) vehicles having an unladen weight not exceeding 30 hundredweight, when not drawing a trailer	...	...	...	...	50
(3) vehicles drawing a trailer, not being articulated vehicles—					
(a) in the case of a trailer drawn by a motor car having an unladen weight not exceeding 30 hundredweight when the relevant conditions specified in paragraph 25 below are satisfied or the drawing vehicle is a foreign vehicle	...	...	...	...	50
(b) in the case of a trailer drawn by a heavy motor car or by a motor cycle	...	...	...	...	30
(c) in the case of a trailer drawn by a motor car having an unladen weight exceeding 30 hundredweight 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
(4) vehicles drawing more than one trailer	...	...	...	...	20
(5) 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
(6) vehicles not fitted with resilient tyres and vehicles drawing trailers not so fitted	...	...	...	...	5

2. Paragraph 16 of Schedule 5 to the Act and the words “or a glider trailer” in paragraph 15 of that Schedule shall be deleted.

3. After paragraph 24 of Schedule 5 to the Act there shall be added the following paragraphs:—

“25. The relevant conditions referred to in paragraphs 1(4) and 2(3) above in relation to a vehicle drawing a trailer and the trailer so drawn are as follows:—

- (a) appropriate weights shall be displayed as follows:—
 - (i) in the case of the drawing vehicle, its kerbside weight shall be legibly marked in a conspicuous and readily accessible position—
 - (A) inside the vehicle, or
 - (B) outside the vehicle and on its left or near side, and
 - (ii) in the case of the trailer being a living van, or being neither a living van nor a load-carrying trailer, its maximum gross weight shall be legibly marked in a conspicuous and readily accessible position on the left or near side of, and on the outside of, the trailer;
- (b) the appropriate weights referred to in (a) above may be stated in imperial units or in metric units but the same units shall be employed for both the drawing vehicle and the trailer, and if metric units are employed the weights shall be stated in kilograms.
- (c) there shall be exhibited in a conspicuous position at the rear of the trailer a plate which complies in all respects with the following requirements—
 - (i) the plate shall be circular or elliptical, shall be fixed in a vertical position facing squarely to the rear of the trailer, shall, if elliptical, be placed so

that the major axis is in the horizontal position, and shall be kept clean and unobscured so as to be plainly visible from behind the trailer,

- (ii) the surface facing to the rear shall be black and shall display thereon the number "50" in white or silver or light grey figures,
- (iii) the plate, if circular, shall be not less than 4 inches in diameter, and, if elliptical, shall be not less than 3 inches in height and $4\frac{1}{4}$ inches in width,
- (iv) each figure of the said number shall be not less than $1\frac{1}{4}$ inches in height and $1\frac{1}{4}$ inches in total width, the width of every part of each figure shall be not less than $\frac{1}{8}$ inch, and the space between the nearest parts of the two figures shall be not less than $\frac{1}{4}$ inch, and
- (v) no part of any such figure shall project from the surface of the said plate by more than $\frac{1}{8}$ inch;
- (d) the following weight ratios shall be observed—
 - (i) where the trailer drawn is a living van, its maximum gross weight shall not exceed the kerbside weight of the drawing vehicle,
 - (ii) where the trailer drawn is a braked load-carrying trailer, its laden weight shall not exceed the kerbside weight of the drawing vehicle,
 - (iii) where the trailer drawn is an unbraked load-carrying trailer, its laden weight shall not exceed 60 per cent of the kerbside weight of the drawing vehicle,
 - (iv) where the trailer drawn is a braked trailer, being neither a living van nor a load-carrying trailer, its maximum gross weight shall not exceed the kerbside weight of the drawing vehicle, and
 - (v) where the trailer drawn is an unbraked trailer, being neither a living van nor a load-carrying trailer, its maximum gross weight shall not exceed 60 per cent of the kerbside weight of the drawing vehicle.

26. In this Schedule—

"braked trailer" means a trailer which is equipped with a braking system in accordance with Regulation 70 of the Motor Vehicles (Construction and Use) Regulations 1973(a), whether or not that Regulation applies to it;

"unbraked trailer" means a trailer which is not so equipped;

"foreign vehicle" means—

- (a) a motor vehicle brought into Great Britain and displaying a registration mark mentioned in Regulation 5 of the Motor Vehicles (International Circulation) Regulations 1971(b), a period of twelve months not having elapsed since the vehicle in question was last brought into Great Britain; or
- (b) a vehicle in the service of a visiting force or of a headquarters.

"kerbside weight" means, in relation to a motor vehicle, the weight of the vehicle (inclusive of any towing bracket with which it is normally equipped) when it carries—

- (i) no person thereon, and
- (ii) a full supply of fuel in its tank, an adequate supply of other liquids incidental to its propulsion and no load other than the loose tools and equipment with which the vehicle is normally equipped;

"maximum gross weight" means, in relation to a trailer, the weight which it is designed or adapted not to exceed when in normal use and travelling on a road laden;

"vehicle in the service of a visiting force or of a headquarters" has the same meaning as in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(c)."

(a) S.I. 1973/24 (1973 I, p. 93).

(b) S.I. 1971/937 (1971 II, p. 2688).

(c) S.I. 1965/1536 (1965 II, p. 4462).

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

Schedule 5 to the Road Traffic Regulation Act 1967, as varied by the Motor Vehicles (Variation of Speed Limits) Regulations 1971, prescribes speed limits, subject to conditions, for specified classes of vehicles.

These Regulations further vary the provisions of the said Schedule 5 in relation to vehicles on all purpose roads. The following are the principal changes:—

(1) The speed limit for certain private cars, dual purpose vehicles and light vans, when drawing one trailer, is increased from 40 m.p.h. (or 30 m.p.h. in certain cases) to 50 m.p.h. if certain specified conditions are complied with or if the drawing vehicle is a foreign vehicle, but is fixed at 40 m.p.h. if those conditions are not complied with and the drawing vehicle is not a foreign vehicle (paragraphs 1(4) and 2(3) of the Schedule). The conditions (new paragraph 25 of that Schedule) require—

- (a) the display on the drawing vehicle itself and on certain kinds of trailer of their respective weights,
- (b) the display at the rear of the trailer of a plate bearing the number “50”, and
- (c) the observance of a certain ratio between the weight of the drawing vehicle and the weight of the trailer.

(2) The speed limit for light passenger vehicles which are adapted to carry more than 7 passengers but are not licensed as public service vehicles is increased from 40 to 50 m.p.h. (paragraph 1(2) of the Schedule).

(3) The speed limit for motor cycles when drawing one trailer (at present 40 m.p.h. if the cycle is a goods vehicle and 30 m.p.h. if the cycle is a passenger vehicle) is fixed uniformly at 30 m.p.h. (paragraphs 1(5)(b) and 2(3)(b) of the Schedule).

SI 1973/747
ISBN 0-11-030747-X

