

1969. No. 63

[C]

**PUBLIC SERVICE VEHICLES (CONSTRUCTION)**

REGULATIONS, DATED 27TH MARCH 1969, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER PART II OF THE MOTOR VEHICLES (TRAFFIC AND REGULATION) ACT (NORTHERN IRELAND) 1926 AND SECTIONS 4 AND 72 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

The Ministry of Home Affairs (hereinafter referred to as "the Ministry"), in exercise of the powers vested in it by Part II of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland) 1926(a) and Sections 4 and 72 of the Road Traffic Act (Northern Ireland) 1955(b) 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 Public Service Vehicles (Construction) (Amendment) Regulations (Northern Ireland) 1969 and shall come into operation on 1st May 1969.

*Regulations Amended*

2. The Public Service Vehicles (Construction) Regulations (Northern Ireland) 1960(c) shall be amended as follows:—

(1) in Regulation 3(1) (Interpretation)—

(a) at the end of the definition of "registered" there shall be added the following words "or the Vehicles (Excise) Act 1962(d);";

(b) in the definition of "safety glass" for the words "capable of causing" there shall be substituted the words "likely to cause";

(2) Regulations 8 (Clearance), 9 (Lifeguards) and paragraphs (2), (3) and (5) of Regulation 14 (Steering) shall be deleted;

(3) in Regulation 21A (Electrical equipment)—

(a) in condition (b) there shall be inserted the following proviso:—  
"Provided that this condition shall not apply on and after 1st May 1969 to a vehicle to which condition (bb) applies";

(b) after condition (b) there shall be inserted the following condition:—  
"(bb) where the voltage exceeds 100 volts in one or more electrical circuits in a vehicle, a manually operated isolating switch, which can disconnect all such circuits from the main electrical supply, shall be connected in each pole of that supply which is not electrically connected to earth, and shall be located inside the vehicle in a position readily accessible to the driver or conductor. No such isolating switch shall, however, disconnect any electrical circuit supplying the lamps carried for the purposes of section 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934(e) (which provides for lights to be carried by vehicles at night):

Provided that this condition shall not apply in the case of any vehicle registered before 1st May 1969 unless one or more

(a) 16 & 17 Geo. 5. c. 31 (N.I.).  
(b) 1955. c. 27.  
(c) S.R. & O. (N.I.) 1960, No. 91.

(d) 10 & 11 Eliz. 2. c. 13.  
(e) 24 & 25 Geo. 5. c. 15 (N.I.).

electrical circuits in which the voltage exceeds 100 volts is installed in such vehicle on or after 1st May 1969.

In this condition any reference to an electrical circuit is a reference to an electrical circuit not being a high tension ignition circuit or a circuit within a unit of equipment.”

(4) in Regulation 26(1) (Number and position of entrances and exits)—

(a) after condition (bb) there shall be inserted the following condition:—

“(bbb) where in respect of a single decked vehicle registered on or after 1st May 1969 and the lower deck of a double decked vehicle so registered the seating capacity in either case exceeds 45 passengers conditions (b) and (bb) shall not apply, but—

(i) an additional exit shall be provided and, in the event of there being on the same side of the vehicle two exits provided in accordance with this Regulation, the distance between lines drawn at right angles to the longitudinal axis of the vehicle and passing through the centres of such exits at gangway level shall not be less than 10 feet; and

(ii) there shall be an exit (which may be an emergency exit) provided at each end of the vehicle so placed that the distance between the line drawn at right angles to the longitudinal axis of the vehicle and passing through the centre of such exit at gangway level and the line drawn at right angles to the longitudinal axis of the vehicle and passing through the foremost or rearmost part of the vehicle, as the case may be, shall not be more than 10 feet”; and

(b) for condition (e) there shall be substituted the following condition—

“(e) Every entrance of every vehicle shall be on the nearside:

Provided that a vehicle may have one or more entrances on the offside if—

(i) every such entrance is not also an exit required to be provided by this Regulation;

(ii) every such entrance is fitted with a door which is capable of being controlled only by the driver from his seat; and

(iii) the device available to the driver for opening and closing the entrance door is different from and readily distinguishable from any device available to the driver for opening or closing any door fitted on the nearside of the vehicle.”;

(5) for Regulation 27 there shall be substituted the following Regulation—

“*Width of entrances and exits*

27.—(1) Every entrance and exit shall be at least 1 foot 9 inches in width:

Provided that—

(a) where in accordance with the provisions of Regulation 26(2)(a) one exit only is provided, the width of such exit measured along the rear of the vehicle may be less than 1 foot 9 inches but not less than 1 foot 6 inches if the width of the exit to the side of the vehicle is not less than 1 foot 9 inches;

(b) the size of an emergency exit in the roof of a half-decked vehicle and the size of an emergency exit from the upper deck of a double-decked vehicle shall not be less than 5 feet by 1 foot 6 inches and the size of an additional emergency exit from a single-decked vehicle and the lower deck of a double-decked vehicle provided

in accordance with Regulation 26(1)(b) or (bb) shall be not less than 3 feet by 1 foot 9 inches;

- (c) where the same entrance is used for both the upper and the lower deck of a double-decked vehicle no part of the entrance measured along the nearside of the vehicle shall be less than 3 feet in width. For the purpose of this proviso any stanchion may be disregarded;
- (d) where one staircase serves the upper deck of a double-decked vehicle and the entrance or exit most readily and directly associated with that staircase is used for both the upper and the lower deck of the vehicle, no part of the entrance or exit measured along the side of the vehicle shall be less than 3 feet in width. For the purpose of this proviso any stanchion may be disregarded; and
- (e) where two staircases serve the upper deck of a double-decked vehicle and the entrance or exit most readily and directly associated with any such staircase is used for both the upper and the lower deck of the vehicle, no part of such entrance or exit measured along the side of the vehicle shall be less than 3 feet in width. For the purpose of this proviso any stanchion may be disregarded.

(2) Paragraph (c) of the proviso to paragraph (1) shall be deemed to be complied with in the case of a vehicle registered on or after 1st May 1969 and before 1st May 1970 in respect of which the requirements of paragraph (d) or (e) of that proviso (as the case may be) are satisfied, and shall not apply in the case of a vehicle registered on or after 1st May 1970.

(3) Paragraphs (d) and (e) of the proviso to paragraph (1) shall not apply in the case of a vehicle registered before 1st May 1970.”;

- (6) in Regulation 29(1) (Doors) after the words “the following conditions shall be complied with by every vehicle” there shall be inserted the words “registered before 1st May 1969.”;
- (7) after Regulation 29 there shall be inserted the following Regulation—

“**29A.**—(1) The following conditions shall be complied with by every vehicle registered on or after 1st May 1969:—

  - (a) Means shall be provided for holding every entrance and exit door securely in the closed position, and where any such door is capable of remaining open when the vehicle is in motion or of being accidentally closed by the movement of the vehicle, means shall also be provided for holding that door securely in the open position.
  - (b) Every entrance and exit door shall be provided with a device or devices for operating the means for holding the door securely in the closed position, such that a single movement of the device or of any one of the devices which is selected for the purpose will allow that door to be readily opened from inside and outside the vehicle.
  - (c) The method of operation of any device mentioned in condition (b), the position of such a device where it is not on the door and the direction and points of application of any manual effort required to open any door shall be clearly indicated.