
MOTOR VEHICLES AND ROAD TRAFFIC
(AMENDMENT) REGULATIONS 2015

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The Administrator makes these Regulations in exercise of the power in section 3 of the Motor Vehicles and Road Traffic (Consolidation) Ordinance 2006(a)

Citation

1. These Regulations may be cited as the Motor Vehicles and Road Traffic (Amendment) Regulations 2015.

Commencement

2. These Regulations come into force on 6 April 2015.

Amendment of the Motor Vehicles and Road Traffic Regulations 2013

3. The Motor Vehicles and Road Traffic Regulations 2013(b) are amended in accordance with regulations 4 to 11.

Regulation 2 (interpretation) amended

4.—(1) Regulation 2 is amended as follows.

(2) At the appropriate place (alphabetically), insert—

““cycle corridor” means a lane (whether or not part of, or an extension to, a cycle lane) that—

- (a) is on a road;
- (b) may be used by cyclists and by drivers of motor vehicles; and
- (c) is marked as a cycle corridor with traffic signs prescribed in accordance with regulation 80 or contained in the Highway Code;”;

““cycle route” means a route that—

- (a) is on a road or other place in, or on the outskirts of, a residential area;
- (b) may be used by cyclists; and
- (c) is marked as a cycle route with traffic signs prescribed in accordance with regulation 80 or contained in the Highway Code;”;

““Highway Code” means the Highway Code which may, from time to time, be issued by the Republic under the corresponding Republican Regulations;”.

(3) For the definition of “cycle lane”, substitute—

(a) Ordinance 5/2006 as amended by Ordinances 29/2006, 13/2007, 24/2008, 26/2009, 4/2010 and 32/2012.
Ordinance 32/2012 substitutes a new section 3.
(b) P.I. 22/2013.

““cycle lane” means a one-way or two-way lane that is—

- (a) on a road;
- (b) to be used exclusively by cyclists; and
- (c) marked as a cycle lane with traffic signs prescribed in accordance with regulation 80 or contained in the Highway Code;”.

(4) For the definition of “cycle zone”, substitute—

““cycle zone” means a one-way or two-way lane (whether continuous or not) that—

- (a) is on, or runs adjacent to, a road;
- (b) may be used by cyclists;
- (c) is separated, by any means (including by road markings), from the part of the road used by drivers of motor vehicles; and
- (d) is marked as a cycle zone with traffic signs prescribed in accordance with regulation 80 or contained in the Highway Code;”.

(5) For the definition of “electric bicycle”, substitute—

““electric bicycle” means a bicycle which is equipped with an auxiliary electric motor engine with a maximum continuous power of 0.25 kilowatt where the output is progressively reduced and finally cut off, either when the bicycle reaches or exceeds a speed of 25 kilometres per hour or earlier if the cyclist stops pedalling;”.

(6) For the definition of “emergency vehicle”, substitute—

““emergency vehicle” means a vehicle that is being used in the course of official duties and is—

- (a) an ambulance;
- (b) a vehicle owned or operated by—
 - (i) the police;
 - (ii) the Fire Service(a);
 - (iii) the Crown in right of Her Majesty’s Government of the United Kingdom;
 - (iv) the Republic of Cyprus, where the vehicle is defined as an emergency vehicle in the corresponding Republican Regulations;”.

Regulation 21 (maximum permitted dimensions) amended

5. After regulation 21(12), insert—

“(13) The owner or driver of a motor vehicle who contravenes this regulation commits an offence and is liable on conviction to a term of imprisonment not exceeding 12 months or a fine not exceeding €1,706 or to both such penalties.”.

Regulation 22 (maximum permitted weight) amended

6. After regulation 22(12), insert—

“(13) The owner or driver of a motor vehicle who contravenes this regulation commits an offence and is liable on conviction to a term of imprisonment not exceeding 12 months or a fine not exceeding €1,706 or to both such penalties.”.

Regulation 31 (lights) amended

7.—(1) For regulation 31(16), substitute—

(a) The definition of “Fire Service” was inserted into Ordinance 5/2006 by Ordinance 4/2010 and includes the Fire Service of the Republic.

- “(16) When responding to an emergency, a person driving an emergency vehicle may—
- (a) use a blue or red flashing light on the vehicle that is visible from all directions; and
 - (b) sound a 2-tone siren.

(16A) Without limit to paragraph (16), the Chief Officer, in consultation with the Chief Constable, may authorise any person to use a blue or red flashing light or a 2-tone siren on a motor vehicle.

(16B) An authorisation under paragraph (16A) may be given subject to such conditions as the Chief Officer considers appropriate including the purposes for which red or blue flashing lights or 2-tone sirens may be used and any days on which, or times of the day that, such use is prohibited.”.

Regulation 50 (behaviour, actions and obligations when driving) amended

8. Regulation 50 is amended as follows—

- (a) in regulation 50(9)(c), after “cycle lane”, insert “, cycle corridor or cycle route unless it is necessary to stop the motor vehicle to allow a person to get into or disembark from the motor vehicle or a traffic sign, prescribed in accordance with regulation 80 or contained in the Highway Code, permits this”;
- (b) for regulation 50(10)(g), substitute—
 - “(g) drive on a pavement, pedestrian area, cycle zone or cycle lane;”.

Regulation 64 (manner of regulating traffic) amended

9. Regulation 64 is amended as follows—

- (a) omit paragraph (2)(b);
- (b) after paragraph (2), insert—
 - “(2A) Where a red traffic light is being displayed, the driver of an emergency vehicle, when responding to an emergency, may pass the stop line if—
 - (a) a red or blue flashing light on the vehicle is being used and is visible from all directions; and
 - (b) it is safe to do so.”.

Regulation 76 (roundabouts) amended

10. Omit regulation 76(6) (leaving roundabout at fourth exit).

Regulation 80 (traffic signs) amended

11. In regulation 80(b), after “Highway Code”, omit “which may be issued by the Republic from time to time under the corresponding Republican Regulations”.

Dated this 27 day of March 2015

By the Administrator’s Command,
P. Rushbrook,
Deputy Administrator,
Sovereign Base Areas.

EXPLANATORY NOTE

(This note is not part of the Regulations)

1. This explanatory note relates to the Motor Vehicles and Road Traffic (Amendment) Regulations 2015 (the “Regulations”). It has been prepared by the Office of the Attorney-General and Legal Adviser in order to assist the reader of the Regulations. This note should be read in conjunction with the Regulations. It is not, and is not meant to be, a comprehensive description of the Regulations.
2. The Regulations amend the Motor Vehicles and Road Traffic Regulations 2013 (the “principal Regulations”).
3. Regulation 4 amends regulation 2 of the principal Regulations by amending some definitions and adding new ones. The definitions include those relating cycling on roads which mirror changes made to the corresponding Republican Regulations by Republican P.I. 357/2014. Regulation 8 makes consequential amendments to regulation 50 (behaviour, actions and obligations when driving) of the principal Regulations which relate to cycling on roads.
4. Regulation 4 also amends the definition of “emergency vehicle” to include Crown vehicles being used in the course of official duties. Regulations 7 and 10 contain related amendments, respectively, to regulations 31 (lights) and 64 (manner of regulating traffic) of the principal Regulations. The overall effect of these amendments is to permit emergency vehicles to use flashing blue or red lights and 2-tone sirens, and to pass through a red traffic light when responding to an emergency.
5. Regulation 7 also introduces a new power for the Chief Officer, in consultation with the Chief Constable, to authorise any person to use a blue or red flashing light on a vehicle or a 2-tone siren. Such authorisation may be subject to conditions.
6. Regulations 5 and 6 insert offence provisions into the principal Regulations in relation to non-compliance with some regulations falling under Part 5 (maximum permitted dimensions, weights, etc of motor vehicles) to reflect corresponding criminal offences under the corresponding Republican Regulations.
7. In most cases, a person who commits an offence under the principal Regulations is liable, on conviction, to a term of imprisonment of up to 12 months, a fine not exceeding €1,706 or to both.

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