



Red Tape Challenge – Road Transportation

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Introduction

In May 2011 the Department for Transport put hundreds of regulations online as part of the Government's Red Tape Challenge. The aim was to re-examine every regulation across the road transport sector, from the rules on motorcycle helmets to the arrangements for lost property on buses. We asked for the ideas of industry professionals, members of the public and civil servants to help cut down the burden of regulation on businesses and members of the public.

The challenge attracted over 2,000 comments from members of the public. Roads Minister Mike Penning led a workshop with over fifty representatives of trade bodies and motorists organisations. Following detailed examination, we now believe that more than a third of the regulations examined are suitable to be improved or scrapped outright.

	Keep as is	Improve	Scrap	Moved*
Number	226	84	58	8
Percentage	60.1%	22.3%	15.4%	2.1%

*Moved regulations predominantly relate to another theme, and will be resolved in a different part of the Red Tape Challenge.

This document lays out what we are doing with each regulation that we listed in May. Many regulations play important roles in ensuring public safety or protecting consumers. But there are others that are out of date, which impose unnecessary requirements on business, which place burdens on ordinary citizens or which generally do not serve any useful function.

You can find out more about what we are doing for each sector in the document below; but among the most important measures are:

- Scrapping the regulation requiring motorists to hold a paper counterpart to their driving licence by 2015 – saving drivers up to £8m.
- Improving the regulation surrounding the notification process for vehicles that are not in use on the road (Statutory Off Road Notification or SORN). Once drivers have notified the DVLA that their vehicle is SORN, they will no longer have the burden of annual SORN renewal.

- Only issuing hard copies of V5C vehicle registration certificates for fleet operators when needed, with the potential to be rolled out to private motorists.
- Introducing a limited exemption from drivers' hours rules so that those who also drive as Territorial Army reservists in their own time can continue to do so.

Some of our measures will take time to implement, as they will require significant changes to the way that the Department and others do their work. Others we can deliver relatively soon. Together, they will lead to less paperwork, greater transparency and more personal freedom.

Other proposals we are bringing forward as a result of the Red Tape Challenge include:

- Removing the need for an insurance certificate. The Department for Transport will work with the insurance industry on removing the need for motorists to have to hold an insurance certificate.
- Allowing 600,000 more people to tax their car online through improvements to the way we handle insurance checks.
- We will look at experience in other countries on driver Certificates of Professional Competence (CPC) - the qualification for professional bus, coach and lorry drivers. In particular, to see if we could remove the need for some sectors, such as farmers who drive stock to market, from needing a CPC.
- Local Authorities will now have to ensure business interests are properly considered as part of any future proposed Workplace Parking Levy scheme. They must show they have properly and effectively consulted local businesses, have addressed any proper concerns raised and secured support from the local business community.
- Abolishing the regulations on the treatment of lost property on buses. Bus companies currently have to wait 48 hours before they can throw away perishable items left on the bus.

The Department is also consulting on a wide range of other measures to reduce regulation, including removing the requirement for historic cars to receive an MoT and working with the Law Commission to review regulations on taxis. You can find out more about the Department's deregulatory agenda at www.dft.gov.uk.

Road Transportation is only one of the themes in the Government's Red Tape Challenge. You can find more at <http://www.redtapechallenge.cabinetoffice.gov.uk>.

Licensing, Registration & Insurance

We are making major changes to the way that driver and vehicle licensing works. This includes:

- Abolishing the paper counterpart to the driving licence
- Removing the insurance check when applying for a tax disc (allowing 600,000 more people to tax their car online)
- Issuing V5C registration certificates to fleet operators only when needed
- Simplifying the arrangements for registering a car as being off the road.

Overall, this will mean easier services for drivers and fleet operators, and less paperwork for those keeping a car. We will also look with Traffic Commissioners at ways to simplify operator licensing application and administrative processes, to help those running commercial vehicles.

Driving Licenses

[Driving Licences \(Community Driving Licence\) Regulations 1990](#)

We will scrap needless paper bureaucracy by abolishing the driving licence paper counterpart. The inconvenience of safely storing and producing a paper counterpart licence will become a burden of the past. Instead, customers and stakeholders will be able to securely check information previously held on the counterpart via a new electronic enquiry database, including their driving entitlements and endorsements. This electronic system offers a far more convenient service to drivers and business alike. Abolishing the counterpart also cuts the cost to drivers who must pay for lost counterparts. With this change, drivers will be able to take full advantage of the simplicity and flexibility of a single photocard driving licence.

[Driving Licences \(Community Driving Licence\) Regulations 1996](#)

This is a non gold-plated EU requirement necessary to regulate Community Licence holders (drivers who hold a licence issued by another European Member State) who want to drive in UK. We will keep this regulation to ensure that all drivers resident in the UK are treated the same and are subject to the same standards.

[Driving Licences \(Community Driving Licence\) Regulations 1998](#)

We will keep this regulation to make sure that photocard driving licences are issued in a standard format. This does not gold plate the EU requirement and does not impose a burden on the public.

[Motor Vehicles \(Access to Driver Licensing Records\) Regulations 2001](#)

We will keep this regulation as it allows for routine disclosure of driving licence data to the police.

[Motor Vehicles \(International Circulation\) Order 1975](#)

This is an international agreement that provides and recognises international driving permits (IDPs) for UK residents and visitors. An IDP is a formal document issued to visitors driving in another country, which translates driving licence details for foreign authorities. We will protect this scheme for the safeguards it provides when driving abroad.

[Mutual Recognition of Driving Disqualifications \(Great Britain and Ireland\) Regulations 2008](#)

These regulations allow Ireland and the UK to recognise each other's driving disqualifications. This ensures that drivers disqualified from driving in UK are still subject to this penalty in Ireland (and vice versa). This is an important road safety measure and we will keep this regulation.

[New Drivers \(Appeals Procedures\) Regulations 1997](#)

When a new driver appeals against the conviction that led to the revocation of their licence, we will continue to specify the nature and duration of a licence they are granted pending the outcome of the appeal. We will keep this regulation, but we will look at ways to simplify this process when we next revisit general legislation in this area.

[Deregulation \(Exchangeable Driving Licences\) Order 1998](#)

[Driving Licences \(Exchangeable Licences\) \(No. 2\) Order 1985](#)

[Driving Licences \(Exchangeable Licences\) Order 1984](#)

[Driving Licences \(Exchangeable Licences\) Order 1985](#)

[Driving Licences \(Exchangeable Licences\) Order 1999](#)

[Driving Licences \(Exchangeable Licences\) Order 2002](#)

[Driving Licences \(Exchangeable Driving Licences\) Order 2007](#)

These regulations allow drivers from countries outside the European Economic Area to exchange their driving licence. Countries are only eligible for driving licence exchange once they have satisfied the Secretary of State that adequate checks have been made in the original granting of the licence. We will keep these regulations as they protect the general public and benefit road safety but we will look to simplify them in the future.

[Motor Cars \(Driving Instruction\) \(Admission of Community Licence Holders\) Regulations 1999](#)

The regulations allow holders of Community driving licences to apply for a trainee licence in order to qualify as a GB driving instructor and to apply to join the register of Approved Driving Instructors without having to exchange their licence for a British or Northern Ireland driving licence. We will keep this regulation, as it is an EU requirement.

[Motor Cars \(Driving Instruction\) Regulations 2005](#)

These regulations allow the Registrar of the Driving Standards Agency to keep a register of Approved Driving Instructors (ADIs) by setting out what a person must do to become and remain an ADI. This regulation ensures that driving instruction can only be carried out by trained professionals who are fit and proper people. We will keep this regulation.

[Motor Vehicles \(Driving Licences\) Regulations 1999](#)

These regulations are needed to meet EU requirements for driving entitlements, medical standards and driving tests. They also provide for 'grandfather rights', which enables a driver to retain an entitlement in spite of later changes in EU law. Changes to the current regulations will be made in January 2013 as a result of new EU requirements. We have worked with stakeholders to avoid gold plating by using existing systems wherever possible to ensure that the customer gets value for money without compromising standards. When we revisit this legislation in the future, we will look for ways to simplify.

[Driving Licences \(Disqualification until Test Passed\)\(Prescribed Offence\) 2001](#)

This order brought into force the offence of careless driving while under the influence and allows courts to disqualify drivers until they have passed a test. The offence is an important part of ensuring road safety and we therefore intend to retain it. However, as part of [DfT's Road Safety Strategy](#) published May 2011 we will look at alternatives to disqualification (for example intensive rehabilitation courses)

[The Vehicle and Driving Licences Records \(Evidence\) Regulations 1970](#)

These regulations set out certain types of evidence that can be presented at trial concerning registration particulars and driving licence records. In practice this simplifies court procedures, and we therefore propose to retain it.

Registration

[Road Vehicles \(Registration and Licensing\) Regulations 2002](#)

These regulations cover the requirements for registering and licensing vehicles. We will improve these regulations to free motorists from unnecessary paperwork and to make owning a car simpler and easier.

SORN

We will simplify the process for notifying when vehicles are not in road use (Statutory Off Road Notification, SORN). Motorists will no longer have the burden of applying for a SORN every year. Once a SORN has been granted by DVLA, it will remain in place for a longer period. This provides maximum flexibility and simplicity for motorists whilst maintaining the benefits of the SORN process.

E-Services

We will continue to modernise our services to widen the choice of vehicle transactions available online. Motorists will then be able to access an even greater range of services in a more convenient way than is currently offered. This increase of online transactions will include improving the SORN service so motorists can declare SORN as soon as they purchase a vehicle, at the same time as they electronically notify DVLA that they are the new keeper.

V5 on Demand

Customers operating fleets of vehicles will not be required to hold a V5C registration certificate, and will only have to request it where needed. The V5C is necessary to prove who is a vehicle's keeper, and fleet operators often have to securely store a large number of certificates. By issuing V5Cs only when needed, we will reduce the amount of burdensome paperwork these companies handle and generate savings.

We will explore whether this opportunity could be offered to all motorists, so cutting the amount of paper required to have a car. If this were introduced, ordinary motorists would no longer have to safely store a V5C registration certificate. Instead, registered keepers could securely check their vehicle details online through a new system and could have the flexibility of requesting a registration certificate only when needed.

[Vehicles Licences \(Duration of First Licences and Rate of Duty\) Order 1986](#)

We will cut the burden to business by simplifying the first registration process. Vehicles that don't require VED at first registration (such as low carbon vehicles and vehicles for those with a disability) will now be eligible to have their licence extended to the end of the month. This brings them into line with vehicles that do pay tax and reduces paperwork for owners. This offers more flexibility to motorists and creates savings for businesses with large fleets. Companies like Motability can enjoy these benefits, as this change could see most of their 550,000 vehicles needing to be licensed only three times instead of four.

[Road Vehicles \(Display of Registration Marks\) Regulations 2001](#)

These regulations set out the requirements for displaying letters and numbers on a number plate, such as typeface, size and colouring. This is necessary to ensure that number plates are easily readable and can be identified by ANPR (automated number plate recognition) cameras to support crime prevention and road safety. We are currently reviewing the number plate security and supply regime and will invite discussion with the number plate industry and other interested parties on possible changes.

[Retention of Registration Marks Regulations 1992](#)

[Retention of Registration Marks Regulations 1993](#)

These regulations explain the procedure for transferring a number plate from one vehicle to another. We have already said that we will be re-examining procedures for the sale of number plates as part of the retail red tape challenge, and we will review these regulations at the same time.

[Vehicles Crime \(Registration of Registration Plate Suppliers\) Regulations 2008](#)

This regulation covers the registration of number plate suppliers in the UK and the requirement for suppliers to conduct identity checks when selling a number plate. This helps reduce the risk of fraud and other vehicle-related crime. The Department is looking at ways to strengthen the current system to further reduce the use of number plates for criminal activities, whilst minimising any burden on motorists and the industry. Any future changes to this regime will be open for public consultation.

[Motor Vehicles \(International Circulation\) Regulations 1985](#)

This regulation specifies requirements for vehicles temporarily imported into the UK. This is a non gold-plated EU regulation that facilitates free movement of vehicles in the EU, and makes it easier for people to travel to the UK.

[Motor Vehicles \(Exemption from Vehicles Excise Duty\) Order 1985](#)

This regulation benefits wounded and disabled Armed Forces personnel from the First and Second World Wars who are receiving mobility supplements by exempting them from vehicle tax. We will be keeping this regulation.

[Vehicle Excise Duty \(Designation of Small Islands\) Order 1995](#)

We will continue to support remote communities by allowing VED concessions for local distribution vehicles on islands. These islands are already economically disadvantaged due to high fuel costs and transport costs to the mainland.

[Vehicle Excise Duty \(Immobilisation, Removal and Disposal of Vehicles Regulations 1997\)](#)

This regulation provides enforcement measures for tackling untaxed vehicles. We will keep this regulation for its benefits in reducing tax evasion.

[Goods Vehicles \(Evidence of Test Certificates\) Regulations 2004](#)
[Motor Vehicles \(Evidence of Test Certificates\) Regulations 2004](#)

These regulations set out the conditions for showing that a vehicle has a valid MOT when applying for a vehicle licence. For online applications for a tax disc, this includes a check of the MoT database. Other than stopping vehicles on the road, there is currently no separate enforcement scheme which identifies from database records if a vehicle has no MoT in place. Asking for evidence of a test certificate when applying for a vehicle licence is therefore an effective enforcement tool and we intend to keep the regulations.

[Recovery Vehicles \(Number of Vehicles Recovered\) Order 1989](#)
[Vehicle Excise \(Design Weight Certificate\) Regulations 1995](#)

These regulations relate to vehicle excise duty in relation to the description of a recovery vehicle which determines how much VED it due and the procedure for the application for and issue of design weight certificates under in cases where vehicle excise duty is charged by weight. We do not intend to change these.

[Vehicles Excise Duty \(Simplification of Goods Vehicles Rates\) Order 1993](#)

These regulations are obsolete and the Department will repeal them.

Insurance

[Motor Vehicles \(Third Party Risks\) Regulations 1972](#)

At present motorists need to provide proof of insurance when purchasing a tax disc. This means 600,000 people a year cannot tax their car online because the renewal of their insurance coincides with and the renewal of their VED. Due to the recent changes to the way we handle insurance, we no longer need to make this check. We will therefore remove the need to prove insurance at the time of applying for a licence. Insurance evaders will be identified through the new Continuous Insurance Enforcement process.

A policy of motor insurance is not valid unless a certificate of insurance has been issued. We will work with the insurance industry on removing this requirement. Instead, policy holders and others that need to see evidence of insurance (DVLA, the police, local authorities, hire/lease companies) would use the motor insurance database (MID) which holds all motor insurance policies. This will require a change to the law on motor insurance, and will therefore take some time.

[Motor Vehicles \(Electronic Communication of Certificates of Insurance\) Order 2010](#)

These regulations amended the law to allow insurers to issue a motor insurance certificate electronically i.e. by email or via the web, as well as allowing certificates to be issued in paper form and sent by post. The regulations extend the way in which certificates can be issued and we are therefore keeping them.

[Motor Vehicles \(Insurance Requirements\) Regulations 2011](#)

These regulations help make it an offence to be a registered keeper of an uninsured vehicle, the scheme known as Continuous Insurance Enforcement (CIE). They are being kept because of the important role they play in helping to tackle uninsured driving. The scheme now places a responsibility on a registered keeper to insure their vehicle unless it is officially off the road. As mentioned under 'Driving Licenses', we plan to simplify the process for declaring a vehicle to be off the road.

[Motor Vehicles \(Compulsory Insurance\) Regulations 2007](#)

[Motor Vehicles \(Compulsory Insurance\) Regulations 1987](#)

[Motor Vehicles \(Compulsory Insurance\) Regulations 1992](#)

[Motor Vehicles \(Compulsory Insurance\) Regulations 2000](#)

[Motor Vehicles \(Compulsory Insurance\) \(Information Centre and Compensation Body\) Regulations 2003](#)

[Motor Vehicles \(International Motor Insurance Card\) Regulations 1971](#)

EU law sets out a framework which all member states have to follow to ensure drivers are properly insured. These regulations fulfil the UK's requirements on a number of aspects including the minimum level of compulsory insurance for property damage; what and who should be covered by motor insurance; the liabilities of insurers to compensate in specific circumstances; the nomination of a central database of motor insurance policies; and evidence of insurance for visitors to the UK. They are EU obligations and our implementation of them took advantage of existing practice and systems to avoid gold plating EU law. We will not be amending them and because they are an EU obligation, we will not be removing them.

[Motor Vehicles \(Third-Party Risks Deposits\) Regulations 1992](#)

These allow drivers to make a deposit with the Accountant General of the Supreme Court to secure them against third party motor insurance risk as an alternative to going to an insurer. The Courts Funds Office is currently reviewing how they handle these deposits. We will keep the regulation, as removing it would impact those who insure themselves this way.

[Disclosure of Vehicle Insurance Information Regulations 2005](#)

These regulations allow police to access information about uninsured drivers from the central database of insurance policies, the Motor Insurers Database (MID). Through automatic number plate recognition (ANPR) the police use it to detect uninsured vehicles in use on the road. We need to keep this regulation to enable the police to continue targeting uninsured drivers.

Goods vehicle operator licensing

[Goods Vehicle \(Licensing of Operators\) Regulations 1995](#)

[The Goods Vehicle Operators \(Qualifications\) Regulations 1999](#)

[The Goods Vehicles \(Licensing of Operators\) Temporary Use in Great Britain\) Regulations 1996](#)

[Goods Vehicle \(Enforcement Powers\) Regulations 2001](#)

These Regulations are the basis of our goods vehicle operator licensing regime, setting out the conditions someone has to meet in order to run a goods vehicle business. We are updating them as part of the implementation of new EU rules that apply to the hire or reward sector and come into force in December this year, being careful to avoid any gold-plating of EU requirements. Based on industry support, we will keep the own account operator licensing regime; but we will work with the independent Traffic Commissioners to look for ways to simplify the application and administrative processes across the board. We will also develop greater transparency with the Traffic Commissioners and VOSA through clearer information about the different roles of and relationships between the Traffic Commissioners, VOSA and DfT.

[Traffic Areas \(Reorganisation\) Order 1990](#)

[Traffic Areas \(Reorganisation\) Order 1991](#)

[Traffic Areas \(Reorganisation\) Order 1999](#)

These regulations support the operator licensing regime by dividing Great Britain into regions, each with its own Traffic Commissioner. We will look for ways to simplify when we next revisit primary legislation in this area, in particular through consolidation.

Freight

In this theme, we are scrapping 6 outdated regulations. We plan to exempt two driver categories from our drivers' hours regulations and will look again at how we raise awareness of the rules. We are revisiting the way we interpret exemptions from driver CPC to see if we can take away unnecessary burdens and we will be talking to the EC about combining drivers' hours and working time rules into a simplified regime. We will also work with HSE on how we can best simplify some of our dangerous goods legislation.

Training requirements

[Vehicle Drivers \(Certificates of Professional Competence\) Regulations 2007](#)

These Regulations implement EU rules about the initial qualification and ongoing training requirements for professional drivers of commercial vehicles (lorries, buses and coaches). These Regulations are required by the EU, but we will look at how other countries are applying some exemptions and see whether we can remove unnecessary burdens on some sectors, such as farmers who drive stock to market.

Domestic and EU Drivers' hours

[Community Drivers' Hours and Recording Equipment Regulations 1986](#)

[Drivers' Hours \(Goods Vehicles\) \(Exemption\) Regulations 1986](#)

[Drivers' Hours \(Goods Vehicles\) \(Modifications\) Order 1970](#)

[Drivers' Hours \(Goods Vehicles\) \(Modifications\) Order 1986](#)

[Drivers' Hours \(Harmonisation with Community Rules\) Regulations 1986](#)

[Drivers' Hours \(Passenger and Goods Vehicles\) Modifications Order 1971](#)

[Drivers' Hours \(Passenger Vehicles\) \(Exemption\) Regulations 1970](#)
[Road Transport \(Working Time\) Regulations 2005](#)

These Regulations cover a complicated regime of drivers' hours and working time rules that are set by the EU. Although we cannot ignore our European obligations, we will be developing with industry ideas for a simplified regime that we can then discuss with the European Commission and other countries for a longer term solution. And in the meantime, we will be looking for ways to improve and broaden the way we raise awareness of the rules, including to work with industry representative organisations.

[Community Drivers' Hours and Recording Equipment Regulations 2007](#)

We plan to consult on taking up the final exemption that the associated European rules permit (for vehicles carrying cash in secure vehicles) and will introduce a limited exemption for drivers who also drive as Territorial Army reservists in their own time.

Recording equipment

[Passenger and Goods Vehicles \(Community Recording Equipment Regulation\) Regulations 2010](#)

[Passenger and Goods Vehicles \(Recording Equipment\) \(Fitting Date\) Regs 2006](#)

[Passenger and Goods Vehicles \(Recording Equipment\) \(Tachograph Card\) Regulations 2006](#)

[Passenger and Goods Vehicles \(Recording Equipment\) Regulations 1979](#)

[Passenger and Goods Vehicles \(Recording Equipment\) Regulations 2005](#)

These regulations set out how drivers of goods vehicles and buses record the time they spend driving, using a device known as a tachograph. We will look for ways to simplify these Regulations when the outcome of current negotiations on a European Commission proposal for next generation digital tachographs have finished.

[Passenger and Goods Vehicles \(Recording Equipment\) \(Downloading and Retention of Data\) Regulations 2008](#)

We are keeping these rules that explain the detail about how to manage tachograph information required by European legislation. But we will consult on adopting the European timescales for downloading digital data which would mean a driver having to download every 90 days rather than the current 56 day limit in our Regulations.

Carriage of dangerous goods

[Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009](#)

These regulations implement European and international rules on the carriage of dangerous goods, and set requirements for classification, packaging, labelling, documentation and training across the logistics chain. They have just been updated, in order to include new European rules, and to transfer functions for the transport of radioactive material to the newly created office of Nuclear Regulation. We are keeping these regulations, as controls on the transport of dangerous goods are important for public safety and the facilitation of trade.

[Carriage of Dangerous Goods by Road Regulations 1996](#)

A small remnant of these regulations applies some provisions of European rules on vapour emissions. We want to consolidate these regulations with other more relevant health and safety regulation on petroleum products, under the control of the Health and Safety Executive, in order to simplify the system.

International Freight

[Carriage of Goods by Road \(Parties to Convention\) \(Amendment\) Order 1980](#) [Carriage of Goods by Road \(Parties to Convention\) Order 1967](#)

These Regulations implement international Treaty obligations about consignment notes – which are used to make sure that customs officials can identify the cargo of a lorry. We will look for ways to simplify and consolidate these regulations when we next revisit wider legislation in this area.

[Carriage of Goods \(Prohibition of Discrimination\) Regulations 1977](#)

These Regulations implement European rules that prohibit carriers from charging different rates for goods coming from different EU countries. We will look for ways to simplify them when we next revisit legislation in this area.

[Goods Vehicles \(Community Authorisations\) Regulations 1992](#) [Goods Vehicles \(Community Authorisations\) \(Modification of the Road Traffic \(Foreign vehicles\) Act 1972\) Regulations 2002](#)

These Regulations support the enforcement of goods vehicle operator licensing when freight companies are working internationally. They will be updated as part of the implementation of new operator licensing EU rules that come into force in December this year and that avoid gold-plating.

[International Carriage of Perishable Foodstuffs regulations 1985](#)

We will keep these Regulations that implement international Treaty obligations on transporting perishable foodstuffs.

Vehicle Weight

[Goods Vehicles \(Ascertainment of Maximum Gross Weights\) Regulations 1976](#)

These regulations explain how maximum weights relate to different categories of vehicle. We are keeping these regulations, as they help ensure vehicle safety without creating the need for a whole additional regulatory regime.

More information on vehicle weight and licensing can be found in the Licensing, Registration and Insurance section.

Outdated Regulations

[The Drivers' Hours \(Goods Vehicles\) \(Keeping of Records\) Regulations 1987](#)

[The Drivers' Hours \(Goods Vehicles\) \(Milk Collection\) \(Temporary Exemption\) Regulations 2007](#)

[Drivers' Hours \(Passenger and Goods Vehicles\) \(Exemption\) Regs 1996](#)

[The Passenger and Goods Vehicles \(Recording Equipment\) Regulations 1989](#)

[Radioactive Material \(Road Transport\) \(Definition of Radioactive Material Order 2002](#)

[Road Traffic \(Training of Drivers of Vehicles Carrying Dangerous Goods\) \(Amendment\) Regulations 1993](#)

These Regulations have either lapsed or been replaced by more recent legislation. We will remove them from the statute book to help reduce the amount of outstanding legislation.

Highways

We propose to update regulations that impose overly detailed requirements about publication and consultation. Streamlining the requirements in relation to traffic orders alone will save the public sector and businesses around £16 million a year. We will consult on removing the need for people working on streetworks to hold specific qualifications. Councils looking to introduce a workplace parking levy will have to meet stricter conditions, to make sure that they do not impose a burden on business.

We are also scrapping a further 11 outdated regulations.

Publication Requirements

[Secretary of State's Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1990](#)

[Road Traffic \(Temporary Restrictions\) Procedure Regulations 1992](#)

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Trunk Road Charging Schemes \(Bridges and Tunnels\) \(England\) Procedure Regulations 2001](#)

These regulations contain requirements to consult local residents/those affected by proposals, and to publish details of proposed schemes. The regulations stipulate specific methods of publication, such as publishing a notice in a local newspaper and in many cases, in the London Gazette. In relation to traffic orders alone, we estimate that streamlining these requirements could save around £16 million a year for the public sector and business.

We will review all Traffic and Highway regulations that put consultation or publication requirements on authorities, to see how we can streamline these to provide flexibility for traffic authorities in how they consult.

Streetworks

[Street Works \(Qualifications of Supervisors and Operatives\) \(England\) Regulations 2009](#)

These regulations require street works operatives and their supervisors to hold specific qualifications about safety and about proper reinstatement of the highway when street works are completed. We are minded to revoke these Regulations and will consult on our proposals to do so. Other street works legislation and general health and safety law already impose obligations on these matters, and we believe that it should be up to individual employers to decide what training and qualifications their staff need in order to ensure they meet those obligations.

[Street Works \(Records\) \(England\) Regulations 2002](#)

These Regulations set out the way in which utilities and others are expected to keep records about the location of pipes, wires and other apparatus in the street. This is an area where it would be best for industry to set standards, rather than government. Encouraging progress is already being made by the street works sector on a non-regulatory basis, and we will look to revoke unnecessary regulations.

[Street Works \(Charges for Occupation of the Highway\) \(England\) Regulations 2001](#)

These regulations govern “lane rental” schemes, under which local authorities can apply a daily charge to utilities and others who are carrying out street works. We have recently consulted on proposals to replace these regulations, to enable a small number of local authorities to put in place lane rental “pioneer” schemes. These schemes would be targeted on the very busiest roads and would provide a financial incentive for works to be carried out at off-peak times. We will announce the outcome of the consultation in due course.

[Street Works \(Charges for Unreasonably Prolonged Occupation of the Highway\) \(England\) Regulations 2009](#)

These regulations allow local authorities to apply penalty charges to utility companies and others when streetworks overrun. We propose to amend the Regulations to increase the penalties that can be applied where street works are not completed within the period agreed, and will announce our detailed plans in due course.

[Street Works \(Registers, Notices, Directions and Designations\) \(England\) Regulations 2007](#)

[Street Works \(Fixed Penalty\) \(England\) Regulations 2007](#)

[Street Works \(Reinstatement\) Regulations 1992](#)

[Street Works \(Maintenance\) Regulations 1992](#)

[Street Works \(Recovery of Costs\) \(England\) Regulations 2002](#)

[Street Works \(Sharing of Costs of Works\) \(England\) Regulations 2000](#)

Local authorities, utilities and others carrying out street works should work closely together to minimise the disruption caused by those works. We are keeping these regulations as they provide a consistent set of national rules that help local authorities coordinate works in their area and provide clarity about who bears what costs in relation to certain works, and provide a single national standard for reinstating the highway once works are complete. They play an important role in helping to reduce disruption for road users.

[Traffic Management Permit Scheme \(England\) Regulations 2007](#)

Local authorities can put in place a 'permit scheme' requiring anyone carrying out roadworks in the area to secure a permit before they can start work. This allows councils to reduce disruption to motorists and coordinate works. At present, however, they need to get the agreement of the Secretary of State for Transport before introducing a permit scheme.

We will consult on our plans to allow local authorities in England to implement a permit scheme without having to secure the Secretary of State's approval.

[Traffic Management \(Guidance on Intervention Criteria\) \(England\) Order 2007](#)

The Secretary of State has powers to intervene where they believe a local authority is failing to meet their duty to manage their road networks appropriately –known as the "network management duty". This Order sets out the criteria which the Secretary of State would consider when deciding whether to exercise those intervention powers. We propose to simplify this Order.

Local Roads

[The Highways \(Road Humps\) Regulations 1999](#)

[The Highways \(Traffic Calming\) Regulations 1999](#)

These regulations set out design and consultation requirements for road humps and traffic calming features. We propose to merge them, as they cover similar ground. Following comments from motorist and passenger transport organisations, we will retain the traffic calming definitions and a prescribed maximum height for road humps.

We will also look at simplifying consultation requirements, in line with other regulations in this section.

[The Traffic Signs Regulations and General Directions 2002](#)

[The Traffic Signs \(Temporary Obstructions\) Regulations 1997](#)

[The School Crossing Patrol Sign \(England and Wales\) Regulations 2006](#)

[The Temporary Traffic Signs \(Prescribed Bodies\) \(England and Wales\) Regulations 1998](#)

[The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997](#)

These regulations set out how traffic signs, road markings and traffic signals must be used, and their meanings. We are retaining these as they provide for a nationally-consistent traffic sign system that means signs are instantly recognisable to road users, and can be readily understood under all road conditions.

We have already decided to undertake a complete revision of the rules around traffic signs, and you can learn more at <http://www.dft.gov.uk/publications/signing-the-way>. As part of this we will look to merge all these regulations together.

[Bridges Orders \(Procedure\) Regulations 1965](#)

This Regulation sets out the procedure for Orders to be made for the management of bridges.

We are not aware of the 1965 Regulations being used over the last five years. On this basis we believe we can scrap the regulations and replace them with a short guidance note.

Workplace Parking & Road Charging

[Road User Charging And Workplace Parking Levy \(Classes Of Motor Vehicles\) \(England\) Regulations 2001](#)

[Road User Charging and Workplace Parking Levy \(Net Proceeds\) \(England\) Regulations 2003](#)

[Workplace Parking Levy \(England\) Regulations 2009](#)

These regulations set out some of the arrangements for road user charging and workplace parking levy schemes. They make sure that accounts are properly kept and vehicles are treated consistently, and we have decided to retain these regulations.

Although we do not propose to amend the Workplace Parking Levy legislation itself, we will require any future schemes to demonstrate that they have properly and effectively consulted local businesses, have addressed any proper concerns raised and secured support from the local business community. This will make sure that future schemes will not impose a burden on business.

[Road User Charging \(Charges and Penalty Charges\) \(London\) Regulations 2001](#)

These regulations set out the conditions for the London Congestion Charge. We are keeping them, as they are necessary for the scheme to continue operating.

[Road Tolling \(Interoperability of Electronic Road User Charging and Road Tolling Systems\) Regulations 2007](#)

This regulation is required to implement an EU Directive which requires operators of tolls to use certain technical standards. This means that, for subscribers to the service, road tolls in Europe can all communicate with the same electronic box, and debit money from a single account. This will help UK drivers in the EU deal with local tolling systems, and we are keeping this regulation.

[Heavy Goods Vehicles \(Charging for the Use of Certain Infrastructure on the Trans-European Road Network\) Regulations 2009](#)

This regulation implements an EU Directive setting out the rules for charging heavy goods vehicles, if a member state chooses to have a charging scheme. The measures protect UK hauliers driving in foreign countries from being double charged, so we will keep this regulation.

Equalities

[Local Authorities' Traffic Orders \(Exemptions for Disabled Persons\) \(England\) Regulations 2000](#)

These regulations provide Blue Badge holders with the on-street parking concessions they enjoy under the Blue Badge disabled parking scheme. This includes being able to park for up to three hours on yellow lines, free of charge and without time limit at on-street parking meters and in pay-and-display areas, and for as long as necessary at certain other on-street parking areas where other motorists may be time limited. We have no plans to change these regulations, as they are very important to people with limited mobility.

[Disabled Persons \(Badges for Motor Vehicles\) \(England\) Regulations 2000](#)

We are already improving the regulations governing the operation of the Blue Badge (disabled parking) scheme. To help ensure blue badges are held by those who most need them, in cases where an applicant's eligibility is in doubt they will need to have an independent mobility assessment. We are also introducing a new, fraud-resistant badge and increasing the badge fee (from £2) to provide for the delivery of a secure, web-based service providing for improved customer service and improved enforcement. We are also making it easier for local authorities to withdraw misused badges, to help protect the scheme for the law abiding badge holders who rely upon it.

Motorways and Trunk Roads

[Motorways Traffic \(England and Wales\) Regulations 1982](#)

These regulations set out the restrictions that apply on motorways, including hard shoulders. We will retain these regulations as they help keep motorways safe and freeflowing, but we will give recovery and enforcement vehicles more leeway to use the hard shoulder.

[Removal and Disposal of Vehicles \(Traffic Officers\) \(England\) Regulations 2008](#)
[Removal, Storage and Disposal of Vehicles \(Prescribed Sums and Charges\) \(Amendment\) \(England\) Regulations 2008](#)

These regulations allow traffic officers to move stationary vehicles on motorways and trunk roads and enable the storage, removal and disposal costs to be recovered. We are keeping these regulations, as they help prevent traffic jams and improve road safety. However, we will look for ways to simplify them when we next revisit wider legislation in this area, if possible by consolidating them with similar measures.

[Motorways Traffic \(M42 Motorway\) \(Junctions 10 to 11 Northbound\) \(Restriction on Use of Offside Lane\) Regulations 2009](#)

These regulations stop lorries from driving in the offside lane of a two-lane section of the M42. We will re-examine the impact of this restriction, together with a similar one on the A1M and a proposed one on the M11. If they are all justified we will wrap them into a single set of regulations.

[Motorways Traffic \(M621 Motorway\) Regulations 1999](#)

These Regulations allow lorries to use the offside lane of the M621 in Manchester. This does not slow down traffic, as there is a 40mph limit in force on the road. We are therefore keeping these regulations.

[Road Tunnel Safety Regulations 2007](#)

These regulations apply European rules for tunnel safety to long tunnels on international roads. We will keep these regulations as they are not gold plated.

[Various Trunk Roads Prohibition of Waiting Clearways Order 1963](#)

These regulations allow the designation of clearways – roads on which stopping is prohibited. We will keep these regulations, as they are important for dealing with congestion and road safety.

[Special Road Schemes and Highways Orders \(Procedure\) Regulations 1993](#)

These regulations explain how new road schemes should be described on a map. While we are not changing these regulations at present, we will look for ways to substantially simplify them when we next revisit wider legislation in this area.

[Local Authorities \(Goods and Services\) \(Public Bodies\) \(Trunk Roads\) \(No. 2\) Order 1996](#)

[Local Authorities \(Goods and Services\) \(Public Bodies\) \(Trunk Roads\) Order 1996](#)

[Highway Litter Clearance and Cleaning \(Transfer of Duties\) Order 1991](#)

[Highway Litter Clearance and Cleaning \(Transfer of Responsibility\) \(England\) Order 2009](#)

[Highway Litter Clearance and Cleaning \(Transfer of Responsibility\) Order 1997](#)

[Highway Litter Clearance and Cleaning \(Transfer of Responsibility\) Order 1998](#)

These regulations cover the services that local authorities provide on roads that are run by the Highways Agency. They help to streamline the management of roads and reduce costs by ensuring that work can be carried out by the most appropriate organisation. We will keep these regulations, although we will consolidate the litter clearance orders when we next revisit wider legislation in this area.

[Special Roads \(Notice of Opening\) Regulations 1992](#)

These regulations set out when and where to publish a notice to open a motorway. We will scrap them and operate the process through administrative means instead.

Local Authority Processes

[Contracting Out \(Highway Functions\) Order 1995](#)

[Contracting-Out \(Highway Functions\) Order 2009](#)

These regulations allow local authorities and the Highways Agency to contract out some of their functions to third parties. We are keeping these regulations, as scrapping them would deprive businesses of work that is currently contracted out to them and would require local authorities and the Highways Agency to carry that work out in-house instead.

[Isles of Scilly \(Road Traffic Regulation\) Order 1990](#)

We are keeping this Order as it ensures that various road traffic laws apply in the Isles of Scilly.

[Stopping Up of Highways \(Concurrent Proceedings\) Regulations 1948](#)

We are keeping these Regulations as they increase efficiency of local authority processes when closing up a local road.

[Walkways Regulations 1973](#)

We are keeping these regulations, which set out rights and responsibilities for walkways (paths going over, through or under a building).

Infrastructure Planning

[The Transport and Works \(Applications and Objections Procedure\) \(England and Wales\) Rules 2006](#)

[The Transport and Works \(Inquiries Procedure\) Rules 2004](#)

[The Transport and Works \(Assessment of Environmental Effects\) Regulations 1995](#)

[The Transport and Works \(Assessment of Environmental Effects\) Regulations 1998](#)

[The Transport and Works \(Assessment of Environmental Effects\) Regulations 2000](#)

[The Transport and Works \(Assessment of Environmental Effects\) Regulations 2006](#)

These rules and regulations set out the procedures for making applications for, and objections to, Transport and Works Act (TWA) Orders, and for public inquiries into those applications. TWA Orders give legal powers for building guided transport systems such as railways and tramways, and occasionally for road bridges and tunnels over rivers or estuaries. We are keeping these rules and regulations because our feed-back is that the process is working well. We will look for ways to simplify the TWA process further when we next revisit legislation on the wider planning system.

[The Transport and Works \(Guided Transport Modes\) Order 1992](#)

[The Transport and Works \(Descriptions of Works Interfering with Navigation\) Order 1992](#)

These Orders set out the types of guided transport system (other than railways and tramways) and the types of works which interfere with navigation rights which may be authorised by a Transport and Works Act Order. We are keeping these Orders because repeal would mean that promoters of the types of scheme listed in the Orders would need an Act of Parliament, rather than a

TWA Order, to obtain legal powers for their schemes. This would cause additional burdens for those promoters.

[Highways \(Environmental Impact Assessment\) Regulations 2007](#)

These regulations introduce some aspects of European law that allow the public to contribute to environmental statements for highway schemes and gives an opportunity to challenge decisions on schemes with significant environmental effects. These regulations were largely superseded in England with the introduction of the Planning Act 2008, however they are still required by Wales.

Miscellaneous

[Dartford – Thurrock Crossing Regulations 1998](#)

These regulations make sure that vehicles carrying very large loads have to secure permission before using the crossing, and specify dangerous goods that cannot be transported through the Dartford Tunnels. We are keeping these regulations because they are important to ensure the safety of people who use the Crossing.

[Trunk Road Charging Schemes \(Bridges and Tunnels\) \(England\) \(Keeping of Accounts\) \(England\) Regulations 2003](#)

These regulations set out how road charging schemes should keep annual accounts, specify what those accounts should include and require the operator to lay details of the accounts before Parliament each year. The Government is committed to transparency, and will continue to publish accounts for the one current trunk road charging scheme, at the Dartford Crossing. Given processes are already in place for publication of these accounts, and that protection is provided through normal accounting standards, we have decided to scrap the regulation.

[Road Traffic Acts 1960 and 1972, and Road Traffic Regulation Act 1967 \(Metrication\) \(No 2\) Regulations 1981](#)

[Road Traffic Acts 1960 and 1972, Road Traffic Regulation Act 1967, and Transport Act 1968 \(Metrication\) Regulations 1981](#)

These regulations amend various pre-metric acts of parliament to ensure that they can be enforced on a consistent basis with newer legislation. The provisions covered are gradually falling dormant, but some remain outstanding. We will therefore keep these regulations until they naturally expire.

[Driver Information Systems \(Exemption\) Order 1990](#)

This order restricts the application of the Road Traffic (Driver Licensing and Information Systems) Act 1989 to driver information systems capable of providing dynamic route guidance and to systems requiring roadside infrastructure. We will look for ways to simplify this regulation when we next revisit wider legislation in this area, and in particular whether we can consolidate it with any similar measures.

Redundant Regulations

[The Quiet Lanes and Home Zones \(England\) Regulations 2006](#)

We will scrap these regulations as they are no longer relevant. They contain redundant powers allowing local authorities to create Use Orders and Speed Orders which are unenforceable, and have rarely, if ever, been used. The consultation requirements will be consolidated within the wider review of highways consultation requirements. Authorities will still be able to introduce Home Zones and Quiet Lanes.

[The Road Humps \(Secretary of State\) \(Inquiries Procedure\) Rules 1986](#)

These regulations set out the procedures to be followed should the Secretary of State have to hold an inquiry into proposed road hump schemes. They have hardly, if ever, been used and we propose to scrap them.

[Street Works \(Charges for Occupation of the Highway\) \(England\) \(Revocation\) Order 2004](#)

[Vehicles \(Conditions of Use on Footpaths\) Regulations 1963](#)

[Highways \(Assessment of Environmental Effects\) Regulations 1999](#)

[Highways \(Assessment of Environmental Effects\) Regulations 1988](#)

[London Priority Route Order 1992](#)

[London Traffic Control System \(Transfer\) \(Amendment\) Order 1998](#)

[London Traffic Control System \(Transfer\) Order 1988](#)

[Tribunals and Inquiries \(Road User Charging Adjudicators\) \(London\) Order 2003](#)

[Dartford-Thurrock Crossing Tolls Order 2000](#)

These regulations have already lapsed, or have been replaced by more recent legislation. We will remove them from the statute book to help reduce the amount of outstanding legislation.

Parking

We are going to consult on replacing regulations that require councils to have a minimum fine for certain types of parking offence. We will also strengthen the tests that have to be passed before local authorities can introduce a workplace parking levy on local businesses.

Most regulations to do with parking set out a motorist's rights to appeal, or control what private parking or enforcement companies can do – and we are keeping the protections that these provide.

Parking Charges and General Enforcement

[Civil Enforcement of Parking Contraventions \(Guidelines on Levels of Charges\) \(England\) Order 2007](#)

Currently there is both a maximum and a minimum band of penalty charges that local authorities can set in the guidelines. We will consult on the option of scrapping the lower band and allowing local authorities to set their penalty charge bands at any level up to the upper band limit – including setting fines below the current minimum where they think it would be appropriate.

[Removal and Disposal of Vehicles \(Loading Areas\) \(Modification of Enactments\) Regulations 1978](#)

[Removal and Disposal of Vehicles \(Loading Areas\) Regulations 1986](#) [Removal and Disposal of Vehicles Regulations 1986](#)

These regulations provide for the removal and disposal of illegally parked vehicles. We will retain these regulations to allow the appropriate authorities to keep key routes clear for the benefit of all road users. However we will look at options to simplify/merge these regulations when we next revisit wider legislation in this area.

[Bus Lanes \(Approved Devices\) \(England\) Order 2005](#)
[Civil Enforcement of Parking Contraventions \(Approved Devices\) \(England\) Order 2007](#)
[Deregulation \(Parking Equipment\) Order 1996](#)

The 'approved devices' regulations mean that devices used by local authorities to enforce bus lanes and parking restrictions must be certified by the Secretary of State. This means that penalties are imposed only where there is robust evidence of a contravention. We will keep these regulations, as they remove the need to discuss the technical aspects of the devices at every appeal.

The deregulation of parking equipment order was introduced to remove the need for the Secretary of State to approve parking devices such as pay and display machines and parking meters. This avoids the need for extra bureaucracy, and we are retaining the regulation.

[Bus Lane Contraventions \(Approved LAs\) \(England\) Order 2005](#)

This order gives powers to the local authorities listed in the order to take enforcement action in respect of bus lane contraventions, instead of enforcement by the police. It therefore needs to be retained for the time being, but when an opportunity arises we will look at whether primary legislation could be amended to allow civil enforcement powers to be granted to local authorities by means of an approval letter from the Secretary of State, instead of requiring a statutory instrument as at present.

Private Parking and Civil Enforcement

[Control of Off-Street Parking \(England and Wales\) \(Metropolitan Districts\) Order 1986](#)
[Control of Off-Street Parking \(England and Wales\) Order 1978](#)

Off-Street Parking Orders provide a discretionary power allowing local authorities to designate controlled areas for public off-street parking, effectively requiring private off street car parks to operate under a licence. These aren't widely used, but they provide a useful tool for local authorities dealing with problem off-street parking operators. The two orders are fairly lengthy and have been identified for consolidation and simplification when an opportunity arises.

[Civil Enforcement of Parking Contraventions \(England\) General Regulations 2007](#)

This regulation sets out how civil parking enforcement works, and ensures a fair and coherent parking enforcement system across the country. We are keeping this regulation, because the civil enforcement system frees up police resources and discourages rogue parking.

[Civil Enforcement Officers \(Wearing of Uniforms\) \(England\) Regulations 2007](#)

This regulation requires civil enforcement officers to wear uniforms. We will keep this regulation, as officers carry out a challenging statutory function which would be more difficult and potentially adversarial if done out of uniform, as well as making it easier for “rogue ticketers” to operate. We will look to consolidate these with other parking regulations when we next revisit wider legislation in this area.

[Road Traffic \(Parking Adjudicators\) \(London\) Regulations 1993](#)

[Civil Enforcement of Parking Contraventions \(England\) Representations and Appeals Regulations 2007](#)

[Road Traffic \(Parking Adjudicators\) \(London\) \(Amendment\) Regulations 1999](#)

These regulations form an important part of the overall civil enforcement framework as they provide motorists with the right to a fair and transparent system for challenging parking penalties on the public highway. We will keep these regulations and continue to ensure the motorist’s right to appeal, but we will also look at options to simplify/merge them when we next revisit wider legislation in this area.

[Bus Lane Contraventions \(Penalty Charges, Adjudication and Enforcement\) \(England\) Regulations 2005](#)

This regulation is required to support the civil enforcement and adjudication of bus lane contraventions. As with the regulations on civil parking enforcement, they are important to ensure a fair, coherent system applies across the country. However, some elements of the regulation do place burdens on local authorities, and we will simplify and deregulate them accordingly.

Outdated regulation

[Parking Attendants \(Wearing of Uniforms\) \(London\) regulations 1993](#)

[Road Traffic \(Parking Adjudicators\) \(England and Wales\) Regulations 1999](#)

[Tribunals and Inquiries \(Bus Lane Adjudicators\) \(England\) Order 2005](#)

[Road Traffic Act 1991 \(Special Parking Areas\) \(England\) Order 2003](#)

The above regulations have lapsed, been superseded or are considered redundant and will be scrapped.

Road Safety & Cycling

In this section we are removing two of the six cycling regulations and reducing the burdens of the four others, looking at ways to simplify cycle racing and removing the requirement for bikes to be sold with a bell attached. We are retaining six regulations related to protective equipment (such as seat belts and motorcycle helmets).

We are dropping two redundant safety regulations and reviewing some of the other eight road safety regulations and the law associated with them. This includes reviewing the national motorway speed limit and modernising the drink driver rehabilitation scheme.

Cycling

[Cycle Racing on the Highways Regulations 1960](#)

At present, cycle racing and time trials on public highways are permitted only when authorised in accordance with these safety regulations. Events must be authorised by police forces and the regulations cover maximum numbers of competitors, times of day and routes for events.

The British Cycling Federation and the police are discussing ways in which the regulations can be simplified. We will implement changes in the light of their recommendations.

[Pedal Bicycles \(Safety\) Regulations 2010](#)

[Pedal Cycles \(Construction and Use\) Regulations 1983](#)

These regulations relate to the construction, sale and use of pedal cycles, including requirements for bells, reflectors, and brakes. We will review how best to consolidate and simplify these regulations and we expect, for example, to remove the requirement to supply bicycle bells.

[Electrically Assisted Pedal Cycle Regulations 1983](#)

We will review these regulations, which exist to stop full motor vehicle requirements applying to some electrically powered cycles. We will examine the scope for simplifying the regulations, for example in a consolidated set of cycle regulations, and are also considering widening the definition to include slightly more highly powered vehicles (up to 0.25kW rather than 0.2kW).

[Cycle Tracks Regulations 1984](#)

These regulations set out the procedures, which local authorities must use, for the conversion of footpaths to cycle paths (under the 1984 Cycle Tracks Act). We will scrap these regulations and allow for more local flexibility to introduce cycle paths, whilst ensuring there is a consistent approach taken to protect individuals' rights. We plan to co-ordinate this change with changes to other regulations related to public rights of way or highways orders procedures.

Speed Limits

[The Motorways Traffic \(Speed Limit\) Regulations](#)

[The 70 miles per hour, 60 miles per hour and 50 miles per hour \(Temporary Speed Limit\) \(Continuation\) Order 1978](#)

[Motor Vehicles \(Variation of Speed Limit\) Regulations 1947](#)

These regulations provide for the national road speed limits (of 70 mph for motorways and other dual carriageways and 60 mph for single carriageway roads outside built up areas). They also exempt some military vehicles from lower speed limits that would otherwise apply to these vehicles.

We have announced our intention to consult about changing the national speed limit on motorways from 70 mph to 80 mph. We are also examining whether an 80 mph should be extended on a case by case basis to some other dual carriageways. We also intend to consider raising the speed limit for HGVs over 7.5 tonnes on single carriageway roads.

Protective Equipment

[The Motor Vehicles \(Wearing of Seat Belts by Children in Front Seats\) Regulations 1993](#)

[The Motor Vehicle \(Wearing of Seat Belt Regulations\) 1993](#)

[Motor Vehicles \(Payments in Respect of Applicants for Exemption from Wearing Seat Belts\) Order 1984.](#)

These regulations make it compulsory for adults to wear seat belts where they are fitted, with limited exceptions. They also make it compulsory for children to wear seat belts or other restraints (depending on their age and height) in most vehicles.

We are retaining these regulations, which are important to save lives and reduce injuries. We are planning to extend, with European Commission agreement, the limited exceptions to seat belt law so they also cover some health professionals treating patients in the rear of ambulances.

[The Motor Cycles \(Protective Helmets\) Regulations 1998](#)

[Motor Cycles \(Eye Protectors\) Regulations 1999](#)

[The Horses \(Protective Headgear for Young Riders\) Regulations 1992](#)

These regulations define the types of protective helmets motorcyclists and young (up to 14) horse riders must wear and standards for eye protectors when motorcyclists use them. They supplement laws requiring motorcyclists and young horse riders using roads to wear protective helmets. We are retaining these regulations, which are needed to implement laws that reduce injuries and save many lives.

Motoring Events

[RTC 0239 The Motor Vehicles \(Off Road Events\) Regulations 1995](#)

The law exempts participants in authorised off road events from dangerous and careless driving offences. These regulations are about how events are authorised. We will retain the regulations, but propose to amend the law so that the participants in these events are clearly exempt from the more recently introduced offence of causing death by careless driving (as they are already from the offence of causing death by dangerous driving).

[RTC 0222 Motor Vehicles \(Competitions and Trials\) Regulations 1969](#)

These regulations govern how the Royal Automobile Club authorises competitions and trials (other than races and speed trials) on public roads. We will retain these regulations to ensure these events can continue to take place safely, with the right consideration for other people using roads.

Other Road Safety

[Fixed Penalty Order 2000](#)

[Road Traffic \(Courses for Drink Drive Offenders\) Regulations 1992](#)

[Transport \(Guided Systems\) Order 1992](#)

These regulations enable the punishment of motoring offenders to operate effectively. They also apply some drink and drug driving laws to guided buses and other systems using roads that might not otherwise be covered. We will retain these regulations to ensure the right sanctions can be applied to offenders; but we have already announced some plans for changes to fixed penalty notices and drink drive offender courses in the Department's Strategic Road Safety framework of May 2011.

[Control of Dogs on Roads Orders Regulations 1995](#)

These regulations set out the procedures which local authorities must follow in making legal orders for lengths of road where dogs must be on leads. We propose to scrap this regulation as the powers are used rarely and there are others ways local authorities can control dogs.

Outdated regulations

[Cycle racing on the Highway \(Tour de France 1994\) Regulations 1994](#)

[Courses for Drink-Drive Offenders \(Experimental Period\) Order 1997](#)

These regulations have already lapsed or have been replaced by more recent legislation. We will remove them from the statute book to help reduce the amount of outstanding legislation.

Vehicle Standards & Safety

We will review the MOT regime and are consulting separately on whether to exempt historic vehicles from annual testing. We will look at ways to simplify the rules around weighing vehicles on dynamic axle weighing machines.

We will simplify and update regulations governing the construction and use of road vehicles.

We will amend regulations to help users of electric wheel chair maintain their independence.

We will retain those regulations that implement EU law, but keep the flexibility needed to minimise costs for UK consumers and manufacturers by applying less burdensome national requirements.

Vehicle Standards

[Motor Vehicles \(Type Approval\) Regulations 1980](#)

[Public Service Vehicles \(Conditions of Fitness, Equipment, Use and Certification\) Regulations 1981](#)

[Road Vehicles \(Authorised Weight\) Regulations 1998](#)

[Road Vehicles \(Brake Linings Safety\) Regulations 1999](#)

[Road Vehicles \(Construction and Use\) Regulations 1986](#)

[Road Vehicles Lighting Regulations 1989](#)

The existing regime on vehicle standards has developed over many years, and is now complex and divided between many different regulations. We are committed to putting in place a more coherent regulatory structure. This will include streamlining those regulations that apply when new vehicles are registered and those applying when vehicles are in use.

[Public Service Vehicles \(Carrying Capacity\) Regulations 1984](#)

These regulations set out how to determine the number of people who can safely sit and stand on a bus (as displayed on the notice next to the driver). We are proposing to review these regulations, recognising the potential to include any new approach within the wider review and reshaping of vehicle standards.

[Motor Vehicle Tyres \(Safety\) Regulations 1994](#)

These regulations set out the requirements on people selling tyres. We plan to simplify & consolidate these regulations, and will consult stakeholders on the proposed simplified regulations during 2012.

[Motor Cycles Etc. \(EC Type Approval\) Regulations 1999](#)

[Motor Cycles Etc. \(Replacement of Catalytic Converters\) Regulations 2009](#)

[Tractor etc \(EC Type-Approval\) Regulations 2005](#)

[Motor Fuel \(Composition and Content\) Regulations 1999](#)

[Motor Vehicles \(Refilling of Air Conditioning Systems by Service Providers\) Regulations 2009](#)

[Motor Vehicles \(Replacement of Catalytic Converters and Pollution Control Devices\) Regulations 2009](#)

[Non-Road Mobile Machinery \(Emissions of Gaseous and Particulate Pollutants\) Regulations 1999](#)

[Agricultural or Forestry Tractors \(Emissions of Gaseous and Particulate Pollutants\) Regulations 2002](#)

These regulations implement mandatory European requirements on vehicle standards to do with fuel, emissions and vehicle systems. We are keeping these regulations, and we have made sure they contain no gold-plating.

[Passenger Car \(Fuel Consumption and CO₂ Emissions Information\) Regulations 2001](#)

The regulation and its amendment from 2004 implement the mandatory EU requirements on providing car buyers with CO₂ information in car showrooms and in advertising. We reviewed the way we implemented the Directive during 2010 and simplified the annual fuel economy guide from a bulky booklet to a CD-ROM, so that car retailers no longer have to store large boxes of the guide.

The European Commission may begin a review of the Directives in 2012 and during any negotiations, the Department will look for opportunities to simplify the requirements.

[Renewable Transport Fuel Obligations Order 2007](#)

This regulation implements a mandatory EU requirement on the percentage of fuel that contains biofuel. We will improve the implementation of the requirement by removing some reporting provisions that are no longer necessary, to ease the potential burden on suppliers.

[Use of Invalid Carriages on Highways Regulations 1988](#)

These regulations set out different types of mobility vehicles and define how they can be used. The 1988 regulations are now 23 years old and technological advances in mobility vehicle design means that they are no longer fit for purpose. The Department is therefore planning to review them to help more users with acute clinical needs to become more mobile and maintain their independence.

[Motor Cycle Silencer and Exhaust Systems Regulations 1995](#)

These regulations define the standards motorcycle silencers should meet when they are sold. We are keeping these regulations, as we want to avoid communities suffering from unnecessary noise.

[Road Vehicles \(Approval\) Regulations 2009](#)

[Road Vehicles \(Approval\) \(Consequential Amendments\) Regulations 2009](#)

These regulations implement EU law on vehicle approval – controlling the registration of new types of vehicle and helping ensure only safe vehicles enter into service determining which vehicles are safe to drive on the road. We have implemented these rules in a way that helps to minimise costs for UK consumers and manufacturers by applying less burdensome national requirements. We are keeping these regulations.

[Motor Vehicles \(Approval\) Regulations 2001](#)

[Motor Vehicles \(Type Approval for Goods Vehicles\) \(Great Britain\) Regulations 1982](#)

[Motor Vehicles \(Type Approval\) \(Great Britain\) Regulations 1984](#)

Every design of motor vehicle driven on UK roads has to be approved as safe. Most vehicles are approved under EU-based requirements, but small manufacturers make use of a less onerous scheme that is specific to the UK. We are keeping these regulations.

[Motor Cycles Etc. \(Single Vehicle Approval\) Regulations 2003](#)

These regulations provide motorcycle self-builders and personal importers with a cost effective way to get approval for custom vehicles. We will keep these regulations, as Repeal would require owners to obtain more onerous and expensive European approval.

[Road Vehicles \(Authorisation of Special Types\) \(General\) Order 2003](#)

These regulations permit certain types of vehicles which do not fully comply with the general construction requirements for vehicles to be used on roads – for example very large vehicles used for highly specialised transport. They are deregulatory and help ensure abnormal loads are moved around the country safely provided Police forces are informed under certain circumstances. We will therefore keep these regulations.

[Motor Vehicles \(EC Type Approval\) Regulations 1992](#)

These regulations originally governed type approval of motor vehicles, but have now been repealed. The only provisions remaining in place are updates to the Road Traffic Act, which need to remain in place to maintain the coherence of the statute book. In and of themselves they impose no burden, so we will keep the regulations at the present time.

[Financial Assistance for Environmental Purposes \(England and Wales\) Order 2009](#)

We are keeping these regulations as they enable the Department to provide funding to the Low Carbon Vehicle Partnership. The Partnership's work supports the Department's objective of reducing carbon emissions from road transport.

[Graduated Vehicle Excise Duty \(Prescribed Types of Fuel\) Regulations 2001](#)

These regulations set out the types of non-conventional fuels (such as LPG) that enable vehicles to qualify for a reduced rate of Vehicle Excise Duty. They provide incentives to motorists to purchase vehicles which are more fuel efficient and emit less CO₂. We will be keeping these regulations.

[Motor Vehicles \(Type Approval of Reduced Pollution Adaptations\) Regulations 1998](#)

These regulations specify the requirements for pollution control devices fitted to vehicles. These devices allow vehicles to qualify for a reduced rate of Vehicle Excise Duty; an incentive that was introduced with the aim of reducing pollution. We will be keeping these regulations.

[Motor Vehicles \(Designation of Approval Marks\) Regulations 1979](#)

These regulations were dealt with under the 'Retail' theme of the Red Tape Challenge. You can find out more at <http://www.redtapechallenge.cabinetoffice.gov.uk/themehome/retailchallenge/>

[Motorcycles \(Sound Level Measurement Certificates\) Regs 1980](#)

[Motor Vehicles \(Type Approval\) \(EEC Manufacturers\) Regulations 1981](#)

[Passenger Car Fuel Consumption Order 1983](#)

[Financial Assistance for Environmental Purposes \(No. 2\) Order 2000](#)

[Three-Wheeled All-Terrain Motor Vehicles \(Safety\) Regulations 1988](#)

These regulations are obsolete and the Department will repeal them.

Roadworthiness Testing (including MOTs)

[Deregulation \(Motor Vehicles Tests\) Order 1996](#)

[Motor Vehicles \(Tests\) Regulations 1981](#)

[Goods Vehicles \(Plating and Testing\) Regulations 1988](#)

These regulations lay out the rules for taking a vehicle to an annual roadworthiness (MoT) test. As part of the implementation of new EU rules on roadworthiness testing we are already updating some aspects of the Regulations.

We will keep the 1996 order, which allows motorists to take their vehicle for a test up to a month before an existing certificate expires.

We are consulting on whether to exempt historic vehicles from having to undergo an annual MOT test (the consultation document is available at <http://www.dft.gov.uk/consultations/dft-2011-27>). We are also intending to carry out a broad-based review of the MOT regime.

Enforcement provisions

[Road Vehicles \(Prohibition\) Regulations 1992](#)

[Fixed Penalty \(Procedure\) \(Vehicle Examiners\) Regulations 2009](#)

[Fixed Penalty Offences Order 2009](#)

[Road Safety \(Financial Penalty Deposit\) \(Appropriate Amount\) Order 2009](#)

[Road Safety \(Financial Penalty Deposit\) Order 2009](#)

[Road Safety \(Immobilisation, Removal and Disposal of Vehicles\) Regulations 2009](#)

[Road Traffic \(Vehicle Emissions\) \(Fixed Penalty\) \(England\) Regulations 2002](#)

[Fixed Penalty \(Amendment\) Order 2010](#)

[Road Safety \(Financial penalty Deposit\) \(Amendment\) Order 2010](#)

[Road Vehicles \(Powers to Stop\) Regulations 2011](#)

We are keeping these Regulations that enable enforcement of a range of vehicle and driver offences at the roadside, such as making sure that lorries are not overloaded, that drivers are properly licensed and that drivers follow the rules of the road.

[Weighing of Motor Vehicles \(Use of Dynamic Axle Weighing Machines\) Regulations 1978](#)

These Regulations explain how vehicles should be weighed on dynamic axle weighing equipment, to check whether they are overloaded. We will look at simplifying the Regulations and in particular to see whether it will be tenable to replace them with a non-legislative alternative.

Sharing roadworthiness information with other EU countries

[Road Vehicles \(Testing\) \(Disclosure of Information\) \(Great Britain\) Regulations 2002](#)

These regulations are part of an EU scheme to help countries share information with one another obtained in the course of testing and inspecting commercial vehicles for their roadworthiness. This helps support enforcement of existing road safety laws across the EU, and we are keeping these Regulations.

Buses & Taxis

In July the Law Commission announced that it would undertake the most fundamental review of taxi law in over a hundred years. On top of this, we will be removing rules about how long bus companies have to keep lost property, and getting rid of duplicate regulations on how passengers should behave on buses. We are scrapping another five outdated regulations.

Taxis

[Deregulation \(Taxis and Private Hire Vehicles\) Order 1998](#)

[The Disability Discrimination Act 1995 \(Private Hire Vehicles\) \(Carriage of Guide Dogs etc\) \(England and Wales\) Regulations 2003](#)

[The Disability Discrimination Act 1995 \(Taxis\)\(Carrying of Guide Dogs etc\)\(England and Wales\) Regulations 2000](#)

[Licensed Taxis \(Hiring at Separate Fares\) Order 1986](#)

[Licensed Taxis \(Hiring at Separate Fares\)\(London\) Order 1986](#)

[Local Services \(Operation by Licensed Hire Cars\) Regulations 2009](#)

[Local Services \(Operation by Taxis\) Regulations 1986](#)

[Local Services \(Operation by Taxis\)\(London\) Regulations 1986](#)

[London Cab Order 1934](#)

[London Cab Order 1934 \(Modification\) Order 2000](#)

[Private Hire Vehicles \(London\)\(Operators' Licences\) Regulations 2000](#)

[Private Hire Vehicles \(London\)\(Transitional Provisions\) Regulations 2004](#)

[Private Hire Vehicles \(London\)\(Transitional and Saving Provisions\) Regulations 2003](#)

[Taxis \(Schemes for Hire at Separate Fares\) Regulations 1986](#)

All of the Regulations and Orders around taxis will be considered in the context of the Law Commission's review of taxi and private hire vehicle legislation, announced in July 2011. The review is comprehensive and wide-ranging, looking at the licensing regimes and operational practices from first principles, including the various acts of parliament that these regulations are built on. The Government has asked the Commission to ensure that the review is deregulatory in nature.

The Law Commission intends to carry out a formal consultation exercise in Spring 2012. They will report, and present Government with a draft Bill, by November 2013.

[London Cab Order 1999](#)

[London Cab \(No. 2\) Order 1999](#)

These regulations which set taxi fares in 1999 no longer have any effect. They are now the responsibility of Transport for London and we are in touch with TfL about formally revoking them.

Driver and passenger issues

[Public Service Vehicles \(Conduct of Drivers, Inspectors, Conductors and Passengers\) Regulations 1990](#)

These regulations set the expected standards of behaviour on buses and coaches for drivers, inspectors, conductors and passengers. We will bring these regulations up to date by scrapping them where they duplicate other legislation or can be covered more effectively by the operator's own conditions of carriage (which apply when passengers buy a ticket) so long as safety and accessibility are maintained.

[The Public Service Vehicles \(Lost Property\) Regulations 1978](#)

These regulations set out how property accidentally left in or on buses and coaches should be treated. We are removing them as they are out-of-date and unnecessarily prescriptive.

Accessibility, Community Buses & Concessionary Fares

[The Public Service Vehicles Accessibility Regulations 2000](#)

These regulations ensure that new buses are fully accessible to disabled people, and set dates for bringing existing buses and coaches in line with these standards. We are keeping these regulations, although we will monitor the impact that it has on business.

[Concessionary Bus Travel \(Permits\) \(England\) Regulations 2008](#)
[Concessionary Bus Travel Act 2007 \(Variation of Reimbursement and Other Administrative Arrangements\) Order 2010](#)
[The Mandatory Travel Concession \(England\) Regulations 2011](#)
[The Travel Concession Schemes Regulations 1986](#)
[The Travel Concessions \(Eligibility\) \(England\) Order 2010](#)
[Travel Concessions \(Eligible Services\) Order 2002](#)
[Transport Act 1985 \(Extension of Eligibility for Travel Concessions\) Order 1986](#)

These regulations set out the framework for concessionary travel, explaining how bus operators are paid, specifying who is eligible and which services they can travel on, and setting out what a permit should look like.

We are keeping the regulations as the Government is committed to maintaining free national off-peak concessionary bus travel for older and disabled people in England. The regulations also enable local authorities to offer additional concessions if they wish.

[Community Bus Regulations 2009](#)
[Section 19 Minibus \(Designated Bodies\) Order 1987](#)
[Section 19 Permit Regulations 2009](#)

These regulations allow not for profit groups to carry either their own members (Section 19 permit) or the general public (Section 22 permit - community bus service) for hire or reward, without the need for a PSV Operators Licence. In addition, the regulations devolve the ability to issue section 19 permits to local authorities and designated community groups. We are keeping these regulations, as they reduce the amount of red tape faced by community organisations.

Bus Companies & Operator Licensing

[The Bus Service Operators Grant \(England\) Regulations 2002](#)

These regulations allow the Department for Transport to pay grant to bus operators towards the costs they incur operating their public services. We are keeping these regulations as without them we would not be able to pay the grant. However, we may make changes to the regulations in the future as we are looking at reforming the subsidy we pay to bus operators.

[The Service Subsidy Agreements \(Tendering\) \(England\) Regulations 2002](#)

These regulations set requirements for local authorities when tendering bus services, including limits on the contracts which can be let without competitive tendering and how local authorities publicise the outcome. We will review these regulations following the outcome of the Competition Commission's inquiry into the local bus market.

[Public Service Vehicles \(Registration of Local Services\) \(Quality Contracts Schemes\) \(England and Wales\) Regulations 2009](#)

[Public Service Vehicles \(Registration Restrictions\) \(England and Wales\) Regulations 2009](#)

[Quality Contracts Schemes \(Application of TUPE\) Regulations 2009](#)

[Quality Contracts Schemes \(Pension Protection\) Regulations 2009](#)

[Quality Contracts Schemes \(QCS Boards\) \(England\) Regulations 2009](#)

[Quality Contracts Schemes \(Tendering Requirements\) \(England\) Regulations 2009](#)

[Quality Partnership Schemes \(England\) Regulations 2009](#)

[Quality Partnership Schemes \(England\) \(Amendment\) Regulations 2009](#)

[Quality Partnership Schemes \(Existing Facilities\) Regulations 2001](#)

These regulations, together with the Transport Act 2000 and the Local Transport Act 2008, set out the framework for bus Quality Contract and Quality Partnership schemes. These are schemes that can be introduced by local transport authorities to improve the quality of bus services.

We are keeping these regulations, pending the final report of the Competition Commission's investigation into the local bus market in January 2012.

[Public Service Vehicles \(Registration of Local Services\) Regulations 1986](#)

These regulations set out what information has to be provided when registering a local bus service and the timescales which have to be met. We are keeping them as they make sure people know which bus services are operating. However, we will look to see if any changes should be made following the outcome of the Competition Commission's inquiry into the local bus market.

[Public Service Vehicles \(Traffic Regulation Conditions\) \(England and Wales\) Regulations 2004](#)

These regulations allow the Traffic Commissioners to restrict bus operations when requested by a local traffic authority. This can be needed to deal with issues such as traffic congestion, air or noise pollution and is only granted in exceptional circumstances. We will be keeping these regulations.

[Public Service Vehicles \(Traffic Commissioners: Publication and Inquiries\) Regulations 1986](#)

Traffic Commissioners are responsible for approving or removing operator licences for passenger transport companies. This regulation is designed to ensure that the system is transparent. We are updating them to remove an outdated requirement.

[Public Service Vehicles \(London Local Service Licences\) Regulations 1986 Regulation of Bus Services in Greater London \(Transitional Provisions\) Order 2000](#)

These regulations required the licensing of London bus services which were not part of the main London bus network. They have been replaced by more recent legislation, and we will scrap them.

[Public Service Vehicles \(Operators' Licences\) Regulations 1995](#)

These regulations set out procedures for granting licences to operate bus services. The regulations are necessary to make the licensing system workable and are being kept.

[Operation of Public Service Vehicles \(Partnership\) Regulations 1986](#)

These regulations allow two or more people to apply jointly for a Public Service Vehicle (PSV) operator licence. We are keeping them so licenses can be granted to partnerships where the requirements for good repute and professional competence are met either alone or jointly by one of the partners.

[Public Service Vehicle Operators \(Qualifications\) Regulations 1990](#)
[Public Service Vehicle Operators \(Qualifications\) Regulations 1999](#)

Anyone applying for a PSV operator licence needs to be of 'good repute', and these regulations set out in detail what this means. This includes information on financial standing and professional competence and requirements for periodic checks.

We have decided to remove the 1990 Regulations as they are superseded by changes made by the 1999 Regulations. The 1999 Regulations will be revoked in December, when they are replaced by a revised set of Road Transport Operator regulations.

[Public Service Vehicles \(Enforcement Powers\) Regulations 2009](#)

These regulations allow a VOSA examiner to detain a vehicle that is in breach of the Public Service Vehicle operator licensing requirements. This can be for a number of reasons, including when a vehicle is unsafe.

We will keep these regulations as they provide essential enforcement powers. The enforcement powers are regarded as a last resort against operators where all other measures have failed.

[Public Service Vehicles \(Community Licenses\) Regulations 1999](#)
[Road Transport \(Passenger Vehicles Cabotage\) Regulations 1999](#)

These Regulations outline common rules for the international carriage of passengers by coach and bus and establish a European Community-wide licence, allowing carriers operating public service vehicles access to the market for the international carriage of passengers by road. They also allow operators with a European Community Licence based in one member state to do business in another member state without having to set up a registered office there.

We will revoke these regulations in December, when they are replaced by newer European regulations.

[Road Transport \(International Passenger Services\) Regulations 1984](#)

These regulations implement the Agreement on the International Carriage of Passengers by Road by means of Occasional Coach and Bus Services (ASOR). We will keep these regulations as they provide important guidelines outlining fees/authorisations required internationally for passenger travel. However, as the ASOR agreement has been superseded by the Interbus Agreement, we will be amending these regulations to reflect the revised agreement.

[Road Transport \(Northern Ireland Passenger Services\) Regulations 1980](#)

Northern Ireland looks after its own system of operator licensing. These regulations exempt Northern Irish vehicles authorised under NI law from various international licensing requirements when providing services between Great Britain and Northern Ireland.

We will keep these regulations as they reduce costs on businesses working within the UK.

Outdated Regulations

[Transport Act 1985 \(Exclusion of Bus Operating Powers and Exemption for Councils Running Small Bus Undertakings\) Order 1985](#)

[Passenger Transport Executives \(Capital Finance\) \(Temporary Provision\) Order 1992](#)

[Disability Discrimination \(Transport Vehicles\) Regulations 2005](#)

[Public Service Vehicles \(Drivers' Licences\) Regulations 1985](#)

[Public Service Vehicles \(Traffic Regulation Conditions\) Regulations 1986](#)

These regulations have already lapsed, or have been replaced by more recent legislation. We will remove them from the statute book to help reduce the amount of outstanding legislation.

Transport Workers & Organisations

In this theme, we are getting rid of 16 outdated regulations to do with old nationalised industries. We will protect 24 regulations that form part of the pension entitlement of former workers in nationalised transport companies. The remaining measures mostly relate to the operation of national or local government, and do not impose a regulatory burden in themselves.

Machinery of Government

[Driving Standards Agency Trading Fund \(Maximum Borrowing etc.\) Order 2009](#)

[Driving Standards Agency Trading Fund Order 1997](#)

[Vehicle and Operator Services Agency Trading Fund \(Maximum Borrowing\) Order 2007](#)

[Vehicle and Operator Services Agency Trading Fund Order 2003](#)

[Vehicle Inspectorate Trading Fund \(Appropriation of Additional Assets\) Order 1997](#)

[Vehicle Inspectorate Trading Fund \(Variation\) Order 1992](#)

[Vehicle Inspectorate Trading Fund Order 1991](#)

These regulations allow the Vehicle Operator and Service Agency (VOSA) and the Driving Standards Agency (DSA) to operate as 'trading funds' – government bodies that are paid for by their users. We are keeping these regulations, as repeal would mean these bodies would be part-funded through general taxation; and this would not match the aims of the Red Tape Challenge. However, we will look for ways to simplify these regulations when we next revisit wider legislation in this area.

[Passengers' Council \(Non-Railway Functions\) Order 2010](#)

This regulation allows Passenger Focus, the independent passenger watchdog, to represent bus, coach and tram users in England (outside London). We are keeping this regulation.

[Transport Security \(Electronic Communications\) Order 2006](#)

This regulation allows some security communications to be carried out electronically. We are keeping this regulation.

[Minister of Transport Order 1979](#)

[Ministry of Transport \(Board of Trade Exception of Powers\) \(Amendment\) Order 1922](#)

[Ministry of Transport \(Board of Trade Exception of Powers\) Order 1919](#)

[Ministry of Transport \(Minister of Health Exception of Powers\) Order 1919](#)

[Ministry of Transport \(Road Board Transfer of Powers\) Order 1919](#)

[Secretary of State for Transport Order 1976](#)

These regulations provide for the continuity of power from the founding or reorganisation of the Ministry of Transport and its successors. We will keep these regulations, as we need them to enforce the law.

Local Government

[Local Government Changes for England \(Transport Levying Bodies\) Regulations 1997](#)

[Transport Levying Bodies Regulations 1992](#)

These Regulations confer a general power on certain transport bodies (passenger transport authorities and bridge or harbour administrators, for example) to issue levies to local authorities for the purpose of meeting their expenses. We will keep the regulation, as repeal would prevent certain bodies from being able to ensure their own funding.

[London Regional Transport \(Dissolution\) Order 2003](#)

This regulation hands over responsibility for some elements of transport in London to the London Transport Users Council. We will keep the regulation, as it imposes no additional burdens.

[Local Authorities \(Miscellaneous Provision\) Order 1975](#)

[Local Authorities etc \(Miscellaneous Provision\) \(No 2\) Order 1974](#)

[Local Authorities etc \(Miscellaneous Provision\) \(No 2\) Order 1975](#)

[Local Authorities etc \(Miscellaneous Provision\) \(No 3\) Order 1974](#)

[Local Authorities etc \(Miscellaneous Provision\) \(No 3\) Order 1975](#)

[Local Authorities etc \(Miscellaneous Provision\) Order 1974](#)

These six measures will be dealt with under a future section of the Red Tape Challenge, dealing with local government.

Pensions

[London Transport Users' Committee \(Transitional Provisions\) Order 2000](#)
[British Transport \(Alteration of Pension Schemes\) Order 1969](#)
[British Transport \(Compensation to Employees\) Regulations 1970](#)
[British Transport \(Pensions of Employees\) \(No 1\) Order 1968](#)
[British Transport \(Pensions of Employees\) \(No 1\) Order 1969](#)
[British Transport \(Pensions of Employees\) \(No 2\) Order 1968](#)
[British Transport \(Pensions of Employees\) \(No 2\) Order 1969](#)
[British Transport \(Pensions of Employees\) Order 1971](#)
[British Transport Commission \(Amendment of Pension Scheme\) Regulations 1954](#)
[British Transport Commission \(Compensation to Employees\) Regulations 1953](#)
[British Transport Commission \(Male Wages Grades Pensions\) Regulations 1954](#)
[British Transport Commission \(Pensions of Employees\) Regulations 1953](#)
[British Transport Commission Group Pension Funds Regulations 1962](#)
[British Transport Reorganisation \(Compensation to Employees\) Regulations 1962](#)
[British Transport Reorganisation \(Pensions of Employees\) \(No 1\) Order 1962](#)
[British Transport Reorganisation \(Pensions of Employees\) \(No 1\) Order 1964](#)
[British Transport Reorganisation \(Pensions of Employees\) \(No 2\) Order 1962](#)
[British Transport Reorganisation \(Pensions of Employees\) \(No 3\) Order 1962](#)
[British Transport Reorganisation \(Pensions of Employees\) \(No 4\) Order 1962](#)
[London Transport \(Alteration of Pension Schemes\) Order 1970](#)
[London Transport \(Alteration of Wages Grades Pension Schemes\) Order 1966](#)
[London Transport \(Compensation to Employees\) Regulations 1970](#)
[Passenger Transport \(Compensation to Officers\) Regulations 1970](#)
[Transport Holding Company \(Compensation to Employees\) Regulations 1972](#)
[Transport Holding Company \(Pensions\) Order 1973](#)
[Transport Pension Schemes \(Decimal Currency\) Order 1971](#)
[Vehicle and Driving Licences \(Compensation to Officers\) Regulations 1977](#)

These regulations form part of the pension entitlement for former employees of nationalised industries. We have no desire to interfere with pension rights, and we will keep the regulations unchanged.

Outdated regulations

[British Transport Commission \(Transfer of Functions\) \(Appointments and Nominations\) Order 1963](#)
[London Regional Transport Levy \(General Rate Act 1967\) \(Modification\) Order 1988](#)
[Ministry of Transport \(Electricity Supply\) Order 1920](#)

[National Bus Company \(Dissolution\) Order 1991](#)
[Public Passenger Transport Policies \(Anticipatory Exercise of Powers\) Order 1986](#)
[Public Transport Companies \(Permitted Maximum and Required Minimum Numbers of Directors\) Order 1985](#)
[Radioactive Substances \(Road Transport Workers\) \(Great Britain\) \(Amendment\) Regulations 1975](#)
[Transport Act 1985 \(Modifications in Schedule 4 to the Transport Act 1968\) \(Further Modification\) Order 1993](#)
[Transport Act 1985 \(Modifications in Schedule 4 to the Transport Act 1968\) Order 1985](#)
[Transport Holding Company \(Capital Debts\) Order 1972](#)
[Transport Holding Company \(Capital Debts\) Order 1973](#)
[Transport Holding Company \(Commencing Capital Debt\) \(Extinguishment\) Order 1973](#)
[Transport Holding Company \(Dissolution\) Order 1973](#)
[Transport Holding Company \(Procedure\) Order 1962](#)
[Transport Holding Company \(Transfer of Assets\) Order 1971](#)
[Coal and Other Mines \(Transport Roads\) Regulations 1956](#)
[British Transport Commission \(Executives\) Order 1952](#)
[British Transport Commission \(Executives\) Order 1953](#)
[British Transport Commission \(Organisation\) Scheme Order 1954](#)
[Electricity \(Ministry of Transport\) Costs and Expenses Rules 1922](#)
[Precept Limitation \(Passenger Transport Authorities\) \(Prescribed Maximum\) Order 1986](#)
[Local Government \(Supplementary Grants for Transport Purposes Specified Descriptions\) Order 1984](#)
[London Transport \(Certification of Routes\) Order 1962](#)
[London Transport \(Consent Appeals\) Regulations 1972](#)
[London Transport \(Consent Procedure\) Regulations 1962](#)
[London Transport \(Lost Property\) \(Amendment\) Regulations 1978](#)
[London Transport \(Lost Property\) Regulations 1971](#)
[London Transport Board \(Borrowing Powers\) Order 1968](#)
[London Transport Executive \(Borrowing Provisions\) Order 1975](#)
[London Transport Stock Regulations 1933](#)
[Ministry of Transport \(Preliminary Procedure\) Rules 1920](#)
[Nationalised Transport \(London Fares\) Order 1962](#)
[Transport Act 1981 \(Dissolution of National Ports Council\) \(Final\) Order 1981](#)
[Transport Arbitration Tribunal Rules 1947](#)
[Transport Boards \(Adjustment of Payments\) Order 1964](#)
[Transport Boards \(Payments for Rating Authorities\) Regulations 1963](#)

These regulations have already lapsed, or have been replaced by more recent legislation. We will remove them from the statute book to help reduce the amount of outstanding legislation.