

- (ii) give your own and the vehicle owner's name and address and the index mark of the vehicle to a police constable or anyone having reasonable grounds for wanting these particulars; and
- (iii) if a person is injured, produce your certificate of insurance or security to a police constable or anyone who has with reasonable grounds required its production.

You must

report the accident to a police constable or at a police station as soon as practicable and in any case within 24 hours in the following circumstances: if, for any reason, you have not supplied your identifying particulars as in (ii) above, and, in injury cases, if you have not produced your certificate as in (iii) above (R.T.A., 1930, sections 22 and 40 (2)).

TO MOTOR CYCLISTS

Most of the foregoing requirements apply to you. In addition—

You must not

carry more than one passenger on a two-wheeled machine, and the passenger must sit astride the cycle on a proper seat securely fixed behind the driver's seat (R.T.A., 1930, section 16).

TO DRIVERS OF HORSE-DRAWN VEHICLES

You must

hold the reins, unless your horse is conducted by someone else (H.A., 1835, section 78);
 observe traffic signals and signs (R.T.A., 1930, section 49);
 observe police officers' directions (R.T.A., 1930, section 49);
 respect pedestrian crossings (P.C.P.R., 1941, Nos. 3-5 see also "Pedestrian Crossings" page 28);
 at night, see that your lamps are alight (R.T.L.A., 1927, section 1).

You must not

drive furiously so as to endanger the life or limb of anyone, including yourself (H.A., 1835, section 78);
 be so far away from your horse that you have not control over it (H.A., 1835, section 78);
 drive if you are drunk (Licensing Act, 1872, section 12);
 leave your vehicle in a position where danger or obstruction is likely to arise, or on a pedestrian crossing (R.T.A., 1930, section 50; H.A., 1835, section 72; P.C.P.R., 1941, No. 6).

TO PEDAL CYCLISTS

You must

observe traffic signals and signs (R.T.A., 1930, section 49);
 observe police officers' directions (R.T.A., 1930, section 49);
 respect pedestrian crossings (P.C.P.R., 1941, Nos. 3-5, see also "Pedestrian Crossings" page 28);
 at night, see that your lamps are alight (R.T.L.A., 1927, sections 1 and 5).

You must not

ride furiously so as to endanger the life or limb of anyone, including yourself (H.A., 1835, section 78);
 ride if you are drunk (Licensing Act, 1872, section 12);
 ride on a footway or footpath by the side of any road made or set apart for the use of foot passengers (H.A., 1835, section 72);
 carry a passenger if your cycle is not constructed or adapted to carry more than one person (R.T.A., 1934, section 20);
 hold on to a motor vehicle or trailer in motion, without lawful authority or reasonable cause (R.T.A., 1930, section 29).

TO PEDESTRIANS

You must not

wilfully cause obstruction of the footway or highway (H.A., 1835, section 72);

loiter on a pedestrian crossing (P.C.P.R., 1941, No. 7, see also "Pedestrian Crossings" below);

without lawful authority or reasonable excuse—hold or get on to a motor vehicle or trailer in motion; tamper with the brake or other part of the mechanism of a stationary vehicle (R.T.A., 1930, section 29).

be drunk in any highway or public place (Licensing Act, 1872, section 12).

PEDESTRIAN CROSSINGS

It is an offence under the Pedestrian Crossing Places (Traffic) Regulations to disobey the following requirements—

(1) Drivers of vehicles, and cyclists

- (a) When you are approaching a pedestrian crossing, proceed at a speed which will enable you to stop before reaching the crossing, unless you can see that there is no pedestrian on the crossing.
- (b) Where a pedestrian crossing is controlled by police or light signals, allow free passage to any pedestrian who has started to cross before you receive the signal to proceed.
- (c) Where a pedestrian crossing is not controlled by police or by light signals, give way to any pedestrian on the crossing.
- (d) Never stop on any pedestrian crossing unless you are forced to do so by circumstances beyond your control or to avoid an accident.

(2) Pedestrians

A pedestrian may not remain on a pedestrian crossing longer than is necessary for the purpose of passing from one side of the road to the other with reasonable despatch.

Hints on Driving

SOME GENERAL HINTS

See that your driving seat is secure and correctly adjusted before moving off.

Make sure your tyres are in good condition and inflated to the correct pressure. A front or rear burst is dangerous, but the former is the more disastrous.

When driving, keep both hands on the steering wheel unless you are performing a necessary driving function.

Never drive with your elbow on the window ledge—it restricts your movements in an emergency.

Keep a sharp look-out for changes in road condition. Learn to notice quickly and use extra care where the camber of a road is against you or where the surface is loose, greasy, icy, highly polished, or covered with leaves.

Unless compelled by traffic conditions, avoid driving closely behind the vehicle in front of you. If you do, your vision is restricted and your margin of safety lessened, should the driver in front suddenly brake or swerve.

When following a 'bus or tramcar, look ahead for the stopping places, as these will warn you of the likelihood of such a vehicle pulling up or the possibility of persons suddenly crossing the road to board it.

Keep a look out on both sides of the road as well as to your front.

Learn to look well ahead so that you will see road signs and warnings of danger in sufficient time for you to be able to react.

Never brake or accelerate violently at a corner: it may induce skidding.

Don't start making adjustments while travelling—stop and make them in safety.

Be very careful at night when approaching red "danger" lamps on the road. There may have been an accident and people may walk unexpectedly into the path of your vehicle.

At night a "flick" on or off of your headlights is a useful form of warning at cross roads or to traffic which you are overtaking.

A good driver, though he may use different controls in quick succession, should be very observant and never allow himself to be placed in such a position that he must try to do too many things at the same time. His whole method of driving should be mapped out. It should be deliberate and thoughtful, which means that he should never need to be hurried, as he must always be master of his machine. In other words, he should be competent to drive it, and be equally competent in controlling himself. Always concentrate on your driving.

Hints on Cycling

The Highway Code tells you the principles of good roadmanship. But it does not always tell you what those principles involve, because it does not deal with the "technicalities" of cycling.

You are told not to wobble about the road. A common cause of wobbling is riding a machine that is too big for the rider. It is advisable, when practicable, for the saddle to be so adjusted that, to avoid dismounting, the rider can place one foot to the ground when the cycle is stationary.

Another possible cause of wobbling is pedalling with the "waist" of the foot on the pedal: at slow speeds, or when turning a corner, the toe may catch the front mudguard and cause an unintentional and uncontrolled swerve.

Keeping full control of the cycle implies three things. First, that the machine is in mechanically good condition; second, that it is the right size; and third, that the rider has road sense.

A CYCLE IS NOT IN GOOD CONDITION

If {
the bearings are too slack;
the brakes are not fully effective;
the wheels are out of line;
spokes are loose or missing;
the chain is slack;
the mudguards are not firmly attached;
the handlebar or saddle is not secure;
the tyres are badly worn or soft.

Before descending a steep hill make sure, by a touch of the brakes, that they are working properly.

Have your bell in such a position that you are able to ring it and at the same time apply your brakes.

Even when facing a strong wind or driving rain, keep your eyes on the road ahead.

Take special care in bad weather or on slippery roads. In foggy weather be prepared to deal with emergencies that would not arise in normal conditions, e.g., finding a vehicle on the wrong side of the road or a pedestrian "lost" on the highway.

In very windy weather be prepared for sudden gusts which may cause you to swerve (especially if you are wearing a cape), particularly at road junctions.

Never apply your front brake first, especially when the road surface is wet or rough, as this tends to cause a front-wheel skid, which is almost impossible to correct; sudden changes of direction on wet roads should be avoided, because of the risk of side-slip.

This Code is issued with the Authority of Parliament
(Resolutions passed July 1946)

"A failure on the part of any person to observe any provision of the highway code shall not of itself render that person liable to criminal proceedings of any kind, but any such failure may in any proceedings (whether civil or criminal, and including proceedings for an offence under this Act) be relied upon by any party to the proceedings as tending to establish or to negative any liability which is in question in those proceedings."

[Road Traffic Act, 1930, Section 45]

STUDY THE FOLLOWING TABLE AND
THINK IN TERMS OF OVERALL
STOPPING DISTANCE

**This is what proper BRAKES can do
on good Dry Level Surfaces.**

SPEED M.P.H.	THINKING DISTANCE	BRAKING DISTANCE	OVERALL STOPPING DISTANCE
	Feet	Feet	Feet
10	10	5	15
20	20	20	40
30	30	45	75
40	40	80	120
50	50	125	175

THINKING DISTANCE = Distance travelled before driver reacts.

BRAKING DISTANCE = Distance travelled after driver applies brakes.

DO YOU REALISE how long it takes to pull up a car in an emergency? This table is based on the assumption that the driver reacts quickly, and that the brakes and road surface are in good condition. The overall stopping distances indicated represent the least margin of safety which can be allowed at different speeds from 10 to 50 miles per hour. Remember that the distances are greatly increased if road or weather conditions are bad or if your vehicle is not in first-class condition. On a skiddy road the braking distances should at least be doubled.