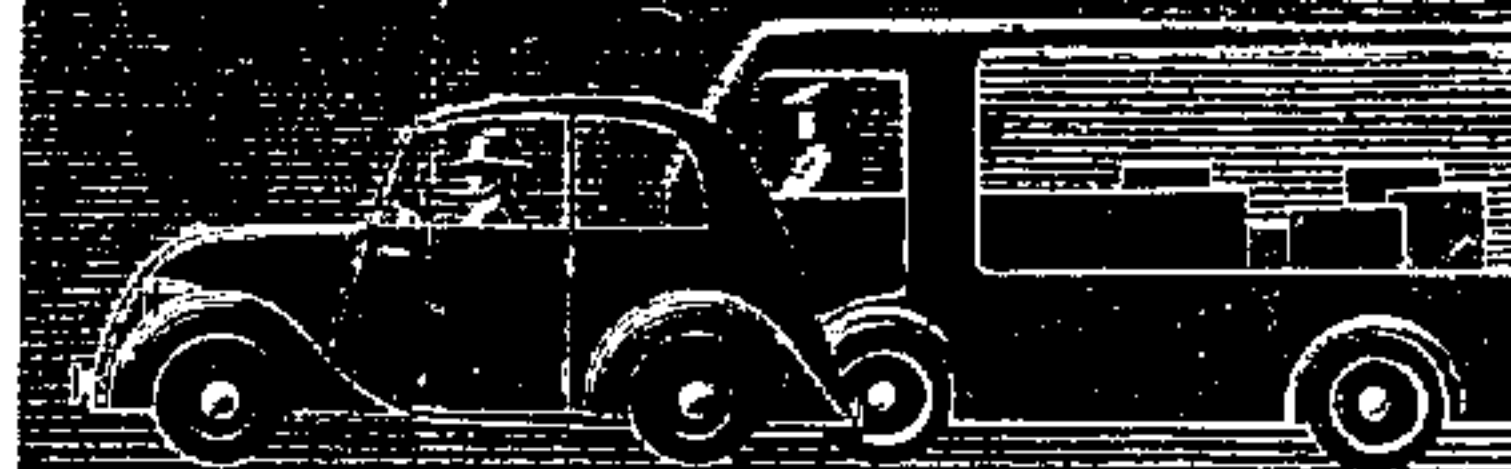


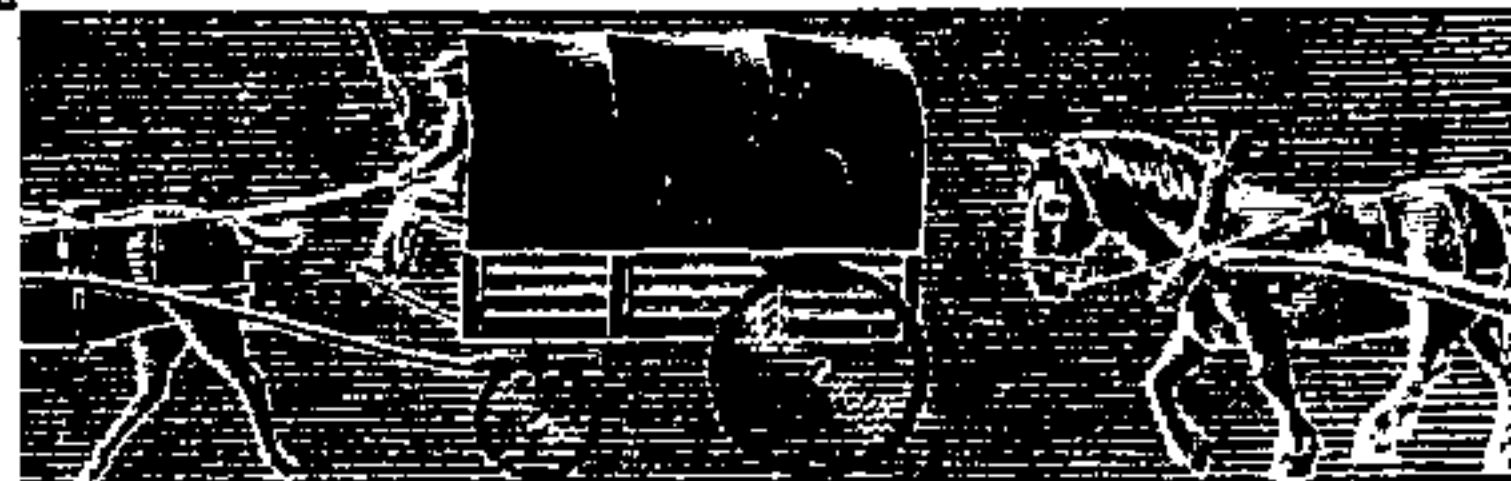
THE



HIGHWAY



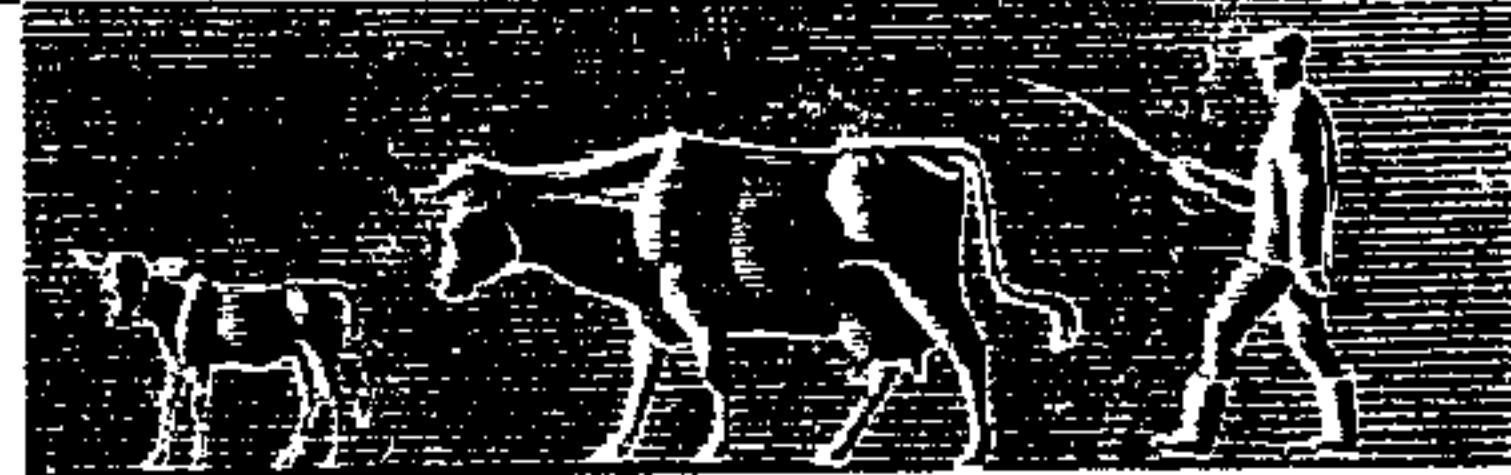
CODE



ISSUED BY THE MINISTER OF TRANSPORT
WITH THE AUTHORITY OF PARLIAMENT
FOR THE GUIDANCE AND SAFETY OF ALL
ROAD USERS



WITH AN APPENDIX
INCLUDING DIAGRAMS
OF SIGNALS AND SIGNS



LONDON: PUBLISHED BY
HIS MAJESTY'S STATIONERY OFFICE
ONE PENNY NET



For convenience the Code has been divided into sections, some of which apply specially to certain classes of road users. The following will enable you to see at a glance those sections which more particularly concern you as a—



Pedestrian

Paragraphs 1-21



Driver of a motor vehicle

Paragraphs 22-61



Driver of a horse-drawn vehicle

Paragraphs 22-45



Motor cyclist

Paragraphs 22-43 and 46-53



Pedal cyclist

Paragraphs 22-40 and 62-75



Rider of a horse, or a person in charge of led or driven animals

Paragraphs 76-78

Foreword

BY

THE MINISTER OF TRANSPORT

In every human activity there is a standard of conduct to which, in the common interest, we are expected to conform. This Code, which is issued with the Authority of Parliament, sets out the standard of conduct for the road.

The provisions of the Code are a simple summary of the best and widest experience. Each provision, whether it relates to a legal requirement or to discretionary behaviour, has been included because of its importance in preventing road accidents.

It is my sincere hope that all road users, whether pedestrians, drivers or riders will study the Code and respect its provisions. To do so is, in fact, a moral duty. If observance of the provisions of the Code, and the spirit of tolerance and consideration underlying them, became a habit, road accidents would rapidly decrease. They are a social evil which can only be overcome by the co-operation of everyone.

Please do not glance at the Code and decide that it does not apply to you : it applies to everyone, and I ask you to study it and act upon it and to encourage others to do so.

THE HIGHWAY CODE

To all Road Users

- 1 The Highway Code is a set of commonsense provisions for the guidance and safety of all who use the roads. Consideration for others as well as for yourself is the keynote of the Code. Remember that you have responsibilities as well as rights.
- 2 Be careful and courteous yourself at all times; allow for other people doing something silly at any minute.
- 3 Be sure that you are fit to use the road. Alcohol, even in small amounts, lowers your alertness and sense of caution. A fraction of a second may make all the difference between safety and disaster. If you cannot give the necessary concentration you are risking not only your own life but the lives of others. Many drugs have the same effect and so also has fatigue.
- 4 Learn the signals used for regulating traffic and by drivers of vehicles. (See pages 14 to 19 inclusive).

The policeman regulating traffic has a responsible 5
job to do. When he is busy don't put questions
to him; they may distract his attention. If you
want to know the way ask someone else.

Keep your dog under control whether it is on the 6
road or on a vehicle. Many a person has been
killed or injured because a driver swerved to avoid
a dog.

Watch the children. Accidents to small children 7
are terribly frequent.

If you are a parent or guardian teach your own 8
children to cross the road safely and set them an
example by your own road conduct. Do not let
your children play in the streets. Children under
seven should be accompanied by an older person
when using busy roads.



As a PEDESTRIAN, study this Section

GENERAL

Where there is a footpath use it. If there is no 9
footpath it is generally better to walk on the right
so as to face oncoming traffic.

On a footpath do not walk alongside the kerb in 10
the same direction as the nearer stream of traffic.

Do not step off the footpath unless you have made 11
sure that it is safe to do so.

- 12 Wait until a 'bus or tram has stopped at a recognised stopping place before you get on or off.
- 13 Do not walk on a cycle track ; leave it free for the cyclists.
- 14 Never stand in the road at a blind corner or other place where you may not be seen by approaching drivers.

CROSSING THE ROAD

- 15 Before you cross the road, *stop, look right, left, and right again* ; then cross at right-angles, keeping a careful look-out all the time. Be specially alert on one-way traffic roads.
 - 16 Where there is a pedestrian crossing, refuge, over-bridge or subway — use it. (See page 28).
 - 17 If your view of the traffic is obscured by a stationary vehicle or other obstruction, take particular care. If you don't you may be knocked down.
 - 18 A slippery road is dangerous ; watch your step.
 - 19 At traffic signals or at a police-controlled crossing watch the traffic as well as the signals and cross the road only when you can see that it is safe. Look out for traffic turning the corner.
 - 20 Where pedestrian-operated signals are provided, use them, and wait until you see the "Cross now" signal.
 - 21 It is a courteous and kindly act to help small children, the aged, the infirm and the blind to cross the road safely.
-



If you drive a MOTOR VEHICLE study this Section and Paragraphs 41-61.



If you drive a HORSE-DRAWN VEHICLE study this Section and Paragraphs 41-45.



If you ride a MOTOR CYCLE study this Section and Paragraphs 41-43 and 46-53.



If you ride a PEDAL CYCLE study this Section and Paragraphs 62-75.

GENERAL

Keep well to the left unless you are about to over- 22
take or turn right.

When on a narrow winding road, however familiar to 23
you, go slow. You may come upon danger suddenly.

Be careful when passing standing vehicles and other 24
obstructions; a pedestrian may dodge out from
behind them.

Take special care at cross roads, crossings and bends. 25
If about to turn from one road into another, give
the proper signal. When turning, go slow and give
way to pedestrians. Give way to traffic on the major
road. At uncontrolled crossings, unless you have a
clear view of the major road in both directions,
stop before entering the major road.

When traffic in front of you is held up, never 26
attempt to gain a forward position by encroaching
on the offside of the road.

- 27 Go slow when passing animals and give them plenty of room. Stop if necessary or if signalled to do so. Be prepared to meet pedestrians and led animals coming towards you on your side of the road.

OVERTAKING

- 28 Never overtake unless you are sure that you can do so without danger to yourself and others. Be specially careful in the dusk when it is more difficult to judge speed and distance.
- 29 Overtake only on the right except when the driver in front has signalled that he is going to turn right. (This does not necessarily apply at roundabouts and in one-way roads or when overtaking tramcars.)
- 30 Do not overtake :—
- (a) unless you can do so without forcing the overtaken or approaching vehicles to swerve or reduce speed ;
 - (b) at a corner or bend ;
 - (c) at or approaching the brow of a hill or a hump-back bridge ;
 - (d) at cross roads ;
 - (e) at a pedestrian crossing.
- 31 Never cut out, that is, do not turn from the near side sharply, without giving ample warning and making sure that it is safe to do so.
- 32 Give way to pedestrians about to get on or off a tramcar.

SIGNALS AND SIGNS

Before you stop or slow down or change direction, give the proper signal and give it in good time. 33

Keep a sharp look-out for traffic light signals, traffic signs, and lines marked on the highway. (See pages 20 to 22.) 34

A policeman regulating traffic is there to help you. Do as he directs, and help him in return by letting him see clearly by your signal which way you want to go. 35

Do not rely on signals to proceed given by unauthorised persons. 36

PEDESTRIAN CROSSINGS

Look out for pedestrian crossings. Learn and observe the Regulations relating to them. (See page 28). 37

FILTERING

When you are held up at a road junction by a police officer regulating traffic, or by a traffic light signal, do not turn to the left unless you get a definite signal to do so. (See pages 15 and 22). 38

LIGHTS

See that your lights are in good order and are properly adjusted. 39

Always light up in good time. When visibility is poor and particularly on foggy days, put on your lights so that other people can see you. 40



If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-40 and 44-61.



If you drive a HORSE-DRAWN VEHICLE study this Section and Paragraphs 22-40 and 44-45.



If you ride a MOTOR CYCLE study this Section and Paragraphs 22-40 and 46-53.

GENERAL

- 41 Give pedestrians and pedal cyclists plenty of room. They are very vulnerable. Be ready for children who may run suddenly on to the road, and for people who may step from a refuge or a footpath or from behind a vehicle or other obstruction. Make special allowance for the aged, the infirm and the blind.

STATIONARY VEHICLES

- 42 When you stop your vehicle, draw in as close as possible to the side of the road. Never put it where it endangers or obstructs others. (See page 25). Do not leave your vehicle —
- (a) near the brow of a hill or a humpback bridge ;
 - (b) at or close to a bend or road junction ;
 - (c) where it obscures a pedestrian crossing or traffic sign ;
 - (d) at or near a 'bus or tram stopping place or school entrance ;
 - (e) opposite a refuge, road repairs or other obstacle;
 - (f) opposite another standing vehicle ;

(g) facing the "wrong" way at night, or in fog or misty weather, lest your lights mislead oncoming traffic;

If your vehicle will be stationary for more than a few minutes, put it in a parking space. 43



If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-43 and 46-61.



If you drive a HORSE-DRAWN VEHICLE study this Section and Paragraphs 22-43.

PROJECTING LOADS

A load projecting behind your vehicle may be a danger to others. In daytime mark the end with a white cloth or something else which will attract attention. (At night mark the end of the load with a red light.) 44

TURNING OR REVERSING (BACKING)

Never turn or reverse (back) your vehicle unless you have made sure that it is safe to do so and that you will not endanger other people. Look out specially for pedestrians and children. When turning a motor vehicle round it is generally best to go to a side road or entrance, back into it and then come forward into the major road. 45



If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-45 and 54-61.



If you ride a MOTOR CYCLE study this Section and Paragraphs 22-43.

GENERAL

- 46 Take a pride in your driving. The good driver knows how stopping distances increase with speed, and drives accordingly ; drives on his engine and not on his brakes ; knows the braking and acceleration of which his vehicle is capable in an emergency ; and always adjusts his speed to the prevailing road and traffic conditions. (See pages 29-30).
- 47 Do not drive in a spirit of competition with other road users. If another driver shows lack of care or good manners do not retaliate.
- 48 Make as little noise as possible. Do not drive on the horn. Use your horn only when it is really necessary : its use does not give you the right of way or absolve you from the duty of taking every precaution.
- 49 The faster you travel, the smaller will be the margin of safety in emergency, and the worse the smash if an accident happens. Always be able to pull up well within the distance you can see is clear. (See inside back cover).
- 50 Never accelerate when being overtaken.

SPEED LIMIT

- 51 A speed limit is imposed for reasons of safety which may not always be obvious. To exceed it is to take a

risk, as well as being an offence. (See pages 20 and 24).

NIGHT DRIVING

At night always drive well within the limits of your lights. If you are dazzled, slow down even to a standstill. 52

VEHICLE CONDITION

Make sure that your vehicle is in a fit condition to be used on the road. Give regular attention to brakes, steering and tyres. Do not wait for an accident. 53



If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-53.

DOORS

Before opening any door of a vehicle, make sure that the vehicle has stopped and that you will not endanger or inconvenience anyone on the road or footpath. 54

DIRECTION INDICATORS

If you use a direction indicator, see that it is returned to neutral as soon as your movement is completed. 55

MIRRORS

Make a habit of using your driving mirror so that you know what is behind you, especially when about to move off, turn, overtake, stop, or open the door. 56

IN CONVOY

If you are a driver in a convoy, or a driver of one of a series of large vehicles such as lorries or motor coaches, do not drive close behind the vehicle in front of you. Leave ample space so that a faster 57

vehicle after overtaking you can, if necessary, draw in to the left again before overtaking the next vehicle.

HEADLIGHTS

- 58 Do not use your headlights unnecessarily, especially in lighted areas.
- 59 Dip your headlights when meeting other vehicles on the road unless there are exceptional circumstances which make it unsafe for you to do so.
- 60 Switch off or dip your headlights when you are following close behind another vehicle which you do not intend to overtake.
- 61 When your headlights are dipped or extinguished be specially careful.



If you are a PEDAL CYCLIST study this Section and Paragraphs 22-40.

GENERAL

- 62 Ride in single file when road or traffic conditions require it, and never more than two abreast.
- 63 Do not wobble about the road. (See page 30).
- 64 When traffic is held up do not take risks by riding along a narrow space between vehicles.
- 65 Never ride close behind a fast moving vehicle, it may slow down or stop suddenly.
- 66 Do not hold on to another vehicle. (See page 27).
- 67 Make sure that your rear light, reflector and white patch are kept clean and are never obscured by your clothing or anything else.

CONTROL OF MACHINE

- 68 Keep full control of your cycle.
- 69 Do not ride a machine which is too big for you.

Do not carry a passenger on your cycle unless it is constructed or adapted for the purpose. (See page 27). 70

Never carry parcels or other articles which may interfere with the proper control of your machine, or may cause harm to others. 71

Take special care in bad weather and on slippery roads. If you fall you may be run over. 72

Cross tramlines at a wide angle and signal your intention well in advance. 73

CYCLE TRACKS

If there is a cycle track — use it. 74

VEHICLE CONDITION

Make sure that your cycle is in a fit condition to be used on the road, and in particular that the brakes act properly. (See page 31). 75



If you ride a HORSE or are in CHARGE OF HORSES OR OTHER ANIMALS study this Section.

When leading an animal, always place yourself between it and the traffic and keep the animal to the edge of the road. This rule applies equally whether you are walking or riding. When leading an animal do not ride a bicycle. 76

If you are a drover, and have another person with you, send him on ahead so that he can warn traffic, particularly at a bend or a brow of a hill, or when animals are coming out of a gateway on to a road. 77

Make sure the road is clear before you let an animal out of a field or yard on to the road. 78

APPENDIX

Signals to be given by Police

Constables and others

engaged in the regulation of traffic, as viewed by the driver for whom they are intended



“Stop” signal (vehicle approaching from the front).



“Stop” signal (vehicle approaching from behind).

“Stop” signal (vehicles approaching from the front and from behind simultaneously).

Drivers should note that, after they have stopped, the Police Constable may lower his hand or use it for giving other signals, but they must not move on until signalled to do so.



Release Signals, given according to circumstances, are shown below.



To bring on a vehicle from the front. (A beckoning movement.)



To bring on a vehicle from behind.



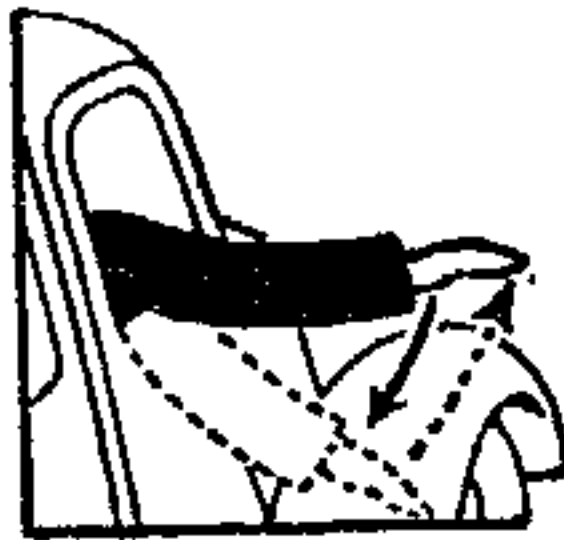
To bring on vehicles from right or left. (A beckoning movement.)

Drivers should be specially careful to distinguish the "Proceed" signal intended for them, from signals intended for other traffic. This will be shown primarily by the Constable looking in their direction.

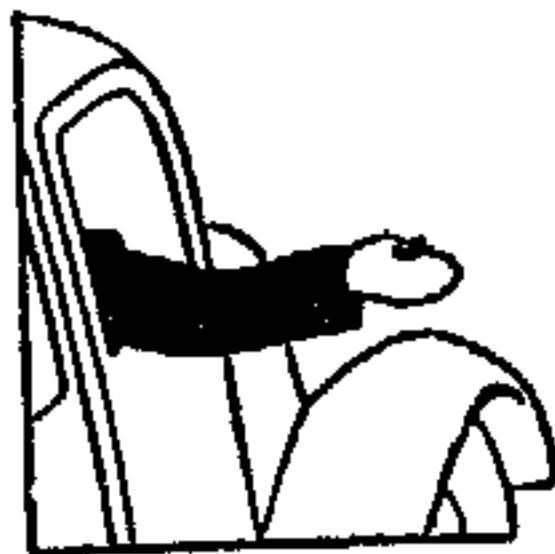
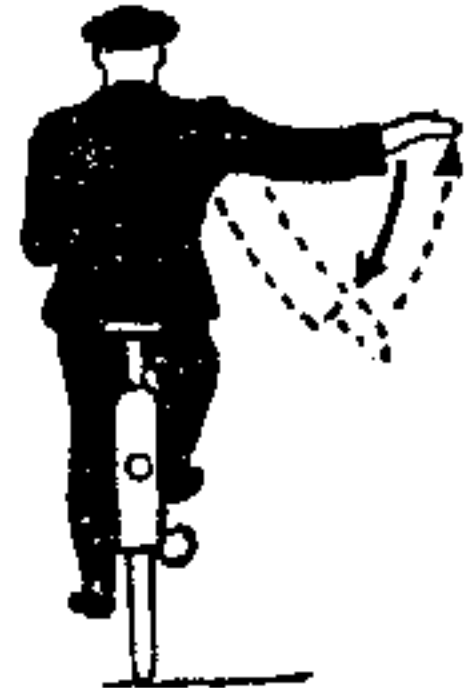
Signals to be given by drivers and cyclists to indicate their own intentions, where a mechanical indicator is not used.

These signals are for the purpose of giving information *and not instructions* to others. The arm should be extended beyond the side of the vehicle at least as far as the elbow.

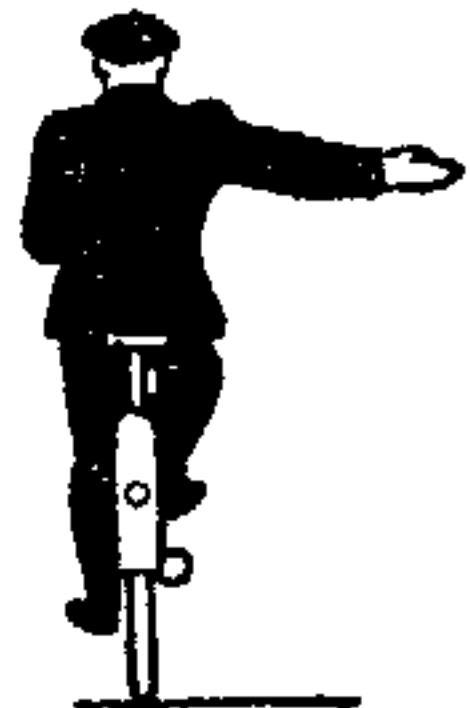
SIGNALS TO OTHER DRIVERS



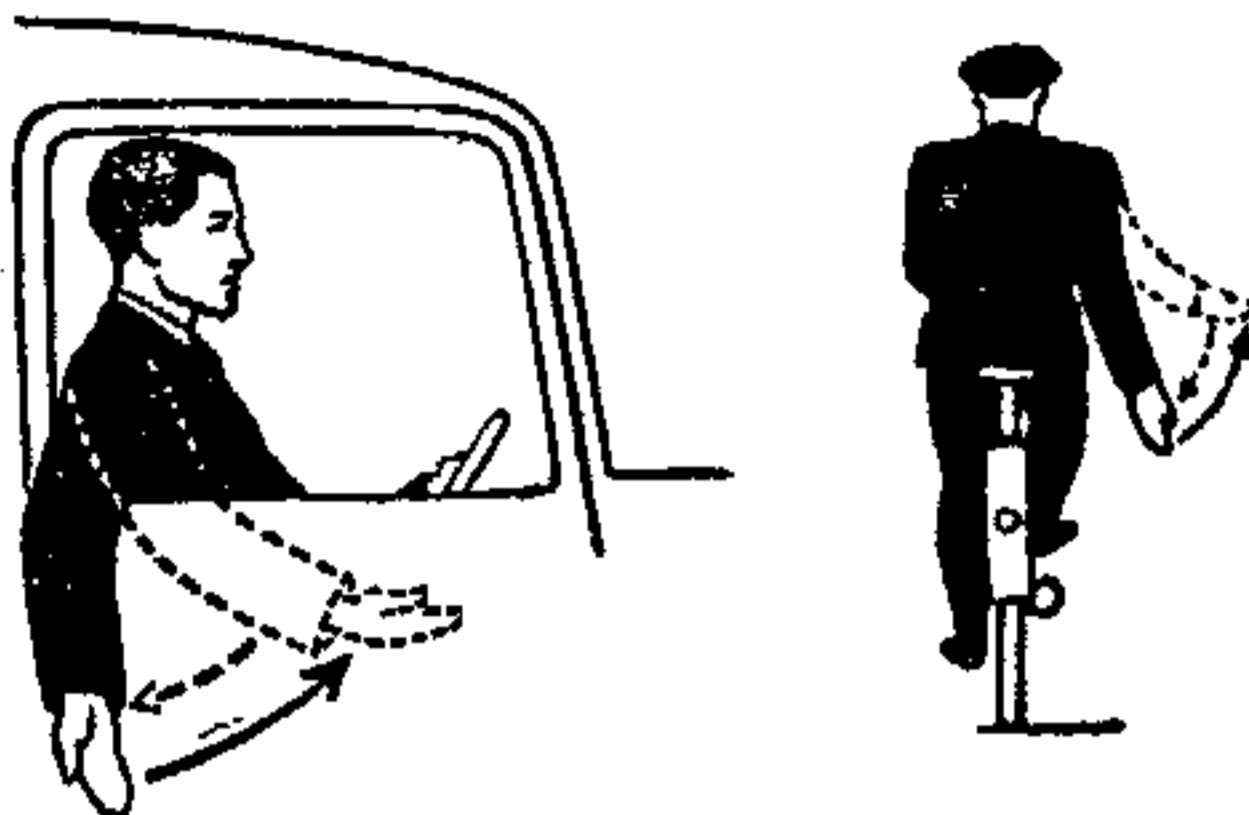
“I am going to SLOW DOWN or STOP.”



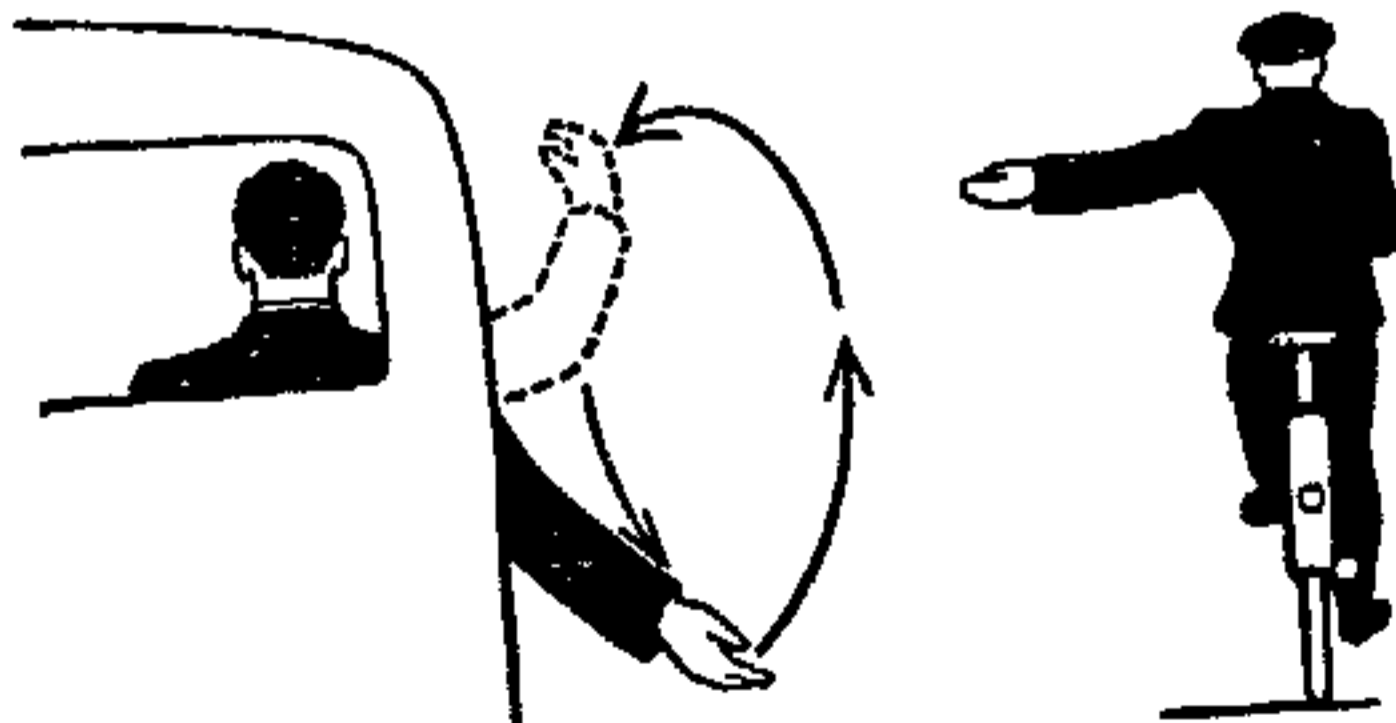
“I am going to TURN to my RIGHT.”



SIGNALS TO OTHER DRIVERS - contd.



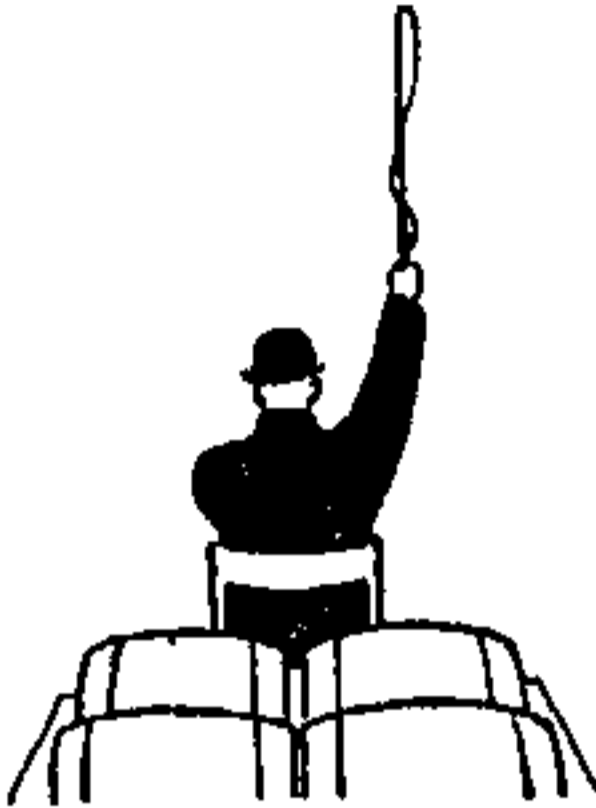
"I am READY to be OVERTAKEN."



"I am going to TURN to my LEFT."

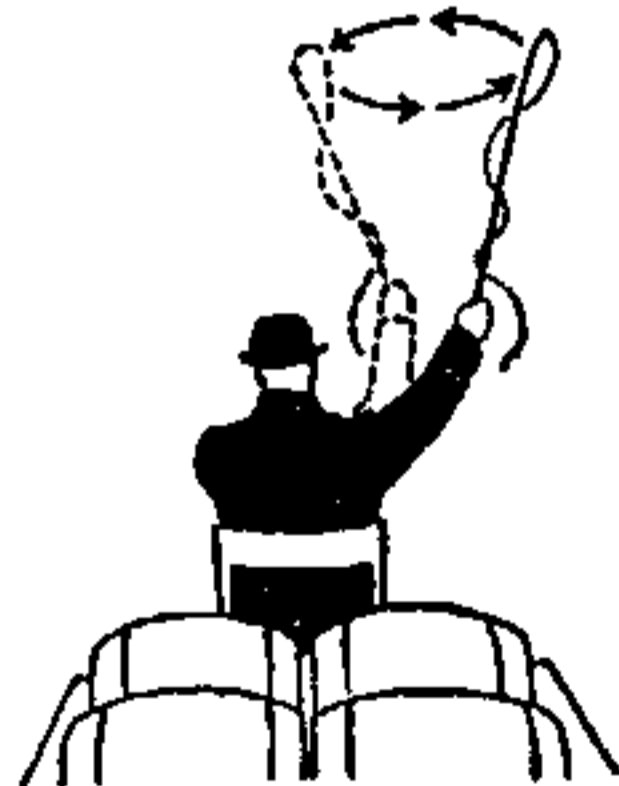
SIGNALS TO OTHER DRIVERS - *contd.*

Alternative signals which may be used by drivers of horse-drawn vehicles.



“I am going to STOP.”

“I am going to TURN.”



After rotating the whip, incline it to the right or left to show the direction in which the turn is to be made.

Signals by drivers to Police Constables.

When approaching a Police Constable engaged in regulating traffic, drivers should, whenever possible, indicate to him the direction in which they wish to proceed. Signals for this purpose are shown below.



“ I want to go **STRAIGHT AHEAD.**”



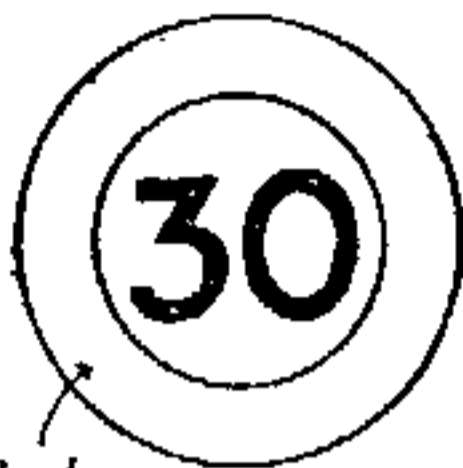
“ I want to
TURN to
my**LEFT.**”



“ I want to **TURN** to my **RIGHT.**”

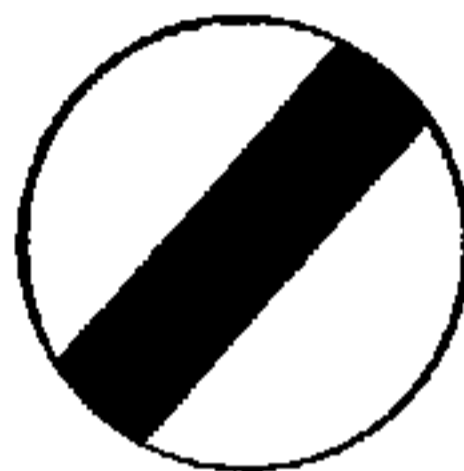
Traffic Signs and Signals

The following are some of the more important of the traffic signs, and all road users should be familiar with their significance.

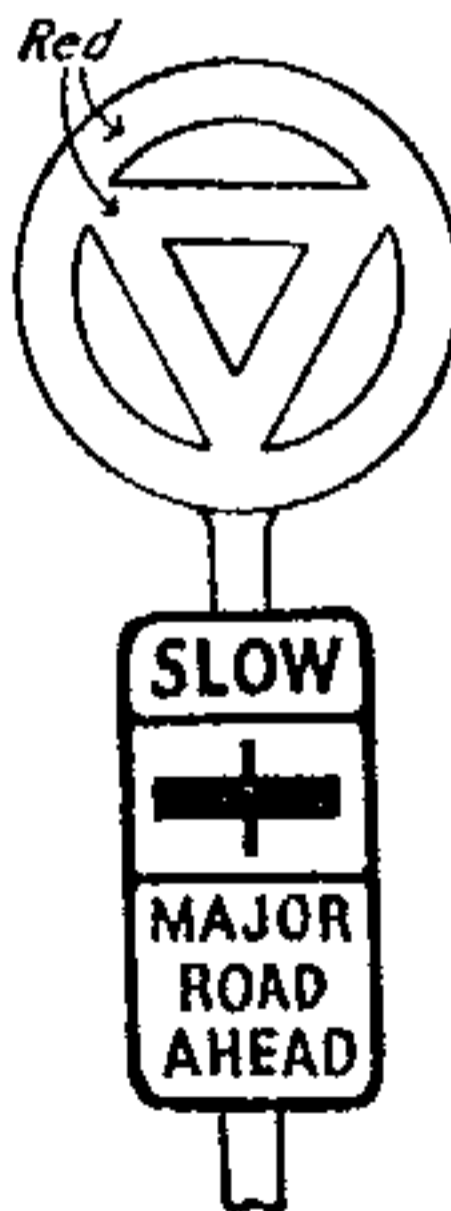


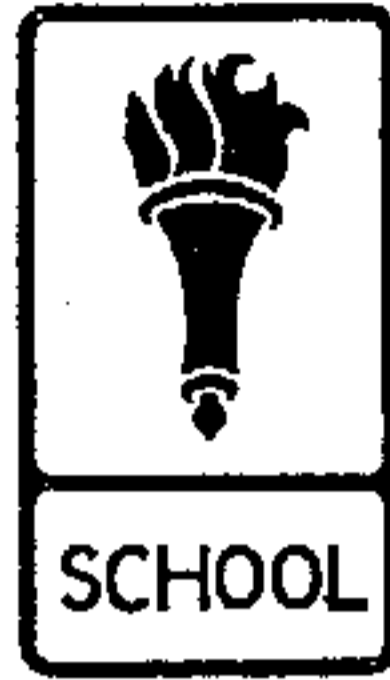
Red

Where the speed limit begins this sign is used.



Where the speed limit ends this sign is used.







TRAFFIC LIGHT SIGNALS

RED means STOP and wait behind the stop line on the carriageway.

RED AND AMBER means STOP but be prepared to go when the Green shows.

GREEN means PROCEED if the road is clear but with particular care if the intention is to turn right or left.

AMBER means STOP at the stop line unless the Amber signal appears when you have already passed the stop line or are so close to it that to pull up might cause an accident

GREEN ARROW shown with the RED signal allows vehicles to proceed in the direction indicated by the arrow.

The Law's Demands

This is not a complete list, but it sets out some of the main demands of the law upon road users. For complete information you should refer to the various Acts and Regulations. In these notes the following abbreviations are used :

- C. & U.R. .. Motor Vehicles (Construction and Use) Regulations.
D.L.R. .. Motor Vehicles (Driving Licences) Regulations.
H.A. .. Highway Act.
P.C.P.R. .. Pedestrian Crossing Places (Traffic) Regulations.
R.T.A. .. Road Traffic Act.
R.T.L.A. .. Road Transport Lighting Act.
R.V.L.R. .. Road Vehicles Lighting Regulations.

TO DRIVERS OF ALL MOTOR VEHICLES

BEFORE DRIVING make sure that—

Your vehicle is properly licensed (Roads Act, 1920, sections 8 and 9, and Finance Act, 1920, section 13, as amended).

Your insurance is in order.

You must be insured against claims for personal injuries to third parties. If you allow another person to drive your vehicle you must satisfy yourself that your insurance policy, or his, covers the particular use of the vehicle while he is driving it (R.T.A., 1930, section 35). A certificate of insurance must be obtained from an authorised insurer and must be produced to a police constable on demand. If it is not so produced, it must be produced in person within five days at a police station specified at the time the certificate is demanded (R.T.A., 1930, sections 36 (5) and 40 (1)).

Your driving licence is not out of date and that you have signed it (R.T.A., 1930, section 4 (1), and D.L.R., 1937, No. 17).

You are in a fit condition to drive and are not under the influence of drink or drug (R.T.A., 1930, section 15).

Your vehicle is in a roadworthy condition :—

Brakes
Steering gear { must be in good working order and properly adjusted (C. & U.R., 1941, No. 68).

Tyres must be free from defect likely to cause danger to anyone or damage to the road (C. & U.R., 1941, No. 71).

Windscreen must be kept clean and the windscreen wiper in working order (C. & U.R., 1941, Nos. 72 and 68).

Mirror must be properly adjusted (C. & U.R., 1941, No. 15).

Warning instrument must be in working order (C. & U.R., 1941, No. 18).

It must not be sounded in built-up areas at night (11.30 p.m. to 7 a.m.), nor on any road when the vehicle is stationary (C. & U.R., 1941, Nos. 78 and 79).

Silencer, etc.—There must be no excessive noise due to an inefficient silencer or to defects or lack of repair (C. & U.R., 1941, Nos. 69 and 75).

All parts and accessories must be in such condition that no danger is likely to be caused to anyone (C. & U.R., 1941, No. 67 (1)).

Your lights are functioning (R.T.L.A., 1927, section 1).

Your load is { of such weight
so distributed
so adjusted
so secured } that danger will not arise.

(C. & U.R., 1941, No. 67 (1) and (2)).

WHEN DRIVING

You must
observe speed limits (R.T.A., 1930, section 10 and 1st Sch. R.T.A., 1934, section 1, etc.);

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

You must not

drive recklessly (R.T.A., 1930, section 11) ;
drive in a manner or at a speed dangerous to the public
(R.T.A., 1930, section 11) ;
drive without due care and attention (R.T.A., 1930,
section 12) ;
drive without reasonable consideration for other persons
using the road (R.T.A., 1930, section 12) ;
drive under the influence of drink or a drug (R.T.A., 1930,
section 15) ;
be in a position which prevents you from having proper
control of the vehicle, or a full view ahead (C. & U.R., 1941,
No. 82 (2)).

WHEN YOU STOP

You must

stop the engine and set the brake, if you leave the vehicle
(C. & U.R., 1941, No. 82 (3)) ;
at night, turn off your headlights (unless you have to
stop owing to traffic conditions) but see that the obligatory
lamps are alight (R.V.L.R., 1936, No. 12, and R.T.L.A.,
1927, section 1) ;

You must not

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; C. & U.R., 1941, No. 81;
P.C.P.R., 1941, No. 6) ;
sound your horn while stationary (C. & U.R., 1941, No. 79).

IF YOU ARE INVOLVED IN AN ACCIDENT

You must

(i) stop ; and

- (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 Feet	BRAKING DISTANCE Feet	OVERALL STOPPING DISTANCE 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.

THE



HIGHWAY



CODE



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