

**THE  
HIGHWAY  
CODE**

## FOREWORD

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This code summarises for all road users the essentials of safety. It constitutes a standard of conduct which, if observed in the spirit in which it is offered, will make the roads safer for all users.

Road Safety is primarily a responsibility of every individual user of the road, whether driver, rider or pedestrian. Regulations may be made laying down specific obligations and these may be strictly enforced, but at the root of all road behaviour there is the personal reaction of each individual to his obligations. It is this personal attitude which may make or mar all community efforts towards reduction of human sorrow and suffering, which are the consequence of thoughtlessness and carelessness on the road.

This code is placed in your hands to help you to define your own responsibilities to yourself and other road users. We are all human and all of us are likely to err. A mistake on the road may mean untold anguish and suffering to you and others. There is urgent need for the co-operation of all individual road users in a vigorous effort to get rid of all forms of bad driving and inconsiderate use of the road.

This code points to the ways in which you can help. It is a social duty rather than a legal duty that you should observe the provisions of the code as they are presented here. It is respect for the spirit underlying the code rather than blind obedience, for which I appeal.

*Michael F. Bruxner*

## THE HIGHWAY CODE

Who seeks not his own safety is a fool:  
Who seeks it not for others is a knave.  
—Henry Pryce.

### SPEED                  BRAKING DISTANCE REACTION TIME

This is an age of better cars, better roads and higher speeds, yet just HOW FAST IS TOO FAST?

Few drivers are able to drive with complete safety at 60, 70 or 80 miles an hour. Fewer still have the slightest conception of stopping distances and reaction time in relation to high speeds. The engine appears to make no effort of speed, the car rides beautifully and a speed of 50 or 60 m.p.h. seems no faster than 35 m.p.h. would have seemed a few years ago. High speed driving is a specialised job for the race track and is not safe or even comfortable in a car built for ordinary road use where unexpected emergencies calling for exceptionally quick thinking and braking capacity are frequently met.

A better realisation of what speed can mean is obtained by relating it to feet per second rather than miles per hour. The formula is simple. Add 50% to the miles per hour shown on the speedometer. This gives you the approximate speed in feet per second. The exact figures are:—

Miles per hour	Feet per second
10	14.67
20	29.3
30	44
40	58.7
50	73.3
60	88
70	102.67
80	117.3

## BRAKING DISTANCE.

Braking capacity is usually measured in terms of efficiency per cent. An efficiency of 65% is the average for good 4-wheel brakes. This corresponds to the following stopping distances:

Miles per hour	Stopping Distance 4-wheel Brakes
10	5 feet
15	11½ "
20	20½ "
25	32 "
30	46 "
35	63 "
40	82 "
45	104 "
50	128 "
55	155 "
60	185 "
65	217 "
70	252 "
75	289 "
80	328 "

## REACTION TIME

To obtain the average reaction time of drivers, tests were conducted with many famous racing drivers who were alert and concentrating on the job. The average time taken between the warning being seen and the application of the brake pedal was three-quarters of a second. Many factors, such as fatigue, scenic or other distractions, and particularly alcohol, tend to lengthen reaction time and it may often be more than one second. Travelling, at 50 miles per hour, with good brakes and driver alert, it would take 55 feet reaction time, plus 128 feet stopping distance—a total of 183 feet—to stop the car. That would only be a matter of some three seconds, but in that time the car has travelled 12 times its own length.

The following table shows the necessity for alertness and concentration at all times:

Miles per hour.	Reaction Time.
20 _____	22 feet
30 _____	33 "
40 _____	44 "
50 _____	55 "
60 _____	66 "
70 _____	77 "

### ALL ROAD USERS.

1. Exercise COMMONSENSE, COURTESY and CO-OPERATION on the roads at all times in whatever capacity you might use them. Observance of these principles will save you time, annoyance, and possible accident and will contribute very materially towards making the roads safe and travelling more pleasant.

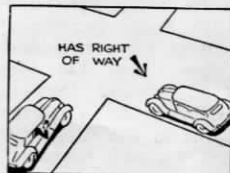
### DRIVERS.

2. Before you use your car on the road, be sure that it is in good mechanical condition, particularly the brakes and tyres, and that your lights are correctly adjusted.

3. Be sure that you are not suffering from over-fatigue, effects of alcohol, or any ailment that may affect your judgment, alertness, or driving capabilities in any way.

4. Neglect of any or all of these precautions may endanger your own life and the lives of others.

### RULE OF THE ROAD.

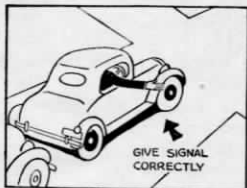


5. Keep to the left unless about to overtake. Always give way to the vehicle on your right or any vehicle which arrives at an intersection before you.

6. Traffic signs and roadway markings are there for your assistance and convenience. Observe them at all times.

### SIGNALS.

7. There are signals prescribed to be used by all drivers and riders. Give them clearly and distinctly and **MAKE SURE THEY ARE SEEN BY THE PERSON FOR WHOM THEY ARE INTENDED.**



8. Neither giving a signal, nor sounding the horn, absolves you from the duty of taking every precaution to avoid an accident.

### SPEED.

9. Keep the speed of your vehicle at all times within safety limits.

10. Be prepared to stop within the clear and unobstructed range of your vision.

11. The speed limit is 30 m.p.h. in built-up areas. See that you observe this limit for your own safety.

12. Drive at a speed consistent with your knowledge of the road. Road conditions often change abruptly and curves and other unexpected hazards are frequently met. Added care is necessary at night.

13. Avoid being led into a race. You are likely to endanger your own life and the lives of others. Keep in mind the speed and braking tables.

14. Never drive at a speed which will not allow you to stop within the range of your headlights.

15. When approaching pedestrians, reduce your speed and be prepared for any emergency

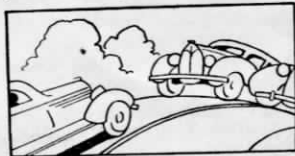


16. When approaching children, whether they are on the roadway or footpath, reduce your speed and anticipate that they may run heedlessly into the path of your vehicle.

17. Do not follow other vehicles too closely. Always keep far enough behind to stop well before you reach the other vehicle if for any reason the driver of that vehicle stops suddenly or turns.

18. Never pass a stationary tram whilst passengers are boarding or alighting until the roadway is clear.

19. Never pass on the off-side of a tram-car unless in a one-way traffic street, or where the line is so located as to prevent your driving on the left-hand or correct side.



#### OVERTAKING.

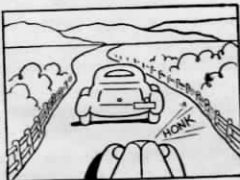
20. Never overtake on bends, crests of hills, narrow bridgeways or intersections. This

though common, is extremely dangerous, and has caused many accidents.

21. When desiring to overtake, make sure that you can do so with safety, give the signal, sound the horn and keep well clear before returning to your correct side.

22. When being overtaken, keep well to the left and do not accelerate. If necessary, slow down.

23. Avoid hugging the crown of the roadway. This particularly applies to a horse-drawn or slow-moving vehicle. It causes obstruction and induces dangerous overtaking.



24. When approaching a queue of traffic, do not attempt to overtake the whole line. It impedes other traffic and forces cutting in to avoid a collision with a vehicle proceeding in the opposite direction.

25. Always take your proper place at the rear of any traffic waiting for a punt or bridge, or held up at an intersection.

#### LIGHTS.

26. At night, properly adjusted headlights should clearly show a person or object at 25 yards.

27. Never drive in well lighted areas or in heavy traffic with your lights on the upper beam. It is unnecessary and embarrassing to other drivers.

28. When meeting other vehicles at night, dip your lights, as the temporary blindness caused by bright headlights very seriously affects the other driver—more particularly when road conditions are bad.

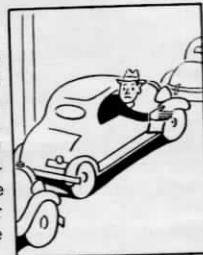
29. Be sure that your lights are always efficient and properly adjusted, and that they do not glare.

#### PARKING.

30. When parking, do so on the correct side of the road, close to the kerb, and at least 20ft. back from the building alignment at an intersection. When leaving the kerb, always look out for other traffic and give the correct signal.

31. Do not open the doors or alight on the right-hand side without first seeing that no other vehicle is about to pass.

32. When you leave your vehicle unattended, make sure that it is locked and take precautions against the vehicle moving.



33. Never leave the car across a right-of-way or entrance to any cartdock. To park in front of a theatre entrance is an offence.

34. If you are turning or reversing, make sure the road is clear for you to do so.

35. Never stop on bends, crests of hills or narrow bridges, to view the scenery or make minor adjustments to the car.

36. When the roadways are wet, or during rain or fog, take particular care against skidding or having your view of the road obscured by mist or rain on the windscreen.

37. The horn is for use only for warning and should not be used in an attempt to "blast" your way through traffic.

38. Cutting corners is a dangerous practice to yourself and others and should be avoided.

39. Remember that alertness and concentration are just as necessary on a country road as in the city, particularly when approaching or passing through towns or villages.

40. Do not load your car in such a way as to obstruct your view in any direction or so as to affect the balance or braking of the car.

41. At intersections, difficult traffic conditions are frequently found calling for reduced speed and the closest attention to traffic. Take all intersections seriously, whether there is other traffic or not.

42. Be especially careful when approaching a railway level crossing. Slow down and look carefully in both directions.

43. When meeting travelling stock, slow down or stop if necessary to avoid frightening the animals. Show every care and con-

sideration in passing them. Be on the lookout for animals straying on or near the roadway.

*Most of the foregoing rules for drivers of motor vehicles apply also to riders of bicycles and drivers of horse-drawn vehicles. There are, however, some special safety rules for cyclists and drivers of horse-drawn vehicles.*

## CYCLISTS.

44. Keep within 8 feet of the near side of the road. Never ride more than two abreast.

45. If your handlebars are dropped, keep your head up. Always have a firm hold of the handlebars.

46. Have your headlight and rear light or reflector properly adjusted and in efficient working order.

47. Do not hold on to the rear or sides of moving vehicles.

48. Ride straight ahead. Avoid wobbling and do not attempt to cut into a line of moving vehicles or overtake on the left-hand side of any other vehicle.

49. Pay particular attention to your own and other signals on the road.

50. Do not carry bulky or heavy loads which interfere with your vision or control of the bicycle.



## HORSE-DRAWN VEHICLES.

51. Remember your vehicle is slow-moving and, therefore, avoid driving along the middle of the road. Keep as near as possible to the left-hand side.

52. Always ride in such a position on the vehicle or load that your signals are clearly visible to other road users.

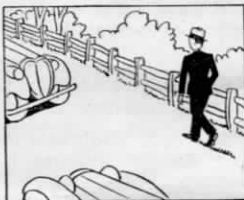
53. If you leave the vehicle unattended, be sure to take every precautionary measure for its safety and that of others.

54. Always keep proper control over the horse.

## TO PEDESTRIANS.

*Pedestrians are responsible for 80% of the accidents in which they are involved. These accidents have mainly been due to a lack of road sense and failure on the part of the pedestrians to realise that they also have obligations in the use of the road.*

55. Never use the roadway where there is a footpath. If there is no footpath, always walk on the right-hand side of the road, facing oncoming traffic.



56. Cross the roadway at right angles. It is safer and quicker.



57. Look carefully before leaving the footpath or stepping from in front of or behind parked or stationary vehicles.

58. If there is a pedestrian crossing, use it. When crossing at an intersection, obey the traffic constable's signal.



59. Do not cause congestion on corners or stand at other places where you may obstruct the view of drivers or other pedestrians.



60. Never run on wet or slippery roads, or obstruct your view of the road with an umbrella or other article.

61. When on a footpath, keep to your left and do not form groups merely to converse. By doing so you cause considerable inconvenience to others and may force pedestrians to step into the road with the possibility of accident.



62. When crossing the roadway at night, do so under a street light, or, if this is not practicable, carry some light coloured object.

## KEEPING THE VEHICLE SAFE.

*A few minutes spent regularly in an inspection of your vehicle and equipment may save you from an accident.*

**TYRES.**—See that your tyres are in good order. Smooth tyres contribute to skidding

and lessen braking efficiency. Maintain pressures at the correct level. Low pressures affect steering adversely, especially on bends, and cause tyre troubles.

**WHEELS.**—Make sure that the retaining devices are tight and that there are no broken spokes. The collapse of a wheel usually means a capsized car. Have the front wheel alignment checked frequently.

**STEERING.**—Check over all joints frequently for looseness. Have excessive play taken up. Steering failures are serious and can be avoided by careful and regular inspection.

**LIGHTS AND WIRING.**—Check all lights carefully and see that the headlights are properly adjusted so that the main beam projects on to the ground not more than 60 yards ahead. Make sure that the insulation on all wiring is in good order.

**BRAKES.**—Your life and the lives of others depend on the efficiency of your brakes. Keep the brakes evenly adjusted and don't let the linings wear off. In the case of hydraulic brakes, check the fluid level frequently and make sure that the brake cylinders are not leaking. Check up all rods and cables and make sure that all joints are secure. Test the ratchet on the handbrake and see that it functions properly.

**SPRINGS, ETC.**—Broken spring leaves, loose "U" bolts and worn shackles are dangerous and should be replaced or repaired.

**GREASING AND OILING.**—Keep the vehicle well greased and working parts oiled. This will avoid stiffness and possible accidents at awkward times.



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