

(f) Shall not use chains over tires on the vehicle while the vehicle is being used on a metalled road or on a road where the use of chains is for the time being not reasonably necessary.

9. No person shall drive any motor-vehicle (not being a vehicle in use in connection with a fire brigade) within fifteen feet of any fire-plug or hydrant for the time being in use in connection with an alarm or outbreak of fire, or pass over or attempt to pass over any hose or other fire-fighting equipment for the time being so in use, or drive any motor-vehicle in such a manner as to hinder or obstruct any member of a fire brigade engaged in connection with an alarm or outbreak of fire.

REGULATION 14.—VEHICLES STOPPING AND STATIONARY.

(1) No driver or person in charge of any motor-vehicle shall, except in cases of emergency, or when waiting for way to proceed, or at the direction of a Police Officer or Traffic Inspector, or at a place established by a controlling authority as a stand for such motor-vehicles, stop such vehicle or permit such vehicle to be stationary—

- (a) In any position on a road except parallel with the direction of the road, and with the left side of the vehicle to the near edge of the road except for the purpose of loading or discharging goods by the rear of the vehicle; or
- (b) In any part of a road except near the left edge thereof; or
- (c) In any part of a road near any corner or bend thereof, unless the vehicle is visible from all parts of the road within 60 ft. of such corner or bend; or
- (d) Within 6 ft. of a fire-plug set in the surface of any road; or
- (e) On any tramline within a tram's length to the rear of any point thereof marked as a stopping-place for trams or between the near side of such portion of tramline and the footpath or side of the road nearest thereto; or
- (f) Between any entrance to a tramway waiting-shelter and the tramline nearest thereto.

For the purpose of this clause "road" means that portion of the road used or reasonably usable for the time being for vehicular traffic in general.

(2) Every driver of a motor-vehicle shall stop his vehicle and cause the same to remain stationary for so long as may reasonably be necessary and shall, if necessary, also cause the engine thereof for the like period to cease running, under any of the following circumstances:—

- (a) On the approach and during the passing of every motor-vehicle used by a fire brigade upon which the siren is sounding;
- (b) At the request of or signal by any person leading, riding, or driving a restive horse;
- (c) Whenever it is necessary to do so for the purpose of avoiding injury or damage, or the risk of causing injury or damage, to any person, animal, property, or object;
- (d) At all railway intersections at which a notice is erected directing a stop;

Provided that compliance with the requirements of this clause shall not relieve any person from the duty of compliance with the requirements of section 58 of the Government Railways Act, 1926.

(3) No driver or person in charge of any motor-vehicle shall, except at the direction of a Police Officer or Traffic Inspector, permit such vehicle to be stationary on a road in such a position as to cause an unnecessary obstruction thereof, whether in respect of the use of the road as a thoroughfare or in respect of access from the road to premises abutting thereon and *vice versa*.

(4) No driver or person in charge of any motor-vehicle shall stop such vehicle or permit such vehicle to be stationary at any place on a road established by a local authority as a stand for motor-vehicles at any angle or in any position other than that which is indicated or notified thereby by the local authority; or if no such angle or position is so indicated or notified, then otherwise than parallel with the direction of the road and with the left side of the vehicle to the near edge of the road.

(5) No driver of any motor-vehicle shall leave the driver's seat until he has—

- (a) Brought the vehicle to a standstill; and
- (b) Engaged the retaining-brake; and
- (c) Taken any other precautions proper in the circumstances to ensure that the vehicle will not move while not under proper control; and
- (d) Placed the vehicle, if on a grade, in such a position that if set in motion while not under proper control it will run towards and remain against the kerb or other corresponding obstruction at the near side of the road.

(6) No person shall crank by hand the engine of a motor-vehicle unless the retaining-brake is first firmly engaged, and no person shall disengage or cause or permit to be disengaged such brake until the driver is in his seat.

(7) Nothing herein contained shall affect the validity of any by-law of a local authority to the effect that a motor-vehicle shall not be left stationary for any period or for longer than a stated period in any specified road, or portion of a road, or place on a road.

(8) The foregoing provisions of this regulation shall not apply to any motor-vehicle being a fire-engine, fire-escape, tower-wagon, or other motor-vehicle for the time being in use on any road in connection with an alarm or outbreak of fire, or for purposes connected with any electric or other wires or electric tramway installation, or any other public erection or work on or adjacent to a road.

(9) The person for the time being in charge of any motor-vehicle referred to in the last preceding clause hereof shall, whenever such vehicle is stationary upon any road, take all reasonable care under the circumstances to prevent the occurrence of any accident, mishap, collision, damage, or any injury to, or interference with any person, animal, property, or object on any road or other place by reason of the presence of such motor-vehicle on such road.

REGULATION 15.—SPEED.

(1) No person shall drive any motor-vehicle at such a speed that the vehicle cannot be brought to a standstill within half the length of clear road which is visible to the driver immediately in front of the vehicle.

(2) Whereas it is deemed necessary for the due administration of the said Act and for giving full effect to the provisions of the said Act to make provision as to speeds which might be dangerous to the public within the meaning of section 28 of the said Act, now it is hereby declared that if any person is charged under the said section 28 with the offence of driving a motor-vehicle at a speed which, having regard to all the circumstances of the case, might be dangerous to the public, the fact that such person drove such motor-vehicle at a speed in excess of such one of the speeds set out in the table hereunder as may be applicable shall, until the contrary is proved, be sufficient evidence that such person committed the said offence.

Table of Speeds.

- (a) Thirty-five miles per hour in any case in which a lower speed is not hereinafter set out;
- (b) Twenty-five miles per hour at any place within the limits of any borough or town district where it is reasonable to suppose that the driver of the motor-vehicle knew himself to be within the limits of a borough or town district;
- (c) Fifteen miles per hour—
 - (i) When passing between the hours of 8 a.m. and 5 p.m. a school to which any erected traffic sign relates;
 - (ii) When passing a hospital to which any erected traffic sign relates;
 - (iii) When approaching any intersection which is of such a nature that when the driver is 90 ft. away he has not a clear and uninterrupted view of such intersection and of the traffic upon every road leading thereto for a distance of 90 ft. beyond such intersection;
 - (iv) When passing any portion of a road undergoing alterations or repairs;
 - (v) When passing any stationary tram on its route making in the opposite direction;
- (d) Ten miles per hour—
 - (i) When going through any tunnel;
 - (ii) When going round a curve or corner of any road if the driver has not a clear view of the road in front of him for a distance of at least 40 ft. in the direction in which he is proceeding (during which time also adequate and repeated signal must be given by use of the warning instrument);
 - (iii) When passing any stationary tram on its route making in the same direction where a safety zone is interposed between the tram and the motor-vehicle.

(3) A controlling authority may fix a maximum speed for motor-vehicles in respect of any road or portion of a road under its control by enacting a by-law in that behalf in the manner prescribed by law for the making by such controlling authority of by-laws relating to traffic on roads, and by erecting on such road or portion of a road, and at all times while the by-law is in force maintaining thereon the traffic signs of Class D required pursuant to clause (12) of Regulation 16 hereof:

Provided that the maximum speed fixed by any such by-law shall not exceed such of the maximum speeds set