

Canadian Model Rules of the Road

The overall mission of the Transportation Association of Canada (TAC) is to promote the provision of safe, efficient, effective and environmentally sustainable transportation services in support of the nation's social and economical goals. To this end, TAC acts as a neutral forum for the discussion of transportation issues, serves as a technical focus in the field of roadway transportation, promotes R&D activities, and disseminates transportation related information published by TAC and others.

La mission de l'Association des transports du Canada (ATC) est de promouvoir la sécurité, l'efficacité, l'efficacite et le respect de l'environnement dans la prestation de services de transport, en vue d'appuyer les objectifs sociaux et économiques du pays. À cette fin, l'ATC offre une tribune neutre pour la discussion des enjeux et des problèmes liés aux transports, sert de centre d'études techniques dans le domaine des transports routiers, encourage les activités de R-D et diffuse l'information sur le secteur des transports qu'elle-même et d'autres organismes réunissent.

The material presented in this text was carefully researched and presented. However, no warranty expressed or implied is made on the accuracy of the contents or their extraction from reference to publications; nor shall the fact of distribution constitute responsibility by TAC or any researchers or contributors for omissions, errors or possible misrepresentations that may result from use or interpretation of the material contained herein.

TAC REPORT DOCUMENTATION FORM

Project No.	Report No.	Report Date December 1996	IRRD No.
Project Manager John Kizas			
Title and Subtitle Canadian Model Rules of the Road			
Author(s) Model Rules of the Road Subcommittee		Corporate Affiliation(s)	
Sponsoring/Funding Agency and Address National Committee on Uniform Traffic Control Devices Transportation Association of Canada 2323 St. Laurent Blvd., Ottawa, Canada K1G 4J8		Performing Agencies Names and Addresses	
Abstract <p>This document represents the 1996 revised edition of the Canadian Model Rules of the Road. It acts as a reference guide for those professionals who are responsible for preparing the legislation which governs the use of Canadian roadway facilities. As such, the document presents a generic set of traffic rules that a road user must know and observe while using the road system. Among the various elements examined are traffic control devices, overtaking and passing, use of roadway, lanes, headway, right-of-way, pedestrians, turns, driver signals, special stops, speed restrictions, parking, and motorcycles.</p>			Keywords (IRRD) Textbook 8526 Canada 8018 Traffic Regulations 1544
No. of Pages 67 p.	No. of Figures	Language English	Price
Supplementary Information			

FICHE DE RAPPORT DE L'ATC

Projet n°	Rapport n°	Date du rapport décembre 1996	DIRR n°
Gestionnaire du projet John Kizas			
Titre et sous-titre Canadian Model Rules of the Road			
Auteur(s) Model Rules of the Road Subcommittee		Affiliation(s)	
Nom et adresse de l'organisme parrain Comité national de la circulation routière Association des transports du Canada 2323, boul. St-Laurent, Ottawa, Canada K1G 4J8		Nom et adresse de l'organisme exécutant	
Résumé Le présent document représente la version révisée de 1996 des <i>Model Rules of the Road</i> du Canada. Il s'agit d'un ouvrage de référence destiné aux professionnels qui sont responsables de la préparation des lois régissant l'utilisation de la voirie au Canada. C'est donc une source de règles générales de la circulation que les usagers de la route doivent connaître et respecter. On y trouve entre autres des renseignements sur les dispositifs de signalisation, le doublage et le dépassement, l'utilisation de la chaussée, les voies, l'espacement entre véhicules, la priorité, les piétons, les virages, les signaux du conducteur, les arrêts spéciaux, les vitesses limites, le stationnement et les motocyclettes.			Mots-clés Canada 8018 Livre 8526 Code de la route 1544
Nombre de pages 67 pages	Nombre de figures	Langue Anglais	Prix
Renseignements supplémentaires			

FOREWORD

This document represents the 1996 revised edition of the *Canadian Model Rules of the Road*. It acts as a reference guide for those professionals who are responsible for preparing the legislation which governs the use of Canadian roadway facilities. As such, the document presents a generic set of traffic rules that a road user must know and observe while using the road system.

While the rules of the road in Canada are established by individual jurisdictions; that is by provinces, territories, and to a degree municipalities, the present document establishes a benchmark to work towards in the interest of nationally uniform and consistent traffic rules. Hence, while the drafting style for roadway use legislation may vary across the country, the intent of such legislation and its impact on the road user should be consistent.

It is hoped that the 1996 *Canadian Model Rules of the Road* will receive serious consideration from those legislators and administrators who deal with provincial traffic acts and municipal regulations and by-laws with the goal of achieving greater uniformity across Canada. Improved uniformity in this area of roadway transportation will result in less confusion and greater safety for the Canadian road user.

BACKGROUND INFORMATION

The first edition of the *Model Rules of the Road* was prepared in 1969 for the Canadian Conference of Motor Transport Administrators (CCMTA) by the Legal Branch of the Ontario Department of Transport. The document was a compilation of the rules of the road of the ten provinces and the Northwest Territories, adopting as the "model rule" the one which was common to the greatest number of jurisdictions, and indicated whether or not a jurisdiction conformed to the model. Where there was a particular lack of conformity, an attempt was then made to explain the specifics of such a situation.

The Canadian Conference of Motor Transport Administrators became the Canadian Council of Motor Transport Administrators in 1987. The CCMTA is composed of provincial, federal and territorial departments and agencies responsible for the administration, regulation and control of motor vehicle transportation and highway safety. CCMTA's mission is to provide a leadership role within government, the industry and the general public in all matters relating to motor vehicle transportation and highway safety administration to enhance the movement of people and goods.

The Transportation Association of Canada (TAC), formerly the Roads and Transportation Association of Canada is a non-profit, non-partisan association of 450 voluntary corporate members including the federal, all provincial and territorial and many municipal governments, a wide range of carriers and suppliers of transportation goods and others. The overall mission of TAC is to promote the provision of safe, efficient, effective and environmentally sustainable transportation services in support of the nation's social and economic goals.

Both CCMTA and TAC share the same Executive Director but are governed by respective Boards of Directors.

In 1982, the Roads and Transportation Association of Canada and the CCMTA formed a joint committee to discuss and modify the provincial and territorial rules of the road to achieve greater uniformity across Canada. In 1985, a revised version of the *Model Rules of the Road* was issued. Since 1992 the document has been addressed by the Rules of the Road Subcommittee of the National Committee on Uniform Traffic Control (NCUTC) of TAC. The NCUTC in turn reports to the Chief Engineers' Council of who are responsible for approving and conducting all projects which involve the development of national roadway guidelines within the association.

The present publication has been supported by both the TAC and CCMTA Boards of Directors.

MODEL RULES OF THE ROAD SUBCOMMITTEE
of the
NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL

Mr. Richard J. Godding (Chair)
Canadian Automobile Association

Mr. Harold Anders
Ministry of Transportation, Ontario

Mr. Brendan Chan
Public Works & Government Services Canada

Mr. Gerald J. Forbes
Regional Municipality of Hamilton-Wentworth

Mr. Ken Gosselin
Institute of Transportation Engineers

Mr. Jeff Kilcollins
Gloucester Police

Mr. Grant Malinsky
Regional Municipality of Ottawa-Carleton

Mr. Raynald Marchand
Canada Safety Council

Mr. Randy W. Sanderson
Transport Canada

TABLE OF CONTENTS

		Page
PART I	DEFINITIONS	1
PART II	APPLICATION	5
PART III	TRAFFIC CONTROL DEVICES	9
PART IV	OVERTAKING AND PASSING	15
PART V	USE OF ROADWAY	19
PART VI	LANES	23
PART VII	HEADWAY	27
PART VIII	RIGHT-OF-WAY	31
PART IX	PEDESTRIANS	35
PART X	TURNS	39
PART XI	DRIVER SIGNALS	43
PART XII	SPECIAL STOPS	47
PART XIII	SPEED RESTRICTIONS	51
PART XIV	PARKING	55
PART XV	MOTORCYCLES	59
PART XVI	OTHER PROVISIONS	63

PART I
DEFINITIONS

CENTRE LINE OF ROADWAY

"Centre Line of Roadway" means the physical centre of the roadway except where otherwise marked to denote dividing line between directions of opposing traffic.

CROSSWALK

"Crosswalk" means

- (a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or if none, from the edges of the roadway;
- (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs, lines and/or other markings on the surface.

DRIVER

"Driver" means a person who drives or is in actual physical control of a vehicle.

EMERGENCY VEHICLE

"Emergency Vehicle" means a police vehicle, a fire department vehicle or an ambulance being operated on the highway with siren sounding, red lights flashing or red and blue lights flashing.

HIGHWAY

"Highway" means any place or way including any structure forming part thereof, designed and intended for, or used by, the public for the passage of traffic and includes all the space between the boundary lines thereof.

HIGHWAY-RAILWAY CROSSING

"Highway-Railway Crossing" means that part of a road that passes across a railway track or tracks at grade.

INTERSECTION

"Intersection" means the area embraced within the prolongation or connection of the lateral curb lines, or if none, the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other.

MOTOR VEHICLE

"Motor Vehicle" means a vehicle that is drawn, propelled or driven by any means other than by muscular power, but does not include a vehicle run upon rails or tracks.

PEACE OFFICER

"Peace Officer" includes a member of the Royal Canadian Mounted Police; a member of a provincial police force; a police officer appointed by a city, town, village, railway company; or any officer appointed for enforcing or carrying out these provisions.

PEDESTRIAN

"Pedestrian" means a person afoot or in a wheelchair, or a child in a carriage or sleigh.

ROADWAY

"Roadway" means that portion of a highway that is improved, designed or ordinarily used for vehicular traffic; and where a highway includes two or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of the roadways collectively.

SAFETY ZONE

"Safety Zone" means an area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times as a safety zone.

TRAFFIC

"Traffic" includes pedestrians, ridden or herded animals, vehicles, street cars and other conveyances, either singly or together, while using a highway for the purpose of travel.

VEHICLE

"Vehicle" includes any conveyance drawn, propelled or driven by any kind of power, including muscular power.

PART II
APPLICATION

APPLICATION - GENERAL

These provisions, entitled "Canadian Model Rules of the Road", shall apply, unless the context otherwise provides, to traffic on a highway, being any place or way including any structure forming part thereof designed and intended for or used by the public for the passage of motor vehicles and vehicles under provincial jurisdiction.

AUTHORITY OF PEACE OFFICER TO DIRECT TRAFFIC

Where a peace officer considers it reasonably necessary, he/she may direct traffic according to his/her discretion, and every person shall obey his/her directions.

EMERGENCY VEHICLES - PRIVILEGES

- (1) Notwithstanding any other provision of these rules of the road, the driver of an emergency vehicle, when responding to an emergency call or alarm so long as the emergency exists or when in pursuit of an actual or suspected violator of the law may, subject to subsections (2) and (3),
 - (a) exceed the speed limit,
 - (b) proceed past a red traffic control signal or stop sign without stopping after slowing down as may be necessary for safe operation,
 - (c) disregard rules and traffic control devices governing direction of movement or turning in specified directions, and
 - (d) stop or stand.
- (2) The driver of an emergency vehicle shall not exercise the privileges granted by paragraphs (a), (b) and (c) of subsection (1) unless he/she is sounding an audible signal by bell, siren or exhaust whistle and is showing a flashing red light or a flashing red and blue light.
- (3) The driver of an emergency vehicle exercising any of the privileges granted by subsection (1) shall drive with due regard for safety having regard to all the circumstances of the case including
 - (a) the nature, condition and use of the highway,
 - (b) the amount of traffic that is on or might reasonably be expected to be on the highway, and
 - (c) the nature of the use being made by the emergency vehicle.

PART III
TRAFFIC CONTROL DEVICES

TRAFFIC CONTROL DEVICES - GENERAL

Every driver and every pedestrian shall obey the instructions of a traffic control signal and regulatory sign unless directed to do otherwise by a peace officer.

GREEN, AMBER, RED SIGNALS

- (1) When a green light alone is shown by a traffic control signal,
 - (a) the driver of a vehicle approaching the signal
 - (i) may proceed straight through the intersection or may turn left or right unless a sign at such place, prohibits either such movement (the through movement may be prohibited at the start of an opposing one way street),
 - (ii) shall yield the right of way to other vehicles lawfully within the intersection and to pedestrians still in the roadway or within a crosswalk controlled by the signal;
 - (b) a pedestrian facing the signal, subject to a pedestrian control signal or regulatory sign directing him/her otherwise, may proceed across the roadway within a marked or unmarked crosswalk and while so proceeding has a right of way over all vehicles.
- (2) When a steady circular amber light or amber arrow alone is shown by a traffic control signal,
 - (a) the driver of a vehicle approaching the signal
 - (i) is thereby warned that its related green movement is being terminated and that a red indication will be exhibited immediately thereafter, and
 - (ii) shall stop his/her vehicle if he/she can do so safely; otherwise, he/she may proceed with caution;
 - (b) a pedestrian facing the signal shall not enter the roadway.
- (3) When a red light alone is shown at an intersection by a traffic control signal,
 - (a) the driver of a vehicle approaching the signal shall stop his/her vehicle at a clearly marked stop line, or if none, then immediately before entering the crosswalk on the near side of the intersection, or if none, then immediately before entering the intersection and shall not proceed until a traffic control signal permitting the movement of the vehicle in the intersection is shown; but the driver may, after bringing the vehicle to a full stop, and yielding the right of way to pedestrians and other vehicles lawfully within the intersection,
 - (i) turn to the right, or
 - (ii) turn to the left from a one way street into a one way street,provided that such turns are not prohibited by a traffic control device;
 - (b) a pedestrian facing the signal shall not begin to cross the roadway until a traffic control signal permitting him/her to enter the roadway is shown.

FLASHING RED, FLASHING AMBER

- (1) When a flashing red light is shown by a traffic control signal,
 - (a) the driver of a vehicle approaching the light
 - (i) shall stop the vehicle at a clearly marked stop line, or if none, then immediately before entering the crosswalk on the near side of the light, or if none, then before entering the intersection;
 - (ii) having stopped, shall yield the right of way to all traffic lawfully in the roadway or in a crosswalk in the vicinity of the light, and may then proceed with caution;
 - (b) a pedestrian facing the light may proceed across the roadway with caution within the crosswalk.
- (2) When alternating flashing red lights are shown by a Highway-Railway Crossing signal or a crossing gate is lowered or descending,
 - (a) the driver of a vehicle, or a pedestrian, approaching the light
 - (i) shall stop clear of the descending gate, or if none, at a clearly marked stop line, or if none, then not less than five metres before the nearest rail;
 - (ii) having stopped, shall yield the right-of-way to all rail traffic on the rail line, and shall proceed with caution only after the gate has risen, or, if no gate is present, then only if:
 - (a) the signals have ceased operation; or
 - (b) being signaled to proceed by a peace officer; or
 - (c) it is safe to do so.
- (3) When an amber flashing light is shown by a traffic control signal,
 - (a) the driver of a vehicle approaching the light may proceed past the light only with caution and shall yield the right of way to traffic lawfully in the roadway or in a crosswalk in the vicinity of the light;
 - (b) a pedestrian facing the light may proceed across the roadway with caution.

FLASHING GREEN

- (1) When a green flashing light is shown at an intersection by a traffic control signal, the driver of a vehicle that is approaching the intersection and facing such light may proceed across the intersection or turn left or right, but shall yield the right of way to pedestrians or other vehicles lawfully within the intersection.
- (2) When a green arrow flashing light is shown at an intersection by a traffic control signal, the driver of a vehicle that is approaching the intersection and facing such light may proceed into the intersection only to make the movement indicated by such arrow, but shall yield the right of way to pedestrians and other traffic lawfully within the intersection.

- (3) When a green flashing light or green flashing arrow light is shown at an intersection by a traffic control signal, a pedestrian facing such light, subject to a pedestrian control signal or sign directing him/her otherwise, may proceed across the roadway within a marked or unmarked crosswalk, and while so proceeding has the right-of-way over all vehicles.

GREEN ARROW AND GREEN ARROW WITH RED LIGHT

When a solid green arrow or a flashing green arrow is shown alone or in conjunction with a red light at an intersection by a traffic control signal,

- (a) the driver of a vehicle approaching the intersection and facing the arrow may enter the intersection only to make the movement indicated by the arrow and shall yield the right-of-way to pedestrians lawfully in an adjacent crosswalk and to other traffic lawfully within the intersection;
- (b) a pedestrian facing the arrow shall not commence to cross the roadway until a traffic control signal permitting him/her to enter the roadway is shown.

LANE USE CONTROL SIGNALS

A lane direction control signal shall provide two signal faces for each direction of traffic flow and over each lane controlled. The faces in any one direction shall include a downward pointing green arrow and a red X symbol. When illuminated, the meanings of the lane direction signals are as follows:

Downward pointing green arrow -- a driver facing this indication is permitted to drive in the lane over which the signal is located.

Red X symbol -- a driver facing this indication shall not drive or continue to drive in the lane over which the signal is located.

TRAFFIC CONTROL SIGNALS OUT OF ORDER

Where traffic control signals at an intersection are not in operation, the driver must bring his/her vehicle to a stop and yield the right-of-way to a vehicle approaching on his/her right which has reached the intersection before him/her, except where an adequate method of traffic control replaces the traffic light.

PEDESTRIAN CONTROL SIGNALS - WALK, DON'T WALK

- (1) When the "Walk" symbol is shown by a pedestrian control signal, a pedestrian facing the signal may proceed across the roadway in the direction of the signal and, while so proceeding, has the right-of-way over all vehicles.
- (2) When the "Don't Walk" symbol is shown by a pedestrian control signal,
 - (a) a pedestrian facing the signal shall not commence to cross the roadway until the "Walk" symbol is shown; and
 - (b) a pedestrian proceeding across the roadway when the "Don't Walk" symbol is shown after he/she entered the roadway shall proceed across the roadway or to a place of refuge, whichever is closest, and has the right-of-way over all vehicles for that purpose.

PART IV
OVERTAKING AND PASSING

OVERTAKING - VISIBILITY, CLEAR ROAD

No driver shall drive a vehicle on the left side of the centre of the roadway in overtaking and passing another vehicle proceeding in the same direction unless the left side of the roadway is clearly visible and free from oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of another vehicle.

OVERTAKING - MOTOR VEHICLES AND MOTORCYCLES

- (a) All motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane. This subsection shall not apply to motorcycles operated two abreast in a single lane.
- (b) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken. This subsection shall not apply to a motorcyclist passing a bicycle.
- (c) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.

OVERTAKING - HILLS, CURVES, INTERSECTIONS, HIGHWAY-RAILWAY CROSSINGS ETC.

Except on a one way roadway or for a driver turning into a private drive or roadway, no vehicle shall be driven on the left side of the centre line of the roadway

- (a) when approaching or upon the crest of a grade or curve or elsewhere where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;
- (b) when approaching a highway-railway crossing within 30 metres of the nearest rail;
- (c) when approaching or within a crosswalk;
- (d) at a location that contains a two-way left turn lane;
- (e) when prohibited by a traffic control device.

OVERTAKING ON THE LEFT - TWO-WAY ROADWAY

- (1) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall
 - (a) signal his/her intention;
 - (b) pass to the left at a safe distance;
 - (c) return to the right side of the roadway only when safely clear of the overtaken vehicle.
- (2) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall
 - (a) give way to the right in favour of the overtaking vehicle;
 - (b) not increase the speed of his/her vehicle until completely passed by the overtaking vehicle.

- (3) No driver of a vehicle shall overtake and pass on the left another vehicle proceeding in the same direction which is making a left-hand turn or its driver has signaled his/her intention to make a left-hand turn.

OVERTAKING - ON THE RIGHT

- (1) The driver of a vehicle shall not overtake and pass upon the right of another vehicle except
- (a) when the other vehicle is making a left turn or its driver has signaled his/her intention to make a left turn;
 - (b) when on a multi-laned road where there are one or more unobstructed lanes available to traffic moving in the direction of travel of the vehicle;
 - (c) upon a one way roadway where the roadway is of sufficient width for two or more lines of moving vehicles and the remaining lane is intended for two-way use.
- (2) Notwithstanding section (1) the driver of a vehicle shall not overtake and pass another vehicle on the right
- (a) when the movement cannot be made safely;
 - (b) by driving off the roadway;
 - (c) when prohibited by a traffic control device; or
 - (d) in a lane designated for slow-moving traffic.

PART V
USE OF ROADWAY

DRIVING ON THE RIGHT

- (1) Upon all two-way roadways of sufficient width, no person shall drive a vehicle to the left of the centre line, except
 - (a) when overtaking and passing another vehicle proceeding in the same direction;
 - (b) when the roadway to the right of the centre line is obstructed by a parked vehicle or other object;
 - (c) when the roadway to the right of the centre line is closed to traffic.
- (2) The driver of a vehicle shall drive the vehicle on the right side of the centre line when meeting another vehicle proceeding in the opposite direction.
- (3) The driver of a vehicle upon a highway that has a width for only one line of traffic in each direction shall, when meeting another vehicle proceeding in the opposite direction, pass on the right, leaving at least one-half of the main-traveled portion of the highway free as nearly as possible.

ONE WAY HIGHWAY

Where a highway has been designated for the use of one way traffic only and regulatory signs have been erected accordingly, vehicles shall be driven only in the direction so designated.

TRAFFIC ISLAND

A driver, when proceeding around a rotary traffic island, shall drive to the right of the island and yield the right of way to vehicles approaching from the left.

DIVIDED HIGHWAYS

Where a highway has been divided into two or more roadways by an intervening space or by a physical barrier or clearly indicated dividing section so constructed as to impede vehicular traffic,

- (a) a driver of a vehicle shall drive only upon the right-hand roadway;
- (b) no driver of a vehicle shall drive over, across or within the intervening space, barrier or dividing section except at a crossover or intersection established by the police or authority having jurisdiction over the highway.

CONTROLLED ACCESS HIGHWAY

- (1) No person shall drive a motor vehicle so as to enter a controlled access highway except at a location established by the authority having jurisdiction over the highway.
- (2) No person shall drive a motor vehicle so as to exit from a controlled access highway except at a location established by the authority having jurisdiction over the highway.

THREE-LANE ROADWAY

A driver shall not drive a vehicle in the centre lane of a three-lane roadway with traffic in both directions except

- (1) after having ascertained that the centre lane is clear of traffic traveling in the opposite direction
 - (a) when overtaking and passing another vehicle proceeding in the same direction, or
 - (b) when approaching an intersection with the intent to turn to the left;
- (2) when such lane is designated for traffic moving in the direction of travel of the vehicle.

PART VI

LANES

LANES - GENERAL

- (a) Where a highway has been divided into marked lanes for traffic, a vehicle shall be driven as nearly as may be practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made safely.
- (b) A driver shall not drive from one lane to another without first signaling his/her intention to do so in the manner prescribed.

LANE MARKINGS

The driver of a vehicle on a laned roadway

- (a) may drive from one lane to another where one or more broken lines only exist between lanes;
- (b) subject to (c) and (d) shall not drive from one lane to another across a solid line;
- (c) where a solid line and a broken line exist together may, with caution, cross the solid line from the lane in which the broken line is located and re-cross;
- (d) may, with caution, cross a solid line when necessary to exit onto the shoulder, a private road or driveway or, when necessary, on entering the roadway from a shoulder, private road or driveway.

LANE FOR SLOW MOVING TRAFFIC

Where a highway has been divided into marked lanes for traffic, the driver of a slow moving vehicle, where a traffic control device directs slow moving traffic to use a designated lane, or when driving slowly, shall drive to the right.

OTHER PROVISIONS

Where a highway has been divided into marked lanes for traffic, designated for a specific use by a traffic control device, the driver of a vehicle shall comply with the direction of such device.

The driver of a vehicle on a laned roadway approaching a traffic control device indicating that two lanes of traffic are merging into one lane

- (1) shall drive with due care and attention with respect to traffic in the adjoining merging lane; and
- (2) where it is shown by a traffic control device that one of the merging lanes ends, the driver of a vehicle in such lane shall not drive from that lane until the driver has first ascertained that such movement can be made safely.

PART VII
HEADWAY

HEADWAY OF VEHICLES

- (1) The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles, the amount and nature of the traffic upon and the condition of the highway.
- (2) The driver of a commercial motor vehicle, when driving on a highway outside of a city, town, or village, shall not follow within 60 metres of another commercial motor vehicle: but this shall not be construed to prevent one commercial vehicle from overtaking and passing another such vehicle.
- (3) The driver of a motor vehicle in a convoy or motorcade other than a funeral procession, when driving on a roadway outside a city, town, or village, shall drive at a sufficient distance behind the vehicle next in front of him/her to enable an overtaking vehicle to enter and occupy the space so left without danger.

FIRE TRUCKS - HEADWAY

- (1) No driver of a vehicle, other than an emergency vehicle, shall follow a fire apparatus closer than 150 metres.
- (2) Unless he/she has received the consent of the fire department official in command, no person shall drive a vehicle over an unprotected hose of a fire department when laid down on a highway or private driveway at a fire or an alarm of fire.

PART VIII
RIGHT-OF-WAY

RIGHT-OF-WAY - VEHICLE IN UNCONTROLLED INTERSECTION

- (1) The driver of a vehicle approaching an intersection shall yield the right-of-way to a vehicle which has entered the intersection from a different highway.
- (2) When two vehicles enter an intersection from different highways at approximately the same time, the driver or operator of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

RIGHT-OF-WAY - STOP SIGN

Except where directed to proceed by a peace officer, the driver of a vehicle

- (a) upon approaching a stop sign shall bring his/her vehicle to a full stop at a clearly marked stop line, or if none, then immediately before entering the nearest crosswalk, or if none, then at the point nearest the intersecting highway or at a railway crossing 5 metres from the nearest rail from which the driver has a view of approaching traffic on the intersecting highway or railway;
- (b) having stopped, shall yield the right-of-way to traffic in the intersection or approaching the intersection on another highway so closely that it constitutes an immediate hazard and having so yielded the right-of-way may proceed with caution;
- (c) shall at a highway-railway crossing yield right-of-way to a train approaching in close proximity;
- (d) shall yield the right-of-way to pedestrians lawfully within a crosswalk; and
- (e) upon approaching a stop sign at an intersection,
 - (i) shall stop and yield the right-of-way to a vehicle which has entered the intersection from a different highway; and
 - (ii) when two vehicles approach the intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

RIGHT-OF-WAY - YIELD SIGN AT INTERSECTION

- (1) Except where a peace officer directs otherwise, where there is a yield sign at an intersection, the driver of a vehicle approaching the sign shall slow down to a speed reasonable for the existing conditions or stop if necessary and yield the right-of-way to a pedestrian crossing the roadway on which he/she is driving, and to traffic in the intersection or approaching so closely that it constitutes an immediate hazard, and having so yielded may proceed with caution.

RIGHT-OF-WAY - HIGHWAY-RAILWAY CROSSING SIGN

- (1) Except where a peace officer directs otherwise, where there is a highway-railway crossing sign at a crossing, the driver of a vehicle approaching the sign shall slow down to a speed reasonable for the existing conditions or stop, if necessary, not less than five metres from the nearest rail, and yield the right-of-way to a train approaching the crossing, and having so yielded may proceed with caution.

RIGHT-OF-WAY - EMERGENCY VEHICLE

Upon the immediate approach of an authorized emergency vehicle giving an audible signal by bell, siren or exhaust whistle and showing a visible flashing red or flashing red and blue light, unless otherwise directed by a peace officer, the driver of a vehicle shall

- (a) yield the right-of-way to the emergency vehicle;
- (b) drive immediately to a position parallel to and as close as practicable to the right-hand curb or edge of the roadway, or to either side, curb or edge on a one way roadway, clear of an intersection;
- (c) stop and remain in that position until the emergency vehicle has passed.

RIGHT-OF-WAY - PRIVATE DRIVE

- (1) The driver of a vehicle about to enter or cross a highway from any place other than another highway shall yield the right-of-way to all traffic approaching on the highway to be entered or crossed, except where controlled by a traffic control signal.
- (2) The driver of a vehicle entering or leaving an alley, driveway or building shall yield the right-of-way to a pedestrian who is crossing the entrance to the alley, driveway or building or who is on the sidewalk at the point where the vehicle is crossing.

RIGHT-OF-WAY - LEFT TURNS

The driver of a vehicle within an intersection intending to turn to the left shall yield to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard, and to pedestrians lawfully within a crosswalk, but said driver having so yielded and given the required signal may make the left turn, and other vehicles approaching the intersection from the opposite direction shall yield to the driver making the left turn.

PART IX
PEDESTRIANS

PEDESTRIAN CROSSWALK

- (1) Where traffic control signals are not in place or not in operation when a pedestrian is crossing the roadway within a crosswalk, a driver shall yield the right-of-way to the pedestrian by slowing down or stopping if necessary.
- (2) A pedestrian shall not leave a curb or other place of safety and walk or run into the path of a vehicle that is so close that it is impracticable for the driver of the vehicle to yield.
- (3) Where a vehicle is stopped or slowing at a crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not allow the front extremity of his/her vehicle to pass beyond the front extremity of the other vehicle.

PEDESTRIAN - CROSSING AT OTHER THAN CROSSWALK

Except when under the protection of a school crossing guard, when a pedestrian is crossing a highway at a point other than within a crosswalk, he/she shall yield the right of way to traffic.

DUTY OF DRIVER TO PEDESTRIANS

Notwithstanding any other provisions contained herein a driver shall

- (a) exercise due care to avoid colliding with a pedestrian who is upon a roadway; and
- (b) when necessary, give warning by sounding the horn, or in the case of a cyclist, give warning by an audible warning device.

PEDESTRIAN WALKING FACING TRAFFIC

- (1) Where there is a sidewalk that is reasonably passable on either or both sides of a highway a pedestrian shall not walk along the roadway or shoulder.
- (2) Where there is no sidewalk, a pedestrian walking along or upon a roadway or shoulder thereof shall when practicable walk only on the left side of the roadway or the shoulder of a highway facing traffic approaching from the opposite direction.

SOLICITING RIDES, BUSINESS

No person shall be on a roadway for the purpose of soliciting a ride, employment or business from an occupant of any vehicle.

DRIVING ON SIDEWALK

No person shall drive a motor vehicle upon a sidewalk unless he/she is

- (a) crossing over the sidewalk when entering or leaving a driveway or lane;
- (b) entering upon or leaving land adjacent to a highway.

PART X

TURNS

RIGHT TURN AT INTERSECTION

Where the driver of a vehicle intends to turn right at an intersection he/she shall approach the intersection and make the turn as close as practicable to the right-hand curb or edge of the roadway.

MULTIPLE RIGHT TURN LANES AT INTERSECTIONS

Where more than one lane of a highway has been designated as a right turn lane, the driver intending to turn right into an intersecting highway shall approach the intersection in one of such lanes and leave the intersection in the lane of the intersecting highway that corresponds to the lane from which the turn was commenced.

LEFT TURNS

- (1) A driver intending to turn left from a two-way highway into another two-way highway shall make the turn
 - (a) by driving to the right of, and as closely as practicable to, the centre line of the highway while approaching the intersection and turning;
 - (b) upon leaving the intersection, by driving to the right of, and as closely as practicable to, the centre line of the highway then entered.
- (2) A driver intending to turn left from a two-way highway onto a one way highway shall make the left turn
 - (a) by driving to the right of and as closely as practicable to the centre line of the two-way highway where it enters the intersection;
 - (b) upon leaving the intersection by driving as closely as practicable to the left-hand side of the one way highway entered.
- (3) A driver intending to turn left from a one way highway onto a two-way highway shall make the left turn
 - (a) by driving as closely as practicable to the left side of the one way highway where it enters the intersection;
 - (b) upon leaving the intersection by driving to the right of and as closely as practicable to the centre line of the two-way highway entered.
- (4) A driver intending to turn left from a one way highway onto another one way highway shall make the left turn
 - (a) by driving as closely as practicable to the left-hand side of the one way highway where it enters the intersection;
 - (b) upon leaving the intersection by driving as closely as practicable to the left-hand side of the other one way highway entered.

MULTIPLE LEFT TURN LANES AT INTERSECTIONS

When more than one lane of a highway has been designated as a left turn lane, the driver intending to turn left into an intersecting highway shall approach the intersection in one of such lanes and leave the intersection in the lane of the intersecting highway that corresponds to the lane from which the turn was commenced.

U-TURNS

No driver shall turn a vehicle so as to proceed in the opposite direction

- (a) unless he/she can do so without interfering with other traffic;
- (b) when he/she is driving
 - (i) upon a curve;
 - (ii) on a highway-railway crossing or within 30 metres of a highway-railway crossing;
 - (iii) within 150 metres of a bridge, viaduct, tunnel or crest of a grade where the driver's view is obstructed within such distance; or
 - (iv) at a place where a sign prohibits making a U turn.

TWO-WAY LEFT TURN LANES

Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic control devices,

- (1) a left turn shall not be made from any other lane;
- (2) a vehicle shall not be driven in the lane except when preparing for, or making a, left turn from or into the roadway or when preparing for, or making a, U-turn when otherwise permitted by law; and
- (3) no driver shall use such lane for passing, overtaking or travel except to make a left turn.

PART XI
DRIVER SIGNALS

SIGNALS BY DRIVER - WHEN REQUIRED

- (1) No person shall turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway, as required by this act, or turn a vehicle to enter a private road or driveway, or otherwise turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety, and without giving an appropriate signal to traffic which may be affected by such movement.
- (2) A signal of intention to turn left or right when required shall be given continuously for a sufficient distance before making the turn to warn traffic.
- (3) No person shall cause a vehicle that is stopped, standing or parked to turn into a lane of traffic unless the movement can be made with reasonable safety and without giving a left turn signal or a right turn signal, whichever is appropriate, to the intended direction of travel.

DRIVER SIGNALS - MEANS

- (1) When a signal is required, the driver shall give it by means of the vehicle turn signals, and in the event of there being no vehicle turn signals or their being inoperable, he/she shall give it by means of his/her hand and arm.
- (2) When a driver of a vehicle gives a signal by hand and arm, he/she shall do so in the following manner:
 - (a) when making a left-hand turn, by extending the left arm horizontally beyond the left side of the vehicle;
 - (b) when making a right-hand turn, by extending the left arm vertically upwards, outside the left side of the vehicle; or in the case of a cyclist, by extending the left arm vertically upwards or by extending the right arm horizontally;
 - (c) when stopping or suddenly decreasing speed, by extending the left arm diagonally downwards, outside the left side of the vehicle.

PART XII
SPECIAL STOPS

STOPS AT RAILWAY CROSSINGS - SCHOOL BUSES, ETC.

- (1) The driver of a school bus shall, before crossing a railway track not controlled by signals, stop the vehicle not less than 5 metres from the nearest rail, and remaining stopped, shall listen and look in both directions along the track for an approaching train and for signals indicating the approach of a train, and shall not proceed until he/she can do so safely.
- (2) After the driver has stopped the vehicle and is proceeding, he/she shall drive the vehicle across the railway track in a gear that he/she will not need to change while crossing the track, and shall not shift gears while crossing.
- (3) Subsection (1) does not apply where a peace officer or traffic control device directs traffic to proceed.

STOPS FOR SCHOOL CROSSING GUARDS

- (1) A school crossing guard about to direct children across a highway shall, prior to entering the roadway, display a school crossing stop sign, as prescribed by regulation, in an upright position so that it is visible to vehicular traffic approaching from each direction.
- (2) Where a school crossing stop sign is displayed, as provided in subsection (1), the driver of any vehicle approaching the stop sign shall stop before reaching the crossing.

STOPS FOR FLAGPERSONS AT MAINTENANCE AND CONSTRUCTION SITES

- (1) "Flagperson" means a person qualified and authorized by law to direct traffic at a designated roadway maintenance or construction site.
- (2) A flagperson, at a designated maintenance or construction site, in order to prevent injury or danger to persons or property, may direct traffic by the use of signs or traffic control devices as prescribed in the regulations.
- (3) No person shall drive a vehicle in a designated construction site in contravention of the signs or traffic control devices displayed by a flagperson.

STOPS FOR RAILWAY EMPLOYEES AT HIGHWAY-RAILWAY CROSSINGS

- (1) A railway employee at a highway-railway crossing, in order to prevent injury or danger to persons or property, may direct traffic by the use of signs or traffic control devices as prescribed in regulations.
- (2) No person shall drive a vehicle over a highway-railway crossing in contravention of the railway employee's direction.

SPECIAL STOPS - SCHOOL BUSES - MEETING AND OVERTAKING

Where a school bus is stopped on a highway, the driver of a vehicle

- (a) when overtaking a school bus on which the words "do not pass when signals flashing" are marked and two red signal lights are flashing alternately; or
- (b) when meeting on such a highway, other than a highway with a median strip, a school bus on the front of which two red signal lights are flashing alternately,

shall stop the vehicle not less than 5 metres before reaching the school bus and shall not proceed until the school bus resumes motion, or the signal lights cease to operate.

PART XIII
SPEED RESTRICTIONS

SPEED LIMIT

Unless otherwise posted,

- (1) No person shall drive a vehicle at a speed greater than is reasonable and prudent under prevailing traffic and weather conditions and having regard to the actual and potential hazards then existing.
- (2) No person shall drive at a speed in excess of
 - (a) 50 kilometres per hour in any city, town or village;
 - (b) 80 kilometres per hour in other locations.

IMPEDING THE FLOW OF TRAFFIC

No driver shall drive a vehicle at such a slow rate of speed as to impede or block the normal and reasonable movement of traffic then existing, except when it is necessary to do so for safe operation.

RACING

No person shall drive a motor vehicle on a highway in a race or on a bet or wager.

PART XIV

PARKING

PARKING - WHEN ALLOWED

- (1) Where outside of a city, town and village it is practicable to stop, park or leave a vehicle off the roadway, no person shall stop, park or leave the vehicle on the roadway either attended or unattended.
- (2) No person shall park a vehicle so as to obstruct the free passage of traffic on the roadway nor unless a clear view of the vehicle may be obtained from a distance of 60 metres in each direction upon the roadway.
- (3) Clauses (1) and (2) do not apply when a vehicle is so disabled that it is not practicable to avoid stopping and temporarily leaving it on the roadway.

PARKING - POSITION

- (1) Except when a traffic authority otherwise permits, a driver shall not stop, stand or park a vehicle
 - (a) on a highway other than on the right side of the highway parallel to that side and where there is a curb with the wheels within 30 centimetres of the curb; or
 - (b) upon a one way highway other than parallel to the right or left edge of the roadway with its adjacent wheels within 30 centimetres of the curb or as close as practicable to the shoulder.
- (2) Section (1) shall not apply to a divided highway.
- (3) Unless otherwise permitted by a traffic control device, no person shall park on the left side of a divided highway.

STOPPING, STANDING, PARKING - PROHIBITED

Unless otherwise provided by by-law or when necessary to avoid conflict with traffic or to comply with the directions of a peace officer or traffic control device, no person shall

- (a) stop, stand or park a vehicle on a highway so that the vehicle or any part of it is
 - (i) on a sidewalk or on other facilities reserved for pedestrians;
 - (ii) within an intersection or 3 metres thereof;
 - (ii) within a crosswalk;
 - (iv) on or within 30 metres of a highway-railway crossing;
 - (v) alongside or opposite a street excavation or obstruction when stopping, standing or parking obstructs traffic;
 - (vi) upon a bridge or other elevated structure upon a highway or within a highway tunnel;
 - (vii) in contravention of the instructions of a traffic control device;
 - (viii) on a controlled access highway (freeway);

- (ix) along the curb of a median strip or in the area between roadways of a divided highway;
 - (x) on bikeways and lanes reserved for a specific type of vehicle;
 - (xi) on any space reserved for transit vehicles;
 - (xii) on a boulevard;
- (b) park or leave standing a vehicle on a highway so that the vehicle or any part of it causes obstruction
- (i) in front of a public or private driveway;
 - (ii) within 3 metres from the point on the curb or edge of the roadway immediately opposite a fire hydrant;
 - (iii) within 6 metres of the approach side of a crosswalk;
 - (iv) within 10 metres upon the approach to an intersection at which a traffic control signal is located;
 - (v) within 6 meters of a driveway entrance to a fire station;
 - (vi) on the roadway side of a vehicle stopped or parked at the edge or curb of a roadway;
 - (vii) in front of a ramp designed for use by physically handicapped persons;

PARKING - PREVENTING MOTION

No driver shall permit a motor vehicle to stand unattended or parked without first having taken such action as may be reasonably necessary in the circumstances to prevent the vehicle from moving or being put in motion.

DISABLED VEHICLES - NIGHT TIME VISIBILITY

- (1) When a vehicle is stopped at night on a roadway out of necessity, except a roadway in an urban area where overnight parking is permitted, the driver must keep his/her parking lights or hazard lights on, or signal the presence of his/her vehicle by lanterns or any other luminous devices visible from not less than 150 metres and used pursuant to standards prescribed by the regulations.
- (2) In this section "night" means the period of time between one-half hour before sunset and one-half hour after sunrise.

PART XV
MOTORCYCLES

MOTORCYCLE HELMETS

No person shall operate or ride on a motorcycle on a highway unless he/she is wearing an approved safety helmet.

MOTORCYCLES - SEATS

- (1) Every person who operates a motorcycle shall ride only upon the regular seat attached to it.
- (2) No person, other than the operator, shall ride on a motorcycle unless
 - (a) it is designed and equipped to carry more than one person; and
 - (b) he/she rides on a seat attached to the motorcycle and designed to carry a passenger.
- (3) No person who is driving a motorcycle shall permit another person to ride on it in violation of section (2).

PART XVI
OTHER PROVISIONS

BLOCKING INTERSECTION

No driver of a vehicle shall enter or proceed across an intersection controlled by a traffic control signal which, at the time, permits the movement, unless there is sufficient space on the other side of the intersection to accommodate the vehicle without obstructing the passage of pedestrians proceeding within a crosswalk or pedestrian corridor, or other traffic that, in either case, is proceeding or is permitted to proceed lawfully.

BLOCKING HIGHWAY-RAILWAY CROSSING

A driver shall not drive a vehicle onto a highway-railway crossing unless there is sufficient space at the other side of the crossing to accommodate the vehicle without obstructing the passage of trains.

REVERSING

- (1) No driver shall back a vehicle unless the movement can be made with safety and without unduly interfering with traffic.
- (2) No driver shall back a vehicle into an intersection or crosswalk.

CLINGING TO VEHICLES

No person riding upon a bicycle, coaster, sled, toboggan or play vehicle, or upon skates, roller skates, skis or other devices shall attach it or them or himself by hand or other means to a vehicle upon a roadway, and no driver shall permit any such person to take hold of such vehicle or permit such bicycle, motorcycle, sled, coaster, toboggan, play vehicle, skis or other devices to be attached thereto or drawn thereby.

DRIVER'S VIEW

- (1) No person shall operate a vehicle on a highway if the control of the driver over the driving mechanism of the vehicle or the view of the driver to the front, sides or rear of the vehicle is interfered with or obstructed.
- (2) No passenger in a vehicle shall occupy a position that interferes with the driver's view ahead or with his/her control over the driving mechanism of the vehicle.

USE OF HEADLIGHTS

When on a highway at any time between one-half hour before sunset and one-half hour after sunrise, or at anytime when due to insufficient light or unfavourable atmospheric conditions objects are not clearly discernible on the highway at a distance of 50 metres or less, the driver of a vehicle shall display two white lighted lamps on the front of the vehicle and two red lighted lamps on the rear of the vehicle and shall use the lower beam of the lamps on the front of the vehicle when

- (a) approaching an oncoming vehicle within 150 metres; or
- (b) following another vehicle within 60 metres, except when in the act of overtaking and passing.

CONSUMPTION OF ALCOHOLIC BEVERAGES

It is prohibited for anyone to consume alcoholic beverages inside a vehicle on a public highway.

BICYCLES

- (1) A person riding a bicycle on a highway has the same rights and duties as a driver of a motor vehicle.
- (2) A person riding a bicycle
 - (a) shall not ride it on a sidewalk;
 - (b) except when preparing to make a left-hand turn, shall ride it as near as practicable to the right-hand curb or edge of the roadway;
 - (c) shall not ride abreast of any other person who is riding a bicycle upon a roadway;
 - (d) shall keep at least one hand on the handle bars;
 - (e) shall not ride other than upon or astride a regular seat of the bicycle;
 - (f) shall not use it to carry more persons at one time than the number for which it is designed and equipped;
 - (g) shall not ride it on a highway where signs prohibit its use.

DOOR OPENING

- (1) No person shall open the door of a vehicle upon a highway
 - (a) without first taking due precautions to ensure that his/her act will not interfere with the movement of, or endanger, any other person or vehicle; and
 - (b) until the vehicle is stopped.
- (2) No person shall leave the door of a vehicle upon a highway open on the side of the vehicle available to moving traffic for a period longer than is necessary to load or unload passengers.

CARELESS DRIVING

No person shall drive a vehicle upon a highway without due care and attention or without reasonable consideration for other persons using the highway.

SAFETY BELTS

Unless otherwise excepted, all persons operating or riding in a motor vehicle shall

- (a) use the safety belts provided in the vehicle; and
- (b) ensure that children are secured in approved infant carriers, child seats or booster cushions, as appropriate for their size and weight.

LOADING OF VEHICLE

No person shall operate or permit to be operated upon a highway any motor vehicle or trailer unless the load that the vehicle or trailer is carrying

- (a) is firmly bound, sufficiently covered, or otherwise secured or loaded, in such manner that no portion of the load may become dislodged or fall from the motor vehicle or trailer;
- (b) does not reduce the driver's field of vision along the sides of the vehicle;
- (c) does not interfere with the stability or operation of the vehicle; and
- (d) does not interfere with the lights lawfully required to be displayed on the motor vehicle or trailer.

TOWING OF VEHICLE

No vehicle, other than a motor vehicle in which there is a person licensed to drive a motor vehicle on a highway, shall be drawn by a motor vehicle or farm tractor on a highway unless there are two separate means of attachment so constructed and attached that the failure of one such means will not permit the vehicle being drawn to become detached; but this section does not apply to a trailer, object or device attached or coupled to the towing vehicle by means of a fifth wheel attachment or to a trailer, object or device when drawn by a farm tractor at a speed not exceeding 50 kilometres per hour.

TELEVISION IN MOTOR VEHICLE

- (1) No person shall drive on a highway a motor vehicle that is equipped with a television receiving set,
 - (a) any part of which is located in the motor vehicle forward of the back of the driver's seat, or
 - (b) that is visible to the driver while he/she is operating the motor vehicle.
- (2) No person shall drive on a highway a motor vehicle in which a television set, while being operated, is located in the motor vehicle forward of the back of the driver's seat or is visible to the driver while he/she is operating the motor vehicle.
- (3) Notwithstanding clauses (1) and (2) the Lieutenant-Governor in Council may make regulations respecting any class of persons or vehicles or any use of equipment or type of equipment, exempting such persons, vehicles and equipment from the provisions of this section.