



No. 2826. VRYDAG, 7 FEBRUARIE. 1958.

N.B.—Alle kennisgewings wat vir die eerste maal verskyn, word met 'n * gemerk.

Kennisgewings waarvan die Afrikaanse vertalings deur die Provinsiale Vertaalburo gedoen of nagesien is, word deur 'n † aangedui.

No. 2826. FRIDAY, 7TH FEBRUARY. 1958.

NOTE.—All Notices appearing for the first time are indicated by an *

Notices, the Afrikaans translations of which have been done or checked by the Provincial Translation Bureau, are indicated by a †

PROVINSIALE KENNISGEWING.—PROVINCIAL NOTICE.

ONDERSTAANDE kennisgewing word vir algemene inligting gepubliseer.

I. G. HORAK,

Waarnemende Provinsiale Sekretaris.

Kantoor van die Administrateur, Natal,
Pietermaritzburg, 7 Februarie 1958.

THE following Notice is published for general information.

I. G. HORAK,

Acting Provincial Secretary.

Office of the Administrator, Natal,
Pietermaritzburg, 7th February, 1958.

*No. 60, 1958.

[7 Februarie 1958.

DIT het die Administrateur, handelende op raad en met die toestemming van die Uitvoerende Komitee, behaag om ooreenkomstig artikel 200 van die Ordonnansie op Plaaslike Bestuur, 1942 (Ordonnansie No. 21 van 1942), sy goedkeuring te heg aan die herroeping van die stad Pietermaritzburg se motor- en verkeersverordeninge, soos by Provinsiale Kennisgewings Nos. 238, 504 van 1939, 48 en 408 van 1940, 169 van 1942, 16 van 1943, 95 en 461 van 1946, 225 en 549 van 1947, 30 van 1948, 331 van 1949, 540 van 1950, 550 van 1951, 304 van 1953 en 412 van 1954 gewysig, en die vervanging daarvan deur onderstaande nuwe verordeninge betreffende motorvoertuie en padverkeersreëling, soos deur die stadsraad van genoemde stad aangeneem op sy vergadering gehou op 24 Januarie 1957:—

STAD PIETERMARITZBURG.

VERORDENINGE BETREFFENDE MOTORVOERTUIE EN PADVERKEERSREELING.

1. Tensy die samehang 'n ander uitleg vereis, het onderstaande uitdrukkings die onderskeie betekenisse wat hierby aan hulle toegewys word:—

- (a) „Stad” beteken die stad en munisipaliteit Pietermaritzburg.
- (b) „Raad” beteken die stadsraad van Pietermaritzburg.
- (c) „Voetpaadjie” of „sypaadjie” beteken die deel van 'n straat tussen die randsteenlyne of buitelyne van 'n pad en die aanliggende eiendoms- of rooilyne, wat vir gebruik deur voetgangers bestem is.
- (d) „Kruising” beteken die gebied binne die verlenging van die sygrense van die rybane van twee paaie wat mekaar reghoekig of ongeveer reghoekig ontmoet of die gebied waarin voertuie op verskillende paaie, wat mekaar onder 'n ander hoek ontmoet, met mekaar kan bots.
- (e) „Laaiplek” beteken 'n gebied langs die randsteenlyn wat uitgehou is vir die uitsluitlike gebruik van voertuie terwyl hulle passasiers of goedere op- of aflaai.
- (f) „Die ordonnansie” beteken die Padverkeersordonnansie, 1956 (No. 26 van 1956), en enige wysigings daarvan.
- (g) „Voetganger” beteken iemand te voet.
- (h) „Voetgangersbaan” beteken—
 - (i) die deel van 'n pad gewoonlik ingesluit binne die verlenging of verbinding van die silyne van sypaadjies by kruisings;
 - (ii) enige deel van 'n pad, wat deur middel van strepe of ander merke op die oppervlakte duidelik as voetgangersbaan aangedui is.
- (i) „Motorvoertuig vir openbare diens” beteken 'n motorvoertuig wat teen huur of vergoeding vir die vervoer van passasiers of goedere of albei gebruik word of vir sodanige gebruik bestem is.
- (j) „Die regulasies” beteken die padverkeersregulasies wat ingevolge die ordonnansie uitgevaardig en by Provinsiale Kennisgewing No. 649 van 1956 gepubliseer is, en enige wysigings daarvan.

*No. 60, 1958.

[7th February, 1958.

THE ADMINISTRATOR, acting on the advice and with the consent of the Executive Committee, has been pleased, under the authority of Section 200 of the Local Government Ordinance, 1942 (Ordinance No. 21 of 1942) to approve of the repeal of the Motor and Traffic By-laws published under Provincial Notice No. 428 of 1938 as amended by Provincial Notice Nos. 238, 504 of 1939, 49, 408 of 1940, 169 of 1942, 16 of 1943, 95, 461 of 1946, 225, 549 of 1947, 30 of 1948, 331 of 1949, 540 of 1950, 550 of 1951, 304 of 1953 and 412 of 1954 and the substitution therefor of the subjoined new Motor Vehicle and Road Traffic Regulation By-laws, as made by the City Council of the City of Pietermaritzburg at its meeting held on the 24th January, 1957:—

CITY OF PIETERMARITZBURG.

MOTOR VEHICLE AND ROAD TRAFFIC REGULATION BY-LAWS.

1. The following words and expressions shall have the meanings hereinafter respectively assigned to them, unless the context requires otherwise:—

- (a) “City” means the City and Borough of Pietermaritzburg.
- (b) “Council” means the City Council of Pietermaritzburg.
- (c) “Footpath” or “Sidewalk” means that portion of a street between the kerb lines or outer limits of a roadway and the adjacent property lines or building lines and intended for the use of pedestrians.
- (d) “Intersection” means the area embraced within the prolongation of the lateral boundaries of the roadways of two roads which join one another at or approximately at right angles or the areas within which vehicles travelling upon different roads joining at any other angle may come in conflict.
- (e) “Loading Zone” means an area adjacent to the kerb line reserved exclusively for use by vehicles while loading or unloading passengers or property.
- (f) “The Ordinance” means the Road Traffic Ordinance 1956 (No. 26 of 1956) and any amendments thereof.
- (g) “Pedestrian” means any person afoot.
- (h) “Pedestrian Crossing” means—
 - (i) that portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections;
 - (ii) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings in the surface.
- (i) “Public Service Motor Vehicle” means a motor vehicle used or intended to be used for carrying passengers or goods or both for hire or reward.
- (j) “The Regulations” means the Road Traffic Regulations made under the Ordinance and published under Provincial Notice No. 649 of 1956, and any amendments thereof.

- (k) „Padverkeerstekens” of „verkeerstekens” beteken en sluit in alle seine, tekens, waarskuwingstekens, padaanwysers of ander toestelle of merke wat op gesag aangebring of opgerig is met die doel om verkeer te waarsku, te reël, te beperk, te verbied of te lei.
- (l) „Stadsklerk” en ander in hierdie verordeninge vermelde beamptes, insluitende die stadsingenieur, beteken persone wat sodanige betrekkings van tyd tot tyd in verband met voornoemde stadsraad beklee of in daardie hoedanighede optree, of hul behoorlike gemagtigde verteenwoordigers.
- (m) „Verkeersinspekteur” of „inspekteur van lisensies” beteken enigeen wat as sodanig deur die stadsraad aangestel is of tydelik in daardie hoedanigheid waarneem.

2. Wanneer hulle in hierdie verordeninge gebruik word, het enige ander in die ordonnansie en regulasies omskreewe woorde en frases dieselfde betekenis as wat in sodanige ordonnansie en regulasies aan hulle toegewys is, tensy sodanige betekenis met die samehang strydig is.

OUTOMATIESE VERKEERSSEINE EN -LIGTE.

3. Die betekenis van die ligaanduidings is as volg:—

Rooi.—Voertuigverkeer wat met die voorkant na die sein staan, moet by die „stop”-streep stilhou en mag nie die kruispunt ingaan nie tensy ’n groen pylens terselfdertyd verlig is, wanneer ’n bestuurder (of drywer) dan versigtig die kruispunt mag ingaan om die beweging uit te voer wat deur die pyl toegelaat word, onderworpe aan die eerste reg van voetgangers en voertuie wat op ’n gewone aanduiding voortbeweeg.

Groen.—Voertuigverkeer wat met die voorkant na die sein staan, moet reguit voortbeweeg of na links of regs draai, onderworpe daaraan dat behoorlik voorsorg geneem word en ook aan enige beperkende verkeersteken of -sein gegee deur ’n geregsbeampte wat die verkeer reël.

Amber.—Voertuigverkeer wat met die voorkant na die sein staan, moet by die „stop”-streep stilhou en mag nie die kruispunt ingaan nie, tensy wanneer die amber cers na die groen verskyn die bestuurder (of drywer) so naby die kruispunt is dat daar nie met veiligheid agter die „stop”-streep stilgehou kan word nie, in so’n geval kan die bestuurder (of drywer) versigtig oor die kruispunt gaan.

Groen Pyl.—Voertuigverkeer wat met die voorkant na die sein staan in hul behoorlike verkeersbane kan voortbeweeg of in die rigting draai wat deur die pyl toegelaat word, onderworpe aan eerste reg van voetgangers en voertuie wat op ’n gewone aanduiding voortbeweeg.

VERKEERSREËLING.

4. (a) Indien voetgangersbane ooreenkomstig die regulasies by ’n kruising aangebring en afgebaken is, mag geen voetganger sodanige kruising anders as binne sodanige afgemerkte voetgangersbaan oorsteek of probeer oorsteek nie.

(b) By ’n kruising wat deur middel van outomatiese verkeerstekens of verkeersligte beheer word en waar oorstekstreepe vir voetgangers ooreenkomstig die regulasies aangebring is, mag niemand die pad oorsteek of probeer oorsteek as daar ’n rooi lig van sodanige verkeersteken of verkeerslig in sy rigting vertoon word nie.

5. Niemand mag in die pad drentel nie.

6. Niemand mag ’n voertuig op ’n openbare pad in die stad bestuur met een hand of arm so besig dat die nie met die stuur van vermelde voertuig kan help nie.

7. Niemand mag op ’n pad of sypaadjie met rolskaats skaats nie.

8. Niemand mag goedere of produkte van enige aard op of langs ’n openbare pad te ruil of te koop aanbied en sodoende die verkeer belemmer nie.

9. (a) Geen bestuurder van of persoon in beheer oor ’n voertuig mag versuim om sodanige voertuig tot stilstand te bring wanneer hy by ’n kruising aankom en ’n rooilig van ’n verkeerslig, wat by sodanige kruising aangebring is, in sy rigting vertoon word nie.

(b) Indien daar nie verkeersligte is nie of indien hulle nie in werking is nie, moet die bestuurder van ’n voertuig stadiger ry, of, indien nodig, stilhou, om oorgang te verleen aan ’n voetganger wat die pad by ’n kruising oorsteek.

10. Wanneer ’n voertuig by ’n voetgangersbaan stilgehou het ten einde ’n voetganger die pad te laat oorsteek, mag die bestuurder van ’n ander voertuig, wat van agter aankom, die stilstaande voertuig nie inhaal en verbyry nie.

11. Waar daar afgemerkte voetgangersbane tussen twee aanliggende kruisings bestaan, mag geen voetganger elders as in ’n afgemerkte voetgangersbaan oor die pad stap nie.

12. Geen voertuig mag ’n singelvlugheuwel aan die regterkant van sodanige vlugheuwel verbygaan nie, maar elke voertuig moet aan die linkerkant van die vlugheuwel ry. In

(k) „Road Traffic Signs” or „Traffic Signs” includes all signals, signs, warning signposts, direction posts or other devices or markings placed or erected by authority for the purpose of warning, regulating restricting, prohibiting or guiding traffic.

(l) „Town Clerk” and other officials referred to in these By-laws, including the City Engineer, shall mean the persons from time to time holding the said appointments or acting in the said capacities in connection with the said Council or their authorised representatives.

(m) „Traffic Inspector” or „Inspector of Licences” means any person appointed as such by the Council or any person for the time being acting in that capacity.

2. Any other words and phrases defined in the Ordinance and the Regulations shall, when used in these By-laws, bear the same meanings as those assigned to them in such Ordinance and Regulations, unless such meaning is repugnant to the context.

AUTOMATIC TRAFFIC SIGNALS OR ROBOTS.

3. The meanings of the light indications shall be:—

Red.—Vehicular traffic facing the signal shall stop at the stop line and not enter the intersection unless a green arrow lens is illuminated at the same time, when a driver may cautiously enter the intersection to make the movement permitted by the arrow, subject to prior rights of pedestrians and vehicles proceeding on a regular indication.

Green.—Vehicular traffic facing the signal shall proceed straight or to the left or right, subject to due precaution being taken and also to any restricting traffic sign or signal given by an officer of the law engaged in the regulation of traffic.

Amber.—Vehicular traffic facing the signal shall stop at the stop line and not enter the intersection unless, when the amber first appears after the green the driver is so close to the intersection that a stop cannot safely be made behind the stop line; in such a case the driver may proceed cautiously through the intersection.

Green Arrow.—Vehicular traffic facing the signal in their proper traffic lanes may proceed or turn in the direction permitted by the arrow, subject to prior rights of pedestrians and vehicles proceeding on a regular indication.

REGULATION OF TRAFFIC.

4. (a) Where pedestrian crossings are in existence and demarcated in terms of the Regulations within any intersection, no pedestrian shall cross or attempt to cross such intersection except within any such marked pedestrian crossing.

(b) At any intersection controlled by automatic traffic signals or robots and where pedestrian crossing lines are demarcated in terms of the Regulations, no pedestrian shall cross or attempt to cross the roadway thereat against any red light or combination of red and amber lights displayed in his direction from such signal or robot.

5. No person shall loiter in the roadway.

6. No person shall drive a vehicle upon any public road in the City with one hand or arm so occupied or engaged as to be unable to help in the driving of the said vehicle.

7. No roadway or sidewalk shall be used by any person for skating on roller skates.

8. No person shall offer for barter or sale goods or products of any description on or adjacent to a public road so as to interfere with the movement of traffic.

9. (a) No person driving or in charge of a vehicle shall fail to stop such vehicle before entering an intersection when a red light or a combination of red and amber lights is displayed in his direction from any robot erected at such intersection.

(b) Where robots are not in place or in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if necessary, to any pedestrian crossing the roadway at an intersection.

10. Whenever any vehicle has stopped at a marked pedestrian crossing to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

11. Where marked pedestrian crossings are in existence between adjacent intersections, no pedestrian shall cross the roadway between the intersections at any place except in a marked pedestrian crossing.

12. No vehicle shall pass round a rotary traffic island on the right-hand side of such island, but every vehicle shall

wyse wegtrek van die randsteen van 'n parkeerplek waar parallelle parkeering toegelaat word dat hy verkeer belemmer wat van voor of van agter aankom nie.

(b) Geen bestuurder van 'n voertuig wat aan die kant van 'n openbare pad of pad geparkeer of gelaat is, mag daarvandaan wegtrek nie, tensy hy die met veiligheid vir homself en andere kan doen.

14. Geen bestuurder van of persoon verantwoordelik vir 'n voertuig en geen voetganger mag die opdragte van die polisie of van 'n verkeersbeampte, verkeersinspekteur of ander gemagtigde persoon verontagsaam terwyl hy toesig oor 'n voetgangersbaan hou of verkeer in enige deel van die stad reël nie.

15. Geen bestuurder van of persoon verantwoordelik vir 'n voertuig binne die stad mag:—

- (a) sodanige voertuig verder of langer laat agteruitloop as wat vir die veiligheid of gerief van die insittendes en die voetganger of ander verkeer op 'n openbare pad nodig is, of op enige plek of tyd daarmede agteruitry waar sodanige handeling die verkeer sal versper, ongerief sal veroorsaak of in gevaar sal stel of hom op 'n openbare pad laat staan sonder om sy remme doeltreffend aan te slaan.
- (b) vinniger as vyf-en-dertig myl per uur daarmee ry of laat ry nie; met dien verstande dat, wanneer 'n verkeerstek op 'n openbare pad binne die stad aandui dat 'n voertuig stadiger as vyf-en-dertig myl per uur op sodanige pad of enige deel daarvan moet ry, die bestuurder binne die aldus beperkte gebied nie vinniger mag ry as wat op die verkeerstek aangedui is nie.
- (c) (i) sodanige voertuig in 'n gebied laat staan wat „geen parkeering” gemerk is nie;
(ii) sodanige voertuig in 'n laai-plek tot stilstand bring, laat staan of parkeer nie behalwe dat passasiersvoertuie uiters vyf minute aaneen daar kan staan ten einde handelsware werklik op of af te laai;
- (d) 'n voertuig, wat vir die doel van verkoop, herstel of bewaring in sy besit is, in 'n openbare pad laat staan nie tensy hy op daardie tyd vir demonstrasie- of toetsdoeleindes gebruik word;
- (e) sodanige voertuig in 'n openbare pad, waarvan die oppervlakte met parallelle strepe gemerk is as aanduiding van waar voertuie skuins parkeer mag word, elders as binne die ruimte tussen twee parallelle strepe onmiddellik langs mekaar parkeer sodat die naaste punt van die linkervoorwiel uiterlik ses (6) duim van die randsteen is nie;
- (f) mag sodanige voertuig waar parallelle parkeering deur middel van 'n padverkeerstek aangedui is, by die aldus aangeduide plek anders parkeer as met sy linkerviel parallel met en binne agtien duim van die linkerkantse randsteen nie; met dien verstande dat die bak van sodanige voertuig parallel met sodanige randsteen met een wiel minstens agtien duim daarvandaan geparkeer moet wees indien die voertuig slegs drie wiele het; voorts met dien verstande dat die bostaande bepalings op die regterwiel of bak van die voertuig, na gelang van die geval, van toepassing is indien parallelle parkeering aan die regterkant van die pad in 'n eenrigtingstraat aangedui is.
- (g) (i) sodanige voertuig langer in 'n openbare pad parkeer as die tydperk deur die stadsraad voorgeskryf vir parkeering in sodanige pad en duidelik aangedui op 'n verkeerstek wat behoortlik ooreenkomstig die regulasies ingevolge die ordonnansie of 'n later wysigingsordonnansie of -wet opgerig is nie; die tydperk wat vir parkeering voorgeskryf en op sodanige verkeerstek aangedui is, geld vir die kant van die pad waaraan sodanige verkeerstek opgerig is, en sodanige tydperke geld daaglik tussen die ure 8 v.m. en 6 n.m.; niks in hierdie subartikel raak of doen afbreuk aan die bepalings van sub-artikel (c) van hierdie artikel nie;
(ii) Teenoor 'n ander voertuig parkeer op plekke waar die rybaan hoogstens 22 voet wyd is nie;
(iii) sodanige voertuig op 'n voet- of sypaadje parkeer nie.
- (h) sodanige voertuig op so 'n plek of wyse in 'n openbare pad laat staan dat die vrye deurgang van voertuigverkeer in enige rigting verhoed of belemmer word nie, behalwe in 'n geval van nood of werktuigkundige defek of met die oog op die oprigting, herstel verwydering van stadstoerusting;
- (i) 'n toeter, klokke of ander hoorbare waarskuwings-toestel in of aan sodanige voertuig tussen die ure 10 n.m. en 6 v.m. binne 100 tree van 'n woongebou of brandende elektriese straatlig laat hoor nie behalwe waar dit vir die veiligheid van sodanige persoon of iemand anders redelik nodig is; met dien verstande dat hierdie subartikel nie op ambulans of brandweervoertuie van toepassing is nie;

kerb of from any parking space where parallel parking is permitted, in such a manner as to interfere with moving traffic approaching from either direction.

(b) No driver of any vehicle which has been parked or stood at the side of a public road or roadway shall draw out therefrom unless he can do so with safety to himself and others.

14. No person driving or in charge of any vehicle and no pedestrian shall disregard the instructions of the police, any traffic officer or traffic inspector or any other authorised person supervising a pedestrian crossing or engaged in regulating traffic in any part of the city.

15. No person driving or in charge of any vehicle within the City shall:—

- (a) cause it to travel backwards for a greater distance or time than may be necessary for the safety or convenience of the occupants thereof and the pedestrian and other traffic on a public road or reverse it at any time and place where that operation would obstruct, inconvenience or endanger the traffic or allow it to remain stationary in any public road without first leaving the brakes effectively applied;
- (b) drive it or cause it to be driven at a greater speed than thirty-five miles per hour; provided always that when any traffic sign in any public road within the city directs that the speed at which a vehicle may be driven along the road or any portion thereof shall be less than thirty-five miles per hour, the driver shall, within the area so restricted, drive at a speed not exceeding that indicated upon the traffic sign;
- (c) (i) permit or allow it to stand in any area marked “No Parking”;
(ii) stop, stand or park it in any loading zone, except that passenger vehicles may stand for not more than five consecutive minutes for the receiving or discharging of passengers and commercial vehicles may stand for not more than twenty consecutive minutes for the actual loading or unloading of merchandise;
- (d) allow the vehicle, if in his possession for the purpose of sale, repair or garaging, to stand in any public road unless the vehicle is being used at the time for demonstration or testing purposes;
- (e) if a public road has been marked out by parallel lines on the surface to indicate where vehicles may be angularly parked, park the vehicle in the road other than within the space formed by any two of the parallel lines which are immediately adjacent and so that the nearest point of the left front wheel is not more than six (6) inches from the kerb;
- (f) where parallel parking is indicated by a road traffic sign, park such vehicle at the parking place so indicated other than with the left-hand wheels of such vehicle parallel to and within eighteen inches of the left-hand kerb provided that, if such vehicle has only three wheels, the body or frame of such vehicle shall be parked parallel to and one wheel shall be within eighteen inches of such kerb, and provided further that where in a one-way street parallel parking is so indicated on the right-hand side of the road, the above provisions shall apply to the right-hand wheels or body of the vehicle as the case may be.
- (g) (i) park any such vehicle in any public road for a period beyond that prescribed by the Council for parking in such road and clearly indicated on a traffic sign duly erected in terms of the regulations published under the provisions of the Ordinance or any subsequent amending Ordinance or Law; the period prescribed for parking indicated on such traffic signs shall apply to the side of the road on which the traffic sign is erected, and such periods shall operate daily, but between the hours of 8 a.m. and 6 p.m. only; nothing in any of the foregoing shall affect or prejudice the provisions of Sub-section (c) of this by-law;
(ii) park opposite another vehicle at places where the roadway is 22 feet or less in width;
(iii) park any vehicle on any footpath or sidewalk;
- (h) permit or allow it to stand in any public road in such a position or manner as to prevent or impede the free passing of other vehicles proceeding in either direction, except in the case of an emergency or of a mechanical breakdown or for the purpose of erecting, repairing or removing Municipal equipment;
- (i) between the hours of 10 p.m. and 6 a.m. sound any hooter, horn, bell or other audible warning device therein or thereon within 100 yards of any residential building or lighted electric street lamp, save where the sounding thereof is reasonably necessary for the safety of such person or any other person; provided that this sub-section will not apply to ambulances or fire brigade vehicles;

- (j) die toeter, klokke of ander hoorbare waarskuwings-toestel in of aan sodanige voertuig te eniger tyd laat hoor wanneer die voertuig stilstaan nie, behalwe om die bestuurder van 'n ander voertuig van sy aanwezigheid te waarsku;
- (k) die masjien van sodanige voertuig laat werk terwyl brandstof of ander ontvlambare spiritus in die brandstoftenk gegooi word, of die masjien aan die gang sit voordat brandstof klaar ingegooi en die deksel van die tenk weer opgesit is nie;
- (l) nalaat om die volgende reëls na te kom wanneer hy op die punt staan om by 'n kruising te draai of werklik daar draai nie—
- (i) wanneer die voorneme is om links te draai, moet die bestuurder na aan die linkerrand van die pad hou terwyl hy die kruising nader en die draai so na doenlik aan die linkerrand van die pad maak;
- (ii) wanneer die voorneme is om regs te draai moet die bestuurder na aan die middel dog links van die middellyn van die pad hou en die draai met behoorlike inagneming van verkeer by of naby die kruising maak;
- (iii) wanneer die bestuurder met 'n voertuig in 'n openbare pad wil draai sodat die voertuig in die teenoorgestelde rigting kyk as die waarin hy gery het, moet hy ver links van die middel van die pad hou en die draai met behoorlike inagneming van ander verkeer maak;
- altdyd met dien verstande dat, indien bolders of ander verkeerstekens gebruik word om aan te dui dat by 'n kruising 'n bepaalde rigting na links of regs gevolg moet word, die draai links of regs op die deur die bolders of verkeerstekens aangeduide wyse gemaak moet word;
- (m) in gebreke bly om te handel ooreenkomstig enige kennisgewings en padverkeerstekens wat deur die stadsraad vir die reëling van verkeer in en op 'n openbare pad geplaas is nie.

16. Niemand mag 'n voertuig in 'n openbare pad skoonmaak, was of herstel nie, maar sodanige noodherstelwerk mag gedoen word as wat nodig is om die voertuig te kan verwyder nadat 'n werktuigkundige defek ontstaan het of hy by 'n ongeluk betrokke was.

17. Die stad se verkeerstekens en verordeninge betreffende parkering is nie van toepassing op 'n geregistreerde mediese praktisyn wat vir onmiddellike beroepsdoeleindes 'n motorvoertuig gebruik, waaraan die voorgeskrewe metaalplaatjie ooreenkomstig die regulasies bevestig is en ten opsigte waarvan hy die by die voornoemde regulasie bepaalde bedrag betaal en sertifikaat ontvang het nie; met dien verstande dat niks in hierdie vrystelling toelaat dat so 'n motorvoertuig—

- (i) by duikeringange tot persele of parkeerplekke; of
- (ii) elders as aan die linkerkant of in die middel van die pad en so na as wat redelik moontlik is aan die linkerrand van die pad of in 'n parkeergebied; of
- (iii) binne twintig voet van die pad of die hoek van twee openbare paaie; of
- (iv) binne vyftien voet van 'n brandkraan geparkeer word nie, tensy die mediese praktisyn kan bewys dat daar redelike gronde was om te glo dat die parkering van sodanige voertuig elders 'n vertraging ten nadele van die lewe of gesondheid van 'n ander persoon kon veroorsaak het.

DIVERSE VERKEERSREGULASIES.

18. (a) Benewens enige bevoegdheid of mag uitdruklik by die ordonnansie, regulasies of enige wet aan hulle oorgedra, is alle polisiedienaars en ander behoorlik gemagtigde verkeersbeamptes of -inspekteurs gemagtig en bevoeg om verkeer in enige openbare pad te reël en te beheer en om alle redelike en wettige stappe binne die bestek van hul bevoegdheid te doen ten einde aan die ordonnansie, die regulasie en hierdie motorverkeersregulasies uitvoering te gee.

(b) In gevalle waar buitengewone ophoping van verkeer plaasvind of waarskynlik sal plaasvind, besit enige polisiedienaars of behoorlik gemagtigde verkeersbeampte of -inspekteur spesiale bevoegdheid en mag om—

- (i) verkeer by kruisings wat in gewone omstandighede deur verkeerstekens en -seine gereël word, persoonlik te reël en alle verkeer en persone moet die redelike eise of opdragte van sodanige beampte of persoon gehoorsaam terwyl hy sodanige persoonlike beheer uitvoeren, ongeag of 'n verkeers-teken of verkeersein 'n teenoorgestelde teken

- (j) sound the hooter, horn, bell or other audible warning device therein or thereon at any time when the vehicle is stationary except to warn the driver of some other vehicle of his presence;
- (k) allow its engine to run while petrol or other inflammable spirit is being delivered into the fuel tank of the vehicle or start up the engine until delivery as aforesaid has been completed and the cover of the tank of the vehicle has been replaced;
- (l) fail to observe the following rules when about to turn and when turning at an intersection—
- (i) when a left-hand turn is intended, the driver shall keep well to the left of the road as he approaches the intersection; the turn shall be made as close as possible to the left edge of the roadway;
- (ii) when a right-hand turn is intended, the driver shall keep well to the centre of the roadway, but to the left of the centre line thereof; the turn shall then be made with due regard to traffic at or near the intersection;
- (iii) when it is desired to turn a vehicle in any public road so as to face in the opposite direction to that in which it was proceeding, the driver shall keep well to the left of the centre of the road and the turn shall then be made with due regard to other traffic;
- provided always that if bollards or other traffic signs are used to indicate a particular course to be followed to the left or right at any intersection, the turn to the left or right shall be made in the manner indicated by the bollards or traffic signs;
- (m) fail to comply with any notices and road traffic signs placed by the Council in and upon any public road for the regulation and control of traffic.

16. No person shall clean, wash or repair any vehicle on any public road, except that such emergency repairs may be effected as may be necessary to enable a vehicle to be removed after any mechanical breakdown or accident to such vehicle.

17. The provisions and requirements of the City traffic signs and By-laws relating to parking shall not apply to any registered medical practitioner who is using for immediate professional purposes a motor vehicle which exhibits or displays the prescribed metal token in a manner required by the regulations and in respect of which vehicle he has paid the fee and obtained the certificate required by the Regulation; provided nothing in this exemption shall permit the parking of any such motor vehicle—

- (i) at culvert entrances to premises or parking places; or
- (ii) elsewhere than to the left of the centre of the roadway and as near to the left edge of the roadway as is reasonably possible or in a parking area; or
- (iii) within twenty feet of the corner of two public roads; or
- (iv) within fifteen feet of any fire hydrant unless the medical practitioner can show that he had reasonable grounds to believe that the parking of such vehicle elsewhere would have caused delay prejudicial to the life or health of any person.

MISCELLANEOUS TRAFFIC REGULATIONS.

18. (a) All police officers and other duly authorised traffic officers or inspectors shall be authorised and empowered, in addition to any power or authority specifically delegated to them by the Ordinance, Regulations or any other Law, to regulate and control traffic in any public road and to take all reasonable and lawful action within the scope of their authority for the enforcement of the Ordinance, the Regulations and these Motor Traffic By-laws.

(b) Any police officer or duly authorised traffic officer or inspector shall have special power and authority in cases where abnormal congestion of traffic occurs or is likely to occur—

- (i) to take personal control of traffic at intersections ordinarily controlled by traffic signs and signals, and all traffic and persons shall comply with the reasonable requirements or directions of such officer or person while he is in such personal control, notwithstanding any indication of a traffic sign or signal to the contrary;

slegs uitoefen as hulle hul uniforms aan het; met dien verstande dat vir die doel van die ordonnansie, die regulasies en hierdie motorvoertuig- en verkeersverordeninge beskou word dat 'n beampte of inspekteur wat behoorlik soos voor- noemd deur die Stadsraad aangestel is, sy uniform aan het wanneer hy in redelike kenbare klere van 'n militêre of half- militêre patroon gekleed is en 'n kenteken of armband daarby dra waarop sy amp vermeld staan.

19. Niemand mag 'n perd, muil, os of ander dier in 'n openbare pad deur geskree, gebare of ander handelinge opset- lik skrikmaak sodat die veiligheid van enigeen in gevaar gestel word nie.

20. Wanneer 'n met diere bespanne voertuig in 'n open- bare pad verkeer, moet die drywer gedurig by sodanige voer- tuig wees of sorg dat 'n verantwoordelike persoon gedurig daarby is.

21. Niemand mag in 'n straat binne die dorp met 'n wasweep klap of swaai of die voorslag daarvan uitlaat nie en elke wasweep moet in die vorm van 'n lus langs enige sodanige pad, straat of deurgang gedra word.

22. Niemand mag op 'n voetpaadjie, straatpaadjie of sypaadjie ry wat vir die gebruik van voetgangers afgesonder is nie of 'n perd, muil, donkie, os, skaap, vark of 'n ander dier daarvoor jaag of ry nie of 'n voertuig van enige aard (behalwe kinderwaentjies en invalidestoele) of 'n enkele wiel van 'n wa, kar of enige ander voertuig hoegenaamd daarvoor voer nie, behalwe wanneer dit nodig is om sodanige voet- paadjie, straatpaadjie of sypaadjie oor te steek ten einde eiendom te betree wat daaraan grens en niemand mag 'n perd of ander dier so vasmaak dat hy op of oor sodanige voetpaadjie, straatpaadjie of sypaadjie staan nie.

23. (a) Geen optog van persone en/of voertuie vir enige ander doel as in verband met huwelike of begrafnisse of vir militêre of polisiedoelindes of van skoolkinders of inwoners van weeshuise of van Boy Scouts, Girl Guides of ander dergel- ike inrigtings word sonder die voorafgaande skriftelike toe- stemming van die burgemeester in 'n openbare pad toegelaat nie.

Die burgemeester mag sodanige toestemming slegs op een of meer van die volgende gronde weier—

- (i) dat die optog die oppervlakte van die pad beskadig of kan beskadig;
- (ii) dat die optog die voetganger- of voertuigverkeer in gevaar sal stel, sal versper of ernstig sal be- lemmer of dit kan doen;
- (iii) dat die optog drade, bouwerke of hulpstukke wat wat oor die pad hang of steek, sal belemmer of beskadig of dit kan doen;
- (iv) dat die optog vir die publiek se veiligheid 'n gevaar sal wees of kan wees.

(b) Geen bestuurder van 'n voertuig mag sy voertuig oor of deur die pad van 'n optog bestuur wat ooreenkomstig hierdie artikel gemagtig is terwyl sodanige optog oor of langs 'n openbare pad beweeg nie.

24. Niemand mag op enige wyse hoegenaamd 'n ver- sperring op enige voetpaadjie, pad, straat, deurgang of open- bare plek binne die stad veroorsaak nie.

25. Iemand met bondels hout, mandjies, planke of ander pakkette, wat waarskynlik 'n versperring op die voetpaadjie sal veroorsaak, mag nêrens binne die stad op voetpaadjies loop nie.

26. Niemand mag 'n lemoenskil, piesangskil of ander vullis op 'n openbare voetpaadjie of pad binne die stad gooi of neersit of op 'n openbare voetpaadjie of pad of in 'n openbare gebou, voertuig of vervoermiddel spuug nie.

27. Niemand mag goedere of ander artikels, ongeag of hulle sy eiendom of onder sy sorg of bewaring is, langer in 'n straat, pad of voetpaadjie laat staan sodat hulle vir die deurgang van die publiek of van 'n persoon 'n hindernis of ongerief veroorsaak, as wat nodig is om hulle op of af te laai nie, en in geen geval nadat die polisie of 'n beampte van die munisipaliteit opdrag gegee het dat hulle verwyder moet word nie.

28. Niemand mag in 'n straat of deurgang binne die stad 'n hoepel of wiel rol, 'n vlieër laat vlieg, met klippe gooi, pyl en boog gebruik of enige spel speel wat gevaar of ergernis aan die inwoners of verbygangers kan veroorsaak of wat eien- dom kan vernietig of beskadig nie.

29. Niemand mag 'n blok, ploeg, eg, boom of bos in 'n straat of pad binne die stad sleep of 'n vat, vaatjie of ander ding, wat vir die publiek gevaarlik is, daar rol nie.

30. Geen eienaar van of persoon verantwoordelik vir 'n wa, kar, stootkar, kruise of ander voertuig of ding of diere mag hom of hulle in 'n straat of pad binne die stad laat versper of mag sodanige wa, kar, stootkar, kruise of ander voertuig of ding op 'n straat of pad of ander ongeoorloofde plek binne die stad laat staan of laat uitspan nie.

31. Niemand mag op 'n voetpad of openbare straat sit of lê nie en, nadat 'n persoon of persone deur 'n bevoegde beampte versoek is om pad te gee of uitmekaar te gaan, mag hy of hulle nie so staan, vergader of loop dat die vrye verkeer versper of die publiek ergernis veroorsaak word nie.

or persons only when in uniform; provided that any officer or inspector duly appointed by the Council as aforesaid shall be deemed to be in uniform for the purpose of the Ordinance, the Regulations and these Motor and Traffic By-laws when wearing reasonably distinctive clothing of military or semi- military pattern with a badge or armband thereon stating his official capacity.

19. No person shall, by shouts, gestures or actions, wil- fully frighten any horse, mule, ox or other animal on any public road so as to endanger the safety of any person.

20. The driver of any animal-drawn vehicle shall be con- stantly attendant upon or shall provide for a responsible person being constantly attendant upon such vehicle when in any public road.

21. No person shall crack, flourish or extend the lash of any wagon whip on any street within the Township, and every wagon whip shall be looped while being carried along any such road, street or thoroughfare.

22. No person shall ride upon any footpath, causeway or sidewalk set apart for the use of pedestrians or shall lead, drive or ride thereon any horse, mule, donkey, ox, sheep, swine or any other animal or any bicycle or vehicle of any description (but excluding perambulators and bath chairs) or any single wheel of any wagon, cart or vehicle whatsoever except when it is necessary to cross any such footpath, cause- way or sidewalk for the purpose of entering any property abutting thereon and no person shall fasten any horse or any other animal so that it shall stand upon or across any foot- path, causeway or sidewalk.

23. (a) No procession of persons and/or vehicles for any purpose other than in connection with weddings or funerals or for military or police purposes or of school children or inmates of orphan homes or of Boy Scouts, Girl Guides or other similar institutions shall be permitted in any public road without the previous consent of the Mayor in writing.

The Mayor shall only refuse such consent upon one or more of the following grounds—

- (i) that the procession will or is likely to cause damage to the surface of the roadway;
- (ii) that the procession will or is likely to endanger, obstruct or seriously interfere with pedestrian or vehicular traffic;
- (iii) that the procession will or is likely to interfere with or cause damage to any wires, structures or fixtures overhanging or across the roadway;
- (iv) that the procession will or is likely to be a danger to the safety of the public.

(b) No driver of any vehicle shall drive or attempt to drive his vehicle through or across the path of any procession authorised under this By-law while such procession is proceed- ing along or across any public road.

24. No person shall cause any obstruction on any foot- path, road, street, thoroughfare or public place within the city by any means whatsoever.

25. No person carrying bundles of wood, baskets, planks, or other packages likely to cause an obstruction on the foot- path, shall walk on the footpaths any where within the city.

26. No person shall deposit or throw upon any public footpath or public road in the city any orange peel, banana peel or other refuse, nor shall any person spit upon any public footpath or public road or in any public building or public vehicle or conveyance.

27. No person shall allow goods or other articles, whether they be his own property or in his charge or custody, to remain in any street, road or footpath, so as to cause obstruc- tion or inconvenience to the passage of the public or any person for a longer time than may be necessary for loading or unloading and in no case after notice to remove same shall have been given by the Police or any officer of the Borough.

28. No person shall roll any hoop or wheel or fly any kite or throw stones or use any bows and arrows or play at any games whatsoever in any street or thoroughfare of the city tending to the annoyance or danger of the inhabitants or users of the road or the destruction or injury of property.

29. No person shall drag any block, plough, harrow, tree or bush or roll any cask, barrel or other thing dangerous to the public safety in any street or road within the city.

30. No person in whose charge or property it may be shall permit or suffer any wagon, cart, handcart, barrow or other vehicle or thing or animal or animals to obstruct any street or road within the city nor shall leave or unharness or allow to be left or unharnessed any wagon, cart, handcart, barrow or other vehicle or thing on any street or road or other unauthorised place within the city.

31. No person or persons shall sit or lie on any footpath or public street nor shall any persons stand, congregate or walk so as to obstruct free traffic or to the annoyance of the public after being requested by any competent officer to move on or to disperse.

32. Niemand mag vir enige doel sonder die voorafgaande skriftelike toestemming van die stadsingenieur of ander behoorlik gemagtigde beampte 'n uitgraving, put, sloot, of gat in of naby 'n straat, pad of deurgang binne die stad maak of laat maak nie, en niemand aan wie voormelde toestemming verleen is, mag 'n gat, uitgraving, sloot of ander gevaarlike formasie in of naby 'n straat of deurgang onomhein of onomsluit en sonder 'n brandende rooi lig tussen sononder en sonop aan sodanige omsluiting laat nie.

33. Niemand mag 'n onklaar voertuig, boumateriaal, masjinerie, uitgrawings, of ander voorwerpe tussen sononder en sonop op 'n openbare pad laat sonder om die aanwesigheid van sodanige voertuig, materiaal, masjinerie, uitgrawings of ander voorwerpe duidelik aan te dui deur middel van rooi ligte wat uiterlik vyf voet van mekaar daaromheen geplaas is nie; met dien verstande dat niks in hierdie verordening die parkeering van voertuie in behoorlik geoorloofde parkeerplekke raak nie.

34. Niemand mag kiste, meubels, goedere, materiaal of handelsware in of op 'n openbare straat of pad of voetpaadjie binne die stad oopmaak of uit- of inpak nie.

35. Niemand mag 'n vandisie of dergelike verkoping in 'n straat of deurgang hou as hy nie die voorafgaande skriftelike toestemming van die stadsraad verkry het en alle voorwaardes van sodanige toestemming nakom nie.

36. Niemand mag vuilwater, snoeisels van lanings, heinings of bome of enige soort vullis op 'n voetpad, pad, onbeboude grond of straat binne die stad plaas of gooi nie; met dien verstande dat hierdie verordeninge nie van toepassing is op vullis wat in kragtens hierdie of enige ander verordening deur die stadsraad goedgekeurde kiste of ander houers geplaas is om deur die stadsraad of sy kontrakteurs verwyder te word nie.

HUURMOTORS.

37. (a) Vir die doel van hierdie verordening beteken die woord „staanplek” 'n spesiale en behoorlik deur die stadsraad bepaalde, aangewese of gereserveerde parkeerplek waar daardie klas motorkarre vir publieke diens, gewoonlik as huurmotors bekend, geparkeer word en wat deur die voorgeskrewe verkeerstekens as sodanig aangedui is.

(b) Geen bestuurder van 'n huurmotor mag sodanige voertuig, behalwe op die uitdruklike versoek van die *bona fide* passasier, deur wie die huurmotor gehuur is, langer as vyf minute in 'n ander afgebakende parkeerplek as 'n staanplek vir huurmotors laat staan nie.

(c) Geen eienaar of bestuurder van 'n huurmotor en niemand wat in verband daarmee in diens is, mag klandisie soek of 'n passasier teen betaling oplaai terwyl sodanige rytuig binne 'n ander afgebakende parkeerplek as 'n staanplek vir huurmotors staan nie; met dien verstande dat hierdie verordening nie oortree word wanneer 'n huurmotor binne sodanige parkeerplek stilhou om 'n passasier op te laai deur wie hy ontbied is nie.

(d) Geen huurmotorbestuurder mag sy voertuig langer as twintig minute op 'n keer alleen op 'n staanplek laat nie, tensy hy binne 'n afstand van 25 voet vanaf sodanige staanplek bly.

38. As 'n huurmotor gehuur is, moet die bestuurder daarvan met die kortste roete na sy bestemming ry tensy die huurder anders gelas.

RIKSJAS.

39. (a) Niemand wat verantwoordelik is vir 'n riksja wat te huur staan mag hom elders op 'n openbare pad of plek parkeer of laat parkeer nie as op 'n staanplek wat deur die raad as 'n parkeerplek vir riksjas aangewys is en as sodanige aangedui is deur middel van kennisgewingsborde of ander voorgeskrewe verkeerstekens. 'n Syfer wat op sodanige kennisgewingsbord of ander verkeerstekens aangebring is, is die aanduiding van die maksimum getal riksjas wat gemagtig is om op sodanige parkeerplek te staan.

(b) Niemand wat verantwoordelik is vir 'n riksja wat te huur staan, mag sodanige riksja vir 'n langer tydperk as tien minute in 'n voornoemde staanplek sonder sorg laat staan nie.

MOTORBUSSE VIR PUBLIEKE DIENS.

40. (a) Die bestuurder van 'n bus op enige van die in bylae A van hierdie verordening vermelde dienste wat ten doel het om passasiers teen vergoeding te vervoer, moet die stad binnekom en verlaat langs die roetes wat in genoemde bylae A uiteengesit is en moet ook langs hulle reis, en geen sodanige bestuurder mag 'n ander roete gebruik as die wat in genoemde bylae A bepaal is nie.

(b) Die bestuurder van so'n bus mag nie sodanige voertuig tot stilstand bring om passasiers op of af te laai nie behalwe by die bushaltes wat in die genoemde bylae A bepaal is ten opsigte van die besondere diens en roete waarop hy werksaam is.

(c) Die in subartikel (b) hierbo vermelde bushaltes moet deur die raad afgebaken word deur die oprigting op die in die genoemde bylae A bepaalde plekke van padverkeerstekens wat ingevolge die „regulasies” voorgeskryf is en waarop die volgende woorde voorkom:—

BUS STOP (BUSHALTE)

32. No person shall dig or cause to be dug any excavation, pit, trench or hole for any purpose whatsoever in or close to any city street, road or thoroughfare without the consent in writing of the City Engineer or other duly authorised officer first had and obtained and no person who has obtained such permission shall leave any hole, excavation, trench or other dangerous formation in or near any street or thoroughfare without fencing or enclosing the obstruction and keeping a red light burning upon the enclosure from sunset to sunrise.

33. No person shall leave any disabled vehicle, building materials, machinery, excavations or other objects on any public road between the period from sunset to sunrise without indicating clearly the presence of such vehicle, materials, machinery, excavations or other objects on the road by means of red lights spaced not more than five feet apart around it; provided that nothing in this By-law contained shall effect the parking of vehicles in duly authorised parking places.

34. No person shall open, unpack or pack any cases, furniture, goods, materials or merchandise in or upon any city street or road or footpath.

35. No person shall hold any auction or similar sale in any street or thoroughfare without the permission of the Council in writing first had and obtained and subject to any conditions the permit may impose.

36. No person shall place or deposit any slops, trimmings of hedges, fences or trees or rubbish of any kind on any path, road, vacant land or street within the city; provided that this By-law shall not apply to rubbish deposited in boxes or other receptacles approved by the Council under this or any other by-law, for the purpose of removal by the Council or persons contracting with the Council.

37. (a) For the purposes of this By-law, the words “rank” or “stand” shall mean a special parking place duly established, appointed or set apart by the City Council for the parking of that class of public service motor cars commonly known as taxis and indicated as such by the prescribed traffic sign.

(b) No driver of a taxi shall stand such vehicle for a period exceeding five minutes in any demarcated parking place other than a rank, except upon the express request of the *bona fide* passenger by whom such taxi is hired.

(c) No owner or driver of a taxi and no person employed in connection therewith shall ply for hire or accept a passenger for hire while such vehicle is within any demarcated parking place other than a rank; provided that the stopping of a taxi in any such parking place to pick up a fare who has ordered the attendance of such taxi shall not be a contravention of this sub-section.

(d) No taxi driver shall leave his vehicle unattended on any rank for a period longer than twenty minutes at a time unless he remains within a distance of 25 feet from such rank.

38. A driver of a taxi, when engaged, shall drive to his destination by the shortest route, unless otherwise directed by the hirer.

RIKSHAS.

39. (a) No person in charge of a ricksha plying for hire shall park or allow the same to be parked in any public road or place other than at a stand appointed by the Council as a parking place for riksahas and indicated as such by notice boards or other prescribed traffic signs. A numeral included in any such notice board or traffic sign shall indicate the maximum number of riksahas authorised to occupy such parking place.

(b) No person in charge of a ricksha plying for hire shall leave such ricksha unattended in any stand aforesaid for a period of time exceeding ten minutes in duration.

PUBLIC SERVICE MOTOR OMNIBUSES.

40. (a) The driver of any omnibus operating on any of the services specified in Schedule A of these By-laws, for the purpose of conveying passengers for reward shall enter and leave the City by and proceed along the route or routes set out in the said Schedule A, and no such driver shall use any route other than those specified in the said Schedule A.

(b) The driver of any such omnibus shall not stop such vehicle for the purpose of picking up or setting down any passenger at any points other than the Bus Stops specified in the said Schedule A in respect of the particular service and route upon which he is operating.

(c) The Bus Stops referred to in Sub-section (b) above shall be demarcated by the Council by the erection at the places specified in the said Schedule A of road traffic signs as prescribed by “The Regulations” and bearing the following legend:—

BUS STOP (BUSHALTE)
Out of City Service

41. Iu n geding kragtens hierdie verordeninge word iemand wat 'n ander persoon benewens die bestuurder en die kondukteur van die voertuig in 'n motorbus vir publieke diens vervoer of laat vervoer het, beskou dat hy dit teen vergoeding gedoen het, tensy en tot tyd en wyl die teendeel bewys word.

42. (a) Wanneer die bestuurder van 'n bus sodanige voertuig tot stilstand bring om passasiers op of af te laai moet hy so na aan die linkerkant van die pad as wat redelik moontlik onder die omstandighede is, stilhou.

(b) Geen bestuurder van 'n bus mag sodanige voertuig langer by 'n bushalte, wat as sodanige deur middel van 'n padverkeerstekens ingevolge die ordonnansie en die regulasies afgebaken is, laat stilstaan as wat nodig is om passasiers by sodanige bushalte op of af te laai nie.

43. Die bestuurder of kondukteur van 'n bus mag nie toelaat dat passasiers sodanige voertuig opklim, betree of verlaat en geen passasiers mag sodanige voertuig opklim, betree of verlaat nie, behalwe by 'n bushalte wat as sodanige afgebaken is deur middel van 'n padverkeerstekens wat ooreenkomstig die ordonnansie en die regulasies opgerig is of by die terreine en staanplekke wat ooreenkomstig hierdie verordeninge vir busse aangebring is; met dien verstande dat die bepalings van hierdie artikel nie van toepassing is indien die bus in 'n ongeluk betrokke was of indien hy meganiese gebreek het of op 'n dergelike noodgeval of gebeurtenis nie.

44. (1) Staanplekke of parke (hierna ook terminusparke genoem) vir die parkering van motoromnibusse vir publieke diens, wat passasiers vervoer, word hierby ingestel langs die hele van daardie gedeeltes van die noordoostkant van Eaststraat, geleë tussen sy kruising met ondervermelde strate behalwe waar die stilhou of parkering van voertuie kragtens artikels 89 en 90 (1) van die ordonnansie verbode is:—

- (i) Boomstraat tot by Bergstraat.
- (ii) Bergstraat tot by die ongenoemde pad onmiddellik noordoos van die Naturellekoshuis.
- (iii) Die voormelde ongenoemde pad tot by Calcuttaweg ('n verlenging van Pietermaritzstraat);

Padverkeerstekens No. 69, soos by die regulasies voorgeskryf, moet vertoon word om sodanige dele as die voormelde staanplekke aan te dui.

(2) Behalwe 'n bus ten opsigte waarvan kragtens hierdie verordening 'n permit uitgereik is om gedurende die lopende jaar op sodanige staanplek of staanplekke geparkeer te word, mag niemand 'n voertuig in so'n terminuspark parkeer nie.

(3) Sulke permitte moet skriftelik by die Stads-elektrotegnikus en -vervoerbestuurder aangevra word op vorms wat van hom verkry kan word en elke aansoek moet besonderhede van die bus en sy goedgekeurde roete verstrek. Die geldige motortransportsertifikaat moet saam met elke aansoek om 'n permit of hernuwing daarvan getoon word.

(4) Die jaarlikse vordering vir elke sodanige permit of die hernuwing daarvan sal £3 per voertuig per jaar wees en sodanige vordering sal vooruitbetaalbaar wees vir die tydperk van 12 maande waarop sodanige permit of hernuwing betrekking het.

(5) As 'n bus nie 'n staanplek by die terminus gebruik nie, word terugbetaling van die vordering nie vir 'n korter tydperk as drie maande toegestaan nie en selfs dan geskied dit slegs as die permit-houer die Stads-elektrotegnikus en -vervoerbestuurder met drie maande skriftelike kennis gegee het van sy voorneme om nie die staanplek te gebruik nie. Behoudens hierdie subartikel is vorderings *pro rata* terugbetaalbaar as staanplekke nie gebruik word nie.

(6) Permitte kan nie van een bus of van een permit-houer aan 'n ander oorgedra word nie behalwe op grond van skriftelike magtiging deur die Stads-elektrotegnikus en -vervoerbestuurder en teen betaling van 'n bedrag van £1 by wyse van oordraggeld ten opsigte van elke sodanige oordrag.

(7) Niemand mag 'n bus langer as vier uur aanmekaar in 'n terminuspark parkeer nie.

(8) Niemand mag 'n bus op 'n staanplek was of herstel nie, dog kleiner herstelwerkies en die omruiling van bande kan uitgevoer word as dit nodig is sodat die bus van die staanplek verwyder kan word.

(9) Niemand mag 'n bus elders in 'n openbare pad of plek parkeer as in 'n terminuspark wat by sub-artikel (1) van hierdie verordening ingestel is nie.

(10) As 'n permithouer versuim om hierdie verordeninge of die bepalings van die betrokke motortransportsertifikaat na te kom of om enige misbruik van 'n staanplek, hetsy deur homself of deur sy werknemers, na redelik kennisgewing te verhelp, kan die Stads-elektrotegnikus en -vervoerbestuurder 'n kragtens hierdie verordening uitgereikte permit na goeðvindinge intrek maar hy moet die permithouer met 'n maand daarvan kennis gee.

(11) Mits die houer die bepalings van hierdie verordeninge nakom en die voorgeskrewe gelde betaal, bly 'n permit van krag vir 'n tydperk van twaalf maande vanaf die eerste dag van die maand waarin hy uitgereik is en kan hy (onderworpe aan goeie gedrag van die kant van die applikant en behoudens die bepalings van die Motortransportwet) na skriftelike aansoek by die Stads-elektrotegnikus en -vervoerbestuurder vir verdere tydperke van twaalf maande hernu word.

41. In any proceedings under these By-laws any person who has conveyed or has permitted the conveyance by means of a public service motor omnibus, of any person in addition to the driver and conductor of the vehicle shall be presumed to have done so for reward unless and until the contrary is proved.

42. (a) The driver of any omnibus shall, when stopping such vehicle for the purpose of picking up or setting down any passenger bring his vehicle to a standstill as near to his left side of the roadway as is reasonably possible in the circumstances.

(b) No driver of any omnibus shall allow such vehicle to stand at any bus stop demarcated as such by a road traffic sign erected in terms of the Ordinance and the Regulations for a longer period than is necessary for the picking up or setting down of passengers at such bus stop.

43. The driver or conductor of any omnibus shall not permit any passenger to mount, enter or leave such vehicle and no passenger shall mount, enter or leave such vehicle at any place other than at a bus stop demarcated as such by a road traffic sign erected in terms of the Ordinance and the Regulations or at the ranks and stands established for omnibuses in terms of these By-laws, provided that the provisions of this By-law shall not apply in the case of such vehicle being involved in an accident or of a mechanical breakdown or other similar emergency or happening.

44. (1) Ranks or stands (hereinafter also referred to as terminal stands) for the parking of passenger-carrying public service motor omnibuses are hereby established along the whole of those portions of the north-eastern side of East Street, situated between the intersections therewith of the streets specified below, except where the stopping or parking of vehicles is prohibited under Sections 89 and 90 (1) of the Ordinance:—

- (i) Boom Street to Berg Street.
- (ii) Berg Street to unnamed road immediately north-east of the Native hostel.
- (iii) Unnamed road aforesaid to Calcutta Road (extension of Pietermaritz Street);

and Road Traffic signs No. 69 as prescribed by the Regulations shall be displayed to indicate such portions as ranks as aforesaid.

(2) No person shall park any vehicle in any such terminal stand other than an omnibus in respect of which a permit has been issued under this By-law authorising it to be parked upon such stand or stands for the then current year.

(3) Applications for such permits shall be made in writing to the City Electrical Engineer and Transport Manager upon forms obtained from him and each application shall disclose the details of the omnibus and its authorised route required in such form. The current motor carrier certificate shall be produced with each application for a permit and any renewal thereof.

(4) The annual charge for each such permit or renewal thereof shall be £3 per vehicle per annum, which charge shall be payable in advance in respect of the period of twelve months to which such permit or renewal thereof relates.

(5) No refund of charges in respect of the non-use of an omnibus on a terminal stand shall be granted in respect of a period less than three months and then only when three months' prior notice in writing of such intended non-use has been given by the permit holder to the City Electrical Engineer and Transport Manager. Subject to this sub-section, *pro rata* refunds may be made for such non-use.

(6) Permits shall not be transferable from one omnibus to another or from one permit holder to another except upon the written authority of the City Electrical Engineer and Transport Manager and upon payment of a transfer fee of £1 in respect of each such transfer.

(7) No persons shall park any omnibus in any terminal stand for a continuous period exceeding four hours.

(8) No person shall wash or repair an omnibus in any stand, except that such minor adjustments and tyre changes may be effected as are necessary to enable the omnibus to be removed from such stand.

(9) No person shall park any omnibus in any public road or place other than in a terminal stand established under Sub-section (1) of this By-law.

(10) The City Electrical Engineer and Transport Manager may in his discretion cancel upon one month's notice to the permit holder, any permit issued under this By-law upon the failure of such holder to comply with these By-laws or the conditions of the relevant motor carrier certificate or upon the failure of such holder to rectify any abuse or misuse of any stand by him or his servants after reasonable notice.

(11) Subject to due compliance by the holder with the provisions of these By-laws and payment of the prescribed charges, a permit shall be valid for a period of twelve months from the first day of the month in which it was issued and may be renewed (subject to the good conduct of the applicant and to the provisions of the Motor Carrier Transportation Act) for further period of twelve months upon application in writing to the City Electrical Engineer and Transport Manager.

(12) Weiering van die kant van die Stadselektrotegnikus en -vervoerbewerker om 'n permit uit te reik of te hernu en intrekking van 'n permit is onderworpe aan die reg om na die Vervoer Komitee van die Stadsraad te appelleer.

45. (a) Vir die doeleindes van die voorafgaande artikels Nos. 40, 41, 42, 43 en 44 beteken die woorde „motorbus vir publieke diens” en „bus” 'n motorbus vir publieke diens wat gebruik word om passasiers teen vergoeding te vervoer en ten opsigte waarvan 'n motortransportsertifikaat deur die Plaaslike Padvervoerraad, Pietermaritzburg, uitgereik is.

(b) Die woorde „staanplek—stadseindpunt” in bylae A van hierdie verordeninge het betrekking op en beteken die terreinne en staanplekke wat die raad ooreenkomstig hierdie verordeninge vir motorbusse vir publieke diens aangebring het.

46. (a) Staanplekke en parke vir die parkering van motoromnibusse vir publieke diens wat passasiers vervoer en aan die stadsraad behoort en/of deur die stadsraad laat loop word oor roetes wat tot buite die munisipale grens strek, word hierby ingestel langs die volgende gedeeltes van die genoemde strate en plekke:—

- (i) Langs die hele van daardie gedeelte van die noord-oostekant van Retiefstraat, geleë tussen sy kruising met Boom- en Bergstrate.
- (ii) Langs die hele van daardie gedeelte van die noord-oostekant van die markplein, langs die tuine, en wel vanaf 'n punt 30 voet vanaf die markplein se ingang uit Kerkstraat tot by 'n punt 30 voet vanaf die markplein se ingang uit Langmarkstraat. Magtiging word hierby verleen om Padverkeerstekens No. 69 soos by die regulasies voorgeskryf op te rig en te vertoon met die doel om sodanige gedeeltes as staanplekke aan te dui.

(b) Niemand mag 'n ander voertuig as 'n voertuig vir publieke diens wat passasiers vervoer en die eiendom van die stadsraad is en/of deur hom laat loop word, op 'n staanplek parkeer wat by hierdie verordening ingestel is nie.

BYLAE A.

Die volgende is die roetes en die bushaltes wat deur die bestuurder van 'n motorbus vir publieke diens gebruik moet word wat op die ondervermelde dienste is, terwyl hy binne die stadsgrens reis.

- (a) *Diens na die gebied Tafelberg:* (Busse wat van en na die stad na en van die gebied Tafelberg loop).

INREIS: Roete: Na die staanplek—stadseindpunt langs die Wartburg-pad tot in Ortmanweg; langs Ortmanweg regs tot in Echoweg; langs Echoweg tot in Eaststraat.

Bushaltes:

1. Op die Wartburg-pad halfpad tussen die die twee padinge na die nie-blanke-hospitaal vir aansteeklike siektes.
2. Op die Wartburg-pad, 150 voet voor sy kruising met Roystonweg.
3. In Ortmanweg, 20 voet voor sy aansluiting by Fitzsimmonsweg aan die oorkant van die pad.
4. In Echoweg, 150 voet na sy kruising met Ortmanweg.
5. In Eaststraat, 150 voet voor sy kruising met Kerkstraat.

UITREIS: Roete: Die terugreis moet langs die bostaande roete, maar in die teenoorgestelde rigting wees.

Bushaltes:

Dieselfde haltes as wat hierbo vir die inreis voorgeskryf is, maar aan die oorkant van die pad.

- (b) *Diens na Sweetwaters:* (Busse na en van die stad en van en na die gebied en die rigting van Sweetwaters).

INREIS: Roete: Na die staanplek—standseindpunt, langs Morcomweg tot in Zwartkopweg; langs Zwartkopweg tot in Mayorsweg; langs Mayorsweg tot in Winstonweg; langs Winstonweg tot in Victoriaweg; langs Victoriaweg tot in Retiefstraat; langs Retiefstraat tot in Boomstraat; langs Boomstraat tot in Eaststraat in die rigting van die staanplek—stadseindpunt.

Bushaltes:

1. In Mayorsweg, 60 voet na sy aansluiting

(12) Any refusal of the City Electrical Engineer and Transport Manager to issue or renew any permit and any cancellation of a permit shall be subject to a right of appeal to the Transportation Committee of the City Council.

45. (a) For the purposes of the preceding By-laws Nos. 40, 41, 42, 43 and 44, the words "Public Service Motor Omnibus," "omnibus" and "bus" shall mean a public service motor omnibus used for the carrying of passengers for reward and in respect of which a motor carrier certificate has been issued by the Local Road Transportation Board, Pietermaritzburg.

(b) The words "Stand—City terminus" in Schedule A of these By-laws shall refer to and mean the ranks and stands established by the Council in terms of these By-laws for public service motor omnibuses.

46. (a) Ranks and stands for the parking of passenger-carrying public service motor omnibuses owned and/or operated by the City Council over routes extending beyond the borough boundary are hereby established in the following portions of the streets and places stated:—

- (i) Along the whole of that portion of the north-eastern side of Retief Street situated between its intersections with Boom and Berg Streets.
- (ii) Along the whole of that portion of the north-eastern side of the Market Square, adjacent to the gardens extending from a point 30 feet from the Church Street entrance to the Market Square to a point 30 feet from the Longmarket Street entrance thereto. Road Traffic Signs No. 69 as prescribed by the Regulations are hereby authorised to be erected and displayed to indicate such portions as ranks.

(b) No person shall park any vehicle in any stand established under this By-law other than a passenger-carrying public service omnibus owned and/or operated by the City Council.

SCHEDULE A.

The following shall be the routes and bus stops to be used by the driver of any public service motor omnibus operating on the undermentioned services while travelling within the City boundaries.

- (a) *Table Mountain area service:* (Buses operating to and from the City, from and to the Table Mountain area).

IN: Route: To the Stand—City terminus along Wartburg Road into Ortman Road; along Ortman Road right into Echo Road; along Echo Road into East Street.

Bus Stops:

1. On the Wartburg Road midway between the two road entrances to the Non-European Infectious Diseases Hospital.
2. On the Wartburg Road, 150ft. before its intersection with Royston Road.
3. In Ortman Road, 20 feet before its junction with Fitzsimmons Road on the opposite side of the road.
4. In Echo Road, 150 feet after its intersection with Ortman Road.
5. In East Street, 100 feet before its intersection with Church Street.

OUT: Route: Return trip to follow the above route but in the opposite direction.

Bus Stops: The same stops as prescribed above for inward route but on the opposite side of the road.

- (b) *Sweetwaters Service* (Buses to and from the City, from and to the Sweetwaters area and direction).

IN: Route: To the Stand—City terminus along Morcom Road into Zwartkop Road; along Zwartkop Road into Mayor's Walk; along Mayor's Walk left into Winston Road; along Winston Road into Victoria Road; along Victoria Road right into Retief Street; along Retief Street left into Boom Street; along Boom Street into East Street in the direction of the Stand—City terminus.

Bus Stops:

1. In Mayor's Walk, 60 feet after its junction

UITREIS: *Roete:* Van die staanplek—stadseindpunt, langs Eaststraat in die rigting van en tot in Bergstraat; langs Bergstraat tot in Mayorsweg; langs Mayorsweg tot in Zwartkopweg; langs Zwartkopweg tot in en langs Morcomweg.

Bushaltes:

1. In Bergstraat, 170 voet voor sy kruising met Retiefstraat.
2. In Bergstraat, 80 voet voor sy aansluiting by Levystraat.
3. In Bergstraat, 150 voet voor sy kruising met Pinestraat.
4. In Mayorsweg, 60 voet voor sy aansluiting by Winstonweg.

- (c) Diens op Greytown-pad (busse wat van en na die stad loop, van en na die Greytown-pad buite die stad).

INREIS: *Roete:* Na die staanplek—stadseindpunt, langs die Greytown-pad tot in Kerkstraat; langs Kerkstraat regs, tot in Eaststraat; langs Eaststraat in die rigting van die staanplek—stadseindpunt.

Bushaltes:

1. In die Greytown-pad na sy aansluiting by die ongenoemde pad wat na die munisipale krematorium lei en regoor die kantore van die munisipale begraafplaas.
2. In die Greytown-pad teenoor die eiland by die aansluiting van Woodlandsweg by die Greytown-pad.

UITREIS: *Roete:* Die terugreis moet langs die bostaande roete, maar in die teenoorgestelde rigting wees.

Bushaltes:

Dieselfde haltes wat hierbo vir die inreis voorgeskryf is, maar aan die oorkant van die pad.

- (d) Diens na Edendale (Busse wat na en van die stad loop van en na Edendale of in daardie rigting).

INREIS: *Roete:* Na die staanplek—stadseindpunt, langs die Edendale-pad tot in Burgerstraat; langs Burgerstraat links tot in Pinestraat (suid); langs Pinestraat (suid) regs tot in Langmarkstraat; langs Langmarkstraat links tot in Weststraat; langs Weststraat regs tot in Boomstraat; langs Boomstraat tot in Eaststraat in die rigting van die staanplek—stadseindpunt.

Bushaltes:

1. Op die Edendale-pad, 150 voet voor sy aansluiting by Willowfountainweg aan die oorkant van die pad.
2. Op die Edendale-pad, 15 voet voor die padingang tot die werkwinkels van die Suid-Afrikaanse Spoorweë.
3. Op die Edendale-pad, 200 voet na die brug oor die Edendale-pad by die sinjaalkajuit te Mason's Mill.
4. Op die Edendale-pad, 20 voet voor die fabriekspadingang na die aluminium-fabriek.
5. Op die Edendale-pad, teenoor sy aansluiting by Woodsrylaan.
6. Op die Edendale-pad, 400 voet na die ingang tot die kampong van die Suid-Afrikaanse Spoorweë, aan die oorkant van die pad.
7. Teenoor Haar Majesteit se tronk by die eiland wat deur die aansluiting van die Edendale-pad by Devonshirelaan gevorm word.
8. In Langmarkstraat, 200 voet voor sy aansluiting by Scottstraat.
9. In Weststraat, halfpad tussen sy kruisings met Kerkstraat en Pietermaritzstraat.
10. In Weststraat, halfpad tussen sy kruising met Bergstraat en Boomstraat.
11. In Boomstraat, 150 voet voor sy kruising met Chapelstraat.
12. In Boomstraat, 150 voet voor sy kruising

OUT: *Roete:* From the Stand—City terminus along East Street in the direction of and into Berg Street; along Berg Street into Mayor's Walk; along Mayor's Walk into Zwartkop Road, along Zwartkop Road into and along Morcom Road.

Bus Stops:

1. In Berg Street, 170 feet before its intersection with Retief Street.
2. In Berg Street, 80 feet before its junction with Levy Street.
3. In Berg Street, 150 feet after its intersection with Pine Street.
4. In Mayor's Walk, 60 feet before its junction with Winston Road.

- (c) Greytown Road Service (Buses operating to and from the City, from and to the Greytown Road outside the City).

IN: *Roete:* To the Stand—City terminus along Greytown Road into Church Street; along Church Street right into East Street; along East Street in the direction of the Stand—City terminus.

Bus Stops:

1. In Greytown Road after its junction with the unnamed road leading to the Municipal crematorium and opposite the Municipal cemetery offices.
2. In Greytown Road opposite the island at the junction of Woodlands and Greytown Road.

OUT: *Roete:* Return trip to follow the above route but in the opposite direction.

Bus Stops:

The same stops as prescribed above for the inward route but on the opposite side of the road.

- (d) Edendale Service (Buses operating to and from the City, from and to Edendale or that direction).

IN: *Roete:* To the Stand—City terminus along Edendale Road into Burger Street; along Burger Street left into Pine Street (South); along Pine Street (South) right into Longmarket Street; along Longmarket Street left into West Street; along West Street right into Boom Street; along Boom Street into East Street in the direction of the Stand—City terminus.

Bus Stops:

1. In Edendale Road, 150 feet before its junction with Willowfountain Road on the opposite side of the road.
2. In Edendale Road, 15 feet before the road entrance to South African Railway's workshops.
3. In Edendale Road, 200 feet after the Edendale Road bridge at the Mason's Mill Signal Cabin.
4. In Edendale Road, 20 feet before the factory road entrance to the Aluminium Factory.
5. In Edendale Road, opposite its junction with Woods Drive.
6. In Edendale Road, 400 feet after the entrance to the South African Railway Compound on the opposite side of the road.
7. Opposite Her Majesty's Gaol at the island formed by the junctions of Edendale Road and Devonshire Avenue.
8. In Longmarket Street, 200 feet before its junction with Scott Street.
9. In West Street midway between its intersections with Church Street and Pietermaritz Street.
10. In West Street midway between its intersections with Berg Street and Boom Street.
11. In Boom Street, 150 feet before its intersection with Chapel Street.

UITREIS: *Roete:* Van die staanplek — stadseindpunt, langs Eaststraat in die rigting van Bergstraat; langs Bergstraat links tot in Retiefstraat; langs Retiefstraat regs tot in Pietermaritzstraat; langs Pietermaritzstraat links tot in Weststraat; langs Weststraat regs tot in Langmarkstraat; langs Langmarkstraat links tot in Pinestraat (suid); langs Pinestraat (suid) regs tot in Burgerstraat; langs Burgerstraat tot in en langs die Edendale-pad.

Bushaltes:

1. In Bergstraat, 170 voet voor sy kruising met Retiefstraat.
2. In Pietermaritzstraat, halfpad tussen sy aansluiting by Bourke- en Slatterstraat.
3. In Pietermaritzstraat, 100 voet na sy aansluiting by Gallweylaan.
4. In Pietermaritzstraat, 20 voet voor sy aansluiting by Lambertstraat.
5. In Weststraat, halfpad tussen sy kruisings met Pietermaritzstraat en Kerkstraat.
6. Op die Edendale-pad na Haar Majesteit se tronk, maar 100 voet voor die latrines wat aan die kant van die pad gebou is.
7. Op die Edendale-pad, 300 voet voor die ingang tot die kampong van die Suid-Afrikaanse Spoorweë.
8. Op die Edendale-pad, 200 voet voor sy aansluiting by Woodsrylaan.
9. Op die Edendale-pad, 20 voet na die fabriekspadgang tot die Aluminium-fabriek.
10. Op die Edendale-pad, 200 voet voor die brug op die Edendale-pad by die sinjaalkajuit te Mason's Mill.
11. Op die Edendale-pad, 15 voet na die padingang tot die werkwinkels van die Suid-Afrikaanse Spoorweë aan die oorkant van die pad.
12. Op die Edendale-pad, 150 voet voor sy aansluiting by Willowfontainweg.

- (e) Kanyavu-diens (oor Ethelvale) (Busse na en van die stad van en na die gebied Kanyavu of wat die stad uit die rigting van Durbanweg binnekom of hom in die rigting verlaat).

INREIS: *Roetes:* Die twee roetes wat hieronder omskryf is, is vir die doeleindes van hierdie bylae en daar word na hulle as die eerste en tweede roete verwys. Die tweede roete is 'n alternatiewe roete en mag nie gebruik word nie, behalwe in nat weer wanneer die Umsinduzirivier vol is en daar 'n moontlikheid is dat die spoelbrug naby die rioolplaas, waarna in die eerste roete verwys is, onder water kan wees.

Eerste Roete: Na die staanplek — stadseindpunt langs Durbanweg, regs tot in Ridgeweg; langs Ridgeweg tot in Harwinweg; langs Harwinweg verby St. Charles-Kollege, verby die rioolplaas en by die rioolplaas links oor die spoelbrug oor die Umsinduzirivier tot in Ortmanweg; langs Ortmanweg regs tot in Echoweg; langs Echoweg tot in Eaststraat in die rigting van die staanplek — stadseindpunt.

Bushaltes:

1. In Durbanweg, 300 voet binne die stadsgrens.
2. In Durbanweg, 150 voet voor sy kruising met Ridgeweg.
3. In Harwinweg, 150 voet na sy kruising met New Englandweg en Ridgeweg.
4. In die ongenoemde pad wat van die spoelbrug oor die Umsinduzirivier lei, 100 voet voor sy aansluiting by Bishopstoweweg.
5. In Ortmanweg, 20 voet voor sy aansluiting by Fitzsimmonsweg aan die oorkant van die pad.
6. In Echoweg, 150 voet na sy kruising met Ortmanweg.
7. In Eaststraat, 100 voet voor sy kruising met Kerkstraat.

Tweede Roete: Na die staanplek — stadseindpunt langs Durbanweg tot in Com-

OUT: *Route:* From the Stand—City terminus along East Street in the direction of Berg Street; along Berg Street left into Retief Street; along Retief Street right into Pietermaritz Street; along Pietermaritz Street left into West Street; West Street right into Longmarket Street; along Longmarket Street left into Pine Street (South); along Pine Street (South) right into Burger Street; along Burger Street into and along Edendale Road.

Bus Stops:

1. In Berg Street, 170 feet before its intersection with Retief Street.
2. In Pietermaritz Street midway between its junctions with Bourke and Slatter Streets.
3. In Pietermaritz Street, 100 feet after its junction with Gallwey Lane.
4. In Pietermaritz Street, 20 feet before its junction with Lambert Street.
5. In West Street, midway between its intersections with Pietermaritz Street and Church Street.
6. In Edendale Road after Her Majesty's Gaol but 100 feet before the latrines constructed at the side of the road.
7. In Edendale Road, 300 feet before the entrance to the South African Railway Compound.
8. In Edendale Road, 200 feet before its junction with Woods Drive.
9. In Edendale Road, 20 feet after the factory road entrance to the Aluminium Factory on the opposite side of the road.
10. In Edendale Road, 200 feet before the Edendale Road bridge at the Mason's Mill signal cabin.
11. In Edendale Road, 15 feet after the road entrance to the South African Railway's Workshops on the opposite side of the road.
12. In Edendale Road, 150 feet before its junction with Willowfontain Road.

- (e) Kanyavu Service (via Ethelvale) (Buses operating to and from the City from and to the Kanyavu area or entering or leaving the City from the Durban Road direction).

IN: *Routes:* The two routes prescribed hereunder are for the purpose of this schedule referred to as the First and Second routes. The Second route is an alternate route and shall not be used except in wet weather when the Umzindusi River is in flood and there is a likelihood of the causeway near the sewerage farm referred to in the first route being under water.

First Route: To the Stand — City terminus along Durban Road right into Ridge Road; along Ridge Road into Harwin Road; along Harwin Road past St. Charles' College, past the Sewerage farm and turning left at the Sewerage farm over the causeway across the Umzindusi River to Ortman Road; along Ortman Road right into Echo Road; along Echo Road into East Street in the direction of the Stand — City terminus.

Bus Stops:

1. In Durban Road, 300 feet within the City Boundary.
2. In Durban Road, 150 feet before its intersection with Ridge Road.
3. In Harwin Road, 150 feet after its intersection with New England and Ridge Roads.
4. In the Unnamed road leading from the causeway across Umzindusi River, 100 feet before its junction with Bishopstow Road.
5. In Ortman Road, 20 feet before its junction with Fitzsimmons Road on the opposite side of the road.
6. In Echo Road, 150 feet after its intersection with Ortman Road.
7. In East Street, 100 feet before its intersection with Church Street.

Second Route: To the Stand — City terminus along Durban Road into Commercial Road

2. In Durbanweg, 150 voet voor sy kruising met Ridgeweg.
3. In Commercialweg, 450 voet voor sy kruising met Prince Alfredstraat.
4. In Eaststraat, 100 voet voor sy kruising met Kerkstraat.

UITREIS: *Eerste Roete:* Die terugreis moet die ooreenstemmende inwaartse roete, maar in die teenoorgestelde rigting volg.

Bushaltes:

Dieselfde haltes wat hierbo vir hierdie roete voorgeskryf is maar aan die teenoorgestelde kant van die pad.

Tweede roete: Die terugreis moet die ooreenstemmende inwaartse roete, maar in die teenoorgestelde rigting volg.

Bushaltes:

Dieselfde haltes wat hierbo vir hierdie roete voorgeskryf is, maar aan die teenoorgestelde kant van die pad.

STRAF.

Enigeeen wat enige van hierdie verordeninge oortree, is aan 'n misdryf skuldig en by veroordeling strafbaar met 'n boete van hoogstens tien pond in die geval van 'n eerste veroordeling of, in die geval van 'n tweede of later veroordeling weens 'n dergelike misdryf, met 'n boete van hoogstens twintig pond of, by wanbetaling van 'n boete wat in enige geval opgelê is, met gevangenisstraf met of sonder hardearbeid vir 'n tydperk van hoogstens drie maande; met dien verstande dat daar in die geval van 'n voortdurende misdryf 'n boete opgelê kan word van hoogstens twee pond vir elke dag waarop die oortreding voortgeduur het, maar geen sodanige boete mag by 'n enkele vervolging of binne 'n enkele maand twintig pond te bowe gaan nie.

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2. In Durban Road, 150 feet before its intersection with Ridge Road.
3. In Commercial Road, 450 feet before its intersection with Prince Alfred Street.
4. In East Street, 100 feet before its intersection with Church Street.

OUT: *First Route:* Return trip to follow the corresponding inward route but in the opposite direction.

Bus Stops:

The same stops as prescribed above for this route but on the opposite side of the road.

Second Route: Return trip to follow the corresponding inward route but in the opposite direction.

Bus Stops:

The same stops as prescribed above for this route but on the opposite side of the road.

PENALTY.

Any person who shall contravene any of these By-laws shall be guilty of an offence and liable, upon conviction, to a fine not exceeding Ten Pounds in the case of a first conviction, or, in the case of a second or subsequent conviction for the same offence, a fine not exceeding Twenty Pounds, or, in default of payment of any fine imposed in either case, to imprisonment, with or without hard labour, for any period not exceeding three months; provided that in the case of a continuing offence a fine not exceeding Two Pounds for each day upon which the contravention continued may be imposed, but no such fine shall in any one prosecution or within any one month exceed Twenty Pounds.

22/33/284.

PIETENMARITZBURG MOTOR VEHICLE AND ROAD TRAFFIC REGULATION BYLAWS
PUBLISHED UNDER PROVINCIAL NOTICE 60 OF 1958 AS AMENDED

<u>BYLAW</u>	<u>DESCRIPTION OF OFFENCE</u>	<u>AMOUNT</u> <u>R</u>
4(a)	Pedestrian fail to cross within demarcated crossing	
4(b)	Pedestrian cross intersection against red light	
4(c)	Driver fail to yield to pedestrian crossing on green light	
4(d)	Pedestrian loiter in crossing	
4(e)	Pedestrian disobey pedestrian crossing light	
4(f)	Driver disobey pedestrian crossing light	
4(g)	Pedestrian fail to keep to left when crossing at pedestrian crossing	
5	Loiter in roadway	
7	Skate on road or sidewalk	
9(a)	Driver disobey robot - going across or turning right/left	
9(b)	Motorist turning left, fail to yield to pedestrian at other than robot-controlled intersection	
11	Pedestrian cross at other than demarcated crossing between adjacent intersections	
14	Pedestrian disregard instructions of Traffic Officer regulating traffic - Vehicles - See Section 101 of Ordinance	
15(c)(i)	Park in no parking area	
15(c)(ii)	Park in loading zone	
15(d)	Garage park vehicles which are for sale or repair in public road	
15(e)	Fail to park diagonally where demarcated	
15(f)	Fail to park parallel where demarcated	
15(g)(i)	Exceed parking time	
15(g)(iv)	Park vehicle in excess of 3500kg on public road between 19h00 - 05h00	R200-00
15(i)	Use hoover between 22h00 - 06h00	
15 bis	Drive in a manner to create excessive noise	
15 ter	Permit a heavy vehicle to be in a prohibited area	

<u>BYLAW</u>	<u>DESCRIPTION OF OFFENCE</u>	<u>AMOUNT</u> <u>R</u>
16	Wash or repair vehicle in street	
24	Cause obstruction on road or sidewalk	
33	Fail to display lights on building material, etc. on public road between sunset and sunrise	
34	Pack or unpack goods on road or sidewalk	
37(3)	Cause or permit vehicle other than a taxi to be stopped or parked upon a special taxi holding area or taxi stand	
37(4)	Park vehicle other than taxi on taxi stopping place	
37(5)	Taxi standing upon taxi holding area or taxi stand when temporarily closed and prohibited by a road traffic sign	
37(6)(a)	Park taxi on other than a taxi stand	
37(6)(b)	Stop taxi in place other than on a taxi stopping place or on a taxi stand within area bounded by East Street, Loop Street, Pine Street, Victoria Road, Relief Street and Greyling Street	
37(7)	Driver of taxi permit taxi to stand for period exceeding 5 minutes on any public road except on a taxi stand	
47(16)	Fail to carry permit in or upon taxi or fail to display permit token as prescribed	
37(7)	Fail to produce and exhibit permit to police officer or authorised officer of Council	
37(28)	Fail to keep permit token displayed during period of validity	
37(19)	Display false permit token Display expired permit token	
38(1)	Fly for hire or accept passenger for hire other than on taxi stand	
38(2)	Owner/driver of taxi leave taxi unattended on taxi stand for period longer than 15 minutes unless 10 metres from such stand	
38(3)	Refuse to accept engagement of fare	
38(4)	Fly for hire while no tariff card displayed on taxi	
38(5)	Driver of taxi fail to take property left in taxi to police station	
38(6)	Route or solicit persons to hire taxi in a public place or street, except in special taxi holding area or on a taxi stand	

Ⓟ AMOUNT
R

<u>BYLAW</u>	<u>DESCRIPTION OF OFFENCE</u>	<u>AMOUNT</u>
<u>PUBLIC MOTOR VEHICLES</u>		
40(a)	Use unauthorised route - Schedule 'A'	
40(b)	Use unauthorised bus-stop	
42(a)	Fail to stop as near to left as possible	
42(b)	Stop longer than necessary at bus-stop	
43	Driver/conductor permits person to enter or leave at other than bus-stops or person leave or enter at other than bus-stop	
44(d)	Park omnibus at other than terminal stand	
44(e)	Leave bus for more than one hour unattended	

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PUBLIC SAFETY TRAFFIC & SECURITY

29. Sep. 2007 14:06

Charge code	Charge Description	Sec 56	AG	AG Amount	Discrim	Index
19350	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: bus prohibited sign	Yes	Yes	200	No	Sign: No bus R227
19355	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: delivery vehicles prohibited	Yes	Yes	200	No	Sign: No delivery R228
19375	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: goods vehicles prohibited sign	Yes	Yes	200	No	Sign: No goods vehicle R228
19384	Sect. 58(1) Act 93/1996 Not comply with road traffic sign: indicated GVW prohibited sign	Yes	Yes	500	No	Sign: No veh. Above GVW R230
19392	Sect. 58(1) Act 93/1996 Not comply with road traffic sign: construction vehicle prohibited sign	Yes	Yes	500	No	Sign: No constr. veh. R231
19407	Sect. 58(1) Act 93/1996 Not comply with road traffic sign: dangerous goods prohibited	Yes	Yes	1000	No	Sign: No dangerous goods R232
19415	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: abnormal vehicle prohibited	Yes	Yes	1000	No	Sign: No abnormal vehicle R233
19423	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: rickshaw prohibited sign	Yes	Yes	00	No	Sign: No rickshaws R234
19431	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: four bus prohibited sign	Yes	Yes	300	No	Sign: No four bus R235
19448	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: agricultural vehicle prohibited	Yes	Yes	300	No	Sign: No agricult. veh. R236
19457	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: animal drawn prohibited	Yes	Yes	300	No	Sign: No animal drawn veh. R237
19473	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: bus reservation sign	Yes	Yes	300	No	Sign: Reserve buses R301
19481	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: bus lane reservation sign	Yes	Yes	300	No	Sign: Reserve bus lane R302
19489	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: motor cycle reservation	Yes	Yes	300	Yes	Sign: Reserve motor cycle R307
19504	Sect. 58(1) Act 93/1996 Yes comply with direction of road traffic sign: motor car reservation	Yes	Yes	300	No	Sign: Reserve motor car R308
19512	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: taxi reservation sign	Yes	Yes	300	No	Sign: Reserve taxi R309
19520	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: minibus reservation sign	Yes	Yes	300	No	Sign: Reserve mini-bus R310
19538	Sect. 58(1) Act 93/1996 Not comply with direction of road traffic sign: midibus reservation sign	Yes	Yes	300	No	Sign: Reserve midibus R311