

AUSTRALIAN CAPITAL TERRITORY.

No. 7 of 1959.

AN ORDINANCE

To amend the *Motor Traffic Ordinance 1936-1958*.

I, THE GOVERNOR-GENERAL in and over the Commonwealth of Australia, acting with the advice of the Federal Executive Council, hereby make the following Ordinance under the *Seat of Government (Administration) Act 1910-1955*.

Dated this first day of July, 1959.

W. J. SLIM
Governor-General.

By His Excellency's Command,
GORDON FREETH
Minister of State for the Interior.

MOTOR TRAFFIC ORDINANCE 1959.

1.—(1.) This Ordinance may be cited as the *Motor Traffic Ordinance 1959*.^{*} Short title and citation.

(2.) The *Motor Traffic Ordinance 1936-1958*[†] is in this Ordinance referred to as the Principal Ordinance.

(3.) The Principal Ordinance, as amended by this Ordinance, may be cited as the *Motor Traffic Ordinance 1936-1959*.

2. Section ninety-four of the Principal Ordinance is repealed and the following section inserted in its stead:—

“ 94.—(1.) A person shall not drive a motor vehicle upon a public street in a restricted speed area at a speed exceeding thirty miles per hour. Speed limits.”

“ (2.) A person shall not drive a motor lorry the laden weight of which exceeds three tons upon a public street at a

^{*} Notified in the *Commonwealth Gazette* on 3rd July, 1959.

[†] Ordinance No. 45, 1936, as amended by Nos. 25 and 41, 1938; No. 16, 1941; No. 14, 1942; Nos. 2 and 13, 1943; No. 3, 1945; Nos. 6 and 13, 1947; No. 7, 1950; No. 17, 1951; No. 1, 1955; No. 6, 1956; No. 19, 1957; and Nos. 10 and 15, 1958.

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speed exceeding the speed ascertained according to the laden weight of the motor lorry and the location of the public street in the following table:—

Laden weight of motor lorry.	Maximum speed.	
	In a Restricted Speed Area.	Elsewhere.
	Miles per hour.	Miles per Hour.
Exceeding three tons but not exceeding seven tons	30	40
Exceeding seven tons but not exceeding thirteen tons	25	35
Exceeding thirteen tons	20	30

“ (3.) The last preceding sub-section has effect notwithstanding sub-section (1.) of this section.

“ (4.) A person shall not drive a motor cycle carrying a person (not being a person carried in a side-car) in addition to the driver upon a public street elsewhere than in a restricted speed area at a speed exceeding forty miles per hour.

“ (5.) For the purposes of this section, each of the following areas, namely, the City Area and the village of Hall, is a restricted speed area.

“ (6.) In a prosecution for an offence against this section, an averment of the informant contained in the information that—

- (a) a public street or a specified part of a public street is in the City Area;
- (b) a public street or a specified part of a public street is in the village of Hall; or
- (c) a public street or a specified part of a public street is elsewhere than in the City Area and the village of Hall,

is evidence of the matter averred.

“ (7.) In this section—

‘laden weight’, in relation to a motor lorry, means the sum of the weight of the motor lorry and the weight of the load on the motor lorry;

‘the City Area’ means the area of land in the Territory bounded by a line, commencing at Mugga Mugga Trigonometrical Station, bearing 319 degrees 12 minutes 41 seconds for 20469.12 feet to Yarralumla Trigonometrical Station; thence by a line bearing 19 degrees 17 minutes 50 seconds for 13656.52

feet to Black Mountain Trigonometrical Station; thence by lines bearing 34 degrees 32 minutes 10 seconds for 4126.6 feet, 18 degrees 16 minutes 38 seconds for 4675.88 feet, 15 degrees 41 minutes 5 seconds for 4142.72 feet and 42 degrees 29 minutes 22 seconds for 4920.44 feet to the southernmost corner of a parcel of land comprising 78 acres 2 roods, being part of Block 21, District of Gungahlin, the subject of Transfer Plan 36 deposited with the Registrar of Titles; thence by a line bearing 70 degrees 43 minutes 1 second for 3331.65 feet to Crace Trigonometrical Station; thence by a line bearing 104 degrees 25 minutes 54 seconds for 14081.11 feet to Majura Trigonometrical Station; thence by a line bearing 170 degrees for 39380.25 feet; thence by a line bearing 242 degrees 36 minutes 38 seconds for 6098.55 feet to Railway Trigonometrical Station; thence by a line bearing 242 degrees 36 minutes 38 seconds for 9036.85 feet to Quartz Trigonometrical Station; and thence by a line bearing 294 degrees 14 minutes 41 seconds for 10497.84 feet to the point of commencement;

‘the village of Hall’ means the area of land situated between—

- (a) a line drawn, at the northern end of the bridge across Hall’s Creek, at right angles to and across the main road between Canberra and Yass passing through the village of Hall and extending for two hundred and fifty yards on each side of the main road;
- (b) a line drawn at right angles to and across the main road one thousand four hundred yards to the north-west of the first-mentioned line and extending for two hundred and fifty yards on each side of the main road; and
- (c) lines joining the extremities of the lines referred to in the last two preceding paragraphs.”.