

AUSTRALIAN CAPITAL TERRITORY.

Regulations 1956. No. 9.

Regulations under the Motor Traffic Ordinance 1936-1956.*

I, ALLEN FAIRHALL, the Minister of State for the Interior, in pursuance of the powers conferred by the *Motor Traffic Ordinance* 1936-1956, hereby make the following Regulations.

Dated this twenty-seventh day of September, 1956.

ALLEN FAIRHALL
Minister of State for the Interior.

AMENDMENTS OF THE MOTOR OMNIBUS REGULATIONS.†

1. Regulation 96 of the Motor Omnibus Regulations is amended by adding at the end thereof the following sub-regulation:— Omnibus stops.

“(2.) In addition to the places or parts of public streets specified in the Second Schedule to these Regulations, the parts of the public street specified in the Third Schedule to these Regulations are, between half-past ten o'clock at night and half-past eleven o'clock at night on each day not being Christmas Day, Good Friday or a Sunday, omnibus stops for the exclusive use of motor omnibuses for the purpose of picking up or setting down passengers.”.

2. The Second Schedule to the Motor Omnibus Regulations is amended— Second
Schedule.

(a) by omitting the words—

“Those two parts of Giles-street between Tench and Kennedy Streets, each being 50 feet by 10 feet.”

and inserting in their stead the words—

“That part of the carriage-way of Giles-street between Tench-street and Kennedy-street, being within 10 feet from the south-eastern kerb of Giles-street and between lines drawn at right angles to that kerb at points on that kerb bearing respectively 290 degrees 12 minutes 36.4 feet from the westernmost corner of Block 4 Section 21 Division of Kingston and 305 degrees 37 minutes 35 feet from the westernmost corner of Block 3 Section 21 Division of Kingston.

“That part of Giles-street being within 10 feet from and south-east of the north-western kerb of Giles-street and between lines drawn parallel to Tench-street through points on that kerb bearing respectively 103 degrees 17 minutes 30.9 feet from the easternmost corner of Block 6 Section 24 Division of Kingston and 127 degrees 55 minutes 32.3 feet from the southernmost corner of Block 4 Section 24 Division of Kingston.”;

* Notified in the *Commonwealth Gazette* on 11th October, 1956.

† Regulations notified in the *Commonwealth Gazette* on 14th June, 1934, as amended by the *Seat of Government (Designation) Ordinance* 1938 and by Regulations 1949, No. 5; and 1955, No. 15.

The Regulations notified in the *Commonwealth Gazette* on 14th June, 1934, were made under the *Motor Traffic Ordinance* 1932-1933, but were continued in force by section 2 (4.) of the *Motor Traffic Ordinance* 1936 except insofar as they were inconsistent with that Ordinance.

(b) by omitting the words—

“That part of Franklin-street between the two central grass plots and the north-eastern and south-western kerbs of Franklin-street opposite the Capitol Theatre and the Arcade, respectively, being about 55 feet by 60 feet.”

and inserting in their stead the words—

“That part of the carriage-way of Franklin-street between Furneaux-street and Flinders-way, being 10 feet in width and adjacent to that part of the south-western kerb of Franklin-street between points on that kerb bearing respectively 1 degree 59 minutes 29 feet from the northernmost corner of Block 19 Section 1 Division of Griffith and 83 degrees 49 minutes 29.9 feet from the easternmost corner of Block 15 Section 1 Division of Griffith.

“That part of the carriage-way of Franklin-street between Furneaux-street and Flinders-way, being 10 feet in width and adjacent to that part of the north-eastern kerb of Franklin-street between points on that kerb bearing respectively 186 degrees 37 minutes 25.8 feet from the westernmost corner of Block 2 Section 1A Division of Griffith and 246 degrees 5 minutes 26.2 feet from the southernmost corner of that Block.”;

(c) by omitting the words—

“That part of Northbourne-avenue adjoining the western kerb and opposite to the central approach to Melbourne Buildings from Northbourne-avenue, being 75 feet by 10 feet.”

and inserting in their stead the words—

“That part of the western carriage-way of Northbourne-avenue between London-circuit and Alinga-street, being within 10 feet from the western kerb of Northbourne-avenue and between lines drawn at right angles to that kerb at points on that kerb bearing respectively 91 degrees 54 minutes 20.1 feet from the north-eastern corner of Block 9 Section 1 Division of City and 103 degrees 3 minutes 20.1 feet from the north-eastern corner of Block 14 Section 1 Division of City.”; and

(d) by omitting the words—

“That part of Northbourne-avenue adjoining the eastern kerb and opposite to the central approach to Sydney Buildings from Northbourne-avenue, being 75 feet by 10 feet.”

and inserting in their stead the words—

“That part of the eastern carriage-way of Northbourne-avenue between London-circuit and Alinga-street, being within 10 feet from the eastern kerb of Northbourne-avenue and between lines drawn at right angles to that kerb at points on that kerb bearing respectively 284 degrees 37 minutes 20.2 feet from the south-western corner of Block 10 Section 48 Division of City and 270 degrees 17 minutes 20.2 feet from the south-western corner of Block 15 Section 48 Division of City.”.

Third Schedule. 3. After the Second Schedule to the Motor Omnibus Regulations the following Schedule is added:—

THIRD SCHEDULE.

Regulation 96 (2).

ADDITIONAL OMNIBUS STOPS BETWEEN SPECIFIED TIMES.

That part of the carriage-way of Franklin-street, being 10 feet in width and adjacent to the part of the north-eastern kerb of that street between Furneaux-street and a point on that kerb bearing 186 degrees 37 minutes 25.8 feet from the westernmost corner of Block 2 Section 1A Division of Griffith.

That part of the carriage-way of Franklin-street, being 10 feet in width and adjacent to the part of the north-eastern kerb of that street between Flinders-way and a point on that kerb bearing 246 degrees 5 minutes 26.2 feet from the southernmost corner of Block 2 Section 1A Division of Griffith.

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.