

New Zealand.



ANALYSIS.

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| <p>Title.</p> <p>1. Short Title.</p> <p>2. Board may construct and maintain main highway without contribution from local authorities or may provide greater proportion of cost than fixed by principal Act. Repeals.</p> | <p>3. Powers of local authorities to accept advances from Board under section 2 of Amendment Act, 1926.</p> <p>4. Section 33 of Finance Act, 1924, amended.</p> <p>5. Empowering Board to expend moneys on combined road and railway bridges.</p> |
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1928, No. 28.

AN ACT to amend the Main Highways Act, 1922.

[6th October, 1928.]

Title.

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the Main Highways Amendment Act, 1928, and shall be read together with and deemed part of the Main Highways Act, 1922 (hereinafter referred to as the principal Act).

Short Title.

2. (1) Notwithstanding anything to the contrary in the principal Act, the Board may undertake all works of construction, reconstruction, maintenance, and repair in respect of any main highway without contribution from any local authority, or may in respect of any such highway provide a greater proportion of the cost than is prescribed by section eighteen or section nineteen of the principal Act.

Board may construct and maintain main highway without contribution from local authorities or may provide greater proportion of cost than fixed by principal Act.

(2) The powers conferred on the Board by the last preceding subsection may be exercised in respect of any work of construction, reconstruction, maintenance, or repair as aforesaid done before the passing of this Act. If in respect of any work carried out since the first day of April, nineteen hundred and twenty-eight, a local authority has before the passing of this Act contributed more than its proportion of the cost as fixed by the Board under the authority of this section, the Board may without further appropriation than this section refund the excess. Nothing in this section shall authorize the refund to any local authority of any contribution made by it after the passing of this Act in respect of any work.

(3) Section twenty-two of the principal Act, subsection four of section thirty-three of the Finance Act, 1924, section three of the Main

Repeals.

Highways Amendment Act, 1925, and section five of the Main Highways Amendment Act, 1926, are hereby repealed.

Powers of local authorities to accept advances from Board under section 2 of Amendment Act, 1926.

3. (1) Notwithstanding anything to the contrary in any Act or rule of law, every local authority shall have and be deemed at all times since the passing of the Main Highways Amendment Act, 1926, to have had power to accept any advance made by the Board under section two of that Act, and to agree with the Board for the repayment by instalments of such advance as provided in that section. Any moneys advanced by the Board and accepted by a local authority under this section shall, for the purposes of the Local Government Loans Board Act, 1926, be deemed to be moneys borrowed by the local authority for the purpose of meeting liabilities imposed on it by the principal Act.

(2) The said section two of the Main Highways Amendment Act, 1926, is hereby amended as from the passing of that Act by repealing the proviso to subsection one and also by omitting from subsection four the words "of construction or reconstruction."

Section 33 of Finance Act, 1924, amended.

4. Subsection three of section thirty-three of the Finance Act, 1924, is hereby amended by inserting, after the words "section eighteen," the words "or section nineteen," and also by omitting the words "the repair and maintenance of."

Empowering Board to expend moneys on combined road and railway bridges.

5. The Board shall have and be deemed at all times since the commencement of the principal Act to have had power to provide for payment out of the Construction Fund or the Revenue Fund, as the case may require, of such amounts as it from time to time determines towards the cost of construction, reconstruction, maintenance, or repair of any combined road and railway bridge used as part of any main highway, though not actually forming part thereof.