

## SCHEDULE.

WELLINGTON LAND DISTRICT.—RANGIWAEA SCENIC RESERVE.  
SECTION 22, Block II, Maungakaretu Survey District: Area,  
7 acres 2 roods.

As witness the hand of His Excellency the Governor-  
General, this 6th day of November, 1923.

RICHD. F. BOLLARD,  
For Minister in Charge of Scenery Preservation.

*By-laws regulating and controlling Traffic on Portion of the  
Road between New Plymouth and Te Kuiti, being Portions  
of Mokau, Mokau-Awakino, Lower Awakino Valley, and  
Awakino-Te Kuiti Roads.*

JELlicoe, Governor-General.

WHEREAS it is provided in subsection two of section  
one hundred and six of the Public Works Act, 1908,  
that all the rights and powers vested in any local authority  
by any Act in respect to the care, management, or control  
of roads, the management, restriction, or prohibition of any  
traffic thereon, and the power to make and enforce by-laws  
for any or all of such purposes may in the case of a Govern-  
ment road be exercised by the Governor-General:

And whereas by Order in Council dated the thirtieth day  
of July, one thousand nine hundred and twenty-three, and  
published in the *New Zealand Gazette* No. 61 of the second  
day of August, one thousand nine hundred and twenty-three,  
portion of the road between New Plymouth and Te Kuiti,  
being portions of Mokau, Mokau-Awakino, Lower Awakino  
Valley, and Awakino-Te Kuiti Roads was declared to be  
a Government road:

And whereas it is expedient to make by-laws regulating  
and controlling certain traffic on the said portion of road  
(hereinafter referred to as "the said road"):

Now, therefore, I, John Rushworth, Viscount Jellicoe,  
Governor-General of the Dominion of New Zealand, in pur-  
suance and exercise of the powers conferred by the Public  
Works Act, 1908, and of all other powers in anywise enabling  
me in this behalf, do hereby make the following by-laws in  
respect of certain traffic on the said road, and do hereby  
declare that the said by-laws shall come into force on the  
first day of December, one thousand nine hundred and  
twenty-three.

## BY-LAWS.

## MOTOR-CAR TRAFFIC.

1. In these by-laws "motor-car" means "motor" as defined  
in the Motor Regulation Act, 1908, and is any vehicle pro-  
pelled by mechanical power if it does not exceed three tons  
in weight unladen, and is not used for the purpose of drawing  
more than one vehicle (such vehicle with its locomotive not  
to exceed in weight four tons unladen). In calculating for  
the purposes of this by-law the weight of a vehicle unladen,  
the weight of any water, fuel, or accumulators used for the  
purpose of propulsion shall not be included.
2. No person shall drive or operate, or attempt to drive or  
operate, a motor-car on the said road unless he is a person  
competent to control its use and movement.
3. No person in charge of a motor-car while on the said  
road shall permit any person to drive or operate such car  
unless such last-mentioned person is competent to operate  
the same.
4. No person driving or in charge of a motor-car when on  
the said road—
  - (a.) Shall cause such motor-car to travel backwards for a  
greater distance than shall be requisite for the pur-  
pose of safety;
  - (b.) Shall quit such motor-car without having taken due  
precaution against its being started in his absence;
  - (c.) Shall cause, or allow, or permit such motor-car to be  
driven or operated or to remain or stand on the said  
road or any bridge thereon so as to obstruct or  
interfere with the traffic thereon.
5. The person in charge of a motor-car on the said road  
shall, when within a reasonable distance from and before  
meeting or overtaking any person in sight on foot, and when  
within a reasonable distance from and before meeting or over-  
taking any person in a vehicle or on horseback, give audible  
and sufficient warning of the approach or position of the car  
by sounding the warning instrument attached thereto and  
required by law to be provided.
6. The person driving or in charge of a motor-car on the  
said road shall, on the request of any person driving stock,  
riding, or having charge of a restive horse and coming towards  
the car, or on such person holding up his or her hand as a  
signal for that purpose, cause such car to stop, and remain

stationary as long as shall be reasonable to enable such person  
to pass the car with the vehicle, horse, or stock which he is  
driving, riding, or in charge of, and if necessary shall stop  
the engine of such car.

7. When a motor-car is being driven or propelled along the  
said road, if owing to a bend, corner, crossing, or junction in  
the said road, or for any similar cause, it becomes impossible  
for the driver or person in charge of such motor-car to have  
an uninterrupted view of the traffic on the said road for at  
least fifty yards ahead, such driver or person in charge shall  
reduce his speed to twelve miles an hour; and around sharp  
bends, when actually meeting any person riding or driving,  
shall reduce speed to six miles an hour; and by sounding  
the warning instrument give audible and sufficient warning  
of the approach of such motor in both cases.

8. No motor-car shall be driven or propelled on the said  
road at a greater speed than twenty-five miles an hour, or  
on a bridge thereon at a greater speed than ten miles an hour.

9. The person driving or in charge of a motor-car on the  
said road shall—if during the period between sunset and one  
hour before sunrise, or whenever it is dark, any person driving,  
riding, or having charge of a vehicle or cattle signals to the  
motor by waving a lamp up and down—proceed with the  
motor cautiously; and he shall, if during the same period  
any such person so signals by waving a lamp from side to  
side, bring the motor-car to a stand-still and keep it stationary,  
and if necessary shall stop the engine, for so long as may be  
necessary to enable such person, together with such vehicle  
or cattle, to pass the motor-car safely.

10. The driver, rider, or person in charge of a motor-car  
on the said road shall, when meeting any vehicle or cattle,  
keep to the left or near side of the road; and when overtaking  
any vehicle or cattle shall pass when practicable on the right  
or off side of the said road, and shall give as much space as  
possible for the passage of such traffic.

11. No driver or person in charge of any motor-car shall  
pass or attempt to pass any vehicle, horse, or cattle if on a  
bridge or dangerous part of the said road.

12. Where the said road crosses a railway or tramway, or  
is crossed or intersected by another road, the said road is  
deemed and is hereby declared to be dangerous for the use  
of motor-cars for a distance of two chains on each side of such  
crossing or intersection.

13. If at any time the Minister is satisfied that the use of  
motor-cars on any bridge or part of the said road would be  
attended with risk of damage to the bridge or danger to the  
public, he may, by notice, prohibit motor traffic along such  
bridge or any part of the said road.

14. No motor-car shall be driven or operated unless such  
motor-car is fitted with two independent brakes in good  
working-order and of such efficiency that the application of  
either can cause two of the wheels on the same axle to stop  
revolving; provided that in the case of a motor not being a  
motor-car, this clause shall apply as if instead of two wheels  
on the same axle one wheel was therein referred to.

15. No motor-car shall be driven or operated on the said  
road unless such motor-car is fitted with an efficient muffler  
or silencer, and no such muffler or silencer shall be discon-  
nected from the exhaust, opened, or removed, in a motor-car  
being driven or operated within fifty yards from any vehicle,  
horse, or cattle on the said road.

16. Every motor-car on the said road between one half-  
hour after sunset and one hour before sunrise shall have at  
least two efficient lamps affixed conspicuously one at each  
side of the front thereof, so as to exhibit a white light in the  
direction in which such motor-car is proceeding, such light  
to be sufficiently clear and strong to afford adequate means  
of signalling the approach or position of such motor-car;  
and shall also have an efficient lamp attached to such motor-  
car, which lamp shall be so constructed and placed as to  
exhibit a bright red light in the opposite direction to which  
the car is proceeding, and green side lights so as to be visible  
from the opposite sides of the gullies round bends when the  
motor-car is sideways on to an approaching car or other  
vehicle.

17. A motor-car which has broken down shall be lighted  
at night if left on any part of the said road.

18. Head lights shall be so restricted in intensity that they  
will not dazzle any person approaching from the opposite  
direction.

## CATTLE AND SHEEP TRAFFIC.

19. The conduct of cattle and sheep traffic is prohibited  
on the portions of the said road described in column 1 of  
the Schedule hereunder, unless the cost as estimated by the  
Governor-General of reinstating the said road or portion  
thereof which may be damaged by such traffic is previously  
paid to him. Such traffic may be conducted along the  
portions of road described in column 2 of the said Schedule  
in lieu of using the portions of the said road on which the  
said traffic is prohibited.