

Queensland



ANNO SEPTIMO DECIMO

ELIZABETHAE SECUNDAE REGINAE

No. 36 of 1968

An Act to Amend The Traffic Acts 1949 to 1968 in certain particulars

[ASSENTED TO 27TH NOVEMBER, 1968]

BE IT ENACTED by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Assembly of Queensland in Parliament assembled, and by the authority of the same, as follows:—

1. Short title and citation. (1) This Act may be cited as the *Traffic Act Amendment Act 1968 (No. 2)*.

(2) *The Traffic Act of 1949* as subsequently amended from time to time is in this Act referred to as the Principal Act.

(3) The Principal Act as amended by this Act may be cited as the *Traffic Act 1949 1968*.

2. Amendment of s. 9. Section 9 of the Principal Act is amended by, in subsection (1)—

(a) inserting after the definition "Coin" the following definition:—

" "Commercial Vehicle"—In relation to standing in a loading zone—

- (a) any horse drawn vehicle constructed fitted or equipped for the carriage of goods;
- (b) any motor vehicle (excluding any motor car, station sedan, station wagon or motor cycle) constructed fitted or equipped for the carriage of goods;
- (c) any motor vehicle constructed fitted or equipped for the carriage of persons to which is affixed a form of identification as an approved commercial vehicle—
 - (i) issued by any Local Authority pursuant to a scheme instituted pursuant to a by-law made by the Local Authority under paragraph (g) of subsection (4) of section 44B of this Act; and
 - (ii) conforming in all respects (whether as to design or otherwise) with the directions in relation thereto contained in the Manual of Uniform Traffic Control Devices.";

(b) omitting the definition "Loading zone" and inserting in its stead the following definition:—

" "Loading zone"—A section or part of a road defined by an official traffic sign and set aside for the standing, in conformity with the sign, in that section or part of vehicles or horses—

- (a) of a class indicated by the sign, be it, in the case of vehicles, commercial vehicles, motor trucks, motor utility trucks, or any other class of vehicle;
- (b) where no class is so indicated, generally, whilst actually engaged in the purpose indicated by the sign or, where no purpose is so indicated in picking up or setting down passengers or loading or unloading goods and, in any case for a period not exceeding—
 - (c) two minutes or such longer period as is indicated by the sign in picking up or setting down passengers; or
 - (d) twenty minutes or such longer period as is indicated by the sign in loading or unloading goods;"

(c) omitting the definition "Parking" and inserting in its stead the following definition:—

" "Parking"—The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and whilst actually engaged in picking up or setting down passengers or in loading or unloading goods:

Provided that, in relation to parking in a metered space, during fixed hours, the term "Parking" includes the standing of a vehicle, whether or not engaged in picking up or setting down passengers or in loading or unloading goods, and in

relation to parking in a loading zone during the hours during which regulated parking is operative, the term "Parking" includes—

- (a) the standing continuously of a vehicle—
 - (i) whilst actually engaged in picking up or setting down passengers, for any period exceeding two minutes or, if any longer period is indicated by the official traffic sign whereby the loading zone is defined for the picking up or setting down passengers, exceeding that period; or
 - (ii) whilst actually engaged in loading or unloading goods, for any period exceeding twenty minutes or, if any longer period is indicated by the official traffic sign whereby the loading zone is defined for the loading or unloading goods, exceeding that period;
- (b) if the loading zone is set aside as indicated by the official traffic sign whereby the loading zone is defined for the standing therein of vehicles of a specified class, the standing of any vehicle other than a vehicle of the specified class whether or not engaged in picking up or setting down passengers or loading or unloading goods;
- (c) if the loading zone is set aside as indicated by the official traffic sign whereby the loading zone is defined for the standing therein of vehicles whilst engaged in a specified purpose, the standing of any vehicle for a purpose other than a specified purpose whether or not engaged in picking up or setting down passengers or loading or unloading goods;".

3. Amendment of s. 44B. Section 44B of the Principal Act is amended by—

- (a) in paragraph (b) of subsection (4)—
 - (i) omitting the word " and " where it occurs after subparagraph (v); and
 - (ii) inserting after subparagraph (vi) the following word and subparagraph:—
"; and
 - (vii) prescribe in respect of a loading zone periods during which a vehicle may stand whilst actually engaged in picking up or setting down passengers or in loading or unloading goods, which periods may be prescribed differently for different loading zones and for each of such purposes."; and
- (b) adding at the end of subsection (4) the following paragraph—
"; (g) A Local Authority may, from time to time by by-law, institute a scheme for the approval, in relation to the standing of a vehicle in a loading zone, of motor vehicles (including motor cars, station sedans, station wagons and motor cycles) constructed, fitted or equipped for the carriage of persons as commercial vehicles and the issue of a form of identification

of such approval which conforms in all respects (whether as to design or otherwise) with the directions in relation thereto contained in the Manual of Uniform Traffic Control Devices. A by-law made under this paragraph may authorize the Local Authority to fix, from time to time by resolution, and to demand and recover fees in respect of services performed, or the form of identification issued, in relation to the implementation of such a scheme.”