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[CONFIDENTIAL.]
(Rough Draft for Consideration Only.)

No. , 1926.

A BILL

To confer certain further powers upon the Main Roads Board; to bring certain operations of the board under Ministerial control; to provide that the board shall give certain preference to Australian and British goods and machinery; to validate certain payments by the board; to make further provision regarding the Botany Road; to make certain provision regarding the inter-relation of road railway and tramway construction and maintenance; and for these and other purposes to amend the Main Roads Act, 1924, the Government Railways Act, 1912, the Local Government Act, 1919, and certain other Acts; and for purposes connected therewith.

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

1. (1) This Act may be cited as the "Main Roads Amendment Act, 1926," and shall be read with the Main Roads Act, 1924. Short title.

(2) In this Act the expression "the Principal Act" means the Main Roads Act, 1924. Principal Act.

(3) In any Act any reference to the Main Roads Act, 1924, shall be deemed to be a reference to that Act as amended by this Act. References.

(4) The Main Roads Act, 1924, as amended by this Act, may be cited as the "Main Roads Acts, 1924-1926." Citation.

2. The Principal Act is amended as follows:—

- (a) (i) by omitting from section three the definition of "Developmental road"; Amendment of Act No. 24, 1924. Sec. 3.
(ii) by adding at the end of the definition of "Main Road" in the same section the words "and includes a State highway"; (Interpretation.)

- (b) by omitting subsection two of section seven and by inserting in lieu thereof the following subsection:— Sec. 7. (Staff.)

(2) (a) The board may appoint and employ such officers as it thinks necessary to assist in the execution of this Act.

(b) Where an officer of the Public Service has before the commencement of the Main Roads Amendment Act, 1926, been or is after such commencement appointed to be an officer of the board he shall cease to be subject to the operation of the Public Service Act, 1902, while in the service of the board; but shall retain the right to compete for retransfer to and promotion within the Public Service under that Act; and shall retain his rights under the Superannuation Act, 1916.

Service

Service under the board shall be regarded as service for the purposes of the Civil Service Act, 1884, the Public Service Act, 1902, and the Superannuation Act, 1916, and other Acts of a like character.

(c) All officers, whether drawn from the Public Service or not, shall hold office at the pleasure of the board.

(c) by omitting subsections one, two, three, four, five, and six of section eight and by inserting in lieu thereof the following new subsections:—
Sec. 8. (Notification of main roads.)

(1) Subject to the provisions of this Act the Minister may, on the recommendation of the board, notify any public road or proposed public road to be a main road:

Provided that it shall not be necessary to notify corrections of routes of main roads or relocations of portions of main road made with the approval of the board for the purpose of securing better alignment or gradients, or for making better provision for public service, and that this proviso shall be deemed to have come into operation at the commencement of this Act.

(2) Any proclamation of any road as a main road under the Local Government Act, 1919, before the passage of this Act and any proclamation made under this Act before the enactment of this subsection (such proclamation not having been repealed) shall continue in force and shall be deemed to be a notification for the purposes of and subject to the provisions of this Act.

(3) The Minister may, on the recommendation of the board, amend or repeal any notification of a main road whether made under this or any other Act.

(4) Roads within the city of Sydney shall not be notified to be main roads.

(5) The Minister may from time to time, on the recommendation of the board, renotify any main road or the list of main roads, correcting

Renotification of main roads.

or

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or amplifying the particulars and definitely fixing the routes, and renumbering or renaming any main road.

It shall not be necessary for the Minister to give notice to any council prior to such renotification.

3. The Principal Act is further amended by inserting after section eight a new section 8A as follows :— Further amendment of Act No. 24, 1924. New s. 8A.

8A. (1) The Minister may, on the recommendation of the board, select a series of public roads (whether notified as main roads or not) forming a principal trunk route through the State, and proclaim such route to be a State highway.

(2) The Minister may, on the like recommendation, by notification amend or rescind any such notification or vary the route of any State highway.

(3) The Minister may on the like recommendation give numbers and names to State highways and notify such numbers and names.

4. The Principal Act is amended by omitting section twelve and by inserting in lieu thereof the following new section :— New s. 12.

12. The County of Cumberland Main Roads Fund may with the approval of the Minister be used by the board for the permanent improvement and maintenance of main roads in the county of Cumberland, and may be used by the board for the payment of expenses, interest, and principal in connection with loans as elsewhere in this Act provided, and for a proportion of the salaries and expenses of the board and its staff and of any additional administrative expenses, and generally for the purposes of this Part : Use of fund.

Provided that loan moneys in that fund shall be used only for construction, subject to the Minister's approval, of metropolitan main roads, and for such proportion of the administrative expenses as the board may consider to be reasonably chargeable to such construction.

5. The Principal Act is further amended—

News s. 14.

- (a) by omitting section fourteen and by inserting in lieu thereof the following new section :—

14. (1) This section shall apply in respect of a State highway so far as such State highway lies within the county of Cumberland.

Construction and maintenance of State highways in the county of Cumberland.

(2) Subject to this Act the board shall have the power to improve the location of State highways, to construct and maintain the carriage-ways of State highways, and to widen State highways.

(3) The granting of the powers conferred upon the board by this section in respect of a State highway shall not, except in so far as may be necessary for and during the exercise of those powers, limit or affect the powers of the council in respect of the road.

(4) The board may, either directly or through the council, control the digging up of a State highway carriage-way by any person not having statutory authority.

- (b) by omitting section fifteen and by inserting in lieu thereof the following new section :—

News s. 15.

15. (1) A council may apply to the board for money to construct or maintain a metropolitan main road other than a State highway.

Construction and maintenance of other main roads.

(2) The board may, on receipt of a council's application or in the absence of any such application, decide what works of construction or of maintenance are needed upon a metropolitan main road and can be financed.

- (c) by omitting subsection one of section sixteen ;

Sec. 16 (1).

- (d) by omitting section eighteen and by inserting in lieu thereof the following new section :—

News s. 18.

18. A council may apply to the board for the declaration of a road as a secondary road for the purposes of this Act on the ground that such road carries a substantial amount of through traffic and thereby relieves a neighbouring main road of traffic which it would otherwise have to bear.

Secondary main roads.

The

The Minister may on the recommendation of the board by notification declare any such road to be a secondary road and the board may grant such assistance towards its construction and maintenance (from the County of Cumberland Main Roads Fund) as the Minister approves.

- (e) by inserting after section eighteen a new section 18A as follows:—

18A. (1) The Governor may grant approval to a council to borrow for the construction of a main road in the county of Cumberland if the council has first obtained the approval of the Minister to such construction and an undertaking from the board to defray the interest and repayment of the loan.

Council's power to borrow for main road construction.

(2) In such case it shall not be necessary for the council to carry out the procedure required by the Local Government Act, 1919, as a condition precedent to borrowing, except to make application thereunder for the Governor's approval.

(3) In any such case it shall not be necessary for the council to levy a loan rate.

(4) Any such loan shall not be taken into account in ascertaining whether the council's borrowings are within the limit provided by the Local Government Act, 1919.

(5) In any such case the construction shall be carried out as the Minister may approve.

(6) Any arrangement made by the board and any council, and any borrowing arranged by a council, before the enactment of this section, in general accordance with the provisions of this section, shall be and are hereby validated.

6. The Principal Act is amended by omitting subsection one of section twenty-one and by inserting in lieu thereof the following new subsection:—

Further amendment of Act No. 24, 1924. Sec. 21.

(1) The Country Main Roads Fund may be used by the board with the approval of the Minister for the

the construction and for the maintenance of country main roads and may be used by the board for the payment of expenses, interest, and principal in connection with loans as elsewhere in this Act provided and for a proportion of the salaries and expenses of the board and its staff and of any additional administrative expenses and generally for the purposes of this Part :

Provided that loan moneys in that fund shall be used only for the construction, subject to the Minister's approval, of country main roads and for such proportion of the administrative expenses as the board may consider may be reasonably chargeable to such construction.

7. Part V of the Principal Act is amended by inserting next after the heading "Division 3—Country main road works," and next before section twenty-two the following new section :—

Amendment of Act 1924 No. 24. New s. 21A.

21A. (1) This section shall apply in respect of a State highway so far as it lies outside the county of Cumberland.

Construction, maintenance, widening, and control of State highways.

(2) Subject to this Act the board shall have the power to improve the location of State highways, to construct and maintain the carriage-ways of State highways, and to widen State highways.

(3) The grant of powers conferred upon the board by this Act in respect of a State highway shall not, except in so far as may be necessary for and during the exercise of those powers, limit or affect the powers of the council in respect of the road.

(4) The board may, either directly or through the council, control the digging up of a State highway carriage way by any person not having statutory authority.

(5) The board, with the approval of the Minister, may defray the whole cost of the construction or reconstruction of a carriage-way of such width as the board thinks fit on a State highway; but may require a council to contribute a share not exceeding one-third of the cost of maintenance:

Provided

Provided that where such State highway passes through an important street of a town the board may require the council to repay any portion not exceeding one-half of the cost of construction work done in such street.

(6) The board shall, with the approval of the Minister, until such time as the State highways have been constructed or reconstructed throughout their length, apply one-half or approximately one-half of the moneys of the Country Main Roads Fund to such construction or reconstruction and to maintenance pending reconstruction, and thereafter such proportion as the board with such approval finds necessary.

8. The Principal Act is further amended—

Further
amendment of
Act No. 21, 1924.
Sec. 22.

(a) by omitting section twenty-two and by inserting in lieu thereof the following new section:—

22. (1) Each council through whose area a country main road passes may, if it desires assistance from the board in the carrying out of any work therein (whether of construction or of maintenance) apply to the board for such assistance.

Assistance to
councils.

(2) The board may, having regard to the funds available, recommend to the Minister how much assistance shall be granted to each council, the works to which it shall be allotted, and the conditions to be attached to such assistance;

(b) (i) by inserting in subsection one of section twenty-three after the word "road" the words "subject to the approval of the Minister";

Sec. 23.

(ii) by omitting subsection two of the same section;

(c) (i) by omitting subsection one of section twenty-four and inserting the following new subsection in lieu thereof:—

Sec. 24.

(1) Subject to this Act, in respect of main roads other than State highways, the board, with

Degree of
assistance.

with the approval of the Minister, shall bear sixty per centum of the cost of any work in which the board is able to assist, and the council shall bear forty per centum of such cost.

The Minister may accept voluntary offers from councils to contribute more than forty per centum, but shall not have power to require any council to do so; and the Minister may grant assistance greater than sixty per centum of the cost of a particular work, even to the whole.

- (ii) by inserting in subsection two of the same section after the words "in any case" the words "with the approval of the Minister";
 - (iii) by omitting from subsection five of the same section the words "general rate of not exceeding one halfpenny in the pound on the unimproved capital value of all ratable land" and by inserting in lieu thereof the words "rate under the Local Government Act, 1919";
 - (iv) by omitting from the same subsection the words "such additional general rate" and by inserting in lieu thereof the words "such additional rate";
 - (d) by omitting section twenty-five.
9. (1) Part VI of the Principal Act is amended—
- (a) by inserting immediately before section twenty-eight the following new section:—

27A. This Part shall apply to the areas of municipalities and shires.
 - (b) by omitting section twenty-eight and by inserting in lieu thereof the following new section:—

28. On the recommendation of the board the Minister may notify any public road as a developmental road and may thereafter approve of provision for the construction of such public road if in his opinion the road—

 - (a) will serve to develop or further develop any district or part of a district; or
 - (b)

Sec. 25.

Amendment
of Part VI.

Amendment of
Act 1924
No. 24.

New sec. 27A.
Application
of Part.

Sec. 28.

Develop-
mental roads.

- (b) will serve to develop any area of Crown or private land by providing access to a railway station or a shipping wharf or to a road leading to a railway station or a shipping wharf ;
- (c) (i) by omitting from paragraph (b) of sub-^{Sec. 29.} section one of section twenty-nine the words "for developmental roads" ;
- (ii) by omitting subsection two of the same section and by inserting in lieu thereof the following new subsection :—

(2) The Developmental Roads Fund may be used by the board, with the approval of the Minister, for the construction of developmental roads, and may be used by the board for the payment of interest in connection with loans as elsewhere in this Act provided and for a proportion of the salaries of the board and its staff and of any additional administrative expenses and generally for the purposes of this Part :

Provided that loans in that fund shall only be used for construction, subject to the Minister's approval, of developmental roads and for such proportion of the administrative expenses as the board may consider to be reasonably chargeable to such construction :

Provided also that moneys granted by the Commonwealth Government shall be used only for the construction of roads ;

- (d) (i) by omitting subsections one and two of ^{Sec 30.} section thirty ;
- (ii) by inserting in subsection three of the same section after the word "board" the words "with the approval of the Minister" ;
- (iii)

(iii) by omitting subsection four of the same section and by inserting in lieu thereof the following new subsection :—

(4) The council shall for a period of fifteen years from the commencement of any work under this Part pay to the board interest on one-half of the cost of the work at such rate as the board, with the approval of the Minister, may fix ;

(iv) by omitting subsection five of the same section ;

(e) by omitting from subsection one of section thirty-one the words " in accordance with the conditions agreed between the council and the board or as directed by Parliament as hereinbefore provided." Sec. 31.

(2) The Principal Act is further amended by omitting from subsection two the figures " 28 " and by inserting in lieu thereof the figures and letter " 27A."

10. The Principal Act is further amended—

Further amendment of Act No. 24, 1924.

(a) by omitting section thirty-two and by inserting in lieu thereof the following new section :— Sec. 32.

32. For the purpose of the construction, maintenance, and widening of State highways, main roads, secondary main roads, and developmental roads, the board or any other authority appointed by the Minister in that behalf shall have all the powers of a council under the Local Government Act, 1919, and any other Acts conferring powers on a council.

(b) by omitting section forty-two ; Sec. 42.

(c) by inserting in subsection four of section forty-three after the word " board " where it firstly occurs the words " with the approval of the Minister " ; Sec. 43.

(d) by omitting section forty-four ; Sec. 44.

(e) by inserting at the commencement of paragraph (d) of subsection one of section forty-eight the words " with the approval of the Minister " ; Sec. 48.

(f) by omitting section fifty ; Sec. 50.

(g)

(g) by inserting at the end of subsection one of section fifty-one the following new paragraph:—
(i) the digging up of State highways. Sec. 51.

(h) by inserting in subsection one of section fifty-two after the word "Minister" the words "for Local Government"; Sec. 52.

(b) after subsection two insert new subsection three as follows:—

(3) Subsection one of this section shall not apply to assistance granted or promised as aforesaid except in a case where the money or vote of Parliament from which the Minister for Local Government proposes to grant the assistance has been transferred to the board.

11. Part VIII of the Principal Act is further amended by adding at the end thereof the following new sections:— Further amendment of Act No. 24, 1924. New ss. 54, 55, 56, 57, 58, 59, 60.

54. Any agreement made between the Minister for Local Government and any council, and any form of obligation entered into by any council before the commencement of this Act in relation to the repayment by the council of moneys provided by the Government for the improvement of country main roads or developmental roads, shall be read and construed as if the board were substituted for such Minister. Old agreements transferred to board.

The board shall have power to enforce the agreement in place of such Minister.

Any moneys repaid by the council shall be paid into the appropriate fund under this Act.

55. Any notice or requisition or demand required by or under this Act to be served upon any council, may be served by posting the same by prepaid letter addressed to the town or shire clerk at the office of the council or serving it upon such clerk personally. Service of notices.

56. (1) The Minister may appoint an authority to establish and conduct, manage, and regulate a ferry for the carriage of vehicles and passengers across the Hawkesbury River at such point as he may determine from funds to be provided by the board. Ferry across Hawkesbury River.

(2)

(2) Such authority with the approval of the Minister may charge fares and tolls for the use of such ferry.

(3) Such authority with the approval of the Minister may lease the running of the ferry and the collection of fares and tolls by public tender on such terms as the Minister may decide.

(4) Ordinances may be made under the Local Government Act, 1919, with the approval of the Minister, to regulate the running and use of the ferry and the conduct of persons using it.

An ordinance may prohibit the use of the ferry by classes of traffic to be specified in the ordinance.

57. (1) It shall be the duty of the mayor or president and of the clerk, engineer (or other proper servant where there is no engineer) of a council to furnish to the board on request, a true certificate as to the due expenditure of moneys provided under this Act for construction or maintenance of a road, and section six hundred and thirty-four of the Local Government Act, 1919, shall mutatis mutandis apply in respect of such certificate.

Certificates of expenditure.

(2) The board may appoint an officer to inspect the accounts of a council in relation to any requisition or expenditure under this Act, and any such officer shall, for that purpose, have the powers of an inspector of accounts under the Local Government Act, 1919.

58. (1) Where, in any Part of this Act, provision is made for the construction and maintenance of a State highway, or a main road, or a developmental road, or a secondary road, or any other road, bridge or ferry, the Minister may direct that such work shall be executed by the board, or by the council, or by any other constructing authority or person approved by him.

Execution of works.

(2) Where the Minister approves of a work being executed by a council, and where such council undertakes such execution, the council shall, without the necessity for the making of any agreement, execute the work to the satisfaction of the board, in accordance

accordance with the plans and specifications prepared or approved by the board, and within such time as the board may approve.

Such council shall comply with such requirements as the Minister may on the recommendation of the Auditor-General decide as to the accounting, certifying, and vouching of the expenditure incurred in the work; and shall comply with the requirements of the Minister as to the engagement of workmen.

(3) Any officer or servant of a council responsible for a council not complying, or unduly delaying to comply with any such requirements shall be liable to a penalty not exceeding *fifty* pounds.

(4) Where any proposed work lies upon a road which is the boundary between two areas, or where such work extends across the boundary from one area to another, and where the Minister proposes to entrust the execution to a council, he may entrust the whole of the work to either council, as he may decide.

(5) Where any proposed work lies upon a road which is the boundary between two areas, or where such work extends across the boundary from one area to another, the joint share of the councils in the cost of the work shall be apportioned between them in such manner as the councils may agree, or in default of agreement within three months after request made by the board in such manner as the board, after affording both councils an opportunity to be heard, may decide.

(6) Section five hundred and twenty-two of the Local Government Act, 1919, shall be read subject to this section.

(7) Where any work has been constructed in the area of a council by any authority under this Act other than the council of that area, such authority shall give notice to the board of the completion of the work: and the board shall, where the work is not one to be maintained by the board, give notice of such completion to the council: and thereupon the work shall be under the care and control of the council.

59. (1) In purchasing or obtaining any goods, the board shall give effective and substantial preference to goods manufactured or produced in the Commonwealth. Preference to Australian and British goods.

(2) If goods manufactured or produced in the Commonwealth cannot be purchased or delivered within a reasonable time, or can only be purchased in insufficient quantities, or of a quality unsuitable for the purpose required, the board shall give effective and substantial preference to British goods over foreign goods.

(3) The minimum rates of preference to be given under this section are indicated in the table following:—

Rate of Customs duty to which the goods are liable.	Minimum rate of preference to be given to goods manufactured or produced in the Commonwealth over:—	
	British goods.	Foreign goods.
Duty free	20 per centum ...	30 per centum
5 per centum ...	15 " " ...	25 " "
10 " " or more	10 " " ...	20 " "

In all cases, subject to the provisions of this Act, goods manufactured or produced in the Commonwealth are to be given preference of at least ten per centum over British goods.

In all cases British goods are to be given preference of at least ten per centum over foreign goods.

(4) In this section—

“British goods” means goods manufactured or produced at any place within the British Empire;

“Commonwealth” means the Commonwealth of Australia;

“Foreign goods” means goods manufactured or produced at any place outside the British Empire;

“Goods” includes machinery or material.

60. (1) The Minister shall, within three months after the coming into force of this section, appoint an engineering arbitrator who shall inquire into and advise the Minister as to the principles which govern the allocation of the whole cost to, or the equitable apportionment of cost between a council and the Railway Commissioners of:—

Adjustment
of railways
and tram-
ways.

- (a) the movement of any tram tracks on main roads as required by this section;
- (b) the drainage of the portion of the carriage-way occupied by tram tracks on any main road;
- (c) the widening of any main road carrying tram tracks;
- (d) the widening, lengthening, strengthening, or the alteration in any way of any bridge or subway on a main road, constructed over or under any railway, or of the ramped approaches thereto, or both;
- (e) the elimination of any level crossing on a main road by the substitution of a subway or overhead bridge;

and shall as far as possible, where apportionment is necessary, recommend a definite basis upon which the calculation of the apportionment in each case shall be made.

(2) The arbitrator shall inquire into and advise on any other matters referred to him by the Minister affecting the inter-relation of road, railway, and tramway construction, and particularly as to the principles which should be followed by the Railway Commissioners in the re-establishment of any main road which the Commissioners desire to deviate or in any way to alter for railway construction purposes, and as to the allocation to or apportionment between the council and the Railway Commissioners of the cost of so doing.

(3) In this section "council" shall be construed to include the board and a council concerned in conjunction, and the proportion of the

the cost allotted to a council shall be apportioned between the board and the council in such manner as the Minister directs.

(4) The recommendations of the arbitrator shall, after approval by the Minister, be binding on the councils and the Railway Commissioners.

(5) The expenses of the arbitrator shall be determined and approved by the Minister, and be borne equally between the board and the Railway Commissioners.

(6) The Railway Commissioners shall, when requested to do so by the council or the board, move any tram tracks in a main road, laterally or vertically, or both, to such position and elevation as are, in the opinion of the board, most suited to the road traffic.

(7) Any new tram tracks to be laid in a main road shall be laid in the position and elevation approved by the board, and shall generally be laid centrally in the road with the tracks at a uniform distance from the centre line thereof throughout the length of the track. Where the tracks turn a corner from one road into another they shall be laid so as to follow a regular curve from the centre line of one road to the centre line of the other; and the Railway Commissioners shall, if necessary, in order to give effect to this lay-out, purchase or resume land, and set back the alignment line and round off the kerb at such turnouts, and make such other arrangements as are incidental thereto.

The whole of the cost of laying any new tram tracks in accordance with this subsection shall be borne by the Railway Commissioners.

(8) In any case where the Railway Commissioners and the board fail to agree as to whether any work of the character mentioned in subsection one of this section shall be carried out, the matter may be referred to the Governor-in-Council, and his decision shall be binding on the parties.

12. Section fifty-three of the Principal Act is amended by the addition thereto of the following subsections, namely :—

Amendment
of Act No. 24,
1924, s. 53.

(7) Upon such suspension the care, control, and management of the Botany-road shall, subject to this Act, revert to the councils of the areas through which the road passes, as if the Botany Road Trust Constitution Act, 1922, has not been passed.

(8) Upon such suspension all assets and liabilities of the said trust shall be assets and liabilities of the board, and all debts due to the trust may be collected and recovered by the board as debts due to it.

13. (1) The Local Government Act, 1919, is amended by inserting next after section two hundred and fifty-one the following new section :—

Amendment of
Act No. 41, 1919.
New s. 251A.

251A. (1) Any council may direct and require the occupant of any land through which an unfenced public road passes, or the several occupants of any lands separated by an unfenced public road, to erect upon such public road a cattle, sheep, and rabbit-proof motor car by-pass in addition to any public gate erected on such road.

By-passes.

(2) Any such by-pass shall be constructed or erected at the expense of the occupant and to the satisfaction of the council in accordance with a design approved by the Main Roads Board and of the materials and in the position approved by the council.

(3) A public gate may if the council so require be removed from its approved position and replaced in that position by the by-pass, but may be re-erected on either side of the by-pass as may be directed by the council, and the provisions of the Public Gates Act, 1901, shall apply to the gate when so erected.

(4) The occupant for the time being of the lands referred to in subsection one of this section shall at his own expense keep such by-pass in a state of repair and condition satisfactory to the council,

council, and shall from time to time at the like expense effect such repairs to the by-pass as are required by the council.

(5) If any such occupant fails to erect the by-pass or to repair the same in accordance with a requirement of the council, the council may execute the work and recover the cost thereof from such occupant.

(6) No action or suit shall lie against an occupant of any such land founded upon the erection or maintenance of any such by-pass by the occupant after and in accordance with a requirement by the council or upon the alteration of the position of any public gate.

(7) In this section "occupant" means any person in lawful possession of land.

(2) The Principal Act is amended by inserting at the end of subsection one of section thirty-six the words "and without limiting the generality of the foregoing powers in particular may exercise in respect of any main road or secondary road the powers of a council to require by-passes to be erected in addition to a public gate. The board may grant such assistance to the occupant of lands required to erect any such by-pass on a main road or a secondary road by the board or by a council as the Minister approves." Amendment of Act No. 24, 1924, s. 36.

14. (2) The payment by the board from the Developmental Roads Fund of moneys due on account of grants allotted before the commencement of this Act from Commonwealth and State votes for roads of a developmental character, but not proclaimed to be developmental roads, is hereby validated. Validation of payments.

15. (3) The debt owed by the Granville Municipal Council under an agreement made on the fifteenth January, one thousand nine hundred and twenty-five, between that council and the Minister for Local Government relating to the reconditioning of a portion of Parramatta-road shall be subject to the provisions of subsection one of section thirteen of the Main Roads Act, 1924, mutatis mutandis, as if such debt had been owing at the date of commencement of that Act. Granville adjustment.