

## SCHEDULE

SITUATED within Franklin County at Glenbrook Beach:

Beach Road.  
Cliff Lane.  
Cliff Road.  
First Avenue.  
Fleet Road.  
Hill Road.

McLarin Road: from a point 160 metres measured north-easterly, generally, along McLarin Road from Hill Road to the western end of McLarin Road.

Ronald Avenue.  
Second Avenue.

Signed at Wellington this 19th day of October 1984.

C. M. CLISSOLD, Chief Traffic Engineer.

\**New Zealand Gazette*, No. 110, dated 28 October 1976, page 2450 (M.O.T. 29/2/Franklin County)

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*The Traffic (Franklin County) Notice No. 2, 1984*

PURSUANT to the Transport Act 1962, and pursuant to a delegation from the Minister of Transport, and pursuant to a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, hereby give the following notice:

## NOTICE

THIS notice may be cited as the Traffic (Franklin County) Notice No. 2, 1984.

The roads specified in the First Schedule hereto are hereby declared to be closely populated localities for the purposes of section 52 of the Transport Act 1962.

The roads specified in the Second Schedule hereto are hereby declared to be 70 kilometres an hour speed limit areas pursuant to regulation 21 (2) of the Traffic Regulations 1976\*.

The Traffic (Franklin County) Notice No. 2, 1976, dated the 22nd day of January 1976†, issued pursuant to section 52 of the Transport Act 1962, and regulation 27A of the Traffic Regulations 1956 is hereby revoked.

## FIRST SCHEDULE

SITUATED within Franklin County at Pokeno:

Ford Street.

Market Road: from No. 1 State Highway (Awanui-Bluff) to the south-western end of Market Road.

Marlborough Street.  
Regina Street.  
Selby Street.

## SECOND SCHEDULE

SITUATED within Franklin County at Pokeno:

No. 1 State Highway (Awanui-Bluff): from a point 100 metres measured southerly, generally, along the said State Highway from Selby Road to a point 400 metres measured northerly, generally, along the said State Highway from Market Road.

Market Road: from No. 1 State Highway (Awanui-Bluff) to a point 550 metres measured north-easterly, generally, along Market Road from the said State Highway.

Pokeno Road: from No. 1 State Highway (Awanui-Bluff) to a point 700 metres measured westerly, generally, along Pokeno Road from the said State Highway.

Signed at Wellington this 19th day of October 1984.

C. M. CLISSOLD, Chief Traffic Engineer.

\*S.R. 1976/227

Amendment No. 1, S.R. 1978/72  
Amendment No. 2, S.R. 1978/301  
Amendment No. 3, S.R. 1979/128  
Amendment No. 4, S.R. 1980/31  
Amendment No. 5, S.R. 1980/115  
Amendment No. 6, S.R. 1981/158  
Amendment No. 7, S.R. 1981/311  
Amendment No. 8, S.R. 1982/93  
Amendment No. 9, S.R. 1983/282  
Amendment No. 10, S.R. 1984/31  
Amendment No. 11, S.R. 1984/169

†*New Zealand Gazette*, No. 10, dated 29 January 1976, p. 212 (M.O.T. 29/2/Franklin County)

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*The Traffic (Franklin County) Notice No. 3, 1984*

PURSUANT to the Transport Act 1962, and pursuant to a delegation from the Minister of Transport, and pursuant to a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, hereby give the following notice:

## NOTICE

THIS notice may be cited as the Traffic (Franklin County) Notice No. 3, 1984.

The road specified in the First Schedule hereto is hereby declared to be a closely populated locality for the purposes of section 52 of the Transport Act 1962.

The roads specified in the Second Schedule hereto are hereby declared to be 70 kilometres an hour speed limit areas pursuant to regulation 21 (2) of the Traffic Regulations 1976\*.

## FIRST SCHEDULE

SITUATED within Franklin County at Bombay:

Paparata Road: from Barber Road to Bombay Road.

## SECOND SCHEDULE

SITUATED within Franklin County at Bombay:

Bombay Road: from Mill Road to a point 350 metres measured northerly, generally, along Bombay Road from Paparata Road.

Mill Road: from Bombay Road to a point 300 metres measured westerly, generally, along Mill Road from Bombay Road.

Paparata Road: from Barber Road to a point 150 metres measured westerly, generally, along Paparata Road from Wootten Road.

Signed at Wellington this 19th day of October 1984.

C. M. CLISSOLD, Chief Traffic Engineer.

\*S.R. 1976/227

Amendment No. 1, S.R. 1978/72  
Amendment No. 2, S.R. 1978/301  
Amendment No. 3, S.R. 1979/128  
Amendment No. 4, S.R. 1980/31  
Amendment No. 5, S.R. 1980/115  
Amendment No. 6, S.R. 1981/158  
Amendment No. 7, S.R. 1981/311  
Amendment No. 8, S.R. 1982/93  
Amendment No. 9, S.R. 1983/282  
Amendment No. 10, S.R. 1984/31  
Amendment No. 11, S.R. 1984/169

(M.O.T. 29/2/Franklin County)

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*CNG Fuel Systems Approval of Components for Experimental Purposes*

## NOTICE

PURSUANT to regulation 90C of the Traffic Regulations 1976\* (as inserted by the Traffic Regulations 1976, Amendment No. 7), and pursuant to the powers delegated to me by the Secretary for Transport, I, Robert Norman Abram, Chief Automotive Engineer, hereby approve the components listed in the Schedule hereto for experimental purposes, subject to the conditions set out in the said Schedule.

The notice "CNG Fuel Systems—Approval of Components for Experimental Purposes" which appeared in the *New Zealand Gazette* dated 12 July 1984, page 2695, is hereby revoked.

## SCHEDULE

THE thermocouple device supplied by the Ministry of Energy and fitted to the CNG cylinders with serial Nos 81-6039-65 and 81-6039-59 fitted to the Ford Falcon vehicle registered No. JS 2256.

Provided that all other components of the CNG fuel system fitted to the said vehicle are comprised of components approved for use in CNG fuel systems and are installed in accordance with the requirements of New Zealand Standard NZS 5422, Part 2, 1980, with the one exception—that the maximum filling pressure shall be increased to 20.0 MPa at 15°C.

This approval for experimental purposes shall be limited for the period up to and including 31 December 1984.

Dated at Wellington this 22nd day of October 1984.

R. N. ABRAM, Chief Automotive Engineer.

\*S.R. 1976/227

(M.O.T. 14/1/17)

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