

AUCKLAND FISHERY MANAGEMENT AREA

ALL that area of New Zealand fisheries waters enclosed by a line commencing at Tirua Point on the west coast of the North Island (at 38°23'S and 174°38.5'E); and then proceeding along a straight line to the outer limits of the exclusive economic zone to a point 37°35'S and 170°03'E; then proceeding in a generally northerly and easterly direction along the outer limits of the exclusive economic zone to a point 33°25'S and 177°59.4'E; then proceeding due South to Cape Runaway on the east coast of the North Island (at 37°32'S and 177°59.4'E); thence in a generally northwesterly and south-easterly direction along the line of the mean high-water mark of the coast of the North Island to the point of commencement.

CENTRAL FISHERY MANAGEMENT AREA

ALL that area of New Zealand fisheries waters enclosed by a line commencing at Cape Runaway on the east coast of the North Island (at 37°32'S and 177°59.4'E); then proceeding due North to a point at 33°25'S and 177°59.4'E; then proceeding in a generally south-easterly direction along the outer limits of the exclusive economic zone to its intersection with the 42°10'S parallel of latitude; then proceeding due West along latitude 42°10'S to a point 42°10'S and 174°42'E; then proceeding in a straight line to a point 40°32'S and 174°20'E; then proceeding in a straight line to a point on the outer limits of the exclusive economic zone at 37°44'S and 169°56'E; then proceeding in a generally northerly direction along the outer limits of the exclusive economic zone to a point at 37°35'S and 170°03'E; then in a straight line to Tirua Point on the west coast of the North Island (at 38°23'S and 174°38.5'E); then proceeding in a generally southerly, easterly, and northerly direction along the mean high-water mark of the coast of New Zealand to the point of commencement.

SOUTHERN FISHERY MANAGEMENT AREA

ALL that area of New Zealand fisheries waters enclosed by a line commencing at Clarence Point on the east coast of the South Island (at 42°10'S and 173°56'E); and thence proceeding due East to the outer limits of the exclusive economic zone along latitude 42°10'S; and then proceeding in a generally southerly direction along the outer limits of the exclusive economic zone to latitude 46°S; then proceeding due West to a point 46°S and 172°E; then proceeding due South to a point 48°30'S and 172°E; and then proceeding due West to a point 48°30'S and 169°E; then proceeding due South to a point 49°S and 169°E; then proceeding due West to the outer limits of the exclusive economic zone; then proceeding in a generally northerly direction along the outer limits of the exclusive economic zone to a point 44°16'S and 162°13'E; then proceeding due East to Awarua Point on the west coast of the South Island (at 44°16'S and 168°03'E); and then in a generally southerly, westerly, and northerly direction along the line of the mean high-water mark of the coast of the South Island to the point of commencement.

SUB-ANTARCTIC FISHERY MANAGEMENT AREA

ALL that area of New Zealand fisheries waters enclosed by a line commencing on the outer limits of the exclusive economic zone at a point 46°S and 171°45'W; and then proceeding due West to a point 46°S and 172°E; then proceeding due South to a point 48°30'S and 172°E; and then proceeding due West to a point 48°30'S and 169°E; then proceeding due South to a point 49°S and 169°E; then proceeding due West to the outer limits of the exclusive economic zone at a point 49°S and 161°26'E; then proceeding in a generally southerly and northeasterly direction along the outer limits of the exclusive economic zone to the first-mentioned point.

CHALLENGER FISHERY MANAGEMENT AREA

ALL that area of New Zealand fisheries waters enclosed by a line commencing at Awarua Point on the west coast of the South Island (at 44°16'S and 168°03'E); then proceeding due West along latitude 44°16'S to the outer limits of the exclusive economic zone to a point 44°16'S and 162°13'E; then proceeding in a generally north-easterly direction along the outer limits of the exclusive economic zone to a point 37°44'S and 169°56'E; then proceeding in a straight line to a point 40°32'S and 174°20'E; then proceeding in a straight line to a point 42°10'S and 174°42'E; then proceeding due West along latitude 42°10'S to Clarence Point on the east coast of the South Island (at 42°10'S and 173°56'E); then proceeding in a generally northerly, westerly and southwesterly direction along the mean high-water mark of the coast of the South Island to the point of commencement.

Dated at Wellington this 18th day of April 1984.

DUNCAN MACINTYRE, Minister of Fisheries.

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The Traffic (Napier City) Notice No. 1, 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 (Napier City) Notice No. 1, 1984.

The roads specified in the First Schedule hereto are hereby excluded from the limitation as to speed imposed by section 52 of the Transport Act 1962.

The roads specified in the Second Schedule hereto are hereby declared to be limited speed zones pursuant to regulation 21 (2) of the Traffic Regulations 1976*.

The roads specified in the Third 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 (Napier City) Notice No. 1, 1977, dated the 27th day of April 1977† and the Traffic (Hawkes Bay County) Notice No. 4, 1970, dated the 20th day of August 1970‡, and the "Limited Speed Zone Declared", dated 10th day of April 1958§, and part of the Traffic (Hawkes Bay County) Notice No. 1, 1982 which relates to the No. 2 State Highway (Pokeno-Wellington via Gisborne)¶, issued pursuant to section 52 of the Transport Act 1962, and regulation 27A and 27 (2) (a) of the Traffic Regulations 1956 and 21 (2) of the Traffic Regulations 1976 are hereby revoked.

FIRST SCHEDULE

SITUATED within Napier City:

No. 2 State Highway (Pokeno-Wellington via Gisborne): from the northern boundary of Napier City at Westshore southerly generally along the said State Highway to Embankment Road and from Ellison Street southerly generally along the said State Highway to the southern boundary of Napier City at Awatoto.

Bowen Street.

Embankment Road: from a point 50 metres measured westerly generally along the said road from Taradale Road (No. 50 State Highway Napier-Takapau via Fernhill) to a point 50 metres measured southerly generally from Meeanee Quay (No. 2 State Highway Pokeno-Wellington via Gisborne).

Fergusson Street.

Grey Street.

McLeod Road: from Meeanee-Awatoto Road to the southern boundary of Napier City at Awatoto.

Meeanee-Awatoto Road: from McLeod Road westerly generally to No. 2 State Highway (Pokeno-Wellington via Gisborne).

Normanby Street.

Te Awa Avenue: from Meeanee-Awatoto Road to a point 1600 metres measured northerly generally along the said road from Waitangi Road.

Waitangi Road: from Meeanee-Awatoto Road southerly and easterly generally along the said road to No. 2 State Highway (Pokeno-Wellington via Gisborne).

Watchman Road: from No. 2 State Highway (Pokeno-Wellington via Gisborne) to the western boundary of Napier City at Westshore.

SECOND SCHEDULE

No. 2 State Highway (Pokeno-Wellington via Gisborne): from Watchmans Road to a point 100 metres measured northerly generally along the said State Highway from the junction with the access road to Hawke's Bay Airport.

Te Awa Avenue: from a point 200 metres measured northerly generally along the said road from Meeanee-Awatoto Road to a point 1600 metres measured northerly generally along the said road from Meeanee-Awatoto Road.

THIRD SCHEDULE

Bowen Street.

Fergusson Street.

Grey Street.

Normanby Street.

Waitangi Road: from Meeanee-Awatoto Road southerly and easterly generally along the said road to the No. 2 State Highway (Pokeno-Wellington via Gisborne).

Signed at Wellington this 13th day of April 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