

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 (Rangiora County) Notice No. 1, 1975, dated the 4th day of September 1975† issued pursuant to section 52 of the Transport Act 1962, and regulation 27A and 27 (2) (a) of the Traffic Regulations 1956 is hereby revoked.

#### FIRST SCHEDULE

SITUATED within Rangiora District adjacent to Rangiora Borough.

No. 72 State Highway (Woodend - Winchester): from the eastern boundary of Rangiora Borough to a point 480 metres measured easterly generally along the said highway from the said boundary.

Ashgrove Street.  
Buckleys Road.

East Belt: from the northern boundary of Rangiora Borough to a point 200 metres measured northerly generally along the said road from the said boundary.

Green Street.  
Grove Place.  
Harrod Street.  
Highfield Lane.

Johns Road: from the western boundary of Rangiora Borough to West Belt.

Kingsbury Avenue.  
Marshall Street.  
Parkhouse Drive.

Racecourse Road: from the northern boundary of Rangiora Borough to a point 50 metres measured northerly generally along the said road from Kingsbury Avenue.

Railway Road: from Victoria Street to Marsh Road.

Rangiora Flaxton Road: from the southern boundary of Rangiora Borough to Ellis Road.

Regent Avenue.  
Torlesse Street.  
Victoria Street.  
Watkins Place.

West Belt: from the southern boundary of Rangiora Borough to Johns Road.  
White Street.

#### SECOND SCHEDULE

SITUATED within Rangiora District adjacent to Rangiora Borough.

No. 72 State Highway: from the western boundary of Rangiora Borough to a point 600 metres measured westerly generally along the said State Highway from the said boundary.

Ashley Street: from the northern boundary of Rangiora Borough to River Road.  
Ellis Road.

Lineside Road: from Rangiora-Flaxton Road to a point 480 metres measured south-easterly generally along the said road from Rangiora - Flaxton Road.

Marsh Road: from Station Road to a point 300 metres measured easterly generally along the said road from Station Road.

Rangiora - Flaxton Road: from Ellis Road to a point 400 metres measured southerly generally along the said road from Ellis Road.  
Station Road.

Todds Road: from Ellis Road to a point 640 metres measured south-westerly generally along the said road from Ellis Road.

Signed at Wellington this 15th day of January 1985.

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. 9, S.R. 1984/31

†New Zealand Gazette No. 74, dated 11 September 1975, page 2025 (M.O.T. 29/2/Rangiora District)

30

#### LPG Fuel System Approvals

PURSUANT to regulation 90B 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 inclusion in any LPG fuel system installed and operated in accordance with the requirements of New Zealand Standard NZS 5422, Part 2, 1980 (and any standard made in amendment thereto or in substitution therefor).

#### SCHEDULE

##### LPG HIGH PRESSURE PIPING AND FLEXIBLE HOSE

MOT Reference	Description
AF L05 003	Flexible LPG hose and hose assemblies to Australian Standard 1869 classes B and D or to British Standard BS 4089 and marked accordingly.

All that portion of the *Gazette* notice entitled "LPG Fuel System Approvals" which appeared in the *New Zealand Gazette* No. 145, page 3684, 1981, which relates to the component, reference number AF L05 003, is hereby revoked.

Dated at Wellington this 10th day of January 1985.

R. N. ABRAM, Chief Automotive 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. 1981/93  
Amendment No. 9, S.R. 1983/282  
Amendment No. 10, S.R. 1984/31  
Amendment No. 11, S.R. 1984/169

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

120

Decision No. 30/84  
BRO 122/83, 123/83,  
124/83 and 125/83

#### Before the Broadcasting Tribunal

IN THE MATTER of the Broadcasting Act 1976, and IN THE MATTER of applications for VHF-FM commercial sound radio warrants for Wellington by:

- (1) UNITED BROADCASTERS LIMITED
- (2) COLIN OGILVIE GIBBS as agent for a company to be formed
- (3) WELLINGTON FM COMMUNICATIONS LIMITED
- (4) THE BROADCASTING CORPORATION OF NEW ZEALAND

Chairman: B. H. Slane.

Members: Lionel R. Sceats and Ann E. Wilson.

Co-opted Member: M. J. Henshall.

Counsel: H. B. Rennie for United Broadcasters Limited, P. Keane for Colin Ogilvie Gibbs as agent for a company to be formed, J. V. B. McLinden for Wellington FM Communications Limited, M. J. O'Brien QC and G. Rowe for the Broadcasting Corporation of New Zealand, J. F. Galvin for the New Zealand Post Office.

Hearing: At Wellington on 3, 4, 5 and 6 April and 16, 17 and 21 May 1984.

#### DECISION

##### Applicants—

There were 4 applicants. The Broadcasting Corporation proposed that station 2ZM should be transferred to the FM mode. Mr Gibbs was in effect applicant for Capital City Radio Limited the holder of the sound radio AM warrant for Radio Windy. In this decision that application is described as the Windy FM application.

United Broadcasters Limited and Wellington FM Limited do not hold broadcasting warrants.

The Tribunal called for applications for commercial FM warrants for Wellington for which the provisional coverage objectives were to provide a stereophonic service to most of the areas directly served by television transmissions from Mount Kaukau.

There were common features to all four of the applications received. Transmitters would be sited at and broadcast from the Mount Kaukau television transmitter facility of the Broadcasting Corporation of New Zealand, provided satisfactory co-siting arrangements could be made. There was therefore no question of