

*The Traffic (Foxton Borough and Manawatu County) Notice
No. 1, 1987*

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

NOTICE

THIS notice may be cited as the Traffic (Foxton Borough and Manawatu County) Notice No. 1, 1987.

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

The road specified in the Second Schedule is excluded from the limitation as to speed imposed by section 52 of the Transport Act 1962.

The road specified in the Third Schedule is declared to be a 70 kilometres an hour speed limit area pursuant to regulation 21 (2) of the Traffic Regulations 1976.

The Traffic (Foxton Borough and Manawatu County) Notice No. 1, 1979, dated the 2nd day of August 1979*, issued pursuant to section 52 of the Transport Act 1962, and regulation 21 (2) of the Traffic Regulations 1976 is revoked.

FIRST SCHEDULE

SITUATED within Manawatu County adjacent to Foxton Borough:

No. 1 State Highway (Awanui-Bluff): from the northern boundary of Foxton Borough of Victoria Street.

SECOND SCHEDULE

SITUATED within Foxton Borough:

No. 1 State Highway (Awanui-Bluff): from Frances Street to the southern boundary of Foxton Borough.

THIRD SCHEDULE

SITUATED within Foxton Borough and within Manawatu County adjacent to Foxton Borough:

No. 1 State Highway (Awanui-Bluff): from Frances Street to a point 200 metres measured southerly, generally, along the said State highway from Purcell Street and from Victoria Street to a point 400 metres measured northerly, generally, along the said State highway from Victoria Street.

Signed at Wellington this 13th day of April 1987.

C. M. CLISSOLD, Chief Traffic Engineer.

**New Zealand Gazette*, No. 83, dated 6 September 1979, page 2633.
(M.O.T. 29/2/Foxton Borough)

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The Traffic (Queenstown - Lakes District) Notice No. 1, 1987

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

NOTICE

THIS notice may be cited as the Traffic (Queenstown - Lakes District) Notice No. 1, 1987.

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

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

The Traffic (Lake County) Notice No. 2, 1986, dated the 1st day of October 1986*, issued pursuant to section 52 of the Transport Act 1962, and regulation 21 (2) of the Traffic Regulations 1976 is revoked.

FIRST SCHEDULE

SITUATED within Queenstown and Lakes District at Queenstown and Frankton:

All roads except No. 6 State Highway (Blenheim - Invercargill via Nelson and Greymouth) and No. 6A State Highway (Frankton - Queenstown) within that area bounded by a line commencing at a point on the southern side of Queenstown - Glenorchy Road 50 metres measured westerly, generally, along the said road from its

intersection with the eastern end of Fernhill Road; thence at right angles across Queenstown - Glenorchy Road from its southern side to its northern side; thence south-westerly, generally, along the north-western side of Queenstown - Glenorchy Road across Fernhill Road to a point 600 metres measured south-westerly, generally, along the said road from its intersection with the western end of Fernhill Road; thence due north by a right line for a distance of 1200 metres; thence north-easterly, generally, by a right line to the north-western end of Bowen Street; thence easterly, generally, to a point on the western side of Gorge Road 50 metres measured northerly, generally, along Gorge Road from its intersection with Bowen Street; thence across Gorge Road at right angles from its western side to its eastern side; thence north-easterly, generally, by a right line to a point 500 metres measured due north from the intersection of No. 6 State Highway (Blenheim - Invercargill, via Nelson and Greymouth) and No. 6A State Highway (Frankton - Queenstown); thence south-easterly, generally, by a right line across No. 6 State Highway (Blenheim - Invercargill), via Nelson and Greymouth) and across Robertson Street to a point on the south-eastern side of Robertson Street at its intersection with the western side of Riverside Road; thence southerly, generally, along the western side of Riverside Road and its prolongation, to the northern bank of the Kawarau River, thence north-westerly and south-westerly, generally, along the northern bank of the Kawarau river and the northern shore of Lake Wakatipu to a point due south of the commencing point; thence due north by a right line to the commencing point.

No. 6 State Highway (Blenheim - Invercargill, via Nelson and Greymouth): from a point 80 metres measured easterly, generally, along the said State highway from its intersection with No. 6A State Highway (Frankton - Queenstown) to a point 60 metres measured southerly, generally, along the said State highway from Gray Street.

No. 6A State Highway (Frankton - Queenstown): from No. 6 State Highway (Blenheim - Invercargill, via Nelson and Greymouth) to a point 100 metres measured westerly, generally, along the said State highway from Yewlett Crescent and from a point 500 metres measured easterly, generally, along the said State highway from Suburb Street to Beach Street.

SECOND SCHEDULE

SITUATED within Queenstown and Lakes District at Frankton:

No. 6A State Highway (Frankton - Queenstown): from a point 100 metres measured westerly, generally, along the said State highway from Yewlett Crescent to a point 700 metres measured westerly, generally, along the said State highway from Yewlett Crescent.

Situated within Queenstown and Lakes District at Queenstown:

No. 6A State Highway (Frankton - Queenstown): from a point 500 metres measured easterly, generally, along the said State highway from Suburb Street to a point 1940 metres measured easterly, generally, along the said State highway from Suburb Street.

Signed at Wellington this 13th day of April 1987.

C. M. CLISSOLD, Chief Traffic Engineer.

**New Zealand Gazette*, No. 159, dated 9 October 1986, page 4278.
(M.O.T. 29/2/Queenstown - Lake District)

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The Traffic (Heathcote County) Notice No. 1, 1987

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

NOTICE

THIS notice may be cited as the Traffic (Heathcote County) Notice No. 1, 1987.

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

The notice titled "Declaring Area to be a Closely Populated Locality for the Purposes of the Motor-vehicles Amendment Act, 1936, Section 3"* and the notice titled "Revoking Part of a Closely Populated Locality"†, issued pursuant to the Transport Act 1962, section 52, are revoked.

SCHEDULE

SITUATED within Heathcote County:

All roads; except No. 74 State Highway (Christchurch - Lyttelton), from the Heathcote River Bridge, to a point 50 metres measured north-westerly, generally, along the said State highway from the Heathcote Valley Overpass.