

Dean Place.

De Havilland Drive.

Egmont Road: from the southern city boundary to No. 3 State Highway (Hamilton-Woodville via New Plymouth).

Frankley Road: from the southern city boundary to a point 90 metres measured southerly, generally, along the said road from Barclay Street.

Henwood Road: from the southern city boundary to a point 200 metres measured southerly, generally along the said road from No. 3 State Highway (Hamilton-Woodville via New Plymouth).

Hudson Road.

Hurlstone Drive.

Katere Road.

Mangorei Road: from the No. 3 State Highway (Hamilton-Woodville via New Plymouth) to Karina Road.

Okey Lane.

Paraite Road: from the southern city boundary to No. 3 State Highway (Hamilton-Woodville via New Plymouth).

Smart Road: from the southern city boundary to Colson Road.

Veale Road: from the southern city boundary to a point 180 metres measured southerly, generally, along the said road from Govett Avenue.

Wills Road.

Second Schedule

Situated within New Plymouth City:

No. 3 State Highway (Hamilton-Woodville via New Plymouth): from Ngaio Street to a point 70 metres measured westerly, generally, along the said highway from Devon Street East.

No. 3 State Highway (Hamilton-Woodville via New Plymouth): from Smart Road to a point 240 metres measured easterly, generally, along the said highway from Vickers Road.

Auster Place.

Barrett Place: from the southern city boundary to a point 140 metres measured southerly, generally, along the said road from Poplar Grove.

Carrington Street: from the southern city boundary to a point 100 metres measured southerly, generally, along the said street from Hautoki Street.

Colson Road.

Connett Road.

Corbett Road.

Craig Place.

Dakota Place.

Dean Place.

De Havilland Drive.

Egmont Road: from the No. 3 State Highway (Hamilton-Woodville via New Plymouth) to a point 140 metres measured southerly, generally, along the said road from Katere Road.

Hudson Road.

Hurlstone Drive.

Katere Road.

Mangorei Road: from the southern city boundary to Karina Road.

Okey Lane.

Paraite Road: from the southern city boundary to No. 3 State Highway (Hamilton-Woodville via New Plymouth).

Signed at Wellington this 15th day of April 1988.

C. M. CLISSOLD, Chief Traffic Engineer.

*New Zealand Gazette, No. 228, dated 17 December 1987, page 6119.

(M.O.T. 29/2/New Plymouth)
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The Traffic (Rangiora District) Notice No. 1, 1988

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 (Rangiora District) Notice No. 1, 1988.

The area 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 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 (Rangiora District) Notice No. 1, 1985, signed the 15th day of January 1985*, 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 Rangiora District at Rangiora:

All the area bounded by a line commencing at a point on the eastern side of East Belt 300 metres measured northerly, generally, along the said road from Wales Street; thence across East Belt by a right angle from its eastern side to its western side; thence south-westerly, generally, by a right line to a point on the eastern side of Ashley Street 60 metres measured northerly, generally, along the said side of Ashley Street from Wales Street; thence across Ashley Street by a right angle from its eastern side to its western side; thence northerly, generally, along the said side of Ashley Street to the southern side of River Road; thence westerly, generally, along the said road across Enverton Drive and Ballarat Road to the eastern side of Racecourse Road; thence southerly, generally, along the said road to a point 50 metres measured northerly, generally, along the said road from Kingsbury Avenue; thence across the said road by a right line from its eastern side to its western side; thence southerly, generally, along the said road and the western side of West Belt Road across No. 72 State Highway (Woodend-Winchester) and across Johns Road to the southern side of Johns Road; thence easterly, generally, along the said road across West Belt to the western side of Green Street; thence southerly, generally, along Green Street across Charles Street and South Belt to the southern side of South Belt; thence south-easterly, generally, to a point on the eastern end of Ellis Road; thence easterly, generally, along the southern side of Ellis Road across Todd Road to the western side of Lineside Road; thence south-easterly, generally, along the said road across Flaxton Road to a point 480 metres measured south-easterly, generally, along the said road from Station Road; thence across Lineside Road by a right angle from its western side to its eastern side; thence north-easterly, generally, to a point on the southern side of Marsh Road 300 metres measured easterly, generally, along the said road from Railway Road; thence across Marsh Road by a right angle from its southern side to its northern side; thence north-easterly, generally, to a point where the southern side of Dunlops Road meets the eastern side of Dunlops Road; thence northerly, generally, along the eastern side of Dunlops Road to the end of the said road; thence north-westerly, generally, to a point on the southern side of South Belt 260 metres measured easterly, generally, from Newnham Street; thence across South Belt by a right angle from its southern side to its northern side; thence north-easterly, generally, to a point where the eastern side of East Belt intersects the southern side of Northbrook Road;