

H. C. MATHESON, Senior Automotive Engineer.

*S.R. 1978/15.

(MOT 14/45/40)

go13902

Transport Act 1962

The Traffic (Dunedin City) Notice No. 1, 1990

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, Controller Road and Traffic Standards, give the following notice:

Notice

This notice may be cited as the Traffic (Dunedin City) Notice No. 1, 1990.

The 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 (Taieri County) Notice No. 1, 1974, dated on the 16th day of May 1974†, issued pursuant to section 52 of the Transport Act 1962 and regulation 27A of the Traffic Regulations 1956, is revoked.

The *Gazette* notice dated by the Minister of Transport at Wellington on the 18th day of May 1960‡ declaring a limited speed zone and a closely populated locality within the Taieri County at Outram is revoked.

First Schedule

Situated within Dunedin City at Outram:

No. 87 State Highway (Mountfort Street): from Holyhead Street to a point 240 metres measured north-easterly, generally, along No. 87 State Highway (Mountfort Street) from Holyhead Street.

Beaumaris Street.

Bell Street: from Beaumaris Street to a point 140 metres measured south-easterly, generally, along Bell Street from Orme Street.

Bidston Street.

Formby Street: from No. 87 State Highway (Mosgiel-Kyeburn) to a point 190 metres measured south-easterly, generally, along Formby Street from Beaumaris Street.

Holyhead Street.

Holylake Street.

Lynas Street.

Orme Street.

Skerries Street.

Second Schedule

Situated within Dunedin City at Outram:

Allanton Road: from Huntly Road to a point 50 metres measured south-easterly, generally, along Allanton Road from Huntly Road.

Bell Street: from Huntly Road to a point 140 metres measured south-easterly, generally, along Bell Street from Orme Street.

Formby Street: from Huntly Road to a point 190 metres measured south-easterly, generally, along Formby Street from Beaumaris Street.

Huntly Road: from Allanton Road to a point 50 metres measured south-westerly, generally, along Huntly Road from Formby Street.

Situated within Dunedin City at Allanton:

Bardsey Street.

Caenarvon Street.

Castleton Street.

Douglas Street.

Grey Street.

Hay Street.

Peel Street.

Precelly Street.

Ralston Street.

Ramsey Street.

Snowdon Street.

Signed at Wellington this 13th day of December 1990.

C. M. CLISSOLD, Controller, Road and Traffic Standards.

†*New Zealand Gazette*, No. 50, dated the 23rd May 1974, page 1033.

‡*New Zealand Gazette*, No. 34, dated the 26th day of May 1960 page 707.

(MOT 29/1/Dunedin City)

go13892

The Traffic (Franklin District) Notice No. 1, 1990

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, Controller Road and Traffic Standards, give the following notice:

Notice

This notice may be cited as the Traffic (Franklin District) Notice No. 1, 1990.

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 (Pukekohe Borough) Notice No. 1, 1988, signed on the 15th day of April 1988†, 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 Franklin District at Pukekohe:

All that area with the exception of Cape Hill Road and Franklin Road bounded by a line commencing at a point on the northern terminating end of Adams Drive; thence due east by a right line to the North Island Main Trunk Railway; thence south-easterly, generally, by a right line to a point on the eastern side of Valley Road 260 metres measured northerly, generally, along Valley Road from East Street; thence south-easterly, generally, by a right line to a point on the southern side of East Street at its intersection with the western side of Ngahere Road; thence south-westerly, generally, by a right line to the eastern terminating end of Carlton Road; thence south-westerly, generally, by a right line to a point on the southern side of Birch Road 20 metres measured easterly, generally, along Birch Road from Station Road; thence south-easterly, generally, by a right line to a point on the north-eastern side of Station Road opposite the southern side of Subway Road; thence south-westerly, generally, by a right line to a point on the eastern side of the No. 22 State Highway (Runciman-Te Uku) 100 metres measured southerly, generally, along the said State highway from Nelson Street; thence westerly, generally, by a right line to the southern terminating end of Ihaka Place; thence north-westerly, generally, by a right line to the eastern side of John Street at its intersection with the southern side of Nelson Street; thence across John Street at right angles from its eastern side to its western side; thence south-westerly, generally, by a right line to the northern side of Kitchener