

right angles from its northern side to its southern side; thence south-easterly, generally, by a right line to a point on the northern side of Johns Road, 350 metres measured westerly, generally, along Johns Road from West Belt; thence across Johns Road at right angles from its northern side to its southern side; thence south-westerly, generally, by a right line to a point on the western side of Townsend Road, 150 metres measured southerly, generally, along Townsend Road from South Belt; thence across Townsend Road at right angles from its western side to its eastern side; thence south-easterly, generally, by a right line to a point on the western side of Todds Road, 640 metres measured south-westerly, generally, along Todds Road from Ellis Road; thence across Todds Road at right angles from its western side to its eastern side; thence by a right line to a point on the western side of Flaxton Road 450 metres measured southerly, generally, along Flaxton Road from Todds Road; thence across Flaxton Road at right angles from its western side to its eastern side; thence easterly, generally, by a right line to a point on the western side of Lineside Road, 200 metres measured south-easterly, generally, along Lineside Road from Railway Road; thence across Lineside Road at right angles from its western side to its eastern side; thence north-easterly, generally, by a right line to a point on the southern side of Marsh Road 730 metres measured easterly, generally, along Marsh Road from Railway Road; thence across Marsh Road at right angles from its southern side to its northern side; thence northerly, generally, by a right line to a point on the southern side of Boys Road, 650 metres measured easterly, generally, along Boys Road from the eastern side of the Main North Railway; thence across Boys Road at right angles from its southern side to its northern side; thence northerly, generally, by a right line to a point on the southern side of Northbrook Road, 480 metres measured easterly, generally, along Northbrook Road from East Belt; thence across Northbrook Road at right angles from its southern side to its northern side; thence northerly, generally, by a right line to a point on the southern side of Kippenberger Avenue, 110 metres measured easterly, generally, along Kippenberger Avenue from Watkins Place; thence across Kippenberger Avenue at right angles from its southern side to its northern side; thence northerly, generally, by a right line to a point on the southern side of Coldstream Road, 500 metres measured easterly, generally, along Coldstream Road from East Belt; thence across Coldstream Road at right angles from its southern side to its northern side; thence north-westerly, generally, by a right line to the commencing point.

Second Schedule

Situated within Waimakariri District at Rangiora:

Ashley Street: From Coldstream Road to the southern side of River Road.

Flaxton Road: From Todds Road to a point 450 metres measured southerly, generally, along Flaxton Road from Todds Road.

Lineside Road: From a point 80 metres measured south-easterly, generally, along Lineside Road from Station Road to a point 200 metres measured south-easterly, generally, along Lineside Road from Railway Road.

Oxford Road: From West Belt to a point 600 metres measured westerly, generally, along Oxford Road from West Belt.

Todds Road: From Ellis Road to a point 640 metres measured south-westerly, generally, along Todds Road from Ellis Road.

Third Schedule

Situated within Waimakariri District at Rangiora:

Boys Road.

Charles Street: From Green Street to Pentecost Road.

Coldstream Road.

East Belt: All that part north of a point 150 metres measured northerly, generally, along East Belt from Wales Street.

Johns Road: All that part west of West Belt.

Marsh Road: All that part east of a point 270 metres measured easterly, generally, along Marsh Road from Railway Road.

Northbrook Road: All that part east of East Belt.

Oxford Road.

Pentecost Road.

South Belt: All that part west of a point 250 metres measured easterly, generally, along South Belt from Pentecost Road.

Signed at Wellington this 18th day of November 1991.

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

**New Zealand Gazette* No. 71, dated 28 April 1988, page 1659.

(MOT RT0 1/7/62 Waimakariri District)
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The Traffic (Queenstown-Lakes District) Notice No. 2, 1991

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 (Queenstown-Lakes District) Notice No. 2, 1991.

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 (Lake County) Notice No. 1, 1982, dated on the 7th day of September 1982*, 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-Lakes District at Kelvin Heights:

Bay View Road.

Balmoral Drive.

Beech Court.

Cedar Drive.

Cypress Court.

Four Views Avenue.

Grove Lane.

Holly Court.

Kelvin Place.

Larch Court.

Lewis Road.

Loop Road.

Peninsula Road: From Grove Lane to a point 1250 metres measured north-easterly, generally, along Peninsula Road from Poplar Drive.

Poplar Drive.

Oregon Drive.

Redwood Court.

Willow Place.

Second Schedule

Situated within Queenstown-Lakes District at Kelvin Heights:

Mincher Road.

Peninsula Road: From a point 1250 metres measured north-easterly, generally, along the said road from Poplar Drive to a