

*Excluding Streets and Roads from Limitation as to Speed imposed by the Motor-vehicles Amendment Act, 1936, Section 3.*

IN terms of section 3 of the Motor-vehicles Amendment Act, 1936, the Minister of Transport does hereby exclude the streets and roads described in the Schedule hereto from the limitation as to speed imposed by the said section.

SCHEDULE.

SITUATED within Picton Borough—

Picton-Blenheim Main Highway No. 101 (all that portion from its junction with Angle Street to the south-western boundary of Picton Borough, as now constituted, a distance of approximately 32 chains).

Picton-Havelock via the Grove Main Highway No. 626 (all that portion commencing at a point opposite the entrance to the cemetery and terminating at the northern boundary of Picton Borough, as now constituted, a distance of approximately 48 chains).

SITUATED within Richmond Borough—

Nelson-Inangahua Junction Main Highway No. 102 (all that portion commencing at the north-eastern boundary of Richmond Borough, as now constituted, and terminating at a point 2 chains measured along the road in a north-easterly direction from its junction with William Street, a distance of approximately 54 chains; also all that portion commencing at the south-western boundary of Richmond Borough, as now constituted, and terminating at a point 30 chains measured along the road in a north-easterly direction from the said boundary).

Queen Street (all that portion commencing at a point 20 chains measured along the road in a north-westerly direction from the Government railway-crossing and terminating at the north-western boundary of Richmond Borough, as now constituted, a distance of approximately 45 chains).

SITUATED within Takaka Town District—

Richmond-Collingwood Main Highway No. 103 (all that portion commencing at the northern boundary of Takaka Town District, as now constituted, and terminating at a point 15 chains measured along the road in a southerly direction from the said boundary; also all that portion commencing at the southern boundary of Takaka Town District, as now constituted, and terminating at a point 15 chains measured along the road in a northerly direction from the said boundary).

Takaka-Tarakohe Main Highway No. 154 (all that portion from its junction with Factory Road to the eastern boundary of Takaka Town District, as now constituted, a distance of approximately 40 chains).

SITUATED within Ross Borough—

Inangahua Junction-Weheka Main Highway No. 102 (all that portion commencing at the northern boundary of Ross Borough, as now constituted, and terminating at a point 10 chains measured along the road in a southerly direction from the said boundary; also all that portion commencing at its junction with Sale Street and terminating at the southern boundary of Ross Borough, as now constituted, a distance of approximately 1 mile 60 chains.)

Ross Railway-station Main Highway No. 662 (all that portion within Ross Borough, as now constituted, a distance of approximately 62 chains).

SITUATED within Alexandra Borough—

Clarksville-Springvale Main Highway No. 127 (all that portion from its junction with Ngapara Street to the north-eastern boundary of Alexandra Borough, as now constituted, a distance of approximately 14 chains).

Alexandra-Clyde Main Highway No. 152 (all that portion from the bridge over the water-race to the north-western boundary of Alexandra Borough, as now constituted, a distance of approximately 18 chains).

Dated at Wellington, this 25th day of February, 1938.

R. SEMPLE, Minister of Transport.

(TT. 9/15/210/5, 9/15/210/6, 9/15/210/7.)

*Excluding Streets and Roads from Limitation as to Speed imposed by the Motor-vehicles Amendment Act, 1936, Section 3.*

IN terms of section 3 of the Motor-vehicles Amendment Act, 1936, the Minister of Transport does hereby exclude the streets and roads described in the Schedule hereto from the limitation as to speed imposed by the said section.

SCHEDULE.

SITUATED within Te Karaka Town District—

Gisborne-Opotiki via Motu Main Highway No. 15 (all that portion from a point 10 chains measured along the road in a westerly direction from the Waikohu County Council Office to the western boundary of Te Karaka Town District, as now constituted, a distance of approximately 16 chains).

SITUATED within Raetihi Borough—

Wanganui-Horopito Main Highway No. 48 (all that portion from a point 2 chains measured along the road in a southerly direction from its junction with George Street to the southern boundary of Raetihi Borough, as now constituted, a distance of approximately 44 chains; also all that portion from its junction with Ranfurly Terrace to the northern boundary of Raetihi Borough, as now constituted, a distance of approximately 20 chains).

Pipiriki-Raetihi-Ohakune Main Highway No. 49 (all that portion commencing at its junction with the access road to the Raetihi Railway-station and terminating at the eastern boundary of Raetihi Borough, as now constituted, a distance of approximately 18 chains; also all that portion commencing at its junction with Ameku Road and terminating at the western boundary of Raetihi Borough, as now constituted, a distance of approximately 35 chains).

SITUATED within Waitara Borough—

Auckland-Wellington via Taranaki Main Highway No. 1 (all that portion from a point 17 chains measured along the road in a north-westerly direction from its junction with the Ngatimaru Highway to the north-eastern boundary of Waitara Borough, as now constituted, a distance of approximately 56 chains).

Ngatimaru Highway No. 356 (all that portion within Waitara Borough, as now constituted, a distance of approximately 30 chains).

SITUATED within Wairoa Borough—

Napier-Gisborne via Wairoa Main Highway No. 15 (all that portion from a point 3 chains measured in a westerly direction from its junction with Fraser Street to the western boundary of Wairoa Borough, as now constituted, a distance of approximately 64 chains).

Dated at Wellington, this 28th day of February, 1938.

R. SEMPLE, Minister of Transport.

(TT. 9/15/210/1, 9/15/210/2, 9/15/210/3.)

*Declaring Area to be a Closely Populated Locality for the Purposes of the Motor-vehicles Amendment Act, 1936, Section 3.*

IN terms of section 3 of the Motor-vehicles Amendment Act, 1936, the Minister of Transport does hereby declare the area described in the Schedule hereto to be a closely populated locality for the purposes of the said section to the intent that a person driving any motor-vehicle on any road, street, or other place to which the public have access therein shall be subject to the maximum speed-limit of thirty miles an hour fixed by the said section.

SCHEDULE.

SITUATED within Wairoa County—

All that area at Frasertown adjoining and comprising the Frasertown-Lake House Main Highway No. 337 from its junction with the Gisborne-Wairoa via Hangaroa Main Highway to the north-western end of the Wairoa River Bridge, a distance of approximately 40 chains.

Dated at Wellington, this 25th day of February, 1938.

R. SEMPLE, Minister of Transport.

(TT. 9/15/202.)

*Declaring Area to be a Closely Populated Locality for the Purposes of the Motor-vehicles Amendment Act, 1936, Section 3.*

IN terms of section 3 of the Motor-vehicles Amendment Act, 1936, the Minister of Transport does hereby declare the area described in the Schedule hereto to be a closely populated locality for the purposes of the said section to the intent that a person driving any motor-vehicle on any road, street, or other place to which the public have access therein shall be subject to the maximum speed-limit of thirty miles an hour fixed by the said section.

SCHEDULE.

SITUATED within Taupo Road District—

All that area adjoining and comprising the Rotorua-Napier Main Highway No. 18 from its junction with Waiariki Street to its junction with Titiraupeka Street.

Dated at Wellington, this 25th day of February, 1938.

R. SEMPLE, Minister of Transport.

(TT. 9/15/211.)