

of motor transport in New Zealand. The cost of road transport in New Zealand during the year amounted to approximately £38 per person. Transport costs are vitally affected by roading conditions; bad roads mean higher operating-costs, while good roads tend to decrease operating-expenses. In addition, good developmental roads aid rural expansion and development. Table 4 appended gives a comparison of expenditure on roads, streets, and bridges over the individual years ended 31st March, 1940 to 1948, inclusive.

SOURCES OF MONEYS EXPENDED ON ROADS, STREETS, ETC.—Of the money spent on roads, streets, and bridges during the year ended 31st March, 1948, approximately 34 per cent. was obtained from motor-taxation, 31 per cent. from local rates, 20 per cent. from loans, and 15 per cent. from general taxation. Tables 5 and 6 attached contain details of the sources from which moneys expended on roads were obtained. The increased expenditure during 1947–48 has, in the main, been financed by additional receipts from loans and motor-taxation.

ANNUAL CHARGES PER MILE OF ROADS, STREETS, ETC.—Table 7 appended sets out details of expenditure per mile on maintenance and interest and loan charges for the various types of roads. Interest and loan charges have remained relatively constant over the last five years and now amount to £44 per mile for all roads. Since 1943, when a low level of £53 per mile was reached, expenditure on road maintenance has continued to increase. In 1948 maintenance per mile amounted to £99. In considering the work obtained for this additional expenditure, however, an allowance must be made for the increased cost of labour and materials.

ROAD SAFETY

A. ROAD ACCIDENT STATISTICS

THE NUMBER OF ACCIDENTS.—During the year ended 31st December, 1948, there occurred on the roads and streets of the Dominion 187 fatal accidents and 3,406 other accidents which involved injury to persons. Resulting from these accidents, 196 persons were killed and 4,706 others were injured. In 1947 the number killed was 206 and the injured numbered 4,762. Thus deaths in 1948 were fewer by 10 and other casualties fewer by 56 than during the previous year. The death-rate per million gallons of petrol consumed by motor-vehicles was 1.99 in 1947 and 1.91 in 1948, a reduction of 4 per cent.

INTERNATIONAL COMPARISON OF TRAFFIC DEATH-RATES.—The traffic death-rate in New Zealand compared with that of Great Britain, New South Wales and Victoria, South Africa, Canada, and the United States of America is as follows:—

Deaths per 10,000 Motor-vehicles in 1948

Country.	Deaths per 10,000 Motor-vehicles.
Great Britain	13.8
United States of America	8.2
New South Wales	13.5
Victoria	10.9
South Africa (1947)	21.0
Canada (1947)	10.2
New Zealand	5.2

COMPARISON OF FATAL ACCIDENTS DURING THE PAST FIVE YEARS (see Table No. 8).—Those killed by motor-vehicles in 1948 included 82 people who were riding in motor-vehicles at the time, 58 pedestrians, 28 riders of motor-cycles or pillion-riders, 27 push-cyclists, and 1 other person. The number of occupants of motor-vehicles killed was fewer than during 1947, when 108 fatalities occurred in this group. On the other hand,