

Table L.—Analysis of Non-motor Traffic.

Highways District.	Mileage.	Average Daily Ton-mileage.			Density (average Tonnage carried).			Proportion of Total Non-motor Traffic.	
		Vehicular.	Stock.	Total.	Vehicular.	Stock.	Total.	Vehicular.	Stock.
		Ton-miles.	Ton-miles.	Ton-miles.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.
Auckland North	930 ³ / ₄	1,733	7,487	9,220	1·9	8·0	9·9	18·8	81·2
Auckland South	1,022 ³ / ₄	5,100	8,989	14,089	5·0	8·8	13·8	36·2	63·8
Tauranga	680 ³ / ₄	2,430	14,565	16,995	3·6	21·4	25·0	14·3	85·7
Gisborne	362 ³ / ₄	1,361	10,173	11,534	3·8	28·0	31·8	11·8	88·2
Napier	702	2,436	12,241	14,677	3·5	17·4	20·9	16·6	83·4
King-country	652 ¹ / ₂	700	4,229	4,929	1·1	6·5	7·6	14·2	85·8
Taranaki	442 ¹ / ₂	7,688	3,248	10,936	17·4	7·3	24·7	70·3	29·7
Wanganui	483 ¹ / ₄	1,966	4,698	6,664	4·1	9·7	13·8	29·5	70·5
Wellington West	455	2,924	5,131	8,055	6·4	11·3	17·7	36·3	63·7
Wellington East	474 ¹ / ₂	2,101	4,267	6,368	4·4	9·0	13·4	33·0	67·0
North Island	6,206	28,439	75,028	103,467	4·6	12·1	16·7	27·5	72·5
Nelson	640 ¹ / ₂	3,391	2,466	5,857	5·3	3·8	9·1	57·9	42·1
West Coast	519 ³ / ₄	591	1,032	1,623	1·1	2·0	3·1	36·4	63·6
Canterbury North	330 ¹ / ₄	1,016	1,493	2,509	3·1	4·5	7·6	40·5	59·5
Canterbury Central	668	4,783	3,032	7,815	7·2	4·5	11·7	61·2	38·8
Canterbury South	737 ¹ / ₂	5,150	5,317	10,467	7·0	7·2	14·2	49·2	50·8
Otago Central	749 ³ / ₄	2,028	2,144	4,172	2·7	2·9	5·6	48·6	51·4
Otago South	465 ¹ / ₄	2,947	3,404	6,351	6·4	7·3	13·7	46·4	53·6
Southland	859	6,703	5,944	12,647	7·8	6·9	14·7	53·0	47·0
South Island	4,970	26,609	24,832	51,441	5·4	5·0	10·4	51·7	48·3
New Zealand	11,176	55,048	99,860	154,908	4·9	8·9	13·8	35·5	64·5

(k) GROWTH OF MOTOR-VEHICLE TRAFFIC.

Until 1934–35 only unrelated tallies, mostly lacking in details, had been taken on a few of the highways, while on the greater number no earlier data whatever is available. That there has been a rapid and fairly consistent growth of traffic due to the steadily increasing use of the motor-vehicle is well known. Some idea may be gained of the extent of this growth in past years from a study of the petrol-consumption figures and from the general increase in motor registrations. These are shown in the form of relative numbers in Table M and in Fig. 10. The number of motor-vehicles was not recorded prior to 1925, but the graph shows a fairly close connection between registrations and petrol-consumption since that date. Incidentally, it also shows to a marked degree the effect of the economic depression between 1930 and 1935.

Table M.—Showing the Increase in Petrol-consumption, 1915–1935, and in Registrations, 1925–1935. (Index numbers : Base year 1925 = 100.)

Year.					Relative Numbers.	
					Petrol-consumption.	Motor-vehicle Registration.
1915	..	..	..	..	21	..
1916	..	..	..	..	28	..
1917	..	..	..	..	25	..
1918	..	..	..	..	32	..
1919	..	..	..	..	27	..
1920	..	..	..	..	54	..
1921	..	..	..	..	57	..
1922	..	..	..	..	50	..
1923	..	..	..	..	61	..
1924	..	..	..	..	87	..
1925	..	..	..	..	100	100
1926	..	..	..	..	134	125
1927	..	..	..	..	144	138
1928	..	..	..	..	157	152
1929	..	..	..	..	170	172
1930	..	..	..	..	189	183
1931	..	..	..	..	166	184
1932	..	..	..	..	149	181
1933	..	..	..	..	154	152
1934	..	..	..	..	167	162
1935	..	..	..	..	185	177

It may be of interest to present here, as striking examples of the recent growth of motor-traffic, a comparison between traffic tallied on a few sections of rural highways during the recent census and the traffic on the same sections about ten years previously. The sections taken as examples were selected solely by reason of being the only records available for this comparison. The decline of non-motor traffic during the period is as marked as the advance in the motor-traffic.