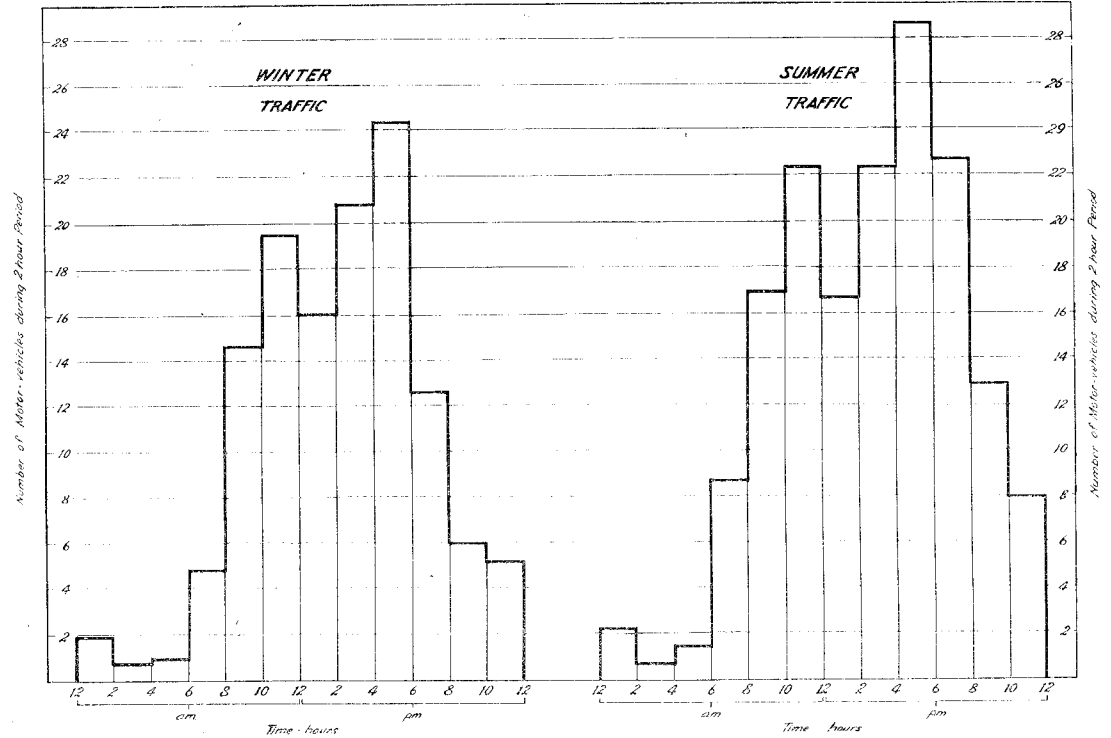


Table F.—The Relation between Summer and Winter Traffic.

Highways District.	Average Density.	Summer Traffic.	Winter Traffic.	Ratio of Winter to Summer Traffic.
	Motor-vehicles per Day.	Motor-vehicles per Day.	Motor-vehicles per Day.	Per Cent.
1. Auckland North	120.4	134.3	106.5	79.2
2. Auckland South	240.8	276.8	204.8	73.9
3. Tauranga	146.7	162.7	130.7	80.4
4. Gisborne	133.0	149.8	116.2	77.7
5. Napier	183.7	208.1	159.3	76.6
6. King-country	73.9	84.0	63.8	76.0
7. Taranaki.. ..	212.1	219.3	204.9	93.4
8. Wanganui	151.7	175.4	128.0	73.0
9. Wellington West	278.6	325.1	232.1	71.4
10. Wellington East	119.8	141.7	97.9	69.0
North Island.. ..	166.6	188.1	145.1	77.1
11. Nelson	95.5	106.1	84.9	80.0
12. West Coast	80.7	88.8	72.6	81.8
13. Canterbury North	72.1	83.9	60.3	71.9
14. Canterbury Central	168.2	192.6	143.8	74.6
15. Canterbury South	139.6	153.0	126.2	82.5
16. Otago Central	97.3	113.3	81.3	71.8
17. Otago South	177.1	192.4	161.8	84.1
18. Southland	110.4	117.1	103.6	88.5
South Island	119.2	133.0	105.4	79.4
New Zealand.. ..	145.5	163.4	127.6	78.1

FIG. 6.—COMPARISON OF VOLUMES OF SUMMER AND WINTER TRAFFIC ON AN AVERAGE MILE OF HIGHWAY, SHOWING THE DISTRIBUTION THROUGHOUT AN AVERAGE DAY.



Abnormal peaks of traffic occur on various occasions due to special local events and holidays. This is exemplified by a tally taken at a station between Lower Hutt and Upper Hutt on the Wellington-Napier Main Highway. The average daily volume at this station throughout the year was found to be 1,167 vehicles, private cars numbering 877; but on one particular day during the summer census, which happened to be race day at Trentham, the traffic amounted to 3,398 motor-vehicles, of which 2,900 were private cars or taxis.