

(6) *General.*

The following table indicates the approximate percentages of the various sources of revenue comprised in the total expenditure on roads during the three years ended 31st March, 1936 :—

Item.	1933-34.	1934-35.	1935-36.
	Per Cent.	Per Cent.	Per Cent.
Loan	9·8	10·8	14·0
Local rates	32·9	30·2	30·3
Unemployment taxation ..	21·3	19·1	12·5
General taxation	16·0	14·8	14·5
Motor-taxation	20·0	25·1	28·7
Total	100·0	100·0	100·0

(c) ANNUAL CHARGES PER MILE ON ROADS, STREETS, ETC., 1934-36.

The following table shows the annual expenditure for the three years ended 31st March, 1936, on the various classes of roads, &c., computed per mile of road and/or street :—

Class of Road.	Year ended 31st March,	Length of Formed Roads.	Annual Charges per Mile of Road.		
			Maintenance.	Interest and Loan Charges.	Total.
		Miles.	£	£	£
Main highways	1934	10,975	87	58	145
	1935	11,176	134	55	189
	1936	11,649	140	52	192
Urban roads and streets ..	1934	4,086	97	143	240
	1935	4,035	97	137	234
	1936	4,059	100	143	243
Other roads	1934	36,010	20	32	52
	1935	36,947	26	31	57
	1936	36,350	30	31	61
Total, all roads	1934	51,071	41	46	87
	1935	52,158	55	44	99
	1936	52,058	60	44	104

Tables Nos. 5 and 6 of the Appendix show the lengths of various classes of roads, streets, and bridges during the years from 1922 to 1936 inclusive.

(d) MOTOR-TAXATION.

Table No. 7 shows an analysis of the revenue received from the various taxes and fees levied in connection with motor-vehicles, together with comparative figures for the previous eleven years.

The total amount for 1936-37 was £5,348,019, the highest figure yet recorded. There has been an increase in every class of revenue, and the increase of £895,568 over the previous year is made up as follows: Customs duties on motor-vehicles and parts, £263,415; motor-spirits tax, £473,846; tire-tax, £52,585; fees and fines under the Motor-vehicles Act, £61,730; and other fees and taxes, £43,992.

7. HEAVY MOTOR-VEHICLE REGULATIONS, 1932.

(a) SPEEDS OF HEAVY MOTOR-VEHICLES.

During the year a conference was called by the Department inviting representatives of road-controlling authorities and users of heavy motor-vehicles to discuss proposals for increases in maximum allowable speeds for the various classes of passenger and goods vehicles.

It was felt that due to recent improvements in vehicle design, particularly the trend towards general use of low-pressure tyres, roads generally would sustain no greater damage at somewhat higher speeds than was the case when the regulations were formulated in 1932.

The higher speeds would also permit of more economic vehicle operation as the speed-limits in existence were in each case much lower than the average speeds for which the modern vehicles are designed.