

Following the Department's investigations and the discussions at this conference an amendment to the regulations was effected altering the maximum permissible speeds as follows :—

(i) *Passenger-vehicles.*

Maximum Gross Weight.					Former Speed-limit.	Amended Speed-limit.
2 tons to 4½ tons	..	..	..	..	35 m.p.h.	35 m.p.h.
4½ tons to 6½ tons	..	..	..	..	25 m.p.h.	35 m.p.h.
6½ tons to 10 tons	..	..	..	..	20 m.p.h.	30 m.p.h.
10 tons to 15 tons	..	..	..	..	20 m.p.h.	25 m.p.h.

(ii) *Goods-vehicles.*

Maximum Gross Weight.					Former Speed-limit.	Amended Speed-limit.
2 tons to 4½ tons	..	..	..	..	25 m.p.h.	30 m.p.h.
4½ tons to 6½ tons	..	..	..	..	20 m.p.h.	30 m.p.h.
6½ tons to 10 tons	..	..	..	..	15 m.p.h.	25 m.p.h.
10 tons to 15 tons	..	..	..	..	15 m.p.h.	20 m.p.h.

These maximum speeds relate only to heavy motor-vehicles which are sprung and equipped with pneumatic tires on all wheels. The speeds permitted solid rubber-tired and metal-tired vehicles and also unsprung vehicles remain unchanged.

(b) LIMITATION OF LOADS ON ROADS.

A further number of local authorities have now effected the classification of roads under their control, with the result that now there are 54 per cent. of all rural roads classified and 95 per cent. of the main-highway system throughout the rural areas.

The mileages are as follows :—

(i) *Classification of Rural Roads.*

—					Formed Roads.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
					Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	..	26,045	182	4,946	8,788	2,730	16,646
South Island	..	..	..	..	21,805	578	6,257	2,237	275	9,347
Totals	..	..	..	..	47,850	760	11,203	11,025	3,005	25,993

(ii) *Classification of Main Highways.*

—					Main Highways.	Class II.	Class III.	Class IV.	Class V.	Total Classification.
					Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	..	6,467	98	2,908	3,154	95	6,255
South Island	..	..	..	..	5,217	450	4,250	138	32	4,870
Totals	..	..	..	..	11,684	548	7,158	3,292	127	11,125

Local authorities generally have adopted Class III as the maximum except where the roads are of a high type dustless surface or adjacent to large industrial centres. In many cases the main highways and any other important key roads have been classified in this class and the minor roads left unclassified, except where a light type of construction necessitates a lower weight-limitation than Class III provides. For all practical purposes the classification of the main routes traversing an area effectively limits the loading throughout the whole roading system of that area.

In addition to road classification which has been newly effected, there has been a review of the position in connection with certain vital links in the roading system where a classification in Class IV or Class V has obtained for a number of years. In some of these cases the roads were found to have been improved and strengthened to an extent warranting an increase in the allowable load-limits, and the classification was accordingly raised to Class III or to Class IV. Under the programme of reconstruction on State highways now being actively pursued by the Main Highways Board it