

(2) *Footpaths*.—In a number of localities adjacent to centres of urban population and seaside or other holiday resorts it is considered desirable that the volume of pedestrian traffic be ascertained, in order that the need for provision of footpaths may be determined.

Frequently where footpaths are provided already the standard of construction or maintenance is so poor that pedestrians prefer to risk using the main roadway. The need for proper maintenance of footpath surfaces to a good standard should be stressed.

(3) *Visibility at Intersections*.—Although a large number of the many accidents occurring at intersections are undoubtedly due to failure of the motorist to give way, the Committee recommends that attention of road-controlling authorities be drawn to the need for removal of unnecessary or potentially dangerous obstructions to vision at these points, such as trees, high hedges, fences, and advertising signs, &c.

(4) *Super-elevation on Curves*.—It was pointed out that in the case of non-permanent surfaces such as gravel, macadam, pumice, &c., the correct super-elevation may be built up and maintained by the ordinary process of maintenance grading. This is considered worthy of mention in circularizing the local authorities.

The Committee also suggests that the Main Highways Board be requested to ascertain the cost of providing proper super-elevation on the highway system.

(5) *Loose Shingle*.—The danger of heavy loose shingle on roads generally and in particular at bridge approaches is stressed by the Committee. Quantities of loose metal in excess of the depth that may be expected to bind readily should be avoided. Also the practice during grading of leaving a windrow of gravel in the centre of the road for longer than is absolutely necessary should be strongly deprecated.

(6) *Slippery Surfaces*.—The provision of "sand-paper" bituminous surfaces should be advocated, and where bituminous or sealed surfaces have become smooth suitable treatment should be applied. This is particularly applicable to many urban streets where frequently the original permanent surfacing was carried out prior to the introduction of the more modern methods of bituminous construction.

The main cause of skidding is considered to be an excess percentage of bitumen, so that any type of bituminous surfacing which carries less than 7 per cent. or 8 per cent. of bitumen in the aggregate is fairly satisfactory. There does not appear to be much trouble on the more recent types of construction on main highways.

The question of tires worn smooth should not be overlooked. Generally the cost of tires is not a large proportion of the cost of motor-vehicle operation and it is doubtful economy to allow tires to wear down almost to the fabric. It appears that in the interests of safety smooth tires should be prohibited.

The tire-manufacturer generally is co-operating in producing a non-skid tire, but his efforts are nullified when the pattern is worn completely off the tread.

(7) *Colour of Bituminous Surfaces*.—The Committee suggests that the Main Highways Board be requested to investigate the possibility of improving the colour of black surfaces for night driving by the introduction of light-coloured aggregates where these are available.

The Wellington City Council is in this connection making an investigation regarding the use of aluminium powder in the mix.

(8) *Snow on Road Surfaces*.—Wherever applicable, local authorities should be urged to carry out promptly the removal of snow from the road surfaces.

(9) *Planking on Timber Bridges*.—The potential danger of longitudinal running planks—i.e., planks extending over strips of the bridge surface only—is stressed. The Committee recommends that these should extend over the full width wherever possible the alternative being their complete removal.

(10) *Painting Bridge Handrails and Approach Fences*.—Road-controlling authorities should adopt a strict policy of painting and maintaining the visibility of these for the safety and convenience of the road user.

(11) *Marking the Edges of the Road*.—On curves or on dangerous sections where conditions render this necessary—e.g., hilly road subject to fog—some system of indicating the edges of the roadway should be adopted. It is suggested that the Main Highways Board should recommend the various methods by which this may be effected, such as disks or posts, white side-lines, &c.

(12) *Centre-line Markings*.—These should be painted on all curves on dustless surfaced roads where visibility is restricted as it is considered by the Committee to be of great assistance in the promotion of safe driving. These should extend for at least the full length of the curve, but it is, however, thought undesirable that the white lines should in general be adopted on straights.

(13) *Signs where Road is under Construction*.—Although possibly not entirely within its province, the Committee wishes to draw attention to the necessity for provision of proper "Warning" or "Caution" signs indicating that roadworks are in progress. More precise attention should be devoted by road authorities to the wording and placing of these signs and to their prompt removal when the need for special caution no longer exists. A greater degree of uniformity in the type of sign adopted is desirable, and guidance to local authorities in this respect might be given by the Main Highways Board.

(14) *Safety Barriers at Schools*.—The erection of these is in progress and is commended by the Committee. It is considered that these should be provided at the exits from all school-grounds, and possibly in certain cases of Sunday Schools.

(15) *Railway Level-crossings*.—The Government has announced a programme for the progressive elimination of 250 level-crossings on the main highways at a total estimated cost of £1,750,000. While these crossings represent only one-tenth of the total number in the Dominion, their elimination will remove this hazard for over 60 per cent. of the total rural traffic. The committee is of the opinion that, after the elimination of these is accomplished, a more modified programme might be considered