

Tally-point.	Traffic towards	Average Daily Number of Motor-vehicles as per Census.	
		1934-35.	1937-38.
No. 18 District : Invercargill—continued.			
Tisbury	Invercargill	129	157
”	Fortrose	..	139
Kennington	Dunedin	395	614
”	Invercargill	487	762
”	Waikawa	201	263
Lorne	Invercargill	1,257	1,720
”	Riverton	870	1,256
”	Hedgehope	123	171
Hedgehope	Browns	79	114
”	Gore	97	123
”	Lorne	50	60
Winton	Makarewa	350	485
”	Oreti	181	232
”	Centre Bush	198	299
Argyle	Invercargill	398	569
”	Riverton	291	430
”	Tuatapere	161	199
Junction M.H.s 147 and 278	Riverton	186	274
”	Flint’s Bush	83	116
”	Invercargill	259	358
Between Riverton and Orepuki	Riverton	85	106
Groper’s Bush	Thornbury	56	79
”	Fairfax	111	162
”	Riverton	67	108
Fairfax	Calcium	78	96
”	Otautau	162	171
”	Riverton	141	196
Junction M.H.s 136, 244, and 656	Paulin’s Bush	..	17
”	Otautau	..	64
”	Drummond	..	32
”	Calcium	..	44
Otautau Dairy Factory	Otautau	274	352
”	Nightcaps	134	171
”	Orawia	140	187
North of Tuatapere (M.H. 292)	Tuatapere	133	254
”	Clifden	..	135
Orawia	Otautau	95	136
”	Tuatapere	52	80
”	Ohai	49	87
Nightcaps	”	179	303
”	Winton	139	201
”	Otautau	101	186
James Street (Junction M.H. 133)	Waihopai Bridge, Town Terminus	..	2,438

SPEEDS ON MAIN HIGHWAYS.

The speed of motor traffic on main highways is often the subject of much comment, in which opinions differ as to what may be termed the prevailing speeds at which motor-vehicles travel. While this question usually stimulates considerable public interest because of its relation to the problem of road safety, it is also of great importance to roading authorities as a vital factor in determining matters relative to highway standards and design. In the absence of authentic data it has been necessary for technical staff to depend largely upon general observations and knowledge gained from years of practical experience.

However, in order to secure more reliable information on the matter, a number of speed tests were carried out during the year in each highway district throughout the Dominion. Although the results are not claimed to be absolutely conclusive, they provide an indication of the range of speeds at which motor-vehicles travel under certain conditions. In conducting these tests vehicles were carefully timed over selected paved sections of approximately one mile of main highway on which sight distances were good and no cross-roads existed. The sections comprised flat to easy grades, on straights, and the tests were taken when the pavement was dry and when no patrol officers were in evidence.