

TABLE B. COMPARING THE HIGHWAY MILEAGE, MOTOR-VEHICLE USE, AND TRAFFIC DENSITY ON THE NORTH AND SOUTH ISLAND AND NEW ZEALAND MAIN HIGHWAY SYSTEMS IN 1937-38 AND 1934-35.

Main Highway System.	Main-highway Mileage.				Annual Vehicle-mileage.				Average Traffic Density.		
	Miles.		Percentage of Total Mileage.		Vehicle-miles.		Percentage of Total Mileage.		Motor-vehicles per Day.		Percentage Increase in Density.
	1937-38.	1934-35.	1937-38.	1934-35.	1937-38.	1934-35.	1937-38.	1934-35.	1937-38.	1934-35.	
North Island ..	6,478	6,206	55·32	55·53	578,906,425	377,439,930	65·39	63·57	244·8	166·6	46·93
South Island ..	5,232	4,970	44·68	44·47	306,387,205	216,267,215	34·61	36·43	160·4	119·2	34·6
New Zealand	11,710	11,176	100·00	100·00	885,293,630	593,707,175	100·00	100·00	207·1	145·5	42·3

(3) COMPARISONS BETWEEN HIGHWAY DISTRICTS IN RESPECT OF UTILIZATION OF THE MAIN HIGHWAYS.

The highway districts where the volume of traffic is most dense are the Wellington West District, with an average density of 435 motor-vehicles per day, and the Auckland South District with 378 vehicles per day. The districts where the main highway traffic is most sparse are the King-country Highway District with an average traffic density of 112 motor-vehicles per day (74 in 1934-35) and the West Coast District (South Island), where the density is 116 per day as compared with 81 in 1934-35.

The district showing the greatest increase in traffic was the Canterbury North Highway District. In this area the average density of traffic on the main highways in 1934-35 was 72·1 motor-vehicles per day, while in 1937-38 the average reached 125·7 vehicles daily. Auckland South, Wellington West, and King-country were other highway districts where large increases were experienced. The district recording the least increase in traffic was the Gisborne Highway District, covering the whole of the Poverty Bay area and extending as far south as Wairoa. Here the traffic density averaged 133 vehicles per day in 1934-35 and 144·3 in 1937-38, the increase being only 8½ per cent.

TABLE C.—MAIN-HIGHWAY MILEAGE, VEHICLE-MILEAGE, AND TRAFFIC DENSITY : COMPARISON BETWEEN 1937-38 AND 1934-35.

Highway District.		Main-highway Mileage.			Daily Vehicle-miles on Main-highway System.			Average Traffic Density.		
No.	Name.	1937-38. Miles.	1934-35. Miles.	Percent- age Increase.	1937-38. Vehicle- miles.	1934-35. Vehicle- miles.	Percent- age Increase.	1937-38.	1934-35.	Percent- age Increase.
1	Auckland North ..	949	930½	1·9	152,620	111,961	36·3	160·8	120·4	33·6
2	Auckland South ..	1,203½	1,022	17·7	455,398	246,062	85·1	378·4	240·8	57·1
3	Tauranga ..	704½	680½	3·5	151,312	99,896	51·5	214·9	146·7	46·5
4	Gisborne ..	392½	362½	8·2	56,652	48,252	17·4	144·3	133·0	8·5
5	Napier ..	714½	702	1·8	174,436	128,923	35·3	244·1	183·7	32·9
6	King-country ..	594½	652½	8·9*	66,296	48,241	37·4	111·6	73·9	51·0
7	Taranaki ..	449	442½	1·5	132,456	93,837	41·2	295·0	212·1	39·1
8	Wanganui ..	509½	483½	5·4	111,892	73,320	52·6	219·8	151·7	44·9
9	Wellington West ..	477	455	4·8	207,674	126,756	63·8	435·4	278·6	56·3
10	Wellington East ..	484½	474½	2·1	77,309	56,834	36·0	159·7	119·8	33·3
11	Nelson ..	650½	610½	1·5	88,329	61,160	44·4	135·8	95·5	42·2
12	West Coast ..	528	519½	1·6	61,529	41,932	46·7	116·5	80·7	44·4
13	Canterbury North ..	330½	330½	0·2	41,572	23,819	74·5	125·7	72·1	74·3
14	Canterbury Central ..	728½	668	9·1	169,891	112,373	51·2	233·2	168·2	38·6
15	Canterbury South ..	786½	737½	6·6	135,882	103,036	31·9	172·8	139·6	23·8
16	Otago Central ..	820½	749½	9·4	110,019	72,931	50·9	134·0	97·3	37·7
17	Otago South ..	598½	465½	9·3	100,646	82,398	22·1	197·8	177·1	11·7
18	Southland ..	878½	859	2·3	131,549	94,864	38·7	149·7	110·4	35·6
	New Zealand ..	11,710	11,176	4·8	2,425,462	1,626,595	49·1	207·1	145·5	42·3

* The decrease in this case is occasioned by a change in the boundary between the Nos. 2 and 6 highway districts.

(4) DISTRIBUTION OF TRAFFIC DENSITY ON THE MAIN-HIGHWAY SYSTEM.

Table D classifies the main highways according to traffic density. Thus 5,177 miles, or 44 per cent. of the total mileage, carried less than 100 vehicles per day ; 9,578 miles, or 82 per cent., carried less than 300 vehicles per day ; and 10,646 miles carried less than 500 per day. Only 195 miles, or less than 2 per cent., carried over 1,000 vehicles daily, and 7 miles carried more than 2,500.

In 1934-35 there were 6,037 miles, or 54 per cent., carrying less than 100 vehicles per day ; 9,821 miles, or 88 per cent., carrying less than 300 ; and 10,654, or 95 per cent., carried less than 500 per day. There were only 75½ miles carrying more than 1,000 vehicles per day, and only 1¼ miles with a density in excess of 2,500.