

- (4) Broadway, Newmarket, from its junction with Khyber Pass Road to its junction with Remuera Road. This installation controls traffic along one of New Zealand's busiest thoroughfares. Control is effected over pedestrians, trams, and all other vehicles, and special provision is made for turning movements at the complicated junctions. A subsidy of £3,125 was paid to the Newmarket Borough Council for this installation.

ROAD USAGE.—The volume of traffic using the roads during 1949 was the highest in the history of the Dominion.

The bulk of the road usage is accounted for by private cars and trucks. In the table set out below, estimated road usage has been allocated between the various types of vehicle in operation :—

TABLE F—ROAD USAGE IN 1949

Type of Vehicle.	Petrol Consumed.	Vehicle-miles.	Gross Ton-miles.
	Per Cent.	Per Cent.	Per Cent.
Cars (including taxis and rental cars) ..	36·6	53·5	33·4
Trucks not exceeding 2 tons laden	18·9	17·5	15·7
Trucks exceeding 2 tons laden	38·7	22·8	44·1
Omnibuses and service cars	4·9	2·8	6·5
Motor-cycles	0·9	3·4	0·3
Total	100·0	100·0	100·0

ROAD FINANCE

THE DOMINION'S ROAD BILL, 1945-46 TO 1947-48 INCLUSIVE.—The Department has abstracted from official sources statistical data relating to road finance, and analysed it to show the approximate expenditure on roads, streets, and bridges under the headings of construction, maintenance, and loan charges. The expenditure has been apportioned between three types of roads—main highways, urban roads and streets, and other (rural) roads. Some estimation has been necessary to obtain the mileages for the various types of roads and to ascertain certain other figures used. Any estimates, however, have been calculated on a conservative basis and the figures are sufficiently accurate to form a reliable basis for broad general conclusions.

The figures for the year ended 31st March, 1948, show that expenditure on road-construction is increasing. After falling to a minimum of £683,440 in 1943-44, it increased to £3,088,460 in 1947-48. Constructional expenditure amounted to 21·3 per cent. of the total in 1946-47 and to 28·5 per cent. of the total in 1947-48; the corresponding proportion averaged over the six years immediately preceding the war amounted to 41·2 per cent. of the total.

Expenditure on maintenance in 1947-48 was 44·6 per cent. above the corresponding figure in 1938-39, being £5,365,615 in 1947-48 and £3,711,737 in 1938-39. Total expenditure in 1947-48 showed an increase of 22 per cent. over the previous year.

It is estimated that the operating-costs of all classes of motor-vehicles in the Dominion amounted to £75,000,000 in 1949-50. These figures indicate the importance of motor transport in New Zealand. The cost of road transport in New Zealand during the year amounted to approximately £38 per person. Transport costs are vitally affected by roading conditions; bad roads mean higher operating-costs, while good roads tend to decrease operating-expenses. In addition, good developmental roads aid rural expansion and development. Table 5 appended gives a comparison of expenditure on roads, streets, and bridges over the individual years ended 31st March, 1946 to 1948, inclusive.