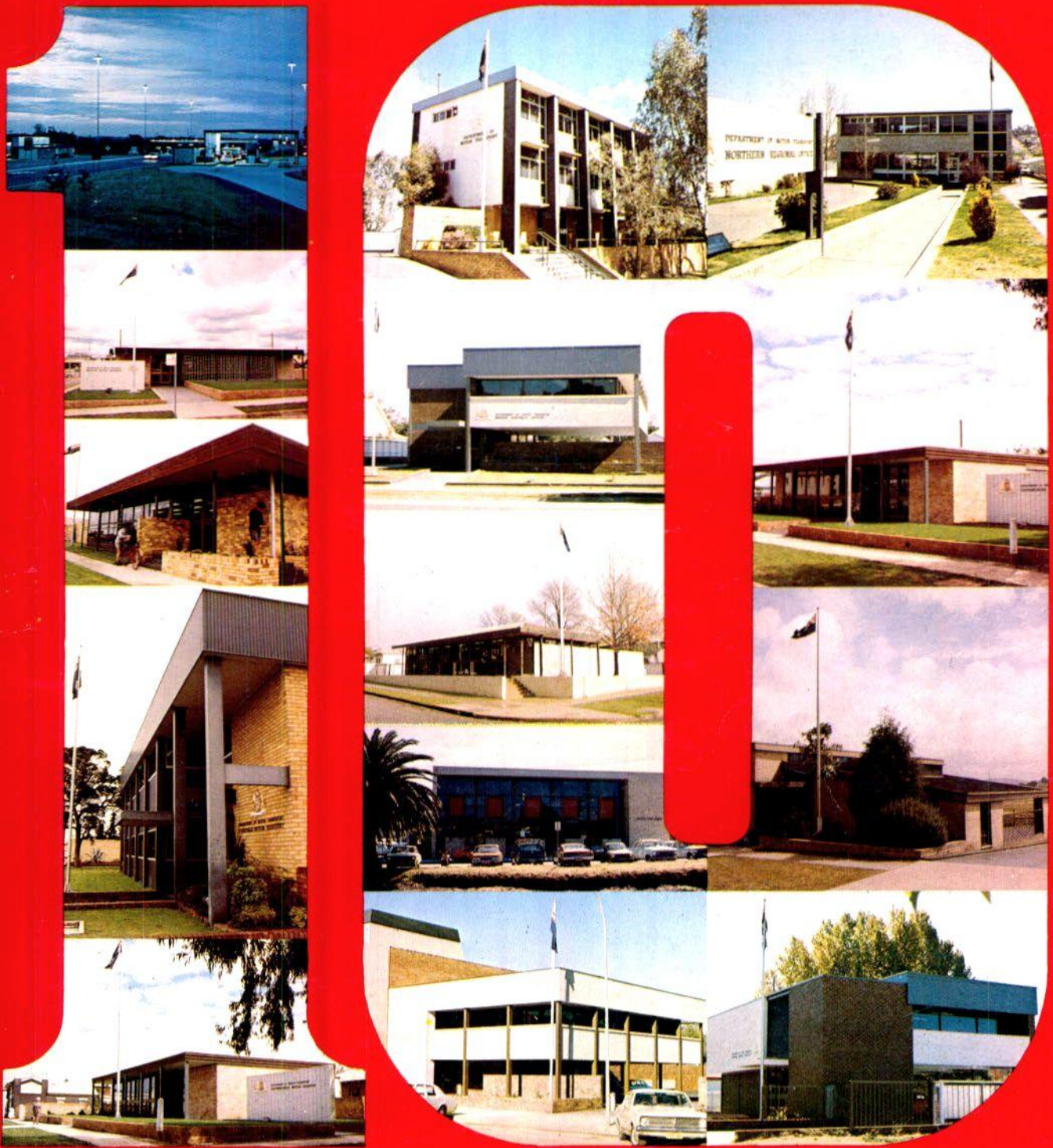


# ANNUAL REPORT

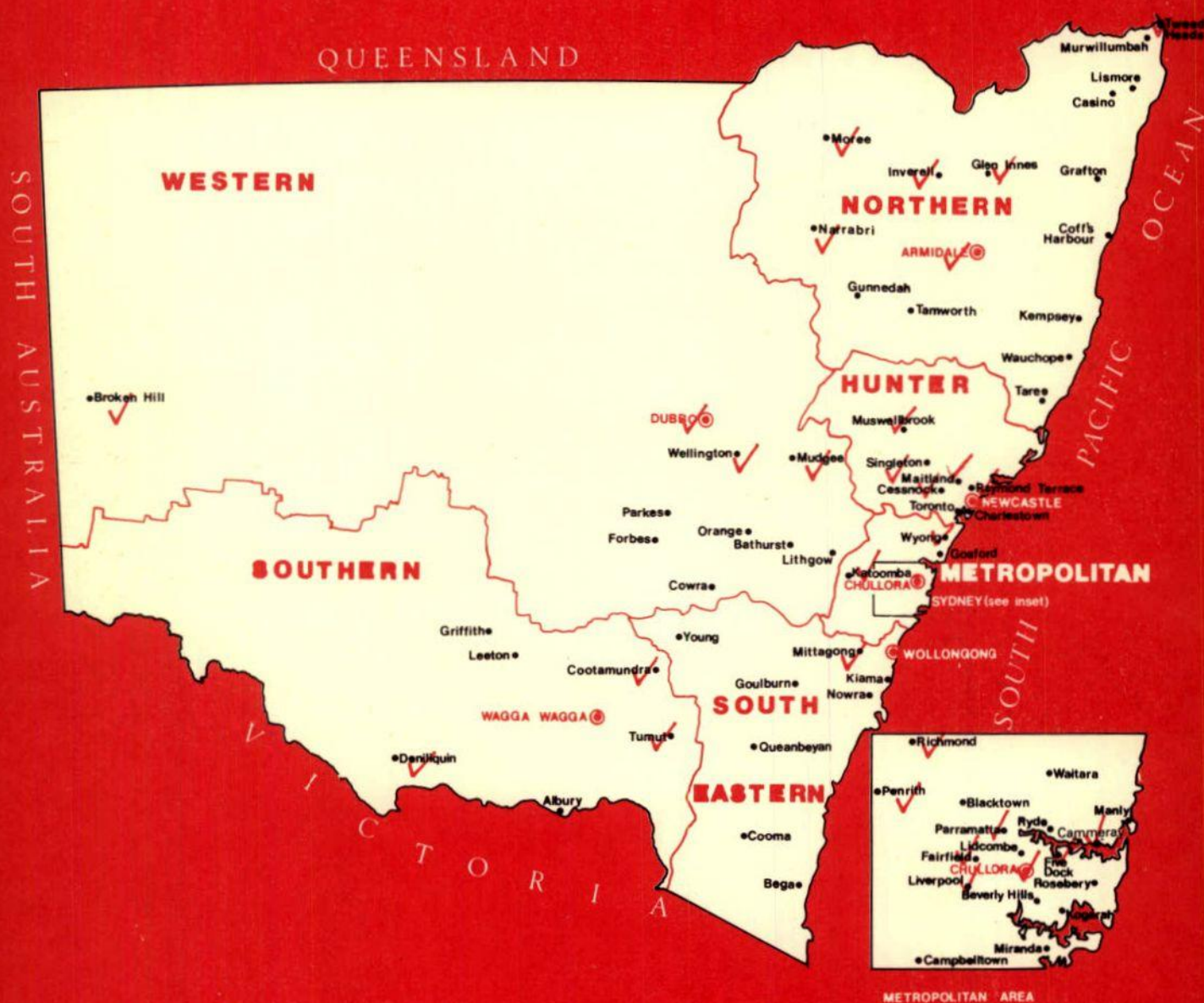


**COMMISSIONER FOR MOTOR TRANSPORT**  
**1975~1976**



THE FRONT COVER depicts 10 years of building activity associated with the Department's policy of decentralisation which began in July, 1966. At that time the State was divided into six administrative regions to decentralise the Department's activities. Thirty-two new premises, including regional and district offices, motor registries and lorry checking stations, have been built since 1966 to improve service to the public and working conditions for staff. Pictured on the front cover are some of the buildings constructed during the 10 year period 1966-76.

THE MAP BELOW shows the location of Departmental Offices. Those built since 1966 are ticked.

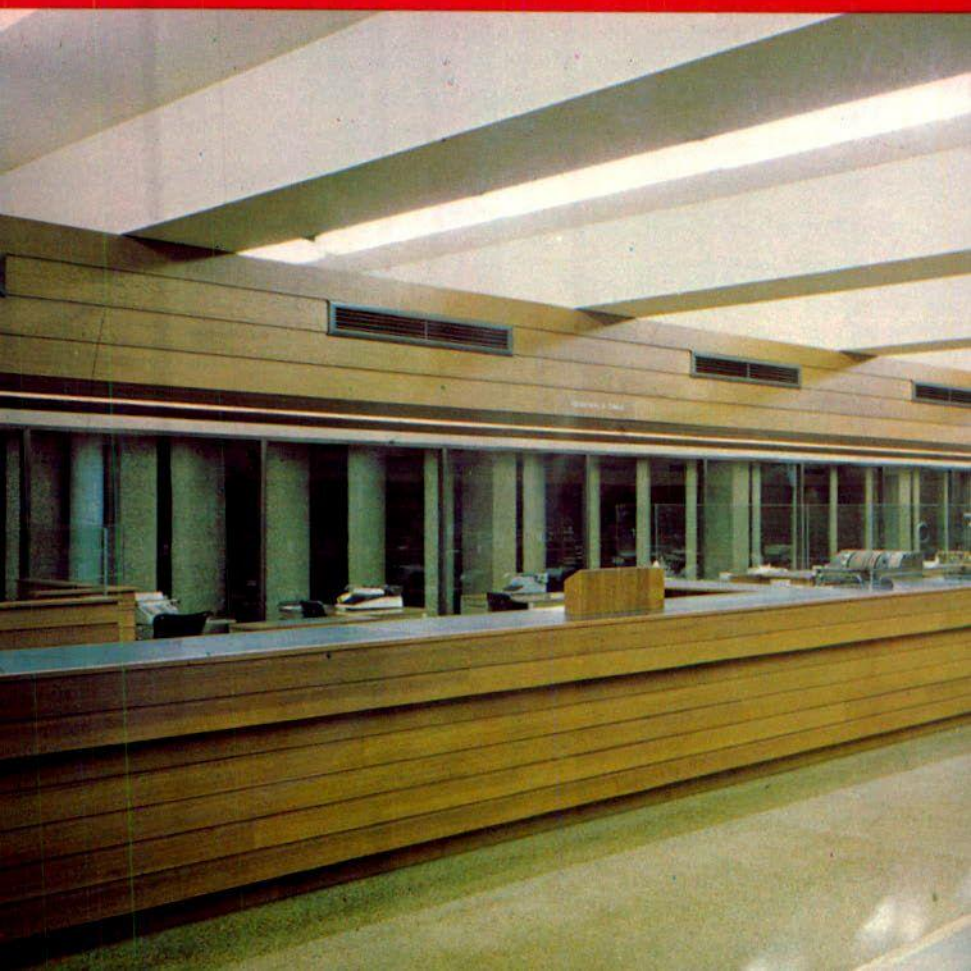


THE PHOTOGRAPHS ON THE FRONTISPIECE show the new District Office and Motor Registry at Cammeray which opened for business on 19th January, 1976. Primarily the building will serve the public of the rapidly expanding lower north shore area. The office is fully air-conditioned and has large, attractively furnished areas for the public and staff and was sited on the block to provide maximum parking space in the paved yard. The building's comparatively low roof-line was designed so as not to obstruct the views of nearby residents.



# ANNUAL REPORT

of the  
**COMMISSIONER FOR  
MOTOR TRANSPORT**  
NEW SOUTH WALES







The Hon. P.F. Cox, M.L.A.,  
Minister for Transport and Highways,  
Parliament House,  
SYDNEY, N.S.W.

Dear Mr. Cox,

I have pleasure in submitting to you for the information of Parliament the Annual Report of the Department of Motor Transport for the year ended 30th June, 1976.

The report describes in some detail the work of the Department during the year and includes background information and statistics to give a better understanding of the Department's responsibilities and future plans.

I again place on record, with appreciation, the contribution made by the staff of this Department to the achievements of another successful year.

I would particularly like to mention the staff of the Traffic Planning and Management Branch and officers of other Branches engaged on similar duties who were transferred to the Department of Main Roads immediately after the close of the report year, in accordance with the provisions of the Traffic Authority Act, 1976. Their loyalty and standard of service contributed greatly to the successful functioning of the Department this year as in previous years. I am sure that they will contribute similarly to the activities of the Department of Main Roads in the future.

Your faithfully,

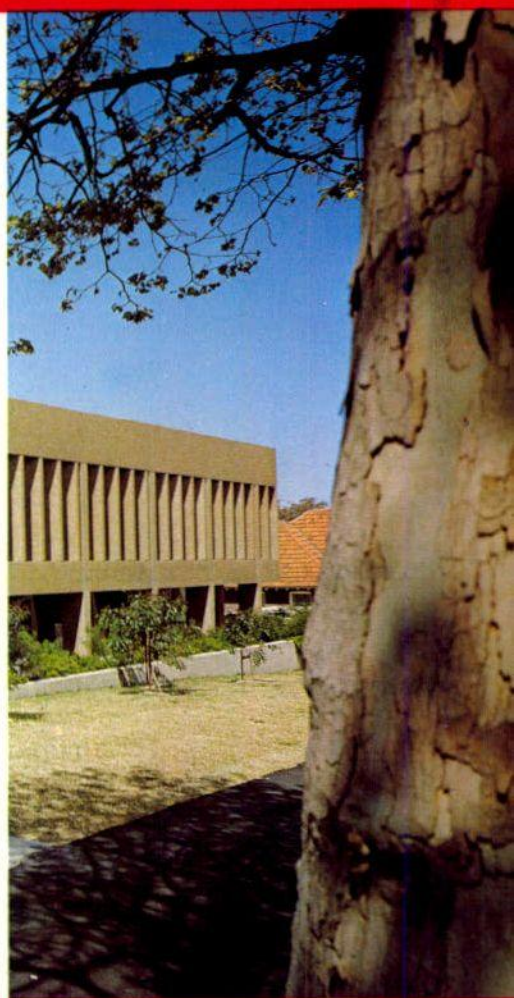
Commissioner.



# TABLE OF CONTENTS

1975  
1976

	Pages
Financial Results .....	1
Policy Developments and Legal Activities .....	7
Motor Vehicle Registrations and Drivers' Licences .....	15
Commercial Transport Services .....	19
Traffic Safety Activities — Drivers, Vehicles and Traffic Facilities .....	27
Other Functions, Staff, Premises and Equipment .....	37
Appendices (Index on page 44)	





## STATISTICS

## FINANCIAL

	1975-1976 \$		Variation \$
<b>Receipts —</b>			
Motor Vehicle Registration Tax .....	91,179,336	up	2,335,955
Fees (registrations, licences, etc.) .....	59,627,235	up	9,776,505
Ton Mileage Charges (heavy lorries) .....	20,267,776	down	501,716
Third Party Insurance premiums .....	160,188,869	up	60,572,422
Fees and Charges — State Transport (Co-ordination) Act .....	610,588	down	6,877
Stamp Duty (vehicle registrations) .....	24,672,683	up	16,274,184
Proportion of Fees for three year drivers' and riders' licences .....	1,946,945	down	682,790
Receipts for issue of specially made number plates .....	727,425	up	143,600
Sundry .....	1,937,606	up	548,146
<b>TOTAL</b>	<b>361,158,463</b>	up	<b>88,459,429</b>
<b>Payments —</b>			
Cost of Traffic Police .....	24,726,473	up	4,240,518
Administrative costs, Department of Motor Transport .....	31,660,465	up	4,296,276
Traffic Facilities .....	10,782,719	up	2,526,861
Funds provided for roads — Councils, etc. ....	752,415	down	4,104
Department of Main Roads .....	105,969,165	up	1,212,763
Collected for and remitted to — Government Insurance Office .....	160,188,869	up	60,572,422
Stamp Duties Office .....	24,672,683	up	16,274,184
Payments to Public Transport Commission .....	100,000	down	400,000
Proportion of fees for three year drivers' and riders' licences — 1975/76 — Transferred to the Road Transport and Traffic Fund .....	1,735,501	up	923,517
Payment toward the cost of Ambulance Services .....	750,000	—	—
<b>TOTAL</b>	<b>361,338,290</b>	up	<b>89,642,437</b>

## VEHICLES AND DRIVERS

Registrations in force (on June 30) .....	2,623,887	up	72,328
Brand-new vehicles registered .....	237,096	down	38,093
Driving licences (all types) in force (on June 30) .....	2,634,039	up	101,843

## TRAFFIC FACILITIES

Traffic control light installations — completed during this year .....	118	down	6
taken out of service .....	11	up	4
total in service .....	1,264	up	107
Expenditure this year (incl. maintenance) .....	\$5,551,457	down	\$733,982
Other facilities — completed this year .....	13,660	down	13,921
Expenditure this year .....	\$3,071,176	up	\$1,100,757
Payment to Traffic Facilities Fund under Section 23, Traffic Authority Act, 1976 ..	\$2,160,086	up	\$2,160,086
Total expenditure for year .....	\$10,782,719	up	\$2,526,861

## TRAFFIC ACCIDENTS

Persons killed .....	1,244	down	70
----------------------	-------	------	----

## STAFF AND PREMISES

Total staff .....	3,085	up	2
New Registries appointed .....	Nil	—	—
Total Motor Registries in operation .....	249	—	—
New Registry premises completed this year ..	1	up	1

## EVENTS

1970-71

Total number of vehicles registered passes 2,000,000 bring revenue to new record level of \$147,840,510. Reduction in traffic accident fatalities and injuries. Four Motor Registries constructed, three taking over registry work from Police freeing them for other duties. Traffic Safety Act assented to in November, 1970. Renewals Payment Office opened in Government Insurance Office.

1971-72

Traffic accident deaths decreased by 10% — 127 less than last year. Increased and new charges take total collections to \$175,932,056. Compulsory seat belt wearing introduced and safety helmet wearing for motor cyclists made compulsory. New Metropolitan Regional Office building planned for Chullora. Four new Motor Registry buildings planned. 5.2% rise in motor vehicle registrations. Priority Road experiment begins on Victoria Road.

1972-73

On-line computer installed to record vehicle registration with great benefits already apparent. Total collections \$32.7 million over last year, as first full year of new charges takes total collections to \$208.6 million. Road authorities receive record figure of \$93.3 million. Original registrations of brand-new vehicles rise by 8.7% over last year. For first time total vehicle registrations exceed number of licensed drivers and riders. Seat belts for cars registered after 1st January, 1965 now compulsory. Regional Office, two District Offices and two Motor Registries constructed.



# REVIEW OF THE PREVIOUS FIVE YEARS

## PRINCIPAL STATISTICS AND MAIN EVENTS — 1970-71 TO 1975-76

1974-75 \$	1973-74 \$	1972-73 \$	1971-72 \$	1970-71 \$
88,843,381	83,533,241	78,282,361	57,592,351	41,297,674
49,850,730	34,610,945	32,999,324	24,996,268	18,351,877
20,769,492	19,729,790	18,315,937	17,686,958	16,841,326
99,616,447	68,967,083	64,878,173	62,155,832	59,735,414
617,465	3,198,763	6,480,827	6,087,009	5,638,429
8,398,499	7,152,105	6,013,210	5,398,148	4,980,715
2,629,735	841,533	781,918	1,098,463	353,152
583,825	447,350	319,950	218,100	158,575
1,389,460	1,206,557	600,977	698,927	483,348
272,699,034	219,687,367	208,672,677	175,932,056	147,840,510
20,485,955	15,430,104	16,400,000	13,422,404	8,644,541
27,364,189	20,362,249	19,298,879	14,284,749	12,409,291
8,255,858	5,945,371	4,590,659	3,439,462	3,415,124
756,519	772,090	708,968	567,715	500,103
104,756,402	99,323,070	92,680,138	72,364,871	55,519,339
99,616,447	68,967,083	64,878,173	62,155,832	59,735,414
8,398,499	7,152,105	6,013,210	5,398,148	4,980,715
500,000	1,300,540	800,972	3,001,268	2,001,395
811,984	938,732	725,954	362,204	576,550
750,000	750,000	750,000	350,000	
271,695,853	220,941,344	206,846,953	175,346,653	147,782,472
2,551,559	2,426,078	2,328,037	2,208,216	2,099,831
275,189	278,231	249,548	229,623	228,487
2,532,196	2,390,624	2,298,794	2,222,510	2,155,239
124	96	83	57	58
7	8	1		
1,157	1,040	952	870	816
\$6,285,439	\$4,327,804	\$ 3,153,334	\$ 2,301,906	\$ 2,437,033
27,581	21,000	22,565	14,213	13,903
\$1,970,419	\$1,617,567	\$ 1,422,325	\$ 1,137,556	\$ 978,091
\$8,255,858	\$5,945,371	\$ 4,575,659	\$ 3,439,462	\$ 3,415,124
1,314	1,255	1,181	1,137	1,264
3,083	3,013	3,006	3,010	2,869
Nil	Nil	Nil	Nil	Nil
249	249	249	253	256
Nil	3	5	Nil	4

## EVENTS

Total Collections, at \$219,687,367, exceeds previous year's by \$11,014,690. Disbursements to Road Authorities exceed \$100,000,000. All charges and embargoes on the carriage of goods by road were waived from 1st January, 1974. Motor Dealers Act 1974 assented to on 6th May, 1974. Registration of brand new vehicles increased by 11.5%. Traffic control signal installations total 1,040. Data Processing centre established at Charlestown provides employment opportunities for Newcastle area. Three new motor registry buildings completed.

1973-74

Mr. D.R. Coleman, I.S.O., retires as Commissioner for Motor Transport, Mr. W. Butler appointed as Commissioner for Motor Transport on 14th February, 1975. Increased fees and third party insurance premiums take collections to record level. Licence records computerised. About 16,500 speed limit signs replaced by metric signs. Fall in number of defect notices issued. Record number of traffic control signals installed during the year. Traffic Accident Research Unit mount second stage of drink driving campaign with results now under analysis. Transit Lane introduced.

1974-75

District Office and Motor Registry building constructed at Cammeray. Traffic Authority of N.S.W. established to eliminate former fragmented control of traffic management. Department transfers traffic engineering construction role to Department of Main Roads. Registrations of brand-new vehicles fall by 13.8%. Ten new commuter air services approved. Convictions for breaches of Road Maintenance (Contribution) Act increase by 25%. Third Party Motor Vehicle Insurance premiums increased. Motor Registry at Wauchope nearing completion.

1975-76



# Financial Results

## EXPLANATORY

### NAMES AND PURPOSES OF VARIOUS FUNDS

Amounts collected by the Department of Motor Transport are, by law, paid into separate Funds of the Treasury as described later. They are applied as prescribed, mainly on activities closely related to traffic control and roads, and to meet administrative costs. Subsequent paragraphs describe each Fund, summarise results for the report year and indicate Appendices containing detailed figures.

### INTERSTATE TRADE

Vehicles used exclusively for the purposes and in the course of interstate trade are not subject to New South Wales Acts that require payment of motor vehicle registration tax. However, vehicles so used must be registered and are subject also to the Road Maintenance (Contribution) Act — described in some detail later in the report. They must comply with roadworthiness requirements, and their drivers must observe the State's driving rules.

## TOTAL COLLECTIONS

Collections this year were \$361,158,463 which was \$88,459,429 more than last year. Appendix 1 gives details for each main heading — vehicle registration tax, ton-mileage charges, registration and licence fees, third party insurance premiums and ad-valorem stamp duty on certain registration certificates.

## TOTAL DISBURSEMENTS

Important items included in the amount of \$361,338,290 disbursed during the year are

	\$
● Road Authorities (Principally the Department of Main Roads)	106,721,580
● Government Insurance Office — Third Party Premiums collected	160,188,869
● Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	24,672,683
● Police Services (Traffic and Motor Registry duties)	24,726,473
● Public Transport Commission of New South Wales (Rail Division) — From collections from operators of competitive road journeys	100,000
● Payment to Traffic Facilities Fund under Section 23 of the Traffic Authority Act, 1976	2,160,086
● This Department's cost of operation and administration	40,283,098

Included in the Department's costs of administration is an amount of \$8,622,633 expended on the installation and maintenance of traffic facilities for the eleven months to 31st May, 1976. From 1st June, 1976 this activity became a function of the newly created Traffic Authority. A more detailed summary of expenditure and a comparison with the previous year is set out in Appendix 2.



## MAIN ROADS FUND

### SOURCES OF REVENUE

- Motor vehicle registration weight-tax (as distinct from registration fees — see Road Transport and Traffic Fund) paid on vehicles other than Public Vehicles in the Transport Districts. Weight tax on the latter vehicles is credited to the Public Vehicles Fund.
- Tax Levy on all vehicles which are subject to weight tax.
- All ton-mileage charges collected under the Road Maintenance (Contribution) Act.

### APPLICATION

The Fund meets, from the vehicle registration tax but not from the ton-mileage charges mentioned above — the cost of administering the Road Maintenance (Contribution) Act. The balance, plus all the ton-mileage charges, then forms part of the income of the Department of Main Roads. It is the principal source from State revenue (as distinct from Commonwealth Aid Road Funds) towards the cost of main roads.

### RESULTS FOR THE YEAR

	\$
Vehicle Registration weight tax (after Refunds) . . . .	64,774,730
Tax Levy . . . . .	25,464,479
	<hr/>
Total Tax revenue . . . . .	90,239,209
Less — Administrative costs (Road Maintenance) . .	4,537,820
	<hr/>
	\$
Net tax proceeds . . . . .	85,701,389
Ton-mileage charges (after Refunds) . . . . .	20,267,776
	<hr/>
TOTAL (paid to Main Roads Fund) . . . . .	105,969,165

Tax revenue was 2.68% higher than last year but revenue from ton-mileage charges fell by 2.42%. For information in detail and a comparison with last year's figures see —

- Appendix 1 for tax collections (including tax on public vehicles).
- Appendices 1 and 7 for collections under Road Maintenance (Contribution) Act.

## ROAD TRANSPORT AND TRAFFIC FUND

### SOURCES OF REVENUE

All fees (as distinct from Tax — see "Main Roads Fund") for vehicle registrations, fees for driving licences and miscellaneous fees and charges, including the commission paid by the Government Insurance Office on third party insurance premiums collected on its behalf.

### APPLICATION

This is the Department's main operating Fund and from it is paid the major portion of its costs of administration. Other important items are —

- Police services (Traffic and Motor Registry duties)
- Contribution towards the cost of Ambulance Services in New South Wales.
- The costs of traffic control activities.

### RESULTS FOR THE YEAR

#### RECEIPTS

	\$
Registration, Licence and other fees . . . . .	57,571,144
Commission (on G.I.O. third party insurance premiums) . . . . .	1,546,512
Sundry . . . . .	1,904,105
	<hr/>
TOTAL . . . . .	61,021,761



## PAYMENTS

	\$
Administrative Costs (Department of Motor Transport) .....	25,066,889
Police Services (traffic and motor registry duties) .....	24,726,473
Traffic Facilities .....	8,159,354
Contribution to Traffic Facilities Fund .....	840,646
Purchase of assets (land, building, etc.) .....	1,478,399
Payment towards the cost of Ambulance Services .....	750,000
<b>TOTAL .....</b>	<b>61,021,761</b>

An audited detailed statement which contains comparative figures for the last year appears as Appendix 3.

## EXPLANATORY NOTES

1. **Other Expenditure on Administrative Costs** — The amount shown as "Administrative Costs (Department of Motor Transport)" does not cover all the Department's operating expenses. Further expenditure for particular activities is met from the Main Roads Fund.
2. **Cost of Police Services** — It was possible to pay \$24,726,473 from the Road Transport and Traffic Fund towards the agreed cost of Police Services (\$25,384,748) for 1975-76.



*Pictured is the Wauchope Motor Registry in its interior fitting stages of construction. The building is scheduled to be opened early in September, 1976. The cost of such buildings is met by the Road Transport and Traffic Fund. Thirty-three similar high-quality buildings have been erected over the past 10 years.*

## PUBLIC VEHICLES FUND

### EXPLANATORY

Under the Transport Act, buses, taxi-cabs, private hire cars and vans in three specified areas embracing Sydney, Newcastle and Wollongong, and defined as "Transport Districts" are subject to an additional registration as well as other special requirements, and certain revenue derived from them is payable into a separate Fund — the Public Vehicles Fund. The additional requirements in the three Transport Districts are described in the section headed Commercial Transport Services.



## SOURCES OF REVENUE

- Weight tax paid on the registration of public vehicles in Transport Districts.
- Fees for licences for the bus services. These licences are distinct from the licence for the buses themselves and are termed "service licences".

## APPLICATION

- Reduction of capital debt of bus services operated by the Public Transport Commission (Bus Division). The amount so applied is equal to half the amount collected as service licence fees for Metropolitan and Newcastle bus services.
- Assistance to authorities — mainly Councils — responsible for roads used by the buses. This accounts for all the bus tax and the other half of the revenue from the service licence fees.
- Payments towards the cost of traffic signals of amounts received as registration tax on public vehicles other than buses for the eleven months to 31st May, 1976. As regards other amounts spent on traffic signals see Note below.
- From 1st June, 1976 amounts received as registration tax on public vehicles, other than omnibus, are paid to the Traffic Facilities Fund for expenditure on traffic control activities.

## RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses) .....	675,269
Tax (other vehicles) .....	264,859
Service licence fees .....	72,846
Contribution by Australian Government — Minor improvements for Traffic Engineering and Road Safety .....	898,934
TOTAL .....	1,911,908
PAYMENTS	
Capital debt reduction (bus services — Public Transport Commission) .....	34,528
Assistance to road authorities .....	717,887
Traffic Signals .....	463,279
Traffic Facilities Fund .....	1,319,440
Uncommitted Commonwealth Funds Transfer .....	2,381
TOTAL .....	2,537,515

A balance of \$836,804 brought forward from 1974-75 was held in the Fund at the start of the year, and a balance of \$211,197 remained as at 30th June, 1976. An audited detailed statement which contains corresponding figures for last year appears as Appendix 4.

**NOTE**

**Other Traffic Signals Expenditure** — The amounts available each year from this Fund for traffic signals have, for some years, fallen far short of that needed for signal work on the current scale and the Road Transport and Traffic Fund has provided most of the money for this purpose.

## STATE TRANSPORT (CO-ORDINATION) FUND

### EXPLANATORY

The State Transport (Co-ordination) Act regulates intrastate commercial passenger-carrying and goods-carrying transport services. The Act and administrative policies in regard to it are dealt with fully in a section headed Commercial Transport Services.



## SOURCES OF REVENUE

Revenue is derived from fees for licences and permits issued under the Act. Fines and Court awards arising from breaches of the Act and Regulations are also paid into the Fund.

Up to 31st December, 1973 revenue was also obtained from charges imposed for certain journeys by goods vehicles which competed with rail services but, following a Government decision, charges were discontinued for journeys operated after that date.

## APPLICATION

After the cost of administering the Act has been met payments are made to the funds of the Government railway and bus services. The Act enables similar payments to be made to the country section of the Main Roads Funds.

## RESULTS FOR THE YEAR

RECEIPTS	
	\$
Fees .....	606,587
Charges (goods) .....	920
Other (mostly penalties) .....	3,081
TOTAL .....	610,588
PAYMENTS	
Contribution to Road Transport and Traffic Fund towards costs of Administration .....	601,454
Payment to Public Transport Commission (Railways Division) under Section 26 (7) of The State Transport (Co-ordination) Act .....	100,000
TOTAL .....	701,454
A balance of \$182,060 brought forward from 1974-75 was held in the Fund at the start of the year; and a balance of \$91,194 remained as at 30th June, 1976. An audited detailed statement which also gives comparison with last year's figures appears as Appendix 6.	

## ROAD MAINTENANCE CHARGES

### EXPLANATORY

**Charges payable.** The Road Maintenance (Contribution) Act which became operative from 1st May, 1958 requires the owner of a commercial goods vehicle with a load capacity exceeding four tons to pay a charge towards compensation for wear and tear caused by the vehicle to the public streets. The rate of charge per mile is five-eightieths of a cent per ton of the sum of the tare of the vehicle plus 40 per cent of its load capacity. It is payable for interstate as well as intrastate journeys and for empty as well as loaded running.

**Proceeds Used for Roads.** Moneys collected under authority of this Act are paid:

- one-fifth into the County of Cumberland Main Roads Fund to the credit of an account called "The Roads Maintenance Account". This money may be applied only on maintenance of public streets inside the County of Cumberland and includes grants to Municipalities and Shires for that purpose.
- four-fifths into the Country Main Roads Fund to the credit of an account called "The Roads Maintenance Account". This money may be applied only on maintenance of public streets outside the County of Cumberland and includes grants to Municipalities and Shires for that purpose.

**Administrative Costs not Deducted.** Administrative costs are not paid out of road maintenance charges collections. They are met from vehicle registration tax payments to the Main Roads Fund.

**Administrative Policies.** The main points of practices followed in administration and enforcement of the Act are described in a later section headed Commercial Transport Services.



# RESULTS FOR THE YEAR

## RECEIPTS

As at, or for year ended 30th June	Vehicles Registered this State for Intrastate usage		Vehicles Registered in other States and Registered in this State for Interstate usage only		Total
	Charges received \$	% of total	Charges received \$	% of total	Charges received (gross) \$
1976	14,063,938	69.2	6,262,366	30.8	20,326,304
1975	14,448,311	69.4	6,375,451	30.6	20,823,762
Variation	down	384,373 (2.7%)	down	113,085 (1.8%)	down 497,458 (2.4%)

Appendix 7 shows receipts month by month and the net receipt after deducting refunds.

## ADMINISTRATIVE COSTS

Year ended 30th June	Cost	As % of Collections
	Total amount \$	
1976	4,537,820	22.32
1975	3,892,944	18.69

Appendix 8 gives details under a range of expenditure headings.



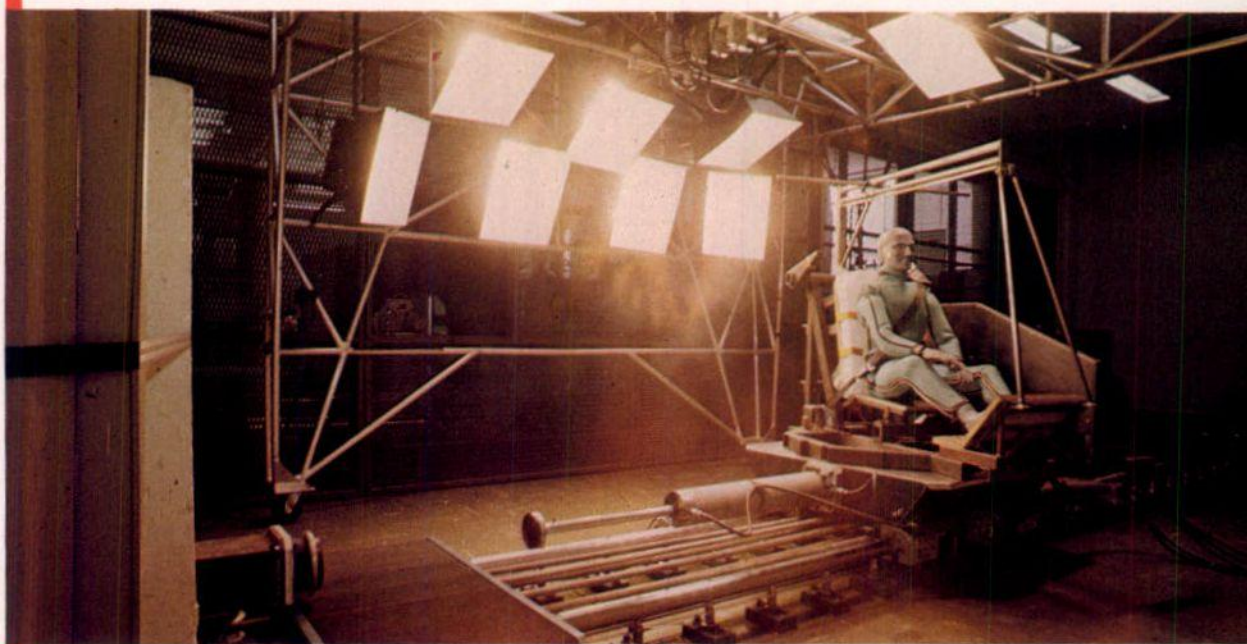
# Policy Developments and Legal Activities

## CONTINUING POLICIES

Reference to established policies applicable to particular activities which continued without substantial change are included in the individual sections of this report dealing with such activities — for example, policies dealing with premises and equipment are mentioned in the section headed Other Functions, Staff Premises and Equipment and commercial goods transport policies in the section headed Commercial Transport Services. Information of a more general character follows immediately, with emphasis on development this year.

**Regional Branches.** The State has been divided into a number of administrative regions each under the control of a Regional Superintendent who is responsible, through the Chief Superintendent, to the Commissioner for the implementation within the region of legislation administered by the Department, the determination of matters arising locally in the operation of public and other motor vehicles and their drivers, and the control and management of Departmental Motor Registries and the activities of Departmental Officers generally within the region. The Department's regional administrative structure has been progressively reinforced by the provision of additional staff within each Regional Branch. Offices for regional headquarters and district offices have been constructed in the regions since the scheme began.

**Other Policy Activities.** A number of other policy matters were dealt with. Following established practice, other Government Departments and trade organisations were consulted as necessary. In some cases decisions reached were reflected in new legislation or regulations outlined on following pages, such as the conversion to metric terms of various weights and measures provided for in the various Acts and Regulations administered by the Department.



*The Traffic Accident Unit's crash simulator pictured, is used in many of the Unit's research projects. Here a dummy representing an adult male is being used to study the likely types of head injuries in traffic crashes.*

**Traffic Accident Research Unit.** Information in respect of this activity will be found later in the report under Traffic Safety Activities.



## INTERNATIONAL TRAINING SCHEMES

The Department continued to arrange programmes for broadening the knowledge of Fellows who are studying in Australia under various international training schemes.

During the report year one Colombo Plan Fellow from Thailand was attached to the Department's Traffic Accident Research Unit to obtain practical experience in the computer field. The Fellow was involved in programming accident data and the analysis of data for special projects.

One Fellow from Papua New Guinea was given practical training in a wide range of registration and licensing procedures, including the conducting of driving tests.

## PUBLIC RELATIONS

The press, radio and television networks made wide use of the Department's Public Relations service during the year. Practically every aspect of the Department's activities received publicity.

## COMMITTEES AND CONFERENCES

### GENERAL PRACTICE

The Department is associated with numerous important policy committees and conferences; and, in addition, in following its well-established practice of obtaining the view of other bodies such as Government Departments, Councils and industry organisations when particular policy matters are being considered, contact is maintained on a committee basis. Information about some of these committees and conferences follows.

### AUSTRALIAN TRANSPORT ADVISORY COUNCIL

**Council's Constitution and Functions.** The Australian Transport Advisory Council provides Australia-wide contact at Ministerial level on major problems of transport and traffic administration.

The Council consists of the Australian Minister for Transport and the respective State Ministers for Transport.

**This Year's Meetings.** The Council held its 45th Meeting on 1st August, 1975 in Adelaide and 46th Meeting on 5th March, 1976 in Melbourne.

Some of the items affecting this Department which were considered at the Meetings included reports of the Advisory Committee on Vehicle Performance, Advisory Committee on Safety in Vehicle Design, Australian Motor Vehicle Certification Board and Advisory Committee on Road User Performance and Traffic Codes. Subjects discussed included air commuter operations, Interstate Commission, safety standards, emissions from motor vehicles, design rules and regulations, intersection control and road safety publicity.

**Subordinate Bodies.** The subordinate bodies of the Council with which this Department has liaison are the Advisory Committee on Vehicle Performance, the Advisory Committee on Safety in Vehicle Design, the Australian Motor Vehicle Certification Board, the Advisory Committee on Road User Performance and Traffic Codes, the Committee on Motor Vehicle Emissions and the Publicity Advisory Committee on Education and Road Safety. Officers of the Department are the New South Wales representatives on the Committees and Board mentioned.

**Advisory Committee on Vehicle Performance.** The function of this Committee is to advise the Australian Transport Advisory Council on the "on-road" standards and equipment of motor vehicles and their loads. The Committee comprises delegates representing the Australian Road Transport Federation, the Federal Chamber of Automotive Industries, the Australian Automobile Association, the Society of Automotive Engineers, the Transport Workers Union, the City Transit Conference, the State Transport Ministers, the Australian Minister for Transport, the Minister for the Northern Territory and the Minister for the Capital Territory.

Research by this Department's Traffic Accident Research Unit contributed significantly to the deliberations of the Committee.

**Advisory Committee on Safety in Vehicle Design.** The function of this Committee is to advise the Australian Transport Advisory Council on safety standards in respect of the design of motor vehicles. It comprises delegates representing the Vehicle Structures Safety Branch, Department of Transport, the Australian Road Research Board, Automobile Association of Australia, the Federal Chamber of Automotive Industries, the National Health and Medical Research Council, the Institute of Engineers of Australia and the Australian Motor Vehicle Certification Board.

**Australian Motor Vehicle Certification Board.** This Committee comprises one nominee of each Ministerial member of the Australian Transport Advisory Council. Its principal function is to issue Certificates of Compliance with the Australian Design Rules for Motor Vehicle Safety for individual types of models of motor vehicles. When a vehicle complies with



all applicable Design Rules, a Compliance Plate is issued. The State and Territory registering authorities recognise the Compliance Plates as evidence that a vehicle complies with such Design Rules which that State has decided are a pre-requisite to registration in that State.

**Committee on Motor Vehicle Emissions.** The function of this Committee is to advise the Australian Transport Advisory Council on motor vehicle emission standards. It comprises representatives of Federal and State Departments of Health, Environment, Transport, and representatives of the Federal Chamber of Automotive Industries and the Petroleum Industry Executive Council for the Environment.

**Advisory Committee on Road User Performance and Traffic Codes.** The functions of this Committee, which was established by the Australian Transport Advisory Council, are to initiate, review and develop means of assessing driver performance and to advise on uniform codes covering traffic laws, driver licensing and traffic management.

Meetings were held in Perth in October, 1975 and in Melbourne in March, 1976.

The Committee considered such matters as the obligations of drivers to wear seat belts and of motor cycle riders to wear safety helmets, recognition of learners' permits held by visitors from other States and Territories, turns at places other than intersections and examination of the matters which could govern the provision and use of special paths for bicycles.

#### CONFERENCE OF AUSTRALIAN AND NEW ZEALAND ROAD TRANSPORT AUTHORITIES

The annual meeting of representatives of the transport authorities from each State and from New Zealand was held to consider developments and problems of common concern, to share experiences in these matters and to develop and maintain, as far as possible, uniform administrative policies.

The 26th Conference was held in Melbourne in April, 1976. A wide range of topics was discussed including new legislation introduced by the various authorities since the previous meeting, matters relating to the carriage of goods by road and passenger transport services, road maintenance charges and traffic safety measures.

#### TRAFFIC ADVISORY COMMITTEE

The Traffic Advisory Committee which was established in 1964 by the Minister for Transport terminated its functions on the establishment of the Traffic Authority of New South Wales on 1st June, 1976.

The Committee was formed to advise on any traffic matters which the Minister referred to it or which the Committee, of its own motion, considered to warrant investigation. Its principal function was to formulate plans to relieve traffic congestion and promote the free movement of traffic.

Members of the Committee were the Commissioner for Motor Transport (Chairman), the Commissioner of Police, the Commissioner for Main Roads, the Commissioner (Bus Division) Public Transport Commission of New South Wales and the Commissioner of the New South Wales Planning and Environment Commission. In addition, the Committee co-opted any other authority as necessary from time to time.

Features of the activities during the report year included:

- Extensions to the priority road and clearway systems.
- Analysis of the likely impact of major development proposals and advice given to the Planning and Environment Commission and Local Government Authorities thereon.
- Advice to the Superintendent of Traffic and Local Government Authorities on projected road closures and proposed introduction of guide lines for such closures.
- Examination of the transit lane system.

#### TAXI ADVISORY COUNCIL

The Council was established in 1966 by the Minister for Transport to advise him on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. Its members are the Commissioner for Motor Transport (Chairman), the Commissioner of Police, the Under Secretary, Ministry of Transport and Highways, and representatives of taxi-cab owners, taxi-cab drivers and the public.

Council's activities during the year included:

- A review of taxi-cab fares in the three Transport Districts resulting in increased fares being introduced on 1st October, 1975.
- Continuation of the function to ensure that services by taxi-cabs in the three Transport Districts were adequate to meet public needs.



Resulting from Council's recommendations:

- (i) Three additional taxi-cabs were licensed in the Newcastle Transport District and the licence conditions for certain taxi-cabs were varied on a trial basis.
- (ii) The licence conditions for certain District taxi-cabs in the Metropolitan Transport District were extended. A new District, designated number 18, comprising taxi-cab stands in the developing Frenchs Forest area was established and a new District 14 was formed with the issue of four new licences for operation from stands at Rooty Hill, Mount Druitt and Doonside. The former District 14 had earlier been absorbed into District 13
- (iii) The spheres of service of certain radio organisations which provide facilities for taxi-cabs in the Metropolitan Transport District were extended.
- Council's recommendation that the display of limited advertising material in taxi-cabs be allowed was accepted by the Commissioner. The advertising may consist of a maximum of eight card-type displays, each of not more than six inches by four inches located only on the back rest of the front seats in taxi-cabs. The material to be displayed is subject to the approval of the Department.

#### TRAFFIC SAFETY COUNCIL

The Traffic Safety Council was disbanded following the repeal of the Traffic Safety Act from 1st June, 1976.

The former Council comprised the Commissioner for Motor Transport (Chairman) and eight members appointed by the Governor as representatives of various community sectors. Its function in respect of traffic safety matters is now the responsibility of the Traffic Authority of New South Wales.

#### PUBLICITY ADVISORY COMMITTEE FOR EDUCATION IN ROAD SAFETY

This is a Committee comprising representatives of each State traffic safety education authority and the Australian Department of Transport. Its function is to produce and implement co-ordinated plans for the production and distribution of traffic safety education material used nationally and paid for out of Australian Government funds.

#### PARKING ADVISORY COMMITTEES

**Functions.** Under the Local Government Act, Parking Advisory Committees have been appointed, at the request of the individual Councils concerned, for a number of areas with special traffic and parking problems. Their function is to provide a means of regular discussion and exchange of viewpoints on parking and associated traffic matters, between Councils and the State Government authorities specially concerned with road traffic and transport — that is, this Department, the Police and, where Government bus services may be affected, the Public Transport Commission (Bus Division).

Having regard to the demands of moving traffic, the Committees allocate kerbspace in streets equitably between the various types of kerbspace users. They also have certain statutory powers in relation to the establishment of licensed parking stations and the provision of parking accommodation in new developments.

Parking Advisory Committees have been established for the cities of Sydney, Newcastle, Wollongong and Tamworth and the Municipalities of North Sydney, Manly, Woollahra, Waverley, Burwood, Strathfield and Gosford.

Under the Local Government Act each Parking Advisory Committee is required to submit its own annual report. Their activities, therefore, are not detailed here.

With the establishment of the Traffic Authority on 1st June, 1976 representation of the Department on Parking Advisory Committees passed from the Commissioner for Motor Transport to the Chairman of the Traffic Authority of New South Wales.

**This Department's Role.** The Department continued to contribute to the work of Parking Advisory Committees by participating in formulating policy and in providing and erecting signs to give effect to Committee decisions.

#### URBAN TRANSPORT ADVISORY COMMITTEE

This Committee comprises the Under Secretary, Ministry of Transport and Highways (Chairman), the Chief Commissioner, Public Transport Commission, Commissioner for Motor Transport, Commissioner of Police, President of the Maritime Services Board, Commissioner for Main Roads, a Commissioner of the New South Wales Planning and Environment Commission, and the Under Secretary, the Treasury.

The Committee's charter is to assist in the co-ordination of the functions of the various state transport instrumentalities and of urban transportation planning with land-use planning throughout the state. It also identifies ways and means of ensuring optimum and efficient use of existing and future transport modes, systems and corridors, and advises the Minister for Transport and Highways on priorities for transport planning and investment.



## STANDING COMMITTEE ON DROUGHT RELIEF

This Department is represented on the Standing Committee on Drought Relief which is an inter-departmental body appointed for the purpose of advising the Cabinet Sub-Committee on Drought Relief.

It comprises representatives, respectively, of the Departments of Agriculture (Chairman), Motor Transport, Decentralisation and Development, Treasury, the Water Conservation and Irrigation Commission, the Closer Settlement Advisory Board, the Western Lands Commission and the Public Transport Commission (Rail Division).

## OMNIBUS ADVISORY COMMITTEE

The Committee, which has functioned since 1967, was established to advise the Commissioner on matters relating to the operation of privately owned motor omnibus services within the Metropolitan, Newcastle and Wollongong Transport Districts with particular reference to:

- Applications for extension or reduction of services, alterations to schedules, review of timetables and new services in those cases where such applications might involve conflicting interests, or where the public interest might be involved.
- The maintenance and improvement of the standard of service to the public.
- Any other matter affecting the private omnibus industry generally.

The Committee comprises the Assistant Commissioner for Motor Transport (Chairman), the Metropolitan Regional Superintendent of the Department of Motor Transport, two representatives of the Bus Proprietors Association (N.S.W.) and an officer of the Transport Workers Union who represents employees of the private omnibus industry.

Further information about the operation of private bus services appears later in the section headed Commercial Transport Services.

## COMMITTEE OF REVIEW — PENSIONER SUBSIDY SCHEME

Concurrently with the introduction on 1st March, 1968 of the Pensioner Subsidy Scheme a Committee of Review was established to examine and make recommendations in respect of applications from bus operators who considered that the amounts of subsidy paid by the Government did not adequately compensate them for revenue losses from concession fares for pensioners. The members are the Chief Superintendent, Department of Motor Transport (Chairman), and one representative each from the Bus Proprietors Association (N.S.W.) and the Ministry of Transport and Highways.

The Committee met on four occasions during the report year to examine 44 applications — involving 81 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 66 services, whilst in eight cases the Committee requested that further information be supplied. Of the remaining applications subsidies were reduced in respect of four services whilst three services did not warrant an increase in subsidy.

## TOURIST VEHICLE ADVISORY COMMITTEE

The Tourist Vehicle Advisory Committee was formed in March, 1967 to advise the Commissioner on matters of policy regarding the operation of tourist vehicle services. Matters referred to the Committee included proposals for new or altered tours and questions of licensing additional tourist vehicles.

Members of the Committee are the Assistant Commissioner for Motor Transport (Chairman), the Manager of Tourist Services, Department of Tourism and a representative of tourist vehicle operators.

As a result of the adoption of certain recommendations contained in the report of the Commission of Inquiry into Privately Operated Omnibus and Tourist Vehicle Services in New South Wales it was not necessary for the Tourist Vehicle Advisory Committee to meet during the report year.

Recommendations of the Commission of Inquiry relating to tourist vehicles which were implemented allow:

- Licensees, whose premises are located in the Metropolitan, Newcastle or Wollongong Transport Districts, to commence tours from any point within the Respective Transport District.
- Licensees, whose premises are located outside the Metropolitan, Newcastle or Wollongong Transport Districts, to commence tours from any point outside the Transport Districts and within a radius of 100 km in a direct line from the operators' premises.
- All tours, irrespective of the commencing point, to be operated to any locality within the State.
- Licensees of tourist vehicles to license an element of "spare" or "standby" vehicles.





*Tourist buses on the Mount Kosciusko road in Perisher Valley bring skiers to the snowfields from many parts of New South Wales.*

## NEW LEGISLATION

### TRAFFIC AUTHORITY ACT, 1976

This Act, which was assented to on 1st April, 1976 provided for the establishment of the Traffic Authority of New South Wales from 1st June, 1976 with powers for the overall control and management of road traffic and eliminated the previous fragmented control in traffic matters.

The legislation provides for the Traffic Authority to be responsible for —

- reviewing the traffic and parking arrangements in the State and adopting plans to improve those arrangements;
- establishing general standards and principles in connection with the design and provision of traffic control facilities and the design of intersections and the approaches to railway level crossings;
- carrying out traffic safety research and promoting safety measures and recommending changes in the traffic laws;
- determining priorities for expenditure on authorised works and services.

The members of the Traffic Authority include the Commissioner for Motor Transport (Chairman), the Commissioner for Main Roads, the Commissioner of Police, a Commissioner of the State Planning and Environment Commission, and representatives of Local Government.

The Act also provided for the Department of Main Roads to be responsible for all construction work in the traffic field, including the erection of traffic signs and signals. As a result, it was necessary to transfer to that Department a number of employees of the Department of Motor Transport engaged on that work.

## NEW REGULATIONS

### INCREASES IN THIRD PARTY INSURANCE PREMIUMS

The Motor Vehicles (Third Party Insurance) Regulations were amended to increase the maximum rates of premium payable in respect of third party policies commencing on and after 1st July, 1975. By way of example, the premium for a motor car garaged in the Metropolitan area was increased from \$58.15 to \$83.15.

### INCREASED TAXI FARES

Amendments to the Public Vehicles Regulations on 26th September, 1975 provided for increases, from 1st October, 1975 in the charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts. The new rates are 35 cents flag fall; 42 cents per mile; \$6 per hour waiting time; 35 cents booked hiring charge; and a maximum contract hiring charge for weddings and funerals of \$8.65 for the first hour and \$2.15 for each additional 15 minutes.



## TRANSIT LANES AND EXCLUSIVE BUS LANES

On 3rd October, 1975 the Motor Traffic Regulations were amended to provide for additional types of vehicles to be driven in the kerbside lane when "Bus Lane" and "Transit Lane" signs are operative. In each case, taxi-cabs, private hire cars and motor cycles may now be driven in the kerbside lane, in addition to buses and vehicles turning left at or before the next intersection and, in the case of "Transit Lane" signs, vehicles carrying 3 or more persons (including the driver).

In addition, the Regulations were amended to provide that where "Clearway" and "Bus Lane" signs are displayed, taxi-cabs and private hire cars may be stopped in the kerbside lane for the purpose of picking up or setting down passengers.

## CARRIAGE OF DANGEROUS GOODS

The Motor Traffic Regulations were amended on 12th December, 1975 to include the new Kings Cross Tunnel in the schedule of places where there is a prohibition on motor vehicles used for the carriage of dangerous goods, explosives or inflammable liquid.

## PENALTIES UNDER INFRINGEMENT NOTICE SCHEME

On 19th December, 1975 the Motor Traffic Regulations were amended to provide for the fixed penalties under the infringement notice scheme for parking and traffic offences to be increased from 1st January, 1976.

Generally, penalties for traffic offences were increased by 50% with a maximum penalty of \$50 while parking offences, which were previously subject to penalties of between \$4 and \$15, were increased to amounts of between \$10 and \$20.

## AUSTRALIAN DESIGN RULES

On 9th January, 1976 the Motor Traffic Regulations were amended to require new motor vehicles to comply with further Australian Design Rules (ADR's) for Motor Vehicle Safety.

The following new Design Rules were incorporated in the Regulations —

- ADR 32, which provides for the driver's seat in buses and the two outer front seats in heavy motor lorries manufactured from 1st July, 1977 to be fitted with seat belts.
- ADR 33, which covers brake systems in motor cycles manufactured from 1st March, 1976.
- ADR 34, which requires all rear seat positions in cars manufactured from 1st July, 1976 to be fitted with upper anchorages for child restraints.
- ADR 25A specifies revised requirements for anti-theft locks and applies to cars and derivatives (station waggon, utilities and panel vans) manufactured from 1st January, 1976.

The Motor Traffic Regulations were also amended to discontinue the requirement for new vehicles manufactured from 1st January, 1976 to comply with Australian Design Rule No. 9 in respect of automatic transmission controls. At the same time, similar provisions to those in the Design Rule were specified in the Regulations and vehicles with automatic transmissions are now to comply with those requirements.

## DIRECTIONAL ARROW ROADMARKINGS

On 9th April, 1976 the Motor Traffic and General Traffic Regulations were amended to provide that from 3rd May, 1976 directional arrows marked on the roadway must be obeyed. Where an arrow is marked on the roadway in a traffic lane, a driver in that lane is now required, upon reaching the intersection, to proceed in the direction indicated by the arrow. Where a multi-directional arrow is provided, a driver must proceed in one of the directions indicated.

## AUTHORITY FOR ERECTION OF TRAFFIC FACILITIES

As a result of the commencement of the Traffic Authority Act from 1st June, 1976 (see "New Legislation"), amendments were made to the Motor Traffic and General Traffic Regulations to provide that from that date, all traffic signs, signals, markings and devices may only be installed with the approval of the Traffic Authority. The amendments also provide for such traffic signs and devices erected or displayed prior to the establishment of the Traffic Authority to be deemed to be authorised by the Traffic Authority.

## REQUIREMENTS AT "STOP" AND "GIVE WAY" SIGNS

The Motor Traffic and General Traffic Regulations were amended on 28th May, 1976 to clarify the obligations of drivers facing "Stop" or "Give Way" signs. From 1st June, 1976 a driver facing either of these signs is required not only to give way to traffic on his right and left but, when he is turning right, also to traffic from the opposite direction which is proceeding straight ahead or turning left after passing a "Stop" or "Give Way" sign.



## LEGAL PROCEEDINGS AND ENFORCEMENT

**Comment.** Particulars of convictions undertaken by the Department for offences against the Acts and Regulations administered by it, and heard in Courts of Petty Sessions, primarily at Redfern, Wollongong and Newcastle, are shown in Appendix 10. There were, in comparison with previous years, few appeals against such convictions to superior Courts.

A greatly increased number of actions were taken in the civil jurisdiction of Courts of Petty Sessions and the District Court, Sydney, to recover moneys due to the Department under the Road Maintenance (Contribution) Act, 1958, the State Transport (Co-ordination) Act, 1931, and the Motor Traffic Act. Judgments so obtained were enforced both within and outside the State.

There was a considerable decrease in the number of appeals to Courts of Petty Sessions against the decision of the Commissioner to cancel, suspend or refuse licences under the Motor Traffic Act and the Transport Act. This resulted from the Department's new and more liberal policy concerning suspension of licences under the points system. In all appeals, the Department was represented at the hearing, and all the evidence upon which the Commissioner had based his decision to cancel, suspend or refuse a licence was tendered to the Court for its inspection and was available for perusal by the appellant or his legal representative before the hearing.

A small, but increasing, number of appeals were against the refusal or cancellation of a licence on medical grounds. In appropriate cases, a Medical Officer of the Department attended Court to give evidence in such appeals, whether they were heard in the Sydney Metropolitan Area or in country cities and towns. Where refusal of a licence was based on failure to pass a driving test, the Departmental examiner who conducted the test attended Court to give evidence and was available for cross-examination by the appellant or his legal representative.

A number of appeals against the decisions of the Commissioner made under the Tow-truck Act, 1967 and the Second-hand Motor Dealers Act were also heard in Courts of Petty Sessions.

**Road Maintenance (Contribution) Act.** The number of convictions for breaches of this Act, mainly for failure to forward to the Department the required records of journeys travelled on the roads of New South Wales or for failure to pay the prescribed charges for those journeys, increased by approximately 25% during this year. In appropriate cases, the liability of directors of companies which had failed to carry out such requirements was enforced by prosecution of such directors.

**State Transport (Co-ordination) Act.** The number of convictions for the offence of operating or driving a taxi-cab contrary to the conditions of its licence more than doubled during the current year. There was a reduction, however, in the number of convictions for driving or operating motor lorries as public vehicles.

**Transport Act, 1930.** There were fewer convictions for offences under this Act than for the previous year, and significantly fewer for offences involving taxi-cabs.

**Motor Traffic Act.** Convictions for offences under this Act more than doubled those for the previous year. Most prominent among the offences which increased in number were those of driving an unregistered vehicle, failing to notify the Department of disposal of a vehicle, and failing to apply for transfer of the registration of a vehicle. Convictions for breaches of the regulations concerning the maximum permissible length, height or width of a vehicle increased by over 100%.



# Motor Vehicle Registrations and Drivers' Licences

## SUMMARY OF REQUIREMENTS

**Vehicles.** Under the Motor Traffic Act, all motor vehicles, except certain exempt classes, must be registered. Other laws require that before registration can be completed motor vehicle tax and stamp duty (where applicable) must be paid and third party (bodily injury) insurance, as described in a later paragraph, must be effected.

**Drivers.** The Motor Traffic Act also requires all motor vehicle drivers, except a few exempt classes of drivers, to be licensed. The licence system, besides providing for learners' permits and provisional licences, includes a number of different classes of licences which, as detailed in Appendix 15, distinguish between vehicle types according to whether they are heavy, in private or public use, or motor cycles.

### REGISTRATIONS AND LICENCES

**Statistics.** The following paragraphs set out the principal statistics as at 30th June, 1976 but detailed information and comparisons extending over some years appear in —

- Appendix 13 — Total registrations in force for vehicles of various types.
- Appendix 14 — Brand-new vehicles registered during the year.
- Appendix 15 — Driving licences in force.

**Vehicle Registrations in Force.** On 30th June, 1976 motor vehicle registrations had risen to a further record level of 2,623,887 — 72,328 (2.8%) more than the previous year.

**Brand-New Vehicles.** Registrations of brand-new vehicles in New South Wales totalled 237,096 this year as against 275,189 last year — a decrease of 38,093 (13.8%).

**Drivers' Licences.** On 30th June, 1976 total driving licences — vehicle drivers and cycle riders — numbered 2,634,039 an increase of 101,843 (4.02%).



*During the year additional data processing equipment was installed to allow the Department to expand its computerisation programme. Here programmers test an improved system designed to further enhance data processing capabilities.*



**Volume of Business.** From the foregoing figures it will be clear that huge numbers of transactions must be completed each day as a matter of course. Many classes of business do not require personal attendance at a Motor Registry and, although a continuing campaign is being conducted to encourage use by the public of Departmental Offices where possible, the volume of business by mail remained substantial. Modern specialised equipment is used to assemble mail and has again been used to full advantage this year.

**Provisional Licences.** This system, providing for a special type of licence for new drivers, has been in operation since the beginning of 1966. Its main features as regards the consequences of the commission of serious traffic offences are described later in this section together with some statistics about withdrawal of provisional licences.

**Issue of Special Number Plates.** On 2nd June, 1969 a scheme was introduced to allow the issue of personalised number plates upon payment of a charge of \$25, which was increased to \$35 on 22nd December, 1975. The scheme provides motorists with an opportunity to select number plates with a particular combination of letters providing that plates are available in the chosen letter series. Issues are made from the two letter — three numeral black and white series as well as the three letter — three numeral yellow and black series. Old style numerical plates are not issued.

Conditions for the issue of plates are set out on specially printed application forms which emphasise that requests for particular number combinations cannot be met. The application forms are available, and may be lodged, at any Motor Registry. A stock of the black and white number plates is available at the Department's Head Office and applications lodged at Rosebery for such number plates can be dealt with immediately. Applications received from other Motor Registries are processed with a minimum of delay.

The scheme has proved quite popular amongst motorists and there were 25,095 applications received during the report year. The revenue — \$727,425 — derived from the issue of the plates was used to offset the operating costs of the Department's Traffic Accident Research Unit.

**Three Year Licences.** In accordance with Government policy, a scheme was introduced on 1st July, 1968 to enable drivers to renew their licences for a period of three years if they so desire. The licences are not issued to persons who have attained the age of 77 years or to licensees who would be subject to a medical review within a three year period after application for renewal of licence. Holders of public vehicle licences are not permitted to obtain a three year licence. In addition, provisional licences are issued for one year only.

## MOTOR REGISTRIES

**Local Facilities Provided.** With the object of providing the best possible service to the public and giving practical effect to the policy of decentralising the Department's activities, Motor Registries are established in suburbs of the Metropolitan area of Sydney, in the Newcastle and Wollongong areas and in many of the main country cities and towns throughout the State.

**Registry Operations, Number and Location.** At the majority of country Motor Registries the work is handled by Police in conjunction with their normal Police duties. However, at most larger country centres and in a number of suburbs of Sydney, separate offices, manned by officers of this Department, have been established and these provide local facilities for completing a wider variety of transactions between motorists and the Department. The Registries conducted by the Department's own staff deal with at least 95% of all business transacted at Motor Registries. Details of revenue collections at them are given in Appendix 12.

Motor Registries conducted by the Department total 70 (excluding the Motor Registry Section at Head Office) whilst Motor Registries conducted by the Police total 179. Details of the Motor Registries in operation are shown in Appendix 11.

The Department has conducted a publicity campaign since 1966 encouraging motorists to take greater advantage of the facilities available at Departmental Motor Registries. The success of the campaign is evident by the continuing rise in the volume of vehicle and licence renewals handled by Departmental Motor Registries. In the report year these items totalled 3,143,162 an increase of 127,863 over the previous year.

**Renewals Payments Offices.** The Renewals Payments Offices established by the Department in the N.R.M.A. Building, Clarence Street and the G.I.O. Building, Phillip Street, have continued to provide a convenient facility for motorists to renew vehicle registrations and driving licences in the inner City area. Statistics for the year under review in respect of these offices as compared to the previous year are as follows —

	Registration and Licence Renewals		Revenue Collected	
	1975	1976	1975	1976
N.R.M.A. Building	101,558	102,031	\$4,570,450	\$6,241,845
G.I.O. Building	51,564	57,542	\$2,400,335	\$3,569,155



Another Renewals Payments Office is situated in the Roselands Regional Shopping Centre and this provides a convenient service to motorists visiting the Centre. Registration and Licence renewals effected during the year totalled 63,213 and a total of \$3,792,880 was collected compared with 58,685 transactions and \$2,712,701 for the previous year.

**Standards of Service.** Frequent inspections of Departmental Motor Registries are made by Senior Officers in the interests of efficiency and to ensure premises and equipment are kept in good order. Additional staff was provided at a number of Motor Registries during the year to meet the increase in work.

**Testing of applicants for General Licences under the Water Traffic Regulations on behalf of the Maritime Services Board of N.S.W.** For some years an arrangement has existed between the Department and the Maritime Services Board of N.S.W. whereby Departmental Motor Registry Officers test applicants for General Licences under the Water Traffic Regulations at certain localities where the Board has no employees of its own. During the report year this work was carried out at 30 Departmental Motor Registries.

### THIRD PARTY INSURANCE

**Scope of Insurance.** The insurance required under the Motor Vehicles (Third Party Insurance) Act is against the liability of the owner and driver in respect of bodily injury to any third party arising out of negligent use of the motor vehicle. The insurance must be effected with an "authorised insurer" under the Act, but corresponding cover issued in the home States of owners is valid as regards vehicles visiting New South Wales from other parts of Australia.

**Authorised Insurers.** On 30th June, 1976 authorised insurers numbered 7 compared to 15 on 30th June, 1975.

**Role of Government Insurance Office.** The Government Insurance Office of N.S.W. continued to conduct the great bulk of compulsory third party insurance (approximately 98.3% compared to 97.7% the previous year), the premiums for which are almost invariably paid to this Department at the same time as other amounts due for vehicle registration. Net collections this year reached a new record total of \$160,188,869 a rise of \$60,572,422 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$1,546,512.

**Premium Rates.** Premium rates for the various types of vehicles are prescribed by regulation under the Act. Following a recommendation by the Premiums Advisory Committee on which are representatives of this Department and the Government Insurance Office and other insurers, private and commercial road users and motor cyclists, with the Government Actuary as Chairman, premium rates were increased generally commencing on 1st July, 1975. The previous increase was in 1974.

### TRAFFIC BREACHES

**Respective Function of Police and Motor Transport Departments.** For the most part enforcement of the Motor Traffic Act and Regulations, as they lay down the rules of the road for drivers generally, is the responsibility of the Police. However, authorised officers of this Department assist to enforce particular requirements applying to drivers of commercial vehicles — for example, rules regarding load limitations and maximum periods of driving. Some statistics of convictions on proceedings taken by this Department in the report year appear in Appendix 10. The records of traffic offences committed by individual motorists are maintained by this Department and, as required, it supplies information from them to enable the Police Traffic Branch to deal with reports of further offences and to assist the Courts in their determination of appropriate penalties.

**Number of Offences.** This year, the number of offences noted on the Department's records decreased to 308,680 as against 323,975 for the previous year. In 232,070 of these cases liability for the offences had been satisfied by payment of the appropriate penalties under the "Infringement Notice" system. Convictions for the types of offences involving automatic disqualification from driving numbered 19,621 which is 2,336 less than in 1974-75.

Additional information, including detailed statistics and explanatory notes, appears following and in Appendix 16.

### DISQUALIFICATION OF DRIVERS

**Powers of Courts to Disqualify.** Drivers convicted of specified major offences such as driving under the influence of alcohol are, by law, disqualified automatically for specified periods unless the Courts order other — that is longer or shorter — periods of disqualification. Courts may, for offences of other types, fix and impose a period of disqualification.

**Disqualifications Imposed.** During the year the Courts found proved 20,787 major offences (including driving under the influence of alcohol and exceeding the prescribed concentration of alcohol) which are of a type which results in automatic disqualification in the absence of a Court order to the contrary. 1,166 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 19,621 cases in which convictions



were recorded, the statutory automatic period of disqualification operated in 5,293 instances but in the remaining 14,328 the Courts imposed other, and usually shorter, disqualification periods.

In regard to driving under the influence of alcohol, Section 556A of the Crimes Act was applied by the Courts, to discharge without conviction 111 drivers out of the 1,559 brought before them on such charges as compared with 187 drivers out of a total of 1,801 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 992 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 15,381 drivers were brought before the Courts on such charges.

There were also 2,089 instances where Courts revoked the licences of drivers convicted for other offences which do not incur automatic disqualification.

**Powers of Commissioner.** The Commissioner as the licensing authority is empowered by the Regulations for Motor Traffic to suspend, cancel or refuse drivers' licences. Any person so deprived or refused a licence may appeal to a Court of Petty Sessions against the Commissioner's decision.

The Commissioner's exercise of these powers in the light of motorists' traffic records is carried out as follows:—

- (a) **Holders of Provisional Licences.** Where the licensee commits a breach of the conditions of the licence (i.e., exceeds 80 kilometres per hour or fails to display "P" signs) or commits an offence of the type specified in the licence (see Appendix 15) the licence is cancelled. After a specified period (usually three months) a further provisional licence is issued provided the applicant makes a fresh application, passes further driving, knowledge and eyesight tests and pays a further licence fee.

In addition to issuing provisional licences to new drivers and to drivers with unsatisfactory traffic records, provisional licences are also issued where there is doubt regarding the applicant's fitness in view of previous conduct or habits. A total of 128,137 provisional drivers' and riders' licences was issued during the year under review.

- (b) **Points System.** Operating separately from the Provisional Licence Scheme, the Points System by costing a traffic offender a fixed number of points for each traffic offence of a particular type recorded, allows a licensee clear cut warning when the stage is being reached where the Commissioner will consider licence suspension. It does not apply to offences for which disqualification is automatic. Points allotted for individual offences range from two to four according to the nature of the offence, and a driver or rider who accumulates a total of nine or more points within a period of two years may have his licence cancelled. Under new procedures introduced in August, 1975 a driver or rider who comes within this category is afforded a final opportunity to comply with the traffic laws by the issue of a provisional licence when his full licence is cancelled. As an alternative, he may elect to remain unlicensed for a period of three months and then be re-issued with a full licence.

Particulars of licences suspended and cancelled by the Commissioner under the Points System and Provisional Licence Scheme during the year are shown in Appendix 16.

**Competency tests for Driver and Rider Licence Applicants.** Commencing on 1st August, 1968 the duty of testing applicants for drivers' and riders' licences in the Sydney Metropolitan, Newcastle and Wollongong areas, Katoomba, Gosford, Wyong, Maitland, Cessnock, Raymond Terrace, Nowra, Kiama, Wagga Wagga and Albury was transferred, in stages, from the Police Department to the Department of Motor Transport. The number of Driver Testing Centres conducted by the Department is 32 and the number of Driver Examiners, employed by the Department, is 85.



# Commercial Transport Services

## GENERAL BACKGROUND

### SPECIAL LEGISLATION APPLICABLE

**Licensing Acts.** There are two Acts applicable to commercial road transport services — the Transport Act, and the State Transport (Co-ordination) Act. The policy followed under these Acts for many years had been designed to reduce or eliminate wasteful competition including competition with State-owned train and bus services.

Vehicles are licensed as goods vehicles, omnibuses, taxi-cabs, private hire cars, tourist vehicles and service vehicles. The conditions of licences reflect a general policy but also, particularly for passenger carrying vehicles, are varied to suit individual circumstances.

**Special Revenue Measures.** The principal Statute in this respect is the Road Maintenance (Contribution) Act which imposes on heavy goods vehicles a ton-mile charge by reason of the wear and tear these vehicles cause to the public roads.

**Other Requirements.** Under the Motor Traffic Act — the general "road rules" legislation — several other controls, such as weight limitations and maximum periods of driving, are also applicable to commercial transport operators.

**Interstate Trade.** Operations in the course and for the purpose of interstate trade are not subject to licensing but vehicles and drivers must comply with roadworthiness and other safe-driving requirements. As regards liability for charges under the Road Maintenance (Contribution) Act, however, interstate lorries are on the same footing as their intrastate counterparts.

## GOODS VEHICLES

### ADMINISTRATIVE PRACTICES

#### State Transport (Co-ordination) Act —

A licence under the Act is necessary for a motor vehicle to be used for the conveyance of goods in New South Wales.

The licences confer a general authority to convey goods of any nature throughout the State without the payment of additional charges.

A permit may, in certain circumstances, be issued to authorise the conveyance of passengers on a goods motor vehicle.

#### Road Maintenance (Contribution) Act —

Policies and practices based on experience continued this year. A description of main features follows —

The motor vehicle tax normally payable is reduced by 33-1/3% for lorries subject to this Act. This is a statutory concession which prior to 31st December, 1971 was allowed at the rate of 50%. The concession has applied since the inception of the Act (in May, 1958) for primary producers' vehicles and from the 1st January, 1960 for other liable lorries.

**Returns** are an essential feature of Road Maintenance administration and it is a requirement that an owner (unless he has entered into an "Arrangement") shall, by the fourteenth day of each month, furnish an accurate daily record of journeys made during the preceding month and pay the charges due.



**Arrangements.** The number of owners who were submitting returns in a simplified manner on a monthly or quarterly basis as provided in the Act decreased from 2,277 at 30th June, 1975 to 2,113 as at 30th June, 1976 and the number of vehicles concerned decreased from 16,160 to 15,710. The number of vehicles covered by quarterly "arrangements" — applicable mainly to primary producers' vehicles — increased during the period under review from 13,729 to 13,899.

These "arrangements", whilst facilitating the task of administering the Act, provide relief for the many individual owners such as primary producers, who would be seriously inconvenienced by the need to keep daily journey records.



*Weighbridges at lorry-checking stations on the Hume Highway at Marulan and the Pacific Highway at Berowra record the weight of each vehicle entering the stations. The stations are manned 24 hours a day and staff check vehicle loadings, drivers' log books and, from time to time, the mechanical fitness of lorries.*

#### EVASION AND ENFORCEMENT

The Department continued to take firm and reasonable enforcement measures in order to ensure, as far as possible, protection of the revenue. Road Patrols, Departmental Checking Stations and other sources reported 2,128,310 vehicle sightings and these constituted the main basis for enforcement action.

Officers located in the Regional Districts have been responsible for close supervision of road transport activities in their respective districts and have rendered assistance to many operators in complying with the provisions of the Act. Results of the number of cases where it became necessary to prosecute operators are shown in Appendix 9.

**Checking Stations.** The following figures of vehicles and loads checked illustrate the scale on which the special Lorry Checking Stations at Marulan and Berowra assist toward seeing that lorries comply with the special requirements applying to them:—

	Marulan	Berowra	Total
1. Number of Vehicles			
1974-1975	405,263	533,194	938,457
1975-1976	447,299	553,027	980,326
2. Tonnages (Estimated)			
1974-1975	4,405,903	4,146,635	8,552,538
1975-1976	4,913,513	4,156,364	9,069,877



# RESULTS THIS YEAR — Road Maintenance (Contribution) Act.

As at, or for year ended 30th June	N.S.W. Intrastate		Interstate		Total	
	Liabe vehicles recorded	Charges received \$	Liabe vehicles recorded	Charges received \$	Liabe vehicles recorded	Charges received \$
1976	47,638	14,063,938	13,275	6,262,366	60,913	20,326,304
1975	47,266	14,448,311	9,758	6,375,451	57,024	20,823,762
Receipts month by month — as well as net receipts (after refunds) — appear in Appendix 7.						

## "Arrangement" cases

	No. in force	Vehicles covered	Charges paid
1976	2,113	15,710	\$8,292,653
1975	2,277	16,160	\$8,610,527

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (12,359 this year, 12,116 last year (covered by "arrangements" but making so little use of public streets that receipts therefrom (which are well below the normal rate) would give a distorted result if included.

## PASSENGER SERVICES — SYDNEY NEWCASTLE AND WOLLONGONG AREAS

### SPECIAL REQUIREMENTS IN THESE AREAS

**Transport Act Applies.** Under the Transport Act, three "Transport Districts" (Metropolitan, Newcastle and Wollongong) have been appointed as areas in which public passenger services are subject to the Transport Act and the Regulations for Public Vehicles, in addition to the Motor Traffic Act and the State Transport (Co-ordination) Act.

#### Transport Districts Defined

- The Metropolitan Transport District comprises the County of Cumberland (excluding any portion of the City of Greater Wollongong) and the Parish of Cowan in the Country of Northumberland.
- The Newcastle and District Transport District comprises the main portion of the City of Greater Newcastle and Parishes of Teralba and Kahibah and part of the parish of Wallarah in the Shire of Lake Macquarie.
- The Wollongong Transport District comprises the City of Greater Wollongong.

### BUS SERVICES

**Service Licence Necessary.** In addition to the licences for the buses themselves, licences for the services are required by private (that is non-Government) bus operators in the Transport Districts.

**Service Licence Fees** are determined individually for each service according to the return to the operator, the nature of the service, its effect (if any) on Government transport operations and the total seating capacity of the fleet. The legal maximum is \$8 per seat of the total seating capacity but in the report year, and for many previous years this maximum has not been approached. The total of such fees for private bus services amounted to \$39,846 the fees for the individual services varying from \$1,075 to \$3. Service licence fees for Government transport operations were \$33,000 (Metropolitan).

**Motor Vehicle Tax.** Tax payable on registration of buses is levied at special "bus" rates prescribed by the Motor Vehicles (Taxation) Act. The tax is applied for maintenance of bus routes, as described in a following paragraph. Receipts from bus tax, details of which appear in Appendix 4 totalled \$675,269 compared with last year's figure of \$687,102.

**Contribution by Government Bus Services.** Although legally obliged to pay only service licence fees (and not registration fees or motor vehicle tax) the Public Transport Commission, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as motor vehicle tax paid by private bus operators. Contributions this year totalled \$302,501.

**Revenue Distributed for Roadworks.** Most of the revenue derived from these sources is distributed on a proportionate basis to authorities (usually Councils) responsible for the maintenance of the roads the buses use. Appendix 5 describes the basis of distribution and lists the individual amounts paid.



**Services Operating.** A summary of statistics relating to services follows later in this section whilst more detailed particulars appear in Appendix 17.

**Variations in Services.** Metropolitan Transport District — As in the past, services were provided to new schools and new areas and in other cases existing services were extended or diverted to meet developments. During the report year seventeen services were transferred and the number of operators was reduced by four. Routes Nos. 177 and 210 were amalgamated to form one service operating from Blacktown Station to Parramatta Station via Prospect (Route 210).

**Competition with Government Transport.** No services are permitted to operate in direct duplication of Government Transport Services. However, a small number which compete to a minor degree operated in each District under restricted conditions. There are three such services in the Metropolitan Transport District.

**Fares.** Approval was given for a general fare increase, applicable as from 1st December, 1975 which was designed to offset an increase of about 10% in operational costs throughout the bus industry since the previous increase in February, 1975.

Proportionate increases in the cost of weekly tickets were also authorised.

**Standards of Service.** Frequent checks were made by Departmental technicians to ensure that proper vehicle standards are maintained. Routine checks of timetable observance and adequacy of services were carried out and corrective action was taken on the few complaints received.

**Special Journeys.** Where required, permits were issued under the Transport Act and State Transport (Co-ordination) Act for special journeys such as those to sporting and social events.

**Trading Experience of Operators.** In past years the return of motor omnibus operations covered the twelve month period ended 31st March. However, during the report year a revised form of return was introduced and the period covered by the return changed to correspond with the fiscal year.

The returnable date for the revised forms is now 30th September and consequently detailed information about operating and financial particulars is not available for this report. The following table presents other available statistical information.

### SUMMARY OF BUS STATISTICS AS AT OR IN THE YEARS ENDED JUNE, 1975 AND 1976

<b>Buses in Service</b>				
	Metropolitan	Newcastle	Wollongong	Total
1976	1,463	149	194	1,806
1975	1,419	148	210	1,777
Variation	up 44	up 1	down 16	up 29
<b>Service Licences</b>				
1976	203	23	24	250
1975	204	23	24	251
Variation	down 1	No change	No change	down 1
<b>Revenue Derived by Department</b>				
	Metropolitan	Newcastle	Wollongong	Total
	\$	\$	\$	\$
1976	625,201	75,670	47,244	748,115
1975	633,214	76,850	48,956	759,020
Variation	down 8,013	down 1,180	down 1,712	down 10,905
<b>Bus Revenue Distributed for Roadworks</b>				
	\$	\$	\$	\$
1976	595,727	73,865	48,295	717,887
1975	598,191	73,782	48,606	720,579
Variation	down 2,464	up 83	down 311	down 2,692
For details see —				
Appendix 17 re number of operators, services and vehicles.				
Appendix 4 re revenue receipts expenditure and distribution of the Public Vehicles Fund.				
Appendix 5 re amounts distributed for roadworks.				



## TAXI-CABS AND PRIVATE HIRE CARS

**Registration under Transport Act.** Taxi-cabs and private hire cars in the Transport Districts are subject to registration under the Transport Act as well as registration and licensing under the Motor Traffic and State Transport (Co-ordination) Acts.

**Tax Revenue Expended on Traffic Facilities.** Motor vehicles tax paid on taxi-cabs and private hire cars is paid into the Public Vehicles Fund and is applied as described earlier towards the cost of improved traffic facilities, particularly traffic control lights.

**Categories of taxi-cabs.** Taxi-cabs in the Metropolitan Transport District are classified as:

- (i) Unrestricted.
- (ii) Restricted — to operate from a particular stand or one or more adjacent stands as specified in licence.
- (iii) City of Sydney — to operate from stands within the area of the Council of the City of Sydney as defined prior to 1st August, 1968 and at Neutral Bay, Cremorne, Mosman, Crows Nest, North Sydney Railway Station, Milsons Point Railway Station and Kingsford Smith Airport.
- (iv) District — to operate from stands in one of the seventeen designated taxi-cab districts in the Transport District. These taxi-cabs may also occupy the stands at Sydney (Kingsford-Smith) Airport and at Central Railway Station.

In the Newcastle Transport District there are both unrestricted taxi-cabs and taxi-cabs restricted to particular stands or groups of stands, while in the Wollongong Transport District all taxi-cabs are allotted to particular stands or groups of stands.

**Private Hire Car Operations.** All private hire cars are permitted to stand for hire only at points specified in the licences. They are, in the main, unrestricted in operation but a small number are limited to the conveyance of passengers in connection with weddings, funerals and tours and the carriage of schoolchildren to and from schools.

### Standards of Service —

**General Policy.** The maintenance of a high standard of service has been aided by the continuation of policies requiring any person acquiring a City of Sydney or District taxi-cab to reside in, or within twelve (12) months take up residence in or closely adjacent to, the authorised area of operation; and owners generally to have sole control and management of the taxi-cabs and drive them as their sole or principal means of employment. Permanent exemption from these latter requirements is permitted only in the cases of widows acquiring taxi-cabs under their late husbands' Wills or to permit the retirement after lengthy service in the taxi industry, of owners who are 60 years or more of age.

**New Licences in the Metropolitan Transport District.** Just prior to the commencement of the report year approval was given for the issue of 128 additional licences. During the report year the issue of these licences was completed.

**Radio Control.** The majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radios to improve the service to the public. Facilities for two-way radio communication for taxi-cabs are provided by 11 organisations in the Metropolitan Transport District, one in the Newcastle Transport District and one in the Wollongong Transport District.

The transfer of Metropolitan Transport District taxi-cabs from the one two-way radio organisation to another has generally been prohibited except in respect of unrestricted taxi-cabs.

The development of radio operations in recent years is illustrated by the figures given in Appendix 18. The following summary of statistics gives the position as at 30th June, 1976 and other information also.



## SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1975-1976)

Vehicles in service		Metropolitan		Newcastle		Wollongong	
		1975	1976	1975	1976	1975	1976
<b>Taxi-cabs —</b>							
Unrestricted		2,437	2,437	86	86	—	—
Restricted		7	26	40	43	117	117
City of Sydney		341	341	—	—	—	—
Districts		488	597	—	—	—	—
Sub Total		3,273	3,401	126	129	117	117
<b>Private Hire Cars</b>							
		224	212	13	6	6	6
Total		3,497	3,613	139	142	123	123
<b>Radio Controlled Vehicles</b> (included in above)							
Taxi-cabs		3,216	3,345	126	129	116	116
Private Hire Cars		177	176	10	10	2	2
Total		3,393	3,521	136	139	118	118

**Fares.** Private hire car fares are not controlled but taxi-cab fares in the Transport Districts are fixed by regulation. Increased taxi-cab fares and miscellaneous taxi charges such as booking fees and luggage rates became effective from 1st October, 1975.

**Transfers.** Transfers of the registrations and licences of taxi-cabs and private hire cars are permissible at the Commissioner's discretion. Any such transfers of licences are subject to the provisions of the Transfer of Public Vehicles (Taxation) Act under which a tax calculated on the current market value of the licence must be paid by the transferor. The tax in respect of the transfer of a "purchased" licence is 2½% of the current market value. In respect of an "issued" licence, the tax is 25% where the licence has been issued less than six years, reducing progressively to 2½% when the licence has been issued over 15 years. Money derived from these transactions is paid into the Road Transport and Traffic Fund (see Appendix 3).

**Taxi-cab Lost Property.** Articles left in taxi-cabs by hirers must be surrendered to the Department by drivers. A fixed amount of compensation for the drivers is collected by the Department from persons claiming their property. Any unclaimed articles are sold through the Public Transport Commission's regular lost property auction sales and the proceeds, which are small, are paid into the Road Transport and Traffic Fund.

### TOURIST SERVICES

**Transport Districts.** As at 30th June, 1976 there were 65 tourist vehicles licensed in the metropolitan area, seven in the Newcastle Transport District and seven in the Wollongong Transport District.

### LONG DISTANCE PASSENGER TRANSPORT BY ROAD

The general question of the authorisation of long distance passenger services is under review in the light of the findings of the Commission of Inquiry into Privately Operated Omnibus and Tourist Vehicle Services in New South Wales conducted by Sir Adrian Curlewis, C.B.E.

**Commission of Inquiry.** The report encompassed a great many recommendations considered necessary in view of changed circumstances since 1931, when existing legislation came into force to control the operations of such services. The major questions of policy affected by the recommendations are being kept under active consideration by the Government and the Department.

## PASSENGER SERVICES — COUNTRY AREAS

### CO-OPERATION WITH COUNCILS

As well as being registered and licensed by this Department, most public passenger vehicles outside the Transport Districts are licensed by local Councils. A policy of close collaboration with Councils concerning current services or the need for additional licences has been followed for many years. The progressive decentralisation of administration brought about by the creation of Regional Branches of the Department has produced further benefits.



## VEHICLES ON FIXED ROUTES

**Services in Operation.** On 30th June, 1976, 2,052 regular passenger carrying services were operating in country districts, 2,619 buses and 340 other vehicles were employed in them, the latter usually being cars or lorries carrying occasional passengers on mail routes or school children in isolated areas.

**Competition with Railways.** The policy followed in this respect in regard to the Transport Districts operates for country services also. Services in direct duplication are not permitted but a number of services competing in less degree were authorised subject to restrictive conditions.

**Fares.** Increases were authorised for a number of services during the year because of established increases in operating costs throughout the bus industry. The circumstances were considered jointly by the Department and local Councils.

**Special Journeys.** In a number of cases journeys for such purposes as sporting and social events were authorised by permits.

## TAXI-CABS AND PRIVATE HIRE CARS

**Scope of Licences.** Country taxi-cabs may ply for hire only within the Municipalities (or, if in Shires, the towns or villages) for which the licences are issued. A country private hire car may wait for hire only at the address or other specified stand mentioned in the licence.

Vehicles in Service (on 30th June) —		1975	1976
	Taxi-cabs	956	947
Private Hire Cars	.....	113	106

**Ballots for New Licences.** The balloting system has been retained as being the most suitable for the varying conditions which apply outside the Transport districts. Under this system, where a need is established to the satisfaction of the Department and the Council concerned, a ballot is carried out by the Council after applications have been invited.

**Two-Way Radio.** The Department has continued to promote the provisions of radio control for hire vehicles in country areas with the assistance of the Postal and Telecommunications Department and local Councils. This service is generally conducted by operator co-operatives. Centres now provided with two-way radio service are listed in Appendix 18.

## TOURIST VEHICLES

There were 50 tourist vehicles licensed in country districts of New South Wales for the carriage of passengers on sight seeing tours as at 30th June, 1976.



*Ten new commuter air services were approved to operate during the year under review. Pictured is an aircraft terminating a commuter flight at Sydney's Kingsford Smith Airport. The aircraft typifies the size of those used in commuter operations.*



## AIR SERVICES

**State Licence Necessary.** A licence under the Air Transport Act is required before an aircraft may be operated commercially for the carriage of passengers or goods on a route which is wholly within New South Wales.

This licence is additional to the authority an operator must obtain from the Australian Department of Transport.

**Services Provided.** Regular air services in New South Wales are in two categories, one being those of full airline standard and operated over routes between Sydney and major country centres and the other, comprising those using smaller aircraft, over routes which, for a variety of reasons, are not provided with a service by the major intrastate airline operators.

The latter mentioned services, usually referred to as "Commuter Services" provide regular air travel facilities over an increasing number of routes within the State as feeders to major centres, and also in the form of direct services to Sydney from Country airports.

Commuter operations are regarded as a worthwhile complement to main airline services, and it is the Department's policy to grant licences where possible and to limit refusals to those proposals which would conflict with existing services.

The following new commuter services were approved during the report year. However, not all services have been commenced.

Sydney — Warnervale (now discontinued);  
Camden — Sydney — Bankstown;  
Cessnock — Sydney;  
Wagga Wagga — Narrandera — Griffith (Narrandera added to existing route);  
Port Macquarie — Tamworth and Armidale;  
Coffs Harbour — Armidale and Tamworth;  
Coffs Harbour — Lord Howe Island;  
Albury — Griffith and Albury — Deniliquin;  
Maitland — Sydney;  
Port Macquarie — Lord Howe Island.

## MISCELLANEOUS

**Ferries.** There are thirteen privately owned ferries operating for the conveyance of passengers in the Port of Sydney which are required to be licensed under the State Transport (Co-ordination) Act. The number of ferries being operated did not vary during the report year, but the service between Circular Quay and Balmain was varied to operate via McMahons Point for the conveyance only of passengers between McMahons Point and Balmain.



# Traffic Safety Activities — Drivers, Vehicles and Traffic Facilities

## GENERAL

**Basic Policy.** Outside the field of revenue collections for roadworks and other purposes and the regulation of commercial transport services, most Departmental activities are conducted with traffic safety aims uppermost in mind and policies are followed which are designed to reduce road risks and engender a community traffic safety outlook.

**Specific Measures.** Continuing work in this respect includes the provision of many types of traffic facilities such as traffic control lights and special safeguards for children; constant review of driving laws; collection and dissemination of accident statistics as a basis for remedial action through education, engineering standards of vehicle fitness and enforcement. Scientific research into traffic accidents is conducted by the Department's Traffic Accident Research Unit.

## TRAFFIC ACCIDENT RESEARCH UNIT

**Establishment.** The Traffic Accident Research Unit was established as a Branch of the Department in May, 1969 for the purpose of undertaking scientific research into traffic accidents. The Unit is housed in a two-storey building within the Head Office complex.

**Aims and Composition.** The objectives of the Unit are, broadly, to provide an advisory service on all matters relating to traffic safety based on hard scientific evidence gleaned from research both here and overseas, and to originate research and undertake investigations along priority lines defined by the needs of the Department and the State. The research activities of the Unit are structured within the matrix shown below which gives a few examples of important areas of concern in traffic safety.

AREA OF INVESTIGATION	THREE TIME-RELATED PHASES		
	BEFORE THE CRASH	IN THE CRASH	AFTER THE CRASH
HUMAN FACTORS	Alcohol abuse Youthfulness Education Enforcement	Seat belt use Crash Helmet use	Medical care Rescue facilities
VEHICLE FACTORS	Brakes Tyres Steering Suspension	Steering columns Safety glass Door locks Passive restraints	Fire Entrapment
ENVIRONMENTAL FACTORS	Highway design Traffic engineering Pedestrian control	Roadside furniture Natural hazards	Accessibility Ambulance services



Good statistical support is basic to research in all these areas.

The Unit operates within a flexible framework of four sections. The Engineering Research Section is headed by a senior test engineer, with the support of mechanical and electronics engineers, technicians, draftsmen and general workshop personnel. The Accident Analysis Section is mainly concerned with human and environmental factors, and is staffed by engineers with special experience in traffic management and human behaviour, psychologists with special interests in perceptual, social and clinical aspects, statisticians, members of the Police Force on secondment, and auxiliary data collection staff.

The Clerical Services Section is responsible for processing and coding, for subsequent computer analysis, the reports of accidents submitted by investigating police officers, and publishing and distributing statistical data. It administers a comprehensive research library which receives a great deal of literature from all over the world. Finally, the Traffic Safety Education Section is responsible for lecturing activities and for the dissemination of community educational material, produced in the Unit or supplied by the Australian Department of Transport, and the promotion of traffic safety programmes through static displays and exhibitions.



*Field Officers of the Traffic Safety Education Section give lectures on traffic safety to community groups, commercial organisations, technical colleges and similar training establishments. Here an official of the Deaf and Dumb Society interprets a lecture given by a Field Officer (in dark suit) to a group from the Society.*

**Equipment for Testing.** Equipment used by the Traffic Accident Research Unit includes a crash simulator. This is a sled that is propelled along rails to impact against a concrete block with pre-determined force and simulates the effects of crashes of varying severity on whatever components are under test — occupant restraint systems fixed in a car body shell, for instance. The laboratory also houses a high speed shock testing machine, a brake-test dynamometer, a materials shock tester, and an impact tester for crash helmet research. A wide variety of test equipment, much of it directed to development of standards for child-restraint systems and to evaluate component parts of seat belts, has been



made to the Unit's design. Adult and child reaction assessment equipment is also available to Unit researchers. Associated with the crash simulator and other testing equipment are high-speed movie cameras and a comprehensive instrumentation system centred on a computer. The computer is also used for processing data collected in the course of the Unit's other research activities.

**Research Projects.** The results of Unit research are normally first published by the Department as Traffic Accident Research Unit Reports and a list of reports published so far follows —

- 1/70 Fire in Road Accidents
- 2/70 Head Vehicle Crash Injury
- 3/70 Determination of Swept Paths of Vehicles
- 4/70 The Provisional Licence Scheme — A Statistical Evaluation
- 5/70 Deaths on Motor Cycles — A Study of 120 Fatalities
- 6/70 Compulsory Wearing of Seat Belts — A Feasibility Study
- 1/71 Human Factors in Traffic Safety — A Reappraisal
- 2/71 Seat Belts: A Survey of Usage and Attitudes
- 3/71 A Traffic Signal System for High Speed Roads
- 4/71 Vehicle Windscreens: The Current Issues
- 1/72 Crashes at Railway Level Crossings
- 2/72 Drinking and Driving: Sociological Aspects
- 3/72 The Young Driver
- 4/72 An Assessment of Measures to Reduce Cyclist and Motorcyclist Accidents
- 5/72 A Study of Measures to Reduce Injuries to Pedestrians
- 1/73 Drinking and Driving in Sydney: A Community Survey of Behaviour and Attitudes
- 2/73 Dynamic Tests for Seat Belts
- 3/73 The Role of Communications and Propaganda in Traffic Safety
- 4/73 Compulsory Wearing of Seat Belts in New South Wales, Australia
- 1/74 Sash Discomfort in Seat Belts
- 2/74 Crash Protection for Babies
- 3/74 The Effect of Mandatory Seat Belt Use in New South Wales, Australia
- 4/74 Crash Protection for the Sub-teen Child
- 5/74 Caravans in Traffic Crashes
- 6/74 Investigation of Seat Belt Performance in New South Wales Traffic Crashes
- 7/74 Pre-School Children and the Traffic Light Task
- 8/74 The Capacity of Young Children to Cope with the Traffic System: A Review
- 9/74 Compulsory Seat Belts: A Survey of Public Reaction and Stated Usage
- 1/75 Reflectorised Number (Licence) Plates and Traffic Safety in Australia
- 2/75 Drink-driving Propaganda in Sydney, Australia
- 3/75 The Epidemiology of Pole Crashes
- 4/75 Alcohol, Drugs and Accident Risk
- 5/75 Side Impact and Lap Sash Belts
- 1/76 Occupant Head Space in Passenger Cars

The Unit also publishes its work by way of contributions to professional journals and addresses to scientific and other gatherings. Where justified, these and articles of more general interest are reproduced for wider distribution. In addition some 260 Special Reports have been prepared relating to the testing and evaluation of various devices such as seat belts and child restraint systems.

In the area of engineering research, work to date has been involved with improving the chances of survival, without injury, of passenger car occupants in crashes. Much of this work is in collaboration with the various national committees with crash protection responsibilities and has contributed to the upgrading of seat belts, and to the issue of new Australian Standards for crash protection for child passengers and motor cyclists.

A paper on the performance of child restraints in crashes and in laboratory tests was presented at the Seat Belt Seminar held in Melbourne and the subject of special protective measures for very small children is being further pursued.

A special study was conducted in conjunction with the New South Wales Police into a number of aspects of motor cycle crashes. A preliminary report of the work was presented at a Motor Cycle Safety Seminar held in Melbourne and further, more extensive analyses of the information gathered are continuing.

Other studies in progress include seat belts for children, pole crashes, bus and truck crashes, the risks to pedestrians at crossings, defective vehicle seats, crashes involving school buses and a study of spinal injuries related to traffic crashes.

Special investigations at the scene of severe crashes requiring ambulance attention are currently in progress and will continue for eighteen months to two years. This presently involves two specialist field teams (stationed at Fairfield) and will be stepped up during the period of survey as demand determines.

The aims of the investigations are to improve crash protection for all vehicle types and examine losses (both injury and property damage) arising from these crashes.



Major efforts in the behavioural field were directed in three specific directions to determine:

- (1) The acceptability and usage of child safety restraints among actual or potential consumers
- (2) The ways in which traffic safety principles can be best communicated to young children
- (3) The special problems of truck driving, both in terms of training, outlook of drivers and of physical characteristics of the vehicles and traffic systems.

## ROAD TRAFFIC ACCIDENT STATISTICS

In order to obtain more comprehensive information on traffic crashes than previously coded in New South Wales, a completely re-designed system for the coding of crashes was introduced for crashes occurring after 1st July, 1975. This system was designed to greatly improve the Unit's ability to use Police-supplied information for research purposes and involves coding about three times the information for each crash than was previously the case. Efforts have been directed towards the more serious crashes and since July, 1975 the official New South Wales traffic crash statistics have been compiled by the Traffic Accident Research Unit from Police reports of crashes where at least one person was killed or injured, or at least one vehicle was towed from the scene of the crash.

Summary statistics of traffic crashes are published by the Department each year in the "Statistical Statement of Road Traffic Accidents in New South Wales" and are widely distributed to the relevant Government and semi-Government authorities and to interested organisations and individuals. These bulletins present in the form of comprehensive tabulations, figures which describe the phenomenon of traffic crashes in terms of the more significant human, vehicle and environmental factors. Supplementary, more specialised crash information is distributed to appropriate Government and Local Government bodies to provide a basis for local corrective action. Within this Department, crash statistics help to form the basis of overall traffic safety policy, which is then implemented through countermeasures such as driver licensing, vehicle registration, traffic regulations, and traffic engineering and management. Evaluation of the Department's policies in these areas is one of the more important purposes of this information.

While the published statistical information is arranged in tabulations following a uniform pattern adopted by all States and Territories, the complete data record for each crash is coded and stored on magnetic tape. By the use of the Department's computers, or by the use of large service bureau computers, special analyses for specific research projects can be carried out on the whole file of all crashes recorded over several years. As not all of the data on each police report form are encoded, copies of all reports are maintained on a microfilm file. These reports are readily accessible for special purpose studies and viewing or copying of the reports is possible on a microfilm viewer.

The Unit maintains printed computer reports of traffic crash data in alphabetical street name order within Local Government areas, and a spot map system for Sydney and environs and for the major country areas. This system provides a visual surveillance of the crash situation in those areas.

### FATAL TRAFFIC CRASHES IN NEW SOUTH WALES

Tables one and two of Appendix 19 present profiles of 1,097 fatal crashes and of 1,244 persons killed during the year ended 30th June, 1976.

Salient features of Table one are that, in New South Wales for the year ended 30th June, 1976:

- there were 1,097 crashes resulting in fatalities;
- of these, about one in five took place on Saturdays;
- the most common type of impact on Saturdays and Sundays was the single vehicle crash;
- the most common type of impact on weekdays was the vehicle-vehicle crash, the most common time for these being between 3 p.m. and 6 p.m.;
- about one in four of fatal crashes involved pedestrians and the most common time for these was between 3 p.m. and 9 p.m.

These figures are consistent with independent research findings concerning the dangers of "social driving" and suggest some relationship between late-night, single-vehicle and possibly alcohol-related crashes.

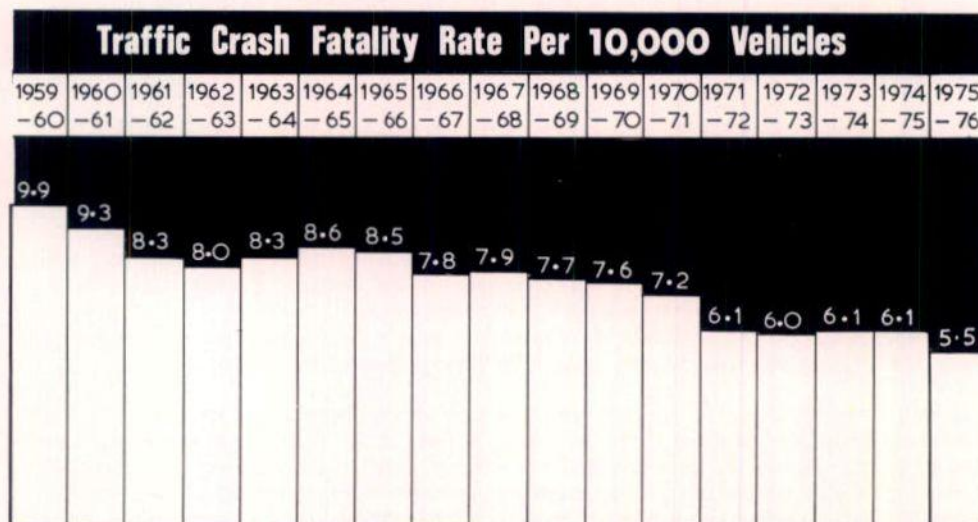
Salient features of Table two are that in New South Wales for the year ended 30th June, 1976:

- there were 1,244 fatalities resulting from traffic crashes;
- drivers of motor vehicles accounted for slightly more than one-third of these fatalities;
- males of age 17-20 years were over-represented among driver fatalities, passenger fatalities and motor cycle fatalities;
- pedestrians accounted for 20% of the year's fatalities and were most common among the two-six year olds and those aged 50 and older.



The figures reflect various research findings which show that young male drivers and their associates are relatively high-risk road users, as are very young and older pedestrians.

Trends in the number of fatalities (see graph in Appendix 19) have shown a more or less steady rise over the last 16 years. This is to be expected with the steady rise in the population of the State, numbers of licences on issue and vehicles registered. However, as is shown in the bar chart the rise in fatalities has been generally relatively slower than the rise in these other factors. Over the last 16 years, fatalities have fallen from about ten to less than six fatalities per ten thousand vehicles registered.



In spite of the general upward trend in numbers of fatalities, there have been two notable exceptions. Pedestrian fatalities over this period of time have remained fairly constant. Motor vehicle occupant fatalities (drivers and passengers) experienced an unprecedented decrease in 1972. This was believed to be associated with the introduction of compulsory seat-belt wearing legislation in October, 1971.

## AUTOMOTIVE ENGINEERING

### GENERAL VEHICLE FITNESS POLICY

The influence on road risks of the mechanical condition of vehicles is recognised by policies which lay emphasis on regular inspections of vehicles already registered and examination of those about to be put on the road, together with means for requiring the repair of vehicles found to be defective.

These policies are implemented by extensive inspections by skilled Departmental staff of vehicles in particular categories, and a State-wide network of privately owned motor service stations authorised to check the mechanical condition of vehicles before renewal of registration. More specific information follows in regard to particular fields of vehicle inspections:

During the report year, Regulations made under the Motor Traffic Act were amended to include the provision of further Australian Design Rules and other measures to require new and future motor vehicles to meet even higher accident avoidance and occupant protection standards than previously applied. Recent additional requirements involve anchorages for child restraints, side door strength and braking systems in passenger cars, heavy vehicle demisting, and emission controls for both petrol and diesel engined vehicles.

### IMPORTED MOTOR VEHICLES

Certain concessions have been extended to bona fide immigrants and returning Australian travellers who have imported vehicles following personal use of them overseas. In such cases vehicles will be accepted for registration provided they are found on Departmental inspection to be in right-hand drive form and comply with the general regulatory requirements about construction and equipment but with specific provision that:

- seat belts must be fitted to all seating positions for which there are factory built anchorages. These must meet either Australian Standard E35, the relevant British or ECE (European) standards or certain others also approved for this purpose;
- all glazing of approved safety glass and the windscreen is untinted;
- lamps must include front parking lamps, amber turn flashers (front and rear), one red rear lamp, one "stop" lamp and "left-dipping" headlamps;
- if originally manufactured in left-hand drive form it must also be found on inspection that conversion from left-hand drive to right-hand drive has been made soundly and the alterations made are such as not to impair or be likely to impair to a material



degree either the strength of the vehicle's general structure or the efficient performance of any safety-related system.

#### PUBLIC PASSENGER-CARRYING VEHICLES

Passenger-carrying public vehicles (omnibuses, taxi-cabs and private hire cars) are subject to more extensive and more frequent examinations than are private vehicles. Such examinations are made at regular intervals by qualified Departmental mechanical inspectors. Vehicles in the Metropolitan, Newcastle and Wollongong Transport Districts are examined more frequently than those outside such Districts and, as far as practicable, all passenger-carrying public vehicles throughout the State are examined twice each year.

During the report year an Omnibus Inspections Section was formed to enable more frequent and regular inspections to be made of omnibuses in the Metropolitan and near country areas. Centrally located at Fairfield the section aims to improve the mechanical standard of privately owned omnibuses.

#### PRIVATE VEHICLES

**New Vehicles about to be registered.** An arrangement exists whereby the distributors of practically all motor cars, light commercial vehicles and motor cycles and some light trailers submit samples of new model vehicles and then receive authority to certify as to the fitness for registration of further vehicles identical with the sample. This arrangement is State-wide and has resulted in considerable economies to the Department as well as the motor trade.

**Used Vehicles about to be re-registered.** Vehicles about to be re-registered after a lapse of a previous registration must be inspected at an Authorised Inspection Station (as described later) or at a Motor Registry where a qualified technical officer of the Department is stationed.

#### AUTHORISED INSPECTION STATION SCHEME

**Outline and Purpose of Scheme.** In all parts of the State (except for a few remote areas) service stations with the necessary facilities have been appointed as Authorised Inspection Stations and qualified members of their staffs have been appointed as authorised examiners to carry out inspections of motor vehicles for registration purposes. A bond of \$20 or an acceptable guarantee must be lodged by the proprietor as a condition of appointment as an Authorised Inspection Station. The great majority of inspections made are annual checks (immediately prior to renewal of the registration) of items of equipment specified by the Motor Traffic Regulations.

Under the Rules for Authorised Inspection Stations, motor vehicles are inspected and certificates of inspection or rejection are issued according to standards set out in the Rules for Authorised Inspection Stations issued by this Department. Early in 1976 a completely revised edition of these Rules was circulated to all Authorised Inspection Stations. This revision was undertaken to provide an up-to-date convenient reference to the many aspects of motor vehicle inspection and testing involved. The great majority of inspections made are annual checks (immediately prior to renewal of registration) of items of equipment specified by the Motor Traffic Regulations.

**Instruction Facilities.** In co-operation with relevant Trade Organisations, meetings of Authorised Inspection Station proprietors and examiners have been held at various locations which were attended by technical representatives of the Department who gave information on the scheme and were available to answer questions as required. This has assisted greatly in familiarising station proprietors and authorised examiners with the conditions and requirements of the scheme.

**Statistics.** On 30th June, 1976, 4,365 Authorised Inspection Stations employing 8,604 examiners were participants in the scheme, compared with 4,211 and 7,968 respectively on 30th June, 1975.

**Supervision and Disciplinary Measures.** Strict supervision is exercised to ensure that, as far as practicable, defective vehicles are not passed by Authorised Inspection Stations as fit. 27 Mechanical inspectors attend to this work and also investigate applications for appointment of stations and examiners and advise Authorised Inspection Station personnel generally regarding the scheme.

Reports of laxity or departure from proper standards are considered by a Committee of Review comprising representatives of Motor Trade organisations and a Departmental Chairman. On the Committee's recommendations 42 Authorised Inspection Stations and 50 examiners were disqualified during the year either indefinitely or for periods up to two years. This represents a significant decrease compared to the previous year when 77 Authorised Inspection Stations and 86 examiners were disqualified. In 104 cases all or part of the \$20 security bond was forfeited. Less serious cases were dealt with by the issue of warnings.

#### DEFECTIVE VEHICLES IN SERVICE

**Motor Lorry Checking Stations.** Commercial vehicles calling at the Lorry Checking Stations at Marulan and Berowra are, from time to time, checked by mechanical inspectors



as to their fitness for use on the road. Further information on the functioning of the Stations appears in the section headed Commercial Transport Services.

**Defect Notices.** Police and authorised officers of this Department may, under Motor Traffic Regulation 94B, issue notices directing that vehicles being used in defective condition on public streets be taken off the road unless repaired. Serious defects such as faulty brakes or steering result in the issue of notices which immediately prohibit the use of the vehicle until the specified repairs have been effected and the vehicle is passed as fit. With less serious defects, the notices permit the vehicle to continue in use provided that, within a specified period, the repairs are effected. In either event, the vehicle must be submitted after repair to an Authorised Inspection Station or a Motor Registry where a Departmental mechanical inspector is stationed.

**Inspection of vehicles in Second-Hand Dealers' Yards.** 5,259 second-hand vehicles selected from those offered for sale in used car yards, were inspected during the year. Of the vehicles inspected, 2,501 vehicles (47.5%) were found to be in a satisfactory condition and the balance were defective. In 1,010 instances repairs were effected on the spot and in 1,191 cases "Defect" Notices were issued. The number plates in respect of 557 vehicles were surrendered.

Where a "Defect" Notice is issued, an adhesive label is attached to the windscreen of the defective vehicle and it is an offence for any person other than a member of the Police Force or an authorised officer of the Department to obliterate or interfere with the label.

Legislation administered by the Consumer Affairs Bureau has now become effective which has introduced warranty and other provisions into second hand motor dealer transactions. A number of Inspectors of the Bureau's staff have recently been authorised to carry out inspections of motor vehicles held for resale, and supplement the work carried out in this area by the Department's own staff.

**Number of Notices issued.** The total number of "Defect" Notices issued in 1975-76 as compared with the two previous years is shown hereunder.

1973-74	1974-75	1975-76
37,023	34,994	31,907

## TRAFFIC PLANNING AND MANAGEMENT

**General.** The Department's main role in traffic engineering has been to investigate the need for, plan and provide traffic signals and other facilities such as marked pedestrian crossings, signs and roadmarkings designed to reduce traffic conflict, minimise risks to pedestrians and to provide safe and orderly movement of traffic.

In July, 1975, the Urban Transport Advisory Committee was asked to review urban transport policies affecting the Sydney Metropolitan region, in particular having regard to:

- Freeway planning and construction.
- Traffic management systems.
- Urban rail construction works.

A report of the review was completed in February, 1976 and was adopted by the then State Government shortly afterwards. In implementing the major recommendations of the Committee this Department became responsible for an accelerated programme of traffic engineering works and traffic management activities comprising:

- Extension of the priority road system to the remainder of the classified Main and Secondary Road system and the majority of the important unclassified roads.
- Extension of the peak hour clearway system.
- Introduction of special clearways in appropriate cases with twelve, twenty-four hour and/or weekend restrictions.
- Extension of arterial road co-ordinated traffic signal systems.

The implementation of the programme was the responsibility of the Department's Traffic Planning and Management Branch. This Branch is comprised of four sections — Planning, Development, Operations and Administrative.

**The Planning Section** comprises Traffic Planning, Construction and the Drawing Office and supervises traffic signal installation by Contractors as well as effecting installations by Departmental staff.

**The Development Section** operates the Traffic Control Centre which includes closed circuit television surveillance of the Inner City area, the computerised arterial road co-ordinated signal systems throughout the Metropolitan area and also designs, tests and develops new signal and traffic control strategies and equipment.

**The Operations Section**, which is divided into four Metropolitan Engineering Districts, is responsible for the maintenance of traffic signals, the installation and maintenance of other traffic facilities and for the investigation of traffic problems and proposed local traffic management arrangements. This Section also includes the signals and facilities workshops



which assist in the manufacture and maintenance of the various components utilised throughout the State.

**The Administrative Section** provides administrative and clerical support to the technical sections and is responsible for operating the two-way radio network.

On 1st June, 1976 the Traffic Authority of New South Wales was established under the provisions of the Traffic Authority Act, 1976 and the functions of the Planning Section were transferred to the Authority. The Development, Operations and Administrative Sections continued to operate as the Traffic Planning and Management Branch until the 30th June, 1976 when their respective functions were transferred to the Department of Main Roads.

#### TRAFFIC SIGNALS

**This Year's Work.** A total of 118 new sets of traffic signals were installed using Departmental staff and Contractors, during the year.

At 30th June, 1976 there were 1,264 sets of signals in service throughout the State. Details are shown in the following table.

	Vehicle Actuated	Pedestrian Actuated	Inner City	TOTAL
Sydney	781	211	113	1,105
Newcastle	49	20	—	69
Wollongong	33	8	—	41
Elsewhere	35	14	—	49
TOTAL	898	253	113	1,264

The sites of the new signals are listed in Appendix 20.

In addition 43 sets of signals were reconstructed because of changing traffic factors or up-grading of roadways. Eleven sets were removed from service.

**Allocation of Work.** The Department's construction staff installed 21 of the sets of signals commissioned during the year, the remaining being installed by Contractors to the Department's designs and specifications. The Department's staff also carried out 6 of the 23 major reconstructions of existing signals and minor reconstruction of 20 signals.

#### INNER CITY OF SYDNEY

**Computer Control of Signals.** This system was again expanded during the year and now controls 153 intersections. The computer programmes were further refined to improve operational efficiency with particular attention to the automatic lengthening of "Walk" durations at heavily used pedestrian locations.

An indication of the flexibility and effectiveness of the computer control system developed by this Department was obtained as a result of the "Strand Arcade Fire" which led to the temporary closure of George Street between King and Park Streets. The timing and phasing of the signalised intersections were changed to cater for diversions and revised traffic movements and by 10 a.m. on the morning of the fire all signals were in service with police only assisting on site to enforce diversions.

The Closed Circuit Television also demonstrated its value by playing an important role in the evaluation of overall traffic conditions and thus allowing "fine tuning" of intersection timing to be performed.

The concepts and techniques used to minimise this disruption in a most critical traffic area in the city are the same as those under development for inclusion in the Wide Area Traffic Control system as outlined in last year's Annual Report. This incident and experience generally has shown that this type of system is capable of giving considerable benefit to the community.

**Wide Area Traffic Control System.** Work on the Wide Area Traffic Control of traffic in Metropolitan Sydney is continuing. Considerable improvements have been made to the computer installation at the Traffic Control Centre in preparation for the extension of area co-ordination and the first "Telecom" telephone lines have been installed. An overall control system is being developed which will, in conjunction with the commercial radio network, allow the control of traffic on the Sydney Metropolitan area street system in a hierarchical structure of master and regional computers.

A total of 34 signals were co-ordinated this year on arterial roads in the metropolitan area using temporary linking equipment in preparation for their transfer to the Wide Area Computer System.

#### OTHER TRAFFIC SIGNAL WORK

**Bridge Opening Signs.** The signs on the approaches to the Pyrmont and Glebe Island Bridges became operational on 13th October, 1975.



**Temporary Signals.** Temporary signals were installed on highways and bridges to control traffic movements whilst major repairs and maintenance were carried out by the Department of Main Roads at Inverell, Karuah, Macksville, Narranderra, Pipers Creek (Kempsey), Cooma, Kempsey, and Wagga Wagga.

#### MAINTENANCE AND REPAIR

In addition to the construction and reconstruction of traffic signals, Departmental staff were engaged in routine maintenance and emergency repair work in the Sydney and Newcastle areas. In other areas such work was carried out by the local electricity supply authority on behalf of the Department.

**Other Facilities Provided.** 13,660 new facilities, including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs and lane and centre line markings were provided during the year. The installation and maintenance work in the Sydney, Newcastle and Wollongong areas is carried out by the Department's own staff and in other areas the work is performed by Councils under the direction of Departmental Staff.

**Speed Limits.** The Motor Traffic Act provides for variations of speed limits by direction of the Minister for Transport and Highways (subsequently, after 1st June, 1976, by direction of the Traffic Authority). In conjunction with the metrication of speed limit signs during 1974-75, a general review of speed limits was carried out throughout the State and consequently the introduction during this report year of a speed limit of 60 km/h to 27 kilometres of roadway and speed limits varying from 80 km/h to 100 km/h to a further 112 kilometres of roadway represents a considerable reduction in this activity.

**Priority Roads and Give Way Signs.** A more vigorous implementation programme was carried out during the year and the following classified roads and principal traffic routes in Sydney were converted to Priority Roads:

Military Road/Spit Road/Condamine Street — Neutral Bay to Brookvale.  
Warringah Road/Babbage Road — Chatswood to Dee Why.  
Wakehurst Parkway — Seaforth to Narrabeen.  
Blaxland Road — Ryde to Epping.  
Rocky Point Road/Taren Point Road — Sans Souci to Taren Point.  
The Boulevard/Captain Cook Drive — Gymea to Kurnell.  
Pyrmont Bridge Road — Pyrmont to Camperdown.  
Balmain Road/Darling Street — Leichhardt to Balmain.  
Belmore Road — Punchbowl to Peakhurst.  
President Avenue — Sutherland to Rockdale.  
Epping Road — Epping to Lane Cove.  
Ernest/Belgrave/Gerrard/Ourimbah Roads — North Sydney to Spit Junction.  
Princes Highway — Blakehurst to Waterfall.  
West Botany Street — Arncliffe to Kogarah.  
Rookwood/Chapel Roads — Lidcombe to Bankstown.  
Henry Lawson Drive — Villawood to Peakhurst.  
Merrylands Road — Granville to Greystanes.  
South Dowling Street — Kensington to Darlinghurst.  
Elizabeth Street — Sydney to Zetland.  
Chalmers Street/Randle Street — Redfern to Surry Hills.  
Albion Street — Sydney to Surry Hills.  
Palmer Street/Bourke Street — Woolloomooloo to Zetland.  
Baptist Street/Crown Street — Redfern to Woolloomooloo.  
Moore Park Road/Fitzroy Street/Foveaux Street — Woollahra to Surry Hills.  
Day Street — Sydney.  
Wentworth Avenue — Mascot to Pagewood.  
New South Head Road/William Street/Park Street/Druitt Street — Vaucluse to City.  
Old South Head Road/Oxford Street/Liverpool Street — Watsons Bay to City.  
Hopetoun Avenue/Robertson Road/Military Road — Vaucluse to Watsons Bay.  
Anzac Parade — Kingsford Junction to La Perouse.  
Bunnerong Road — Kingsford Junction to La Perouse.  
Alison Road — Kensington to Coogee.  
Coogee Bay Road/Belmore Road/Cook Street — Coogee to Randwick.

**Research Projects.** Research projects completed or currently being undertaken relate principally to the operational aspects of traffic management.

These works include:  
Evaluation of Transit Lanes (completed).  
Bus Priority at Signals and Signal Systems.  
Strategic Control of Signal Systems.  
Fail Safe Requirements of Signal Equipment.  
Improved Inductive Loops for Vehicle Detectors.  
Audible Traffic Signals for Blind Pedestrians (completed).  
Relationship between Accidents and Volumes at Signals.  
Criteria for Right Turn Bans with particular reference to Main Roads (completed).  
Sign control at Blacked Out Signals (Stage 1 completed).  
Guidelines for Zone Fare Systems (completed).  
Car Pooling on a Geographical Basis (Stage 1 completed).



## TRAFFIC AUTHORITY OF NEW SOUTH WALES

**Traffic Authority Secretariat.** Upon the commencement of Traffic Authority Act on 1st June, 1976 with the Commissioner for Motor Transport being appointed Chairman of the Traffic Authority of New South Wales, a Secretariat to the Authority was established as a separate Branch of the Department.

The Secretariat's function is to provide professional and administrative assistance to the Traffic Authority and its subordinate committees. Two sections were established, Planning Section comprising engineering, technical and scientific officers, and Administrative Section comprising administrative and clerical officers.

The Planning Section among other things investigates plans and proposals on traffic management techniques and concepts, usually in association with the other instrumentalities involved, prior to their consideration by the Authority. Assistance with the drafting of guidelines and standards for matters for which the Authority may delegate executive powers to other public bodies, is also a function of the Section.

The Administrative Section deals with correspondence received by the Authority and prepares the necessary documentation in the form of reports, submissions and replies to such correspondence.

As an interim measure associated with the planned withdrawal of the Police Department (Traffic Branch) from the processing of requests for approval of new or altered traffic facilities, the Secretariat immediately undertook some aspects of that processing to facilitate such approvals being given by the Traffic Authority in accordance with the amended provisions of the Motor Traffic Act and Regulations.



*Pictured is the control centre for the inner city's traffic control system. The system was further refined and expanded during the year. On 1st July, 1976, the operations of the centre were transferred to the Department of Main Roads.*



# Other Functions, Staff, Premises and Equipment

## OTHER FUNCTIONS

**Licensing of Tow-truck Operators and Drivers.** The Tow-truck Act requires the operators of tow-trucks to hold a licence for each tow-truck and for each driver or "off-sider" to hold a driver's certificate.

The object of the legislation was to minimise certain abuses that had developed in the industry and to ensure that persons who operate tow-trucks or who are employed on or about them are of good character. Tow-truck licences and drivers' certificates are issued under the authority of the Commissioner for Motor Transport who is empowered by the Act to refuse or cancel licences and certificates. Tow-truck licences and drivers' certificates are not issued unless the Commissioner is satisfied that the applicant is a person of good character and in the case of licences that the vehicle and its equipment are suitable.

An important provision of the scheme is that drivers of tow-trucks must obtain a signed form of authority from the owner or person in charge of an accident-damaged vehicle before it may be towed. The tow truck operator is required to keep records of towing operations and to produce them on demand to an authorised person.

On 30th June, 1976, 1,843 licences and 4,122 certificates were in issue as against 1,714 and 3,765 respectively on 30th June, 1975. During the year seven applications for licences and 73 for certificates were refused by the Commissioner. Four applications for renewal of drivers' certificates were refused and one certificate was cancelled. One application for renewal of a licence was refused. There were nine appeals against the refusal to grant a certificate of which four were upheld.

**Licensing of Motor Vehicle Driving Instructors.** The Motor Vehicle Driving Instructors Act requires professional instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual footbrake and clutch pedals (if applicable). On 30th June, 1976, 1,998 licences were in issue as against 1,964 on 30th June, 1975. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 11 applicants were refused licences. Two of these applicants appealed to the Court, one appeal being upheld and the other dismissed. During the year two licences were cancelled.

**Licensing of Second-hand Motor Dealers.** Following proclamation of the licensing provisions of the Motor Dealers Act, 1974 which is administered by the Commissioner for



Consumer Affairs, the Second-hand Motor Dealers Act was repealed from 1st August, 1975. Dealers in second-hand motor vehicles, parts and accessories who were previously licensed under the Second-hand Motor Dealers Act are now required to hold a licence under the Motor Dealers Act.

**Log Books for Drivers of Heavy Vehicles.** To assist in the enforcement of limits on hours of driving the Motor Traffic Act imposes in the interests of safety. Regulations under the Act have for some years required the driver of a motor vehicle that weighs more than two tons unladen and is operated outside a radius of 50 miles from its usual depot, to carry and complete a prescribed log book of his hours of driving and periods of rest.

Since 1st May, 1967 log books have been obtainable only by the drivers personally from this Department or the corresponding authority in another State or Territory. This year 23,925 books were issued by this Department, 20,389 going to drivers who were residents of New South Wales and 3,536 to drivers from other States. A nominal charge of \$1 per book is made to cover production costs.

**Disabled Persons' Parking Authority.** Since 1st October, 1972 the Department has administered the car parking concession provided by the Government to assist disabled persons who have permanently lost the use of one or both legs or are otherwise severely physically handicapped and unable to walk or able to walk only short distances.

The concession allows a vehicle used by a disabled person to exceed a sign-posted parking time limit where the limit is more than 30 minutes and also allows free parking at parking meters where the time limit is more than 30 minutes. The concession is available not only for licensed drivers but to any person so disabled who requires the use of a motor vehicle.

The disabled person obtains from the Department an authority card, giving details of the holder and the vehicle nominated, for display on the windscreen of the vehicle when it is being used by the disabled person.

Since the inception of the scheme, 5,265 disabled persons' parking authorities have been issued.

## STAFF

**General Employment.** Natural growth occurred in the Department's major activities, but progressive incorporation of records into the "On-Line" computer system necessitated the recruitment of only a small number of additional clerical officers. Adequate male and female staff were obtained without difficulty.

The temporary part-time employment, at Head Office, of female clerical staff was reviewed and most of them were replaced with full-time officers. Part-time staff were invited to convert to full-time employment and some 30% did so. Thirty-seven part-time typists are still employed to augment staff at the Head Office public counter and Motor Registries during the busy lunch-hour periods.

Professional and semi-professional staff, the majority in a temporary capacity, were also recruited during the year for duties in the Traffic Accident Research Unit and the Traffic Planning and Management Branch.

**Industrial.** In an award handed down in the Industrial Commission of New South Wales on 19th December, 1975 female grades and salaries were equated with grades and salaries in the male Salaried Officers' Award, although both award groups remain separate from each other.

The new award was effective from 15th August, 1974.

### STAFF TRANSFERS

Vide the Traffic Authority Act of 1976, arrangements were made to transfer 382 male and three female employees of the Traffic Planning and Management Branch of this Department to the Department of Main Roads, as from 1st July, 1976.

### TRAINING AND INSTRUCTION

To assist officers to develop maximum efficiency, a programme of staff training continued throughout the year. It included:

- Attendance of senior officers at Seminars conducted by the Royal Institute of Public Administration and the Public Service Board.
- Participation by senior officers in the Administrative Staff Courses at the University of New South Wales.
- Sponsorship of two Departmental officers to study Law through the Solicitors Admission Board.
- Participation of officers in a Supervisor Development Course conducted by the School of Business Studies, Sydney Technical College.
- Screening of special training films.



- Attendance of officers at Management Seminars in country centres sponsored by the Public Service Board.
- Instruction of officers in letter writing and telephone answering techniques.
- Participation of Staff Training Officers in "on the job" instructional courses.
- Detailed instruction by the Staff Training Section to improve the efficiency of officers, particularly those concerned with the continuing conversion of records to the "On-Line" computer system.
- Instructions for Technicians, in a Traffic Signals Equipment Course, to cope with specialised and increasingly complex traffic signals systems.
- Provision of academic training, under Departmental sponsorship, of a number of Engineering and Science Undergraduates to meet future needs in the specialised areas of traffic control systems and traffic accident research.
- The technical training of apprentices in the electrical and painting trades.
- Further education of existing staff and a continuation of the programmes of training for Systems Analysts, Programmers, Computer Operators and Machine Operators (Data Entry and/or Punch and Verifier), designed to equip them with the skills necessary for "On-Line" operation of a 370 Model 145 Computer.



*Specialised training is given to officers who have the aptitude for computer work. Here a trainee operator uses the Department's own audio-visual instructional equipment.*

#### PERSONNEL

**Number of Employees.** On 30th June, 1976, 3,085 persons were in the employ of the Department, two more than a year previously. Details are given in Appendix 21.

The following changes were made in executive positions during the year under review.

On 1st September, 1975 —

Mr. L. T. Williams was appointed Assistant Commissioner.  
Mr. H. G. Fletcher was appointed Chief Accountant.

On 5th January, 1976 —

Mr. R. A. Noonan was appointed Staff Manager.  
Mr. A. Gosper was appointed Registrar of Motor Vehicles.

On 1st June, 1976 —

Mr. H. L. Camkin was appointed Director, Traffic Authority.



A Medical Branch within the Department provides an authoritative basis for decisions regarding the medical fitness of persons applying for, or holding, licences to drive or ride motor vehicles.

The Branch's other work includes emergency attention in cases of staff accidents or illnesses and medical examination of staff and applicants for employment. An anti-influenza staff immunisation programme is conducted annually.

A First Aid Corps, under the supervision of the Medical Branch, is active within the Department. During the year under review first aid classes were conducted at nine major Departmental locations from which 225 candidates passed examinations for first aid certificates.

## LAND AND BUILDINGS

To further its policy of replacing inadequate Motor Registry premises with modern offices and acquiring land for future development the Department sought funds to implement a programme of capital works, many of which have been repeatedly postponed due to stringent financial restrictions imposed by present income levels.

Funds ultimately provided were such that the proposed programme was heavily curtailed and, until the funds position improves and this does not seem likely in the short term, no real impact can be made on reducing the back-log of long-standing needs.

Nevertheless it was still possible to proceed with the construction of new and the renovation of existing offices and in line with established policy the buildings were of high standard, air conditioned and specially designed to provide ample space and favourable conditions for customers and staff. Space for off-street parking was provided in Registry yards and attention given to decorative lawns and gardens to enhance the appearance of the premises.

**Achievements.** During the year the construction of a new District Office at Cammeray was completed. The new premises replace the District Office previously located at Chatswood and the former North Sydney Motor Registry. Alterations were completed at Miranda and Five Dock Registry premises and the extra land bought last year alongside the Penrith Motor Registry was fully paved and enclosed.

Work was commenced on a new District Office at Kogarah, a new Motor Registry at Wauchope, and alterations and additions to Beverly Hills and Lismore Motor Registries.

Fully ducted air conditioning systems were installed at Goulburn District Office, Lithgow and Orange Motor Registries and the existing installations upgraded at Parramatta District Office. Work commenced on the replacement of worn-out and inadequate air conditioning equipment at Queanbeyan District Office, and the Motor Registries at Bathurst, Bega, Casino, Cooma, Forbes, Grafton, Griffith, Leeton, Parkes and Tamworth.

A new Motor Registry site was obtained in Shoalhaven Street, Kiama, and negotiations for sites at Mount Druitt, Blackbutt Town Centre (near Shellharbour) and Albury were proceeding. Negotiations were commenced to acquire additional land abutting the boundaries at Queanbeyan and Penrith to improve motor vehicle inspection facilities and vehicular access.

The construction of a new motor vehicle inspection pit and shelter over the pit area is well advanced at Gosford Motor Registry, as is the installation of improved inspection facilities — motor vehicle hoists and pit shelters — at Queanbeyan, Wagga Wagga and Albury. The latter are interim measures pending the acquisition of further land to enlarge the existing sites or to relocate to new sites.

At the Department's Head Office a number of alterations including additional air conditioning have been made to provide a more efficient service to the general public and to provide better staff accommodation. In particular accommodation for the Department's "On-Line" computer system was substantially enlarged. At the end of the year major alterations and additions to the motor vehicle inspection area were well advanced. The work has been undertaken to provide a more convenient arrangement for persons presenting motor vehicles for inspection and to remedy long-standing problems associated with the roofs over the pit area and drainage of rainwater.

**Proposed Activities.** Whilst it is anticipated that funds for capital works in the 1976-77 financial year will be severely curtailed, plans to a completed design stage were being developed at the year's end so that as soon as funds become available projects can be put in hand without delay.

Proposals in this regard are the construction of new Motor Registries at Liverpool, Mount Druitt, Toronto, Kiama and alterations to the Motor Registries at Ryde, Lismore (second stage) and Wagga Wagga Regional Office.

Design work is well advanced for the modernisation of the Head Office Public Counter whilst plans are at an earlier stage for possible relocation of the Motor Registries at



Blacktown, Waitara and Albury where the sites are no longer adequate. The question of supplementing the Motor Registries at Cammeray, Waitara and Manly by establishment of a Motor Registry in the Warringah District is being examined as are needs in other suburban areas of Sydney. Provision of shelters adjacent to vehicle inspection pits at Newcastle, Five Dock, Lidcombe and Wollongong Motor Registries is embraced by the proposed works programme for 1976-77, as the first phase of a programme of such works at all Registries with full-time inspection staff.

Sites at Coffs Harbour and Gunnedah will be acquired immediately funds become available, and other land needs have been recognised.

## EQUIPMENT

**Electronic Data Processing.** During the year further refinements were made to the vehicle registration and driver licence "On-Line" Records System to give enhanced operational efficiency. Considerable progress was made also on preparatory work towards conversion of the wholly-manual Traffic Conviction Records to a computerised "On-Line" System.

In keeping with the Department's forward planning to cater for increasing work volumes, extension of computerisation to other activities of the Department, and to ensure an uninterrupted fast record search ability for both Departmental and Police purposes "round the clock" seven-days-per-week, the System's processing capability was increased by installation of an additional Central Processing Unit (I.B.M. 370/158 — 2000K memory) and an additional I.B.M. 1403 Line Printer. The additional capacity has also enabled transactions to be recorded more promptly than ever before.

To provide maximum flexibility of operation, special switching equipment was installed enabling all peripheral equipment — tape drives, disk drives, line printers, inquiry terminals, etcetera — to be controlled by either of the two Central Processing Units, so ensuring continuous fast access to the computerised records should either Central Processing Unit temporarily fail.

### EQUIPMENT

The main components of the "On-Line" Computer System as developed at the close of the report year were:

#### PROCESSING AND INFORMATION RETRIEVAL

Central Processing Units	— I.B.M. System 370/158 — 2000K Main Memory. I.B.M. System 370/145.
Mass Storage	— 20 drives I.B.M. 3300-11, 4 drives I.B.M. 3330-1 Magnetic Disk Storage — 4,400 million characters.
Tape Drives	— 4 I.B.M. 3420.
Line Printer	— 2 I.B.M. 1403.
Card Readers	— 2 I.B.M. 3505.

#### INQUIRY SYSTEMS

In-House	— 32 I.B.M. 3277 Visual Displays. 13 I.B.M. 3284 Printer Terminals.
Remote — Motor Registries	— 24 I.B.M. 2740 Communication Terminals with Document printing capability.
Police Department	— 6 I.B.M. 3277 Visual Displays. 1 I.B.M. 3275 Visual Display. 4 I.B.M. 3284 Printer Terminals. 1 I.B.M. 2740 Communication Terminal.

#### DATA COLLECTION

- 3 x "G.C.S. 2100" Key-Disk-Tape-Systems — 70 Visual Display Data Entry Terminals.
- 3 Opscan Model 17 Document Readers.

#### PROPOSED FURTHER DEVELOPMENT

- "On-Line" conversion of Traffic Conviction Records.
- Study of feasibility of conversion to "On-Line" processing of manual accounting functions, payroll and personnel records.
- Installation of additional disk storage to accommodate increasing work volumes and conversion of Traffic Conviction Records.



- Expansion of "In-House" Inquiry Network.
- Extension of "Remote" Inquiry network to service additional Motor Registries.
- Extension of computer processing to the generation of high-volume routine correspondence.

## STORES AND STATIONERY

The Stores Branch obtains the wide range of items used by the Department throughout the State. These include motor vehicles, office furniture, registration number plates, office stationery and printing material. During the report year, roadmarking paints and components of both traffic signals and traffic signs were also obtained but, after 30th June, 1976, supply of these items became the responsibility of the Department of Main Roads.

The work carried out in the Print Room includes the printing of all cash register forms with the exception of continuous stationery forms used by the Computer to prepare registration and licence renewal notices. During the year the bulk of the Department's stationery requirements, public information leaflets, instruction manuals, reports and a variety of stationery items were also produced.

### MAIL HANDLING

During the year approximately 7.4 million items of mail were prepared by the Department for transmission to the Mail Exchange. To cope with the large volume, the preparation and enveloping of Departmental mail is almost exclusively handled by automatic processes which are being progressively improved by the purchase of more modern machines.

As in previous years, the Department of Education was assisted in enveloping letters advising candidates for the Higher School Certificate of their results.

## SOCIAL CLUB

An active Social Club with more than 1,900 members plays a vital role in the promotion of good staff relations. Social functions held during the year included a ball, picnics, theatre parties and harbour cruises.

For the convenience of the staff at Head Office the Social Club operates a store that has for sale a wide variety of goods. All profits from the store are used to subsidise other club activities and to give financial assistance to sporting bodies active within the Department.

Branches of the Club have been established in the five country regions at Newcastle, Wollongong, Armidale, Wagga Wagga and Dubbo.

## CREDIT UNION

The Motor Transport Employees' Credit Union Ltd. operates within the Department to encourage systematic saving and as a source of cash loans at equitable interest rates for provident purposes. Membership is now 4,021.







# Appendices

## INDEX

No.	Topic	Page
1.	Summary of Collections .....	45
2.	Summary of Disbursements .....	46
3.	Road Transport and Traffic Fund .....	47
4.	Public Vehicles Fund .....	48
5.	Payments from Public Vehicles Fund to Councils and other Local Road Authorities .....	49
6.	State Transport (Co-ordination) Fund .....	50
7.	Road Maintenance (Contribution) Act, (Monthly Receipts) .....	51
8.	Costs of Administration of the Road Maintenance (Contribution) Act .....	51
9.	Convictions under Road Maintenance (Contribution) Act .....	52
10.	Convictions by Courts upon legal proceedings taken by Department .....	53
11.	Motor Registries in Operation .....	54
12.	Revenue Collections at Motor Registry Section of Head Office and Departmental Motor Registries .....	55
13.	Motor Vehicle Registrations Current Year by Year .....	56
14.	Brand-new Motor Vehicles Registered .....	57
15.	Drivers' and Riders' Licences Current — Year by Year .....	58
16.	Cancellation, Suspension and Refusal of Driving Licences .....	59
17.	Privately-operated Omnibus Services in the Transport Districts .....	61
18.	Two-way Radio Taxi-cab and Private Hire Car Services .....	62
19.	Traffic Accident Statistics .....	63
20.	Traffic Control Light Signal Installations Completed .....	65
21.	Staff Employed .....	67



# APPENDIX 1

## SUMMARY OF COLLECTIONS From 1st July, 1975 to 30th June, 1976

Previous Year \$		Year ended 30th June, 1976 \$
	Motor Vehicle Taxation (net) on—	
87,879,854	(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds) .....	90,239,209
963,527	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) ....	940,127
88,843,381	Total net collections of motor vehicles taxation .....	91,179,336
	Ton-mileage Charges (net) on—	
20,769,492	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds) .....	20,267,776
49,778,812	Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections (paid into Road Transport and Traffic Fund) .....	59,554,389
99,616,447	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942 .....	160,188,869
2,629,735	Road Transport and Traffic Fund Advance Payments Account — Proportion of Fees for three year driver and rider licences .....	1,946,945
8,398,499	Ad-valorem Stamp Duty (net) on motor vehicle registrations under STamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund) .....	24,672,683
583,825	Traffic Accident Research Account — Receipts for issue of specially made number plates .....	727,425
71,918	Service Licence Fees in respect of Government and Private motor omnibus services in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) .....	72,846
617,465	Charges (net) in respect of the carriage of goods and passengers on journeys in competition with Government transport services: licence and permit fees, etc. (paid into State Transport (Co-ordination) Fund) .....	610,588
271,309,574	Total Fees, Tax, etc. ....	359,220,857
1,389,460	Sundry Contributions by Other Government Bodies .....	1,937,606
3,581,816	Balances on Funds brought forward .....	4,585,058
276,280,910	Total .....	365,743,521



# APPENDIX 2

## SUMMARY OF DISBURSEMENTS From 1st July, 1975 to 30th June, 1976

Previous Year \$		Year ended 30th June, 1976 \$
19,932,167	Costs of Administration—Department of Motor Transport —	
1,513,638	Salaries and Wages .....	22,244,187
	Purchase of Assets .....	1,921,387
5,918,384	Other Goods and Services .....	7,494,891
27,364,189		31,660,465
20,485,955	Recoup to Consolidated Revenue—Costs of Police Traffic Services	24,726,473
750,000	Payment towards the cost of Ambulance Services .....	750,000
21,235,955		25,476,473
6,285,439	Provision of Traffic Facilities—	
1,970,419	Traffic Control Signals .....	5,551,457
	Signs, Roadmarkings, etc. ....	3,071,176
—	Payment to Traffic Facilities Fund under Section 23 of the Traffic Authority Act, 1976 .....	2,160,086
8,255,858		10,782,719
500,000	Payments to Public Transport Commission of New South Wales Railways Division .....	100,000
104,756,402	Payments to Roads Authorities—	
756,519	Department of Main Roads (Main Roads) .....	105,969,165
	Councils, Shires, etc. (Omnibuses Routes) .....	752,415
105,512,921		106,721,580
99,616,447	Collections received for and transmitted to—	
8,398,499	Government Insurance Office .....	160,188,869
	Stamp Duties Office .....	24,672,683
108,014,946		184,861,552
807,144	Road Transport and Traffic Fund Advance Payments Account 1975-76	
4,840	Transferred to Road Transport and Traffic Fund .....	1,725,375
	Refunds .....	10,126
811,984		1,735,501
24,726,473	Total Disbursement .....	361,338,290
4,585,058	Balances Carried Forward .....	4,405,231
276,280,910	Total .....	365,743,521



# APPENDIX 3

## ROAD TRANSPORT AND TRAFFIC FUND

Statements of Receipts and Payments for the year ended 30th June, 1976

Receipts			Payments		
Previous Year		Year ended 30th June, 1976	Previous Year		Year ended 30th June, 1976
\$		\$	\$		\$
47,387,581	Motor Traffic Act, 1909 .....	56,685,939	16,780,834	Salaries and Wages .....	18,794,515
79,330	Motor Vehicles Taxation Management Act, 1949 .....	87,892	827,533	Pay Roll Tax .....	920,297
413,281	Transport Act, 1930 .....	473,820		Travelling Concessions to Employees .....	28,972
47,880,192		57,247,651	260,608	Travelling Expenses .....	293,524
51,198	Less Refunds .....	48,991	91,187	State Superannuation Fund .....	36,138
			45,373	Railway Superannuation Fund ..	41,995
47,828,994		57,198,660		New South Wales Retirement Fund .....	34,897
188,276	Exchange, Search Fees, etc. ....	214,857	35,855	Postal and Telephone Charges ..	1,400,810
25,166	Unclaimed Moneys .....	17,236	830,071	Maintenance of Motor Vehicles ..	199,727
148,580	Miscellaneous .....	204,640	148,353	Printing, Stationery, Office Stores and Data Processing Rental ..	883,088
48,191,016		57,635,393	968,372	Maintenance of Office Equipment ..	174,760
	Commission on Insurance Premiums collected .....	1,546,512	148,140	Building Maintenance and Rent ..	1,457,194
1,290,579			660,057	Electric Light and Power .....	203,439
18,682	Compulsory Vehicle Examination — Service Station Fees .....	29,056	174,720	Interest, Exchange — Sinking Fund .....	99,390
			91,680	Motor Vehicle Registration Labels ..	67,522
66,781	Second-Hand Dealers' Licence Fees .....	Dr. 1,716	59,319	Motor Vehicle Number Plates ..	303,595
			276,374	General Expenses .....	127,026
19,544	Motor Vehicle Driving Instructors' Licence Fees .....	22,505	188,286		
			21,615,283		25,066,885
676	Air Transport Act, 1964 — Licence Fees .....	690		Purchase of Assets—	
			211,451	Purchase of Land .....	56,105
162,965	Transfer of Public Vehicles (Taxation) Act, 1969 .....	282,927	338,303	Erection of Buildings .....	617,831
28,569	Tow-truck Act, 1967 Fees .....	39,022	71,810	Purchase of Motor Vehicles .....	122,697
			549,749	Purchase of Office Furniture and Machines .....	681,766
	Consolidated Revenue Fund — Contribution towards cost of collection of "Ad-valorem" Stamp Duty .....	343,000	1,171,313		1,478,395
280,500			7,004,168	Provision of Traffic Facilities ...	8,159,354
	State Transport (Co-ordination) Fund — Contribution towards costs of Administration .....	601,454	—	Payment to Traffic Facilities Fund in Special Deposits Account, under Section 23, Traffic Authority Act, 1976 .....	840,646
597,445			7,004,168		9,000,000
	Contribution by Commonwealth Government towards the cost of—		750,000	Payment towards the cost of Ambulance Services under Section 202, Transport Act, 1930 ....	750,000
37,500	Traffic Safety Purposes .....	37,500		Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers .....	24,726,47
642	Urban Transport Study .....	—	20,485,955		24,726,47
73,772	Transport Planning and Research Programme .....	185,471	20,485,955	Total Payments .....	61,021,76
111,914		222,971	51,026,719	Trust Moneys — Security Deposits, etc.	
258,048	Councils' Proportion of Parking Meter Supervision Costs .....	299,947		Refunds .....	21,05
51,026,719	Total Receipts .....	61,021,761	23,593	Balance Carried Forward .....	61,97
			53,240		
47,119	Trust Moneys — Security Deposits, etc.	53,240			
29,714	Balance Brought Forward ...	29,784			
51,103,552	Receipts .....	61,104,785	51,103,552		61,104,78

The accounts of the Road Transport and Traffic Fund have been audited as required by Section 208(1) of the Transport Act, 1930.

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1976 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales  
SYDNEY  
11th October, 1976

H. G. FLETCHER,  
Chief Accountant.  
4th August, 1976



# APPENDIX 4

## PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1976

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1976	Previous Year		Year ended 30th June, 1976
\$		\$	\$		\$
1,083,502	1st July—Balance brought forward .....	836,804		Distribution to Municipalities, Shires and other Authorities—Motor Omnibuses	
	Motor Omnibuses			Tax—	
569,742	Tax—		564,765	Metropolitan .....	563,789
71,728	Metropolitan .....	562,041	71,270	Newcastle .....	71,276
45,632	Newcastle .....	70,587	44,839	Wollongong .....	44,329
	Wollongong .....	42,641		Total .....	679,394
687,102	Total .....	675,269	680,874	Expenditure on Traffic Facilities	
	Other Public Vehicles —		1,245,226	Metropolitan .....	462,302
	Tax — (Metropolitan, Newcastle and Wollongong Transport Districts) .....	264,859	6,463	Newcastle .....	977
276,424			—	Wollongong .....	—
	Contribution by Commonwealth Government — Minor Improvements for Traffic Engineering and Road Safety .		—	Payment to Traffic Facilities Fund in Special Deposits Account under Section 23, Traffic Authority Act 1976 .....	1,319,440
726,066		898,934	1,251,689		1,782,719
	Service Licence Fees—			Distribution of Service Licence Fees—	
63,472	Metropolitan .....	63,160	66,852	Metropolitan .....	63,876
5,122	Newcastle .....	5,083	5,026	Newcastle .....	5,179
3,324	Wollongong .....	4,603	3,767	Wollongong .....	3,966
71,918	Total .....	72,846	75,645	Total .....	73,021
				Contribution from Commonwealth Government; Transport (Planning & Research) Act, 1974—Transfer of uncommitted funds to Traffic Accident Research Account in Special Deposits Account ....	2,381
				Balance in Fund at 30th June—Motor Omnibuses—	
			150,613	Tax—	
			17,059	Metropolitan .....	148,865
			12,580	Newcastle .....	16,370
				Wollongong .....	10,891
			14,657	Other Public Vehicles Tax — (Metropolitan, Newcastle and Wollongong Transport Districts) .....	24,347
			630,996	Amount retained in Fund as Works-in-Progress and Liability under Contracts .....	—
			9,767	Service Licence Fees—	
			846	Metropolitan .....	9,051
			286	Newcastle .....	750
				Wollongong .....	923
			836,804		211,197
2,845,012	Grand Total .....	2,748,712	2,845,012	Grand Total .....	2,748,712

The accounts of the Public Vehicles Fund have been audited as required by Section 208(1) of the Transport Act, 1930.

In my opinion, the above statement of receipts, expenditure and distributions for the year ended 30th June, 1976 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales  
SYDNEY  
11th October, 1976

H. G. FLETCHER,  
Chief Accountant,  
4th August, 1976



## APPENDIX 5

## PAYMENTS FROM PUBLIC VEHICLES FUND

- to Councils and other authorities required to maintain roads used by bus services
- in reduction of capital debt of Government bus services

Paid to—	Payments made during year ended 30th June —	
	1975	1976
	\$	\$
<b>METROPOLITAN TRANSPORT DISTRICT —</b>		
(a) Councils—		
Ashfield .....	9,259	9,221
Auburn .....	11,431	11,384
Bankstown .....	35,316	35,171
Baulkham Hills .....	2,214	2,205
Blacktown .....	19,228	19,149
Botany .....	5,016	4,996
Burwood .....	9,660	9,620
• Camden .....	294	292
Campbelltown .....	3,851	3,835
Canterbury .....	30,074	29,950
Concord .....	7,730	7,699
Drummoyne .....	7,098	7,068
Fairfield .....	22,531	22,439
Holroyd .....	12,950	12,896
Hornsby .....	5,755	5,731
Hunters Hill .....	2,033	2,025
Hurstville .....	14,614	14,554
Kogarah .....	8,155	8,120
Kuringai .....	8,698	8,662
Lane Cove .....	4,668	4,648
Leichhardt .....	21,668	21,578
Liverpool .....	11,349	11,303
Manly .....	6,272	6,246
Marrickville .....	15,446	15,382
Mosman .....	4,840	4,820
North Sydney .....	11,920	11,871
Parramatta .....	18,827	18,749
Penrith .....	5,220	5,199
Randwick .....	37,443	37,289
Rockdale .....	14,240	14,181
Ryde .....	12,106	12,056
South Sydney .....	8,731	8,695
Strathfield .....	6,737	6,710
Sutherland .....	11,430	11,383
Sydney .....	126,960	126,436
Warringah .....	12,806	12,753
Waverley .....	15,001	14,939
Willoughby .....	18,427	18,351
Windsor .....	647	645
• Wollondilly .....	124	124
Woollahra .....	16,700	16,632
(b) Authorities—		
Public Transport Commission of New South Wales (Rail Division) .....	67	67
Department of Health .....	513	511
Necropolis Trustees (Rookwood) .....	142	142
(c) Capital Debt Reduction .....	598,191	595,727
	33,426	31,938
<b>TOTAL—METROPOLITAN</b>	<b>631,617</b>	<b>627,665</b>
<b>NEWCASTLE TRANSPORT DISTRICT—</b>		
(a) Council—		
Newcastle .....	55,812	55,875
Lake Macquarie .....	13,833	13,849
• Port Stephens .....	3,376	3,380
• Great Lakes (previously Stroud) .....	635	635
• Gloucester .....	114	114
• Maitland .....	12	12
	73,782	73,865
(b) Capital Debt Reduction .....	2,513	2,590
<b>TOTAL—NEWCASTLE</b>	<b>76,295</b>	<b>76,455</b>
<b>WOLLONGONG TRANSPORT DISTRICT—</b>		
Councils—		
Wollongong .....	42,885	42,611
• Shellharbour .....	5,701	5,665
• Campbelltown .....	5	5
• Kiama .....	15	14
<b>*TOTAL—WOLLONGONG</b>	<b>48,606</b>	<b>48,295</b>
<b>COMBINED GRAND TOTAL</b>	<b>756,518</b>	<b>752,415</b>

NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled running.

(b) The amount applied as "Capital Debt Reduction" is half of the service licence fee for the services in the respective Transport Districts.

\* (c) No capital debt reduction as Government bus services do not operate in Wollongong District.

• (d) Denotes Councils which although not in the Transport Districts under which they are listed share in the payments because buses registered in those Districts operate on their roads.



# APPENDIX 6

## STATE TRANSPORT (CO-ORDINATION) FUND Statement of Receipt and Payments for the year ended 30th June, 1976

Receipts			Payments		
Previous Year		Year ended 30th June, 1976	Previous Year		Year ended 30th June, 1976
\$		\$	\$		\$
662,040	Balance brought forward from previous year .....	182,060	597,445	Contribution to Road Transport and Traffic Fund towards cost of administration .....	601,454
578,057 955	State Transport (Co-ordination) Act, 1931. Licence Fees .....	583,728 953		Distribution of revenue under Section 26(7) of the State Transport (Co-ordination) Act—	
577,102	Less Refunds .....	582,775			
25,521	Miscellaneous Fees .....	23,812		Public Transport Commission of New South Wales— Railways Division—	100,000
12,630	Fines and Court Costs .....	3,081	500,000		
38 164	Revenue in respect of the carriage of passengers .....	—	1,097,445	Total Payments .....	701,454
r. 126	Less Refunds .....	—	1,035	Security Deposits held at 30th June .....	961
4,419 2,081 2,338	Revenue in respect of the carriage of goods .....	920 — 920	182,060	Balance in Fund at 30th June ...	91,194
617,465	Less Refunds .....	—			
1,025 30	Total Receipts .....	610,588			
1,055	Security Deposits— Balance from previous year	1,035			
20	Receipts .....	—			
1,035	Less Refunds .....	1,035 74 961			
1,280,540		793,609	1,280,540		793,609

The accounts of the State Transport (Co-ordination) Fund have been audited as required by Section 208(1) of the Transport Act, 1930.

In my opinion, the above statement of receipts and payments for the year ended 30th June, 1976 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales  
SYDNEY  
11th October, 1976

H. G. FLETCHER,  
Chief Accountant.  
4th August, 1976



# APPENDIX 7

## ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

### Monthly Receipts of Ton-Mileage Charges for the Years ended 30th June, 1975 and 30th June, 1976

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1975-1976	1974-1975	1975-1976	1974-1975	1975-1976	1974-1975
	\$	\$	\$	\$	\$	\$
July .....	522,678	688,921	1,289,864	1,437,792	1,812,542	2,126,713
August .....	508,520	605,451	1,074,014	1,248,291	1,582,534	1,853,742
September .....	620,101	628,929	1,241,150	1,231,150	1,861,251	1,860,079
October .....	670,994	554,744	1,212,523	1,353,719	1,883,517	1,908,463
November .....	546,179	601,605	1,179,118	1,221,923	1,725,297	1,823,528
December .....	474,556	470,706	1,197,100	1,110,838	1,671,656	1,581,544
January .....	531,771	510,744	1,122,877	1,209,208	1,654,648	1,719,952
February .....	414,872	397,616	1,058,487	984,301	1,473,359	1,381,917
March .....	542,474	364,743	1,208,912	1,051,954	1,751,386	1,416,697
April .....	463,359	535,459	1,040,118	1,196,604	1,503,477	1,732,063
May .....	489,683	522,598	1,186,330	1,155,429	1,676,013	1,678,027
June .....	477,179	493,935	1,253,445	1,247,102	1,730,624	1,741,037
(Gross) Total .....	6,262,366	6,375,451	14,063,938	14,448,311	20,326,304	20,823,762
			Less Refunds .....		58,528	54,269
			Net .....		20,267,776	20,769,493

# APPENDIX 8

## COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

From 1st July, 1975 to 30th June, 1976

Charged against Main Roads Fund—Special Deposits Account No. 1170

Previous Year \$	Head of Expenditure	Year ended 30th June, 1976 \$
2,756,333	Salaries and Wages .....	2,983,773
137,644	Pay Roll Tax .....	148,171
73,815	Travelling Expenses and Allowances .....	80,763
25,772	Superannuation Funds .....	16,681
145,407	Maintenance and Running of Motor Vehicles .....	198,400
96,543	Postage and Telegrams .....	169,826
28,099	Telephone Charges .....	44,774
85,768	Printing and Stationery .....	82,372
16,538	Office Stores .....	17,289
30,664	Data Processing .....	24,560
24,691	Light and Power .....	32,005
94,080	Maintenance of Buildings .....	217,754
21,117	Maintenance of Office Furniture and Machines .....	25,295
82,567	Erection of Buildings .....	170,497
121,650	Purchase of Office Furniture and Equipment .....	140,310
3,767	Purchase of Land .....	9,837
84,652	Purchase of Motor Vehicles .....	122,697
7,801	Land Radio-Telephone Communication .....	5,921
3,501	Legal Costs .....	8,889
17,001	Uniforms .....	12,710
35,534	Sundries .....	25,296
3,892,944	Total .....	4,537,820



# APPENDIX 9

## CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT For Year Ended 30th June, 1976

Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate .....	4,640	3,083	18	11	7,752
Interstate—N.S.W. ....	892	1,570	7	—	2,469
Victoria .....	1243	1,128	—	—	2,371
Queensland .....	465	205	—	—	670
South Australia .....	1,806	379	—	—	2,185
Western Australia ....	13	1	—	—	14
A.C.T. ....	47	161	—	—	208
Northern Territory ...	3	8	—	—	11
Tasmania .....	1	—	—	—	1
Total .....	9,110	6,535	25	11	15,681



# APPENDIX 10

## STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT

### State Transport (Co-ordination) Act, 1931, as amended, and Regulations:—

Breach Condition of Permit .....	—
Operate or drive contrary to licence (motor omnibus) .....	1
Operate or drive contrary to licence (taxi-cabs) .....	49
Operate or drive unlicensed public vehicle (motor lorries) .....	18
	68

### Transport Act, 1930, as amended, and Regulations for Public Vehicles, Metropolitan, Newcastle and Wollongong Transport Districts:—

Unlicensed driver .....	1
Fail to produce licence for inspection .....	2
Fail to produce taxi-cab for inspection (owner) .....	8
Fail to give correct change .....	1
Fail to carry out punctually a hiring .....	7
Demand more than prescribed fare .....	2
Demand other than prescribed fare .....	17
Fail to drive by shortest practicable route .....	6
Fail to set taximeter in motion .....	1
Fail to keep taximeter in motion during hiring .....	1
Fail to clear taximeter .....	1
Leave taxi-cab unattended .....	3
Cause obstruction to traffic .....	1
Fail to run to timetable (omnibus) .....	9
Fail to drive away from stand .....	6
Place taxi-cab on disengaged stand .....	5
Fail to display vacant sign .....	5
Fail to accept hiring .....	28
Fail to occupy correct position on stand .....	1
Tout for hiring .....	2
Stand at place other than public stand .....	1
Multiple hire .....	4
Permit person to be carried without consent of hirer .....	3
Leave taxi-cab to tout for passengers .....	3
Attract notice by calling .....	3
Driver not clean and tidy .....	3
Incivility .....	14
	138

### Motor Traffic Act, 1909, as amended, and Regulations:—

Unlicensed driver .....	13
Permit unlicensed driver .....	2
Not have prescribed number plate affixed .....	1
Drive unregistered vehicle .....	136
Drive vehicle with number plate calculated to deceive .....	1
Transfer plate to another vehicle .....	12
Affix plate not being prescribed number plate .....	1
Not have prescribed rest .....	11
Fail to produce licence for inspection .....	1
Fail to notify disposal of vehicle .....	120
Fail to apply for transfer .....	358
Drive vehicle without registration label .....	2
Permit vehicle to be driven without registration label .....	3
Drive vehicle with altered or defaced registration label .....	1
Drive vehicle with illegible registration label .....	2
Drive vehicle with registration label issued in respect of another vehicle .....	1
Alter or deface registration label .....	1
Fail to drive into checking station .....	5
Vehicle and equipment exceed length of 36 feet .....	4
Vehicle and equipment exceed length of 50 feet .....	86
	761

### Road Maintenance (Contribution) Act, 1958:—

Omit item from record .....	11
Fail to furnish record .....	9,110
Fail to pay charges .....	6,535
Fail to furnish record (Director) .....	7
Fail to pay charges (Director) .....	18
	15,681

### Summary Offences Act, 1970

Use unseemly words .....	3
	3
<b>TOTAL</b>	<b>16,651</b>



# APPENDIX 11

## MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1976

Adaminaby	Coonabarabran	Lake Cargelligo	RAYMOND TERRACE
Adelong	Coonamble	LEETON	RICHMOND
ALBURY	COOTAMUNDRA	LIDCOMBE	Rockley
Ardlethan	Corowa	Lightning Ridge	RYDE
Ariah Park	COWRA	LISMORE	Rylstone
ARMIDALE	Crookwell	LITHGOW	Scone
Ashford	Culcairn	LIVERPOOL	SINGLETON
Ballina	Cumnock	Lockhart	Stockinbingal
Balranald	Dareton	Macksville	Stroud
Bangalow	Darlington Point	Maclean	SYDNEY (ROSEBURY)
Baradine	Deepwater	MAITLAND	Tabulam
Barellan	Delungra	Mandurama	Tallimba
Barham	DENILIQUIN	Manildra	Tambar Springs
Barmedman	Denman	Manilla	TAMWORTH
Barraba	Dorrigo	MANLY	Taralga
BATHURST	DUBBO	Mathoura	Tarcutta
Batlow	Dunedoo	Mendooran	TAREE
BEGA	Dungog	Menindee	Temora
Bellingen	Eden	Merriwa	Tenterfield
Berrigan	Emmaville	Milton	The Rock
BEVERLY HILLS	Enngonia	MIRANDA	Tibooburra
Binnalong	Eugowra	MITTAGONG	Tingha
Bingara	Euston	Moama	Tocumwal
Binnaway	FAIRFIELD	Molong	Tooraweenah
BLACKTOWN	Finley	MOREE	TORONTO
Blayney	FIVE DOCK	Moruya	Tottenham
Bogan Gate	FORBES	Moulamein	Trangie
Boggabilla	Ganmain	MUDGEE	Trundle
Boggabri	Gilgandra	Mullumbimby	Tullamore
Bombala	GLEN INNES	Mulwala	Tullibigeal
Bonalbo	Gloucester	Mungindi	Tumbarumba
Boomi	Goodooga	Murrurundi	TUMUT
Boorowa	Goolgowi	MURWILLUMBAH	TWEED HEADS
Bourke	GOSFORD	MUSWELLBROOK	Ungarie
Bowraville	GOULBURN	Narooma	Uralla
Braidwood	GRAFTON	NARRABRI	Urana
Brewarrina	Greenethorpe	Narrandera	Urbenville
BROKEN HILL	Grenfell	Narromine	WAGGA WAGGA
Bulahdelah	GRIFFITH	NEWCASTLE	WAITARA
Bundarra	Gulargambone	Nimmitabel	Walcha
Bungendore	Gulgong	NOWRA	Walgett
Buronga	Gundagai	Nundle	Walla Walla
Burren Junction	GUNNEDAH	Nymagee	Wanaaring
Byron Bay	Gunning	Nyngan	Warialda
CAMMERAY	Guyra	Oaklands	Warren
CAMPBELLTOWN	Gwabegar	Oberon	WAUCHOPE
Candelo	Harden	ORANGE	Weethalle
Canowindra	Hay	Pambula	Wee Waa
Captain's Flat	Henty	PARKES	WELLINGTON
Carinda	Hill End	PARRAMATTA	Wentworth
Carrathool	Hillston	Peak Hill	Werris Creek
CASINO	Holbrook	PENRITH	West Wyalong
Cassilis	INVERELL	Picton	Whitton
CESSNOCK	Ivanhoe	Pilliga	Wilcannia
CHARLESTOWN	Jerilderie	Pooncarie	WOLLONGONG
CHULLORA	June	Portland	Woodburn
Cobar	Kandos	Quandialla	Woodenbong
Cobargo	KATOOMBA	QUEANBEYAN	WYONG
COFF'S HARBOUR	KEMPSEY	Quirindi	Yass
Collarenebri	Khancoban	Rand	Yenda
Condobolin	KIAMA	Rankin's Springs	Yetman
Coolah	KOGARAH		YOUNG
Coolamon	Kyogle		
COOMA			

Registries shown in capital letters are conducted by officers of the Department of Motor Transport. The remainder are conducted by Police in conjunction with other duties. Motor Registries conducted by the Department total 70 (excluding the Motor Registry Section at Head Office) whilst Motor Registries conducted by the Police total 179.



## APPENDIX 12

REVENUE COLLECTIONS AT MOTOR REGISTRY SECTION OF HEAD  
OFFICE AND DEPARTMENTAL MOTOR REGISTRIES

District Motor Registry	Year ended 30th June —	
	1975	1976
	\$	\$
Head Office (Motor Registry Section) .....	16,747,511	22,682,581
Albury .....	2,551,624	3,394,708
Armidale .....	1,547,454	1,990,789
Bathurst .....	1,585,487	2,206,641
Bega .....	1,024,825	1,405,798
Beverly Hills .....	5,642,814	6,993,870
Blacktown .....	5,152,039	7,284,757
Broken Hill .....	1,534,717	2,065,073
Cammeray (previously North Sydney) .....	8,264,553	10,594,620
Campbelltown .....	2,788,139	4,124,645
Casino .....	887,946	1,162,374
Cessnock .....	1,306,158	1,765,314
Charlestown .....	3,767,704	5,162,015
Chullora .....	8,062,910	11,075,466
Coffs Harbour .....	1,588,282	2,203,813
Cooma .....	822,722	1,050,146
Cootamundra .....	926,808	1,279,901
Cowra .....	882,948	1,197,007
Deniliquin .....	1,215,250	1,576,587
Dubbo .....	2,553,745	3,512,593
Fairfield .....	4,913,471	6,923,847
Five Dock .....	8,740,054	11,731,191
Forbes .....	815,126	985,572
Glen Innes .....	675,270	871,423
Gosford .....	3,636,548	5,047,312
Goulburn .....	1,788,330	2,510,331
Grafton .....	1,503,440	2,013,992
Griffith .....	1,498,232	1,940,013
Gunnedah .....	930,136	1,265,927
Inverell .....	1,125,288	1,436,469
Katoomba .....	828,499	1,107,024
Kempsey .....	1,180,871	1,505,205
Kiama .....	1,056,634	1,473,605
Kogarah .....	5,614,750	7,428,330
Leeton .....	984,893	1,232,630
Lidcombe .....	6,737,201	9,389,143
Lismore .....	2,468,255	3,430,157
Lithgow .....	962,385	1,303,585
Liverpool .....	6,016,016	8,389,551
Maitland .....	2,237,217	3,035,152
Manly .....	6,748,435	9,568,058
Miranda .....	6,065,460	8,463,135
Mittagong .....	1,193,053	1,572,802
Moree .....	895,187	1,189,708
Mudgee .....	811,620	1,107,153
Murwillumbah .....	811,718	1,047,088
Muswellbrook .....	1,062,809	1,428,505
Narrabri .....	769,977	1,025,533
Newcastle .....	7,910,035	10,255,228
Nowra .....	1,977,131	2,747,360
Orange .....	2,052,465	2,786,333
Parkes .....	997,490	1,348,401
Parramatta .....	10,717,435	15,005,837
Penrith .....	4,397,597	6,283,190
Queanbeyan .....	1,518,658	2,099,435
Raymond Terrace .....	1,124,847	1,577,473
Richmond .....	1,908,614	2,661,731
Ryde .....	6,158,242	8,339,348
Singleton .....	758,241	1,031,359
Tamworth .....	2,743,951	3,797,185
Taree .....	2,096,411	2,929,568
Toronto .....	1,524,339	2,163,493
Tumut .....	713,954	957,073
Tweed Heads .....	718,691	976,148
Wagga Wagga .....	3,298,493	4,327,097
Waitara .....	5,411,776	7,875,684
Wauchope .....	1,097,851	1,559,569
Wellington .....	469,347	638,986
Wollongong .....	9,290,706	12,665,493
Wyong .....	1,537,056	2,351,349
Young .....	881,086	1,125,068
<b>TOTAL</b>	<b>210,228,927</b>	<b>286,653,547</b>

Most Registries are at Police Stations but all Registries in suburbs of Sydney and in main country centres are staffed by officers of the Department of Motor Transport and, for convenience, are often referred to as "Departmental" Registries. They attend to at least 95% of Motor Registry business.



## APPENDIX 13

## MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 to 1976

	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles $\phi$			Traders' plates	All Vehicles
	Cabs	Buses	Private† Hire Cars	Cars	Lorries $\Delta$	Cycles		
As at 31st December—								
1910 .....								4,374
1911 .....	175	4		3,975	3	2,788		6,945
1916 .....	268	12		14,175	877	7,070	254	22,656
1921 .....	407	180		28,665	3,900	11,291	413	44,856
1926 .....	779	486		104,675	24,709	25,424	1,320	157,393
1931 .....	1,091	776		144,749	39,226	23,124	458	209,424
1936 .....	1,155	567		183,406	67,257	23,418	909	276,712
1939 .....	1,341	825		216,443	85,742	23,009	1,194	328,554
1940 .....	1,357	870		207,446	84,408	21,275	1,007	316,363
1941 .....	1,359	881		188,561	84,511	18,946	901	295,159
1942 .....	1,350	901		171,967	79,224	14,818	651	268,911
1943 .....	1,348	911		177,247	83,939	14,360	636	278,441
1944 .....	1,352	1,016	533	183,833	90,683	15,546	644	293,607
1945 .....	1,362	1,049	491	187,921	100,522	17,900	752	309,997
1946 .....	1,358	1,103	480	194,973	121,739	23,499	1,077	344,229
1947 .....	1,580	1,349	490	205,443	141,539	27,408	1,289	379,088
1948 .....	1,645	1,536	506	224,906	158,797	33,398	1,637	422,425
1949 .....	1,652	1,732	503	250,628	177,207	39,575	1,959	473,256
As at 30th June—								
1950 .....	1,695	1,854	516	272,355	189,470	42,461	2,489	510,540
1951 .....	2,014	1,905	511	311,535	216,339	46,851	2,500	581,655
1952 .....	2,285	1,954	519	341,927	235,495	47,552	2,569	632,301
1953 .....	2,304	2,003	503	363,767	242,655	45,100	2,668	659,010
1954 .....	2,321	2,064	489	397,090	258,171	42,451	2,850	705,436
1955 .....	2,479	2,123	368	440,603	278,137	39,787	3,088	766,585
1956 .....	2,567	2,122	331	482,068	301,311	37,039	3,343	828,781
1957 .....	2,624	2,197	318	514,587	323,340	35,567	3,463	882,096
1958 .....	2,745	2,466	288	552,919	345,091	34,581	3,603	941,693
1959 .....	2,759	2,551	286	558,175	374,954	32,575	3,823	1,005,123
1960 .....	2,775	2,709	275	626,562	411,224	28,773	4,009	1,076,327
1961 .....	2,803	2,882	280	662,433	445,478	24,396	3,967	1,142,239
1962 .....	2,832	2,890	273	699,523	471,091	21,749	3,407	1,201,767
1963 .....	2,868	2,962	258	742,072	508,120	19,494	3,296	1,279,070
1964 .....	2,855	3,023	274	786,633	548,147	18,212	3,447	1,362,591
1965 .....	3,124	3,123	280	838,280	598,185	18,886	3,482	1,465,360
1966 .....	3,131	3,323	282	877,435	636,374	20,231	3,425	1,544,201
1967 .....	3,135	3,114	270	918,140	678,488	24,243	3,379	1,630,769
1968 .....	3,171	3,132	270	975,323	724,287	32,344	3,434	1,741,961
1969 .....	3,249	3,217	272	1,029,661	767,032	40,617	3,549	1,847,597
1970 .....	3,280	3,292	272	1,097,959	817,047	48,942	3,584	1,974,376
1971 .....	3,323	3,881	273	1,165,276	862,132	61,335	3,611	2,099,831
1972 .....	3,331	4,074	254	1,228,133	894,598	74,006	3,820	2,208,216
1973 .....	3,333	4,244	245	1,291,477	934,999	89,621	4,118	2,328,037
1974 .....	3,476	3,566	243	1,373,238	936,255	105,067	4,233	2,426,078
1975 .....	3,518	3,616	244	1,455,930	976,707	107,395	4,149	2,551,559
1976 .....	3,647	3,513	231	1,481,430	1,026,359	105,051	3,656	2,623,887

\* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

 $\phi$  Includes country public vehicles $\Delta$  Includes tractors, trailers and vans

|| Pre-war peak



## APPENDIX 14

## BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1976

Year ended 30th June	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1958 .....	57,423	38,047	3,112	98,582	up ..... 16.7
1959 .....	58,525	46,282	2,690	107,497	up ..... 9.0
1960 .....	69,637	56,309	2,211	128,157	up ..... 19.2
1961 .....	69,074	55,105	2,030	126,209	down ..... 1.5
1962 .....	67,884	52,298	1,389	121,571	down ..... 3.6
1963 .....	82,930	61,071	1,828	145,829	up ..... 19.9
1964 .....	93,058	67,082	1,912	162,052	up ..... 11.1
1965 .....	98,272	74,360	2,933	175,565	up ..... 8.3
1966 .....	91,467	66,904	3,611	161,982	down ..... 7.7
1967 .....	94,376	67,850	6,027	168,253	up ..... 3.9
1968 .....	114,840	69,022	10,366	194,228	up ..... 15.4
1969 .....	119,561	70,648	11,885	202,094	up ..... 4.1
1970 .....	133,993	75,327	12,145	221,465	up ..... 9.6
1971 .....	137,214	74,215	17,058	228,487	up ..... 3.2
1972 .....	136,614	72,858	20,151	229,623	up ..... 0.5
1973 .....	140,838	84,938	23,772	249,548	up ..... 8.7
1974 .....	159,359	88,214	30,658	278,231	up ..... 11.5
1975 .....	167,277	87,087	20,825	275,189	down ..... 1.1
1976 .....	129,431	90,482	17,183	237,096	down ..... 13.8
TOTAL .....	2,021,773	1,298,099	191,786	3,511,658	



# APPENDIX 15

## DRIVERS' AND RIDERS' LICENCES

Table 1—Licences in Issue at Intervals Since 1910

As at 31st December —	Number	As at 30th June —	Number	As at 30th June —	Number
1910	5,471	1951	748,343	1963	1,450,842
1911	8,840	1952	827,355	1964	1,526,810
1916	32,000	1953	870,048	1965	1,608,218
1921	68,653	1954	914,239	1966	1,668,941
1926	225,908	1955	999,751	1967	1,763,786
1931	313,327	1956	1,048,901	1968	1,829,599
1936	380,461	1957	1,091,467	1969	1,907,877
1940	*474,881	1958	1,149,472	1970	2,048,789
1941	446,639	1959	1,227,564	1971	2,155,239
1946	518,644	1960	1,275,245	1972	2,222,510
		1961	1,358,822	1973	2,298,794
		1962	1,419,666	1974	2,390,624
				1975	2,532,196
				1976	2,634,039

\* Highest annual total prior to war-time decline in number of licences.

Table 2—Dissection of Licences by Type

Class or Type	On 30th June—	
	1975	1976
Class 1 .....	1,943,008	2,009,659
Class 2 .....	5,290	5,513
Class 3 .....	284,318	293,278
Class 4 .....	30,025	31,593
Class 5 .....	87,098	92,167
Taxi-cab driver (Transport Districts) .....	18,875	20,827
Motor cycle rider .....	163,582	181,002
*TOTAL	2,532,196	2,634,039

\* Provisional Licences—this total includes these licences, the conditions applicable to which are described below.

Table 3—Conditions Applicable to Various Licences

Drivers' licences in New South Wales (other than those to drive taxi-cabs in the Transport Districts, which are of a special type) are of five different classes (1, 2, 3, 4 and 5) and authorise the driving of vehicles as follows:—

**Class 1:** Private cars, light lorries (i.e. those weighing not more than 2 tons unladen), tractors, and implements.

**Class 2:** Private hire cars, service cars, car-type tourist vehicles and country taxi-cabs and also private cars, light lorries and vans, tractors and implements.

**Class 3:** Private cars, tractors, implements and any type of motor lorry (except an articulated vehicle and a motor lorry which weighs more than two tons unladen and is hauling a pole trailer or a trailer with more than one axle which is not an implement or caravan).

**Class 4:** Motor omnibuses, tourist vehicles of any type, and any other type of vehicle (except a taxi-cab in a Transport District, a motor cycle, an articulated vehicle, and a motor lorry which weighs more than two tons unladen and is hauling a pole trailer with more than one axle which is not an implement or caravan).

**Class 5:** Articulated vehicles, large trailer combinations (comprising motor lorries weighing more than two tons unladen towing pole or jinker trailers or load-carrying trailers having more than one axle), and all other types of motor vehicles excepting public passenger motor vehicles and motor cycles.

**Provisional:** Generally Provisional licences are issued to persons making their first application for a licence to drive as described under Class 1 above or to ride a motor cycle. They impose special obligations to display "P" signs and restrict speed to no more than 80 km/h. Offences for which Provisional licences may be cancelled are:— Drive negligently, exceed speed limit, not stop after an accident, not make right-hand turn properly, not have control over vehicle, disobey or fail to comply with traffic control light signal, cross centre line at grade or curve, cross separation lines, not keep wholly within traffic lane, not make left-hand turn properly, not draw out from boundary of carriageway with safety, not give way to vehicle on right, pass stopped vehicle at marked foot-crossing, not give way at marked foot-crossing, not observe "Halt" or "Stop" sign, not give proper signal.

A separate type of licence is required to ride a motor cycle. The minimum age for a Class 1 licence or cycle rider's licence is 17, and applicants must pass an oral test of knowledge of the traffic regulations in addition to driving and eyesight tests.

Applicants for all other types of licences must have held a driving licence for at least twelve months previously. The minimum age for Class 3 licences is 18. For other Licence Classes the minimum age is 21.



# APPENDIX 16

Table 1  
CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court					Disqualifications Imposed						Appeals			
	Con- victed	*Dis- charged Section 556A	Automatic			† Automatic Disqualification Varied by Court to—					TOTAL	Dismissed (conviction) confirmed)	Allowed (conviction) quashed)	Dismissed*	
			Six Months	One Year	Three Years	Less than 3 months	3 months— less than 6 months	6 months— less than 1 year	1 year— less than 3 years	3 years or more				Uncon- ditionally	Condition- ally
Drive whilst under influence .....	1,448	111	—	293	121	419	191	143	187	94	1,448	59	6	—	—
Exceed Prescribed concentration of alcohol .....	14,389	992	—	2,243	941	5,381	2,203	1,449	1,564	608	14,389	998	6	8	9
Refuse breath analysis test .....	304	13	—	50	36	77	38	36	38	29	304	40	2	—	2
Drive in manner or at speed dangerous .....	1,728	35	—	519	67	342	225	211	293	71	1,728	221	14	1	1
Not stop after injury accident Sec. 8(1) .....	36	2	—	9	2	5	7	3	8	2	36	4	1	—	—
Drive whilst disqualified ★ .....	1,607	12	953	—	—	16	17	159	248	214	1,607	183	3	—	—
Culpable driving .....	87	—	—	20	30	3	—	1	20	13	87	—	—	—	—
By negligent act cause grievous bodily harm ...	14	1	—	4	3	1	—	1	3	2	14	—	—	—	—
Manslaughter .....	8	—	—	—	2	1	—	—	3	2	8	—	—	—	—
TOTAL .....	19,621	1,166	953	3,138	1,202	6,245	2,681	2,003	2,364	1,035	19,621	1505	32	9	12

\* Discharged pursuant to Section 556A of the Crimes Act, 1900, as amended.

★ Further periods of disqualification imposed pursuant to Section 7A(3) of the Motor Traffic Act for the offence under Section 7A(2) of driving whilst (already) disqualified.

† In these cases the Courts exercised their discretion to disqualify drivers for periods other than the specific terms which under the Motor Traffic Act, operate automatically in the absence of an order by the Court.

(Appendix 16 continued on next page)



**APPENDIX 16 (Continued)**

**Table 2—Serious offences not entailing automatic disqualification and details of convictions and disqualifications imposed by the Courts in such cases.**

Nature of Offence	Traffic Infringement Penalty Paid	Decision by Court		
		Con- victed	Discharged Section 556A *	Suspension or Disqualification Ordered
Exceed speed limit .....	147,542	25,807	773	425
Negligent driving .....	22,815	6,970	644	361
Not stop after accident (Section 8(3) or 8(4))	100	906	57	154
Other offences (Cross unbroken centre line, etc.)	61,613	16,431	900	1,149
<b>TOTAL</b>	<b>232,070</b>	<b>50,114</b>	<b>2,374</b>	<b>2,089</b>

Appeals to higher Courts against suspensions or disqualifications were heard in 742 cases of which 143 were allowed and 599 dismissed.

\* Discharged pursuant to Section 556A of the Crimes Act, 1900 as amended.

**Table 3—Action by Commissioner for Motor Transport to Suspend or Cancel Licences or Refuse Applications therefor, and Appeals against such decisions**

Grounds	Licence Suspended or Cancelled	Application Refused
<b>Traffic Offences:</b>		
Provisional Licences* .....	12,087	—
Points System* .....	8,229	—
Conduct and Habits .....	29	266
Physical Disabilities .....	437	299
Other Grounds .....	1,521	456
<b>TOTAL</b>	<b>22,303</b>	<b>1,021</b>

There were 4,993 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations 867 were allowed and 4,126 dismissed. In respect of refusals there were 163 appeals and 61 were allowed and 102 were dismissed.

\* See Table 4 for further details.

**Table 4—Action by Commissioner for Motor Transport to suspend or cancel licences in respect of traffic offences**

<b>Points System</b>	
Licences suspended .....	1,630
Licences cancelled .....	6,599
<b>Provisional Licence Scheme</b>	
First year provisional licences cancelled .....	10,582
Subsequent first year provisional licences cancelled .....	1,370
Other than first year provisional licences cancelled .....	135
<b>TOTAL</b>	<b>20,316</b>
Further details are shown in Appendix 15.	
A total of 25,687 licences were suspended or cancelled last year.	



## APPENDIX 17

PRIVATELY OPERATED OMNIBUS SERVICES IN THE  
TRANSPORT DISTRICTS

Table 1 Numbers of operators, services and vehicles as at 30th June, 1975 and 30th June, 1976

	Metropolitan		Newcastle		Wollongong	
	1975	1976	1975	1976	1975	1976
Operators .....	112	108	15	15	13	14
Services .....	204	206	23	23	25	26
Omnibuses —						
In service .....	1,178	1,216	136	137	171	153
In reserve .....	241	247	12	12	39	41
Total .....	1,419	1,463	148	149	210	194
Petrol .....	183	37	3	3	9	7
Diesel .....	1,235	1,423	145	146	201	187
Liquid Propane Gas	1	3	—	—	—	—
Total .....	1,419	1,463	148	149	210	194



# APPENDIX 18

## TWO-WAY RADIO TAXI-CABS AND PRIVATE HIRE CARS

Part 1. Metropolitan, Newcastle and Wollongong Transport Districts—number and percentage of radio-equipped vehicles

Year	Metropolitan		Newcastle		Wollongong	
	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars
1976	3,345 (98.35%)	176 (78.57%)	129 (100%)	10 (76.92%)	116 (99.15%)	2 (33.33%)
1975	3,216 (98.0%)	177 (79.0%)	126 (100%)	10 (76.92%)	116 (99.15%)	2 (33.33%)
1974	3,151 (97.5%)	176 (78.9%)	126 (100%)	10 (76.92%)	116 (99.15%)	2 (28.57%)
1973	3,012 (97.3%)	172 (77.5%)	122 (100%)	11 (78.6%)	116 (99.15%)	2 (22.22%)
1972	2,947 (95.28%)	174 (75.79%)	122 (100%)	11 (78.6%)	115 (99.14%)	2 (22.29%)
1971	2,915 (94.4%)	185 (74.6%)	122 (100%)	11 (78.6%)	115 (99.14%)	1 (11.11%)
1970	2,845 (93.3%)	181 (73.3%)	116 (100%)	11 (78.6%)	115 (99.14%)	1 (11.11%)
1969	2,758 (91.4%)	171 (69.5%)	116 (100%)	11 (78.6%)	113 (97.4%)	2 (16.7%)
1968	2,656 (90.3%)	169 (69.3%)	115 (100%)	11 (78.6%)	112 (97.4%)	2 (16.7%)
1967	2,615 (89.8%)	127 (52.0%)	114 (100%)	12 (80.0%)	112 (97.4%)	2 (16.7%)
1966	2,575 (88.8%)	133 (52.2%)	114 (100%)	12 (80.0%)	115 (99.1%)	2 (16.7%)
1965	2,514 (86.6%)	133 (52.5%)	107 (100%)	12 (75.0%)	115 (99.1%)	2 (16.7%)
1964	2,188 (82.9%)	133 (52.5%)	99 (100%)	8 (53.3%)	114 (98.3%)	2 (12.5%)
1963	2,054 (77.4%)	132 (52.8%)	99 (100%)	8 (57.1%)	115 (99.1%)	2 (25.0%)
1962	1,953 (74.6%)	144 (56.9%)	91 (91.9%)	7 (46.6%)	112 (96.5%)	4 (80.0%)
1961	1,699 (65.2%)	138 (53.5%)	82 (82.8%)	7 (46.6%)	95 (95.0%)	3 (20.0%)
1960	1,593 (61.8%)	122 (48.4%)	82 (84.5%)	7 (43.7%)	95 (95.0%)	3 (42.9%)

Part 2. Country Districts— cities and towns with radio-equipped vehicles

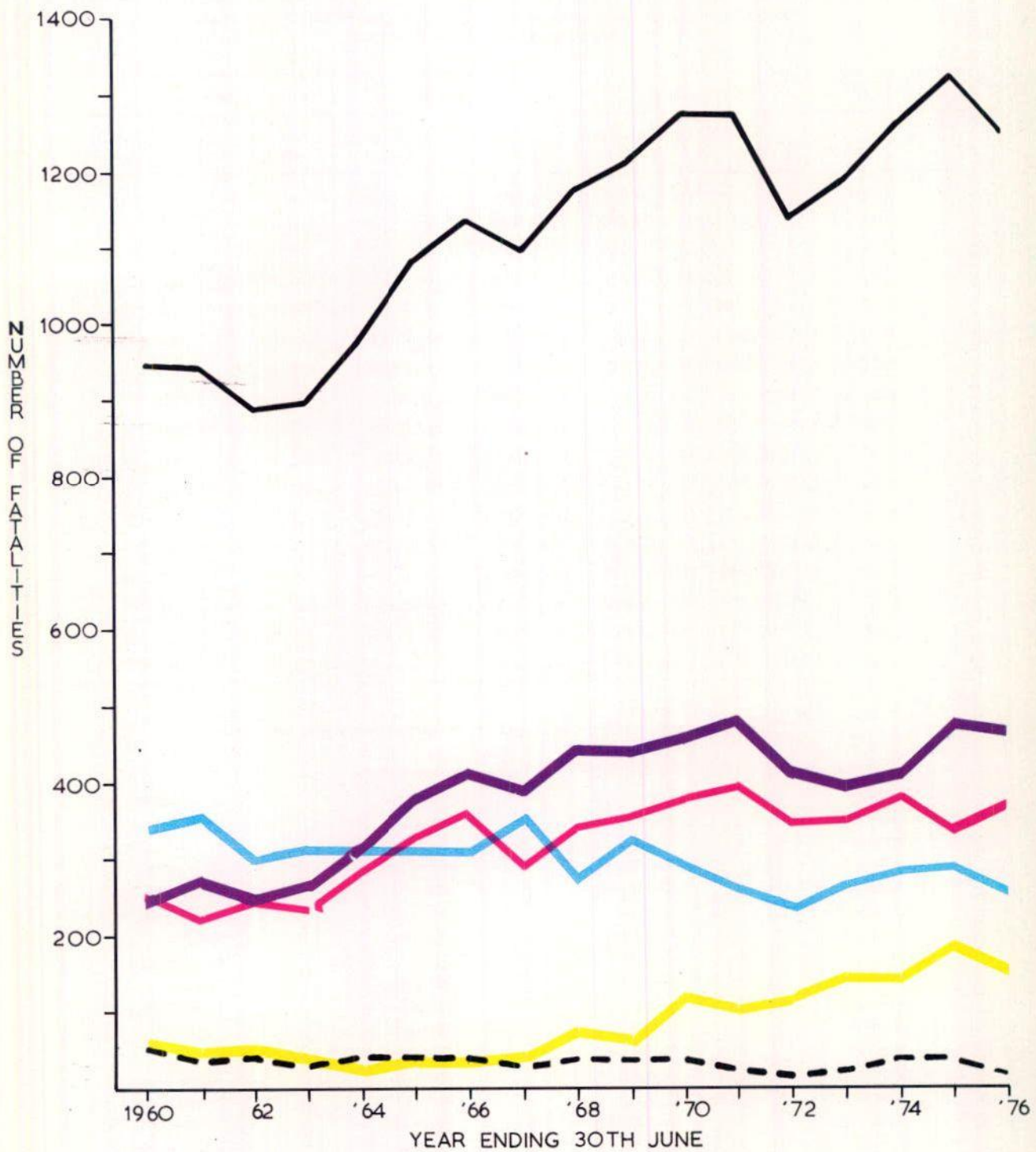
Two-way radio service is provided in the 102 centres named below.

Albury	Dubbo	Leeton	Queanbeyan
Alstonville	Eden	Leura	Quirindi
Armidale	Forbes	Lismore	Raymond Terrace
Ballina	Glenbrook	Lithgow	Shellharbour
Barham	Glen Innes	Macleay	Singleton
Bateman's Bay	Gosford	Merimbula	South Grafton
Bathurst	Goulburn	Maitland	Springwood
Bega	Grafton	Milton	Tamworth
Blaxland	Grenfell	Mittagong	Taree
Blayney	Greta	Moama	The Entrance
Bourke	Griffith	Moree	Thirlmere
Bowral	Gundagai	Morisset	Toukley
Branxton	Gunnedah	Morpeth	Tumut
Broken Hill	Guyra	Moruya	Tweed Heads
Byron Bay	Harden-Murrumburrah	Moss Vale	Ulladulla
Camden	Hay	Mudgee	Wagga Wagga
Casino	Inverell	Murwillumbah	Warrimoo
Cessnock	Junee	Muswellbrook	Wauchope
Coffs Harbour	Kandos	Nambucca Heads	Wellington
Condobolin	Katoomba	Narrabri	Weston
Cooma	Kempsey	Narrandera	Woy Woy
Coonabarabran	Kiama	North Haven	Wyong
Cootamundra	Kingscliff	Nowra	Yass
Corowa	Kurri Kurri	Orange	Young
Cowra	Kyogle	Parkes	
Deniliquin	Laurieton	Port Macquarie	



# APPENDIX 19 NSW TRAFFIC CRASHES

TRENDS IN FATALITIES FOR DIFFERENT CLASSES  
OF ROAD USERS



## LEGEND

TOTAL

MOTOR CYCLE RIDERS  
(INCLUDING PASSENGERS)

MOTOR VEHICLE DRIVERS

PEDESTRIANS

MOTOR VEHICLE PASSENGERS

OTHERS



**APPENDIX 19 (Continued)**

TABLE 1. Fatal traffic crashes in N.S.W. for the year ending 30th June, 1976. Time of day, day of week and type of first impact of the crash.

TYPE OF FIRST IMPACT	DAY OF WEEK	TIME OF DAY									TOTAL
		12-3a.m.	3-6a.m.	6-9a.m.	9-12a.m.	12-3p.m.	3-6p.m.	6-9p.m.	9-12p.m.	Not Stated	
VEHICLE-VEHICLE	SUN	12	1	2	9	11	9	14	6	0	64
	MON-FRI	16	5	28	32	37	64	56	51	1	290
	SAT	11	0	3	8	6	15	14	14	0	71
SINGLE VEHICLE	SUN	22	7	4	6	9	11	13	14	0	86
	MON-FRI	21	12	20	17	14	22	37	48	5	196
	SAT	15	6	5	7	8	21	24	18	3	107
VEHICLE-PEDESTRIAN	SUN	7	1	0	2	4	7	11	3	0	35
	MON-FRI	4	5	15	7	16	36	56	35	0	174
	SAT	4	0	0	6	4	4	8	3	0	29
VEHICLE-PARKED VEHICLE/OTHER	SUN	3	0	0	0	1	1	1	0	0	6
	MON-FRI	1	3	2	5	1	3	10	6	0	31
	SAT	2	0	1	1	3	0	0	1	0	8
TOTALS	SUN	44	9	6	17	25	28	39	23	0	191
	MON-FRI	42	25	65	61	68	125	159	140	6	691
	SAT	32	6	9	22	21	40	46	36	3	215
GRAND TOTALS		118	40	80	100	114	193	244	199	9	1097

TABLE 2. Deaths from traffic crashes in N.S.W. for year ending 30th June, 1976. Age, sex and class of road user killed.

CLASS OF ROAD USER	SEX	AGE													Unknown	
		0-2	2-6	7-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+		TOTAL	
VEHICLE DRIVERS	M	0	0	0	2	83	52	52	67	45	31	22	19	8	381	
	F	0	0	0	0	14	6	12	12	13	12	7	3	2	81	
TOTAL		0	0	0	2	97	58	64	79	58	43	29	22	10	462	
VEHICLE PASSENGERS	M	4	7	16	14	64	26	15	10	7	9	9	8	9	198	
	F	11	9	8	5	27	15	10	12	10	15	15	25	5	167	
TOTAL		15	16	24	19	91	41	25	22	17	24	24	33	14	365	
MOTOR CYCLISTS	M	0	0	0	7	67	34	7	7	6	0	1	0	3	132	
	F	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
TOTAL		0	0	0	7	67	35	7	7	6	0	1	0	3	133	
MOTORCYCLE PASSENGERS	M	0	0	0	1	8	2	2	0	0	1	0	0	1	15	
	F	0	0	0	0	5	0	0	0	0	0	0	0	0	5	
TOTAL		0	0	0	1	13	2	2	0	0	1	0	0	1	20	
PEDESTRIANS	M	9	20*	15	7	5	6	4	13	10	24	25	33	3	174*	
	F	3	12	1	3	2	2	2	4	3	12	14	16	2	76	
TOTAL		12	32	16	10	7	8	6	17	13	36	39	49	5	250	
PEDAL CYCLISTS	M	0	1	4	2	1	0	2	0	0	1	0	1	0	12	
	F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		0	1	4	2	1	0	2	0	0	1	0	1	0	12	
OTHERS	M	0	0	0	1	0	0	0	0	0	0	1	0	0	2	
	F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		0	0	0	1	0	0	0	0	0	0	1	0	0	2	
TOTAL	M	13	28	35	34	228	120	82	97	68	66	58	61	24	914	
	F	14	21	9	8	48	24	24	28	26	39	36	44	9	330	
GRAND TOTAL		27	49	44	42	276	144	106	125	94	105	94	105	33	1,244	

\* Includes one unknown sex.



## APPENDIX 20

### TRAFFIC SIGNAL INSTALLATIONS COMPLETED IN THE YEAR 1st JULY, 1975 TO 30th JUNE, 1976

The dates shown are the first day in service of each installation. Signals provided for pedestrians (including school children) are denoted thus (\*)

#### SYDNEY AND SUBURBS

ARNCLIFFE	Princes Highway, Kyle & Burrows Roads — 22nd August, 1975
ASHFIELD	Hume Highway & Milton Street — 22nd July, 1975
ASQUITH	Pacific Highway & Jersey Street — 9th April, 1976
BANKSIA	Princes Highway & Subway Street — 14th May, 1976
BANKSTOWN	Marion Street & William Street — 10th February, 1976
BAULKHAM HILLS	Chapel and Rickard Roads — 11th June, 1976
	Windsor Road & Cook Street — 8th June, 1976
BEECROFT	Seven Hills & Jasper Roads — 6th May, 1976
BELROSE	Beecroft Road & Hannah Street — 18th May, 1976
BEROWRA	Forest Way & Glen Street — 11th July, 1975
	Pacific Highway & Berowra Waters Road — 11th August, 1975
BEVERLY HILLS	Stoney Creek Road & Patrick Street — 20th May, 1976
BLACKTOWN	Newton Road & Balmoral Street — 30th October, 1975
BONDI JUNCTION	Old South Head Road & Victoria Street — 1st June, 1976
BRIGHTON	The Grand Parade & President Avenue — 21st November, 1976
CAMPERDOWN	Pyrmont Bridge Road & Lyons Road — 1st April, 1976
CAMPSIE	Beamish Street & Ninth Avenue — 29th August, 1975
CARINGBAH	President Avenue west of Park Lane — 16th December, 1975
CHATSWOOD	Archer Street & Albert Avenue — 31st July, 1975
*	Archer Street & Kirk Street — 11th September, 1975
CHESTER HILL	Hector Street & Waldon Road — 18th March, 1976
CONCORD	Burwood Road & Crane Street — 28th October, 1975
	Concord Road & Llewellyn Street — 16th March, 1976
CROYDON PARK	Georges River Road & Croydon Avenue — 19th March, 1976
DRUMMOYNE	Lyons Road & Marlborough Street — 5th November, 1975
EAST CABRAMATTA	Hume Highway & Cabramatta Road — 23rd December, 1975
EASTLAKES	Gardeners Road & Racecourse Place — 18th March, 1976
*	Gardeners Road & Tunstall Avenue — 8th August, 1975
	Gardeners Road & Eastern Avenue — 27th April, 1976
EAST LINDFIELD	Archbold, Eastern Arterial & Tryon Roads — 31st May, 1976
EASTWOOD	Terry, Midson & Shaftesbury Road — 12th January, 1976
	Blaxland Road & Balaclava Road — 3rd October, 1975
ENFIELD	Cosgrove Road & Hume Highway — 22nd December, 1975
EPPING	Carlingford Road & Midson Road — 21st July, 1975
FAIRFIELD	Smart & Nelson Streets — 19th August, 1975
	Fairfield & Dursley Roads — 12th March, 1976
GORDON	Pacific Highway & Cecil Street — 23rd June, 1976
GUILDFORD	Fairfield and Woodpark Roads — 30th March, 1976
GYMEA	President Avenue, Hotham & North West Arm Road — 30th June, 1976
Homebush	Parramatta & Marlborough Roads — 7th September, 1975
Homebush West	Arthur Street & Richmond Road — 16th February, 1976
HORNSBY	Pacific Highway & Pretoria Parade — 18th December, 1975
	George Street, Bridge Road & Railway Parade — 9th February, 1976
KINGSFORD	Anzac Parade, Middle & Strachan Streets — 30th December, 1975
KINGSGROVE	Stoney Creek & Kingsgrove Roads — 9th April, 1976
	Stoney Creek & Croydon Roads — 9th April, 1976
KIRRAWEE	President Avenue & Oak Road — 4th December, 1975
KOGARAH	Princes Highway & Harrow Road — 23rd October, 1975
	Hogben Street & Princes Highway — 29th October, 1975
	Rocky Point Road & Barton Street — 14th November, 1975
	Regent & Montgomery Streets & Railway Parade — 28th November, 1975
	Rocky Point Road & Gray Street — 14th November, 1975
LANE COVE	Epping & Mowbray Road West — 17th February, 1976
LIDCOMBE	Bachall, Church & Arthur Streets — 20th August, 1975
LILYFIELD	Catherine & Brennan Streets — 14th August, 1975
LIVERPOOL	George & Railway Streets — 1st August, 1975
MAROUBRA	Anzac Parade & Fitzgerald Avenue — 8th April, 1976
*MIRANDA	Kiora Road South of Railway Station — 7th November, 1975
	Kingsway, Port Hacking & Kareena Roads — 29th July, 1975
MERRYLANDS	Woodville Road & Louis Street — 20th May, 1976
MOSMAN	Ourimbah & Cowles Roads — 22nd September, 1975
*	Spit Road South of Warringah Road — 5th August, 1975
MT. COLAH	Pacific Highway & Parklands Road — 11th August, 1975
MOUNT KU-RING-GAI	Pacific Highway & Nyara Road — 18th August, 1975



**TRAFFIC SIGNAL INSTALLATIONS COMPLETED  
IN THE YEAR 1st JULY, 1974 to 30th JUNE, 1975**

NAREMBURN	Brook Street & Merremburn Avenue — 19th February, 1976
*NORMANHURST	Malsbury Road at Railway Street — 18th August, 1975
NORTH STRATHFIELD	George & Pomeroy Streets — 30th December, 1975
NORTH SYDNEY	Clark Road & High Street — 20th May, 1976
PADDINGTON	Oxford Street, Greens Road & Napier Street — 31st October, 1975
PAGEWOOD	Bunnerong Road & Wentworth Road — 21st May, 1976
PARRAMATTA	Macquarie & O'Connell Streets — 2nd July, 1975
	Marsden & George Streets — 10th March, 1976
	Victoria & Smith Streets — 18th May, 1976
	Marsden & Macquarie Streets — 10th March, 1976
PENRITH	Station & Henry Streets — 21st August, 1975
	Henry & Evans Streets — 19th September, 1975
RANDWICK	Frenchmans Road, Avoca & Cowper Streets — 4th December, 1975
	Botany & High Streets — 30th June, 1976
REVESBY	Milperra Road & Edgar Street — 24th March, 1976
	The River Road, Marco & Sphinx Avenue — 7th July, 1975
ROCKDALE	Princes Highway North of Catherine Street — 1st October, 1975
	Princes Highway & Lister Avenue — 23rd October, 1975
ST. LEONARDS	Pacific Highway & Westbourne Street — 23rd October, 1975
ST. MARYS	Great Western Highway & Sydney Street — 25th May, 1976
ST. PETERS	Canal & Burrows Roads — 2nd December, 1975
SANS SOUCI	Rocky Point Road & Sandringham Street — 3rd June, 1976
SEVEN HILLS	Blacktown Road & Wall Park Avenue — 7th August, 1975
	Fuller Street & Best Road — 17th November, 1975
SOUTH TURRAMURRA	Kissing Point Road & Comenarra Parkway — 21st July, 1975
STRATHFIELD	Pemberton & Barker Road — 13th May, 1976
	Homebush & Redmeyer Roads — 12th March, 1976
SUTHERLAND	President Avenue & Acacia Road — 27th August, 1975
SYDNEY	Macquarie Street & St. James Road — 20th August, 1975
	Lee & Regent Streets — 10th October, 1975
	Pitt Street & Railway Square — 10th October, 1975
	Sir John Young Crescent & Crown Street — 18th November, 1975
	William & Forbes Streets — 7th April, 1976
THORNLEIGH	Comenarra Parkway & Pennant Hills Road — 31st December, 1975
WAHROONGA	Pacific Highway, Ada Avenue & Coonanbarra Road — 18th May, 1976
WEST PENNANT HILLS	Pennant Hills, Eaton & Copeland Roads — 7th October, 1975

**NEWCASTLE AREA**

CHARLESTOWN	Charlestown Road & Hillsborough Road — 26th August, 1975
	Pacific Highway & Ridley Street — 22nd April, 1976
MAYFIELD	Industrial Road & Tourle Street — 8th September, 1975
NEWCASTLE WEST	Hunter Street & Steel Street — 5th April, 1976
*NEW LAMBTON	Bridge Street North of Rydal Street — 3rd July, 1975
TIGHES HILL	Maitland Road & Elizabeth Street — 15th April, 1976
TORONTO	Toronto Blue & Carey Streets — 24th February, 1976
WICKHAM	Hunter Street & Denison Street — 24th June, 1976

**WOLLONGONG AREA**

DAPTO	Princes Highway, Kanahoorra & Darkes Roads — 21st May, 1976
FAIRY MEADOW	Five Islands Road & Flinders Street — 25th September, 1975
WARRAWONG	King Street & Northcliffe Drive — 18th December, 1975

**OTHER AREAS**

ALBURY	Dean & Young Streets — 2nd July, 1975
*ALBURY NORTH	Mate Street north of Buckingham Street — 2nd July, 1975
*BROKEN HILL	Rakow Street south of Harvey Street — 7th July, 1975
	Argent & Oxide Streets — 16th July, 1975
ORANGE	Summer & Anson Streets — 16th December, 1975
QUEANBEYAN	Lowe & Monaro Streets — 15th August, 1975
*WYONG	Pacific Highway & Church Street — 30th October, 1975



## APPENDIX 21

### STAFF EMPLOYED

	On June 30th			
	1973	1974	1975	1976
METROPOLITAN —				
Males .....	1,740	1,705	1,803	1,863
Females, Full-time .....	656	645	630	681
Females, Part-time .....	133	163	152	36
	2,529	2,513	2,585	2,580
NEWCASTLE —				
Males .....	67	70	57	56
Females, Full-time .....	14	32	36	41
Females, Part-time .....	3	2	2	3
	84	104	95	100
REST OF STATE —				
Males .....	296	294	305	313
Females, Full-time .....	94	100	95	90
Females, Part-time .....	3	2	3	2
	393	396	403	405
TOTALS —				
Males .....	2,103	2,069	2,165	2,232
Females, Full-time .....	764	777	761	812
Females, Part-time .....	139	167	157	41
	3,006	3,013	3,083	3,085

NOTE: Wages Staff (included in the foregoing figures) totalled 239 (220 males and 19 females) on 30th June, 1973, 251 (233 males and 18 females) on 30th June, 1974 and 265 (245 males and 20 females) on 30th June, 1975. The corresponding figures for 1976 were 269 (249 males and 20 females).

Arrangements made for the transfer, as from 1st July, 1976, of 382 male and 3 female employees of the Traffic Planning and Management Branch to the Department of Main Roads, vide the Traffic Authority Act of 1976.



## A BRIEF HISTORY OF VEHICLE REGISTRATION AND DRIVER LICENSING IN NEW SOUTH WALES

On 1st January, 1910 registration of road motor vehicles and the licensing of their drivers became compulsory. The administrative duties necessary in this respect were carried out by the Police Department which already had traffic responsibilities associated with the control of pedestrians, bicycles and animal drawn vehicles. By the end of 1910, 4,374 vehicles were registered and 5,471 drivers licensed.

By 1930 the increasing numbers of vehicles and drivers and the growing complexity of transport administration necessitated the establishment of a new Department — the Department of Road Transport and Tramways — which took over vehicle registration and driver licensing work from the Police Department and the operation of tram services from the Railways Department, administered new legislation related to the control of commercial road transport, and also established the Government-operated bus services. Further diversification of road transport regulations and enormous increases in vehicle registrations and drivers' licences in the post-war period led to the separation of these and all regulatory functions from the work of actually operating the Governments' bus and tram services and an independent Department, now the Department of Motor Transport, was formed on 1st June, 1952.

By June 30th, 1976, the number of vehicles registered had risen to 2,623,887 and the number of drivers' licences in issue to 2,634,039.





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**Proposed Motor Registry for Kogarah**