

A black and white photograph of a busy street scene. In the foreground, the front of a car is visible, showing the wheel and headlight. In the background, several pedestrians are walking across the street. The image has a grainy, high-contrast appearance.

ANNUAL REPORT

1973-1974

COMMISSIONER FOR MOTOR TRANSPORT

TRAFFIC SIGNALS IN NEW SOUTH WALES

1 to 1,000

1933

FRONT COVER PICTURE — The first set of traffic control signals in New South Wales, Kent and Market Streets, Sydney, 13th October, 1933.

1937

Installation of first tram detectors on overhead wires at Bridge and Glebe Point Roads, Forest Lodge.

1938

Introduction of pneumatic vehicles detectors to replace contact plate detectors.

1940

Total signals in service 30. Installation of first four sets of signals in Newcastle.

1941

First use of CROSS NOW (white) light signals for pedestrian traffic (in Macquarie Street, Sydney).

1948

First mid-block traffic signals for pedestrian traffic (Pacific Highway at Lindfield Railway Station).

1950

Total signals in service 70. Establishment of Burwood Traffic Signal Depot to replace inadequate quarters at the City Depot in Jamieson Street.

1952

Installation of the "blinking light" above the intersection of Warringah Road and Wakehurst Parkway, French's Forest. (To be replaced by traffic control signals in 1966).

1953

Introduction of the first pedestrian-actuated signal controller. The controller was designed and built in Sydney for school crossings (part-time signals, distinguished by blue and white bands).

1955

Installation of the first set of signals in Wollongong (Crown and Keira Streets).

1957

Installation of first co-ordinated pedestrian crossing signals (in Princes Highway, Kogarah).

1959

Installation of first co-ordinated vehicle-actuated traffic signals (Parramatta Road at Crystal and Norton Streets, Leichhardt). First use of 2-aspect WALK/DON'T WALK signals for pedestrian traffic (Pacific Highway at St. Leonards Railway Station.)

1960

Total signals in service 222. Installation of the first internally illuminated overhead pedestrian crossing symbol sign (Pyrmont Bridge Road outside the Camperdown Children's Hospital).

1961

Flashing "Don't Walk" pedestrian clearance period introduced. Discontinuation of part-time school signals. School signals were switched to full-time operation and blue/white banded pedestals were repainted yellow.

1963

Commissioning of the Inner-City pilot scheme comprising eight sets of signals in Pitt and Castlereagh Streets.

1964

Commissioning of the first stage of the Inner City Signal System using the Traffic Control Centre at Brisbane Street (with closed circuit television surveillance).

1965

First red and amber "arrow" signals. Up to this time only green "arrow" signals had been used. Introduction magnetic loop vehicle detectors to supersede pneumatic detectors.

1966

Installation of the first sets of signals outside the Sydney-Newcastle-Wollongong area. In this year a set of pedestrian-actuated signals was installed in Lochinvar, and a set of intersection signals at Tamworth.

1968

Installation of first arterial Co-ordinated Signal System outside the Sydney Metropolitan Area (in High Street, Maitland). Installation of 500th set of Traffic Signals at Dean and Olive Streets, Albury. — Picture top right.

1970

Total signals in service 764. Introduction of olive-green painted signal pedestals to replace yellow pedestals.

1971

First use of a commercial type computer for Co-ordination of traffic signals.

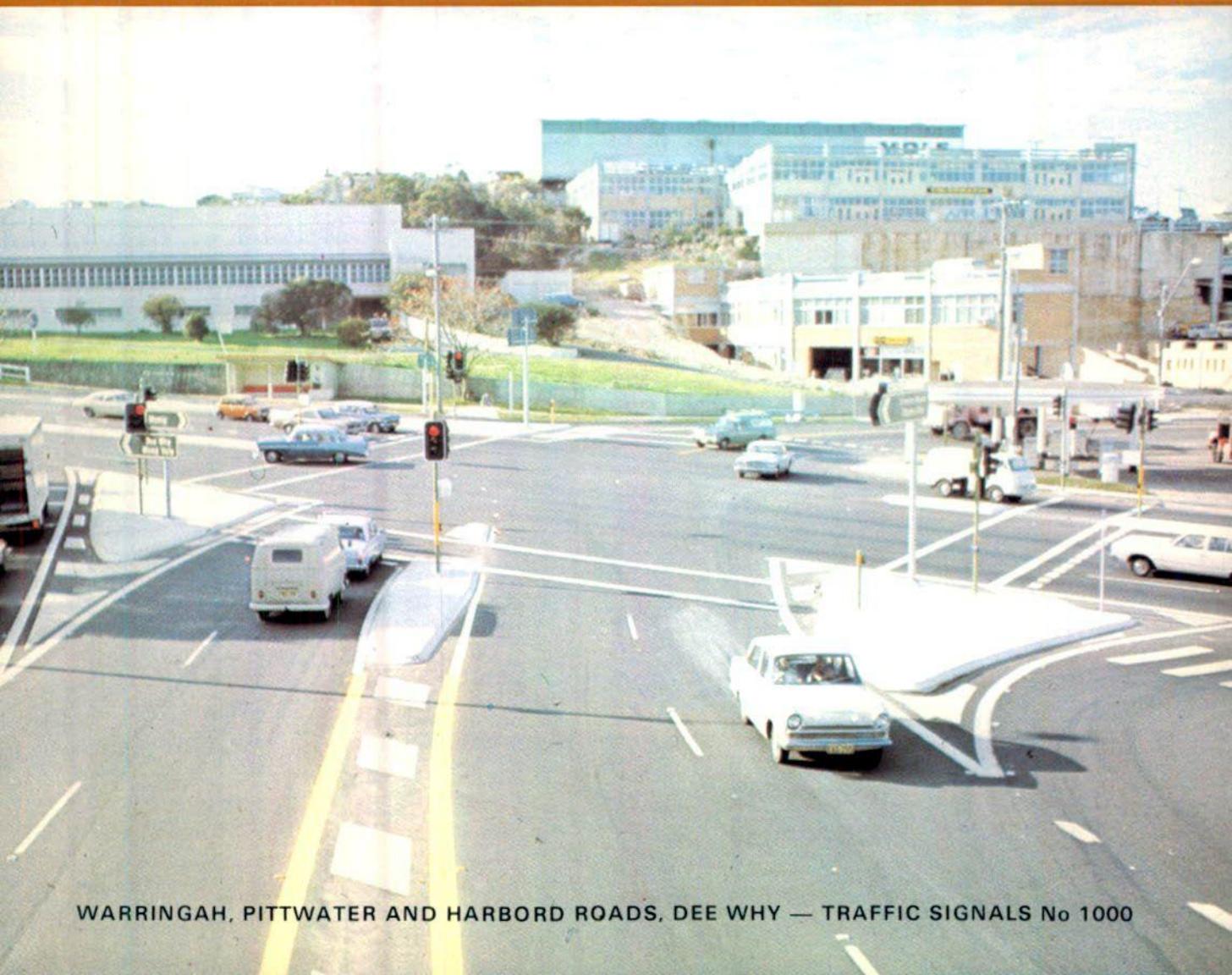
1974

Installation of the 1000th set of traffic control signals at Pittwater and Warringah Roads, Dee Why. Introduction of signal controller using LSI micrologic to supersede electro-mechanical type equipment. Picture, bottom left.

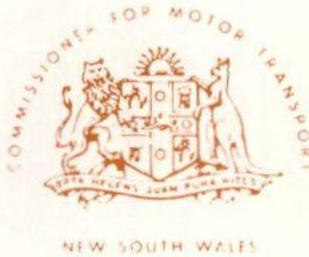
DEAN AND OLIVE STREETS, ALBURY — TRAFFIC SIGNALS No. 500



1973-1974
ANNUAL REPORT
of the
COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES



WARRINGAH, PITWATER AND HARBORD ROADS, DEE WHY — TRAFFIC SIGNALS No 1000



The Hon. M. A. Morris, M.L.A.,
Minister for Transport,
Parliament House,
SYDNEY, N.S.W. 2000

Dear Mr. Morris,

It is with pleasure that I submit to you for the information of Parliament the Annual Report of the Department of Motor Transport for the year ended 30th June, 1974.

The report summarises the accomplishments of the year and includes explanatory information and statistics about continuing policies and established practices.

It also emphasises the Department's role in traffic management which was highlighted this year by the installation of the 1000th set of traffic control signals in New South Wales.

Once again I wish to record my appreciation of the loyalty and able assistance given so willingly by staff throughout the Department.

Yours faithfully,

Commissioner

The Department's
PRINCIPAL OFFICERS

Commissioner for Motor Transport

D. R. COLEMAN, I.S.O., F.C.I.T.

Assistant Commissioner for Motor Transport

I. R. SMITH, F.C.I.T.

Secretary

W. BUTLER, F.C.I.T.

Chief Engineer

R. A. FRENCH

A.S.T.C. (Hon.), M.I.E. Aust.

*Executive Director of
Traffic Safety*

J. M. HENDERSON

M.A., M.B., B. Chir.

Staff Manager

F. J. McGUINNESS

Chief Accountant

L. T. WILLIAMS

A.A.S.A.

*Executive Assistant Organisation
and Methods*

M. J. CAHILL

Chief Traffic Engineer

H. L. CAMKIN

B.E. Dip., T. & C.P., M.I.E. Aust., F.C.I.T.

Property Manager

N. C. M. SKINNER

*Metropolitan
Regional Superintendent*

J. P. REID

M.C.I.T.

Solicitor

F. ADAMS

B.A., LL.B.

*Superintendent
Motor Registration Branch*

K. D. WALSH

M.C.I.T.

*Superintendent
South Eastern Regional Branch*

C. J. O'DEA

*Superintendent
Road Charges Branch*

P. N. CAINES

*Superintendent
Northern Regional Branch*

N. A. WILLIAMS

Stores Manager

J. H. PEARCE

*Superintendent
Western Regional Branch*

T. A. GANNON

*Superintendent
Hunter Regional Branch*

G. J. SNEDDON

*Superintendent
Southern Regional Branch*

J. R. CRISS

THIS YEAR IN BRIEF AND A

STATISTICS

FINANCIAL

	1973-1974		Variation
	\$		\$
Receipts—			
Motor Vehicle Registration Tax	83,533,241	up	5,250,880
Fees (registrations, licences, etc.)	34,610,945	up	1,611,621
Ton Mileage Charges (heavy lorries)	19,729,790	up	1,413,853
Third Party Insurance premiums	68,967,083	up	4,088,910
Charges on road services competing with rail	3,198,763	down	3,282,064
Stamp Duty (vehicle registrations)	7,152,105	up	1,138,895
Proportion of Fees for three year			
drivers' and riders' licences	841,533	up	59,615
Receipts for issue of specially made			
number plates	447,350	up	127,400
Sundry	1,206,557	up	605,580
TOTAL	219,687,367	up	11,014,690
Payments—			
Cost of Traffic Police	15,430,104	down	969,896
Administrative costs, Department of			
Motor Transport	20,362,249	up	1,063,370
Traffic Facilities	5,945,371	up	1,354,712
Funds provided for roads —			
Councils, etc.	772,090	up	63,122
Department of Main Roads	99,323,070	up	6,642,932
Collected for and remitted to —			
Government Insurance Office	68,967,083	up	4,088,910
Stamp Duties Office	7,152,105	up	1,138,895
Payments to Public Transport Commission	1,300,540	up	499,568
Proportion of fees for three year drivers' and			
riders' licences —1973/74— Transferred			
to the Road Transport and Traffic Fund ..	938,732	up	212,778
Payment toward the cost of Ambulance			
Services	750,000	—	—
TOTAL	220,941,344	up	14,094,391

VEHICLES AND DRIVERS

Registrations in force (on June 30)	2,426,078	up	98,041
Brand-new vehicles registered	278,231	up	28,683
Driving licences (all types) in force (on June 30)	2,390,624	up	91,830

TRAFFIC FACILITIES

Traffic control light installations —			
completed during this year	96	up	13
taken out of service	8	up	7
total in service	1,040	up	88
Expenditure this year (incl. maintenance) .	\$4,327,804	up	\$1,174,470
Other facilities —			
completed this year	21,000	down	1,565
total in service (round figures)	231,700	up	18,000
Expenditure this year	\$1,617,567	up	\$195,242
Total expenditure for year	\$5,945,371	up	\$1,369,712

TRAFFIC ACCIDENTS

Persons killed	1,255	up	74
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STAFF AND PREMISES

Total staff	3,013	up	7
New Registries appointed	Nil	—	—
Total Motor Registries in operation	249	—	—
New Registry premises completed this year .	3	down	2

EVENTS

1968-69

Department assumes driver licence testing duties in Sydney, Newcastle and Wollongong from Police Department. Twelve new "Clearways" introduced. Upward trend in registration and drivers' licences continued, taking income to new record level. Road Accident Prevention and Research Unit established at Rosebery. Points System of licence review introduced. Tow-trucks, their drivers and assistants licenced. Decentralisation policy consolidated by beginning construction of new Motor Registries. 59 new sets of traffic signals installed.

1969-70

Total Licences in issue pass the two million mark while vehicle registrations approach two million, taking total income to record level. Traffic accident research projects of a statistical nature completed by the Traffic Accident Research Unit with further and more comprehensive projects planned as deliveries of scientific testing equipment are made. Department takes over five more Motor Registries from Police freeing them for law enforcement duties. Four new Motor Registry buildings completed and construction begun on four more. Traffic accident fatality rate per 10,000 vehicles falls.

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.

REVIEW OF THE PREVIOUS FIVE YEARS

PRINCIPAL STATISTICS AND MAIN EVENTS — 1968-69 TO 1973-74

1972-1973	1971-72	1970-71	1969-70	1968-69
\$	\$	\$	\$	\$
78,282,361	57,592,351	41,297,674	39,186,307	37,068,232
32,999,324	24,996,268	18,351,877	17,196,128	15,983,554
18,315,937	17,686,958	16,841,326	15,872,005	14,799,421
64,878,173	62,155,832	59,735,414	56,858,080	52,743,748
6,480,827	6,087,009	5,638,429	5,227,700	4,532,233
6,013,210	5,398,148	4,980,715	4,717,682	3,783,764
781,918	1,098,463	353,152	369,604	786,792
319,950	218,100	158,575	161,100	110,500
600,977	698,927	483,348	296,993	607,420
<u>208,672,677</u>	<u>175,932,056</u>	<u>147,840,510</u>	<u>139,885,599</u>	<u>130,415,664</u>
16,400,000	13,422,404	8,644,541	8,226,010	8,054,675
19,298,879	14,284,749	12,409,291	10,973,856	9,948,581
4,590,659	3,439,462	3,415,124	2,705,662	2,958,120
708,968	567,715	500,103	550,626	758,978
92,680,138	72,364,871	55,519,339	52,640,914	49,438,013
64,878,173	62,155,832	59,735,414	56,858,080	52,743,748
6,013,210	5,398,148	4,980,715	4,717,682	3,783,764
800,972	3,001,268	2,001,395	1,802,430	2,502,504
725,954	362,204	576,550	393,394	
750,000	350,000			
<u>206,846,953</u>	<u>175,346,653</u>	<u>147,782,472</u>	<u>138,868,654</u>	<u>130,188,383</u>
2,328,037	2,208,216	2,099,831	1,974,376	1,847,597
249,548	229,623	228,487	221,465	202,094
2,298,794	2,222,510	2,155,239	2,048,789	1,907,877
83	57	58	75	59
1				
952	870	816	764	692
\$ 3,153,334	\$ 2,301,906	\$ 2,437,033	\$ 1,887,752	\$ 2,187,670
22,565	14,213	13,903	13,834	24,783
213,700	191,200	177,000	163,000	150,500
\$ 1,422,325	\$ 1,137,556	\$ 978,091	\$ 817,910	\$ 770,450
\$ 4,575,659	\$ 3,439,462	\$ 3,415,124	\$ 2,705,662	\$ 2,958,120
117,206	107,471	92,858	91,378	78,042
1,181	1,137	1,264	1,267	1,206
38,301	37,247	34,405	34,755	31,120
3,006	3,010	2,869	2,639	2,489
Nil	Nil	Nil	1	Nil
249	253	256	257	257
5	Nil	4	4	2

EVENTS

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.

1971-72

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.

1972-73

Total Collections, at \$219,687,367, exceeds previous year 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

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 \$219,687,367 which was \$11,014,690 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 \$220,941,344 disbursed during the year are

	\$
● Road Authorities (Principally the Department of Main Roads)	100,095,160
● Government Insurance Office — Third Party Premiums collected	68,967,083
● Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	7,152,105
● Police Services (Traffic and Motor Registry duties)	15,430,104
● Public Transport Commission of New South Wales (Rail Division) — From collections from operators of competitive road journeys	1,300,000
● This Department's cost of operation and administration	26,307,620

Included in the Department's costs of administration is an amount of \$5,945,371 expended on the installation and maintenance of traffic facilities. 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) . . .	60,385,731	
Tax Levy	22,177,197	
	<hr/>	
Total tax revenue	82,562,928	
Less — Administrative costs (Road Maintenance)	2,969,648	
		\$
Net tax proceeds		79,593,280
Ton-mileage charges (after Refunds)		19,729,790
TOTAL (paid to Main Roads Fund)		99,323,070

Tax revenue and ton-mileage charges were higher than last year by 6.73% and 7.72% respectively. 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.
- Installation and maintenance of traffic facilities.

RESULTS FOR THE YEAR.

RECEIPTS

	\$
Registration, Licence and other fees	33,335,990
Commission (on G.I.O. third party insurance premiums)	941,667
Sundry	1,581,778
TOTAL	35,859,435

PAYMENTS

	\$
Administrative Costs (Department of Motor Transport)	14,068,529
Police Services (traffic and motor registry duties)	14,755,888
Traffic Facilities	4,897,686
Purchase of assets (land, building, etc)	502,332
Payment towards the cost of Ambulance Services	750,000
Contribution towards traffic facilities works-in-progress and liability under contracts	885,000
TOTAL	35,859,435

An audited detailed statement which contains comparative figures for 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 and the State Transport (Co-ordination) Fund.
2. **Cost of Police Services** — It was possible to pay \$15,430,104 towards the agreed cost of Police Services for 1973-74 (\$16,855,411). Of the amount paid, \$674,216 was debited to the State Transport (Co-ordination) Fund and \$14,755,888 to the Road Transport and Traffic Fund.



Tumut Motor Registry opened 17th July, 1973. Costing \$82,010 to build, the Tumut Motor Registry is a recent example of the properties now owned by the Department throughout the State. Funds for the purchase of such assets is met by the Road Transport and Traffic Fund

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. As regards other amounts spent on traffic signals see Note below.

RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses)	696,373
Tax (other vehicles)	273,940
Service licence fees	72,227
Contribution by Road Transport and Traffic Fund towards cost of traffic facilities works-in-progress and liability under contracts	885,000
TOTAL	1,927,540
PAYMENTS	
Capital debt reduction (bus services — Public Transport Commission)	32,072
Assistance to road authorities	740,018
Traffic signals	1,047,685
TOTAL	1,819,775

A balance of \$975,737 brought forward from 1972-73 was held in the Fund at the start of the year, and a balance of \$1,083,502 remained as at 30th June, 1974. 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 later 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 Fund.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Fees	617,944
Charges (goods)	2,508,849
Charges (passengers)	16,196
Other (mostly penalties)	55,774
TOTAL	3,198,763

	\$
Administrative costs (Dept. of Motor Transport)	2,385,917
Police Services (traffic and motor registry duties)	674,216
Purchase of Assets	54,012
	3,114,145
Payments to revenue of —	
Railways	1,300,000
Government Bus Services	540
	1,300,540
TOTAL	4,414,685

A balance of \$1,877,962 brought forward from 1972-73 was held in the Fund at the start of the year; and a balance of \$662,040 remained as at 30th June, 1974. An audited detailed statement which also gives comparison with last year's figures appears as Appendix 6.

ROAD MAINTENANCE CHARGES

EXPLANATORY.

Mileage 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-eighteenths 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:—

- (a) 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;
- (b) 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 Charges not Deducted. Administrative costs are not paid for out of road maintenance charge 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 in 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)
	\$		\$		\$
1974	12,964,844	65.6	6,807,010	34.4	19,771,854
1973	12,449,336	67.7	5,927,502	32.3	18,376,838
Increase in collections	515,508 (4.14%)		879,508 (14.85%)		1,395,016 (7.59%)

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

ADMINISTRATIVE COSTS

Year ended 30th June	Cost Total amount	As % of Collections
	\$	
1974	2,969,648	15.02
1973	2,991,298	16.3

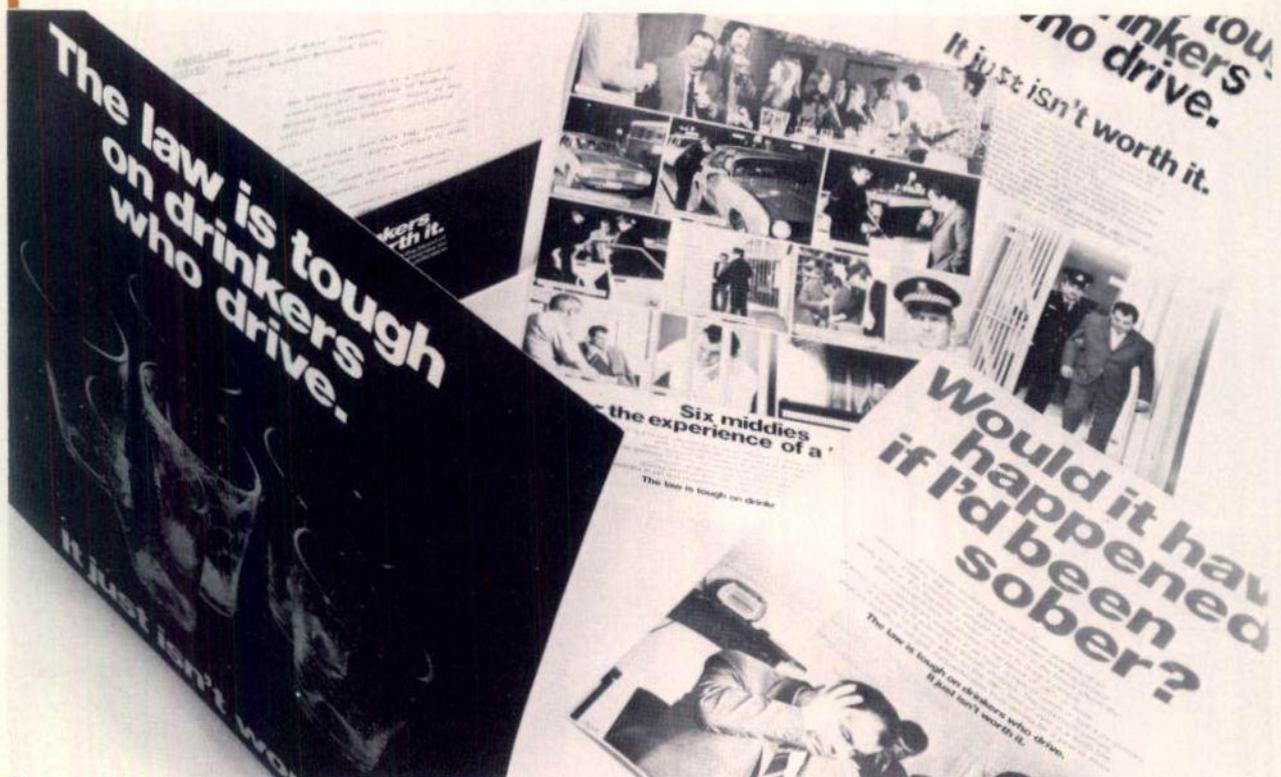
Appendix 8 gives details under a range of expenditure headings.

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 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



Following research conducted by the Traffic Accident Research Unit which demonstrated a serious lack of understanding of the "drink/driving" laws, the unit conducted a public information campaign prior to, and during, the 1973-74 Christmas/New Year period. The all-media campaign stressed the consequences of arrest following excessive drinking then driving. The picture shows a media-kit distributed throughout the State before the campaign.

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 or Trade Organisations were consulted as necessary. In some cases decisions reached were reflected in new legislation or regulations outlined on following pages. In addition, progress was made on other policy questions. Examples, including some on which work is still in progress at the end of the report year, are the conversion to Metric terms of various weights, measures and speeds provided for in the various Acts and Regulations administered by the Department and an alteration to the meaning of "Stop" signs.

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

INTERNATIONAL TRAINING SCHEMES

One trainee from Papua New Guinea, at the request of the P.N.G. Department of Transport, was given instruction in the on-the-job training being used in different areas of the Department to instruct newly appointed or newly promoted officers in the routines of their work.

A policy continued this year has been to arrange programmes for broadening the knowledge of Fellows who are studying in Australia under various international training schemes. During the report year arrangements were made for one Colombo Plan Fellow from Thailand to be given an insight into the Department's activities.

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, particularly those associated with traffic control and safety, received publicity.

COMMITTEES AND CONFERENCES

GENERAL PRACTICE

The Department is associated with several important policy committees and conferences; and, in addition, in following its well-established practice of obtaining the views 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 Commonwealth-wide contact at Ministerial level on major problems of transport and traffic administration. The Chairman is the Australian Minister for Transport and the respective State Ministers for Transport are members.

This Year's Meetings. The Council held its 40th Meeting on 26th July, 1973 in Canberra, 41st Meeting on 2nd November, 1973 in Sydney and 42nd Meeting on 22nd February, 1974 in Melbourne. Items affecting this Department which were considered at the meetings included Reports on 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 uniformity in Road Traffic Legislation, licensing and registration of motor mechanics, defects in new cars, travel concessions to pensioners and parking for disabled persons.

Subordinate Bodies. The subordinate bodies of the Council with which this Department has close connections are the Advisory Committee on Vehicle Performance, the Advisory Committee on Safety in Vehicle Design, the Australian Motor Vehicle Certification Board and the Advisory Committee on Road User Performance and Traffic Codes. 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.

A sub-committee of this Committee was appointed for the purpose of examining functional requirements of a Taxi as a special vehicle for the transport of passengers.

Research by this Department's Traffic Accident Research Unit contributes significantly to the deliberations of the Committee which held meetings on five occasions during the year; the Taxi sub-committee held two meetings.

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, Australian Department of Transport, the Australian Road Research Board, the Conference of State Traffic Control Engineers, the Federal Chamber of Automotive Industries, the National Health and Medical Research Council, the Institute of Engineers of Australia and the Standing Committee of Advisers.

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 in respect of 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.

Advisory Committee on Road User Performance and Traffic Codes. The Australian Transport Advisory Council established this Committee to review and advise on the National Road Traffic Code, to achieve improvement in the performance of drivers and to further uniformity between States.

Meetings were held in Melbourne in September, 1973, in Canberra in January, 1974, and in Melbourne in May, 1974.

As well as considering the adoption of various traffic rules, the Committee dealt with such matters as the change in the meaning of "Stop" signs, metric conversion of speed limits and traffic regulations generally, safety of bicycle riders, introduction of classified licences for the riders of motor cycles and medical examinations for drivers.

CONFERENCE OF STATE 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 24th Conference was held in Sydney from 19th to 21st March, 1974. Topics discussed included new legislation introduced by the various authorities since the previous meeting, a number of matters concerning the carriage of goods by road and passenger transport services, various aspects relating to the payment of road maintenance charges, the position reached in metric conversion, and traffic safety measures.

TRAFFIC ADVISORY COMMITTEE

Since its inception in 1964, The Traffic Advisory Committee has continued to actively pursue its charter to advise the Minister for Transport regarding any traffic matters which the Minister may refer to it. Furthermore, the Committee may of its own motion examine any matter pertinent to the movement of traffic which is considered to warrant investigation. Its principal function is to formulate plans to relieve traffic congestion and promote the free movement of traffic.

The Committee comprises the Commissioner for Motor Transport (Chairman), the Commissioner (Bus Division) Public Transport Commission of New South Wales, the Commissioner for Main Roads, the Commissioner of Police and the Chairman of the State Planning Authority. In addition, the Committee may co-opt any other authority as may be necessary from time to time for example a City, Municipal, or Shire Council in relation to a matter affecting its area.

As well as Clearway restrictions being extended to a further four lengths of roadway and the hours for Clearways generally being standardised, the Committee's activities, during the year under review, included investigations and preparations for experimental introduction of an exclusive bus lane in Parrivvi, Spit and Military Roads in the Spit — Cremorne Junction area to improve the movement of traffic in that district, particularly during the morning peak period.

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 Transport (Chairman), the Commissioner of Police, the Under Secretary, Ministry of Transport, and representatives of taxi-cab owners, taxi-cab drivers and the public.

Council's activities during the year included a comprehensive review of taxi-cab fares in the three Transport Districts resulting in an increase in hiring charges for taxi-cabs. The increased fares will take effect on 1st September, 1974.

A continuing function of the Council is to ensure that services by taxi-cabs are adequate to meet public needs. Resulting from recommendations of Council, 138 additional taxi-cab licences were issued to provide improved taxi-cab facilities for residents of the Metropolitan Transport District and three additional licences for the Newcastle area. In addition, a private hire car at West Wallsend was converted to a taxi-cab.

It was evident that the costs incurred by radio societies in providing facilities were increasing rapidly. During the year Council reviewed proposals by three radio groups to amalgamate with other radio organisations and the arrangement by another two radio co-operatives to provide a combined service at night.

TRAFFIC SAFETY COUNCIL

The council comprises the Commissioner for Motor Transport as Chairman and eight members appointed by the Governor under the provisions of the Traffic Safety Act as representatives of various community sectors. Its function is to advise the Commissioner in the discharge of his traffic safety responsibilities.

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 COMMITTEE

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 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).

The Parking Advisory Committee for the City of Sydney (constituted in 1954) was the first committee appointed. Other Parking Advisory Committees which have functioned for some time are those for the cities of Newcastle, Wollongong and Tamworth and the Municipalities of North Sydney, Manly, Woollahra, Waverley, Burwood and Strathfield.

Having regard to the demands of moving traffic, the Committees allocate kerbspace in streets equitably between the various types of kerbspace users.

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

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 REGIONAL TRANSPORT ADVISORY COMMITTEE

The Committee comprises the Chief Commissioner, Public Transport Commission (Chairman), Commissioner for Motor Transport, Commissioner of Police, President of the Maritime Services Board, Commissioner for Main Roads, Chairman of the State Planning Authority, and the Under Secretary, Ministry of Transport.

The Committee's function is to assist in the co-ordination of urban transportation planning with land-use planning in the State of New South Wales, to identify and advise ways and means of ensuring optimum and efficient use of existing and future transport modes, systems and corridors, and to undertake any tasks allocated from time to time.

It reports directly to the Minister for Transport and the Minister for Local Government and Highways.

SYDNEY AREA TRANSPORTATION STUDY

This Department is at present evaluating the recommendations made by the Study which come within the scope of this Department's activities.

TRANSPORT CHARGES ADVISORY COMMITTEE

This Committee was established in 1968 on the recommendation of the Transport Charges (Country Industries) Committee and comprised a representative of this Department (Chairman) and representatives respectively of the Public Transport Commission (Rail Division), the Ministry of Transport, and the Department of Decentralisation and Development.

The Committee, which was required to examine matters referred to it by the Commissioner concerning the administration of the State Transport (Co-ordination) Act as it referred to problems concerning the carriage of goods to and from decentralised industries,

ceased functioning on 31st December, 1973, when all charges under the Act were waived. Details regarding the elimination of charges appears later in this report in the section headed Commercial Transport Services.

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. Meetings of the Committee were held at regular intervals during the report year.

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 Secretary, Department of Motor Transport (Chairman), and one representative each from the Bus Proprietors Association (N.S.W.) and the Ministry of Transport.

The Committee met on three occasions during the report year to examine 25 applications — involving 38 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 36 services, whilst in two cases, as not yet determined, the Committee requested that further information be supplied.

TOURIST VEHICLE ADVISORY COMMITTEE

Since its formation in March, 1967, the Tourist Vehicle Advisory Committee has continued to function as required to advise the Commissioner on matters of policy regarding the operation of tourist vehicle services. Matters referred to the Committee include proposals for new or altered tours and the question 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.

NEW LEGISLATION

Motor Vehicles (Taxation) and Motor Vehicles Taxation Management (Amendment) Act, 1973. This Act, assented to on 20th December, 1973, amends the Motor Vehicles (Taxation) Act, 1971, to provide for a reduction in the amount of registration weight tax payable on a primary producer's motor lorry, tractor or trailer from 66 2/3% to 50% of the normal business rate. The reduced tax was applied to registrations and renewals of registrations which commenced on or after 1st October, 1973.

The legislation also amends the Motor Vehicles Taxation Management Act, 1949, to provide for the payment of private (instead of business) rates of registration tax for cars and trailers held by second-hand motor dealers for resale, and for vehicles owned privately by public servants and employees of councils and statutory bodies and also used in the course

of employment. It also provides for the reduction of, or exemption from, registration tax in respect of certain vehicles owned by councils and organisations involved in civil defence work.

Motor Traffic and Transport (Amendment) Act, 1974. This legislation, which was assented to on 19th April, 1974 and proclaimed to commence on 1st July, 1974, provides for the conversion to metric terms of speed limits in the Motor Traffic Act, Ministerial directions for speed zoning issued pursuant to that Act, and the Transport Act.

The Act provides for the conversion of the 35 mph speed limit in built-up areas to 60 km/h (37.3 mph) and the 50 mph prima facie limit outside built-up areas to 80 km/h (49.7 mph). It also provides that where speed zoning has been applied by direction of the Minister for Transport, a speed limit in miles per hour is regarded as being expressed in kilometres per hour in accordance with the following table —

35, 40 mph	—	60 km/h (37.3 mph)
45, 50 mph	—	80 km/h (49.7 mph)
55, 60 mph	—	100 km/h (62.1 mph)
65, 70 mph	—	110 km/h (68.3 mph)

Motor Dealers Act, 1974. This Act, which was assented to on 6th May, 1974 to commence on a date to be proclaimed, will be administered by the Minister for Labour and Industry and Minister for Consumer Affairs.

The main objects of this measure are to provide for the licensing of dealers in new and second-hand motor vehicles, vehicle wreckers and persons carrying on a prescribed business such as selling spare parts, and to impose obligations on dealers in relation to vehicles which they sell. The legislation also provides for the settlement by the Commissioner for Consumer Affairs of certain disputes arising from the sale of motor vehicles; the establishment of a disputes committee to assist the Commissioner; the setting up of a motor dealers compensation fund; and the revocation of licences when the holder is convicted of certain offences.

Dealers will be required to display notices on second-hand vehicles offered for sale to the public. The notices are to include such particulars as the odometer reading, cash price and model designation or year of manufacture. The notices will be required to be signed and handed to the purchaser of the vehicle.

Dealers will be required to give a warranty of 20,000 kilometres or 12 months, whichever occurs first, for new passenger cars and derivatives. For second-hand vehicles, the warranty will be 5,000 kilometres or three months, whichever occurs first, if the sale price is \$1,000 or more; and 3,000 kilometres or two months if under \$1,000 but not less than \$500. Where the price is less than \$500, no warranty will be required but a current inspection certificate will have to be produced.

The Act provides that where a buyer cannot have a defect rectified to his satisfaction by the dealer, he may ask the Commissioner for Consumer Affairs for assistance. If his officers are unable to resolve the matter, the Commissioner may make a determination or refer it to a disputes committee.

Where a defect occurs in a vehicle purchased from a dealer who becomes bankrupt or absconds, payment from the compensation fund, which is financed from a proportion of the annual \$100 licence fee, can be made to the consumer. Compensation can also be paid from the fund where a bankrupt or absconded dealer fails to pass on an unencumbered title to the vehicle.

A dealer will be guilty of an offence if he fails to disclose that he is a dealer or he advertises in a way calculated to mislead a buyer into believing that the sale is a private one. Any advertisement must include the registration number of a vehicle being offered for sale.

The Second-hand Motor Dealers Act, 1956 will be repealed after the commencement of this Act.

NEW REGULATIONS

Maximum speed limit for learner drivers and riders. On 31st August, 1973, the Motor Traffic Regulations were amended to provide for a maximum speed limit of 40 mph for learner drivers and riders. Previously, the holder of a learner's permit was subject only to the same speed limits as apply to licensed drivers generally.

The amendment also provides for the licensed driver or rider accompanying the holder of a permit to be guilty of an offence for permitting a breach of the 40 mph speed limit.

Dimensions of Motor Vehicles. The Motor Traffic Regulations were amended on 14th September, 1973 to provide for an increase in the permissible length of any rigid motor vehicle (other than an omnibus) from 31 feet to 36 feet, subject to certain limitations on the rear overhang and on the length of the forward portion.

The amendments also provide for an increase in the length of any articulated vehicle from 47 feet to 50 feet, together with limits in respect of portions of the hauling unit and of the

semi-trailer. In addition, a consequential amendment in respect of projecting loading on vehicles exceeding 31 feet in length is provided for.

Control of Modifications to Motor Vehicles. On 14th September, 1973, the Motor Traffic Regulations were amended to control modifications to certain motor vehicles. The amendments provide that a motor car or motor car derivative shall not be modified, except with the approval in writing of the Commissioner for Motor Transport, from its original specifications so as to affect any requirement of an Australian Design Rule for Vehicle Safety, or in respect of the following parts and items of equipment:-

engine size	tyres
braking systems	axles
wheels	suspensions
steering	body length

Speedometers in Motor Vehicles. A further amendment to the Motor Traffic Regulations on 14th September, 1973 provided that each motor vehicle manufactured on or after 1st July, 1974 must be fitted with a speedometer calibrated in kilometres per hour. Previously, only taxi-cabs and private hire cars were required to be fitted with speedometers.

Australian Design Rules for Motor Vehicle Safety. On 26th October, 1973, the Motor Traffic Regulations were amended to provide for new motor vehicles to comply with further Australian Design Rules for Motor Vehicle Safety.

The amendments provide that, for cars and derivatives (station waggon, utilities and panel vans) manufactured after 1st January, 1974 and other vehicles manufactured after 1st July, 1974 Design Rules Numbers 4A and 5B, for seat belts and seat belt anchorage points respectively, apply instead of Design Rules Numbers 4 and 5A. The purpose of Design Rule Number 4A is to overcome some of the deficiencies in the design of seat belts, particularly in the position of the sash portion of the belts in the outer seating positions and in the location of the buckles. The complementary Rule 5B, relating to anchorage points, provides for the improved location of seat belts in motor vehicles.

A new Design Rule Number 28, which defines the limits on external noise emitted from motor vehicles, applies to cars and derivatives thereof manufactured from 1st January, 1974; to all petrol engined vehicles (except plant and motor cycles) manufactured from 1st July, 1974; and to all motor vehicles (except plant) manufactured from 1st July, 1975.

Another new Design Rule, Number 17, specifies requirements for liquid fuel systems in certain goods-carrying vehicles manufactured from 1st July, 1975. The requirements of the Design Rule will facilitate the safe operation of such vehicles and reduce the risk of fire due to fuel spillage during filling operations or as a result of an impact.

Equipment in Taxi-cabs and Private Hire Cars. Amendments made to the Motor Traffic and Public Vehicles Regulations on 16th November, 1973, provide that a taxi-meter, two-way radio or "Vacant" sign shall not be fitted in any position where it will be likely to injure a person in the event of sudden acceleration or deceleration of the taxi-cab. The requirements also apply to two-way apparatus in a private hire car. The object was to implement Australian Design Rule Number 21, which sets down requirements for vehicle instrument panels in the interests of occupant safety.



Pictured is the interior of a taxi-cab with two-way radio equipment and taxi-meter fitted so as to comply with new regulations concerning occupant safety.

The amendments also prohibit the fitting of "Vacant" and "For Hire" signs inside a taxi-cab; prohibit the fitting of a flag to a taxi-meter; and require every taxi-cab in the Metropolitan, Newcastle and Wollongong Transport Districts to be fitted with a roof sign capable of displaying the words "Vacant", "Engaged" or "Not for Hire".

The requirements apply in respect of the original registration of a vehicle effected on or after 1st February, 1974 and, in the case of any vehicle registered prior to that date, at the time of the renewal of registration effected on or after 1st February, 1974.

Increase in speed limit for provisional drivers and riders. On 10th May, 1974, the Motor Traffic Regulations were amended to provide for an increase, from 40 mph to 50mph, in the maximum speed at which the holder of a provisional licence may drive or ride.

Exclusive Bus Lanes. The Motor Traffic Regulations were also amended on 10th May, 1974 to provide for the erection of signs with the words "Bus Lane". The erection of such signs will prohibit the use of the kerbside lane, during such times as are shown, by any motor vehicle other than a bus, a vehicle turning left at or before the next intersection and a vehicle being driven for an urgent purpose arising from a medical or similar emergency. The new signs prohibit stopping, as well as driving, in the kerbside lane.

The amendments also provide for a penalty of \$15 under the "Infringement Notice" system stopping contrary to "Clearway", "No Stopping" and "Bus Lane" signs.

Conversion of special speed limits to metric terms. Amendments gazetted on 28th June, 1974, provide for the various references to speed limits in the Motor Traffic Regulations to be converted to metric terms from 1st July, 1974.

The new limits provide for conversion of the speed limit for:-

- provisional drivers and riders from 50 mph to 80 km/h (49.7 mph);
- holders of permits to learn to drive or ride from 40 mph to 70 km/h (43.5 mph);
- lorries with a laden weight of more than 3 tons (now 4.5 tonnes) outside built-up areas from 50 mph to 80 km/h (49.7 mph);
- omnibuses and tourist vehicles outside built-up areas from 50 mph to 90 km/h (55.9 mph)
- vehicles hauling trailers with a laden weight of more than 15 cwt. (now 750 kilograms) from 45 mph to 80 km/h (49.7 mph);
- vehicles without a dipping device from 30 mph to 60 km/h (37.3 mph)
- small motor cycles with headlamp which has an effective range of less than 160 feet (now 50 metres) from 25 mph to 40 km/h (24.8 mph) where the engine capacity does not exceed 100 cc (now 100 millilitres) and from 30 mph to 50 km/h (31.1 mph) where the engine capacity exceeds 100 cc (now 100 millilitres) but does not exceed 200 cc (200 millilitres);
- exemption from wearing seat belt when frequently leaving and re-entering vehicle being driven at low speed, from 15 mph to 25 km/h (15.5 mph).

The amendments also provide for the abolition of the 30 mph speed limit for lorries with a laden weight of more than six tons and convert the amount by which a speed limit is exceeded before the penalty is increased from \$20 to \$40 under the "Infringement Notice" system from 10 mph to 15 km/h (9.3 mph).

LEGAL PROCEEDINGS AND ENFORCEMENT

Comment. Particulars of convictions on prosecutions launched by the Department during the year to enforce the various 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 a number of appeals to the District Court against such convictions, but such appeals formed a small proportion of the total of convictions and were, in the main, unsuccessful.

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

A notable factor was an increase of approximately 60% in the number of appeals to Courts of Petty Sessions throughout the State against the decisions of the Commissioner to cancel, suspend, or refuse licences under the Motor Traffic Act and the Transport Act. This increase reflects both the heightened activity of the Department concerning the review of licences and the larger number of licensees. 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. In appeals against refusals or cancellation of a licence on medical grounds, the Department's Chief Medical Officer also attended Courts to give evidence, not only in the Metropolitan area, but in country areas such as Broken Hill, Bourke and Wagga Wagga. 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. While the number of prosecutions and subsequent convictions fell during this year, this in no way reflects a lessening in the enforcement of the Act. The decrease in the number of prosecutions of Directors of companies for failing to pay charges due under the Act is attributable in large measure to recent decisions of the High Court of Australia on the proper construction of the relevant sections of the Act and comparable Acts in other States.

State Transport (Co-ordination) Act. The reduction in the number of convictions under this Act results from the decision of the Government to suspend the operation of certain of its provisions, and the rate of reduction is expected to continue.

Transport Act, 1930. There were 148 convictions for offences under this Act, an increase of about 25% on the previous year. There was an increase in the number of convictions for incivility towards passengers or intending passengers in taxi-cabs and marked increases for failing to accept hirings and for inviting patronage in an unauthorised manner.

Motor Vehicle Registrations and Drivers' Licences

SUMMARY OF REQUIREMENTS

Vehicles. Under the Motor Traffic Act, all motor vehicles, except a few exempt classes of vehicles, 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.



District Office and Motor Registry at Deniliquin opened 3rd August, 1973.

REGISTRATIONS AND LICENCES

Statistics. The following paragraphs set out the principal statistics as at 30th June, 1974 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, 1974 motor vehicle registrations had risen to a further record level of 2,426,078 — 98,041 (4.2%) more than the previous year.

Brand-New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 278,231 this year as against 249,548 last year — an increase of 28,683 (11.5%).

Drivers' Licences. On 30th June, 1974 total driving licences — vehicle drivers and cycle riders — numbered 2,390,624 an increase of 91,830 (4%).

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 it was again 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. 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.

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 17,894 applications received during the report year. The revenue — \$447,350 — 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 from 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 at 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 number of suburbs 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 II.

The Department has conducted a publicity campaign since October, 1966 encouraging motorists to take greater advantage of the wide 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 2,767,734 an increase of 187,292 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	
	1973	1974	1973	1974
N.R.M.A. Building	88,643	93,057	\$3,217,550	\$3,503,646
G.I.O. Building	30,629	41,029	\$1,198,888	\$1,536,596

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 52,312 and a total of \$1,964,573 was collected compared with 47,943 transactions and \$1,771,041 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. In order to meet the increase in work additional staff was provided at a number of Motor Registries during the year.



Pictured is the Data Processing Centre at Charlestown which contains 16 Visual Display Data Entry Terminals and a small computer. Work here is progressing toward the conversion of licence records to a fully computerised system.

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 the 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, 1974 authorised insurers numbered 38 compared to 45 on 30th June, 1973.

Role of Government Insurance Office. The Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third party insurance (approximately 97.9% compared to 96.6% 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 \$68,921,715 a rise of \$4,043,542 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$941,667.

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 rose to 310,071 as against 294,727 for the previous year. In 235,230 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 20,645 which is 484 less than in 1972-73.

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 22,165 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. 1,520 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 20,645 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 6,174 instances but in the remaining 14,471 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 160 drivers out of the 1,868 brought before them on such charges as compared with 181 drivers out of a total of 1,823 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 1,287 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 16,386 drivers were brought before the Courts on such charges.

There were also 2,554 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 driving 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 50 miles 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 116,196 Provisional drivers' and riders' licences was issued during the year under review.

- (b) **Points System.** Operating separately from the Provisional Licence Scheme and replacing the former method of reviewing licences, 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. The system began on 1st March, 1969, and offences prior to that date were disregarded. It does not apply to offences where the Court imposes licence disqualification or to those offences for which licence disqualification is automatic. Points allotted for individual offences range from two to four according to the nature of the offence, and where a driver accumulates a total of nine points within a period of two years, consideration is given to licence suspension or cancellation.

The number of licences suspended or cancelled by the Commissioner under the Points System and Provisional Licence Scheme has shown an increase again during the year under review. Particulars of licences suspended or cancelled 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, Gosford, Wyong, Matiland, Cessnock, Nowra and Kiama 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 29 and the number of Driver Examiners, employed by the Department, is 84.

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, but, as described later in this section, major changes in the policy have been implemented this year.

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—

The general policies and practices which have been followed in the administration of this Act over the years are described hereunder —

Licences under the Act confer a general authority to convey goods on all journeys (irrespective of distance) which do not compete with the Railways, and on competitive journeys up to 50 miles. Licences also authorise the conveyance of fresh fruit and/or fresh vegetables on competitive journeys up to 200 miles.

Permits for journeys not authorised by licence were issued upon payment of charges, where appropriate, for most classes of goods, but permits were not granted for the carriage of certain commodities for which special arrangements had been made by the Public Transport Commission, (Rail Division). Examples of these were beer from Sydney breweries and wool.

The maximum charge — 2.5 cents per ton per mile calculated on the aggregate of the load capacity and 50% of the tare of the vehicle — was imposed for competitive

journeys unless special features, principally unsuitability for rail transport, warranted some reduction or exemption.

Change in Policy. As reported last year, exemption from charges was allowed from 1st July, 1972 on all journeys wholly within a defined country area of the State except when certain specific basic bulk commodities were carried.

In keeping with a further Government decision to progressively abolish all embargoes and charges on the carriage of goods by road, exemption from charges (Except for the carriage of specified basic bulk commodities) was allowed as from 1st July, 1973, on all journeys commencing in the country area of the State, irrespective of destination.

As a final step in implementing the Government's decision, all remaining charges and embargoes on the carriage of goods by road were waived from 1st January, 1974. Since that date, owners of all licensed goods vehicles have been able to carry goods throughout the State without a permit and free from any restrictions under the Act.

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 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 increased from 2,233 as at 30th June, 1973 to 2,350 as at 30th June, 1974 and the number of vehicles concerned decreased from 18,924 to 17,266. The number of vehicles covered by quarterly "arrangements" — applicable mainly to primary producers' vehicles — decreased during the period under review from 13,776 to 12,887.

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.

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 2,401,181 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			
1972-1973	339,916	409,339	749,255
1973-1974	423,413	499,057	922,470
2. Tonnages (Estimated)			
1972-1973	3,916,949	3,221,900	7,138,849
1973-1974	4,786,713	3,903,829	8,690,542

RESULTS THIS YEAR — (1) State Transport (Co-ordination) Act. Collections of charges under the Act for the carriage of goods amounted to \$2,542,445. As reported earlier, charges under the Act were discontinued as from 1st January, 1974 and charges collected since that date, included in the above figure have been in respect of journeys operated prior to the elimination of charges.

RESULTS THIS YEAR — (2) 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 \$
1974	46,405	12,964,844	12,520	6,807,010	58,925	19,771,854
1973	47,212	12,449,336	12,763	5,927,502	59,975	18,376,838

Receipts month by month — as well as net receipts (after refunds) — appear in Appendix 7.

“Arrangement” cases.

	No. in force	Vehicles covered	Charges paid
1974	2,350	17,266	\$7,743,831
1973	2,233	18,924	\$7,525,819

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (11,054 this year, 11,352 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 County 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 Licences 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 \$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 \$39,227, the fees for the individual services varying from \$1.075 to \$3. Service licence fees for Government Transport Operations were \$33,000.

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 \$696,373 compared with last year's figure of \$668,126.

Contribution by Government Bus Services. Although legally obliged to pay only service licence fees (and not the registration fee or motor vehicles tax) the Public Transport Commission, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as tax paid by private bus operators. The amounts so contributed this year and included in the foregoing figures, totalled \$332,952.

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 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 past years services were provided to new schools and new areas and in other cases existing services were extended or diverted to meet developments. The most important of such recent variations were the provision of a new service between Windsor Road, Baulkham Hills and Seven Hills Station via Baulkham Hills West and the extension of omnibus route No. 161 from Ingleside to Mona Vale via Mona Vale Road. Towards the end of the year the privately operated omnibus service between Tamarama Beach and Sydney was discontinued. The service is now operated by the Public Transport Commission.

Competition with Government Transport. No services are permitted to operate in direct duplication of Government Transport Services. However, a small number which compete in less degree operate in each District under restrictive conditions. In keeping with current Government policy, the practice of collecting Co-ordination Act charges for these services was discontinued from 1st July, 1973. Such services in the Metropolitan Transport District total four.

Fares. Approval was given for a general fare increase, applicable as from 15th April, 1974 which was designed to offset an increase of about 12% in operational costs throughout the bus industry since the previous increase in 1972. The maximum increases allowed for adult single fares were —

- 1 cent on fares up to 10 cents
- 2 cents on fares from 11 cents to 17 cents
- 3 cents on fares from 18 cents to 25 cents
- 4 cents on fares from 26 cents to 34 cents
- 5 cents on fares from 35 cents to 42 cents
- 6 cents on fares of 43 cents and over.

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

Standards of Service. Frequent checks by Departmental technicians ensure maintenance of proper vehicle standards. 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 the State Transport (Co-ordination) Act for special journeys such as to sporting and social events.

Trading Experience of Operators. Returns submitted by operators pursuant to law provide detailed statistics as to passengers carried, financial results and plant and personnel engaged. The statistical period is the twelve months ending 31st March each year. Full information appears in Appendix 17 but the following table presents some statistical highlights.

SUMMARY OF BUS STATISTICS (AS AT OR IN THE YEARS ENDED JUNE, 1973 and 1974)

Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1974	1,387	143	215	1,745
1973	1,458	144	206	1,808
Variation	down 71	down 1	up 9	down 63
Service Licences				
1974	203	23	24	250
1973	204	23	25	252
Variation	down 1	No change	down 1	down 2
Revenue Derived by Department				
	\$	\$	\$	\$
1974	640,261	79,325	49,014	768,600
1973	615,963	78,780	45,782	740,525
Variation	up 24,298	up 545	up 3,232	up 28,075
Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1974	599,512	86,957	53,549	740,018
1973	571,390	64,659	39,566	675,615
Variation	up 28,122	up 22,298	up 13,983	up 64,403

For details see —
 Appendix 17 re buses in service, passengers carried and trading results.
 Appendix 4 re revenue receipts expenditure and distribution of the Public Vehicle 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, Sydney.

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 and only hirings that have been pre-arranged may be accepted elsewhere. 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 school children to and from schools.

Standard 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 restricted, City of Sydney, or District taxi-cab to reside, or within 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. After an intensive investigation and recommendation by a Sub-Committee of the Taxi Advisory Council into taxi-cab services throughout the Metropolitan Transport District, approval was given for the issue of 138 additional licences. One licence was also re-issued.

Radio Control. The majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radios in the interest of improved service to the public. During the report year two radio organisations amalgamated with other existing radio co-operatives leaving 13 organisations to provide two-way radio communication for taxi-cabs in the Metropolitan Transport District. Two-way radio facilities for taxi-cabs are provided by one organisation in the Newcastle Transport District and one in the Wollongong Transport District.

The transfer of Metropolitan Transport District taxi-cabs from 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, 1974 and other information also.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1973-1974)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1973	1974	1973	1974	1973	1974
Taxi-Cabs —						
Unrestricted	2,437	2,437	86	86	—	—
Restricted	1	7	36	40	117	117
City of Sydney	261	301	—	—	—	—
Districts	395	488	—	—	—	—
Sub Total	3,094	3,233	122	126	117	117
Private Hire Cars —	222	223	14	13	9	7
Total	3,316	3,456	136	139	126	124
Radio Controlled Vehicles (included in above)						
Taxi-Cabs	3,012	3,151	122	126	116	116
Private Hire Cars	172	176	11	10	2	2
Total	3,184	3,327	133	136	118	118

Fares. Private hire car fares are not controlled but taxi-cab fares in the Transport Districts are fixed by regulation. Approval was given on 28th June, 1974 for an increase in taxi fares and miscellaneous taxi charges such as booking fees and luggage rates. However the new fares will not become effective until 1st September, 1974.

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. Monies derived from these transactions are 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.



New regulations for public vehicles require taxis to be fitted with roof signs which indicate whether they are, "Vacant", "Not for Hire" or "Engaged". The new signs replace difficult to read signs formerly fitted inside taxis where they were likely to cause injury to passengers.

TOURIST SERVICES

Metropolitan Transport District. On 30th June, 1974 there was a total of 75 licensed tourist vehicles in the Metropolitan area including those restricted for operation from specified suburbs.

LONG DISTANCE PASSENGER TRANSPORT BY ROAD

Approval was given during the year under review for the operation of an express coach service between Ballina and Sydney via the Pacific Highway subject to a prohibition on the picking up and setting down of passengers en route and an omnibus service between Queanbeyan and Wagga Wagga subject to the prohibition of picking up and setting down passengers in certain sections of the service. Permission was also given for an interstate coach service operating between Brisbane and Melbourne via "inland" towns to convey intrastate passengers within New South Wales providing passengers are not carried solely within the area between Tweed Heads and Tamworth, both places inclusive and between Albury and Dubbo, both places inclusive. However, passengers may be carried on the full journey from Wagga Wagga to Dubbo or return and on the full journey from Wagga Wagga to Wellington and return.

A number of applications to operate long distance passenger services have been received by the Department. The general question of the authorisation of bus services of this nature is currently under review and determination of these applications is being temporarily deferred until the findings of the Commission of Inquiry mentioned below are known.

Commission of Inquiry. In September, 1973 the Government appointed a retired District Court Judge, Sir Adrian Curlewis, C.B.E., to conduct a Commission of Inquiry into Privately Operated Omnibus and Tourist Services in New South Wales. The Commission is to inquire into and report on the operation of all classes of private omnibus and tourist vehicle services in the Metropolitan, Newcastle and Wollongong Transport Districts and country districts of New South Wales, and to make recommendations as to action considered necessary in view of the changed circumstances since 1931, when existing legislation came into force to control the operations of such services having regard to the interests of the public, State finances and the operators.

The Commission has conducted public hearings at Sydney and several country centres such as Newcastle, Wollongong, Wagga Wagga and Katoomba and has examined written submissions from Government Departments, local Government authorities, representatives of the bus and tourist industries and of interested public bodies. The inquiry was still continuing at the close of the year covered by this report.

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 to mutual advantage and the benefit of the local communities concerned. 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, 1974, 1,922 regular passenger carrying services were operating in country districts. 2,454 buses and 355 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. The circumstances were considered jointly by the Department and the local Councils.

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

TAXI-CAB 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 of other specified stand mentioned in the licence. Both types of licence authorise journeys in competition with the railways for up to 50 miles as well as non-competitive journeys of any length. Permits for longer competitive journeys were issued.

Vehicles in Service (on 30th June) —	1973	1974
Taxi-cabs	870	966
Private Hire Cars	112	114

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 Postmaster General's 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

Services Operating. Tourist services operating from specified tourist resorts for the carriage of passengers on tours described in the licences total 97.

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, 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 service, 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.

A new commuter service was introduced during the year from Coffs Harbour to Newcastle which also provides air facilities for residents of Kempsey, Port Macquarie and Taree.



MISCELLANEOUS

Ferries. There are fourteen privately owned ferries licensed to operate for the conveyance of passengers in the Port of Sydney. In addition seven ferries serving Manly are operating under the authority of permits under the State Transport (Co-ordination) Act pending conclusion of negotiations for the taking over of the service by the State Government. During the year the service between Circular Quay and Gladesville changed ownership and was also extended to service the Meadowbank and Drummoyne areas. On 27th June, 1974, approval was given for the operation of an off-peak Hoverferry service between Circular Quay and Rose Bay and Watsons Bay (see photograph).

Traffic Safety Activities — Drivers, Vehicles and Traffic Facilities

GENERAL

Basic Policy. Outside the fields 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.

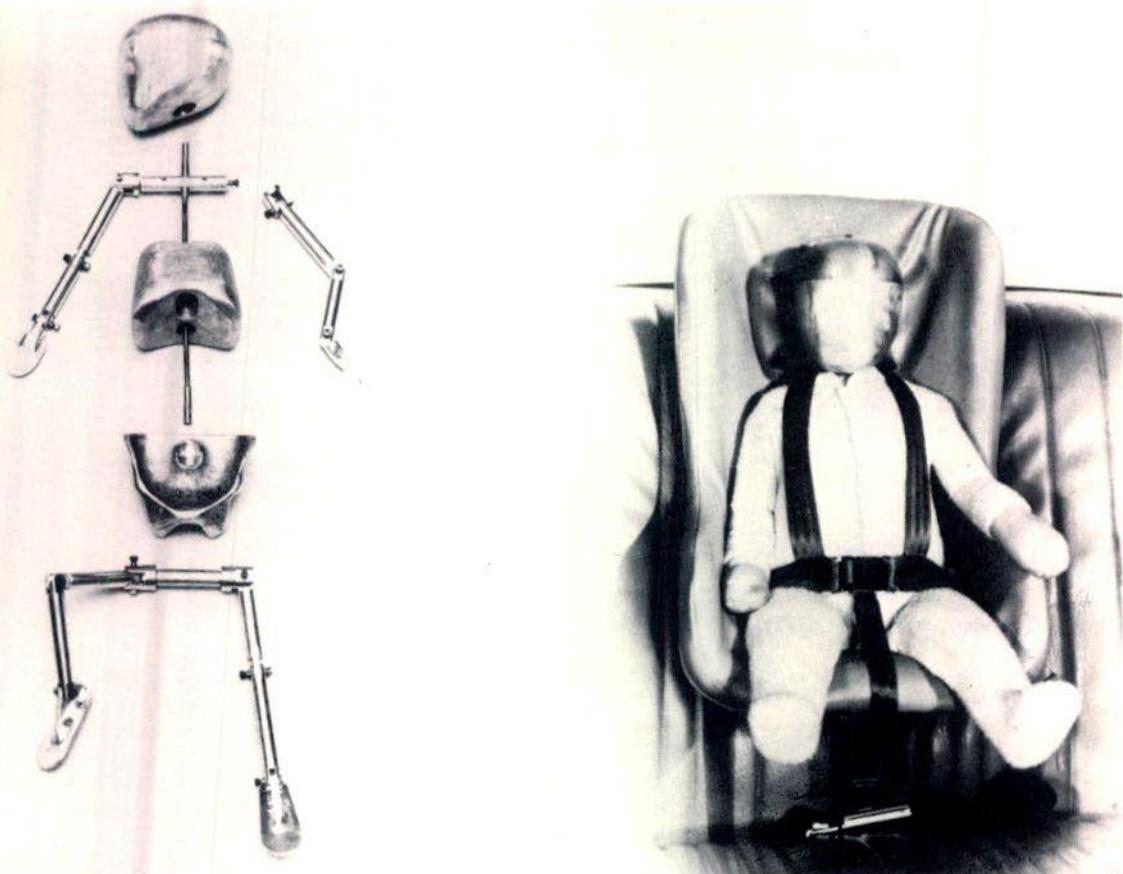
The Unit operates within a flexible framework of four sections. The Engineering Research Section is headed by a senior test engineer, with the support of mechanical and electronics engineers, technicians, draftsmen and general workshop personnel. The Accident Analysis Section is mainly concerned with 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. A research medical officer was added to the staff in 1973.

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, which was established in 1971 following the voluntary liquidation of the Road Safety Council of New South Wales, 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.

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 closely simulate 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 two universal testing machines, a brake-test dynamometer, 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 "Heavy 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 Communication 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 on Mandatory Seat Belt Use in New South Wales, Australia"
- 4/74 "Crash Protection for the Sub-teen Child".



Pictured is an anthropomorphic dummy designed and constructed in the Traffic Accident Research Unit. The dummy closely simulates a six months old child in the Unit's evaluation of infant crash restraint concepts. It has a cast aluminium "skeleton", padded with foam plastic. The spine is a steel cable assembly with nylon "vertebra". Sensors on the dummy connect to the Unit's computer to record "body" stresses under simulated crash conditions.

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. Over 200 Special Reports have been prepared relating to the testing and evaluation of various devices such as seat belts and child restraint systems.

The Unit has contributed considerably to the development of child restraints in Australia. It has carried out the static testing of all of these devices submitted for certification to the Standards Association of Australia and the dynamic evaluation of these restraints, and some others, by submitting them to crash simulations on its impact sled. Effective restraints are now available for children from one year onwards and the Unit is now exploring the very difficult problem of providing restraints for infants under one year of age.

In 1972, as part of its wide-ranging, multi disciplinary research into all aspects of traffic safety, the Unit commenced an in-depth study of fatal crashes with a view to identifying those factors which could be limiting the effectiveness of current seat belt restraint systems. The first report on this project was presented to the 17th Stapp Car Crash Conference in U.S.A. in November, 1973. The present conclusions of this research are that the protection afforded by a seat belt can be improved by attention to the way it is installed and worn, and that special attention will have to be paid to the design of some man-made structures, such as roadside utility poles, which inflict such devastating damage on the cars which hit them that seat belts can often be of little help in preventing death or injury.

An extension of this in-depth study was commenced in 1974, with financial assistance from the Australian Department of Transport, and extended to cover crashes resulting in severe injury to the wearers of seat belts. Concurrently a third study of crashes involving children as occupants of cars is being carried out to establish the relative benefits of the various child restraints available. Two mobile teams are engaged full-time on these activities.

In the area of educational activities, the findings of research studies conducted by the Unit highlighted the need for improved public knowledge of the proven relationship of alcohol to increased crash risk, the reasons for and workings of the breath analysis legislation, and the provision of stringent penalties. These studies also demonstrated the existence of social pressures which tend to encourage drinking before driving, rather than the contrary, and that the drinking driver is not generally regarded as an anti-social individual.

With the aim of improving this situation two separate but related communication campaigns, based on sophisticated communication research, were prepared jointly by a professional creative team and the Unit's staff.

The first campaign was designed solely to raise the level of public awareness in those areas previously identified as deficient. It was split into two periods, October-December, 1973 and April-May, 1974. Scientific evaluation of the effects of this campaign showed that it was successful in communicating appropriate information and thus raising the general level of awareness in the community.

The second phase of the communication activity, dubbed the "persuasive" campaign, will commence on 7th July, 1974. It is designed to initiate a process of social change, whereby the individual who drinks six middies of beer or more and then attempts to drive is identified as not worthy of social acceptance but only of public disapproval and rejection. This phase will be split into three periods of high-intensity press, radio and television advertising, spanning a total period of 4½ months. Again, this phase will be subjected to rigorous scientific evaluation.

ROAD TRAFFIC ACCIDENT STATISTICS

The official New South Wales road accident statistics are compiled by the Traffic Accident Research Unit from Police reports of accidents which cause death or injury, or damage to property estimated to be in excess of \$50.

Summary statistics of traffic crashes are published by the Department every six months 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, data which describe the phenomenon of traffic crashes in terms of the more significant human, vehicle and environmental factors. Supplementary, more specialised crash data are distributed to appropriate Government and Local Government bodies to provide a basis for any local corrective action. Within this Department the data form the basis of the overall traffic safety policy which is implemented through driver licensing, vehicle registration, traffic regulations, and traffic engineering and management counter-measures. 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 Unit's computer, 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 accident 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 accident situation in those areas.

During the year a small auxiliary system was set up to deal exclusively with fatal crash data obtained from preliminary police reports received within twenty-four hours of death. Final official figures will still have to await the processing of the later routine police reports, but the preliminary tabulations prepared from this source will provide valuable early data for research and administration purposes. The tabulations also provide statistical profiles of fatal crashes (e.g. the time of day and the nature of the impact), of the drivers involved (e.g. age, sex, presence of alcohol) and of the persons killed in the crash (e.g. age, sex and whether or not a seat belt was worn).

FATAL TRAFFIC CRASHES IN NEW SOUTH WALES

Tables one and two of Appendix 19 present profiles of 1,095 fatal crashes and of 1,255 persons killed for the year ending 30th June, 1974.

Salient features of Table one are that, in New South Wales for the year ending 30th June, 1974:

- there were 1,095 crashes resulting in fatalities.
- of these, about 25% took place on Saturdays.
- the most common type of impact on Saturdays and Sundays was the single-vehicle crash, and the most common time for these was between 9 p.m. and 3 a.m.,
- 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 25% of fatal crashes involved pedestrians, the most common time for these being 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 ending 30th June, 1974:

- there were 1,255 fatalities resulting from traffic crashes.
- drivers of motor vehicles accounted for about 30% of these fatalities,
- males of age 17-20 were over-represented among driver fatalities, passenger fatalities and motor cycle fatalities,
- pedestrians accounted for 22% of the year's fatalities, and were most common among the 2-6 year-olds, and those aged 50 years and older.

These 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 old pedestrians.

Trends in fatalities (see graph in Appendix 19), have shown a more or less steady rise over the past 15 years (see, for example, motorcyclists fatalities). This is to be expected with the steady rise in population, numbers of licences on issue and vehicles registered. However, the rise in fatalities has been relatively slower than the rise in these other factors.

There are two exceptions to this general upward trend. 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.

THE DEPARTMENT'S TRAFFIC ENGINEERING ROLE

MEASURES TO ASSIST THE MOVEMENT OF TRAFFIC

General. The Department's main responsibility in the traffic engineering field is to provide traffic signals and other facilities such as marked footcrossings, roadmarkings and a variety of signs to reduce traffic conflict, minimise risks to pedestrians and motorists and to assist the safe and orderly movement of pedestrians and vehicles.

The Department takes a major role as an advisory body on traffic planning and management and is represented on the Traffic Advisory Committee, Urban Transport Advisory Committee, Parking Advisory Committee and the Technical Sub-Committees of these and the Sydney Area Transportation Study. Active collaboration is also undertaken with State and Local Government Authorities concerning major traffic reorganisation proposals, traffic management schemes and the design and channelisation of intersections.

It does not construct roads or bridges or provide signs relating to physical features such as "Curve" signs.

TRAFFIC SIGNALS

This Year's Work. During the year the Department continued to provide traffic signals (installations being carried out both by Contractors and its own staff) and by 30th June, 1974, 96 new sets of traffic signals had been commissioned.

The sites of the new signals are listed in Appendix 20

It was anticipated that something in excess of 100 new installations would be completed in the period, but the general world wide shortage of materials caused difficulties in the supply of critical components early in the programme and the extended wet weather in the latter part of the year further delayed progress. However, despite these difficulties, intensive efforts by both Contractors and Departmental staff enabled much of the leeway to be made up, with the result that 96 installations were completed. This figure is significantly higher than the previous maximum number of 87 reached in the 1967/68 year.

In addition 56 sets of signals were modernised, 16 involving major alterations to meet changes in traffic patterns.

INNER CITY OF SYDNEY

Computer Control of Signals. The conversion of the City master control system to full computer operation was continued throughout the year. In all, 45 intersections were transferred to computer control, many requiring major modifications. This leaves only 18 intersections in the inner city precinct to be converted to computer control.

A feature of the new computer system is that it has now become economically feasible to provide a separate control centre from which the City's signal system could be controlled if the main control room was put out of action for any reason. Work has commenced with a view to this end in the new Police Headquarters building in College Street.

CO-ORDINATED SYSTEMS FOR ARTERIAL ROADWAYS

Work is well under way on the installation of two new computer control co-ordinated systems at:

Canterbury Road between Fairford Road, Bankstown and Pentland Avenue, Wiley Park involving seven new and six reconstructed sets of signals;

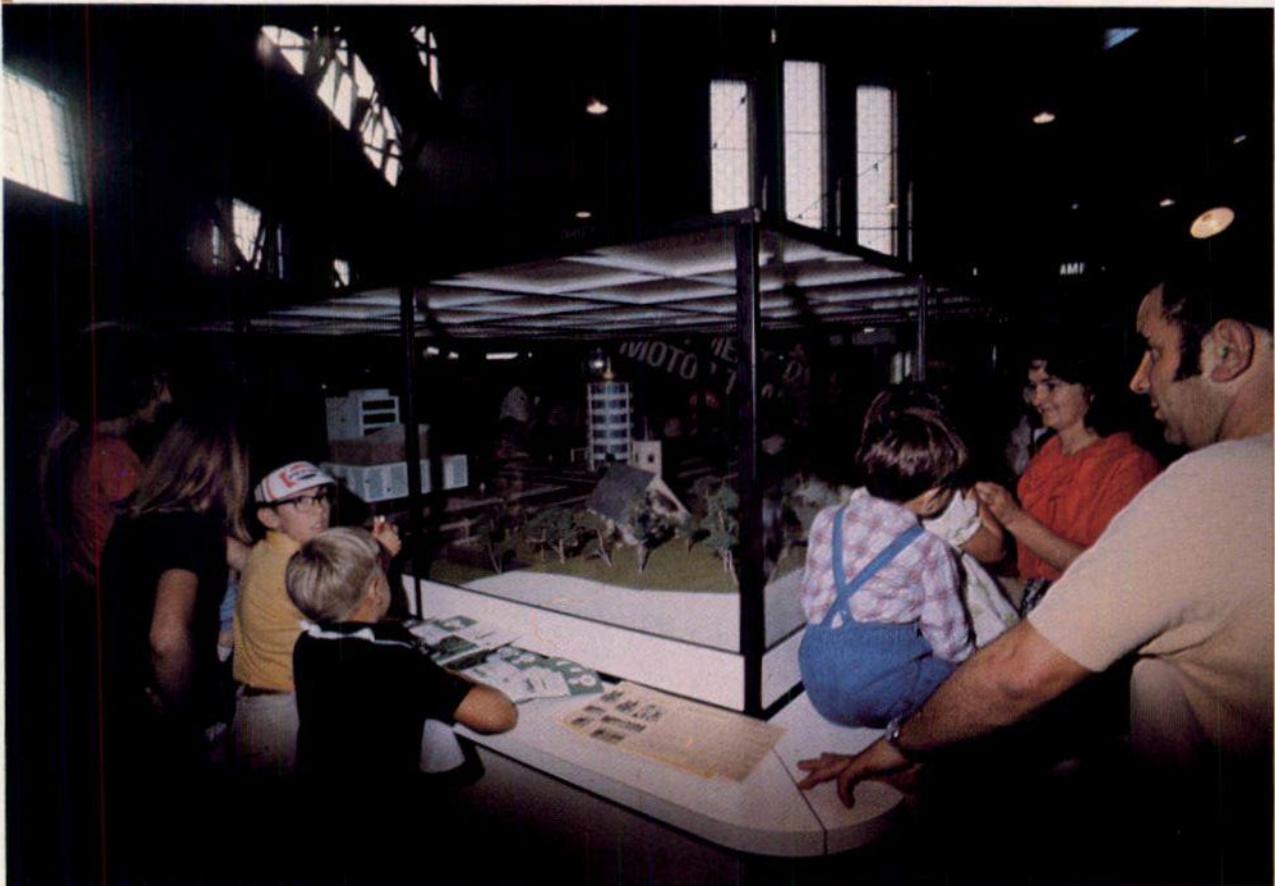
Parramatta Road between Potts Street, Homebush and Shaftesbury Road, Burwood, involving seven new and eight reconstructed sets of signals;

and these are expected to be in operation during the next report year.

NEW DEVELOPMENTS

The cost of providing linking in Co-ordinated Signalling Systems is very high and the Department has examined other possibilities. It is a feasible and economic proposition to use Postmaster-General's data lines and their use in principle has been agreed to by the Postmaster-General's Department.

When implemented this proposal will enable the establishment of Regional Master Computer Controllers capable of controlling co-ordinated systems within a radius of approximately 20 kilometres thus greatly reducing the number of arterial computers required.



Portion of the Department's exhibit at the 1974 Royal Easter Show. The stand featured a model road system complete with cars and traffic lights. The cars moved according to the traffic lights which were, in turn, controlled by a full size electronic controller. Other items on exhibit were a computer used in traffic control, television screens showing typical traffic patterns managed by traffic control signals and a closed-circuit television system operated by visitors to the stand.

OTHER TRAFFIC SIGNAL WORKS

Lane Control Signs. The roadways on the Ryde (Parramatta River) and Tom Ugly's (Georges River) Bridges consist of three lanes of which the centre lane traffic flow is varied from one direction to the other according to demand.

Illuminated lane control signs were installed on the approaches to these bridges. These signs which are electrically operated from a control console at one end of the bridge replace the painted signs which were cumbersome to operate and less efficient.

Aid for Blind Pedestrians. Vibrating touch type indicators are installed at the traffic signals at the intersection of Burwood and Liverpool Roads, Enfield, adjacent to the new premises of the Royal Blind Society, for the benefit of pedestrians.

Experiments conducted during the year indicated that audible indicators would be superior to the vibrating type and a new piezo-electric audio tone source which can be readily incorporated in the pedestrian push-button assembly is now available.

It is proposed to provide a number of these units at trial sites during the next year.

Temporary Signals. Temporary signals were installed on bridges for controlled signal lane operation whilst major repairs and maintenance were undertaken by the Department of Main Roads at Dubbo, Newcastle, Moree, Inverell and Narrandera.

Solid-State Signal Control Equipment. As mentioned in last year's report a contract was awarded for the design, development and production of traffic signal control equipment using a micro computer.

Because of the shortage of material and resources, the Contractor was unable to supply the new equipment this fiscal year and it will now be available early in the next report year.

Allocation of Work. The Department's construction staff installed 22 of the 96 sets of signals commissioned during the year, the other 74 installations being effected by Contractors in accordance with the Department's designs and specifications. The Department's staff also carried out eight of the 16 major reconstructions of existing signal installations. In addition, minor reconstructions involving 40 sites were also carried out by Departmental staff.

The number of traffic signals in service at 30th June, 1974 was 1,040 and details of the types and locations are shown hereunder:

	Vehicle actuated	Pedestrian signals	Inner City	TOTAL
Sydney	602	199	109	910
Newcastle	40	22	—	62
Wollongong	26	8	—	34
Elsewhere	26	8	—	34
TOTAL	694	237	109	1,040

Maintenance and Repair. In addition to the construction and reconstruction of traffic signals, Departmental staff were engaged on 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. Expenditure on maintenance for the year totalled \$1,378,257.

Priority Roads. Surveys made on the experimental Priority Road (Victoria Road between Parramatta and the City) have shown that the improved travel times and traffic flow characteristics reported last year have been maintained and work on extension of the system to other principal traffic routes is well advanced.

Clearway Restrictions. The gradual spread of the peak period beyond the actual "peak hour" has, over the years, pushed the need for maximum capacity up to 9.30 a.m. in the morning and 6.30 p.m. in the evening on an increasing number of roads. Apart from this demand, restrictions terminating at 9.00 a.m. and 6.00 p.m. leave no room for recovery from major break-downs or accidents occurring during the peak and thereby extend the peak traffic load unnecessarily. Difficulties are encountered in clearing traffic from main traffic roads when the rather arbitrary reduction of one-third or one-half in available roadspace at the end of the peak period is not attended by a corresponding drop in demand.

With these factors in mind, the times of clearway operation were standardised to 6.30 a.m. 9.30 a.m. and/or 3.30 p.m.-6.30 p.m. Monday to Friday and these are being implemented progressively.

During the year clearway restrictions were applied to four additional lengths of roadway viz:

Victoria Road between Church and O'Connell Streets, Parramatta (11th December, 1973);

Ernest, Belgrave, Gerard and MacPherson Streets and Ourimbah Road between the Warringah Expressway and Spit Road (14th January, 1974);

Concord Road, Cooper Street, Everton Road, Raw Square, Redmyre Road, The Boulevard, Leicester Avenue, Young and Sydney Streets, between Sydney and Morwick Streets, Strathfield (1st April, 1974); and

Hume Highway between The Boulevard, Enfield and Robertson Streets, Bass Hill (20th May, 1974).

Speed Limits. A review was made of all existing speed zoning in the State but limited action was taken so that the work might be co-ordinated with metrication of speed limits in July, 1974.

There is provision under the Motor Traffic Act that speed limits may be varied by direction of the Minister for Transport.

During the year such directions imposed a 35 mph (60 km/h) speed limit on 14 lengths of roadway totalling 56.99 miles whilst speed limits varying from 45 mph (80km/h) to 60 mph (110 km/h) were applied to 28 lengths of roadway totalling 82.58 miles.

Regulations for Parking. The Department annually supplies a large number of signs to designate restrictions on the use of kerbside space decided upon by the Commissioner of Police and the ten Parking Advisory Committees. The great majority of these signs were produced by the Departmental Traffic Facilities Workshop at Rosebery, the remainder being manufactured under contract to the Department's specifications.

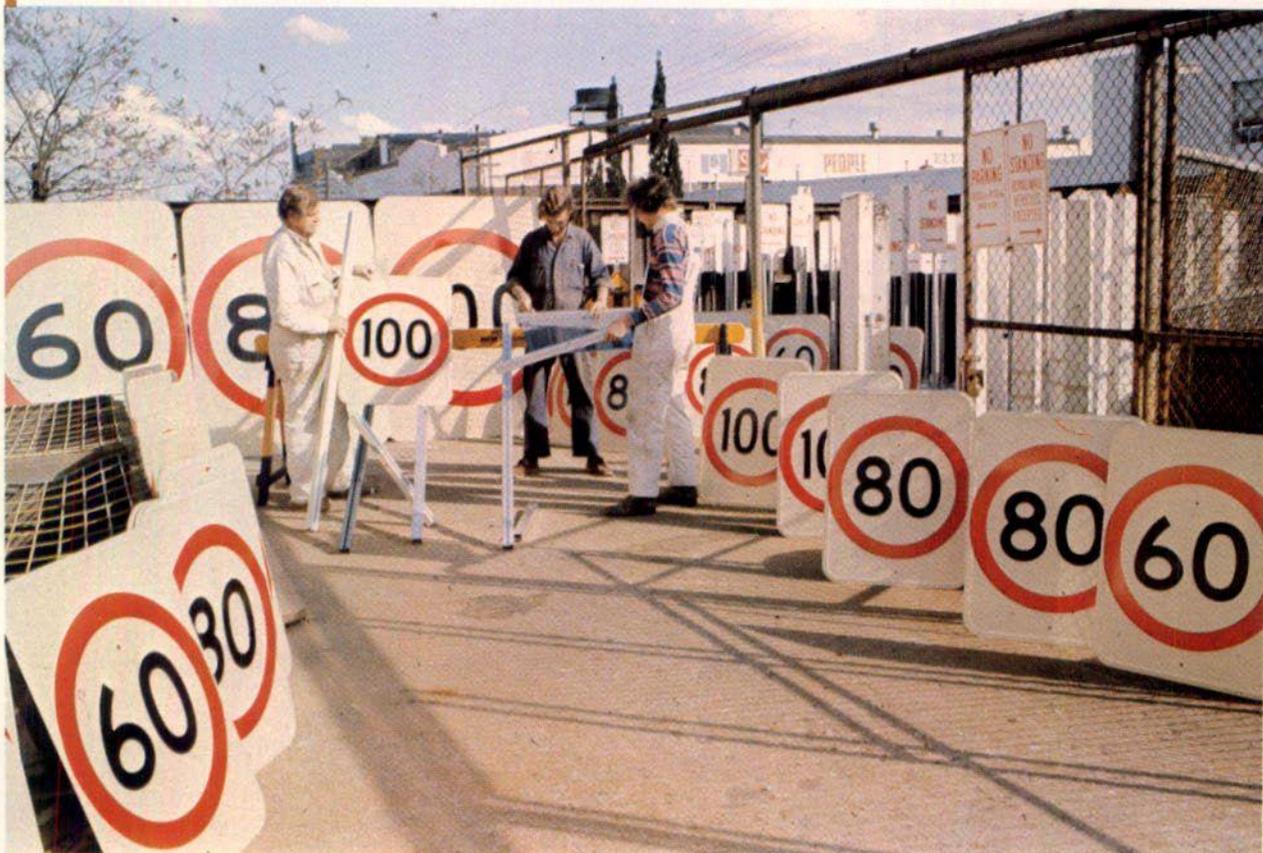
Other Facilities Provided. 16,967 separate facilities, including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs and lane and centre lines markings were provided during the year and there are now about 230,700 such traffic facilities throughout the State in addition to traffic signals. The installation and maintenance work in 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.

Further changes were made to the design of signs principally in association with metric conversion, all of which conform to the S.A.A. Code. This standard is based upon the recommendations prepared by the Australian Committee on Road Devices.

Cost. Total expenditure on traffic facilities during the year was \$5,945,371. Installation maintenance and operation of traffic signals cost \$4,327,804 the balance of \$1,617,567 being spent on the provision and maintenance of other types of facilities.

Metrication. As arranged by the Metric Conversion Board, all speed limit signs throughout Australia will be changed to metric symbols during July, 1974. The change in New South Wales will involve about 16,500 speed limit signs.

With the impending change to metric, the opportunity was taken to review and further extend speed zoning along interstate highways and other important traffic routes. As a result, zoning will be extended concurrently with the July conversion, to the borders of New South Wales.



Departmental staff preparing metric speed limit signs before the changeover of signs scheduled to begin in July, 1974.

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 per medium of 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 the Regulations made under the Motor Traffic Act were amended to include additional Australian Design Rules for Motor Vehicle Safety which are applicable to current motor vehicles. These Rules specify accident avoidance and occupant protection standards for motor vehicles and some of their component part and assemblies. Seat belt equipment, new pneumatic passenger car tyres, engine emission control and vehicle noise are typical areas with which these Rules are concerned.

IMPORTED MOTOR VEHICLES

The Motor Traffic Regulations state that new motor vehicles are required to comply with the Australian Design Rules for Motor Vehicle Safety and prior to acceptance for registration, compliance with these Design Rules is required to be demonstrated by way of type approval testing. A Compliance Plate is required to be affixed with the approval of the Australian Motor Vehicle Certification Board to each vehicle as evidence that the necessary type testing has been conducted and a satisfactory result achieved and accepted as such by the Board.

Vehicles manufactured overseas after 1st January, 1970 (i.e. the first date of operation of Design Rules) of types which have not been demonstrated by test to meet these important safety requirements and where evidence of test has not been submitted to and accepted by the above Board and the affixing of Compliance Plates thereto duly approved, will not therefore comply with the requirements for registration.

To assist those persons who had made commitments prior to 1st October, 1973 and bona fide immigrants or returning travellers, vehicles manufactured overseas since 1st January, 1970 and not having a Compliance Plate affixed with the approval of the Australian Motor Vehicle Certification Board will be:

- (a) accepted for registration if accompanied by satisfactory documentary evidence from their original manufacturers that vehicles of the exact type concerned have been tested and found to comply with the requirements of all Australian Design Rules applicable to their date of manufacture and are found on Departmental inspection to comply in all other respects with Regulation requirements; or
- (b) accepted for registration where imported into Australia prior to 1st October, 1973 or where documentary evidence is produced that importation thereof had been arranged prior to 1st October, 1973, and are found on Departmental inspection to comply in all respects with Regulation requirements, including those of all Australian Design Rules applicable to the vehicle type concerned according to its date of manufacture; or
- (c) considered for registration where purchased in right hand drive form by bona fide immigrants or returning travellers for their private use overseas prior to 1st October, 1973 and imported or importation is arranged prior to 1st January, 1975, subject to such vehicles being found on Departmental inspection to comply in all respects with Regulation requirements, including those of all Australian Design Rules applicable to the vehicle type concerned according to its date of manufacture.

Motor vehicles manufactured overseas prior to 1st January, 1970 will be accepted for registration for the time being, provided upon Departmental inspection they are found to comply in all respects with the Regulation requirements applicable to such vehicles at the time of their manufacture.

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.

PRIVATE VEHICLES

New Vehicles about to be registered. An arrangement exists whereby the distributors of practically all motor cars and light commercial vehicles 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. This year this authority embraced 510 distributors, an increase of eight over last year.

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 Department.

Instruction Facilities. In co-operation with relevant Trade Organisations, meetings of Authorised Inspection Station proprietors and examiners have been held at various locations in both city and country areas 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, 1974, 4,103 Authorised Inspection Stations employing 7,936 examiners were participants in the scheme, compared with 3,939 and 7,967 respectively, twelve months previously.

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. 26 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 64 Authorised Inspection Stations and 71 examiners were disqualified during the year either indefinitely or for periods up to two years. In 112 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. There are 8,649 second hand motor dealers' licences in issue, and during the year 8,021 vehicles from those offered for sale in used car yards were inspected. 2,955 vehicles (or 33.1%) were found to be in a satisfactory condition and the balance were defective. In 2,150 instances repairs were effected on the spot and in 2,165 cases "Defect" Notices were issued, 1,746 for major defects and 419 for minor defects. The number plates in respect of 751 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.

Number of Notices issued. The total number of "Defect" Notices issued in 1973-74 as compared with the two previous years is shown hereunder.

Notices for	1971-72	1972-73	1973-74
(i) Serious defects	28,497	25,740	23,237
(ii) Other defects	13,090	11,780	13,786
TOTAL	<u>41,587</u>	<u>37,520</u>	<u>37,023</u>

While the action taken has not eliminated the sale of defective vehicles, it has gone a long way towards improving the quality of vehicles offered for sale by second hand dealers.

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 driver's 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 driver's certificates are not issued unless the Commissioner is satisfied as to the applicant's fitness which is determined after an examination of Police reports on the character of the applicants.

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, 1974, 1,490 licences and 3,414 certificates were in issue as against 1,418 and 3,400 respectively on 30th June, 1973. During the year one application for licence and 55 for certificates were refused by the Commissioner. Of these, one of two appeals in respect of certificates was upheld. One application for the renewal of a driver's certificate and two applications for renewal of licences were refused.

During the period four certificates and eight licences were cancelled. Six appeals have been lodged against the Commissioner's decision to cancel the licences and of these four have been upheld and two are still outstanding. Of the four certificates cancelled one appeal was lodged and was 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 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, 1974, 1,856 licences were in issue as against 1,689 on 30th June, 1973. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 11 applicants were refused licences. During the year four licences were cancelled.

Licensing of Second-hand Motor Dealers. The Second-hand Motor Dealers Act, requires dealers in second-hand motor vehicles, parts and accessories to be licensed. The object is to assist the Police in their efforts to minimise vehicle thefts and prevent disposal of stolen vehicles and parts. Only persons of good character are licensed and they are required to keep prescribed records of their business transactions. On 30th June, 1974, 8,649 licences were in issue as against 8,375 on 30th June, 1973. During the 12 month period 1,030 licences were allowed to lapse and 1,356 new licences were issued. Also during this period 48 applications were refused by the Commissioner and eight licences were cancelled. Of the seven appeals lodged against the Commissioner's refusal four were upheld and three were dismissed.

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, 25,593 books were issued by this Department, 21,619 going to drivers who were residents of New South Wales and 3,974 to drivers from other States. A nominal charge of 60 cents 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, 2,721 disabled persons' parking authorities have been issued.

LAND AND BUILDINGS

TWO DECADES OF DEVELOPMENT

Between 1952 and 1972 the Department accomplished substantial property development. The Head Office site was enlarged by purchase of all adjoining properties. Where possible the buildings on them were renovated or adapted to such needs as provision of its own printing shop and a laboratory and offices for the Traffic Accident Research Unit established in 1969. Many Registries were removed to new premises specially constructed for the purpose and additional Registries opened to extend the availability of local service. Significant individual major works completed in selected country centres were Regional Headquarters at Armidale, Newcastle, Woolongong, Wagga Wagga and Dubbo. Special lorry checking stations were built on the Hume and Pacific Highways at Marulan and Berowra, respectively, to effect major improvement in the enforcement of special laws applicable to heavy commercial transport, and the original installations subsequently extensively modernised. A major Traffic Signals Control Centre was built in Brisbane Street, Sydney, and other premises related to traffic engineering such as workshops and depots and local signal control centres were provided.

At the beginning of the report year the Department's holdings extended to 108 separate properties which, together, housed its Head Office, its six Regional Headquarters, 62 of the 70 Motor Registries it now conducts with its own staff and accommodate the Traffic Accident Research Unit and a broad range of traffic engineering needs.

ACHIEVEMENTS THIS YEAR

In the year to 30th June, 1974 construction was completed of a District Office and Motor Registry at Deniliquin (cost: \$139,749; officially opened 3rd August, 1973) and Motor Registries at Tumut (\$82,013; 17th July, 1973) and Wellington (\$74,409; 26th July, 1973). The Gosford premises were substantially enlarged and similar work well advanced at Kempsey. Arising from a decision to establish a data processing centre at Charlestown the first floor of the existing Motor Registry building was specially fitted out for this purpose and amenities improved, and provision made at Newcastle and Wickham for staff displaced from Charlestown. Substantial enlargement and modernisation of Nowra Motor Registry was begun and acquisition of sites completed or put in hand at Mt. Druitt, Toronto and Emu Plains. At the latter a start was made on construction of a Traffic Facilities Depot to serve the outer western section of the Metropolitan Area. A building at Thornleigh



Wellington Motor Registry, opened 26th July, 1973.

readily adaptable to meet the same need in the northern suburbs was purchased. Signal control cabins were completed or commenced at St. Leonards, Newtown and Punchbowl. Less substantial but nevertheless important advances resulted from re-siting the special Telephone Inquiry Bureau at Head Office and good progress with air-conditioning installations at the Motor Registries at Ryde, Blacktown, Beverly Hills and Miranda, the electronics workshop at Burwood and two of the few parts of the Head Office complex not air-conditioned was made.

Of major importance was the approaching completion of detailed planning of substantial new premises at Cammeray. These will replace the seriously inadequate Registry at North Sydney built about 20 years ago and also open the way for the release of premises in adjacent suburbs being rented for other purposes at considerable expense.

THE OUTLOOK

The foregoing accomplishments spanning a little over two decades have perhaps met most major requirements for the new or better premises needed to lift standards of service and decentralise the administrative and operational structure. But the task is by no means complete and further improvement is still essential in order to ensure efficient handling of the enormous volume of business that is generated by (as just one example) 2.4 million driving licences and over 2.4 million vehicle registrations, some 950,000 of which are currently transferred each year.

Mail Handling.

During the year approximately 7.5 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 School Certificate and Higher School Certificate of their results.

STORES AND STATIONERY

The Stores Branch obtains the wide range of items used by the Department throughout the State. These include diverse stationery materials, components for the installation and maintenance of traffic signals and traffic signs, the supply of registration number plates and printing materials.

The continuing programme of conversion to new computer techniques in the Department has increased the variety of work undertaken in the Print Room. Special forms associated with computer use are now almost exclusively printed by the Department's own staff as is the bulk of the day-to-day stationery requirements. During the year public information leaflets, instruction manuals, reports, together with a substantial range of stationery items for the Police Traffic Branch were also produced.

EQUIPMENT

Electronic Data Processing. Conversion of the Department's vehicle registration records from a punched card based system to a fully computerised Random Access On-Line System was successfully completed towards the end of the last report year. A marked enhancement in efficiency and convenience, and in the capacity to provide prompt service to the public has been achieved as a result of the new system's operation.

Some of the more salient advantages of the new system are:-

- Vehicle registration records are maintained in a much more comprehensively up-to-date situation than was previously practicable.
- Logical machine checks of entered data now greatly reduce the possibility of record error.
- Large user-Sections reliant on records information as a basis for file processing and other tasks benefit in three major ways:-



Pictured are visual display terminals in the Department's Telephone Inquiry Bureau. The terminals were installed following the conversion of vehicle registration records to a fully computerised system. Most inquiries from the public can now be resolved quickly with the ready visual reference to the records that the system provides.

(I) by now having the facility to swiftly service their own needs for such information, thus enabling a quicker response to correspondence from individual motorists.

(II) the information being much more up-to-date than previously, provides a sounder basis for correspondence and other action.

(III) in a high volume of routine cases the computer system, upon the entry of initial data only, relieves the clerical staff of the tasks of preparing standard letters and/or other documents, subsequent "reminder" correspondence and initiation of any new lines of action necessitated by the recording of fresh transactions.

- Full details of individual records are instantly available to the staff of the Department's Telephone Inquiry Bureau via Visual Display Terminals enabling prompt satisfaction of enquiries from the general public.

- All Sydney Metropolitan Motor Registries and the Newcastle and Wollongong Motor Registries now have special Computer Inquiry Terminals with document-printing capacity to quickly cater for customers whose transactions require reference to the central vehicle records. These were previously effected by telephone, sometimes causing lengthy delays and a substantial incidence of transcription errors.

- The facility for producing any desired form of statistical analysis of the motor vehicle population at short notice.

EQUIPMENT.

The main components of the new computer system as developed at the close of the Report year consisted of:-

PROCESSING AND INFORMATION RETRIEVAL

- 5/2 K. Since last year*
- Central Processing Unit — I.B.M. System 370/145 — 384K main memory.
 - Mass Storage — 24 drives of 3330 Magnetic Disk Storage — 2,400 million characters
 - Tape Drives — 4 type 3420.
 - Line Printer — 1 I.B.M. 1403 (1200 l. p.m.) and 1 Data Products 2440 (800 1.p.m.).
 - Card Reader — 1 type 3505 (1200 c.p.m.).
 - Printing Card Punch — 1 type 3525 (200 c.p.m.).
 - Enquiry Systems.
 - 39 x In House — 26 type 3277 Visual Display Inquiry Terminals.
 - 17 x — 13 type 3284 Printer Terminals.
 - Remote — 21 type 2740 Communication Terminals with Document-printing capability.
 - x Police Department — 3 type 3277 Visual Display Inquiry Terminals.
 - 2 type 3284 Printer Terminals.

DATA COLLECTION

- System — 3 type G.C.S. 2100 KEY-DISC-TAPE with 64 Visual Display Data Entry Terminals.

OTHER MAJOR DEVELOPMENTS

- Installation of a G.C.S. 2100 Data Collection System in the Charlestown Motor Registry building comprising a mini-computer and 16 Visual Display Data Entry Terminals.
- Expansion of the Inquiry System by the installation of:-
 - (a) 2 Visual Display Inquiry Terminals and 1 printer at the Police Department's Stolen Motor Vehicles Bureau; and
 - (b) 1 Visual Display Inquiry Terminal and 1 printer in the Police Communications Division.
- Incorporation in the System of facilities for:-
 - (a) The preparation each month of some 30,000 Journey Record Forms for despatch to owners of heavy commercial goods vehicles liable for payment of road maintenance charges.
 - (b) The sorting and recording each month of some 200,000 check slips containing details of sighting vehicles subject to road maintenance charges. This work was previously performed manually.
- Installation of a 2471 I.B.M. Communicating Magnetic Card Selectric Typewriter Terminal.

PROPOSED FURTHER DEVELOPMENT

- Conversion of the Department's 2.4 million licence records. It is expected that the massive task of converting these records will commence in July, 1974.

- Commence the conversion of the Traffic Conviction Records.
- Installation of Optical Character Readers to facilitate the recording of motor vehicle registration and driving licence renewal payments.
- Expansion of the "In-house" Enquiry System and the Remote Communications network.
- Further refinement of the Motor Vehicle Registration "On-Line" Records System.

OVERSEAS INVESTIGATION. At the close of the report year two Senior Officers with extensive experience in the Data Processing field, were visiting the United States of America studying the latest developments in computerised techniques in the fields of Motor Registration, Driver Licensing and Driver Improvement.

STAFF

General Employment. During the year the Department was successful in recruiting adequate junior male clerical staff, but, in common with other employers, experienced some difficulties in recruiting full-time female staff. However, as in past years the Department offset the deficiency by employing female adult Office Assistants on a part-time basis. At present 130 females are employed part-time at the Department's Head Office. 31 typists are also employed part-time at Motor Registries to augment the staff during the busy lunch-hour period.

The Department continued to recruit professional and semi-professional staff for duties with the Traffic Accident Research Unit and the Traffic Engineering Branch.

TRAINING AND INSTRUCTION.

With the object of developing maximum efficiency in its officers the Department has continued its programme of staff training throughout the year. This has 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.
- Attendance of senior officers at residential courses in management sponsored by the Public Service Board and Statutory Authorities.
- Sponsorship of two Departmental officers in a course of study in Law through the Solicitors Admission Board.
- Training in Basic Management (Supervision) of selected officers from the higher salaried officer grades.
- Screening of special training films.
- Instruction of officers in letter writing techniques.
- Participation by Training Officers in courses dealing with "on the job" instructional methods.
- Training in shorthand and typing of selected female officers.
- Detailed training by officers of the Staff Training Section to enable 764 officers to meet the demands of their jobs, particularly those affected by the conversion of the Department's records to a computerised "On-Line" system.
- Instructions for technicians in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signals systems.
- To provide for future needs for technically qualified staff in the specialised area of traffic signals systems and traffic accident research the Department is sponsoring the academic training of a number of engineering and science undergraduates and 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 Programmers, Programmers, Computer Operators and Machine Operators (Data Entry and/or Punch and Verifer), designed to equip them with the skills necessary for "On-line" operation of a 370 Model 145 Computer.

PERSONNEL

Number of Employees. On 30th June, 1974, 3,013 persons were in the employ of the Department, seven more than a year previously. Details are given in Appendix 21.

The following changes were made in executive positions during the year under review. Mr. K. D. Walsh was appointed Superintendent, Motor Registration Branch, on 9th July, 1973.

Mr. F. Adams was appointed Solicitor for Motor Transport on 19th November, 1973.

Mr. C. T. O'Dea was appointed Regional Superintendent, South Eastern Regional Branch on 15th January, 1974.

Mr. G. J. Sneddon was appointed Regional Superintendent, Hunter Regional Branch on 15th January, 1974.

Mr. N. A. Williams was appointed Regional Superintendent, Northern Regional Branch on 15th January, 1974.

Mr. T. A. Gannon was appointed Regional Superintendent, Western Regional Branch on 15th January, 1974.

Mr. J. R. Criss was appointed Regional Superintendent, Southern Regional Branch on 15th January, 1974.

Mr. K. J. Mungoven was appointed an Assistant Secretary, Secretarial Branch on 16th January, 1974.

First Aid Corps. During the year classes in First Aid Instruction were conducted at Rosebery, Burwood, Parramatta, Artarmon, Wollongong, Newcastle, Marulan, Goulburn, and Brisbane Street.

Two hundred and twenty-eight candidates qualified for certificates subsequent to examinations held throughout the year.

The First Aid competition held every year has aroused keen interest among the branches of the Corps and for the first time Marulan Checking Station entered a team.

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 3,621.

Appendices

INDEX

No.	Topic	Page
1.	Summary of Collections	49
2.	Summary of Disbursements	50
3.	Road Transport and Traffic Fund	51
4.	Public Vehicles Fund	52
5.	Payments from Public Vehicles Fund to Councils and other Local Road Authorities	53
6.	State Transport (Co-ordination) Fund	54
7.	Road Maintenance (Contribution) Act, (Monthly Receipts)	55
8.	Costs of Administration of the Road Maintenance (Contribution) Act	55
9.	Convictions under Road Maintenance (Contribution) Act	56
10.	Convictions by Courts upon legal proceedings taken by Department	57
11.	Motor Registries in Operation	58
12.	Revenue Collections at Motor Registry Section of Head Office and Departmental Motor Registries	59
13.	Motor Vehicle Registrations Current - Year by Year	60
14.	Brand-new Motor Vehicles Registered,	61
15.	Drivers' and Riders' Licences Current - Year by Year	62
16.	Cancellation, Suspension and Refusal of Driving Licences	63
17.	Privately-operated Omnibus Services in the Transport Districts	65
18.	Two-way Radio Taxi-cab and Private Hire Car Services	66
19.	Traffic Accident Statistics	67
20.	Traffic Control Light Signal Installations Completed	69
21.	Staff Employed	71

APPENDIX 1

SUMMARY OF COLLECTIONS
From 1st July, 1973 to 30th June, 1974

Previous Year \$		Year ended 30th June, 1974 \$
	Motor Vehicle Taxation (net) on—	
77,355,499	(a) Motor Vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	82,562,928
926,862	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)	970,313
78,282,361	Total net collections of motor vehicles taxation	83,533,241
	Ton-mileage Charges (net) on—	
18,315,937	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	19,729,790
32,926,925	Fees for motor vehicle registration, driver and rider licences, etc. and miscellaneous collections (paid into Road Transport and Traffic Fund)	34,538,718
64,878,173	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942	68,967,083
781,918	Road Transport and Traffic Fund Advance Payments Account — Proportion of Fees for three year driver and rider licences	841,533
6,013,210	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	7,152,105
319,950	Traffic Accident Research Account — Receipts for issue of specially made number plates	447,350
72,399	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)	72,227
6,480,827	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)	3,198,763
208,071,700	Total Fees, Tax, etc.	218,480,810
600,977	Sundry Contributions by Other Government Bodies	1,206,557
3,010,129	Balances on Funds brought forward	4,835,853
211,682,806	Total	224,523,220

APPENDIX 2

SUMMARY OF DISBURSEMENTS
From 1st July, 1973 to 30th June, 1974

Previous Year \$		Year ended 30th June, 1974 \$
12,092,859	Costs of Administration—Department of Motor Transport —	
3,391,304	Salaries and Wages	15,079,003
	Purchase of Assets	759,048
3,814,716	Other Goods and Services	4,524,198
19,298,879		20,362,249
16,400,000	Recoup to Consolidated Revenue—Costs of Police Traffic Services	15,430,104
750,000	Payment towards the cost of Ambulance Services	750,000
3,168,334	Provision of Traffic Facilities—	
1,422,325	Traffic Control Signals	4,327,804
	Signs, Roadmarkings, etc.	1,617,567
4,590,659		5,945,371
800,000	Payments to Public Transport Commission of New South Wales	
972	Railways Division	1,300,000
	Bus Division	540
800,972		1,300,540
92,680,138	Payments to Roads Authorities—	
708,968	Department of Main Roads (Main Roads)	99,323,070
	Councils, Shires, etc. (Omnibuses Routes)	772,090
93,389,106		100,095,160
64,878,173	Collections received for and transmitted to—	
6,013,210	Government Insurance Office	68,967,083
	Stamp Duties Office	7,152,105
70,891,383		76,119,188
721,790	Road Transport and Traffic Fund Advance Payments Account 1973 - 74	
4,164	Transferred to Road Transport and Traffic Fund	933,596
	Refunds	5,136
725,954		938,732
206,846,953	Total Disbursement	220,941,344
4,835,853	Balances Carried Forward	3,581,876
211,682,806	Total	224,523,220

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the year ended 30th June, 1974

Receipts			Payments		
Previous Year		Year ended 30th June, 1974	Previous Year		Year ended 30th June, 1974
\$		\$	\$		\$
31,097,044	Motor Traffic Act, 1909	32,602,375	7,758,260	Salaries and Wages	10,803,54
71,946	Motor Vehicles Taxation Management Act, 1949	75,316	287,980	Pay Roll Tax	441,89
290,873	Transport Act, 1930	290,396	26,740	Travelling Concessions to Employees	27,53
31,459,863		32,968,087	134,788	Travelling Expenses	146,01
38,429	Less Refunds	39,281	46,285	State Superannuation Fund	48,74
31,421,434		32,928,806	23,645	Railway Superannuation Fund ..	18,18
128,131	Exchange, Search Fees, etc.	131,142	500,263	New South Wales Retirement Fund	21,48
10,823	Unclaimed Moneys	14,356	17,319	Postal and Telephone Charges ...	610,59
111,486	Miscellaneous	115,563	543,990	Maintenance of Motor Vehicles ..	24,03
31,671,874		33,189,867	60,654	Printing, Stationery, Office Stores and Data Processing Rental .	719,26
868,531	Commission on Insurance Premiums collected	941,667	322,679	Maintenance of Office Equipment	122,54
18,712	Compulsory Vehicle Examination - Service Station Fees	18,596	102,943	Building Maintenance and Rent	451,60
61,130	Second-Hand Dealers' Licence Fees	62,618	84,420	Electric Light and Power	124,34
13,172	Motor Vehicle Driving Instructors' Licence Fees ..	15,044	37,167	Interest, Exchange Sinking Fund	86,13
450	Air Transport Act, 1964 - Licence Fees	538	221,673	Motor Vehicle Registration Labels	40,80
268,246	Transfer of Public Vehicles (Taxation) Act, 1969	286,399	234,779	Motor Vehicle Number Plates ...	244,12
24,810	Tow-Truck Act, 1967 Fees	23,989	10,403,585	General Expenses	137,59
198,630	Consolidated Revenue Fund - Contribution towards cost of collection of "Ad valorem" Stamp Duty	232,530	51,726	Purchase of Assets-	14,068,52
-	State Transport (Co-ordination) Fund - Contribution towards costs of Administration	264,160	588,643	Purchase of Land	1
520	Contributions by Australian Government- towards the cost of preparing special information	-	5,944	Erection of Buildings	154,83
37,500	for Traffic Safety Purposes...	37,500	1,386,616	Purchase of Motor Vehicles	5,19
-	Traffic Engineering Road Safety Improvement Programme	580,000	2,032,929	Purchase of Office Furniture and Machines	342,28
38,020		617,500	4,557,636		502,33
214,327	Councils' Proportion of Parking Meter Supervision Costs ...	206,527	464,980	Provision of Traffic Facilities ...	4,897,68
33,377,902	Total Receipts	35,859,435	750,000	Contribution by Road Transport and Traffic Fund towards Traffic Facilities, Works-in-Progress and Liability under contracts	885,00
	Trust Moneys- Security Deposits, etc.-		16,400,000	Payment towards the cost of Ambulance Services under Section 202, Transport Act, 1930	750,00
35,705	Balance Brought Forward	46,999	1,231,228	Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	15,430,10
29,857	Receipts	25,886	15,168,772	Less- Amount recouped from State Transport (Co-ordination) Fund	674,21
33,443,464		35,932,320	33,377,902	Total Payments	35,859,43
				Trust Moneys- Security Deposits, etc.	
				Refunds	25,76
				Balance Carried Forward	47,11
					35,932,32

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, 1974 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
SYDNEY
27th September, 1974

L.T. WILLIAMS
Chief Accountant.
9th August, 1974

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)
Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1974

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1974	Previous Year		Year ended 30th June, 1974
\$		\$	\$		\$
253,487	1st July—Balance brought forward	975,737		Distribution to Municipalities, Shires and other Authorities— Motor Omnibuses— Tax—	
553,305	Motor Omnibuses— Tax—		540,497	Metropolitan	569,933
73,776	Metropolitan	577,098	62,199	Newcastle	84,463
41,045	Newcastle	74,422	33,802	Wollongong	50,094
668,126	Wollongong	44,853	636,498	Total	704,490
	Total, Motor Omnibuses	696,373		Expenditure from Receipts of Tax on Other Public Vehicles—	
238,875	Other Public Vehicles— Tax—		33,023	Improved Traffic Facilities—	
14,430	Metropolitan	255,030	—	Metropolitan	1,007,083
5,431	Newcastle	14,362	—	Newcastle	30,602
258,736	Wollongong	4,548		Wollongong	10,000
	Total, Other Public Vehicles ..	273,940	33,023	Total	1,047,685
464,980	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities, Works-in- Progress and Liability under contracts	885,000	61,786	Distribution of Service Licence Fees—	
			4,920	Metropolitan	59,150
			5,764	Newcastle	4,987
			72,470	Wollongong	3,455
				Total	67,600
62,658	Service Licence Fees—			Balances in Fund at 30th June—	
5,004	Metropolitan	63,163		Motor Omnibuses—	
4,737	Newcastle	4,903		Tax—	
72,399	Wollongong	4,161		Metropolitan	145,636
	Total, Service Licence Fees	72,227	138,471	Newcastle	16,601
			26,642	Wollongong	11,786
			17,028	Other Public Vehicles—	
				Tax—	
			293,731	Metropolitan	6,658
			18,041	Newcastle	1,800
			6,847	Wollongong	1,395
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities, Works-in- Progress, and Liability under contracts	885,000
			464,980	Service Licence Fees—	
			9,142	Metropolitan	13,147
			833	Newcastle	750
			22	Wollongong	729
			975,737	Total	1,083,502
1,717,728	Grand Total	2,903,277	1,717,728	Grand Total	2,903,277

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 for the year ended 30th June, 1974 is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
 SYDNEY
 27th September, 1974

L.T. WILLIAMS
 Chief Accountant.
 9th August, 1974

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 —	
	1973	1974
METROPOLITAN TRANSPORT DISTRICT —		
(a) Councils—	\$	\$
Ashfield	8,845	9,280
Auburn	10,919	11,456
Bankstown	33,733	35,394
Baulkham Hills	2,115	2,219
Blacktown	18,367	19,271
Botany	4,792	5,028
Burwood	9,227	9,681
● Camden	281	294
Campbelltown	3,679	3,860
Canterbury	28,725	30,140
Concord	7,384	7,747
Drummoyne	6,779	7,113
Fairfield	21,522	22,581
Holroyd	12,369	12,978
Hornsby	5,497	5,767
Hunters Hill	1,942	2,038
Hurstville	13,959	14,646
Kogarah	7,789	8,173
Kuringai	8,309	8,718
Lane Cove	4,459	4,678
Leichhardt	20,696	21,715
Liverpool	10,841	11,374
Manly	5,991	6,286
Marrickville	14,754	15,480
Mosman	4,623	4,851
North Sydney	11,386	11,946
Parramatta	17,983	18,868
Penrith	4,987	5,232
Randwick	35,765	37,526
Rockdale	13,602	14,271
Ryde	11,564	12,133
South Sydney	8,339	8,750
Strathfield	6,436	6,752
Sutherland	10,918	11,455
Sydney	121,271	127,240
Warringah	12,232	12,834
Waverley	14,329	15,034
Willoughby	17,602	18,468
Windsor	618	649
● Wollondilly	119	125
Woollahra	15,952	16,737
(b) Authorities—		
Public Transport Commission of New South Wales (Rail Division)	64	67
Department of Health	490	514
Necropolis Trustees (Rookwood)	136	143
(c) Capital Debt Reduction	571,390	599,512
	30,893	29,579
TOTAL—METROPOLITAN	602,283	629,091
NEWCASTLE TRANSPORT DISTRICT—		
(a) Council—		
Newcastle	48,911	65,779
Lake Macquarie	12,123	16,303
● Port Stephens	2,958	3,979
● Stroud	556	748
● Gloucester	100	134
● Maitland	11	14
	64,659	86,957
(b) Capital Debt Reduction	2,460	2,493
TOTAL—NEWCASTLE	67,119	89,450
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	34,909	47,247
● Shellharbour	4,641	6,280
● Campbelltown	4	6
● Kiama	12	16
*TOTAL—WOLLONGONG	39,566	53,549
COMBINED GRAND TOTAL	708,968	772,090

- 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 Receipts and Payments for the year ended 30th June, 1974

Receipts			Payments		
Previous Year		Year ended 30th June, 1974	Previous Year		Year ended 30th June 1974
\$		\$	\$		\$
879,102	Balance brought forward from previous year	1,877,962		Administrative Expenses—	
	State Transport (Co-ordination) Act, 1931.		2,181,953	Salaries and Wages	1,675,436
559,693	Licence Fees	571,234	627,615	Purchase of Assets	54,012
2,374	Less Refunds	1,350	640,199	Other Expenses	710,481
557,319		569,884	3,449,767		2,439,929
90,810	Miscellaneous Fees	48,060		Recoup of value of Police services in connection with the supervision of the State Transport (Co-ordination) Act	674,216
40,807	Fines and Court Costs	55,774	1,231,228		3,114,145
	Revenue in respect of the carriage of passengers	16,196	4,680,995	Distribution of revenue under Section 26(7) of the State Transport (Co-ordination) Act—	
97,786	Less Refunds	16,196		Public Transport Commission of New South Wales—	
107				Railways Division—	
97,679				Passenger Charges	21,920
	Revenue in respect of the carriage of goods	2,542,445	13,490	Goods Charges	1,278,080
5,707,575	Less Refunds	33,596	786,510	Bus Division—	
13,363				Passenger Charges	540
5,694,212		2,508,849		Total Payments	4,414,685
6,480,827	Total Receipts	3,198,763		Security Deposits held at 30th June	1,025
	Security Deposits—			Balance in Fund at 30th June ...	662,040
1,990	Balance from previous year	2,130	972		5,077,750
140	Receipts	50	800,972		
2,130		2,180	5,481,967		
	Less Refunds	1,155	2,130		
2,130		1,025	1,877,962		
			7,362,059		
7,362,059		5,077,750			

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, 1974, is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales
SYDNEY
27th September, 1974

L.T. WILLIAMS
Chief Accountant,
9th August, 1974

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the Years ended 30th June, 1973 and 30th June, 1974

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1973-1974	1972-1973	1973-1974	1972-1973	1973-1974	1972-1973
	\$	\$	\$	\$	\$	\$
July	582,204	501,884	1,118,553	1,067,144	1,700,757	1,569,028
August	675,092	476,780	1,218,764	1,110,302	1,893,856	1,587,082
September	559,880	462,095	1,075,431	987,342	1,635,311	1,449,437
October	631,066	499,969	1,186,281	1,053,520	1,817,347	1,553,489
November	697,090	507,196	1,152,118	1,082,372	1,849,208	1,589,568
December	532,868	424,465	872,101	900,741	1,404,969	1,325,206
January	494,388	511,067	1,002,808	1,118,443	1,497,196	1,629,510
February	506,920	446,705	1,045,531	958,050	1,552,451	1,404,755
March	542,666	558,972	1,096,841	1,014,153	1,639,507	1,573,125
April	436,950	436,012	881,137	927,336	1,318,087	1,363,348
May	673,039	533,077	1,321,393	1,173,735	1,994,432	1,706,812
June	474,846	569,280	993,887	1,056,198	1,468,733	1,625,478
(Gross) Total	6,807,009	5,927,502	12,964,845	12,449,336	19,771,854	18,376,838
					Less Refunds	42,064 60,902
					Net	\$19,729,790 \$18,315,936

APPENDIX 8

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

From 1st July, 1973 to 30th June, 1974

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

Previous Year \$	Head of Expenditure	Year ended 30th June, 1974 \$
1,757,646	Salaries and Wages	2,205,019
63,442	Pay Roll Tax	87,109
66,974	Travelling Expenses and Allowances	59,238
—	Superannuation Funds	4,414
92,498	Maintenance and Running of Motor Vehicles	113,392
43,703	Postage and Telegrams	45,640
27,471	Telephone Charges	35,546
28,460	Printing and Stationery	30,445
8,106	Office Stores	7,993
26,584	Data Processing	56,032
24,562	Light and Power	27,038
57,686	Maintenance of Buildings	68,615
9,536	Maintenance of Office Furniture and Machines	23,142
273,097	Erection of Buildings	45,860
402,417	Purchase of Office Furniture and Equipment	78,948
18,889	Purchase of Land	3
36,357	Purchase of Motor Vehicles	33,710
9,672	Land Radio-Telephone Communication	3,402
5,179	Legal Costs	1,735
12,207	Uniforms	15,133
26,812	Sundries	27,234
2,991,298	Total	2,969,648

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT
FOR YEAR ENDED 30th JUNE, 1974

Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	2,332	2,263	4	14	4,613
Interstate—N.S.W.	914	1,712	2	1	2,629
Victoria	787	845	—	—	1,632
Queensland	225	243	—	—	468
South Australia	440	325	—	—	765
Western Australia	48	4	—	—	52
A.C.T.	28	18	—	—	46
Northern Territory ...	—	—	—	—	—
Tasmania	—	—	—	—	—
Total	4,774	5,410	6	15	10,205

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 of condition of permit	6	
Drive or operate contrary to licence (motor lorries)	465	
Drive or operate contrary to licence (taxi-cabs)	22	
Drive or operate unlicensed public vehicles	88	
		581
Transport Act, 1930, as amended, and Regulations for Public Vehicles, Metropolitan, Newcastle and Wollongong Transport Districts:—		
Fail to produce licence for inspection	11	
Demand more than correct fare	5	
Fail to carry out punctually a hiring or comply with request of hirer	9	
Fail to take due care in loading or removing luggage or goods	1	
Fail to deliver ticket to omnibus passenger	1	
Fail to set meter in motion	5	
Leave vehicle unattended without taking precaution against it being started ..	4	
Leave vehicle unattended to cause obstruction	3	
Fail to run to timetable (omnibus)	2	
Fail to drive away from stand	11	
Place taxi on disengaged stand	14	
Fail to display vacant sign	4	
Fail to obscure vacant sign or fail to extinguish light	3	
Display sign for purpose of terminating shift (contrary to hours)	2	
Fail to accept hiring	26	
Fail to occupy correct position on stand	2	
Stand at place other than public stand	3	
Multiple hire or permit person to be carried without consent	4	
Smoke whilst conveying passengers	1	
Leave driving seat of taxi-cab or to tout for passengers	20	
Clothes not clean or tidy or clothes not conform to Regulations	4	
Incivility	13	
		143
Motor Traffic Act, 1909, as amended, and Regulations:—		
Unlicensed driver	2	
Drive unregistered vehicle	94	
Transfer plate to another vehicle	1	
Not have prescribed rest	2	
Fail to stop vehicle when signalled	3	
Drive for more than twelve hours	2	
Fail to produce licence for inspection	1	
Fail to notify disposal of vehicle	83	
Fail to apply for transfer	228	
Fail to drive into checking station	2	
Vehicle and equipment exceed length, height or width	41	
Exceed weight	12	
Not display aggregate weight	2	
Fail to carry log book	84	
Fail to carry completed log book	20	
Fail to produce log book for examination	1	
		578
Road Maintenance (Contribution) Act, 1958:—		
Omit item from record	15	
Fail to furnish record	4,774	
Fail to pay charges	5,410	
Fail to pay charges (Director)	3	
Fail to furnish record (Director)	3	
		10,205
Motor Vehicle Driving Instructor's Act, 1961:—		
Act as driving instructor whilst unlicensed	1	
		1
Summary Offences Act, 1970:—		
Use unseemly words	1	
		1
TOTAL		11,514

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1974

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	Cummock	Lockhart	Stockinbingal
Balranald	Dareton	Macksville	Stroud
Bangalow	Darlington Point	Maclean	SYDNEY (ROSEBERY)
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
Binnaloug	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	MUSV'ELLBROOK	Ungarie
Bowraville	COULBURN	Narooma	Uralla
Braidwood	GRAFTON	NARRABRI	Urana
Brewarrina	Greenethorpe	Narrandera	Urbenville
BROKEN HILL	Grenfell	Narromine	WAGGA WAGGA
Bulahdelah	GRIFFITH	NEWCASTLE	WAITARA
Bundarra	Gulgambone	Nimmitabel	Walcha
Bungendore	Gulgong	NORTH SYDNEY	Walgett
Buronga	Gundagai	NOWRA	Walla Walla
Burren Junction	GUNNEDAH	Nundle	Wanaaring
Byron Bay	Gunning	Nymagee	Warialda
CAMPBELLTOWN	Guyra	Nyngan	Warren
Candelo	Gwabegar	Oaklands	WAUCHOPE
Canowindra	Harden	Oberon	Weethalle
Captain's Flat	Hay	ORANGE	Wee Waa
Carinda	Henty	Pambula	WELLINGTON
Carrathool	Hill End	PARKES	Wentworth
CASINO	Hillston	PARRAMATTA	Werris Creek
Cassilis	Holbrook	Peak Hill	West Wyalong
CESSNOCK	INVERELL	PENRITH	Whitton
CHARLESTOWN	Ivanhoe	Picton	Wilcannia
CHULLORA	Jerilderie	Pilliga	WOLLONGONG
Cobar	Junee	Pooncarie	Woodburn
Cobargo	Kandos	Portland	Woodenbong
COFF'S HARBOUR	KATOOMBA	Quandialla	WYONG
Collarenebri	KEMPSEY	QUEANBEYAN	Yass
Condobolin	Khancoban	Quirindi	Yenda
Coolah	KIAMA	Rand	Yetman
Coolamon	KOGARAH	Rankin's Springs	YOUNG
COOMA	Kyogle		

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—	
	1973 \$	1974 \$
Head Office (Motor Registry Section)	12,240,653	13,022,175
Albury	1,889,022	1,943,340
Armidale	1,054,203	1,155,054
Bathurst	1,294,359	1,240,744
Bega	675,161	742,330
Beverly Hills	4,277,414	4,533,303
Blacktown	3,600,801	3,914,454
Broken Hill	1,153,783	1,169,953
Campbelltown	1,634,743	1,892,069
Casino	667,584	718,604
Cessnock	914,578	962,325
Charlestown	2,642,997	2,848,312
Chullora	6,289,747	6,423,891
Coffs Harbour	1,084,297	1,228,475
Cooma	597,500	639,686
Cootamundra	641,016	697,061
Cowra	607,112	745,332
Deniliquin	785,600	875,404
Dubbo	1,834,025	1,968,162
Fairfield	3,303,446	3,621,376
Five Dock	6,699,067	6,724,319
Forbes	679,739	643,236
Glen Innes	513,346	536,528
Gosford	2,535,080	2,730,001
Goulburn	1,405,641	1,449,992
Grafton	1,108,318	1,187,246
Griffith	1,100,560	1,165,749
Gunnedah	664,709	715,640
Inverell	906,001	927,567
Katoomba	614,937	648,167
Kempsey	1,218,422	942,967
Kiama	654,638	765,045
Kogarah	4,389,375	4,521,554
Leeton	750,338	781,224
Lidcombe	5,078,299	5,520,800
Lismore	1,714,227	1,860,505
Lithgow	786,012	754,006
Liverpool	4,492,202	4,668,978
Maitland	1,605,572	1,705,087
Manly	4,358,310	5,018,466
Miranda	4,325,647	4,552,124
Mittagong	856,723	895,035
Moree	683,720	680,042
Mudgee	612,471	623,216
Murwillumbah	676,379	622,879
Muswellbrook	810,978	832,927
Narrabri	571,926	627,942
Newcastle	6,877,681	6,466,944
North Sydney	5,912,441	5,847,402
Nowra	1,364,497	1,469,332
Orange	1,550,605	1,604,228
Parkes	723,623	767,598
Parramatta	8,071,432	8,393,060
Penrith	2,858,836	3,323,720
Queanbeyan	994,848	1,139,385
Raymond Terrace	784,646	913,796
Richmond	1,332,724	1,403,460
Ryde	4,425,458	4,717,206
Singleton	572,334	566,015
Tamworth	2,094,134	2,159,299
Taree	1,738,908	1,641,167
Toronto	936,693	1,091,666
Tumut	618,892	571,269
Tweed Heads	466,733	546,725
Wagga Wagga	2,369,289	2,746,011
Waitara	3,791,606	4,134,140
Wauchope	105,393	779,899
Wellington	279,521	359,146
Wollongong	7,085,491	7,456,644
Wyong	1,200,825	1,349,802
Young	674,163	668,603
TOTAL	153,831,451	162,559,809

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 1974

	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles ϕ			Traders' plates	All Vehicles
	Cabs	Buses	Private [†] Hire Cars	Cars	Lorries [▲]	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

* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

Total figure only available

 ϕ Includes country public vehicles

▲ Includes tractors, trailers and vans

|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1974

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
TOTAL	1,725,065	1,120,530	153,778	2,999,373	

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

* 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—	
	1973	1974
Class 1	1,771,080	1,837,231
Class 2	4,920	5,067
Class 3	271,387	277,752
Class 4	27,506	28,436
Class 5	79,499	82,876
Taxi-cab driver (Transport Districts)	17,867	17,459
Motor cycle rider	126,535	141,803
*TOTAL	2,298,794	2,390,624

* 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 50 m.p.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			
	Convicted	*Discharged 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				Unconditionally	Conditionally
Drive whilst under influence	1,708	160	—	453	147	420	164	186	229	109	1,708	70	5	1	1
Exceed Prescribed concentration of alcohol	15,099	1,287	—	2,845	1,010	5,510	2,245	1,401	1,471	617	15,099	795	10	14	5
Refuse breath analysis test	287	22	—	48	36	88	35	27	37	16	287	22	1	—	—
Drive in manner or at speed dangerous	1,971	24	—	548	94	358	260	236	355	120	1,971	170	23	1	3
Not stop after injury accident Sec. 8(1)	39	1	—	9	4	2	5	3	12	4	39	4	—	—	—
Drive whilst disqualified ★	1,471	25	943	—	—	14	28	107	184	195	1,471	104	4	—	—
Culpable driving	43	1	—	11	12	2	—	2	12	4	43	1	—	—	—
By negligent act cause grievous bodily harm ...	16	—	—	3	7	1	—	2	2	1	16	1	—	—	—
Manslaughter	11	—	—	2	2	—	—	—	5	2	11	—	—	—	—
TOTAL	20,645	1,520	943	3,919	1,312	6,395	2,737	1,964	2,307	1,068	20,645	1,167	43	16	9

* 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	128,556	19,471	733	648
Negligent driving	31,862	9,250	1,182	539
Not stop after accident (Section 8(3) or 8(4))	—	583	28	143
Other offences (Cross unbroken centre line, etc.)	74,812	17,387	1,575	1,224
TOTAL	235,230	46,691	3,518	2,554

Appeals to higher Courts against suspensions or disqualifications were heard in 765 cases of which 105 were allowed and 660 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
Traffic Offences:		
Provisional Licences*	9,551	—
Points System*	11,313	—
Conduct and Habits	24	198
Physical Disabilities	464	303
Other Grounds	1,382	224
TOTAL	22,734	725

There were 6,529 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations 2,034 were allowed and 4,495 dismissed. In respect of refusals there were 89 appeals and 27 were allowed and 62 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

Points System	
Licences suspended	11,051
Licences cancelled	262
Provisional Licence Scheme	
First year provisional licences cancelled	8,695
Subsequent first year provisional licences cancelled	769
Other than first year provisional licences cancelled	87
TOTAL	20,864

Further details are shown in Appendix 15.

A total of 19,302 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, 1973 and 30th June, 1974

	Metropolitan		Newcastle		Wollongong	
	1973	1974	1973	1974	1973	1974
Operators	117	113	15	15	13	13
Services	208	207	23	23	25	24
Omnibuses -						
In service	1,231	1,151	121	133	164	186
In reserve	227	236	23	10	42	29
Total	1,458	1,387	144	143	206	215
Petrol	204	179	3	4	49	10
Diesel	1,254	1,207	141	139	157	205
Liquid Propane Gas	—	1	—	—	—	—
Total	1,458	1,387	144	143	206	215

Table 2 Operating and financial particulars, years ended 31st March, 1973 and 31st March, 1974

	Metropolitan		Newcastle		Wollongong	
	1973	1974	1973	1974	1973	1974
Numbers of employees	1,562	1,620	131	146	250	239
Omnibus Mileage	27,593,165	30,431,844	3,207,650	3,091,447	5,641,779	5,624,269
Passengers Carried	118,551,771	114,467,501	4,345,106	4,365,666	12,752,001	13,445,812
	\$	\$	\$	\$	\$	\$
Book Value of Plant ..	7,895,341	7,917,882	547,159	601,400	798,098	1,153,534
Revenue	15,772,798	18,671,990	1,325,451	1,518,752	2,413,464	2,706,746
Expenditure	14,178,467	16,763,556	1,243,112	1,422,481	2,232,258	2,608,831
Net Profit	1,594,331	1,908,434	82,339	96,271	181,206	97,915
Included in expenditure—						
Owners' Wages	423,544	379,448	40,925	32,650	49,667	60,499
Depreciation	1,226,468	1,335,795	116,058	129,936	122,234	133,929
Interest Payments						
Loans, etc.	327,515	331,421	11,629	13,430	34,260	37,508
	c.	c.	c.	c.	c.	c.
Revenue per mile	57.16	61.36	41.32	49.12	42.77	48.1
Expenditure per mile ..	51.38	55.09	38.75	46.01	39.56	46.3
Net Profit per mile ...	5.78	6.27	2.57	3.11	3.21	1.8

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	
	Taxi-cabs	Private Hire Cars	Taxi-cabs	Private Hire Cars	Taxi-cabs	Private Hire Cars
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%)
1959	1,483 (57.8%)	115 (43.9%)	77 (81.0%)		95 (95.0%)	3 (42.9%)

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

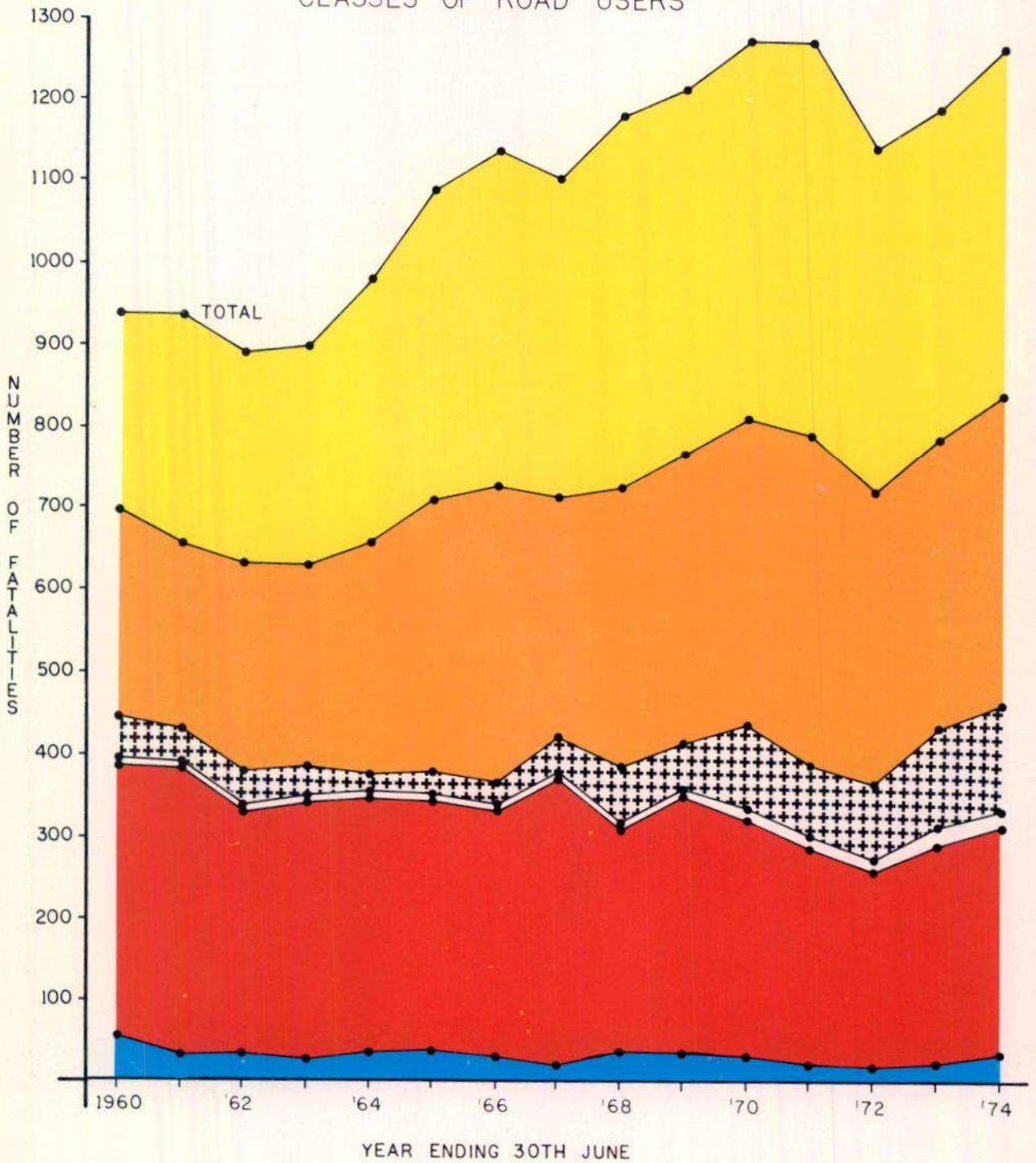
Two-way radio service is provided in the 102 centres named below.

Albury	Dubbo	Leeton	Queanbeyan
Alstonville	Eden	Leura	Quirindi
Armidale	Forbes	Lismore	Raymond Terrace
Ballina	Glenbrook	Lithgow	Shellharbour
Barham	Glen Innes	Maclean	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	Wyang
Cootamundra	Kingscliff	Nowra	Yass
Corowa	Kurri Kurri	Orange	Young
Cowra	Kyogle	Parkes	
Deniliquin	Laurieton	Port Macquarie	

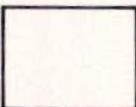
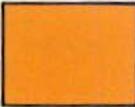
APPENDIX 19

N.S.W. TRAFFIC CRASHES

TRENDS IN FATALITIES FOR DIFFERENT
CLASSES OF ROAD USERS



LEGEND:

- | | | | |
|---|--------------------------|---|------------------------|
|  | MOTOR VEHICLE DRIVERS |  | MOTOR CYCLE PASSENGERS |
|  | MOTOR VEHICLE PASSENGERS |  | PEDESTRIANS |
|  | MOTOR CYCLE RIDERS |  | OTHERS |

APPENDIX 19 (Continued)

TABLE 1. Fatal traffic crashes in N.S.W. for year ending 30th June, 1974: 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
		12-3 a.m.	3-6 a.m.	6-9 a.m.	9-12 a.m.	12-3 p.m.	3-6 p.m.	6-9 p.m.	9-12 p.m.	
VEHICLE-VEHICLE	SUN	14	1	7	12	3	8	10	6	61
	MON-FRI	16	8	34	31	26	59	37	53	264
	SAT	8	5	5	8	8	24	12	8	78
SINGLE VEHICLE	SUN	20	8	4	9	7	14	7	0	69
	MON-FRI	30	10	19	11	20	34	37	37	198
	SAT	18	8	5	9	10	17	19	27	113
VEHICLE PEDESTRIAN	SUN	4	2	0	3	4	7	4	3	27
	MON-FRI	6	2	12	15	21	49	61	37	203
	SAT	2	1	2	6	4	4	16	7	42
VEHICLE-PARKED VEHICLE/OTHER	SUN	2	2	1	0	0	1	0	0	6
	MON-FRI	1	2	3	3	4	4	3	4	24
	SAT	3	2	1	0	0	1	2	1	10
TOTALS		124	51	93	107	107	222	208	183	1095

TABLE 2. Deaths from traffic crashes in N.S.W. for year ending 30th June, 1974: Age, sex and class of road user killed.

CLASS OF ROAD USER	SEX	AGE												Un-known	TOTAL
		0-2	2-6	7-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+		
VEHICLE DRIVERS	M	0	0	0	1	82	65	46	56	40	27	31	11	7	366
	F	0	0	0	1	11	8	1	7	10	8	7	1	1	55
TOTAL		0	0	0	2	93	73	47	63	50	35	38	12	8	421
VEHICLE PASSENGERS	M	4	8	13	12	41	26	11	16	13	15	9	3	9	180
	F	10	8	6	19	24	20	9	8	9	20	27	26	13	199
TOTAL		14	16	19	31	65	46	20	24	22	35	36	29	22	379
MOTOR CYCLISTS	M	0	0	0	10	52	30	17	9	3	1	1	0	0	123
	F	0	0	0	0	3	0	0	2	0	0	0	0	0	5
TOTAL		0	0	0	10	55	30	17	11	3	1	1	0	0	128
MOTORCYCLE PASSENGERS	M	0	0	0	1	6	5	2	0	0	0	0	0	0	14
	F	0	0	0	0	3	3	0	0	0	0	0	0	0	6
TOTAL		0	0	0	1	9	8	2	0	0	0	0	0	0	20
PEDESTRIANS	M	5	17	13	5	5	4	5	9	21	45	27	29	1	186
	F	1	16	7	7	1	3	1	2	2	12	16	25	0	93
TOTAL		6	33	20	12	6	7	6	11	23	57	43	54	1	279
PEDAL CYCLISTS	M	0	0	5	6	3	0	2	0	0	1	3	2	0	22
	F	0	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL		0	0	7	6	3	0	2	0	0	1	3	2	0	24
OTHERS	M	0	1	0	0	0	1	0	0	0	1	0	0	0	3
	F	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL		0	1	1	0	0	1	0	0	0	1	0	0	0	4
TOTAL	M	9	26	31	35	189	131	83	90	77	91	71	45	17	895
	F	11	24	16	27	42	34	11	19	21	40	50	52	14	361
GRAND TOTAL		20	50	47	62	231	165	94	109	98	130	121	97	31	1255

APPENDIX 20

TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED
IN THE YEAR 1st JULY, 1973 to 30th JUNE, 1974.

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	Princess Highway and West Botany Street — 20th May, 1974.
ASHFIELD	West Botany and Marsh Streets — 21st June, 1974.
AUBURN	Liverpool Road and Thomas Street — 7th June, 1974.
BALGOWLAH	Park and Wellington Roads — 24th June, 1974.
BELFIELD	Balgowlah Road and Woodland Street — 11th March, 1974.
BEVERLY HILLS	Sydney Road and Woodland Street — 27th February, 1974.
BLAKEHURST	Bazentin Street, Punchbowl and Cosgrove Roads — 20th June, 1974.
*BRONTE	Stoney Creek Road and Penshurst Street — 30th May, 1974.
BURWOOD	King Georges Road and Morgan Street — 27th February, 1974.
CABRAMATTA	Princes Highway, Bunyala and Water Streets — 14th May, 1974.
*CARINGBAH	Murray and Hewlett Streets — 13th June, 1974.
CARLINGFORD	Burwood Road and Park Avenue — 22nd November, 1973.
CANTERBURY	Parramatta Road and Broughton Street — 21st March, 1974.
*COLLARROY	John and Gladstone Streets — 28th May, 1974.
CONCORD WEST	President Avenue, east of Laguna Street — 8th February, 1974.
CREMORNE	Kingsway and Gannon Street — 14th June, 1974.
DEE WHY	Pennant Hills and Carlingford Roads — 31st December, 1973.
DOUBLE BAY	Canterbury Road and Jeffrey Street — 13th May, 1974.
DULWICH HILL	Pittwater Road and Collaroy Street — 7th August, 1973.
EARLWOOD	Concord and Hospital Roads — 6th December, 1973.
EMU PLAINS	Winnie and Gerard Streets — 30th October, 1973.
ENMORE	Pittwater, Warringah and Harbord Roads — 8th April, 1974.
ERMINGTON	New South Head Road and Manning Street — 5th July, 1973.
FRENCHS FOREST	New South Head and Victoria Roads — 30th June, 1974.
GLADESVILLE	New Canterbury, Beach and Constitution Roads — 9th May, 1974.
*GYMEA	Earlwood Avenue, Homer and Clarke Streets — 21st June, 1974.
HORNSBY	Hartill-Law Avenue, Homer and William Streets — 28th June, 1974.
JANNALI	Great Western Highway and Russell Street — 27th June, 1974.
KINGSGROVE	Enmore Road and Phillip Street — 22nd October, 1973.
LEICHHARDT	Edgware Road, Alice and Llewellyn Streets — 30th April, 1974.
LEWISHAM	Victoria and River Roads — 18th June, 1974.
LIDCOMBE	Warringah Road and Hilmer Street — 27th September, 1973.
LIVERPOOL	Victoria and Westminster Roads — 20th November, 1973.
MANLY	President Avenue, west of Corella Road — 28th June, 1974.
MANLY VALE	Pacific Highway and Edgeworth David Avenue — 29th November, 1973.
MERRYLANDS WEST	Pacific Highway and George Street — 29th November, 1973.
MOSMAN	Railway Crescent and Box Road — 27th May, 1974.
*NORTH RYDE	Kingsgrove and Commercial Roads — 3rd June, 1974.
PADSTOW HEIGHTS	Flood and Marion Streets — 2nd May, 1974.
	New Canterbury and Wardell Roads — 8th May, 1974.
	Bombay Street, Parramatta and Hill Roads — 28th June, 1974.
	Pacific Highway, Balfour Street and Havilah Road — 27th June, 1974.
	Moore Street and Hume Highway — 14th May, 1974.
	Copeland Street, Orange Grove and Sydney Road — 25th June, 1974.
	*Elizabeth Drive, west of McLean Street — 28th June, 1974.
	East and West Esplanade, The Corso and Belgrave Street — 4th December, 1973.
	Condamine Street and Kenneth Road — 24th June, 1974.
	Burnett Street, Merrylands and Fowler Roads — 24th June, 1974.
	Spit and Ourimbah Roads — 7th March, 1974.
	Epping and Pittwater Roads — 24th December, 1973.
	Lane Cove and Goulding Roads — 25th October, 1973.
	Henry Lawson Drive, Dilke Road and Clancy Street — 5th September, 1973.

APPENDIX 20 (Continued)

TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED
IN THE YEAR 1st JULY, 1973 to 30th JUNE, 1974

PENSHURST	King Georges and Woniora Roads 11th April, 1974.
PETERSHAM	New Canterbury Road and West Street 29th June, 1974.
PRESTONS	Hume Highway and Campbelltown Road - 30th June, 1974.
PROSPECT	Western Freeway and Great Western Highway 23rd April, 1974.
RANDWICK	Alison Road and Cowper Street—30th June, 1974. Alison and Darley Roads 29th June, 1974. Barker and Avoca Streets 2nd May, 1974.
ROCKDALE	Princes Highway and King Street 2nd July, 1973.
ROZELLE	Darling and National Streets - 21st August, 1973. *Balmain Road and Cecily Street - 13th June, 1974.
RUSHCUTTERS BAY	New South Head Road and McLachlan Avenue - 20th March, 1974.
RYDE	Church Street and Morrison Road 27th May, 1974. Blaxland Road, Church and Tucker Streets 9th November, 1973. Victoria Road and Bowden Street - 6th December, 1973. Lane Cove and Buffalo Roads 20th February, 1974. Lane Cove and Coxs Roads - 17th May, 1974.
ST. IVES	Mona Vale Road and Stanley Street 6th May, 1974.
ST. LEONARDS	Pacific Highway and Oxley Street - 2nd July, 1973. Pacific Highway and Christie Street—2nd July, 1973.
ST. PETERS	Princes Highway and May Street 9th July, 1973.
STRATHFIELD	Raw Square and Redmyre Road 23rd April, 1974. The Boulevarde, Morwick and Margaret Streets - 24th June, 1974. Redmyre Road and The Boulevarde 24th June, 1974.
*VAUCLUSE	Old South Head and Towns Roads 9th April, 1974.
*WAVERLEY	Carrington Road, north of Victoria Street - 19th June, 1974.
WEST PYMBLE	Ryde and Yanko Roads 8th October, 1973.
WEST RYDE	Shaftesbury and Victoria Roads - 3rd July, 1973.
WILEY PARK	King Georges Road and Lakemba Street 15th November, 1973.
WILLOUGHBY	Ernest Street, Canterbury and Canary Roads 7th May, 1974. Small Street, Artarmon and Willoughby Roads 21st December, 1973.

NEWCASTLE AREA

CARDIFF	Cardiff Road, Macquarie and Kelton Streets 28th March, 1974.
*EAST MAITLAND	New England Highway, south-east of Edgeworth Street—29th May, 1974. Newcastle Road and Melbourne Street - 14th June, 1974.
HAMILTON	Stewart Avenue, State Highway No. 10A and Parry Street 20th June, 1974.
JESMOND	Newcastle and Blue Gum Roads 26th June, 1974.
MAYFIELD WEST	Maitland and Industrial Roads 15th November, 1973.
NEWCASTLE	Hunter and Auckland Streets 23rd August, 1973.
SANDGATE	Maitland and Wallsend Roads 11th April, 1974.

WOLLONGONG AREA

BERKELEY	Wollongong Motorway (Ramp "L") and Northcliffe Drive 18th December, 1973.
CONISTON	Springhill Road and Entrance to A.I. and S. 2nd May, 1974.
FAIRY MEADOW	Elliotts Road, Carters Lane and Squires Way 7th May, 1974.
*WINDANG	Windang Road at Acacia Street 29th October, 1973.

OTHER AREAS

QUEANBEYAN	Crawford and Morrisett Streets—14th November, 1973
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APPENDIX 21

STAFF EMPLOYED

	On June 30th			
	1971	1972	1973	1974
METROPOLITAN -				
Males	1,680	1,759	1,740	1,705
Females, Full-time	617	671	656	645
Females, Part-time	131	116	133	163
	2,428	2,546	2,529	2,513
NEWCASTLE -				
Males	52	62	67	70
Females, Full-time	13	13	14	32
Females, Part-time	3	3	3	2
	68	78	84	104
REST OF STATE -				
Males	279	290	296	294
Females, Full-time	91	93	94	100
Females, Part-time	3	3	3	2
	373	386	393	396
TOTALS -				
Males	2,011	2,111	2,103	2,069
Females, Full-time	721	777	764	777
Females, Part-time	137	122	139	167
	2,869	3,010	3,006	3,013

NOTE: Wages Staff (included in the foregoing figures) totalled 243 (224 males and 19 females) on 30th June, 1971, 242 (222 males and 20 females), on 30th June, 1972 and 239 (220 males and 19 females) on 30th June, 1973. The corresponding figures for 1974 were 251 (233 males and 18 females).

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

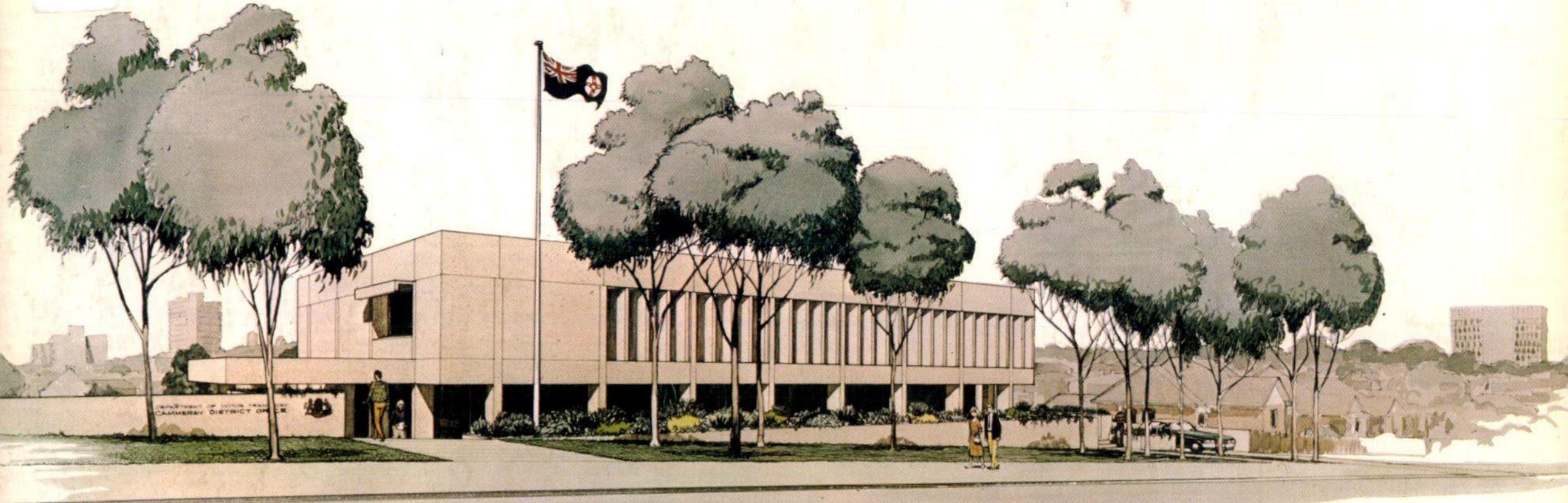
On 1st January, 1910 registration of road motor vehicles and the licensing of their drivers became compulsory. The administrative duties necessary in this respect were carried out by the Police Department which already had traffic responsibilities associated with the control of pedestrians, bicycles 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, 1974 the number of vehicles registered had risen to 2,426,078 and the number of drivers' licences in issue to 2,390,624.



L092347



District Office and Motor Registry
proposed for Cammeray