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# ANNUAL REPORT

1971-1972

SEAT BELTS  
MUST  
BE FASTENED

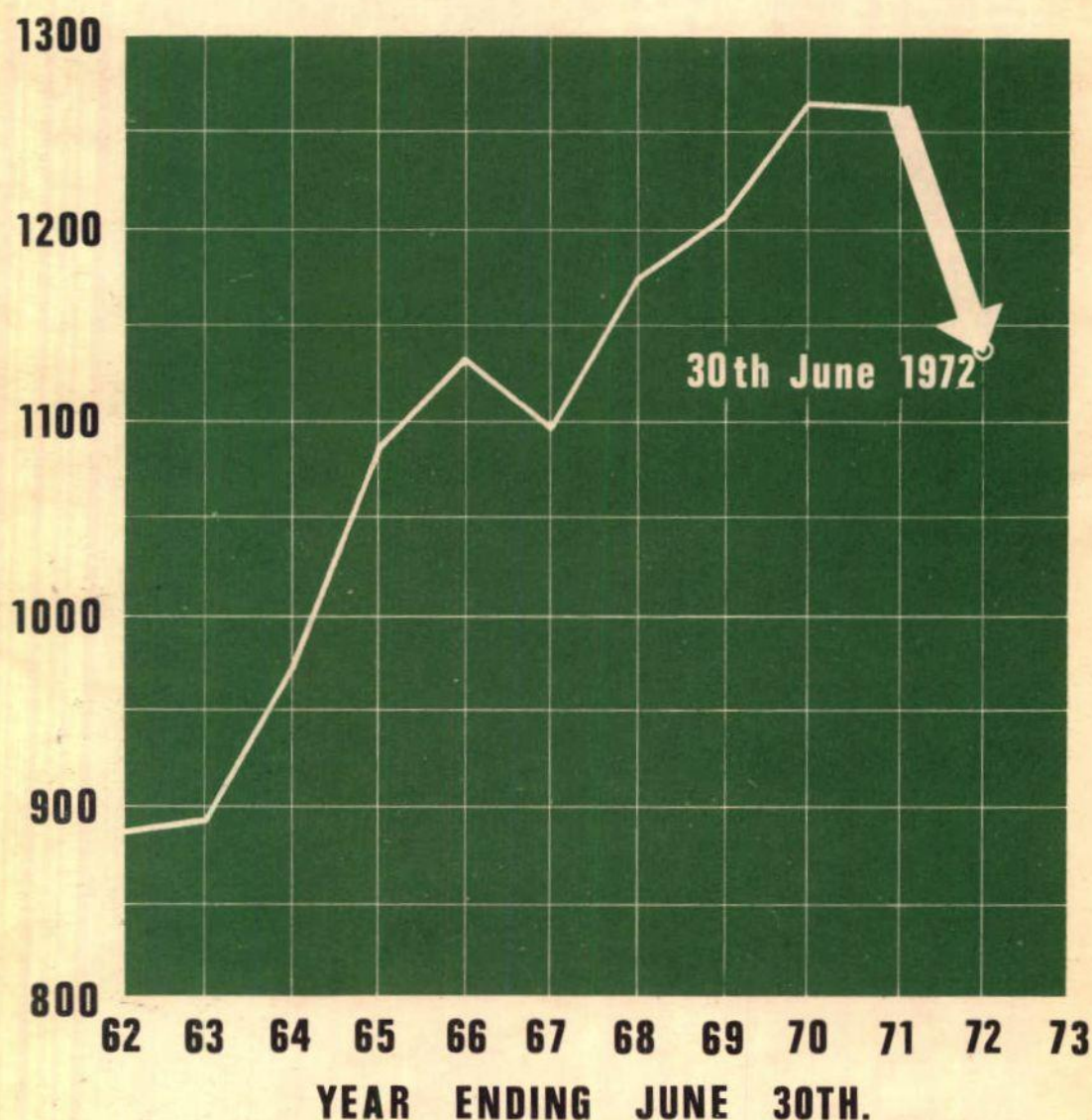
COMMISSIONER FOR MOTOR TRANSPORT







## TOTAL DEATHS FROM TRAFFIC CRASHES



On 1st November, 1971 the law requiring the compulsory wearing of seat belts in passenger cars and their derivatives became effective. Although this law was effective for only a little over half of the Report year the influence on the total number of deaths from traffic crashes is shown clearly in the above graph. There were 1,137 persons killed during the past year, 127 fewer than the previous year. This reduction was achieved in the face of a steady upward trend in deaths over the previous ten years.

Because the seat belt law could only influence deaths and injuries of occupants in passenger cars and their derivatives, the effectiveness of this law was limited to about 60% of the total casualties. Furthermore, not all cars, or all seats in cars have seat belts fitted so the effectiveness was further limited. The reduction achieved in the target group is, therefore of great significance and marks the most successful countermeasure in the field of traffic safety introduced in this State.



06.055.5  
MT.6



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 1971-1972.

As in previous years the report describes the year's activities and contains statistics and explanatory information. Continuing policies and established practices are also described in detail.

In addition the report lays some emphasis on the legislation for compulsory seat belt wearing and outlines some effects that have become apparent in the statistically short period since the legislation was introduced.

I wish to place on record again, the loyalty and ability of my staff that has allowed the Department to successfully discharge its duties and achieve its objectives during the year.

Yours faithfully,

*A. H. Coleman*

Commissioner.

1971-1972

# ANNUAL REPORT

OF THE  
COMMISSIONER  
FOR  
MOTOR  
TRANSPORT

NEW SOUTH WALES

**The Department's**  
**PRINCIPAL OFFICERS**

*Commissioner for Motor Transport*

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

*Assistant Commissioner for Motor Transport*

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

*Secretary*

W. BUTLER

*Chief Engineer*

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

*Executive Assistant*

G. R. TROWBRIDGE

*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. and C.P., M.I.E. Aust., F.C.I.T.

*Executive Director of  
Traffic Safety*

J. M. HENDERSON  
M.A., M.B., B.Chir.

*Metropolitan  
Regional Superintendent*

J. P. REID  
M.C.I.T.

*Superintendent  
Correspondence Branch*

K. D. WALSH  
M.C.I.T.

*Registrar*

E. O. WARD

*Solicitor*

A. W. PEPPER

*Superintendent  
Road Charges Branch*

P. N. CAINES

*Superintendent  
South Eastern Regional Branch*

A. W. EDMONDS

*Superintendent  
Hunter Regional Branch*

N. T. HOOKEY

*Superintendent  
Northern Regional Branch*

K. J. MUNGOVEN

*Superintendent  
Southern Regional Branch*

C. J. O'DEA

*Superintendent  
Western Regional Branch*

G. L. SNEDDON







NORTHERN REGIONAL OFFICE —  
ARMIDALE

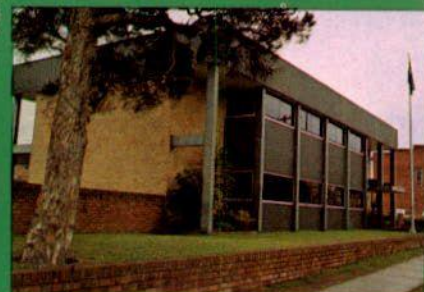


HUNTER REGIONAL OFFICE —  
NEWCASTLE



WESTERN REGIONAL OFFICE —  
DUBBO

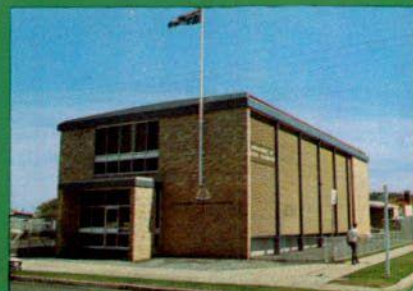
## DECENTRALISED ADMINISTRATION



METROPOLITAN REGIONAL OFFICE — FAIRFIELD



SOUTHERN REGIONAL  
OFFICE — WAGGA WAGGA



SOUTH EASTERN REGIONAL  
OFFICE — WOLLONGONG

THE DEVELOPMENT OF REGIONAL BRANCHES BEGAN IN 1966 WITH THE OBJECT OF DECENTRALISING MUCH OF THE DEPARTMENT'S ADMINISTRATIVE ORGANISATION.

EACH REGION IS UNDER THE CONTROL OF AN OFFICER OF EXECUTIVE STATUS WHO IS PERMANENTLY LOCATED WITHIN THE REGION AND WHO BY USE OF WIDE DECISION-MAKING POWERS, IS ABLE TO EXPEDITE ADMINISTRATIVE PROCESSES TO THE BENEFIT OF ALL CONCERNED.

ILLUSTRATED ABOVE ARE THE HEADQUARTERS OF EACH REGION.



# THIS YEAR IN BRIEF AND A

## STATISTICS

### FINANCIAL

	1971-72 \$		Variation \$
Receipts—			
Motor Vehicle Registration Tax .....	57,592,351	up	16,294,677
Fees (registrations, licences, etc.) .....	24,996,268	up	6,644,391
Ton Mileage Charges (heavy lorries) .....	17,686,958	up	845,632
Third-party Insurance premiums .....	62,155,832	up	2,420,418
Charges on road services competing with rail ...	6,087,009	up	448,580
Stamp Duty (vehicle registrations) .....	5,398,148	up	417,433
Proportion of Fees for three year drivers' and riders' licences .....	1,098,463	up	745,311
Receipts for issue of specially made number plates .....	218,100	up	59,525
Sundry .....	698,927	up	215,579
<b>TOTAL</b>	<b>175,932,056</b>	<b>up</b>	<b>28,091,546</b>
Payments—			
Cost of Traffic Police .....	13,422,404	up	4,777,863
Administrative costs, Dept. Motor Transport ...	14,284,749	up	1,875,458
Traffic Facilities .....	3,439,462	up	24,338
Funds provided for roads— Councils, etc. ....	567,715	up	67,612
Department of Main Roads .....	72,364,871	up	16,845,532
Collected for and remitted to— Govt. Insurance Office .....	62,155,832	up	2,420,418
Stamp Duties Office .....	5,398,148	up	417,433
Payments to Govt. Transport Services .....	3,001,268	up	999,873
Proportion of fees for three year drivers' and riders' licences 1970-71 Transferred to the Road Transport and Traffic Fund .....	362,204	down	214,346
Payment toward the cost of Ambulance Services .....	350,000	up	350,000
<b>TOTAL</b>	<b>175,346,653</b>	<b>up</b>	<b>27,564,181</b>

### VEHICLES AND DRIVERS

Registrations in force (on June 30) .....	2,208,216	up	108,385
Brand-new vehicles registered .....	229,623	up	1,136
Driving licences (all types) in force (on June 30)	2,222,510	up	67,271

### TRAFFIC FACILITIES

Traffic control light installations— completed during this year .....	57	down	1
total in service .....	870	up	54
expenditure this year (incl. maintenance) .....	\$2,301,906	down	\$135,127
Other facilities— completed this year .....	14,213	up	310
total in service (round figures) .....	191,200	up	14,200
expenditure this year .....	\$1,137,556	up	\$159,465
Total expenditure for year .....	\$3,439,462	up	\$24,338

### TRAFFIC ACCIDENTS

Accidents .....	107,471	up	14,613
Persons killed .....	1,137	down	127
Persons injured .....	37,247	up	2,842

### STAFF AND PREMISES

Total staff .....	3,010	up	141
New Registries appointed .....	Nil		
Total Motor Registries in operation .....	253	down	3
New Registry premises completed this year .....	Nil	down	4

## EVENTS

1966-67

Further increase in numbers of vehicles and drivers. New legislation enabled intensified drive on defective vehicles. "Clearway" system introduced to aid movement of peak hour traffic on Parramatta Road. Challenge to validity of Road Maintenance (Contribution) Act dismissed by Privy Council. Record expenditure on traffic signals and other traffic aids. Development of decentralised administrative structure by creation of Northern, Western, Southern, Hunter and Central Coast and South Coast Regions and appointment of Superintendents. Number of traffic light installations in service in New South Wales passes 550 mark. Increased traffic penalties under "Infringement Notice" system.

1967-68

Major addition to Head Office completed. Continued upward trend in vehicle registrations and drivers' licences and big rise in number of brand-new vehicles registered contribute to new record income level. Renewals Payments Offices opened at N.R.M.A.'s City Office and Roselands. Departmental Inspectors provided with uniforms. Record year for traffic signal installation work included first co-ordinated systems for main traffic arteries. Eight New "Clearways" introduced. Stepped-up site-acquisition programme for Motor Registries in country centres. Renewals transacted at Registries rose by 22%.

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.



# REVIEW OF THE PREVIOUS FIVE YEARS

## PRINCIPAL STATISTICS AND MAIN EVENTS – 1966-67 TO 1971-72

1970-71 \$	1969-70 \$	1968-69 \$	1967-68 \$	1966-67 \$
41,297,674	39,186,307	37,068,232	34,541,937	32,584,484
18,351,877	17,196,128	15,983,554	15,017,736	14,261,035
16,841,326	15,872,005	14,799,421	12,565,544	11,405,130
59,735,414	56,858,080	52,743,748	35,140,488	33,532,399
5,638,429	5,227,700	4,532,233	4,376,326	3,826,775
4,980,715	4,717,682	3,783,764	3,015,525	2,636,211
353,152	369,604	786,792		
158,575	161,100	110,500		
483,348	296,993	607,420	570,582	561,403
147,840,510	139,885,599	130,415,664	105,228,138	98,807,437
8,644,541	8,226,010	8,054,675	7,414,202	6,292,516
12,409,291	10,973,856	9,948,581	8,252,194	8,199,838
3,415,124	2,705,662	2,958,120	2,961,117	2,478,267
500,103	550,626	758,978	744,146	715,473
55,519,339	52,640,914	49,438,013	45,392,709	42,684,944
59,735,414	56,858,080	52,743,748	35,140,488	33,532,399
4,980,715	4,717,682	3,783,764	3,015,525	2,636,211
2,001,395	1,802,430	2,502,504	2,502,704	2,501,586
576,550	393,394			
147,782,472	138,868,654	130,188,383	105,423,085	99,041,234
2,099,831	1,974,376	1,847,597	1,741,961	1,630,769
228,487	221,465	202,094	194,228	168,253
2,155,239	2,048,789	1,907,877	1,829,599	1,763,786
58	75	59	87	74
816	764	692	635	552
\$2,437,033	\$1,887,752	\$2,187,670	\$1,978,359	\$1,585,913
13,903	13,834	24,783	12,843	5,600
177,000	163,000	150,500	125,000	112,500
\$978,091	\$ 817,910	\$ 770,450	\$ 982,759	\$ 892,354
\$3,415,124	\$2,705,662	\$2,958,120	\$2,961,117	\$2,478,267
92,858	91,378	78,042	74,026	69,042
1,264	1,267	1,206	1,174	1,096
34,405	34,755	31,120	30,352	29,558
2,869	2,639	2,489	2,253	2,094
Nil	1	0	1	—
256	257	257	257	256
4	4	2	2	4

## EVENTS

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.

1969-70

Total number of vehicles registered passes 2,000,000 bringing 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.

1970-71

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



# 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. Similarly, charges under the State Transport (Co-ordination) Act in respect of road journeys in competition with the State's railways are not payable on interstate operations. 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.

### INCREASED AND NEW CHARGES

Pursuant to amending legislation drivers and riders licence fees, motor registration fees and miscellaneous fees and charges were increased on 1st January, 1972.

A new tax levy was introduced and registration (weight) tax was also increased with variations in both instances, depending on private or business use.

## TOTAL COLLECTIONS

Collections this year, at \$175,932,056 (\$28,091,546 more than last year) reflect the effect of the new charges and, to a lesser degree, increases in the number of vehicles and drivers. Appendix 1 gives details for each main heading — vehicle registration tax, ton-mileage charges, registration and licence fees, third party insurance premiums, charges on competitive road transport services and ad-valorem stamp duty on certain registration certificates.

## TOTAL DISBURSEMENTS

Important items included in the amount of \$175,346,653 disbursed during the year are

● Road Authorities (Principally the Department of Main Roads)	\$ 72,932,586
● Government Insurance Office — Third Party Premiums collected	62,155,832
● Stamp Duties Office — Ad-valorem stamp duty on certain registration certificates	5,398,148
● Police Services (Traffic and Motor Registry duties)	13,422,404



● Railways Department — From collections from operators of competitive road journeys	3,000,000
● This Department's cost of operation and administration	17,724,211

Included in the Department's costs of administration is an amount of \$3,439,462 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. This tax became effective on 1st January, 1972.
- 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)	48,024,664	
Tax levy	8,806,078	
Total tax revenue	56,830,742	
<b>Less—</b> Administrative costs (Road Maintenance)	2,152,828	\$
Net tax proceeds	54,677,914	
Ton-mileage charges (after refunds)	17,686,958	
<b>TOTAL</b> (paid to Main Roads Funds)	72,364,872	

Tax revenue and ton-mileage charges were higher than last year by 39.64% and 5.02% 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	23,884,758
Commission (on G.I.O. third party insurance premiums)	848,882
Sundry	586,020
<b>TOTAL</b>	25,319,660



## PAYMENTS

	\$
Administrative Costs (Department of Motor Transport) .....	9,033,404
Police services (traffic and Motor Registry duties) .....	12,348,772
Traffic Facilities .....	3,145,016
Purchase of assets (land, building, etc.) .....	442,468
Payment towards the cost of Ambulance Services .....	350,000
<b>TOTAL .....</b>	<b>25,319,660</b>

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** — The agreed cost of Police Services was \$13,420,405. Of this amount \$1,073,632 was debited to the State Transport (Co-ordination) Fund and the balance \$12,346,773 from the Road Transport and Traffic Fund. An additional amount of \$1,999 — the unspent balance on the Fund at the close of the financial year — was paid towards the deficiency of previous years.



*Traffic signal installation at the Darling Point Road, McLean Street, New South Head Road intersection at Edgecliff. Traffic signal installation and maintenance cost \$2,301,906 this year. There are now 870 sets of traffic signals operating in New South Wales.*

## 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 Department of Government Transport. 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) .....		542,391
Tax (other vehicles) .....		219,218
Service licence fees .....		71,338
TOTAL .....		832,947
PAYMENTS		
Capital debt reduction (bus services — Department of Government Transport) .....		34,361
Assistance to road authorities .....		533,354
Traffic signals .....		294,446
TOTAL .....		862,161
A balance of \$282,701 brought forward from 1970–71 was held in the Fund at the start of the year, and a balance of \$253,487 remained as at 30th June, 1972. An audited detailed statement which contains corresponding figures for last year appears as Appendix 4.		
NOTE		
<b>Other Traffic Signals Expenditure</b> —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 and imposes charges on certain journeys in competition with Government rail and omnibus 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

Fees for licences and permits under the Act are paid into the Fund together with charges paid for competitive journeys and fines and Court awards arising from breaches of the Act and Regulations.

### APPLICATION

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



## RESULTS FOR THE YEAR

RECEIPTS		\$
Fees .....		575,000
Charges (goods) .....		5,387,385
Charges (passengers) .....		94,928
Other (mostly penalties) .....		29,696
TOTAL .....		6,087,009
Administrative costs (Dept. of Motor Transport) .....	2,360,189	
Police services (traffic and Motor Registry duties) .....	1,073,632	
Purchase of Assets .....	170,114	
		3,603,935
Payments to revenue of—		
Railways .....	3,000,000	
Government Bus Services .....	1,268	
		3,001,268
TOTAL .....		6,605,203

A balance of \$1,397,296 brought forward from 1970–71 was held in the Fund at the start of the year; and a balance of \$879,102 remained as at 30th June, 1972. 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 4 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-eighteenthths of a cent per ton of the sum of the tare of the vehicle plus 40 per cent of its load capacity. It is payable for interstate as well as intrastate journeys and for empty as well as loaded running.

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

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

**Administrative 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) \$
	\$		\$		\$
1972	12,224,206	69.0	5,504,414	31.0	17,728,620
1971	11,778,556	69.7	5,126,419	30.3	16,904,975
Increase in collections	445,651 (3.7%)		377,995 (7.3%)		,823,646 (4.9%)

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

### ADMINISTRATIVE COSTS

Year ended 30th June	Cost	
	Total amount	As % of Collections
	\$	
1972	2,152,828	12.2%
1971	2,019,294	11.9%

Appendix 8 gives details under a range of expenditure headings.

### COMMENT

Results for the financial year 1971–72 show increases under all headings. The increases are considered to have been caused by natural expansion of the road transport industry.

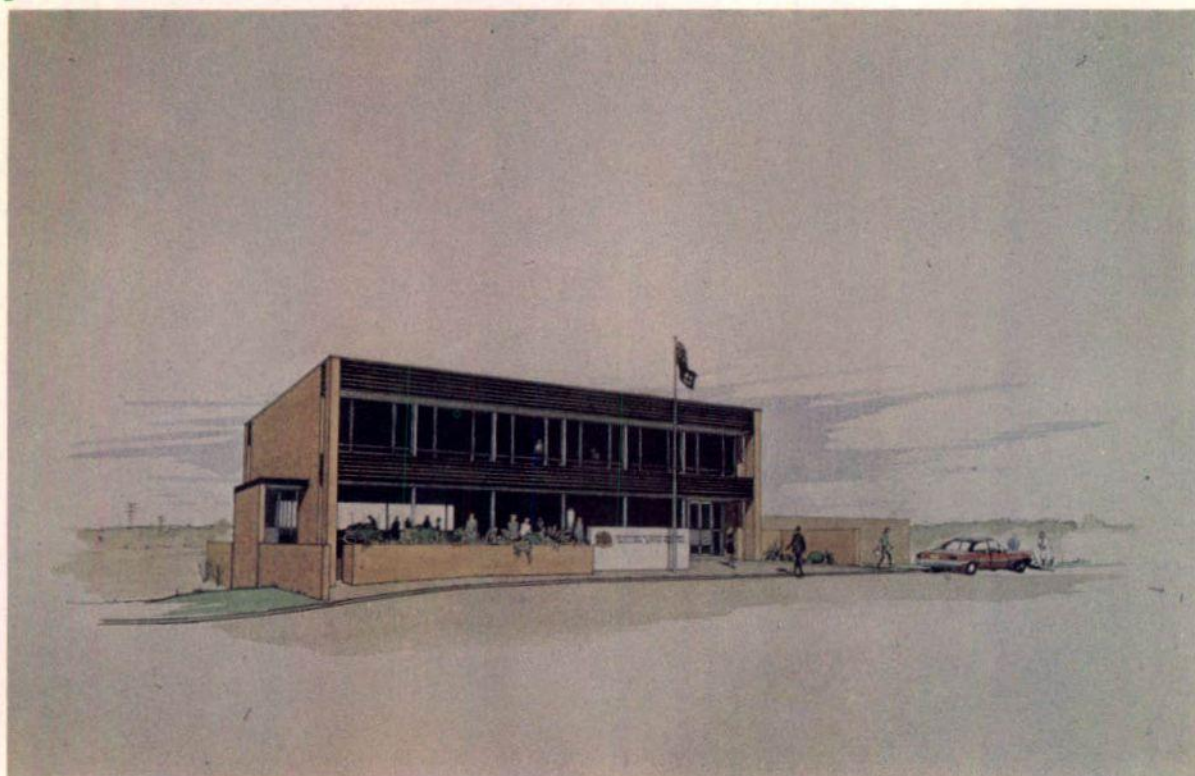


# Policy Developments and Legal Activities

## 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.



*An architect's impression of new premises at Chullora. The building will house the office of the Metropolitan Regional Superintendent on the top floor and the Chullora Motor Registry on the ground floor.*

*The new building is being built on the site of the existing Motor Registry.*



The Department's regional administrative structure has been progressively reinforced by the provision of additional staff within each Regional Branch. Offices for regional headquarters and district offices have been constructed in the regions since the scheme began.

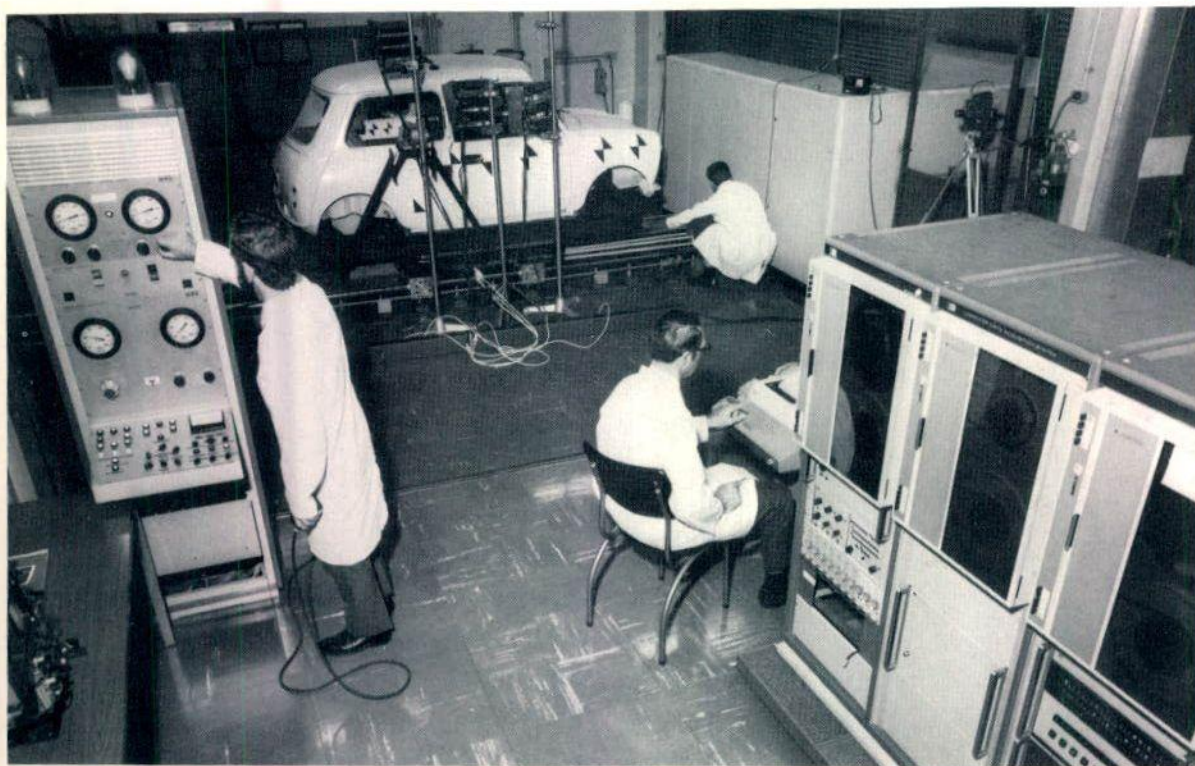
**Variation in Regional Branches.** On the recommendation of an Inter-Departmental Committee on Regional Organisation, the Government adopted a common regional structure for the State and directed that all State Departments and instrumentalities arrange as soon as practicable to comply — within certain discretionary limits — with the approved structure for all administrative and planning purposes.

Accordingly, the existing boundaries of the Department's Regional Branches have been revised as necessary to comply with the Government's directive.

In effecting the revision, the existing Regional structure was basically retained and the necessary variation achieved by adding to and/or subtracting from the existing Regional Branch areas, complete local Government areas. The revised regional structure, which came into effect on and from 10th April, 1972, was achieved without increasing the number of regions or changing the locality of the existing regional headquarters' premises.

**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 was still in progress at the end of the report year, are design rules for motor vehicles, left-hand turn signal requirements, abolition of 15 m.p.h. speed limit on the approaches to railway level crossings and an increase in the permissible length of omnibuses and tourist vehicles.

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



*Pictured is portion of the Traffic Accident Research Unit. The unit's computer is seen in the foreground. Here, Scientists prepare the crash simulator for a test.*

## INTERNATIONAL TRAINING SCHEMES

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

During the report year, two Colombo Plan Fellows, one from Thailand and the other from Indonesia, were given an insight into the Department's activities. Of particular interest to both Fellows were the mechanical inspection of motor vehicles; the checking of heavy lorries at Departmental Checking Stations; the testing of applicants for licences to drive heavy vehicles and the administration of the State Transport (Co-ordination) Act and the Road Maintenance (Contribution) Act. They also inspected the Traffic Accident Research Unit.



## 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 Federal Minister for Shipping and Transport and the respective State Ministers for Transport are members.

**This Year's Meetings.** The Council held its 35th and 36th meetings in Perth on 8th July, 1971 and Canberra on 18th February, 1972, respectively. Matters affecting this Department which were considered were Reports of the Air Pollution Committee, Advisory Committee on Vehicle Performance, Advisory Committee on Safety in Vehicle Design, Advisory Committee on Road User Performance and Traffic Codes and the Australian Motor Vehicle Certification Board. Subjects discussed included "Give Way to Right" rule, Speed Limits for Long Distance Buses, Uniform Number Plates for Motor Vehicles, Third Party Property Damage Insurance for Commercial Vehicles, Air Cushion Vehicle Code (Third Party Insurance), Cost of Design Rule Features and Metric Conversion.

**Subordinate Bodies.** The subordinate bodies of the Council with which this Department has close connections are the Advisory Committee on Road User Performance and Traffic Codes, the Advisory Committee on Vehicle Performance, the Advisory Committee on Safety in Vehicle Design and the Australian Motor Vehicle Certification Board. 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 Traffic Federation, the Federal Chamber of Automotive Industries, the Australian Automobile Association, the Society of Automotive Engineers, the Transport Workers Union, the City Transit Conference, State Transport Ministers and the Minister for the Interior.

**Advisory Committee on Safety in Vehicle Design.** The function of this Committee is to advise the Australian Transport Advisory Council on "safety standards in respect of the design of motor vehicles." It comprises delegates representing the Vehicle Structures Safety Branch, Department of Shipping and 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 and the Vice-Chancellor of the University of Melbourne.

**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 upon the National Road Traffic Code, to achieve improvement in the performance of drivers and to further uniformity between the States.

Meetings were held in Adelaide during October, 1971 and in Melbourne during May and June, 1972.

As well as considering the traffic laws, the Committee considered the metric conversion of speed limits, parking and other distances in the National Road Traffic Code, the meaning of "Stop" signs, speed limits and the safety of passengers on motor cycles and goods vehicles.



## CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

The annual meeting of representatives of the transport authorities from each State and also 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 22nd Conference was held in Wellington, New Zealand, from 14th to 17th March, 1972. Matters discussed included the carriage of goods by road, passenger transport services, vehicle and driver safety measures, the control of air cushion vehicles, third-party property damage insurance and new legislation introduced by the various authorities since the previous meeting.

## TRAFFIC ADVISORY COMMITTEE

Since its establishment 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 for Government Transport, 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 on a matter affecting its area.

As well as the introduction of clearway restrictions on a further seven lengths of roadway, the Committee's activities during the year under review included investigations and preparations for an experimental priority road between Parramatta and the City. The new measure, which has been applied to the Victoria Road route, came into operation on 26th June, 1972 and early indications are that it will facilitate the movement of traffic on a route which is being called upon to meet the needs of an ever increasing volume of traffic. Success of the new measure will open the way for the application of the priority road principle to other major arterial roads between Sydney and its suburbs.

## TAXI ADVISORY COUNCIL

The Council was established in 1966 by the Minister for Transport to advise him on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. Its members are the Commissioner for Motor Transport (Chairman), the Commissioner of Police, the Under Secretary, Ministry of Transport, the President of the Australian Taxi Council and the President of the Metropolitan Taxi Council representing taxi-cab operators, an officer of the Transport Workers' Union representing taxi-cab drivers, and a representative of the public.

Council's activities during the year included a review of taxi-cab fares in the three Transport Districts resulting in a slight increase in mileage rates as well as increases in the charges for waiting time and pre-booked radio hirings. Details of the new rates appear in the section headed "Commercial Transport Services". Recommendations of the Council also resulted in the issue of an additional taxi-cab licence to serve the rapidly growing Dapto area near Wollongong and the conversion to taxi-cabs of five private hire cars which operated in the Avalon-Palm Beach area of the Barrenjoey Peninsula.

A continuing function of the Council is to ensure that services by taxi-cabs are adequate to meet public needs. In this regard action was commenced during the latter part of the year to provide additional taxi-cab facilities for patrons in the Sydney City area. At the close of the year action was well in hand to increase the number of kerbside taxi-cab ranks in City streets and to provide increased ranking facilities at points of major demand such as the larger City hotels and other centres which cater extensively for the tourist trade.

## 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 representative 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 Commonwealth Department of Shipping and 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 Commonwealth 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 Department of Government Transport.

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 again contributed significantly to the work of the Parking Advisory Committees by participating in formulating policy, furnishing clerical and technical assistance, and providing and erecting the signs by which effect is given to Committee decisions.

## TRANSPORT CHARGES ADVISORY COMMITTEE

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

The Committee, which is required to examine matters referred to it by the Commissioner concerning the administration of the State Transport (Co-ordination) Act, 1931 as it refers to problems concerning the carriage of goods to and from decentralised industries, met on 11 occasions during the year under review.

## 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), Railways, Motor Transport, Decentralisation and Development, Treasury, the Water Conservation and Irrigation Commission, the Closer Settlement Advisory Board, and the Western Lands Commission.

## 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 fare 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 report.



#### 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 four occasions during the report year to examine 38 applications — involving 53 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 52 services. In one case, the subsidy was not required because the service was discontinued.

#### 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 the Department of Tourist Activities and a representative of tourist vehicle operators.

#### REGIONAL DEVELOPMENT COMMITTEES

The Department's Regional Superintendents represent the Department on Regional Development Committees within their areas. The Committees operate under the auspices of the Department of Decentralisation and Development to co-ordinate action on the State and Local Government levels connected with decentralisation in these areas.

### LEGISLATION PROCLAIMED

**Civil Aviation (Carriers' Liability) Amendment Act, 1971.** This Act, assented to on the 14th May, 1971 and effective from the 25th September, 1971, amends the Civil Aviation (Carriers' Liability) Act of 1967 which, so far as regular intrastate public air transport operations are concerned, makes the carrier absolutely liable for death of or injury to a passenger as the result of an accident aboard an aircraft, subject to a maximum limit of \$30,000. It also imposes some liability for loss of or damage to luggage.

The purpose of the amendment is to extend the provisions of the Act to cover passengers on charter flights and "joy flights" as has recently been done in the Commonwealth legislation in respect of interstate and overseas operations.

**Motor Vehicles (Taxation) Act, 1971.** This legislation, assented to on 14th December, 1971, prescribes the amounts of tax payable on motor vehicle registrations commencing on or after 1st January, 1972.

The effect was to increase the tax based on vehicle weights by 15% for vehicles used substantially for private purposes and 50% in other cases. The distinction between private and business use for tax purposes is new to this State. "Private" use includes use by a public hospital, a charitable, benevolent or religious institution, a minister of religion, or any use by a primary producer of a car or station waggon.

This tax had not previously been increased since 1963.

At the same time, a new flat tax levy was introduced. This levy varies according to the types of vehicles and, in some cases, according to weight and nature of use. The levy, which was introduced in conjunction with the decision of the Government to abolish the annual contribution by local councils towards main roads funds, is divided equally between metropolitan and country main roads funds whereas weight tax is apportioned on the basis of 20% for Metropolitan main roads and 80% for country main roads.

**Motor Traffic, Transport and Main Roads (Amendment) Act, 1971.** Assented to on 14th December, 1971, this Act increases fees payable to the Department on and after 1st January, 1972. The general principle followed was to double those fees (such as vehicle registration fees) which had not been increased since 1956 and to increase by 50% fees (including drivers' licence fees) which were previously increased in 1963.

The Act also provides for an annual grant towards the cost of ambulance services of an amount, agreed upon by the Treasurer and the Minister for Transport, of up to one dollar for each driver and rider licence in force at the time.



**Government Railways and Transport (Amendment) Act, 1972.** The effect of this legislation, assented to on 6th March, 1972 and proclaimed to commence on 19th May, 1972, is to enable a regulation to be made under the Transport Act to fix the salary limit for those positions in respect of which officers passed over for promotion have no right of appeal. This limit was previously specified in the Act.

**Motor Vehicles (Third Party Insurance) Amendment Act, 1972.** This Act, which was assented to on 11th April, 1972 and proclaimed to commence on 30th June, 1972, provides that where a person injured in a road accident receives treatment at a public hospital, the amount payable to the hospital by the authorised insurer under the Motor Vehicles (Third Party Insurance) Act is the actual cost of that treatment, calculated from the amount published in the Government Gazette by the Minister for Health as the daily average cost at that hospital for treatment. The amount payable for treatment at private hospitals will continue to be in accordance with the rate prescribed in the Regulations.

## NEW REGULATIONS MADE

**Safety helmets for motor cyclists.** As from 1st August, 1971, the Motor Traffic Regulations were amended to require every motor cyclist and pillion passenger to wear a safety helmet of a type approved by the Commissioner. Provision was also made for the Commissioner to grant exemptions where the circumstances warrant this action.



*There are 95,622 persons in New South Wales licensed to ride motor cycles. With few exceptions, these riders and their pillion passengers are now required to wear approved safety helmets.*

**Speed limits for motor cycles with pillion passengers.** On 30th July, 1971 an amendment was made to the Motor Traffic Regulations to abolish the special 40 m.p.h. speed limit on any motor cycle carrying a pillion passenger.

**Compulsory wearing of seat belts.** The Motor Traffic Regulations were amended as from 1st October, 1971 to require that where a motor car or similar vehicle such as a station waggon, utility or panel van is equipped with seat belts, whether they have been fitted voluntarily or in accordance with the Regulations, any person in that vehicle occupying a seating position with a seat belt must wear it properly adjusted and securely fastened.

It is also provided that a person shall not occupy a front seating position not fitted with a seat belt unless any other front seating position which is so fitted is occupied by another person.

Exemptions are provided in the case of persons —

- who are driving a car in reverse
- who have a certificate of exemption from a doctor
- who are engaged on work requiring them to alight from and re-enter their vehicle at frequent intervals and do not travel at more than 15 m.p.h.
- who are under eight years of age or passengers 70 years and over
- who are driving or travelling in a taxi-cab
- who are exempted in writing by the Commissioner





*Mounting evidence of this nature together with scientific research data contributed to the introduction of compulsory seat belt wearing legislation. The law became effective on 1st November, 1971.*

**Charges for hospital treatment of persons injured in road accidents.** The Regulations under the Motor Vehicles (Third Party Insurance) Act were amended as from 26th November, 1971 to increase the prescribed amounts payable by authorised insurers for treatment received at public or private hospitals by persons injured in road accidents. The increase was a result of an increase in hospital charges generally.

A further amendment on 30th June, 1972 applied these rates only to such treatment at private hospitals. This is because the amount payable by insurers for treatment at a public hospital is based on the actual cost of treatment at each such hospital — see previous reference to Motor Vehicles (Third Party Insurance) Amendment Act, 1972.

**Increase in fees.** Amendments were made with effect from 1st January, 1972, to increase the fees payable to the Department and prescribed in Regulations under the —  
Motor Traffic Act

Transport Act (Regulations for Public Vehicles)

State Transport (Co-ordination) Act

Motor Vehicles (Third Party Insurance) Act

Second-hand Motor Dealers Act

Tow-truck Act

Motor Vehicle Driving Instructors Act

**Penalties for certain parking offences.** The Motor Traffic Regulations were amended on 11th February, 1972 to increase the penalties for standing a motor vehicle abreast of another vehicle and for setting up an unauthorised stand (such as a fruit barrow) from \$6 and \$4 respectively, to \$15.

**Increases in taxi-cab charges.** The Regulations for Public Vehicles under the Transport Act were amended on 24th March, 1972 in respect of taxi-cabs in the Metropolitan, Newcastle and Wollongong areas to increase the mileage rate from 21 to 22 cents; the radio booking fee from 20 to 25 cents; and the charge for waiting time from \$2.60 to \$3.00 per hour.

**Speed limits for heavy lorries.** On the 12th May, 1972, the Regulations for Motor Traffic were amended to increase the speed limit for lorries weighing over three tons outside built-up areas from 40 m.p.h. to 50 m.p.h.

**Salary limit on appeals.** The Transport Act enables officers of the Department of Motor Transport and the Department of Government Transport passed over for promotion to appeal to an Appeal Board except where the salary for the position exceeds a prescribed limit.

A Regulation under the Transport Act made on 19th May, 1972 prescribed the limit as \$11,000.



## LEGAL PROCEEDINGS AND ENFORCEMENT

**Comment.** Details of the numbers of the various types of offences for which the Department instituted Court proceedings which resulted in convictions are given in Appendix 10. The totals generally, with some exceptions, are much the same as in the previous year.

**Road Maintenance (Contribution) Act.** The number of convictions under this Act show a substantial increase over those recorded in the previous year, accounted for by an increase of over 800 in convictions for failure to pay amounts of charges.

**Motor Traffic Regulations.** Convictions for offences under these Regulations are generally in line with the previous year. The offence of failure to carry or properly enter up authorised log books again showed an increase.

**Public Vehicles (Goods and Passengers).** The number of convictions under this heading show a decrease as compared with those recorded during the previous year.

**State Transport (Co-ordination) Act.** The number of convictions obtained under this Act continued at a high level.



# 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 must be paid and third party (bodily injury) insurance, as described in a later paragraph, must be effected.

**Drivers.** The Motor Traffic Act 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 are motor cycles.

## REGISTRATIONS AND LICENCES

**Statistics.** The following paragraphs set out the principal statistics as at 30th June, 1972 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, 1972 motor vehicle registrations had risen to a further record level of 2,208,216 — 108,385 (5.2%) more than the previous year.

**Brand-New Vehicles.** Registrations of brand-new vehicles in New South Wales totalled 229,623 this year as against 228,487 last year — an increase of 1,136 (0.5%).

**Drivers' Licences.** On 30th June, 1972, total driving licences — vehicle drivers and cycle riders — numbered 2,222,510 an increase of 67,271 (3.1%).

**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 \$25.00. 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 numerical black and white series as well as the three letter — three numerical yellow and black series. The scheme was further extended to provide for the issue of certain series (in both black and white and yellow and black) containing the letters "I" and "Q"; and also applications were accepted for number plates in the three letter—three numerical yellow and black series commencing with the letters "G" and "H" although the general issue of these series was not expected to commence until about August, 1972. Old style numerical plates are not issued.

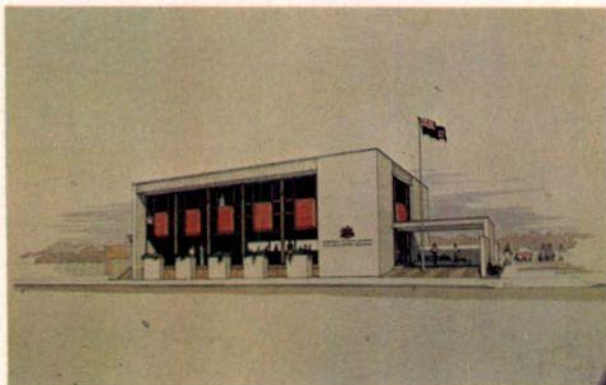
Conditions for the issue of plates are set out on specially printed application forms which emphasise that requests for particular number combinations cannot be met. The application forms are available, and may be lodged, at any Motor Registry. A stock of the black and white number plates is available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

The scheme has proved quite popular amongst motorists and there were 8,724 applications received during the report year. The revenue — \$218,100 — 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.



*At the close of the year under review plans were advanced for the construction of new Motor Registries at Fivedock and Narrabri. The buildings will be similar in appearance to these sketches.*



**Registry Operations, Number and Location.** At the majority of country Motor Registries the work is handled by Police in conjunction with their normal Police duties. However, at most larger country centres and in a number of suburbs of Sydney separate offices, manned by officers of this Department, have been established and these provide local facilities for completing a wider variety of transactions between motorists and the Department. The Registries conducted by the Department's own staff deal with at least 90% of all business transacted at Motor Registries. Details of revenue collections at them are given in Appendix 12.

**Changes this Year.** The number of Motor Registries staffed by the Department's own officers remained unchanged at 68. However, Motor Registries conducted by the Police decreased from 188 to 185 following the closures of the Motor Registries at Coopersnook, Nabitac and Wingham. The total number of all Motor Registries is 253.

The Department has conducted a publicity campaign since October, 1966 encouraging motorists to take greater advantage of the facilities available at Departmental Motor Registries. The success of the campaign is evidenced by the continuing rise in the volume of vehicle and licence renewals handled at Departmental Motor Registries. In the report year these items totalled 2,490,270 an increase of 254,563 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 opportunity 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	
	1971	1972	1971	1972
N.R.M.A. Building	91,118	90,894	\$2,493,358	\$2,824,648
G.I.O. Building (opened 15.6.71)	272	21,301	\$ 9,721	\$ 703,377

Another Renewals Payments Office is situated in the Roselands Regional Shopping centre and this provides a convenient service for motorists visiting the centre. Registration and licence renewals effected during the year totalled 43,888 and a total of \$1,388,321 was collected compared with 35,721 transactions and \$979,041 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.

**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 28 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, 1972 authorised insurers numbered 46 compared to 63 on 30th June, 1971. During the report year 18 organisations withdrew from insurance business in terms of the Motor Vehicles (Third Party Insurance) Act whilst one Company was accepted as an additional authorised insurer.

**Role of Government Insurance Office.** The Government Insurance Office of N.S.W. continued to conduct the great bulk of compulsory third party insurance (approximately 96.7% compared to 96% 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 \$62,155,832 a rise of \$2,420,418 on last year. Commission received in this connection and credited to the Road Transport and Traffic Fund totalled \$848,882.

**Premium Rate.** Regulations under the Act prescribe maximum premiums. The premiums have not increased since 1st July, 1968.



## TRAFFIC BREACHES

**Respective Functions 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 249,573 as against 194,491 for the previous year. In 158,779 of these cases liability for the offences had been satisfied by payment of the appropriate penalties under the "Infringement Notice" system. Convictions for the types of offences involving automatic disqualification from driving numbered 19,967 which is 4,303 more than in 1970-71.

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

## DISQUALIFICATION OF DRIVERS

**Power 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 21,494 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. 1,527 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 19,967 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 5,664 instances but in the remaining 14,303 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 221 drivers out of the 1,735 brought before them on such charges as compared with 265 drivers out of a total of 1,707 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 1,244 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 14,501 drivers were brought before the Courts on such charges.

There were also 3,268 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 of 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 40 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 109,520 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, offences prior to which 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 2 to 4 according to the nature of the offence, and where a driver accumulates a total of 9 points within a period of two years, consideration is given to licence disqualification.

Under the procedures previously described, the Commissioner suspended or cancelled 16,804 licences by comparison with 13,244 the previous year.

Further details 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 was transferred, in stages, from the Police Department to the Department of Motor Transport. During the year under review driver testing was also taken over from the Police Department at Nowra, Maitland and Cessnock. The number of Driver Testing Centres conducted by the Department is now 29 and the number of Driver Examiners, employed by the Department, is 82.



# 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 is designed to reduce or eliminate wasteful competition, including competition with State-owned train and bus services. Vehicles are licensed as goods vehicles, omnibuses, taxi-cabs, private hire cars, tourist vehicles and service vehicles. The conditions of licences reflect a general policy but also, particularly for passenger carrying vehicles, are varied to suit individual circumstances.

**Special Revenue Measures.** The principal Statute in this respect is the Road Maintenance (Contribution) Act, which imposes on heavy goods vehicles a ton-mileage 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 operations.

**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—**

Apart from the variation mentioned later in this Section of the report, established policies and practices in regard to the State Transport (Co-ordination) Act continued as 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 competitive journeys of more than 50 miles (or 200 competitive miles in the case of fresh fruit and/or fresh vegetables) are issued upon payment of the charges, where appropriate, for most classes of goods, but permits were not granted for the carriage of certain commodities for which special arrangements have been made by the Railways Department. Examples of these are beer from Sydney breweries and wool.



**The maximum rate of charge** is imposed for competitive journeys unless individual features of the case warrant some reduction or the loading was within the category mentioned in the next item. The current maximum charge is at the rate of 2.5 cents per competitive mile for each ton of the aggregate of the load capacity of the vehicle plus 50% of its tare weight.

**Exemptions and concessions** are granted for certain commodities principally on the basis of their unsuitability for transport by rail. Examples of these products are plaster sheets and terra-cotta or cement roofing tiles.

**Change in Policy.** It was reported last year that following a recommendation of the Transport Charges Advisory Committee, the Commissioner approved that charges at the rate of 2.5 cents per ton per mile be imposed on the carriage of asbestos cement pipes by road as from 1st October, 1971 but as a result of a further review, charges will not now be applied to this commodity. Arrangements necessary to implement a Government decision to allow exemption from charges on all journeys wholly within a defined country area of the State — except for basic bulk commodities such as grain, coal, cement, etc. — were completed to enable the new policy to take effect as from 1st July, 1972.

#### **Road Maintenance (Contribution) Act—**

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

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

**Co-ordination Act charges** on journeys by lorries subject to the Road Maintenance (Contribution) Act are reduced by the amount of road charges payable on the competitive portion of the journey.

**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 policy for encouraging suitable owners to convert to the special Arrangements provided in the Act for the furnishing of returns in a simplified manner on a monthly or quarterly basis was continued during the year under review. The number of owners who were submitting returns under these Arrangements decreased from 2,496 as at 30th June, 1971 to 2,457 as at 30th June, 1972 and the number of vehicles concerned decreased from 23,875 to 21,989. In addition, the number of vehicles covered by "quarterly" Arrangements — mainly primary producers' vehicles — decreased from 18,125 to 14,493.

These Arrangements whilst facilitating the task of administering the Act, provide relief for the many vehicle 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 2,098,231 vehicle sightings and these constituted the main basis for enforcement action.

Officers located in the Regional Districts have been responsible for closer 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 10.

**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) Numbers of Vehicles			
1970-1971	258,977	338,164	597,141
1971-1972	283,384	353,110	636,494
(2) Tonnages (Loads)			
1970-1971	*3,064,289	*2,684,893	*5,749,182
1971-1972	*3,313,578	*2,791,667	*6,105,245

\* Estimated tonnages based on an average 7 ton load on intrastate journeys and 14.5 ton load on interstate journeys.

#### RESULTS THIS YEAR—(1) State Transport (Co-ordination) Act.

The result for the year showed an increase in collections of 8.8% over the previous year although collections for that year were the highest for some years. Some factors contributing to this increase were:-

- The progressive growth in population and in industry generally.
- An increase in the establishment of industries in country areas.
- Decentralisation of the Department's activities through its Regional Branches which has facilitated the closer supervision of carriers.

**Taxable Journeys under Permit.** Table A ("Trips and Tonnages") below shows the tonnages and numbers of journeys in various categories of charges.

Table B ("Charges Collected") shows the increase in revenue collected when compared with the previous year which reflects the factors mentioned above.

Table A—Trips and Tonnages

Charges per ton mile	.83c	1.25c	1.66c	2.50c	Totals
Trips—					
1971-72	14,115	28,863	169	112,065	155,212
1970-71	13,133	25,948	246	103,765	143,092
Tonnages—					
1971-72	92,517	237,912	1,416	1,127,309	1,459,154
1970-71	85,072	217,125	1,846	1,030,662	1,334,705
13,121 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 11,835.					

Table B—Charges Collected

Year ended 30th June — Gross	Collections	Comparison with previous years
1972	\$5,401,069	up \$434,268
1971	\$4,966,801	up \$355,997
1970	\$4,610,804	up \$660,677
1969	\$3,950,127	up \$138,808
1968	\$3,811,319	up \$526,813

#### 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
1972	48,677	12,224,206	13,124	5,504,414	61,801	17,728,620
1971	55,791	11,778,555	13,504	5,126,419	69,295	16,904,974
Receipts month by month—as well as net receipts (after refunds)— appear in appendix 7						
The reduction in the number of liable vehicles on record flowed from a survey to eliminate those which were not currently operated on New South Wales roads and comprised mainly, primary producers' vehicles and vehicles registered in other States.						



**"Arrangement" cases.**

	No. in force	Vehicles covered	Charges paid
1972	2,457	21,989	7,670,505
1971	2,496	23,875	7,629,038

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (12,329 this year, 16,049 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 State Transport (Co-ordination) Act.

**Transport Districts Defined.** Each Transport District comprises the City concerned and its adjacent area. Specifically—

- **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 the 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 is \$8.00 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 \$38,338.07, the fees for the individual operators varying from \$890.00 to \$3.00. 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 prescribed in a following paragraph. Receipts from bus tax, details of which appear in Appendix 4 totalled \$542,391 compared with last year's figure of \$422,172.

**Contribution by Government Bus Services.** Although legally obliged to pay only service licence fees (and not the registration fee or motor vehicles tax) the Department of Government Transport, 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 totalled \$312,786.

**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. The increased amount was due to the increase in registration tax which applied as from 1st January, 1972.

**Services Operating.** A summary of statistics relating to services follows later in this section whilst more detailed particulars appear in Appendix 19.

**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. A service licence was issued for a bus service between Bardwell Park and Roselands which was formerly authorised by a permit.



The services operating from Lugarno to Roselands via Riverwood and Punchbowl Station to Bankstown were amalgamated and similarly the Parramatta Station to East Parramatta service was amalgamated with the Parramatta Station to Gladstone and Sorrell Streets, North Parramatta service to provide a more comprehensive service to the public.

**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 or on payment of Co-ordination Act charges. Such services in the Metropolitan Transport District total 4.

**Fares.** In October, 1971 approval was given for a general fare increase designed to offset an increase of about 15% in operational costs throughout the bus industry since the last private bus fare increase in 1970. The maximum increases allowed for adult single fares were —

- 2 cents on fares up to 13 cents;
- 3 cents on fares 14 cents to 20 cents;
- 4 cents on fares of 21 cents and over.

**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.



*Pictured is a Mechanical Inspector examining a bus. Passenger-carrying public vehicles in New South Wales are checked more frequently than private vehicles.*

**Special Journeys.** In some cases journeys for such purposes as sporting and social events were authorised by permits, and Co-ordination Act charges were imposed, or waived according to circumstances. The procedures regarding the issue of permits to authorise the use of buses for special hirings were reviewed to ensure uniformity and simplicity, as was the scale of charges for such journeys.

**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 19 but the following table presents some statistical highlights.



**SUMMARY OF BUS STATISTICS**  
(as at, or in the years ended June, 1971 and 1972)

<b>Buses in Service</b>				
	Metropolitan	Newcastle	Wollongong	Total
1972 .....	1,400	149	205	1,754
1971 .....	<u>1,327</u>	<u>146</u>	<u>206</u>	<u>1,679</u>
Variation .....	up 73	up 3	down 1	up 75
<b>Service Licences</b>				
1972 .....	203	24	25	252
1971 .....	<u>205</u>	<u>24</u>	<u>22</u>	<u>251</u>
Variation .....	down 2	No change	up 3	up 1
<b>Revenue Derived by Department</b>				
	\$	\$	\$	\$
1972 .....	511,439	64,620	37,670	613,729
1971 .....	<u>410,051</u>	<u>51,352</u>	<u>32,236</u>	<u>493,639</u>
Variation .....	up 101,388	up 13,268	up 5,434	up 120,090
<b>Bus Revenue Distributed for Roadworks</b>				
	\$	\$	\$	\$
1972 .....	442,133	57,771	33,450	533,354
1971 .....	<u>385,270</u>	<u>48,174</u>	<u>32,601</u>	<u>466,045</u>
Variation .....	up 56,863	up 9,597	up 849	up 67,309
For details see—				
Appendix 19 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. As from 1st January, 1972 "business car" rates of motor vehicles tax apply except where the vehicle used is a station waggon when "business lorry" rates are applicable.

**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.** There has been no change in the operation of taxi-cabs in any of the three Transport Districts during the year. Taxi-cabs in the Metropolitan Transport District are classified as:

- (i) Unrestricted; or
- (ii) City of Sydney—to operate from stands within the municipal boundary of the City of Sydney and at the Sydney (Kingsford-Smith) Airport; or
- (iii) 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. They are, in the main, unrestricted in operation but a small number are limited to the conveyance of passengers in connection with weddings, funerals and tours and the carriage of schoolchildren to and from schools.

#### 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 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.

**Alteration of Single Taxi-cab Ownership Policy.** During the year reviewed, the policy under which owners of taxi-cabs are not allowed to acquire additional taxi-cabs came under close examination and as a result it was decided that as from 1st July, 1972 an owner can acquire additional taxi-cabs up to a total of not more than three.

**New Licences in the Metropolitan Transport District.** Following a review and recommendation by the Taxi Advisory Council, approval was given for five private hire cars operating at Avalon to be converted to taxi-cabs. These are restricted to operate in that portion of District 16 North of Narrabeen Lakes and on completion of a hiring to a point outside that area must return by the shortest practicable route and when doing so may accept any hiring which does not contravene the abovementioned condition.

**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. Radio communication for taxi-cabs is provided by 14 two-way radio organisations in the Metropolitan Transport District, 1 in the Newcastle Transport District and 1 in the Wollongong Transport District.

During the report year one radio organisation ceased operations whilst a second organisation amalgamated with an existing network.

The development of radio operations in recent years is illustrated by the figures given in Appendix 20. The following summary of statistics gives the position as at 30th June, 1972 and other information also.

### SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1971–1972)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1971	1972	1971	1972	1971	1972
Taxi-cabs—						
Unrestricted .....	2,437	2,437	86	86	—	—
Restricted .....	1	1	36	36	116	116
City of Sydney .....	261	261	—	—	—	—
Districts .....	387	394	—	—	—	—
Sub-total .....	3,086	3,093	122	122	116	116
Private Hire Cars .....	248	230	14	14	9	9
TOTAL .....	3,334	3,323	136	136	125	125
Radio Controlled Vehicles (included in above)						
Taxi-cabs .....	2,915	2,947	122	122	115	115
Private Hire Cars .....	185	174	11	11	1	2
TOTAL .....	3,100	3,121	133	133	116	117



**Fares.** Private hire car fares are not controlled but taxi-cab fares in the Transport Districts are fixed by regulation. On 1st April, 1972 these taxi-cab fares were increased as follows (the previous fares are bracketed):-

Flagfall	— 20 cents	(20 cents)
Per Mile	— 22 cents	(21 cents)
By time	— \$3.00 per hour	(\$2.60)
<b>Booked hiring charge</b>	— 25 cents	(20 cents)

There was no change in charges for passengers' luggage in respect of which the first 56 lbs is free, thereafter there is a charge of 5 cents for each 56 lbs or part thereof up to a maximum total charge of 20 cents.

The rate for contract hirings for weddings or funerals remains unchanged at \$6.00 for the first hour and \$1.50 for each succeeding hour or part thereof. This rate is applicable to Metropolitan Transport District taxi-cabs only.

**Transfers.** Since April, 1969, transfers of the registrations and licences of taxi-cabs and private hire cars have been 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 6 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 Railway Department's regular lost property auction sales and the proceeds, which are small, are paid into the Road Transport and Traffic Fund.

#### TOURIST SERVICES

**Metropolitan Transport District.** There is a total of 66 tourist vehicles, including a number of suburban services, operating to carry passengers on tours described in the respective licences. There has been no change in the situation reported last year that no further suburban tourist vehicle licences would be issued unless conditions materially change.

Reductions in Co-ordination Act charges were continued as a concession to the tourist industry during the report year.

#### LONG DISTANCE PASSENGER TRANSPORT BY ROAD

Two long distance road transport services for the conveyance of passengers were commenced during the year reviewed. These operate between Sydney and Port Macquarie and between Sydney and Broken Hill and the arrangements provide respectively that passengers must not be:

- \* picked up or set down en route between Sydney and Port Macquarie
- \* picked up east of Narromine on journeys to Sydney or set down east of Narromine on journeys from Sydney.

In addition to the above, interstate coach operators have been authorised to pick up and set down passengers on certain journeys wholly within New South Wales where it has been established that existing transport facilities fall short of requirements. Examples of new passenger transport facilities now available are:

- \* In respect of the service between Melbourne and Brisbane which operates via Albury, Wagga, Temora, West Wyalong, Forbes, Peak Hill, Dubbo, Gilgandra, Coonabarabran, Gunnedah, Tamworth, Armidale, Glen Innes and Tenterfield, intrastate passengers may now be conveyed excepting on journeys within the area between Tenterfield and Tamworth, both places inclusive, and on journeys between Albury and Wagga Wagga, both places inclusive.
- \* In respect of the service between Adelaide and Sydney via Balranald, Hay, West Wyalong, Forbes, Eugowra, Orange, Bathurst, Lithgow and Katoomba, intrastate passengers may now be conveyed excepting on journeys solely within the areas between Forbes and Sydney, both places inclusive, or solely from Hay to Sydney or vice versa, or solely from West Wyalong to Sydney or vice versa.



## PASSENGER SERVICES—COUNTRY AREAS

### CO-OPERATION WITH COUNCILS

As well as being registered and licensed by this Department, most public passenger vehicles outside the Transport Districts are licensed by Local Councils. A policy of close collaboration with Councils concerning current services or the need for additional licences has been followed for many years 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, 1972, 1,543 regular passenger carrying services were operating in country districts. 2,098 buses and 311 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 have been authorised subject to restrictive conditions or payment of Co-ordination Act charges.

**Fares.** Increases were authorised for a number of services. The circumstances were considered jointly by the Department and the local Councils, together with the Department of Education where the travel subsidy for school children was involved.

**Special Journeys.** In a number of cases journeys for such purposes as sporting and social events were authorised by permits and Co-ordination Act charges were imposed, reduced or waived according to circumstances.

### TAXI-CABS AND PRIVATE HIRE CARS

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

Vehicles in Service (on 30th June)—

	1971	1972
Taxi-cabs . . . . .	979	898
Private Hire Cars . . . . .	122	111

**Ballots for New Licences.** The balloting system has been retained as being 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 Councils concerned, balloting is carried out by the Councils after they have invited applications.

**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 20.

### TOURIST VEHICLES

**Services Operating.** Tourist services operating from specified tourist resorts for the carriage of passengers on tours described in the licences total 40.

As was the case in previous years, reductions in Co-ordination Act charges as a concession to the tourist industry were continued during the report year.

## 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 under Commonwealth law from the Department of Civil Aviation.

**Commuter Services.** The now well established practice of using smaller aircraft to provide regular air services, referred to as "Commuter Air Services", for residents of areas having suitable airport facilities but not served by the larger intrastate airline operators continued to expand during the year.



Generally, the services provide direct air links between one country centre and another (often also connecting with a service to Sydney) or between a country centre and Sydney on routes which, for economical or operational reasons are not serviced by either of the large intrastate operators (East West Airlines Ltd. or Airlines of New South Wales).

The following three new commuter services were operating (or had been authorised and were due to commence) at the close of the report year —

Tumut	—	Sydney	(operating)
Gunnedah	—	Sydney	(operating)
Condobolin	—	West Wyalong — Sydney	(expected to commence following withdrawal of existing service on 30th June, 1972)

Licences in issue at 30th June, 1972 authorised commuter services connecting:-

- Sydney — Williamtown
- Sydney — Scone
- Sydney — Cootamundra
- Sydney — Nowra
- Sydney — Moruya
- Sydney — Belmont
- Sydney — Young
- Wagga Wagga — Deniliquin
- Sydney — Gunnedah
- Sydney — West Wyalong
- Sydney — Condobolin
- Lismore — Grafton

## MISCELLANEOUS

**Ferries.** Privately operated, that is non-Government, passenger ferries operating in the Port of Sydney are required to be licensed under the State Transport (Co-ordination) Act. On 30th June, 1972 they numbered 24. This represents a decrease of four since last year. During the year approval was given for the introduction of a ferry service from Chiswick Point and Henley to Circular Quay. However, the service had not commenced operating when the report year closed.



# Traffic Safety Activities

## — Drivers, Vehicles and Traffic Facilities

### GENERAL

**Basic Policy.** Outside the field of revenue collections for roadworks and other purposes and the regulation of commercial transport services, most Department 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 studies into the causes of traffic accidents are 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, and recruitment of most of the key personnel required and the provision of test equipment for the laboratory has now been completed.

**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, a member of the Police Force on secondment, and auxiliary data collection staff.

The Clerical Services Section is responsible for processing and coding, for subsequent computer analysis, the reports of accidents submitted by investigating police officers, and publishing and distributing statistical data. It administers a comprehensive research library which receives a great deal of literature from all over the world. Finally, the Traffic Safety Education Section, 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 Commonwealth Department of Shipping and 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, a wheel tester, and an impact tester for crash helmet research. A wide variety of test equipment, much of it directed to development of standards for child-restraint systems and to evaluate component parts of seat belts, has been made to the Unit's design. Adult and child reaction assessment equipment is also available to Unit researchers. Associated with the crash simulator and other testing equipment are high-speed movie cameras and a comprehensive instrumentation system centred on a computer. The computer is also used for processing of 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"

Work on which further Research Reports will be based had been completed by the end of the 12 months covered by this report and texts are being prepared for publication.



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.



*Pictured are sequences from high speed movie cameras mounted on the crash simulator to record the effects of crash conditions. Here, two child restraint devices, one of an unsatisfactory design allows the child dummy to impact against the interior of the car body shell, the other restrains the child dummy satisfactorily.*

Following the evaluation and testing by the Unit on behalf of the Standards Association of Australia of child restraint systems, six types of child car seats and two child harnesses have received Standards Association approval and are now on the market. By the 30th June, 1972 half of these had also been evaluated on the Unit's crash simulator and found satisfactory. The balance are in the process of similar evaluation. Development of bassinet restraints is under way.

By a computer analysis of the Department's complete driver and rider licence records, the Unit produced detailed tables of the distribution, by age and sex, of all holders of licences in New South Wales as at December, 1971. This information was previously available only from the sampling of 10% of the records.

The interviewing of some 1,200 people in a survey of community drinking/driving practices has been completed and the large volume of information obtained is being tabulated and cross-analysed by computer.

Research findings of the Unit provided a basis for the introduction on 1st August, 1971, of compulsory wearing of motor cycle safety helmets, and on 1st October, 1971, the compulsory wearing of seat belts. Both the helmet and seat belt laws were followed by favourable trends in the traffic accident statistics which are commented on later.

## ROAD TRAFFIC ACCIDENT STATISTICS

The official New South Wales road accident statistics are compiled by the Traffic Accident Research Unit of this Department 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 countermeasures. 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 these areas.

Further development work is in hand for the accident statistics data system to improve access to the data and upgrade the general quality of the information recorded. To supplement the information available on the Police traffic accident report form a limited programme of early retrospective investigations of fatal crashes is also being undertaken by the Unit. In this project a small expert team of investigators, which includes a Police officer seconded to the Unit, gathers comprehensive in-depth information about each crash investigated for detailed analysis by the research staff. At this stage these studies are directed towards evaluating the performance of occupant restraints, although the detailed data gathered have much wider application.

**Main points this year.** In the year ended 30th June, 1972 there were 107,471 road traffic crashes reported to Police. Resulting from these crashes 1,137 persons were killed and 37,247 persons injured.

#### **Comparison with last year**

Deaths — 127 less than last year — a decrease of 10.0%

Persons injured — 2,842 more than last year — an increase of 8.3%

Crashes reported — 14,613 more than last year — an increase of 15.7%

The drop in the number of deaths by 127 (10%) is unprecedented and shows the influence primarily of the compulsory seat belt law introduced in November. The total figures for persons injured and crashes reported show increases over last year's figures, however, true comparisons present some difficulty because these figures depend heavily on the level of reporting of crashes to the Police. For instance, whereas all fatal and very serious injury producing crashes are reported, not all of the crashes producing minor injuries are reported and only a small proportion (probably less than one third) of non-casualty crashes are reported to Police, even though the property damage for many is in excess of \$50.

Another important countermeasure introduced during the year was the law requiring compulsory wearing of crash helmets for motor cyclists. Although the number of motorcyclists deaths in fact showed a slight increase of four deaths over last year, the results of this countermeasure need to be assessed in the light of the massive upsurge in motorcycle usage. On the basis of the 20.7% increase in the motorcycle population, an increase of 21 deaths could have been expected.

Pedestrian deaths for the year reached the lowest point for eighteen years. A significant reduction in pedestrian fatalities was recorded during the period of daylight saving.

While the total figures above give the absolute measure of the problem and the changes from last year, a more appropriate way of considering the problem is in some way to take account of increase in exposure and growth in potential for crashes resulting from the increase in the number of vehicles on the road and the increased mileage and activity of these vehicles. A simple and informative method of allowing for increased exposure is to consider the crash, injury and death rate per 10,000 vehicles registered. While the reported crash rate and injury rate has increased, the death rate has shown an appreciable reduction. It should be noted that both the injury and death rates have shown a steady downward trend over the past ten years or so which is no doubt due to the implementation of counter-measures introduced during this period.

Based on the average number of vehicles registered in New South Wales the rates per 10,000 vehicles for reported crashes, for persons injured and for persons killed were:

Reported crashes 573 as against 526 last year

Persons injured 199 as against 195 last year

Persons killed 6.1 as against 7.2 last year



It is important to note that if the present trend in the death rate per 10,000 vehicles registered is maintained, New South Wales will achieve a rate close to the lowest in the world by the end of 1972.

Other salient features were:

More people were killed and injured in crashes which occurred between Friday evening and Monday morning than for the remainder of the week.

About half of the number of deaths and injuries occurred between 4 p.m. and midnight.

Collisions between vehicles accounted for 79% of the crashes reported. These crashes resulted in 45% of the total number of deaths and 62% of the total number of persons injured. Single vehicle crashes where the vehicle involved overturned, left the roadway or collided with a fixed object resulted in 33% of the total number of deaths.

Although less than 5% of the accidents reported involved pedestrians these accidents resulted in 21% of the total deaths and 12% of the total number of persons injured. However, pedestrian fatalities have maintained a steady downward trend to be the lowest for eighteen years.

Of the 1,137 fatalities 422 (37%) were drivers and 352 (31%) were passengers. Nearly 35% of the driver and passenger deaths were from the 17 to 24 age group although drivers in this age group hold only 20% of licences on issue.

Over 81% of the Statewide total reported accidents occurred in the cities and towns. These accidents resulted in 54% of the total fatalities and 74% of the total number of persons injured in the State.

## MECHANICAL ENGINEERING

### GENERAL VEHICLE FITNESS POLICY

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

These policies are implemented 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 basis of aggregate weight reassessment for motor lorries when modified by the addition of axles was limited to cases where, either the engineering approval of the original vehicle manufacturer, or that of a Consulting Engineer recognised by the Department for the purpose, was certified to at the increased ratings concerned. This measure has considerably improved the standard of new, and newly converted, vehicles of this type being registered.

### 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. Statistics of inspections made this year appear in Appendix 23.

### 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 to the motor trade. This year this authority embraced 474 distributors, an increase of 26 over last year.

Arrangements are being made to increase the level of Departmental supervision in this area.

**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 staff 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.

**Authorised Inspection Station Scheme Lectures and Film.** During the year a colour film which describes the Authorised Inspection Station Scheme was shown to proprietors and staff of Authorised Inspection Stations at a number of meetings of Trade Associations. On these occasions a technical representative of the Department lectured on the Scheme. This has assisted greatly in familiarising Station proprietors and authorised examiners with the requirements and conditions of the Scheme.

**Statistics.** On the 30th June, 1972 3,934 Authorised Inspection Stations employing 7,799 examiners were participants in the Scheme, compared with 4,087 and 7,629 respectively, twelve months previously.

**Fees.** Fees for inspections, as fixed by the Department, remain unchanged at 75c. for a cycle, \$1.00 for a trailer and \$1.50 for any other type of vehicle.

**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. 23 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 143 Authorised Inspection Stations and 178 examiners were disqualified during the year either indefinitely or for periods up to two years. In 176 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 earlier in this Report under the heading "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 8,030 second hand motor dealers' licences in issue, and during the year 9,498 vehicles from those offered for sale in used car yards were inspected. 3,150 vehicles (or 33.16%) were found to be in a satisfactory condition and the balance were defective. In 2,470 instances repairs were effected on the spot and in 2,447 cases "Defect" Notices were issued, 2,110 for major defects and 337 for minor defects. The number plates in respect of 1,431 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 1971/72 as compared with the two previous years is shown hereunder:—

Notices for		1969/70	1970/71	1971/72
(i)	Serious defects	28,990	28,414	28,497
(ii)	Other defects	12,835	12,643	13,090
TOTAL		41,825	41,057	41,587

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.

## THE DEPARTMENT'S TRAFFIC ENGINEERING ROLE

### MEASURES TO ASSIST MOVEMENT OF TRAFFIC

**General.** In the traffic engineering field the Department's main responsibility is to provide traffic signals and other traffic facilities such as marked footcrossings, roadmarkings and a variety of traffic signs to reduce traffic conflict, minimise risk to pedestrians and motorists, and to assist the safe and orderly movement of pedestrians and vehicles. The Department does not construct roads or bridges or provide signs relating to the physical features of them such as "curve" signs, but actively collaborates with other State and local government authorities concerning major traffic re-organisation proposals, traffic management schemes and the design and channelisation of intersections.

### TRAFFIC SIGNALS

**This Year's Work.** During the year, the Department continued to provide traffic signals (the installation being carried out both by contractors and its own staff) and a wide range of other traffic facilities. By the 30th June, 1972, 57 new sets of traffic signals had been commissioned. Mainly, these were provided at individual locations but included co-ordinated signalling systems along Oxford and Crown Streets, Surry Hills, and Victoria Road, Rozelle. A list of the localities involved is given in Appendix 22. In addition, 77 sets of traffic signals were modernised, 42 involving major alterations, to meet changes in the traffic pattern. Progress continued to be made in the provision of traffic signals outside the Metropolitan area, with eight installations being commissioned.

Forward planning for further traffic installations was continued and during the year contracts worth \$416,666 were let for —

- (i) the provision of an additional 34 sets of signals;
- (ii) the modernisation of eight sets of signals.

### INNER CITY OF SYDNEY

Improvements to the inner city co-ordinated traffic signalling system, which now comprises 109 signals, have continued particularly in the application of computer techniques to traffic control systems of both area and arterial types. As forecast in last year's Annual Report, the pilot computer system controlling seven intersections along Oxford and Crown Streets has enabled computer programmes to be developed and the effectiveness of automatic traffic adjustment operation evaluated. Emerging from this application of computer technology delay optimising features have been proven successful, with a reduction of about 30% in delays to pedestrians and vehicles in Oxford Street being achieved.

**Future Developments.** With the success of the pilot computer system a design which will enable the inner city co-ordinated signalling system to be converted to computer control has been finalised and computer equipment capable of controlling 40 intersections will be in operation by September, 1972 and will increase to approximately 100 intersections within the following six months.

The increasing need to provide small arterial systems generally on main roads which pass through suburban shopping centres has resulted in the development of a compact master controller suitable for the control of up to five signal installations. The first of these systems was installed at Five Dock.



## CO-ORDINATED SIGNALS FOR ARTERIAL ROADWAYS

Co-ordinated traffic signalling systems in —

- (i) East Sydney, along Oxford Street between College Street and Taylor Square, and Crown Street between Campbell and Liverpool Streets, consisting of five new and two reconstructed sets of traffic signals; and
- (ii) Rozelle, along Victoria Road between Commercial Road and Moody Street, consisting of five new and three reconstructed sets of traffic signals.

were commissioned in July, 1971, and have provided appreciable improvement during peak traffic periods.

### Proposed Systems 1972/73

Major progress has been made in the installation of co-ordinated traffic signalling systems in —

- (i) Caringbah, at the intersections of the Kingsway with President Avenue and Port Hacking Road South, and
- (ii) Redfern, along Cleveland Street between City Road and South Dowling Street, consisting of seven new and seven reconstructed sets of signals,

commissioning of the former being envisaged in July, 1972 and the latter, progressively from August to October, 1972.

Additionally, systems are to be installed in —

- (iii) Newtown along King Street between Carillon Avenue and May Street, consisting of eleven new and six reconstructed sets of signals;
- (iv) Rockdale, along Princes Highway between Bryant and Bay Streets, consisting of two new and two reconstructed sets of signals;
- (v) St. Leonards, along Pacific Highway between Reserve and Rocklands Roads, consisting of six new and four reconstructed sets of signals;
- (vi) Double Bay, along New South Head Road between Manning and Bellevue Roads, consisting of one new and two reconstructed sets of signals;
- (vii) Hornsby, along Pacific Highway and George Street between Edgeworth David Avenue and Florence Street, consisting of two new and one reconstructed set of signals; and
- (viii) Parramatta, along Church Street between Parramatta Road and Great Western Highway, consisting of two new and two reconstructed sets of signals.

## OTHER TRAFFIC SIGNAL WORK



*Traffic signals on the Pacific Highway near Swansea stop traffic before the bridge opens to allow craft to enter Lake Macquarie.*



**Bridge Signals.** A special set of traffic signals was installed on the Pacific Highway on the opening bridge over the entrance to Lake Macquarie at Swansea. Conventional traffic signal indications are supplemented by advance warning flashing amber signals and warning bells together with illuminated signs displaying the words "Bridge Opening" in white letters six inches high and flashing the word "Stop" in red letters nineteen inches high. Similar installations are proposed on the opening bridges over the Clarence River at Harwood; the Richmond River at Wardell; and the Hunter River at Hexham.

**Aid for Blind Pedestrians.** A vibrating type indicator has been incorporated in conventional pedestrian push buttons and the display of the "Walk" signal energises the vibrator which is readily perceptible to the touch of blind pedestrians.

Indicators of this type have been installed at the intersection of Burwood Road and Railway Parade, Burwood (which is adjacent to the premises of the Royal Blind Society) and their effectiveness is being evaluated.

**Height Gauge for Lorry Checking Stations.** An experimental height gauge comprising a modulated light beam positioned to detect objects exceeding 14'3" in height has been installed at the Berowra Lorry Checking (Northbound) Station. Depending on the incidence of vehicles whose loads exceed the legal height limit, similar equipment may be installed at other Lorry Checking Stations.

**Allocation of Work.** The Department's resources were used to install 17 of the 57 sets of signals commissioned during the year, the other 40 installations being effected by contractors to the Department's designs and specifications. The Department's staff also carried out 35 of the 42 major reconstructions of existing signal installations, the balance being by contract. In addition, smaller modifications, principally providing for improved detection, signal display or general operation were made by Departmental staff at 35 sites.

The number of traffic signals in service at 30th June, 1972 was 870 (three sets of pedestrian actuated traffic signals were removed when signals were installed at adjacent intersections).

#### CLEARWAY RESTRICTIONS

During the year, "Clearway" restrictions were applied to seven additional lengths of roadways in the Metropolitan Area, these being —

- (i) Flinders Street and Anzac Parade between Taylor Square, Darlinghurst and Kingsford Junction (8th November, 1971);
- (ii) Regent Street and Botany Road between Cleveland Street, Redfern and Mill Pond Road Mascot (8th November, 1971);
- (iii) Manly Road, Sydney Road and Condamine Street between Spit Bridge and Kentwell Road, North Manly (6th December, 1971);
- (iv) Crown Street between Cleveland Street, Redfern and Sir John Young Crescent (west side), Woolloomooloo, and between Reservoir Street, Surry Hills and Oxford Street (east side), Woolloomooloo (20th March, 1972);
- (v) King Georges Road between Princes Highway and Punchbowl Road, Wiley Park (24th April, 1972);
- (vi) Warringah Road, Babbage Road, Eastern Valley Way, Sailors Bay Road, Strathallen Avenue and Miller Street between Forest Way, Frenchs Forest and Amherst Street, Cammeray (22nd May, 1972); and
- (vii) Concord Road, Church and Devlin Streets between Sydney Road Concord Road and Blaxland Road, Ryde (26th June, 1972).

The signposting of these roadways involved the erection of 1,736 "Clearway" signs and 1,001 new parking signs necessitated by alteration to operative hours of parking restrictions.

#### SPEED LIMITS

In built-up areas, which are designated by street lighting, the general speed limit of 35 m.p.h., whether signposted or not, applies. Outside built-up areas, a prima facie speed limit of 50 m.p.h. is applicable. These speed limits may be varied by direction of the Minister for Transport who is so empowered by the Motor Traffic Act.

During the year, such directions imposed a 35 m.p.h. speed limit on 18 lengths of roadway totalling 27.05 miles, whilst speed limits ranging from 45 to 60 m.p.h. were applied to 49 lengths of roadway totalling 120.85 miles.

#### FLASHING PEDESTRIAN CROSSING SYMBOL SIGNS

Signs erected during the year totalled 25, and the installation of traffic signals resulted in 26 signs being removed. Of the 443 signs in service at 30th June, 1972, 129 are located outside the Metropolitan area.



A comprehensive study is currently being made into methods of providing advance indicators for marked footcrossings and no further programmes of overhead symbol signs are being implemented.

#### REGULATION OF PARKING

The Department annually supplies a large number of signs to designate restrictions on the use of kerbspace decided upon by the Commissioner of Police and the ten Parking Advisory Committees. The great majority of these signs are produced by the Department in its Traffic Facilities Workshop in Rosebery, the remainder being manufactured under contract to the Department's specifications.

#### OTHER FACILITIES PROVIDED

14,213 separate facilities, including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs were provided. The Department now maintains about 191,200 separate traffic facilities of this nature in addition to traffic signals.

#### COST

Total expenditure on traffic facilities during the year was \$3,439,462. Installation, maintenance and operation of traffic signals cost \$2,301,906, the balance of \$1,137,556 being spent on the provision and maintenance of other types of facilities.



# 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 is to eliminate undesirable practices 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 also empowered by the Act to refuse or cancel them. Licences and 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 his character.

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. Tow-truck operators are required to keep records of towing operations and to produce them, on demand, to an authorised person.

On the 30th June, 1972, 1,377 licences and 3,241 certificates were in issue as against 1,293 and 3,115, respectively, on the 30th June, 1971. During the year one application for a licence and 68 for certificates were refused by the Commissioner and one certificate was cancelled on the grounds that the persons concerned were not of good character or fit and proper to hold a licence or certificate. Of these 17 applicants for certificates appealed to the Court; 11 appeals were upheld and two were unheard at the close of the year under review.

**Licensing of Motor Vehicle Driving Instructors.** The Motor Vehicle Driving Instructors Act requires professional Instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual footbrake and clutch pedals (if applicable). On the 30th June, 1972, 1,649 licences were in issue as against 1,562 on the 30th June, 1971. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 25 applicants were refused licences on the grounds that the persons concerned were not of good character or fit and proper to hold a licence. Three of these applicants appealed to the Court; two appeals were upheld and one was dismissed. During the year three licences were cancelled on similar grounds and one appeal against cancellation was upheld.



**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 the 30th June, 1972, 8,030 licences were in issue as against 7,520 on the 30th June, 1971. During the 12 month period 620 were allowed to lapse and 1,133 new licences were issued. Also during this period 22 applications were refused by the Commissioner and three licences were cancelled on the grounds that the persons concerned were not of good character or fit and proper to hold a licence. Two applicants successfully appealed to the Court against the Commissioner's refusal to issue licences.

**Log Books for Drivers of Heavy Vehicles.** With the object of restricting hours of driving to safe limits, Regulations under the Motor Traffic Act require 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. Since 1st May, 1967, log books have been obtainable only by the drivers personally from this Department or the corresponding authorities in another State or Territory. This year, 24,629 books were issued by this Department, 20,013 going to drivers who were residents of New South Wales and 4,616 to drivers from other states. A nominal charge of 60 cents per book is made to cover production costs.

## LAND AND BUILDINGS

### POLICY

The Department continued its programme of replacing inadequate Motor Registry premises with modern offices and of establishing new offices in other centres so that full Departmental registry facilities can be provided to replace services available at Police Registries.

Construction was commenced on five new buildings and major alterations and additions were undertaken at three other existing Motor Registries. Two of the lattermentioned projects are now complete. The new and reconstructed air conditioned offices are of high standard and are specially designed to provide ample space and favourable working conditions for staff. Space for off-street parking has been provided in the Registry yards and attention has been given to decorative lawns and gardens to enhance the appearance of the premises. At the end of the year negotiations for an additional five Registry sites were proceeding and action to acquire additional land at an existing site was in hand.

### ACQUISITION OF PROPERTIES

The purchase of a site for the proposed Inverell Motor Registry in Campbell Street, Inverell has been finalised. Additional land adjacent to the Penrith Motor Registry site has been acquitted by resumption to enable extensions to the yard area. Negotiations are in hand for the acquisition of new Registry sites in Toronto, Wellington, Mount Druitt, Kiama, Kogarah (additional to existing holding), and action in respect of land acquisition in Miller Street, North Sydney is nearing finality.



*The reconstructed Manly Motor Registry now provides customers and staff with adequate space.*



## BUILDING ACTIVITIES

**Head Office.** A number of major and minor alterations have been made in the Department's Head Office Building complex to provide more efficient service to the general public, and accommodation to suit new staff arrangements. The installation of air conditioning within the Northern Office Block was undertaken and proceeded to a stage of virtual completion. Additional work to provide the specialised accommodation and facilities essential for the Department's Traffic Accident Research Unit was completed during the year. Further work has been carried out, and is still proceeding, to provide quicker service and additional seating for patrons in the Staff Cateria.

Major alterations to the Department's Medical Section are proceeding to provide improved surroundings for existing Medical personnel and to cater for the appointment of an additional Doctor with his associated facilities. Work was commenced, and is still proceeding, on the construction of special facilities to provide a suitable environment for the Department's new On-Line Computer System.

**Elsewhere.** Work has commenced on the construction of the new Metropolitan Regional Office, presently accommodated on the first floor of the Fairfield Motor Registry building, at Chullora which will embody Chullora Motor Registry. Construction was also commenced to provide new District Offices at Five Dock and Moree (each of which incorporates Motor Registry facilities) and new Motor Registry premises at Narrabri and Inverell.



*Moree and Inverell Motor Registries, an architect's impression of the completed buildings.*

Major reconstruction work was completed at Manly and Waitara Motor Registries during the report year. Reconstruction work at Penrith Motor Registry is proceeding.

**Lorry Checking Bays.** The construction of Motor Lorry Checking Bays at Singleton and Daroobalgie (Forbes) was completed during the year.

**Proposed Activities.** Consideration is being given to extending Gosford Motor Registry and to the development of a District Office at Deniliquin and to the construction of new Motor Registries at Tumut and Wellington.

## EQUIPMENT

**Electronic Data Processing Equipment.** Electronic data processing equipment is used to print more than 4 million licence and registration renewal notices for despatch to motorists each year, and to record a corresponding number of renewal payments. The equipment is also used to perform a variety of accounting and statistical tasks.



Although faster and more modern equipment has been progressively installed in endeavours to keep pace with continued increases in licences and registrations, it has become increasingly difficult to efficiently meet expanding requirements. However, after extensive studies, both in Australia and overseas, the feasibility was finally established of converting the present punched-card based system to a modern fully-computerised system providing for the whole of the registration and licence records to be stored in continuously up-dated form on magnetic disc devices within the computer system itself, and to be continually accessible via Display Screen and/or Printer enquiry terminals located in all appropriate areas of the Head Office complex and the busier Motor Registries.

A contract was accordingly negotiated towards the close of the last Report Year for the supply of such a computer system (I.B.M. System 370/145), and delivery of the first phase of the new equipment is expected during August, 1972.

In the meantime, preparation of a site to house the new equipment was completed during the year and substantial progress was made with the detailed design of the new system and with the writing and testing of the necessary computer programmes.

It is anticipated that a commencement will be made on the actual conversion of the vehicle records (which will involve also the parallel maintenance of existing punched-card processes) about November, 1972 and that full conversion of both vehicle and licence records will be effected within a period of approximately twelve months. It is planned then to commence the task of similarly converting the manually-kept traffic conviction records.

As individual records are progressively converted to the new system they will require to be fully up-dated daily in respect of an ultimate volume of upwards of 30,000 record changes per day. To facilitate this task, the Department acquired late in the Report Year a "G.C.S. 2100" Data Collection System comprising a mini-computer, temporary magnetic disk storage, magnetic tape drive and an initial 16 visual display entry terminals (the number of which will be progressively increased as the conversion project proceeds).

**Mail Handling.** During the year approximately seven 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.

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, prior to publication of the results in the press.

**Printing Plant.** Only specialised types of stationery (such as that used in conjunction with electronic data processing equipment) needs to be obtained from outside the Department. The Department's own printing plant produces large quantities of the wide variety of stationery items used in day to day activities. During the year the plant also produced public information leaflets, Departmental instruction manuals and reports together with a substantial range of stationery for the Police Traffic Branch.

## STAFF

**Employment.** During the year the Department recruited adequate junior male clerical staff, but experienced some difficulties in recruiting permanent female staff. However, as in past years the Department was able to offset the deficiency by employing female adult Office Assistants on a part-time basis. At present 82 females are employed part-time at the Department's Head Office. 35 typists are also employed part-time at Motor Registries to augment the staff during the busy lunch-hour period.

As in previous years Departmental Career Counsellors visited Secondary Schools where they participated in career advisory sessions for pupils and distributed "Career" brochures.

The Department continued to recruit professional and semi-professional staff for duties within 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:-

- Participation by senior officers in the Administrative Staff Courses at the University of New South Wales.
- Sponsorship of a Departmental officer 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.
- Participation by Training Officers in courses dealing with "on the job" instructional methods.
- Training in shorthand and typing of selected female officers. The training is usually supplementary to night study at evening colleges.
- Detailed training by officers of the Staff Training Section of 961 officers to meet the demands of particular jobs.
- Instruction 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 control systems, the Department is sponsoring the academic training of a number of trainee engineers and the technical training of apprentices in the electrical and painting trades.
- A comprehensive programme of training for Systems Programmers, Programmers, Computer Operators and Machine Operators (Punch & Verifier), designed to equip them with the new skills necessary for "On Line" operation of a 370 Model 145 Computer and associated equipment being installed in the Department at the close of the report year.

#### PERSONNEL

**Number of Employees.** On 30th June, 1972, 3,010 persons were in the employ of the Department, 141 more than a year previously. Details are given in Appendix 24.

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

Mr. C.J. O'Dea was appointed Regional Superintendent, Southern Regional Branch, on 6th December, 1971.

Mr. J.E. Beckett was appointed Assistant Secretary on 21st February, 1972.

Mr. G.J. Sneddon was appointed Regional Superintendent, Western Regional Branch, on 27th March, 1972.

Mr. R.A. Noonan was appointed Personal Assistant to the Commissioner on 27th March, 1972.

Mr. J.P. Reid was appointed Metropolitan Regional Superintendent, on 10th April, 1972.

Mr. N.T. Hookey was appointed Regional Superintendent, Hunter Regional Branch on 10th April, 1972.

Mr. P.N. Caines was appointed Superintendent, Road Charges Branch on 10th April, 1972.

**First Aid Corps.** During the year classes in First Aid Instruction were conducted at Rosebery, Wollongong, Burwood, Parramatta, Newcastle, Marulan and Artarmon. (The latter two localities being new branches established during the year.) A record number of 172 candidates qualified for First Aid Certificates subsequent to the examination held in June, 1972.

A First Aid Competition is held every year among the various branches of the Corps and arouses keen interest.

**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 2,876.



# Appendices

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## APPENDIX 1

**SUMMARY OF COLLECTIONS**  
**From 1st July, 1971 to 30th June, 1972**

Previous Year		Year ended 30th June, 1972
\$	Motor Vehicle Taxation (net) on—	\$
40,697,307	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds) .....	56,830,742
600,367	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) .....	761,609
41,297,674	Total net collections of motor vehicles taxation .....	57,592,351
16,841,326	Ton-mileage Charges (net) on— Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds) .....	17,686,958
18,280,410	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund) .....	24,924,930
59,735,414	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942. ....	62,155,832
353,152	Road Transport and Traffic Fund Advance Payments Account—Pro- portion of Fees for three year driver and rider licences. ....	1,098,463
4,980,715	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund) .....	5,398,148
158,575	Traffic Accident Research Account—Receipts for issue of specially made number plates. ....	218,100
71,467	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). ....	71,338
5,638,429	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). ....	6,087,009
147,357,162	Total Fees, Tax, etc. ....	175,233,129
483,348	Sundry Contributions by Other Governmental Bodies .....	698,927
2,366,688	Balances on Funds brought forward .....	2,424,726
150,207,198	Total .....	178,356,782



## APPENDIX 2

**SUMMARY OF DISBURSEMENTS**  
**From 1st July, 1971 to 30th June, 1972**

Previous Year		Year ended 30th June, 1972
\$		\$
8,393,813	Costs of Administration—Department of Motor Transport—	10,057,488
777,124	Salaries and Wages .....	732,186
250,000	Purchase of Assets .....	95,711
2,988,354	Road Safety Council .....	3,399,364
	Other Goods and Services .....	
12,409,291		14,284,749
8,644,541	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic .....	13,422,404
—	Payment towards the cost of Ambulance Services .....	350,000
	Provision of Traffic Facilities—	
2,437,033	Traffic Control Signals .....	2,301,906
978,091	Signs, Roadmarkings, etc. ....	1,137,556
3,415,124		3,439,462
	Payments to State Transport Undertakings—	
2,000,000	Railways .....	3,000,000
1,395	Omnibuses .....	1,268
2,001,395		3,001,268
	Payments to Roads Authorities—	
55,519,339	Department of Main Roads (Main Roads) .....	72,364,871
500,103	Councils, Shires etc. (Omnibuses Routes) .....	567,715
56,019,442		72,932,586
	Collections received for and transmitted to—	
59,735,414	Government Insurance Office .....	62,155,832
4,980,715	Stamp Duties Office .....	5,398,148
64,716,129		67,553,980
	Road Transport and Traffic Fund Advance Payments Account 1971–72	
573,810	Transferred to Road Transport and Traffic Fund .....	360,393
2,740	Refunds .....	1,811
576,550		362,204
147,782,472	Total Disbursement .....	175,346,653
2,424,726	Balances Carried Forward .....	3,010,129
150,207,198	Total .....	178,356,782



**ROAD TRANSPORT AND TRAFFIC FUND**  
Statement of Receipts and Payments for the year ended 30th June, 1972

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, 1972, is a correct record of transactions as shown by such accounts.

L.T. WILLIAMS,  
Chief Accountant.  
22nd August, 1972



# APPENDIX 4

## PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1972

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1972	Previous Year		Year ended 30th June, 1972
\$		\$	\$		\$
695,612	1st July—Balance brought forward .....	282,701	353,952	Distribution to Municipalities, Shires and other Authorities—	
	Motor Omnibuses—		45,433	Motor Omnibuses—	
347,996	Tax—	448,949	28,801	Tax—	410,333
46,274	Metropolitan .....	59,498	428,186	Metropolitan .....	55,210
27,902	Newcastle .....	33,944		Newcastle .....	30,191
	Wollongong .....			Wollongong .....	
422,172	Total, Motor Omnibuses .....	542,391		Total .....	495,734
			570,735	Expenditure from Receipts of Tax on Other Public Vehicles—	
			13,907	Improved Traffic Facilities—	272,078
			—	Metropolitan .....	12,858
165,072	Other Public Vehicles—	203,471	584,642	Newcastle .....	9,510
9,826	Tax—	11,525		Wollongong .....	
3,297	Metropolitan .....	4,222		Total .....	294,446
178,195	Newcastle .....		62,634	Distribution of Service Licence Fees—	
	Wollongong .....		5,483	Metropolitan .....	63,600
	Total, Other Public Vehicles ...	219,218	3,800	Newcastle .....	5,122
			71,917	Wollongong .....	3,259
				Total .....	71,981
62,055	Service Licence Fees—	62,490	87,046	Balances in Fund at 30th June—	
5,078	Metropolitan .....	5,122	10,777	Motor Omnibuses—	
4,334	Newcastle .....	3,726	6,031	Tax—	
71,467	Wollongong .....			Metropolitan .....	125,663
	Total, Service Licence Fees .....	71,338		Newcastle .....	15,065
				Wollongong .....	9,785
			156,485	Other Public Vehicles—	
			4,945	Tax—	
			6,704	Metropolitan .....	87,878
				Newcastle .....	3,611
				Wollongong .....	1,416
			9,381	Service Licence Fees—	
			750	Metropolitan .....	8,270
			582	Newcastle .....	750
				Wollongong .....	1,049
			282,701		
1,367,446	Grand Total .....	1,115,648	1,367,446	Grand Total .....	1,115,648

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 and payments for the year ended 30th June, 1972, is a correct record of transactions as shown by such accounts.

D. FAIRLIE Auditor-General of New South Wales  
SYDNEY, 28th September, 1972

L.T. WILLIAMS,  
Chief Accountant,  
22nd August, 1972



# 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—	
	1971	1972
<b>METROPOLITAN TRANSPORT DISTRICT—</b>	\$	\$
(a) Councils—		
Ashfield .....	5,964	6,844
Auburn .....	7,362	8,449
Bankstown .....	22,746	26,104
Baulkham Hills .....	1,426	1,636
Blacktown .....	12,384	14,212
Botany .....	3,231	3,708
Burwood .....	6,222	7,140
ø Camden .....	189	217
Campbelltown .....	2,480	2,846
Canterbury .....	19,369	22,229
Concord .....	4,979	5,714
Drummoyne .....	4,571	5,245
Fairfield .....	14,512	16,653
Holroyd .....	8,340	9,571
Hornsby .....	3,706	4,253
Hunters Hill .....	1,310	1,502
Hurstville .....	9,412	10,801
Kogarah .....	5,252	6,027
Kuringai .....	5,602	6,429
Lane Cove .....	3,006	3,450
Leichhardt .....	13,955	16,014
Liverpool .....	7,310	8,389
Manly .....	4,040	4,636
Marrickville .....	9,948	11,416
Mosman .....	3,117	3,577
North Sydney .....	7,677	8,810
Parramatta .....	12,126	13,915
Penrith .....	3,362	3,858
Randwick .....	24,116	27,676
Rockdale .....	9,171	10,525
Ryde .....	7,979	8,948
South Sydney .....	5,623	6,453
Strathfield .....	4,339	4,980
Sutherland .....	7,361	8,448
Sydney .....	81,770	93,839
Warringah .....	8,247	9,465
Waverley .....	9,661	11,087
Willoughby .....	11,868	13,620
Windsor .....	417	478
ø Wollondilly .....	80	92
ø Woollahra .....	10,756	12,343
(b) Authorities—		
Department of Railways .....	43	50
Department of Health .....	331	379
Necropolis Trustees (Rookwood) .....	92	105
(c) Capital Debt Reduction .....	385,270	442,133
	31,317	31,800
<b>TOTAL—METROPOLITAN</b>	<b>416,587</b>	<b>473,933</b>
<b>NEWCASTLE TRANSPORT DISTRICT—</b>		
(a) Council—		
Newcastle .....	36,441	43,701
Lake Macquarie .....	9,032	10,831
ø Port Stephens .....	2,204	2,643
ø Stroud .....	415	497
ø Gloucester .....	74	89
ø Maitland .....	8	10
(b) Capital Debt Reduction .....	48,174	57,771
	2,741	2,561
<b>TOTAL—NEWCASTLE</b>	<b>50,915</b>	<b>60,332</b>
<b>WOLLONGONG TRANSPORT DISTRICT—</b>		
Councils—		
Wollongong .....	28,763	29,513
ø Shellharbour .....	3,824	3,923
ø Campbelltown .....	4	4
ø Kiama .....	10	10
<b>*TOTAL—WOLLONGONG</b>	<b>32,601</b>	<b>33,450</b>
<b>COMBINED GRAND TOTAL</b>	<b>500,103</b>	<b>567,715</b>

- NOTES: (a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled running.
- (b) The amount applied as "Capital Debt Reduction" is half of the service licence fee for the services in the respective Transport Districts.
- (c) No capital debt reduction as Government bus services do not operate in Wollongong District.
- (d) Denotes Councils which although not in the Transport Districts under which they are listed share in the payments because buses registered in those Districts operate on their roads.



# APPENDIX 6

## STATE TRANSPORT (CO-ORDINATION) FUND

Statement of Receipts and Payments for the year ended 30th June, 1972

Receipts			Payments		
Previous Year		Year ended 30th June, 1972	Previous Year		Year ended 30th June, 1972
822,234	Balance brought forward from previous year .....	1,397,296			
485,517	State Transport (Co-ordination) Act, 1931.		1,487,607	Administrative Expenses—	
1,335	Licence Fees .....	518,715	185,035	Salaries and Wages .....	1,791,116
	Less Refunds .....	1,328	496,661	Purchase of Assets .....	170,114
			2,169,303	Other Expenses .....	569,073
484,182		517,387			2,530,303
33,974	Miscellaneous Fees .....	57,613	892,669	Recoup of value of Police services in connection with the supervision of the State Transport (Co-ordination) Act .....	1,073,632
38,774	Fines and Court Costs .....	29,696	3,061,972		3,603,935
131,219	Revenue in respect of the carriage of passengers .....	94,996		Distribution of revenue under Section 26 (7) of State Transport (Co-ordination) Act—	
158	Less Refunds .....	68			
131,061		94,928		Commissioner for Railways—	
4,966,801	Revenue in respect of the carriage of goods .....	5,401,069	51,582	Passenger Charges .....	51,900
16,363	Less Refunds .....	13,684	1,948,418	Goods Charges .....	2,948,100
4,950,438		5,387,385	1,395	Commissioner for Government Transport Passenger Charges .....	1,268
5,638,429	Total Receipts .....	6,087,009	2,001,395		3,001,268
2,060	Security Deposits—		5,063,367	Total Payments .....	\$ 6,605,203
900	Balance from previous year .....	2,960		Security Deposits held at 30th June .....	1,990
2,960	Receipts .....	80	2,960		
		3,040			
	Less Refunds .....	1,050			
2,960		1,990	1,397,296	Balance in Fund at 30th June .....	879,102
6,463,623	\$	7,486,295	6,463,623	\$	7,486,295

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, 1972, is a correct record of transactions as shown by such accounts.

D. FAIRLIE, Auditor-General of New South Wales  
SYDNEY,  
28th September, 1972

L.T. WILLIAMS,  
Chief Accountant,  
22nd August, 1972



# APPENDIX 7

## ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958 Monthly Receipts of Ton-Mileage Charges for the years ended 30th June, 1971 and 30th June, 1972

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971
	\$	\$	\$	\$	\$	\$
July .....	417,991	437,345	1,025,406	1,027,316	1,443,397	1,464,661
August .....	458,706	426,745	995,035	942,901	1,453,741	1,369,646
September .....	519,180	491,322	1,054,286	983,680	1,573,466	1,475,002
October .....	422,513	456,218	1,035,550	1,013,170	1,458,063	1,469,388
November .....	464,366	435,322	1,010,365	1,024,752	1,474,731	1,460,074
December .....	439,880	391,832	1,045,978	903,997	1,485,858	1,295,829
January .....	430,732	412,885	1,027,932	1,019,399	1,458,664	1,432,284
February .....	430,959	373,474	930,210	816,561	1,361,169	1,190,035
March .....	421,181	452,271	961,634	1,003,840	1,382,815	1,456,111
April .....	455,891	357,343	949,741	888,921	1,405,632	1,246,264
May .....	543,247	444,437	1,115,170	1,005,623	1,658,417	1,450,060
June .....	499,768	447,226	1,072,899	1,148,395	1,572,667	1,595,621
(Gross) Total .....	\$ 5,504,414	5,126,420	12,224,206	11,778,555	17,728,620	16,904,975
			Less Refunds .....		41,662	63,705
			Net .....		\$17,686,958	\$16,841,270

# APPENDIX 8

## COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958 From 1st July, 1971 to 30th June, 1972 Charged against Main Roads Fund—Special Deposits Account No. 1170

Previous Year	Head of Expenditure	Year ended 30th June, 1972
1,409,541	Salaries and Wages .....	1,579,412
36,862	Pay Roll Tax .....	52,501
60,469	Travelling Expenses and Allowances .....	58,352
89,056	Maintenance and Running of Motor Vehicles .....	92,239
33,059	Postage and Telegrams .....	44,511
17,796	Telephone Charges .....	20,424
19,946	Printing and Stationery .....	27,240
6,639	Office Stores .....	6,348
17,536	Light and Power .....	19,732
54,811	Maintenance of Buildings .....	76,481
5,697	Maintenance of Office Furniture and Machines .....	5,490
161,147	Erection of Buildings .....	92,303
12,872	Purchase of Office Furniture and Equipment .....	10,604
18,278	Purchase of Land .....	3,284
5,276	Purchase of Motor Vehicles .....	13,413
16,905	Land Radio-Telephone Communication .....	5,154
	Road side Inspection Bays .....	—
6,294	Legal Costs .....	3,779
15,244	Uniforms .....	13,540
31,866	Sundries .....	28,021
2,019,294	Total .....	\$ 2,152,828



# APPENDIX 9

## CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30TH JUNE, 1972

Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate .....	2,321	3,775	11	103	6,210
Interstate—N.S.W. ...	552	1,827	—	2	2,381
Victoria .....	849	1,242	—	—	2,091
Queensland .....	406	388	—	—	794
South Australia .....	319	364	—	—	683
Western Australia .....	15	6	—	—	21
A.C.T. ....	8	12	—	—	20
Northern Territory ...	1	6	—	—	7
Tasmania .....	2	—	—	—	2
Interstate (Total) .....	2,152	3,845	Nil	2	5,999
Total .....	4,473	7,620	11	105	12,209



# 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) . . . . .	457
Drive or operate contrary to licence (taxi-cabs) . . . . .	86
Drive or operate unlicensed public vehicles . . . . .	39
Privy to offence of operate contrary to licence (motor lorries) . . . . .	2
	<hr/> 590

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

Unlicensed driver or conductor . . . . .	1
Fail to produce licence for inspection . . . . .	13
Fail to give correct and proper change . . . . .	1
Demand more than correct fare . . . . .	7
Fail to carry out punctually a hiring or comply with request of hirer . . . . .	6
Fail to take due care in loading or removing luggage . . . . .	1
Fail to set meter in motion or keep in motion . . . . .	9
Fail to stop meter . . . . .	1
Fail to run to timetable (omnibus) . . . . .	10
Fail to issue ticket to omnibus passenger . . . . .	8
Fail to drive away from stand . . . . .	5
Place taxi on disengaged stand . . . . .	12
Fail to display vacant sign . . . . .	3
Fail to obscure vacant sign or fail to extinguish light . . . . .	5
Fail to accept hiring . . . . .	24
Clothes not clean or tidy or clothes not conform to Regulations . . . . .	2
Stand at place other than public stand . . . . .	17
Leave driving seat of taxi-cab or to Tout for passengers . . . . .	5
Multiple hire . . . . .	7
Attract notice by calling . . . . .	5
Incivility . . . . .	19
Fail to stop vehicle for enquiry . . . . .	1
Miscellaneous offences . . . . .	9
	<hr/> 171

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

Drive unregistered vehicle . . . . .	36
Not have prescribed rest . . . . .	3
Fail to notify disposal . . . . .	21
Fail to apply for transfer . . . . .	41
Vehicle and equipment exceed length, height or width . . . . .	50
Exceed weight . . . . .	42
Not display aggregate weight . . . . .	5
Fail to carry log book . . . . .	240
Fail to stop vehicle when signalled . . . . .	8
	<hr/> 446

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

Omit item from record . . . . .	105
Fail to furnish record . . . . .	4,472
Fail to pay charges . . . . .	7,620
Fail to furnish record (Director) . . . . .	1
Fail to pay charges (Director) . . . . .	11
	<hr/> 12,209

### Summary Offences Act:-

Use unseemly words . . . . .	1
<b>TOTAL</b>	<hr/> 13,417



# APPENDIX 11

## MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1972

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

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. During the report year the Motor Registries conducted by the Police at Cooperook, Nabiac and Wingham closed. Motor Registries conducted by the Department total 68 (excluding the Motor Registry Section at Head Office) whilst Motor Registries conducted by the Police total 185.



APPENDIX 12

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

Year ended 30th June —		
District Motor Registry	1971	1972
	\$	\$
Head Office (Motor Registry Section)	9,910,305	11,410,636
Albury	1,089,432	1,454,067
Armidale	665,305	845,409
Bathurst	896,903	1,101,182
Bega	406,129	526,498
Beverly Hills	3,136,466	3,777,098
Blacktown	2,178,187	2,869,664
Broken Hill	820,969	934,610
Campbelltown	908,159	1,256,119
Casino	420,607	539,553
Cessnock	614,288	756,356
Charlestown	1,527,261	2,062,575
Chullora	4,449,663	5,220,590
Coffs Harbour	617,771	837,973
Cooma	373,406	476,749
Cootamundra	61,715	445,889
Cowra	449,200	541,233
Deniliquin	361,728	585,379
Dubbo	1,173,955	1,591,545
Fairfield	2,009,365	2,688,149
Five Dock	4,718,438	5,790,031
Forbes	448,013	567,994
Glen Innes	328,332	426,487
Gosford	1,545,143	1,941,880
Goulburn	918,700	1,157,439
Grafton	765,994	928,320
Griffith	652,255	907,193
Gunnedah	430,181	545,890
Inverell	596,578	750,678
Katoomba	371,323	518,920
Kempsey	690,449	951,365
Kiama	349,424	488,071
Kogarah	3,101,331	3,664,891
Leeton	448,344	595,288
Lidcombe	3,328,809	4,197,775
Lismore	1,131,456	1,453,882
Lithgow	551,512	635,694
Liverpool	3,083,646	3,829,739
Maitland	1,069,695	1,222,273
Manly	2,854,511	3,622,842
Miranda	2,972,488	3,680,230
Mittagong	511,322	668,262
Moree	434,943	566,589
Mudgee	76,870	456,467
Murwillumbah	392,244	474,154
Muswellbrook	101,783	638,129
Narrabri	336,132	466,623
Newcastle	4,585,590	5,989,958
North Sydney	3,710,860	4,671,102
Nowra	789,394	1,051,475
Orange	1,005,567	1,282,848
Parkes	460,985	608,103
Parramatta	5,374,196	6,732,783
Penrith	1,604,524	2,261,514
Queanbeyan	620,109	791,467
Raymond Terrace	430,711	625,988
Richmond	790,918	1,010,410
Ryde	2,954,581	3,676,206
Singleton	511,378	495,916
Tamworth	1,368,627	1,725,247
Taree	1,002,142	1,511,038
Toronto	563,290	733,129
Tumut	363,682	512,175
Tweed Heads	282,661	359,458
Wagga Wagga	1,585,697	2,006,808
Waitara	2,398,274	2,814,718
Wollongong	4,875,597	5,998,524
Wyong	657,687	904,791
Young	519,179	527,278
<b>TOTAL</b>	<b>100,735,379</b>	<b>127,359,316</b>

- Most Registries are at Police stations but all Registries in suburbs of Sydney and in main country centres are staffed by officers of the Department of Motor Transport and, for convenience, are often referred to as "Departmental" Registries. They attend to at least 90% of Motor Registry business.



# APPENDIX 13

## MOTOR VEHICLE REGISTRATIONS CURRENT, 1910 to 1972

	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles †			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	205,433	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

\* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

△ Includes country public vehicles

△ Includes tractors, trailers and vans

|| Pre-war peak

# APPENDIX 14

## BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1972

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
TOTAL .....	1,424,868	947,378	99,348	2,471,594	



# 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	1961	1,358,822
1911	8,840	1952	827,355	1962	1,419,666
1916	32,000	1953	870,048	1963	1,450,842
1921	68,653	1954	914,239	1964	1,526,810
1926	225,908	1955	999,751	1965	1,608,218
1931	313,327	1956	1,048,901	1966	1,668,941
1936	380,461	1957	1,091,467	1967	1,763,786
1940	*474,881	1958	1,149,472	1968	1,829,599
1941	446,639	1959	1,227,564	1969	1,907,877
1946	518,644	1960	1,275,245	1970	2,048,789
				1971	2,155,239
				1972	2,222,510

\*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—	
	1971	1972
Class 1 .....	1,669,345	1,715,349
Class 2 .....	4,727	4,729
Class 3 .....	269,019	269,217
Class 4 .....	26,393	27,121
Class 5 .....	74,491	76,163
Taxi-cab driver (Transport Districts) .....	15,642	17,733
Motor cycle rider .....	95,622	112,198
*TOTAL	2,155,239	2,222,510

\*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 or 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 40 m.p.h. Offences for which Provisional licences may be cancelled are:—Drive negligently, exceed speed limit, not stop after 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 three licences is 18. For other Licence Classes the minimum age is 21.



# APPENDIX 16

Table 1  
CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Con-victed	*Dis-charged Section 556A	Automatic			†Automatic Disqualification Varied by Court to					TOTAL	Dismissed (conviction) confirmed)	Allowed (conviction) quashed)	Dismissed	
			Six Months	One Year	Three Years	Less than 3 months	3 months less than 6 months	6 months less than 1 year	1 year less than 3 years	3 years or more				Uncon-ditionally	Condition-ally
Drive whilst under influence .....	1,735	221	—	328	126	547	252	163	219	100	1,735	92	5	7	3
Exceed Prescribed concentration of alcohol .....	14,501	1,244	—	2,843	887	5,173	2,128	1,399	1,401	670	14,501	775	9	31	24
Refuse breath analysis test .....	306	24	—	61	23	77	29	40	52	24	306	21	2	—	3
Drive in manner or at speed dangerous .....	2,072	32	—	547	70	378	270	262	387	158	2,072	158	14	1	4
Not stop after injury accident Sec. 8(1) .....	46	—	—	11	3	13	3	6	8	2	46	2	2	—	—
Drive whilst disqualified * .....	1,257	3	743	—	—	9	16	81	194	214	1,257	96	4	—	—
Culpable driving .....	40	2	—	13	4	3	—	—	11	9	40	—	—	—	—
By negligent act cause grievous bodily harm .....	9	1	—	4	1	—	—	—	1	3	9	—	—	—	—
Manslaughter .....	1	—	—	—	—	—	—	—	1	—	1	—	—	—	—
TOTAL .....	19,967	1,527	743	3,807	1,114	6,200	2,698	1,951	2,274	1,180	19,967	1,144	36	39	34

\* 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 .....	102,072	20,323	780	753
Negligent driving .....	—	19,016	1,725	995
Not stop after accident (Section 8(3) or 8(4)....	—	394	12	110
Other offences (Cross unbroken centre line, etc.)	56,707	19,470	1,291	1,410
TOTAL		59,203	3,808	3,268

Appeals to higher Courts, against suspensions or disqualifications were heard in 352 cases of which 93 were allowed and 259 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
Drinking habits.....	17	195
Criminal Offences .....	19	155
Traffic Offences .....	16,804	—
Criminal and Traffic Offences .....	—	—
Physical Disabilities .....	362	417
Other grounds .....	658	169
TOTAL	17,860	936

There were 3,893 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations. 885 were allowed and 3,008 dismissed. There were 3 appeals to the Courts of Petty Sessions in respect of the abovementioned refusals, 1 appeal allowed and 2 dismissed.

\* See Table 4 for further details.

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

<b>Points System</b>	
Licences suspended .....	8,552
Licences cancelled .....	182
<b>Provisional Licence Scheme</b>	
First year provisional licences cancelled .....	7,356
Subsequent first year provisional licences cancelled .....	675
Other than first year provisional licences cancelled .....	117
TOTAL	<u>16,882</u>



# APPENDIX 17

## COMPETITIVE GOODS JOURNEYS EXEMPT FROM CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT

Distance	Trips	Tons Carried
Up to 100 miles.....	20,546	140,969
101-200 miles .....	27,352	188,804
Over 200 miles .....	17,488	129,935
TOTAL	65,386	459,708

In addition 10,632 permits available for periods of one month were issued for the carriage of exempt goods but particulars of the number of journeys made and the tonnages carried are not available.

NOTE: The journeys covered by this table competed with the railways for more than 50 miles but permits to authorise them were granted exempt from charges.



APPENDIX 18

PARTICULARS OF COMPETITIVE GOODS JOURNEYS MADE ON PAYMENT OF CHARGES UNDER THE STATE  
TRANSPORT (CO-ORDINATION) ACT

Period	*0.83c per ton mile		*1.25c per ton mile		*1.66c per ton mile		*2.50c per ton mile		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Year Ended 30th June, 1972										
up to 100 miles	3,668	24,801	9,217	96,932	36	232	37,984	364,421	50,905	486,386
101-200 miles	6,511	44,878	15,819	108,050	104	864	60,211	658,725	82,645	812,517
over 200 miles	3,936	22,838	3,827	32,930	29	320	13,870	104,163	21,662	160,251
TOTALS	14,115	92,517	28,863	237,912	169	1,416	112,065	1,127,309	155,212	1,459,154
1970-71	13,133	85,072	25,948	217,125	246	1,846	103,765	1,030,662	143,092	1,334,705
1969-70	11,440	89,535	24,590	250,950	216	1,669	98,367	976,632	134,613	1,318,786
1968-69	11,250	68,801	23,321	200,724	108	788	96,786	788,905	131,465	1,059,218
1967-68	13,104	73,764	21,005	171,332	152	1,277	93,469	745,735	127,730	992,108
1966-67	12,282	66,576	18,548	150,048	127	935	93,432	692,432	124,389	909,991
1965-66	11,345	53,896	16,971	134,003	134	945	70,363	602,481	98,813	791,325
1964-65	12,554	62,795	18,234	144,039	165	1,362	69,485	579,239	100,438	787,435
1963-64	13,424	65,431	15,735	127,706	180	1,395	65,334	562,619	94,673	757,151
1962-63	14,119	70,456	15,632	124,529	136	1,173	63,343	513,217	93,230	709,375
1961-62	13,600	69,716	13,626	109,470	251	2,259	63,093	543,015	90,570	724,460
1960-61	12,885	62,988	11,968	94,917	242	1,897	61,616	474,499	86,711	634,301
1959-60	13,139	58,801	12,063	98,719	188	1,499	62,085	512,017	87,475	671,036
1958-59	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384	84,263	624,166

\*Up to 31st December, 1965 charges calculated on weight were based on the aggregate of the tare plus carrying capacity. From 1st January, 1966 the charge was based on the aggregate of one half of the tare plus the carrying capacity.

This year 13,121 permits were issued for charges on a flat rate basis or on rail freight. The number last year was 11,835.



## APPENDIX 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE  
TRANSPORT DISTRICTS

Table 1 — Numbers of operators, services and vehicles as at 30th June, 1971 and 30th June, 1972

	Metropolitan		Newcastle		Wollongong	
	1971	1972	1971	1972	1971	1972
Operators .....	122	120	17	15	12	12
Services .....	205	208	24	24	22	25
Omnibuses—						
In service .....	1,120	1,183	116	103	179	165
In reserve .....	207	217	30	46	27	40
Total .....	1,327	1,400	146	149	206	205
Petrol .....	203	205	3	2	10	5
Diesel .....	1,124	1,195	143	147	196	200
Total .....	1,327	1,400	146	149	206	205
Single Deck .....	1,315	1,383	107	107	201	200
Double Deck .....	12	17	39	42	5	5
Total .....	1,327	1,400	146	149	206	205

Table 2 — Operating and financial particulars, years ended 31st March, 1971 and 31st March, 1972

	Metropolitan		Newcastle		Wollongong	
	1971	1972	1971	1972	1971	1972
Number of employees ...	1,444	1,510	134	133	252	247
Omnibus Mileage .....	26,306,231	28,333,939	3,040,542	2,645,544	5,590,503	5,811,228
Passengers Carried .....	111,179,474	114,996,117	4,953,108	4,611,549	14,123,022	11,754,751
	\$	\$	\$	\$	\$	\$
Book Value of Plant.....	6,648,106	7,524,775	304,810	533,770	850,676	903,697
Revenue .....	12,599,747	13,674,333	969,544	1,109,521	1,926,261	2,050,956
Expenditure .....	10,946,766	12,293,384	910,393	1,077,311	1,876,733	1,997,571
Net Profit .....	1,460,425	1,559,876	89,124	32,210	56,228	53,385
Included in expenditure						
Owners' Wages .....	369,718	367,021	30,875	35,505	36,975	31,411
Depreciation .....	1,122,223	1,245,244	105,904	123,909	129,460	138,987
Interest Payments Loans, etc. ....	255,140	262,595	11,454	11,383	21,168	40,452
	c	c	c	c	c	c
Revenue per mile .....	47.89	48.26	31.80	41.90	34.43	35.29
Expenditure per mile ...	41.61	43.38	29.90	40.72	33.57	34.37
Net Profit per mile .....	6.28	4.88	1.90	1.10	.86	.92



# APPENDIX 20

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

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

Year	Metropolitan		Newcastle		Wollongong	
	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars	Taxicabs	Private Hire Cars
1972	2,936 (94.9%)	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 95 centres named below.

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

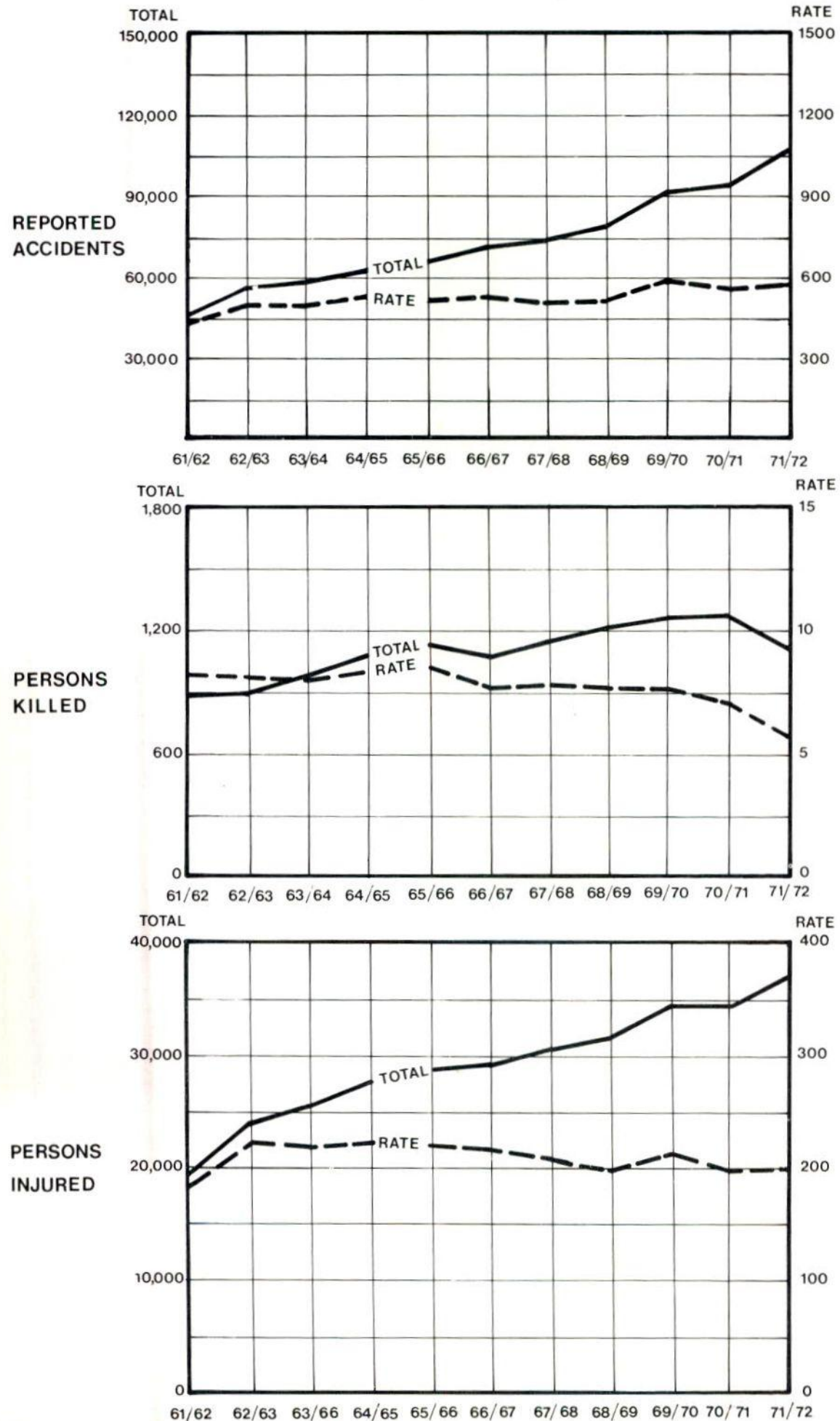


ROAD TRAFFIC ACCIDENTS IN NEW SOUTH WALES

The charts on the following pages present in a graphical form the overall traffic accident situation in New South Wales, the trend over the previous ten years and the effects of some characteristic factors on accident occurrence and the number of persons killed and injured.

For more detail than is provided in the charts, the Statistical Statement of Road Traffic Accidents published by the Department should be consulted. This bulletin is published at six monthly intervals and contains comprehensive tabulations of traffic accident data.

REPORTED ACCIDENTS, PERSONS KILLED AND PERSONS INJURED  
TOTALS AND RATES PER 10,000 VEHICLES REGISTERED  
1961/62 TO 1971/72

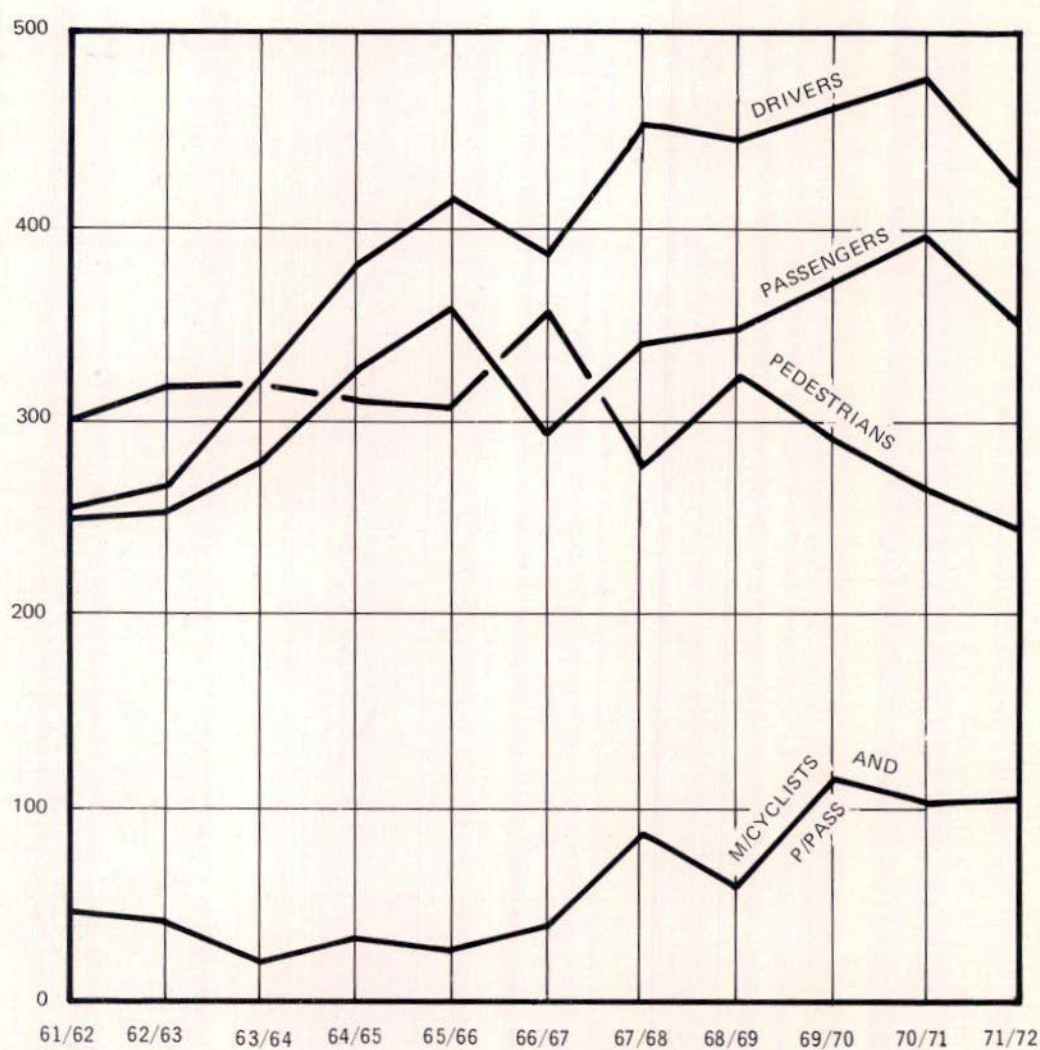




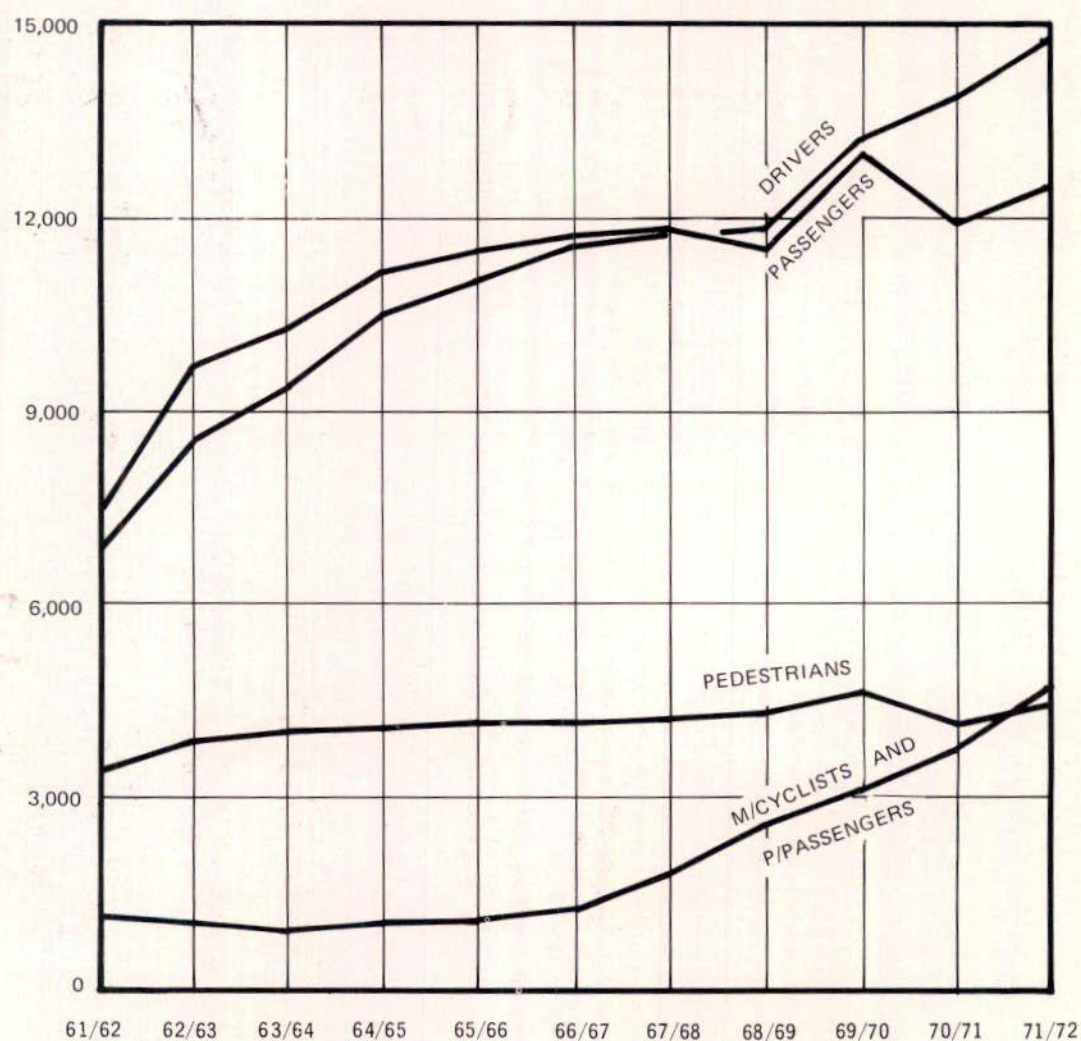
# TYPE OF ROAD USER KILLED AND INJURED

1971/72

PERSONS  
KILLED



PERSONS  
INJURED

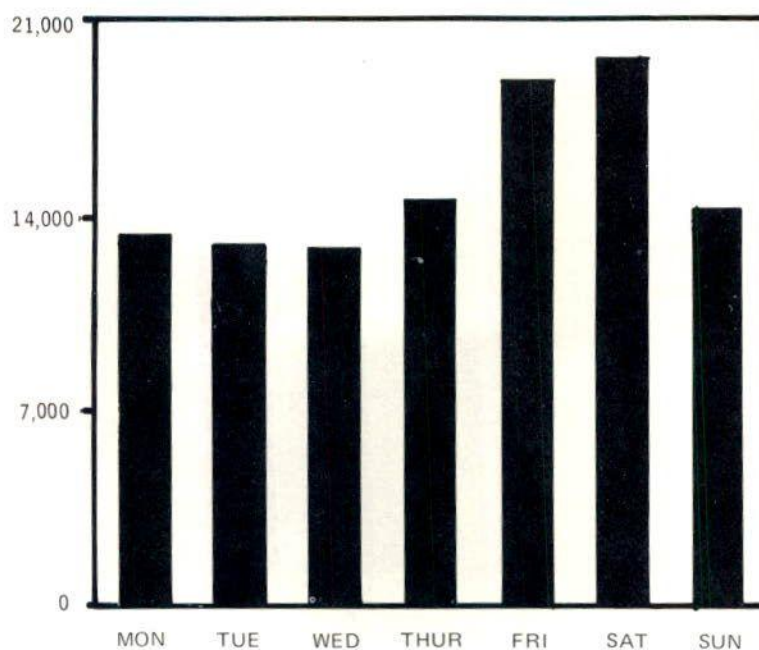




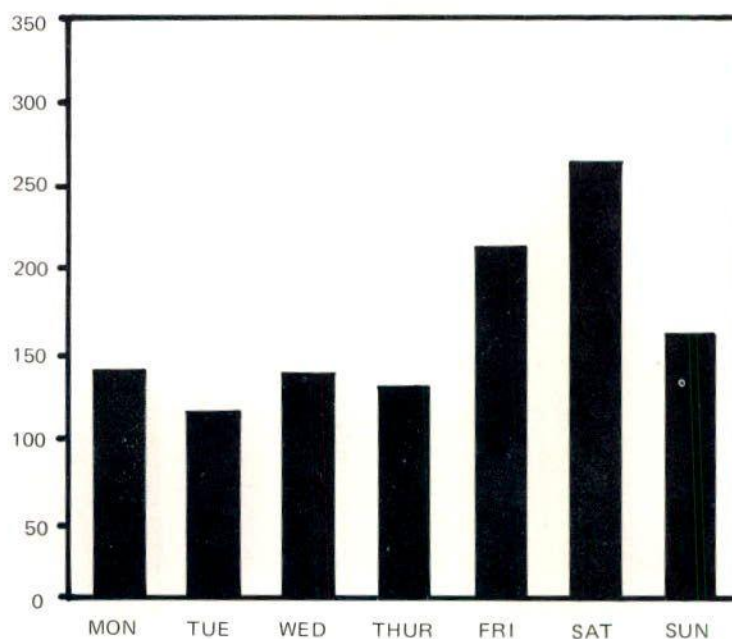
REPORTED ACCIDENTS, PERSONS KILLED AND PERSONS INJURED  
ON DAYS OF THE WEEK

1971/72

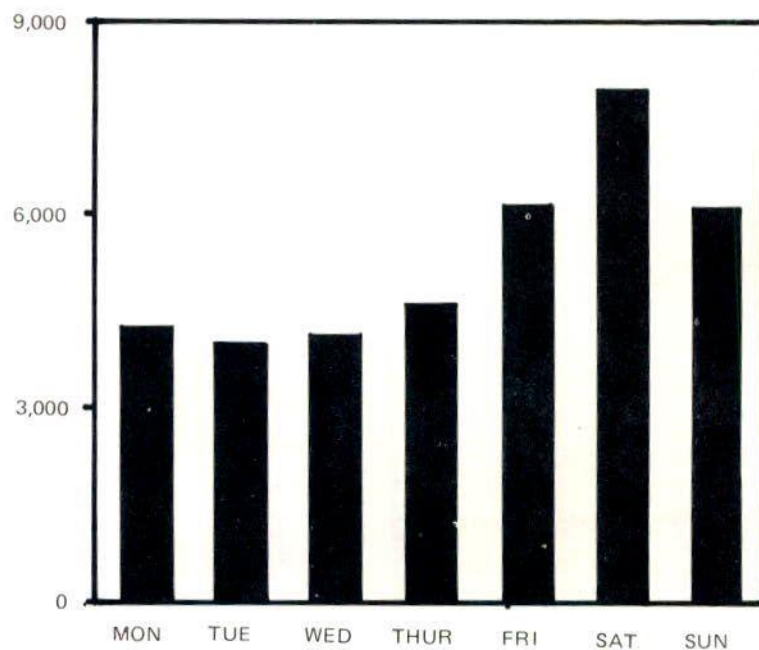
REPORTED  
ACCIDENTS



PERSONS  
KILLED



PERSONS  
INJURED

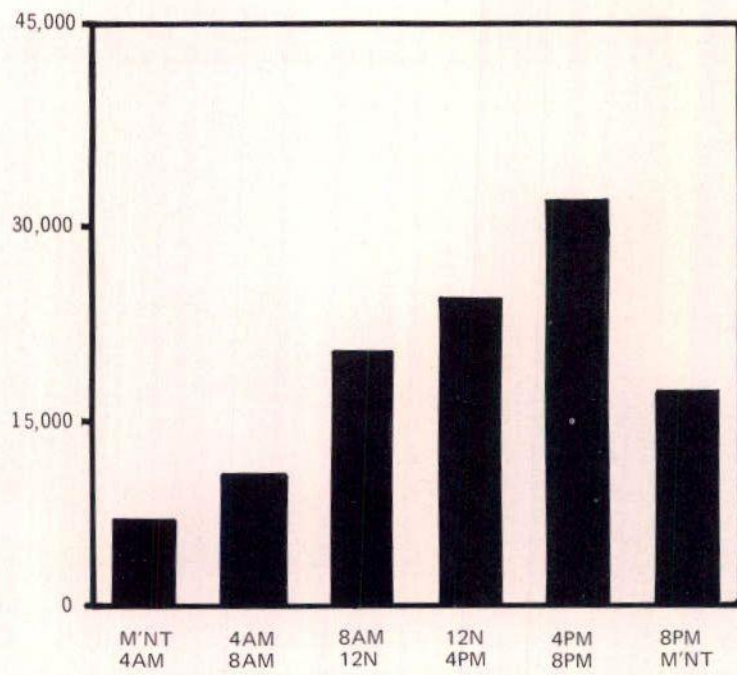




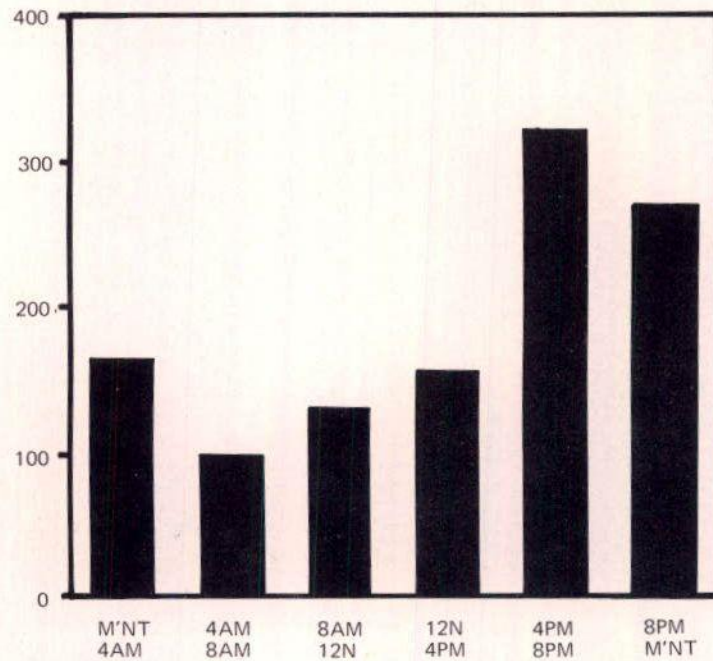
REPORTED ACCIDENTS, PERSONS KILLED AND PERSONS INJURED  
FOR TIMES OF THE DAY

1971/72

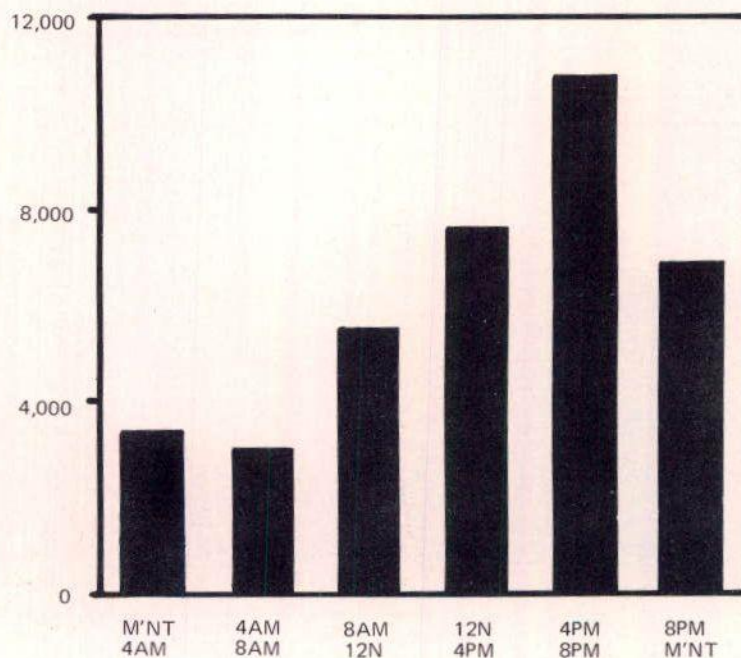
REPORTED  
ACCIDENTS



PERSONS  
KILLED



PERSONS  
INJURED

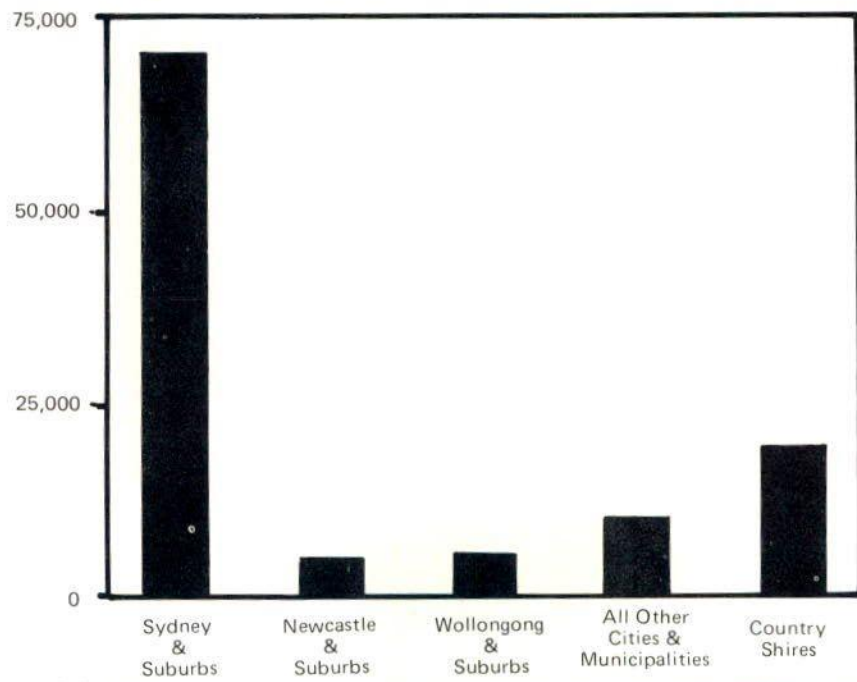




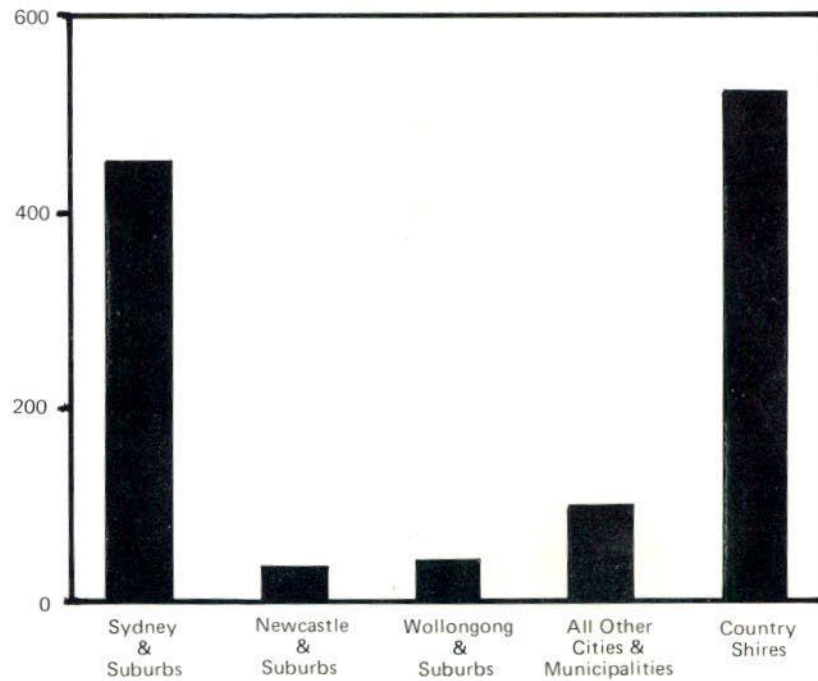
# REPORTED ACCIDENTS, PERSONS KILLED AND PERSONS INJURED FOR AREAS OF NEW SOUTH WALES

1971/72

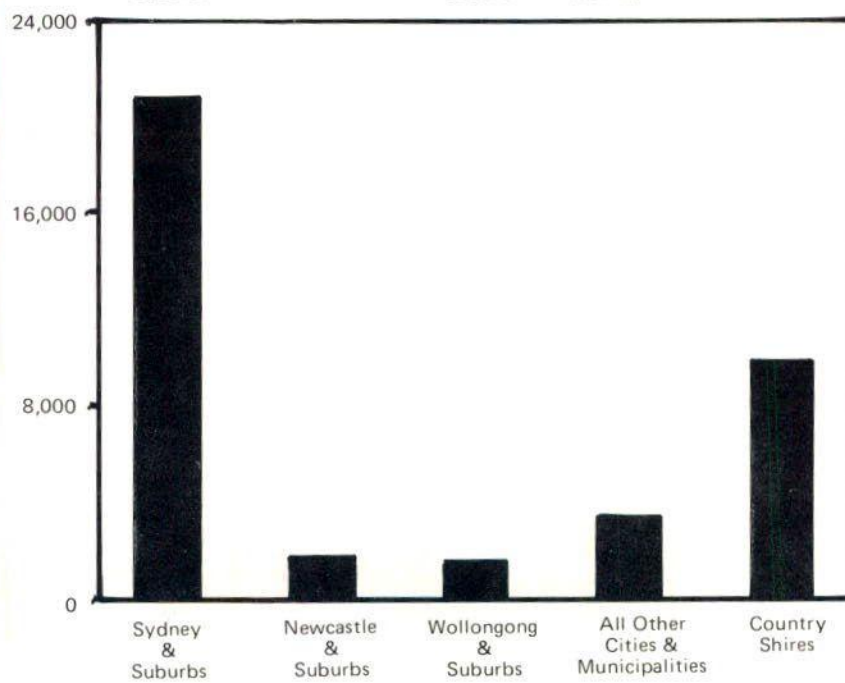
REPORTED  
ACCIDENTS



PERSONS  
KILLED



PERSONS  
INJURED

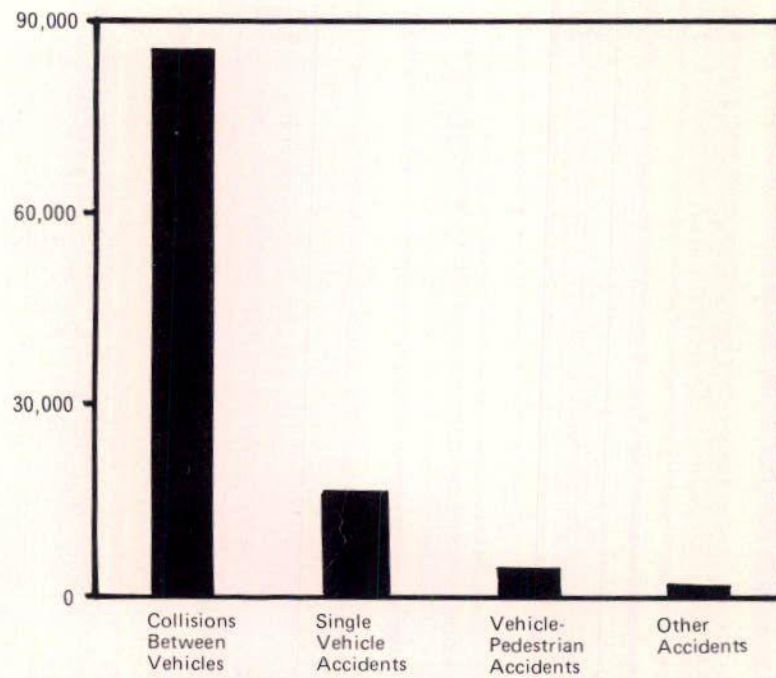




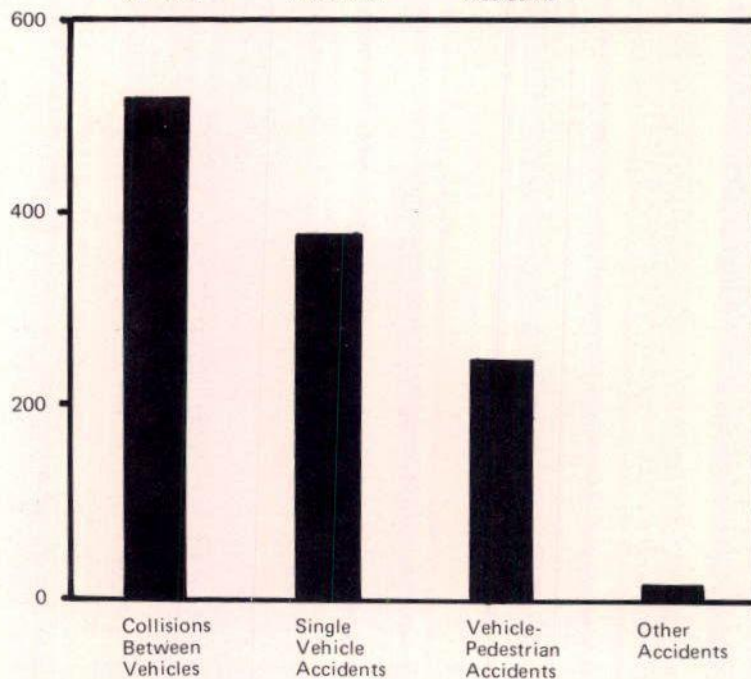
REPORTED ACCIDENTS, PERSONS KILLED AND PERSONS INJURED  
FOR ACCIDENT CLASSIFICATION

1971/72

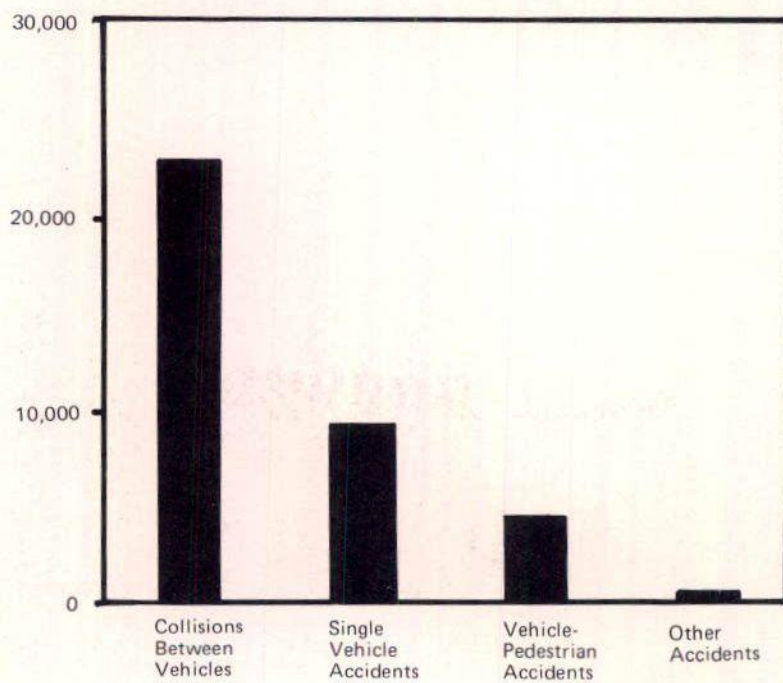
REPORTED  
ACCIDENTS



PERSONS  
KILLED



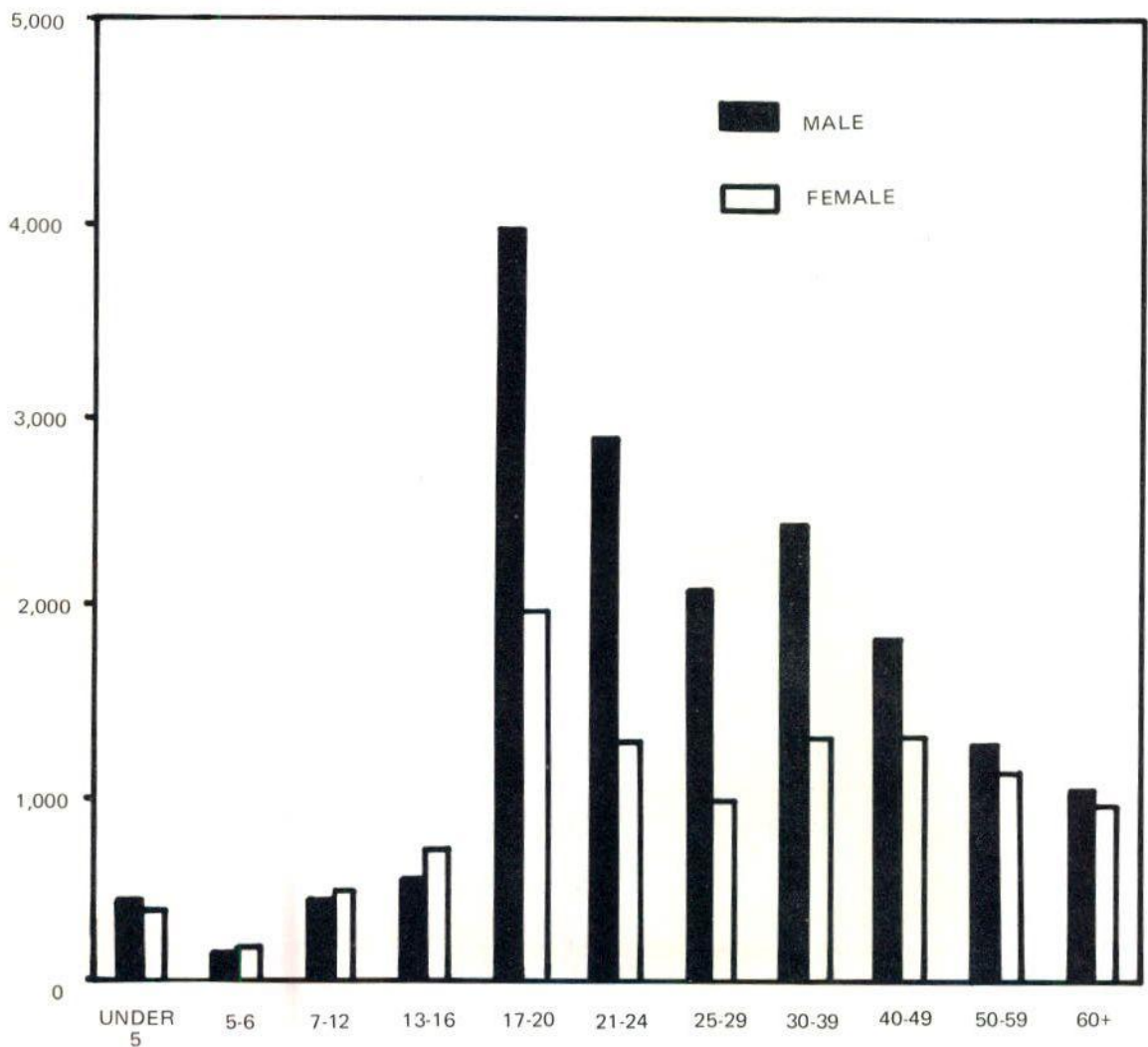
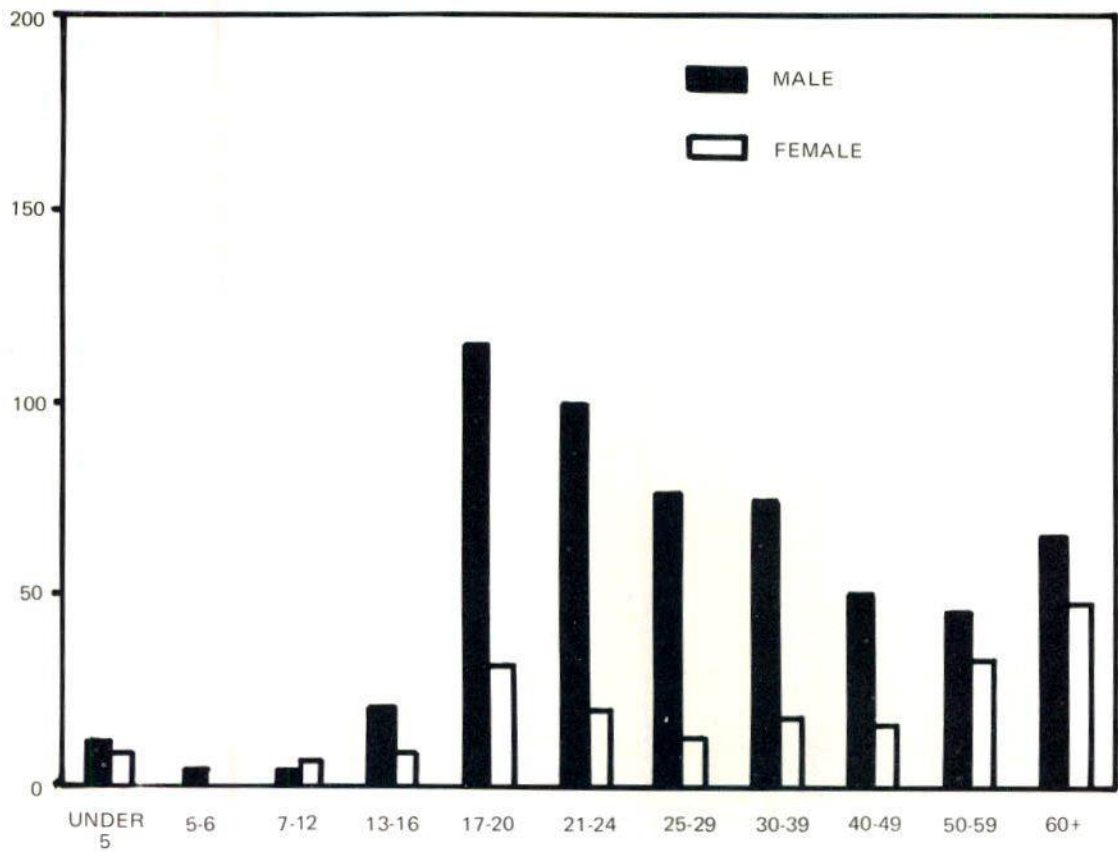
PERSONS  
INJURED





# AGE AND SEX OF DRIVERS AND PASSENGERS KILLED AND INJURED

1971/72

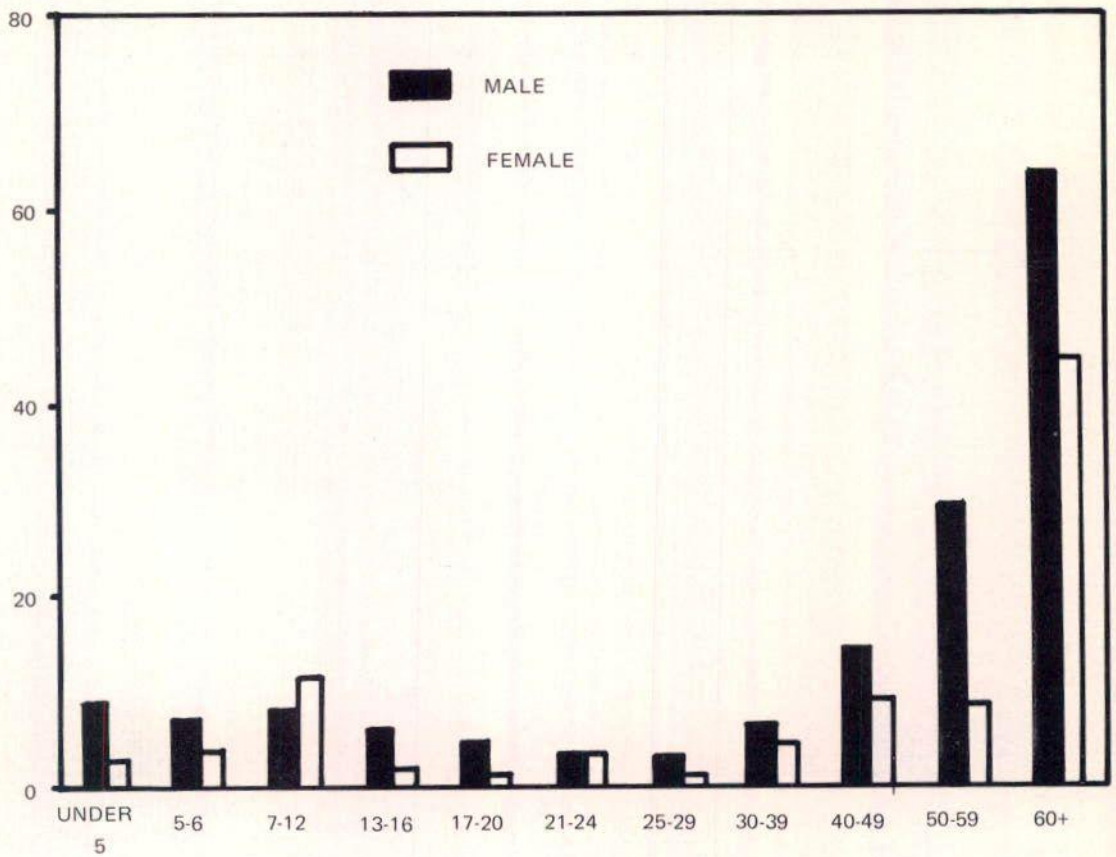




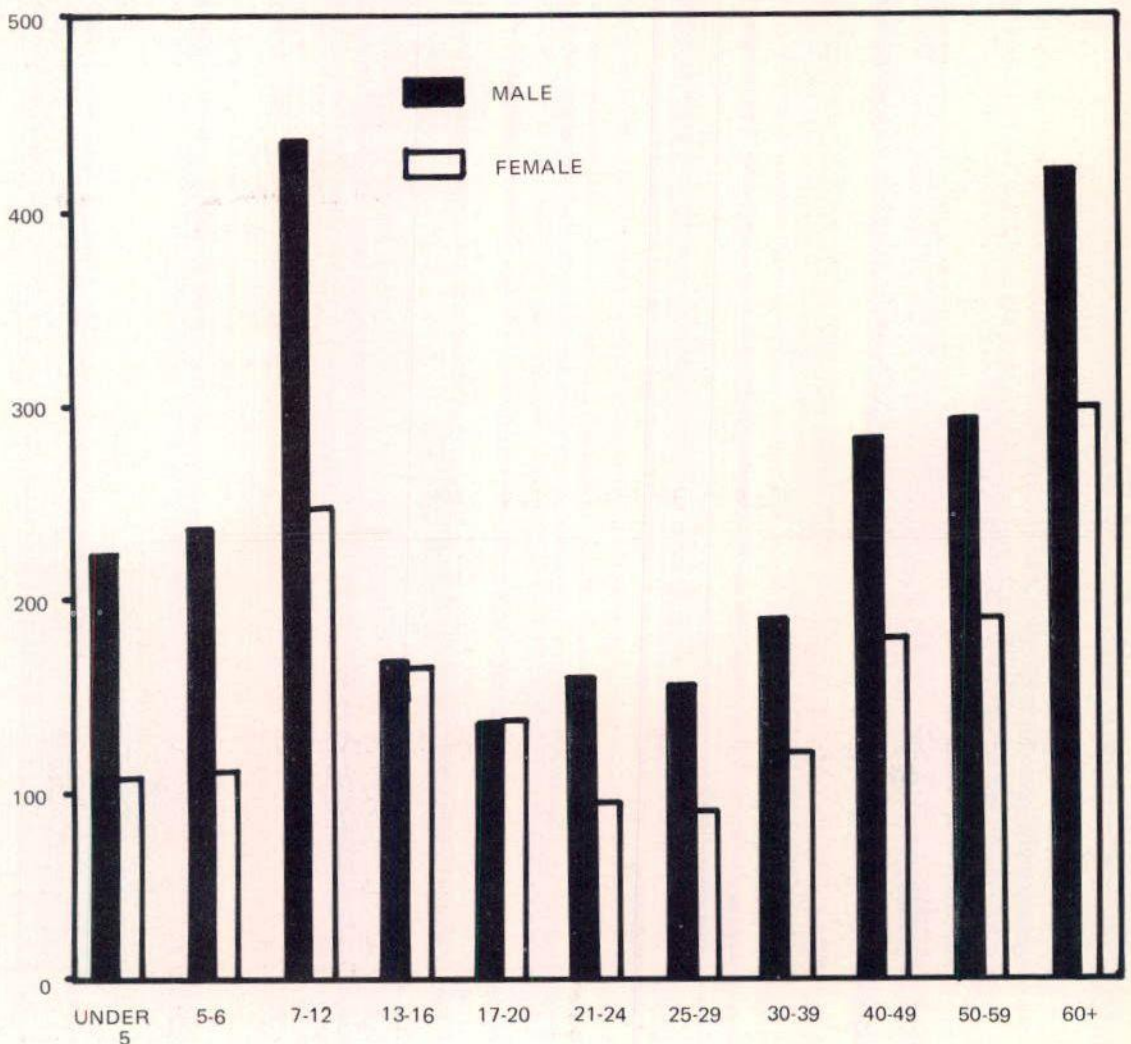
# AGE AND SEX OF PEDESTRIANS KILLED AND INJURED

1971/72

PERSONS  
KILLED



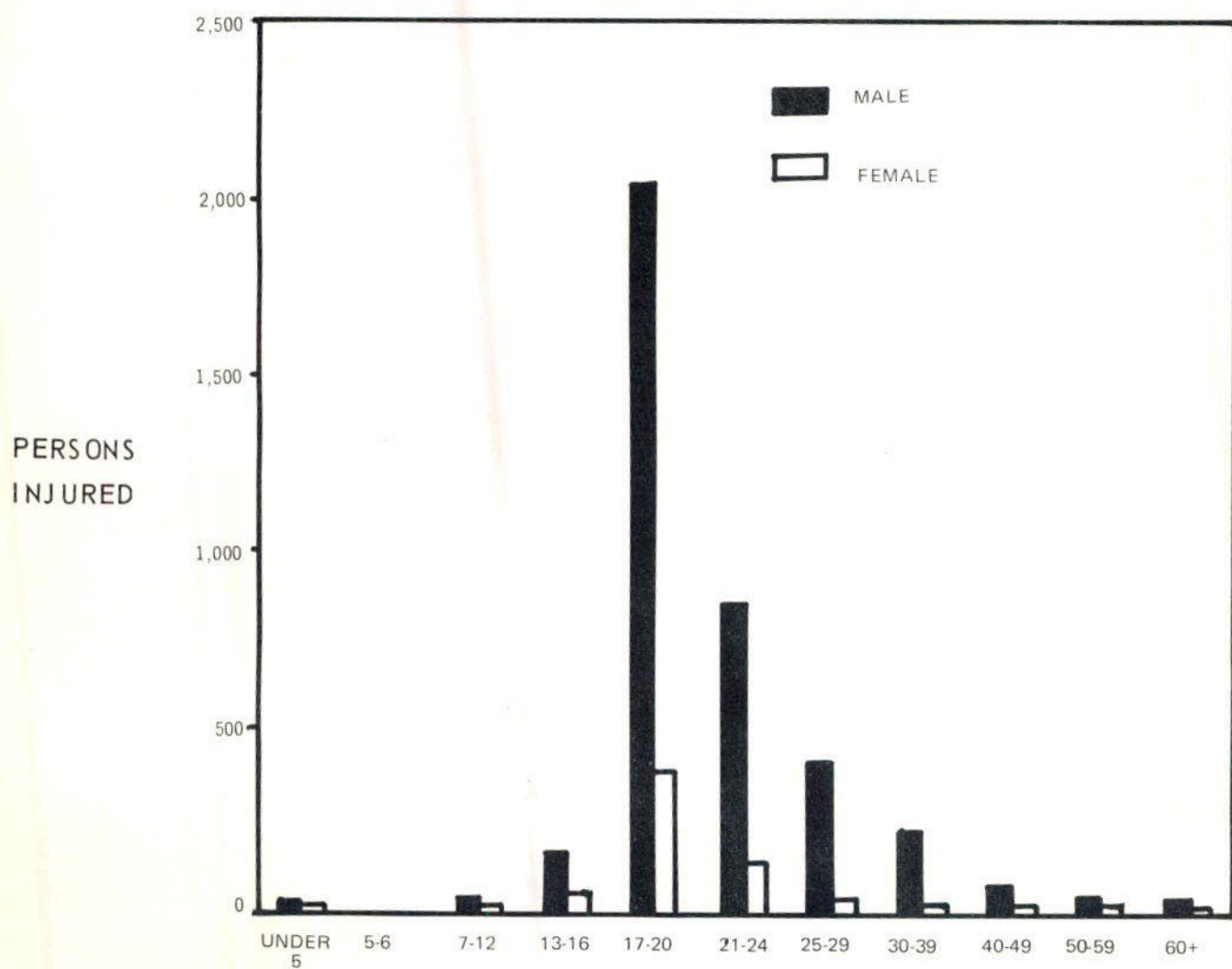
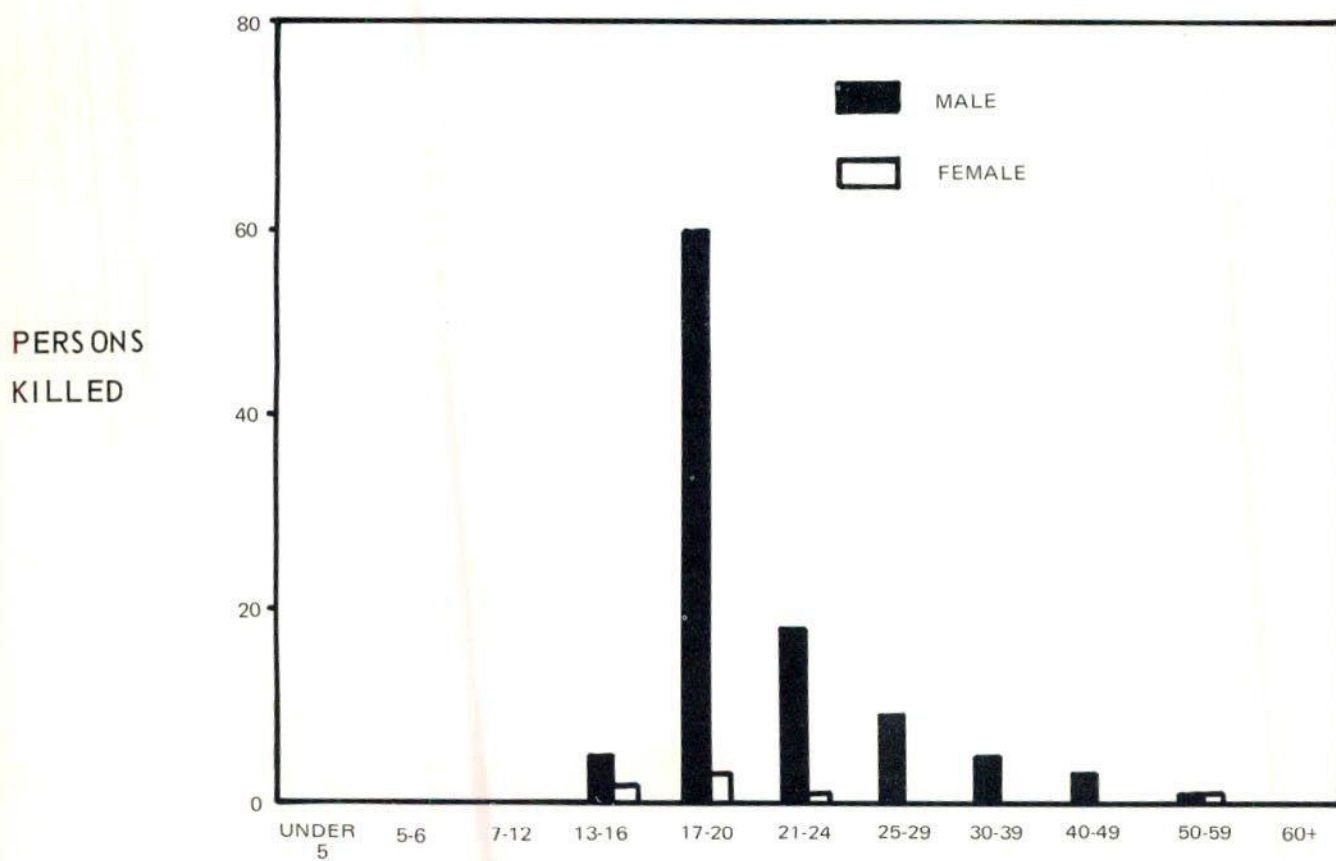
PERSONS  
INJURED





# AGE AND SEX OF MOTOR CYCLISTS AND PILLION PASSENGERS KILLED AND INJURED

1971/72





# APPENDIX 22

## TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED IN THE YEAR FROM 1st JULY, 1971 TO 30th JUNE, 1972

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	Wickham and West Botany Streets – 4th February, 1972
*ASHFIELD	Liverpool Road, east of Knox Street – 27th August, 1971
BROOKVALE	Pittwater Road, Condamine Street and William Street – 29th February, 1972 Pittwater Road, Old Pittwater Road and Winbourne Road – 15th March, 1972
CARLINGFORD	Pennant Hills Road and North Rocks Road – 14th March, 1972
CARRAMAR	Hume Highway and The Horsley Drive – 11th November, 1971
CREMORNE	Military Road and Spofforth Street – 29th July, 1971
DARLINGHURST	Oxford Street, east of Brisbane Street – 5th July, 1971 Oxford and Riley Streets – 5th July, 1971 Oxford and Crown Streets – 5th July, 1971 Oxford, Bourke, Campbell and Flinders Streets – 5th July, 1971 Crown and Liverpool Streets – 30th July, 1971
DOUBLE BAY	New South Head Road and Knox Street – 7th December, 1971
EDGECLIFF	New South Head Road, Darling Point Road and McLean Street – 27th April, 1972
*EPPING	Oxford Street, North of Cambridge Street – 9th December, 1971
FAIRFIELD	Hamilton Road and Sackville Street – 11th May, 1972
FIVE DOCK	Great North Road, Queens Road and Fairlight Street – 15th December, 1971 Ramsay and Fairlight Streets – 21st October, 1971
FRENCH'S FOREST	Warringah and Allambie Roads – 16th December, 1971
GORDON	Pacific Highway and Dumaresq Street – 19th October, 1971
GREENACRE	Boronia Road and Noble Avenue – 8th July, 1971
LEWISHAM	New Canterbury Road and Toothill Street – 25th August, 1971
LIDCOMBE	Joseph and Bridge Streets – 21st July, 1971
LIVERPOOL	Newbridge and Heathcote Roads – 16th August, 1971
MARSFIELD	Epping and Balaclava Roads – 5th August, 1971
MASCOT	*Gardeners Road, west of Middlemiss Street – 14th July, 1971 Qantas Drive, Robey and Ninth Streets – 21st December, 1971 Ricketty Street and Kent Road – 17th March, 1972
MATRAVILLE	Bunnerong and Beauchamp Roads – 19th August, 1971
MERRYLANDS	Woodville and Merrylands Roads – 26th January, 1972
*MIDDLE COVE	Eastern Valley Way and Victoria Avenue – 23rd March, 1972
*MOOREFIELDS	Moorefields Road at McCallum Street – 12th July, 1971
MOORE PARK	Anzac Parade, Cleveland Street and Lang Road – 24th March, 1972
MOSMAN	Military and Spit Roads – 23rd December, 1971
PARRAMATTA	Marsden Street and Great Western Highway – 30th December, 1971 Victoria Road and Macarthur Street – 21st June, 1972
PROSPECT	Great Western Highway and Blacktown Road – 18th April, 1972
ROZELLE	Victoria Road and Robert Street – 20th July, 1971 Victoria Road and Gordon Street – 20th July, 1971 Victoria Road and Evans Street – 20th July, 1971 Victoria Road and Wellington Street – 20th July, 1971 Victoria Road and Moodie Street – 20th July, 1971



APPENDIX 22 (continued)

TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED  
IN THE YEAR FROM 1st JULY, 1971 TO 30th JUNE, 1972

SYDNEY AND SUBURBS

RYDE	Victoria Road and Blaxland Road – 20th June, 1972
SANS SOUCI	Fontainebleau Street, Wellington Street and Rocky Point Road – 23rd March, 1972
SMITHFIELD	The Horsley Drive and Smithfield Road – 7th June, 1972
SYDNEY	Boomerang Street and Haig Avenue – 23rd March, 1972
	William, Yurong and Boomerang Streets – 1st May, 1972
*THORNLEIGH	Pennant Hills Road and Station Street – 2nd March, 1972
*VILLAWOOD	Woodville Road at Binna Burra Street – 16th September, 1971
WEST RYDE	Victoria Road and West Parade – 7th June, 1972
WOOLLAHRA	Oxford and Nelson Streets – 25th January, 1972

NEWCASTLE AREA

*BROADMEADOW	Belford Street, east of Chatham Road – 4th May, 1972
HEXHAM	Pacific Highway and Maitland Road – 27th March, 1972
ISLINGTON	Pacific Highway, Sheddon, Ivy and Albert Streets – 7th July, 1971
MAYFIELD EAST	Industrial Road and Ingall Street – 14th September, 1971
NEWCASTLE	Glebe Road and Union Street, The Junction – 17th February, 1972

OTHER AREAS

BROKEN HILL	Argent and Chloride Streets – 23rd May, 1972
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## APPENDIX 23

## INSPECTION OF PUBLIC MOTOR VEHICLES FOR THE YEAR ENDED 30TH JUNE, 1972

## METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	1,309	3,093	230	4,632
Inspections made .....	5,861	12,657	567	19,085
Repair Notices issued.....	844	1,262	58	2,164
***Not to Use" Notices issued .....	65	456	9	530

## HUNTER REGIONAL BRANCH (NEWCASTLE TRANSPORT DISTRICT)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	149	122	14	285
Inspections made .....	422	505	67	994
Repair Notices issued.....	29	37	3	69
***Not to Use" Notices issued .....	2	9	—	11

## HUNTER REGIONAL BRANCH (COUNTRY)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	182	78	11	271
Inspections made .....	835	441	50	1,326
Repair Notices issued.....	42	26	—	68
***Not to Use" Notices issued .....	7	3	—	10

## SOUTH EASTERN REGIONAL BRANCH (WOLLONGONG TRANSPORT DISTRICT)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	205	116	9	330
Inspections made .....	776	492	44	1,312
Repair Notices issued.....	58	33	1	92
***Not to Use" Notices issued .....	35	13	—	48

## SOUTH EASTERN REGIONAL BRANCH (COUNTRY)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	327	154	35	516
Inspections made .....	420	160	60	640
Repair Notices issued.....	16	7	3	26
***Not to Use" Notices issued .....	—	—	—	—

*Continued next page*



APPENDIX 23 (continued)

INSPECTION OF PUBLIC MOTOR VEHICLES FOR THE YEAR ENDING 30TH JUNE, 1972

NORTHERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	745	268	26	1,039
Inspections made .....	1,364	541	54	1,959
Repair Notices issued.....	82	24	4	110
**Not to Use" Notices issued .....	4	2	—	6

WESTERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	438	227	22	687
Inspections made .....	819	466	43	1,328
Repair Notices issued.....	96	35	—	131
**Not to Use" Notices issued .....	14	6	—	20

SOUTHERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30.6.72	492	116	14	622
Inspections made .....	1,042	298	35	1,375
Repair Notices issued.....	147	40	2	189
**Not to Use" Notices issued .....	1	3	2	6

\*Indicates that the vehicles were found to be unfit for service and their operation was suspended.



## APPENDIX 24

## STAFF EMPLOYED

	On June 30th		
	1970	1971	1972
METROPOLITAN—			
Males	1,587	1,680	1,759
Females, Full-time	624	617	671
Females, Part-time	51	131	116
	<u>2,262</u>	<u>2,428</u>	<u>2,546</u>
NEWCASTLE—			
Males	35	52	62
Females, Full-time	11	13	13
Females, Part-time	3	3	3
	<u>49</u>	<u>68</u>	<u>78</u>
REST OF STATE—			
Males	242	279	290
Females, Full-time	85	91	93
Females, Part-time	1	3	3
	<u>328</u>	<u>373</u>	<u>386</u>
TOTALS—			
Males	1,864	2,011	2,111
Females, Full-time	720	721	777
Females, Part-time	55	137	122
	<u>2,639</u>	<u>2,869</u>	<u>3,010</u>

NOTE: Wages Staff (included in the foregoing figures) totalled 205 (193 males and 12 females) on 30th June, 1970 and 243 (224 males and 19 females), on 30th June, 1971. The corresponding figures for 1972 were 242 (222 males and 20 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 regulation 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 in 1st June, 1952.

By June 30th, 1972 the number of vehicles registered had risen to 2,208,216 and the number of drivers' licences in New South Wales to 2,222,510.



# PRIORITY ROAD



L092349



On the 26th June, 1972, the 14½ mile long Victoria Road, which serves as a major traffic artery to and from Sydney's Western and North-Western Suburbs, was made a Priority Road on an experimental basis on the recommendation of the Traffic Advisory Committee.

The experiment aims to evaluate the cost and effectiveness of applying comprehensive traffic engineering measures to a main road to give traffic travelling on it a measure of priority over traffic waiting to enter it. The Committee did not consider it likely that such a system could be implemented by the use of "give way" signs alone, and its concept of the scheme was that side-street traffic should be offered reasonable opportunity to enter or cross the Priority Road with safety, by short detour to a signal-controlled intersection if necessary. The maintenance of safe conditions for pedestrians was also essential, and the route from Church Street, Parramatta to Pyrmont Bridge, Sydney, was selected by the Committee because the relatively high level of traffic engineering measures already applied made it possible to evaluate the concept without the need for heavy additional expenditure.

Victoria Road also provided the sort of conditions required for the experiment in the variety of complex traffic situations that abound on the route. At one point (Gladesville Bridge) each-way traffic volumes average some 72,500 vehicles over a 24 hour weekday period, and during this time reach a peak of 5,700 vehicles per hour.

Implementation of the scheme involved the installation of 3 new sets of traffic signals (bringing the total to 38 along the route), the erection of 110 "Give Way" signs on all side streets where traffic from them would otherwise have had priority over Victoria Road Traffic on the left, the introduction of turning restrictions at several locations, and the closure of median gaps at a number of intersections and junctions.

To ensure that traffic on Victoria Road was reminded of the control applied on cross-traffic, "Priority Road" signs of a yellow diamond within a white diamond were erected at regular intervals. These signs conform with the United Nations Convention sign for priority roads and were used for the first time in Australia.

The results of the experiment on Victoria Road will serve as a guide to the effectiveness of the priority road principle in reducing travelling times and the incidence of intersection accidents.