

06 058 5
105 69 70 0

ANNUAL REPORT

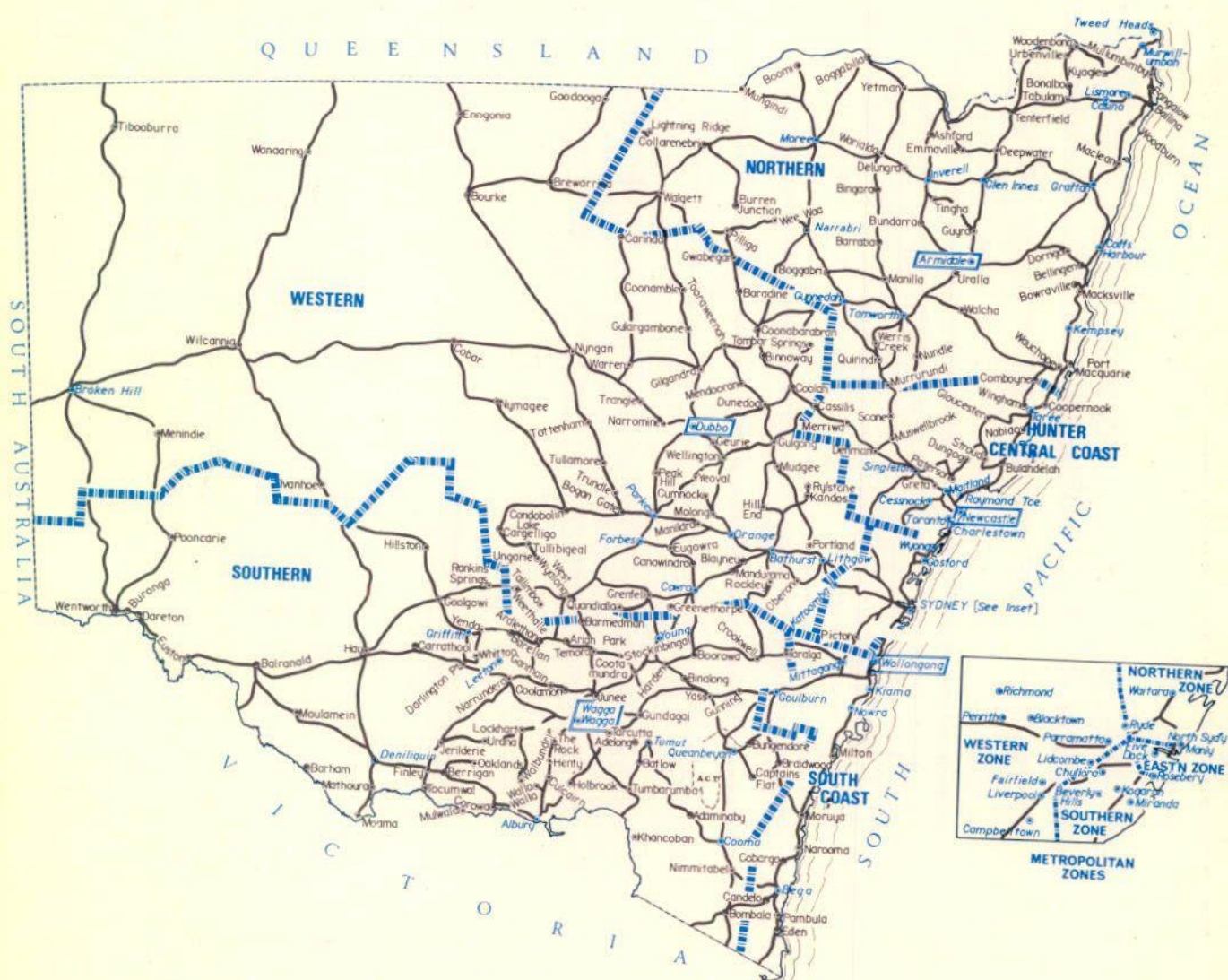


1969 - 1970

**COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES**

COMMISSIONER FOR MOTOR TRANSPORT

NEW SOUTH WALES



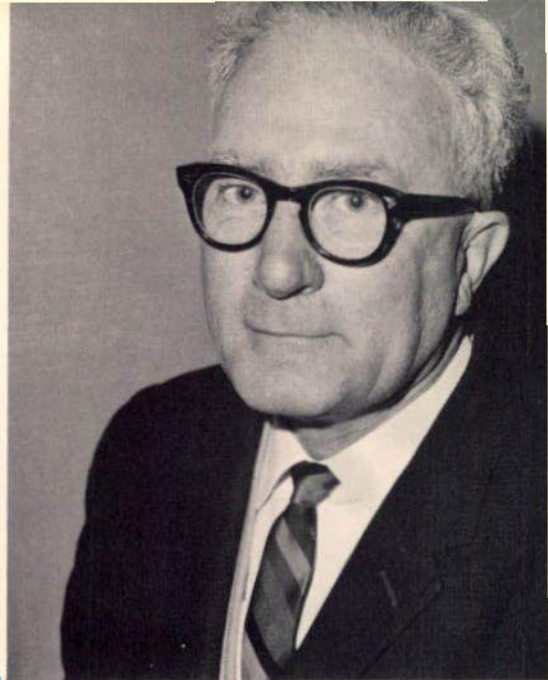
The map above shows the Regional Branches of the Department. Motor Registries operated by the Department are shown in blue.

ANNUAL REPORT

AND FINANCIAL STATEMENT for the Year ended 30th June, 1970

Contents

	Pages
FINANCIAL RESULTS	1-6
POLICY DEVELOPMENTS AND LEGAL ACTIVITIES	7-13
MOTOR VEHICLE REGISTRATIONS AND DRIVERS' LICENCES ..	14-18
COMMERCIAL TRANSPORT SERVICES	19-29
TRAFFIC SAFETY ACTIVITIES — DRIVERS, VEHICLES AND TRAFFIC FACILITIES	30-36
OTHER FUNCTIONS: STAFF; PREMISES AND EQUIPMENT	37-42
APPENDICES (Index on page 43)	44-72



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

Dear Mr. Morris,

I have pleasure in submitting to you for the information of Parliament, the annual report and statement of accounts of the Department of Motor Transport for the year ended 30th June, 1970.

Again this year the report gives emphasis to the progressive consolidation since July, 1966 of the Regional Branch structure, with an outline of plans for the future in this regard.

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

I would like to express too, my appreciation and thanks to the Department's staff, who exhibited a marked courtesy and dedication to public service throughout the year.

Yours faithfully,

Commissioner.

DEPARTMENT OF MOTOR TRANSPORT N.S.W.

PRINCIPAL OFFICERS

Commissioner for Motor Transport

D. R. COLEMAN, M.Inst.T

Assistant Commissioner for Motor Transport

I. R. SMITH, M.Inst.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., M.Inst.T.

*Principal Research Officer
Traffic Accident Research
Unit*

J. M. HENDERSON

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

*Superintendent
Correspondence Branch*

C. V. GARBETT

Registrar

E. O. WARD

*Superintendent
Road Charges Branch*

J. P. M. REID

A.M.Inst.T.

Solicitor

A. W. PEPPER

*Superintendent
Metropolitan Regional Branch*

J. E. BECKETT

*Superintendent
Hunter and Central Coast
Regional Branch*

K. D. WALSH

A.M.Inst.T.

*Superintendent
Northern Regional Branch*

P. N. CAINES

*Superintendent
Southern Regional Branch*

J. McKIRDY

*Superintendent
South Coast Regional Branch*

A. W. EDMONDS

*Superintendent
Western Regional Branch*

N. T. HOOKEY

THIS YEAR IN BRIEF AND A

STATISTICS

FINANCIAL

Receipts—	1969–70 \$	Variation \$
Motor Vehicle Registration Tax	39,186,307	up 2,118,075
Fees (registrations, licences, etc.)	17,196,128	up 1,212,574
Ton Mileage Charges (heavy lorries)	15,872,005	up 1,072,584
Third-party Insurance premiums	56,858,080	up 4,114,332
Charges on road services competing with rail ...	5,227,700	up 695,467
Stamp Duty (vehicle registrations)	4,717,682	up 933,918
Proportion of Fees for three year drivers' and riders' licences	369,604	down 417,188
Receipts for issue of specially made number plates	161,100	up 50,600
Sundry	296,993	down 310,427
TOTAL	139,885,599	up 9,469,935
Payments—		
Cost of Traffic Police	8,226,010	up 171,335
Administrative costs, Dept. Motor Transport ...	10,973,856	up 1,025,275
Traffic Facilities	2,705,662	down 252,458
Funds provided for roads— Councils, etc.	550,626	down 208,352
Department of Main Roads	52,640,914	up 3,202,901
Collected for and remitted to— Govt. Insurance Office	56,858,080	up 4,114,332
Stamp Duties Office	4,717,682	up 933,918
Payments to Govt. Transport Services	1,802,430	down 700,074
Proportion of fees for three year drivers' and riders' licences—1969/70—Transferred to the Road Transport and Traffic Fund	393,394	up 393,394
TOTAL	138,868,654	up 8,680,271

VEHICLES AND DRIVERS

Registrations in force (on June 30)	1,974,376	up 126,779
Brand-new vehicles registered	221,465	up 19,371
Driving licences (all types) in force (on June 30)	2,048,789	up 140,912

TRAFFIC FACILITIES

Traffic control light installations— completed during this year	75	up 16
total in service	764	up 72
expenditure this year (incl. maintenance)	\$1,887,752	down \$299,918
Other facilities— completed this year	13,834	down 10,949
total in service (round figures)	163,000	up 12,500
expenditure this year	\$817,910	up \$47,460
Total expenditure for year	\$2,705,662	down \$254,458

ROAD ACCIDENTS

Accidents	91,378	up 13,336
Persons killed	1,267	up 61
Persons injured	34,755	up 3,635

STAFF AND PREMISES

Total staff	2,639	up 150
New Registries appointed	1	up 1
Total Motor Registries in operation	257	— 0
New Registry premises completed this year	4	up 2

EVENTS

1964-65

Income again at record levels. Introduction of separate legislation (Air Transport Act) to control operation of intrastate commercial aircraft. Validity of new Act upheld by High Court. Completion of Stage 3 of Inner-city signals system and installation of record number of signals at other locations. Road accident deaths exceed 1,000 for first time. 276 additional taxi-cab licences issued for Sydney and Suburbs and approval for the issue of an additional 14 taxi-cabs for Newcastle.

1965-66

Introduction of scheme whereby "new" drivers are issued with Provisional licences and required to display "P" signs during the first year of driving. Speed zoning (viz. speed limits appropriate to road and topographical conditions) applied to main arteries to and from Sydney. Co-ordination Act charges reduced by elimination of 50 per cent. of tare weight of lorry in calculating chargeable weight. Maximum length of articulated vehicles increased to 47 feet. Taxi Advisory Council constituted. Down-turn in rate of registration increases.

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.

REVIEW OF THE PREVIOUS FIVE YEARS

PRINCIPAL STATISTICS AND MAIN EVENTS - 1964-65 TO 1969-70

1968-69	1967-68	1966-67	1965-66	1964-65
\$	\$	\$	\$	\$
37,068,232	34,541,937	32,584,484	31,218,203	30,043,026
15,983,554	15,017,736	14,261,035	13,557,399	13,157,772
14,799,421	12,565,544	11,405,130	11,035,113	10,245,640
52,743,748	35,140,488	33,532,399	30,977,537	29,553,534
4,532,233	4,376,326	3,826,775	3,767,028	3,918,040
3,783,764	3,015,525	2,636,211	2,929,550	3,406,502
786,792				
110,500				
607,420	570,582	561,403	535,158	526,174
130,415,664	105,228,138	98,807,437	94,019,988	90,850,688
8,054,675	7,414,202	6,292,516	5,620,986	5,473,444
9,948,581	8,252,194	8,199,838	6,922,634	6,030,768
2,958,120	2,961,117	2,478,267	1,788,938	1,654,112
758,978	744,146	715,473	697,280	677,552
49,438,013	45,392,709	42,684,944	42,524,279	41,229,046
52,743,748	35,140,488	33,532,399	30,977,537	29,553,534
3,783,764	3,015,525	2,636,211	2,929,550	3,406,502
2,502,504	2,502,704	2,501,586	2,501,793	2,801,748
130,188,383	105,423,085	99,041,234	93,962,997	90,826,706
1,847,597	1,741,961	1,630,769	1,544,201	1,465,360
202,094	194,228	168,253	161,982	175,565
1,907,877	1,829,599	1,763,786	1,668,941	1,608,218
59	87	74	30	69
692	635	552	495	465
\$ 2,187,670	\$ 1,978,359	\$1,585,913	\$1,273,751	\$ 1,162,988
24,783	12,843	5,600	6,000	6,100
150,500	125,000	112,500	107,000	101,000
\$ 770,450	\$ 982,759	\$ 892,354	\$ 515,187	\$ 491,124
\$ 2,958,120	\$ 2,961,117	\$2,478,267	\$1,788,938	\$ 1,654,112
78,042	74,026	69,042	65,868	61,969
1,206	1,174	1,096	1,134	1,085
31,120	30,352	29,558	28,730	27,908
2,489	2,253	2,094	2,031	1,975
0	1	—	2	2
257	257	256	258	257
2	2	4	7	2

EVENTS

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 arterials. Eight New "Clearways" introduced. Stepped-up site-acquisition programme for Motor Registries in country centres. Renewals transacted at Registries rose by 22%.

1967/68

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.

1968-69

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

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.

TOTAL COLLECTIONS

Collections this year reached the new record figure of \$139,885,599 an increase of \$9,469,935 over last year. Appendix 1 gives details and shows the result 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

Much of the money received was paid to two other Government agencies on whose behalf it was collected—the Government Insurance Office in the case of third-party insurance premiums and the Stamp Duties Office as regards the "ad-valorem" duty on registration certificates. These two items, at \$56,858,080 and \$4,717,682 respectively, accounted for \$61,575,762. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to \$10,973,856 whilst \$2,705,662 was spent on traffic facilities. The cost of Police traffic services was \$8,226,010. The Department of Railways was paid \$1,800,000 from collections from operators of competitive road journeys whilst a total of \$53,191,540 was paid to road authorities—principally the Department of Main Roads. Appendix 2 gives a more detailed summary and a comparison with last year's figures.

MAIN ROADS FUND

SOURCES OF REVENUE

Motor vehicle registration tax (as distinct from registration fees—see Road Transport and Traffic Fund) paid on vehicles other than public vehicles in the Transport Districts. The latter tax is credited to the Public Vehicles Fund.

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 Federal Roads Aid Funds) towards the cost of main roads.

RESULTS FOR THE YEAR

	\$	
Vehicle Registration Tax (after refunds)	38,601,135	
Less—Administrative costs (Road Maintenance) ..	<u>1,832,226</u>	\$
Net tax proceeds		36,768,909
Ton-mileage charges (after refunds)		<u>15,872,005</u>
TOTAL (paid to Main Roads Funds)		<u>52,640,914</u>

Tax revenue and ton-mileage charges were higher than last year by 6.15% and 7.25% 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 re 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 therefore meets the bulk of its administrative costs. The other principal item is the cost of Police services on traffic and Motor Registry duties. Other important items of expenditure are to meet the cost of traffic facilities and the major contribution to the funds of the Road Safety Council of New South Wales. Pursuant to Section 202 of the Transport Act, any balance unexpended after meeting these charges must be paid to the Country Main Roads Fund.

RESULTS FOR THE YEAR

RECEIPTS		\$
Registration, Licence and other fees		16,621,322
Commission (on G.I.O. third party insurance premiums)		378,572
Sundry		<u>422,767</u>
TOTAL		17,422,661
PAYMENTS		
Administrative Costs (Department of Motor Transport)		6,582,771
Police services (traffic and Motor Registry duties)		7,400,186
Traffic Facilities		2,672,459
Purchase of assets (land, building, etc.)		202,765
Traffic Accident Research Unit		197,450
Contribution towards traffic facilities works in progress		<u>367,030</u>
TOTAL		17,422,661

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 \$10,322,799 of which it was possible to pay \$8,226,010. Of this amount \$825,824 was debited to the State Transport (Co-Ordination) Fund and \$7,400,186 was paid from the Road Transport and Traffic Fund.



PEDESTRIAN OVERBRIDGE

Completed in December, 1969 the pedestrian bridge over busy Warringah Road which leads to Sydney's northern beach suburbs separates pedestrians from vehicular traffic. The bridge was built on the recommendation of the Traffic Advisory Committee with costs being shared by the Department of Motor Transport and the Department of Main Roads and the Warringah Shire Council. This Department's contribution to such works is met from the Road Transport and Traffic Fund.

PUBLIC VEHICLES FUND

EXPLANATORY

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

SOURCES OF REVENUE

- 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)	413,488
Tax (other vehicles)	171,684
Service licence fees	<u>70,460</u>
TOTAL	655,632

PAYMENTS

Capital debt reduction (bus services—Department of Government Transport)	31,808
Assistance to road authorities	518,818
Traffic signals	<u>33,203</u>
TOTAL	583,829

A balance of \$256,779 brought forward from 1968-69 was held in the Fund at the start of the year; and a balance of \$695,612 remained as at 30th June, 1970. An audited detailed statement which contains corresponding figures for last year appears as Appendix 4.

NOTE

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

STATE TRANSPORT (CO-ORDINATION) FUND

EXPLANATORY

The State Transport (Co-ordination) Act regulates intrastate commercial passenger-carrying and goods-carrying transport services 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 Fund.

RESULTS FOR THE YEAR

RECEIPTS		\$
Fees		509,116
Charges (goods)		4,599,259
Charges (passengers)		93,587
Other (mostly penalties)		25,738
TOTAL		5,227,700
Administrative costs (Dept. of Motor Transport)	1,737,810	
Police services (traffic and Motor Registry duties)	825,824	
Purchase of Assets	235,074	
		2,798,708
Payments to revenue of—		
Railways	1,800,000	
Government Bus Services	2,430	
		1,802,430
TOTAL		4,601,138

A balance of \$195,672 brought forward from 1968-69 was held in the Fund at the start of the year; and a balance of \$822,234 remained as at 30th June, 1970. An audited detailed statement which also gives comparison with last year's figures appears as Appendix 6.

ROAD MAINTENANCE CHARGES

EXPLANATORY

Mileage Charge 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-eighths 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 in proportions of one-fifth and four-fifths, respectively, from vehicle registration tax payments to the County of Cumberland section and the Country section of 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)
	\$		\$		\$
1969	9,992,798	67.3	4,847,745	32.7	14,840,543
1970	10,959,766	68.8	4,963,906	31.2	15,923,672
Increase in collections	966,968 (6.5%)		116,161 (.8%)		1,083,129 (7.3%)

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
	\$	
1969	1,859,385	12.5%
1970	1,832,226	11.5%

Appendix 8 gives details under a range of expenditure headings.

COMMENT

Results for the financial year 1969-70 show increases under all headings but % increases are substantially below those for the previous financial year (1968-1969) viz. Intrastate usage 11.8% and Interstate usage 5.9%.

It is considered that the rate of increase of collections under the Act for the year 1969-1970 is more in line with what could be expected from a natural expansion within the road transport industry.

In my last report it was stated that a factor contributing to the high rate of increase in collections for that financial year was due to the greater efficiency in enforcement procedures due to a large extent to the decentralisation policy followed by the Department over recent years. However, it is felt that it could be expected that the effect of increased enforcement activities must reach a point where the rate of increase in collections arising from such activities must diminish.

Policy Developments and Legal Activities

CONTINUING POLICIES

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

Regional Branches. The State has been divided into a number of administrative regions each under the control of a Regional Superintendent who is responsible to the Commissioner for the implementation within the region of legislation administered by the Department, the determination of matters arising locally in the operation of public and other motor vehicles and their drivers, and the control and management of Departmental Motor Registries and the activities of Departmental Officers generally within the region.

The 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 established and new Motor Registry buildings have been constructed in the regions since the scheme began. At the end of the report year the construction of further Motor Registries was underway.

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, increase in the length of trailer combinations, a requirement that all omnibuses be fitted with doors that are operated by the driver, consideration of the present speed limit on the holder of provisional drivers' licences and the question of whether learner drivers should be similarly restricted.

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



ACCIDENT RESEARCH

A scientific research team from the Department's Traffic Accident Research Unit examines a vehicle destroyed by fire in a traffic accident. The examination was one of many from which data was collected in the preparation of a report dealing with fire in road accidents. The research programme covered fire-involved road accidents in New South Wales over a 4½ year period. Other research programmes being conducted by the Traffic Accident Research Unit are well advanced.

INTERNATIONAL TRAINING SCHEMES

The Department again contributed to programmes for broadening the knowledge of Fellows studying in Australia under the various international training schemes.

Colombo Plan. Two Colombo Plan Fellows from Ceylon received extensive training in the administration of the Department, in field work connected with the inspection of public passenger vehicles and in procedures related to the testing of applicants for drivers licences.

Fiji Government Sponsored Fellows. Two Fellows from the Department of Transport and Civil Aviation, Fiji were also given extensive training in the Department's functions with particular emphasis on the control of public passenger carrying vehicles and mechanical fitness of motor vehicles generally.

PUBLIC RELATIONS

During the year extensive use was made of the Department's public relations service by the press and radio and television networks. Particular interest in the Department's Traffic Accident Research Unit was shown by representatives of the various media.

Sydney's traffic signal system continued to attract considerable interest and visits of inspection were arranged for interested groups and individuals. A 12 page colour booklet containing photographs and maps explaining the history and development of the traffic signal system was produced during the year.

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 in this respect 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 29th, 30th and 31st meetings in Darwin from 9th to 12th July, 1969, in Port Augusta on 19th September, 1969 and in Sydney from 20th to 23rd February, 1970. Matters affecting this Department which were considered included amendments to and progress in the adoption of the National Road Traffic Code, reports of the Australian Motor Vehicle Design Advisory Panel on its activities and the implementation of design rules, recommendations by the Australian Motor Vehicle Standards Committee, reports on the activities of the Australian Road Safety Council, promotion of driver improvement and air cushion vehicles.

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—these Committees superseded the Australian Road Traffic Code Committee, the Australian Motor Vehicle Standards Committee and the Australian Motor Vehicle Design Advisory Panel respectively, during February, 1970. Officers of the Department are the New South Wales representatives on the Committees and Board mentioned.

Advisory Committee on Road User Performance and Traffic Codes. This Committee was established by the Australian Transport Advisory Council at its meeting held in February, 1970, when it reviewed the work of all of its advisory committees. In effect, the Committee supersedes and carries on the work of two committees, namely, the Australian Road Traffic Code Committee and the Committee on Driver Improvement.

The new Committee held its inaugural meeting at Canberra on the 28th and 29th May, 1970, when it discussed such matters as reciprocal acceptance by the States of drivers' licences and vehicle registrations; the United Nations Convention on Road Traffic; drivers' points demerit systems; the possibility of establishing an Australian Code of Practice on driver behaviour; medical fitness of drivers; driving simulators; minimum age of drivers; provisional licences; the duties of drivers after accidents; and the Australian Medical Association's report of its policy on road safety.

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 will be issued. The State and Territory registering authorities have agreed to recognise the Compliance Plates as evidence that a vehicle complies with such Design Rules which that State has decided shall apply as a pre-requisite to registration in that State.

TRAFFIC ADVISORY COMMITTEE

The Traffic Advisory Committee was established by the Minister for Transport in 1964 to advise him in relation to any traffic matters which the Minister may refer to it or which the Committee, of its own motion, may raise for consideration. Its principal function is to formulate plans for the relief of traffic congestion and the promotion of 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 Municipal Council in a matter affecting its area.

Some of the matters dealt with by the Committee during the year under review include the introduction of clearway restrictions on the main route between Newtown and Bankstown (Enmore Road, Stanmore Road, New and Old Canterbury Roads), and on Hume Highway between Parramatta Road and Strathfield, and the completion of a trial period for "Give Way Signs" and their subsequent acceptance on a permanent basis. Further valuable progress has been made in negotiations with the Council of the City of Sydney regarding the construction of a pedestrian subway under Railway Square, whilst this year saw the commencement of construction of separate crossing facilities for pedestrians at Frenchs Forest and Epping and a general advancement in design work for similar facilities at other places.

TAXI ADVISORY COUNCIL

The Council was formed by the Minister for Transport in 1966 to advise on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. Recommendations of the Council resulted in the introduction, during the report year, of new Regulations requiring the display in taxi-cabs of the passenger capacities for such vehicles and specifying a minimum standard of dress for taxi-cab drivers.

During the year under review the Council commenced an investigation into the adequacy of taxi-cab services in the Metropolitan Transport District and recommendations, following enquiries in the City of Sydney area and in districts on the lower and upper North Shore, the Hills district and in Manly-Warringah resulted in the allocation of 50 additional licences to augment existing services. Enquiries by the Council into the needs of other areas were continuing at the end of the report year.

Further details of the licences issued appear in the section headed Commercial Transport Services.

PARKING ADVISORY COMMITTEE

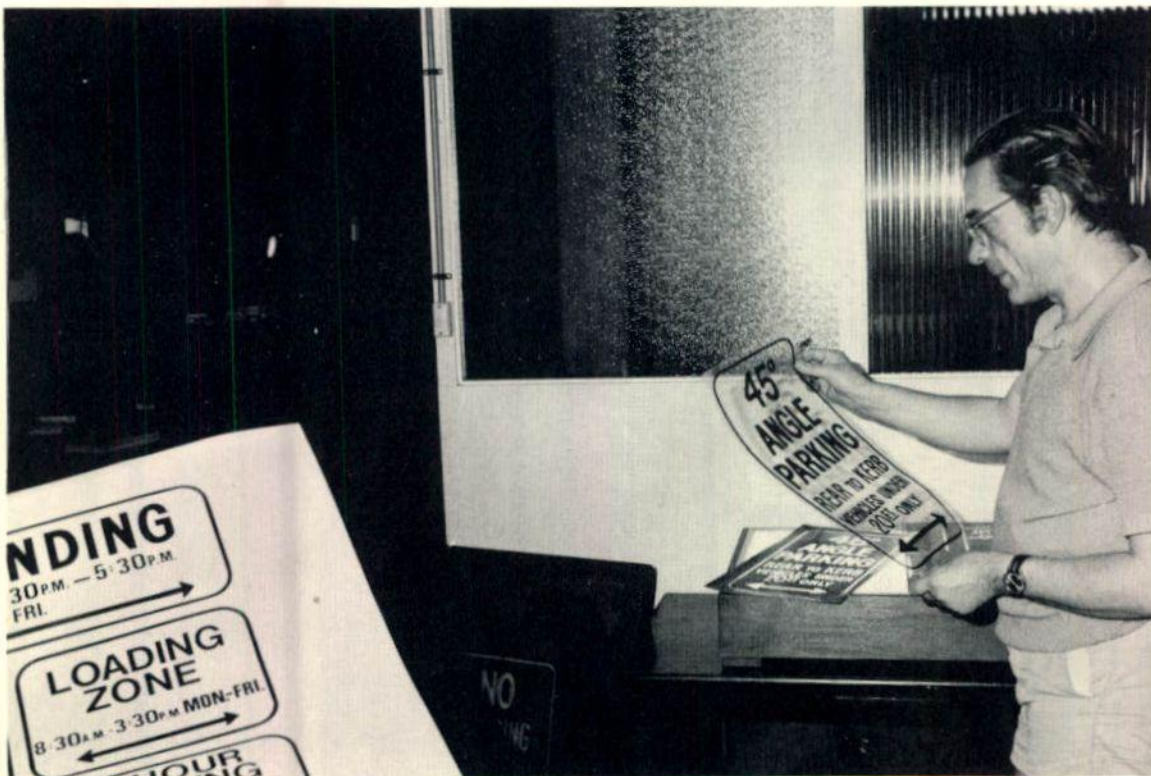
Functions. Under the Local Government Act, Parking Advisory Committees have been appointed, at the request of the individual Councils concerned, for a number of areas with special traffic and parking problems. Their function is to provide a means of regular discussion and exchange of viewpoints between 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.



TRAFFIC SIGN PRODUCTION

Pictured is a Departmental employee engaged in a preliminary process of traffic sign manufacture in the Department's Traffic Facilities Workshop. A large number of signs are produced and erected annually by the Department.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

As in previous years representatives of the State Road Transport Authorities met 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 20th Conference was held in Townsville from 5th to 7th May, 1970. Matters discussed included new legislation passed by the various States since the last meeting, carriage of goods by road transport, developments in passenger transport, collection of Road Maintenance Charges and other items of significance in the field of transport.

TRANSPORT CHARGES ADVISORY COMMITTEE

This Committee was established on the recommendation of the Transport Charges (Country Industries) Committee and comprises representatives respectively of the Ministry of Transport and the Departments of Decentralisation and Development, Railways and Motor Transport. At the suggestion of the Minister the Chairmanship of the committee was changed this year from the representative of the Ministry of Transport to the representative of the Department of Motor Transport.

The Committee is required to examine matters referred to it by the Commissioner concerning the administration of the State Transport Co-ordination Act, 1931, as amended, as it refers to the carriage of goods particularly to and from decentralised industries.

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 Department of Agriculture (Chairman), Railways, Motor Transport, Decentralisation and Development, Treasury, Water Conservation and Irrigation Commission, Closer Settlement Advisory Board, and Western Lands Commission.

OMNIBUS ADVISORY COMMITTEE

This 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, 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, two representatives of the Bus Proprietors' Association (N.S.W.) and a representative of the Motor Omnibus Employees' Association. Meetings of the Committee were held at regular intervals during the year under review.

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 7 occasions during the report year to examine 21 applications and 15 appeals against previous decisions—involving 58 services. Arising from the Committee's recommendations, increases in individual subsidies were granted in respect of 32 services, applications in respect of 14 services were declined and further information is required before examination of the remainder can be completed. The subsidy in respect of one service in the Central Coast area was reduced when investigations showed that the original assessment had been too high.

A general fare increase for private bus services approved in January, 1970 led also to proportionate increases in the subsidies for the services concerned.

TOURIST VEHICLE ADVISORY COMMITTEE

Established in March, 1967, the main function of the Tourist Vehicle Advisory Committee is to advise the Commissioner on policy matters affecting tourist vehicle operations, including proposals for new or altered tours and the question of licensing additional tourist vehicles.

Its members are the Assistant Commissioner for Motor Transport (Chairman), the Manager of the Department of Tourist Activities and a representative of the tourist vehicle operators. The Committee met regularly during the report year.

INTER-DEPARTMENTAL COMMITTEE ON TOURIST SERVICES IN THE SNOWY MOUNTAINS AREA

The Committee met on four occasions during the year and continued to foster the development of scenic tours in the area which is largely within the Kosciusko State Park.

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

Motor Traffic, Metropolitan Traffic and Transport (Amendment) Act, 1968. On the 19th June, 1970, sections of the abovementioned Act designed to simplify the procedures whereby the Commissioner of Police gives directions for the control of traffic on public streets were proclaimed.

Under the new provisions where the Commissioner of Police decides that certain measures are necessary for the control of traffic in a particular area, he simply directs that an appropriate traffic control sign (e.g. "one way traffic") be erected. Provision is made for an allegation that such a sign was erected in a particular location to be accepted by the court, unless it is proved to the contrary, as evidence that the sign was properly displayed in accordance with a direction given by the Commissioner of Police, thus removing the need for formal documents in connection with the giving of the direction to be produced to the court.

Provision is made also for heavy penalties for the unauthorised erection of or interference with, traffic control signs.

NEW REGULATIONS MADE

Air Pollution. Because it has been authoritatively calculated that air pollution caused by a motor vehicle is reduced by approximately 30% if the crank-case gases are not emitted into the atmosphere, a restriction in that respect has been introduced.

On the 20th March, 1970 the Motor Traffic Regulations were amended to require that all motor vehicles which are propelled by a four stroke petrol engine, except motor cycles, first registered on or after the 1st September, 1970 be so constructed that the crank-case gases cannot escape into the atmosphere.

Tanker Vehicles. The effect of amendments to the Motor Traffic Regulations gazetted on the 15th May, 1970 is that tanker vehicles normally used for the carriage of inflammable liquid or dangerous goods are prohibited whether empty or loaded, from travelling at any time through the tunnel connecting the Cahill Expressway with Bradfield Highway, the tunnel on General Holmes Drive and during peak hours on Bradfield Highway. The Regulations previously banned the use of loaded or partly loaded tanker vehicles from these areas, and the amendments were prompted by the dangers of explosion that still exist even when these vehicles have apparently been emptied of their contents.

Hydraulic Brake Hoses and Wheel Rims. Regulations gazetted on the 24th December, 1969 require new motor vehicles to have hydraulic brake hoses and wheel rims which comply with the relevant Australian Design Rules, which are explained in more detail elsewhere in this Report.

Flashing Warning Lights. Regulations gazetted on the 6th February, 1970 permit the fitting of a device to motor vehicles which causes all the flashing light turn signals, normally used to signal a driver's intention to turn right or left, to flash simultaneously. The four flashing lights thus available can give a warning to other road users of a danger on the roadway but the Regulations specially lay down that they can only be used when the vehicle to which they are affixed is actually standing in a hazardous position.

Dress of Public Vehicle Drivers and Conductors. The Regulation which requires that the driver or conductor of a public vehicle be clean and tidy and wear respectable clothes has been strengthened by the specification of the minimum standards of accepted dress. A male must wear at least a shirt with sleeves and a collar, shoes, long trousers and socks or tailored shorts and long socks. Female drivers or conductors are required to wear a blouse, low-heeled shoes and a full pleated skirt with stockings or alternatively slacks with socks or stockings.

Number of Passengers in Taxi-cabs. On the 8th May, 1970 a new Regulation was gazetted which makes it necessary for the owners of taxi-cabs registered under the Transport Act to display in the vehicle a sign showing the number of passengers the vehicle is authorised to carry. This is for the information of the public in the event of disputes occurring between prospective passengers and the taxi-cab driver when more than the authorised number of persons attempt to enter the vehicle.

Omnibuses. On the 15th August, 1969 amendments to the Motor Traffic Regulations were gazetted which increased the maximum permissible length of an omnibus or tourist vehicle from 35 to 37 feet. On the same date the Motor Traffic and Public Vehicles Regulations were altered to authorise registration of small omnibuses used to carry school children, crippled children or employees of the owner, or for a similar purpose, and which are considered safe to be so used notwithstanding that they do not strictly comply with dimensional and constructional requirements laid down in the Regulations.

Traders' Plates. On the 6th February, 1970 the Regulations relating to the use of traders' plates were amended to permit a trader to avail himself of the services of a person who is not actually employed by him to deliver on his behalf vehicles carrying his trade plates. The Regulations previously required the trader or an authorised employee to be conveyed in a vehicle displaying the traders' plates.

Rates for Hospital Treatment of Accident Victims. Amendments, on the 5th September, 1969 to the Regulations made under the Motor Vehicles (Third Party Insurance) Act, varied the rates prescribed in the Regulations for hospital treatment of persons injured in road accidents to bring them into line with rates payable under the Workers' Compensation Act.

Miscellaneous Amendments. On the 19th June, 1970 new Regulations under the Motor Traffic Act and the Metropolitan Traffic Act were gazetted. These deal with the traffic control signs referred to under the heading "Motor Traffic, Metropolitan Traffic and Transport (Amendment) Act, 1968" and are necessary to prescribe the directions which may be given by the Commissioner of Police, their meanings, and the types of signs which give notice of these directions. There is a provision in the Regulations which makes it an offence to disobey any direction appearing on a traffic control sign.

During the year a number of minor amendments to various regulations have been necessary such as the adjustment of schedules listing places where vacant taxi-cabs may stand for hire, District Motor Registries and those Registries where public vehicles and taxi-meters may be inspected or tested.

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 is somewhat below that recorded last year. A greater proportion of the number consists of proceedings instituted for failure of operators to pay amounts of charges due and for the recovery of the charges.

Motor Traffic Regulations. Convictions for offences under these regulations are in line with those obtained in 1968-69. Some increase has been recorded in convictions for exceeding the aggregate weight reflecting the Department's efforts to prevent the operation of overloaded vehicles.

Public Vehicles (Goods and Passengers). In practically every category the number of convictions continues the decline occurring in the previous year.

State Transport (Co-ordination) Act. A sharp increase is shown in the figures of convictions obtained against operators under this Act.

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

REGISTRATIONS AND LICENCES

Statistics. The following paragraphs set out the principal statistics as at 30th June, 1970 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, 1970 motor vehicle registrations had risen to a further record level of 1,974,345 — 126,748 (6.4%) more than the previous year.

Brand New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 221,465 this year as against 202,094 last year—an increase of 19,371 (9.6%).

Drivers' Licences. On 30th June, 1970 total driving licences—vehicle drivers' and cycle riders'—numbered 2,048,789 an increase of 140,912 (6.9%).

Volume of business. From the foregoing figures it will be clear that huge numbers of transactions must be completed each day. 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 Registries 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 provisional licences.

Issue of Special Number Plates. On the 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 being made from the two letter—three numerical black and white series as well as the three letter—three numerical yellow and black series. Old style all-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.

The scheme has proved popular amongst motorists as there were 6,491 applications received during the year under review. The revenue 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. Three year licences are not issued to persons who have attained the age of 77 years or to licensees who would be subject to a medical review within a three year period from application for renewal of licence. Holders of public vehicle licences are not permitted to obtain a three year licence. In addition provisional licences are issued for one year only.

MOTOR REGISTRIES

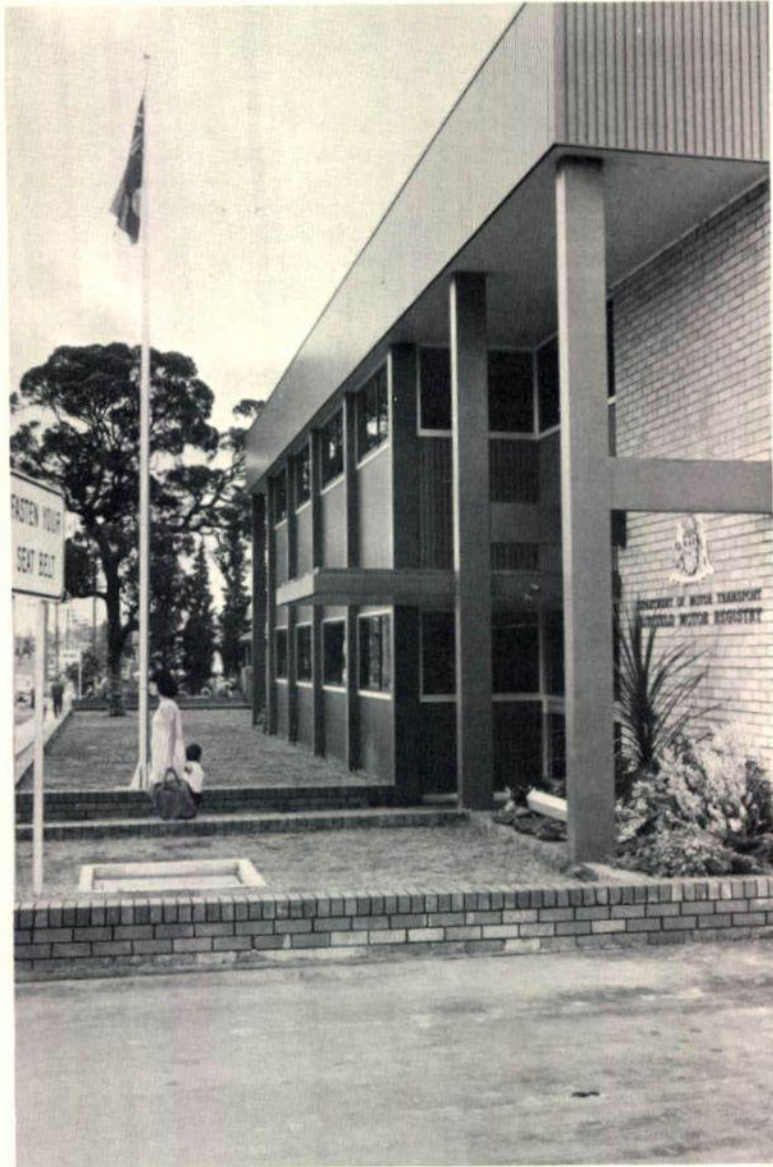
Local Facilities Provided. With the object of providing the best possible service to the public and giving practical effect to the policy of decentralising the Department's activities, Motor Registries are established in suburbs of the Metropolitan area of Sydney, in the Newcastle and Wollongong areas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

Registry Operations, Number and Location. At the majority of country Motor Registries the work is handled by Police in conjunction with their normal Police duties. However, at most larger country centres and in 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.



FAIRFIELD MOTOR REGISTRY (INTERIOR AND EXTERIOR)

The Fairfield Motor Registry was opened in July, 1969 to cater for the growing population of Sydney's outer western suburbs. The registry is airconditioned and provides ample public space and pleasant working conditions for staff. The building is also the office of the Metropolitan Regional Superintendent.



Changes this Year. The number of Registries staffed by the Department's own officers rose to 65 this year following the transfer of Motor Registry work from the Police at Tweed Heads (21st July, 1969), Deniliquin (22nd July, 1969), Singleton (25th August, 1969), Tumut (4th November, 1969), Narrabri (15th December, 1969) and the opening of a new Motor Registry at Fairfield on 30th July, 1969.

Motor Registries conducted by the Police now number 192 bringing the overall total of Motor Registries to 257.

To encourage motorists to take greater advantage of the facilities available at Departmental Motor Registries, the Department has conducted a publicity campaign for this purpose since October, 1966. Its success 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 2,017,624 an increase of 142,713 over the previous year.

Renewals Payments Offices. The Renewals Payments Office established by the Department in the inner-city area of Sydney has continued to provide a convenient facility for motorists to renew vehicle registrations and driving licences. During the year under review 75,194 renewals of licences and registrations were effected and revenue collected totalled \$2,064,679 compared with 71,356 renewals and \$1,835,877 for the previous year.

A similar office established in the "Roselands" regional shopping centre at Wiley Park continued to provide a convenient service for motorists using the centre. Registration and licence renewals effected during the year totalled 27,106 and a total of \$746,473 was collected compared with 20,846 transactions and \$550,009 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. During the year additional staff was provided at a number of Motor Registries to handle the increase in work.

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.

Role of Government Insurance Office. Although authorised insurers numbered 65 on 30th June, 1970 the Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third party insurance (approximately 96%) 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 \$56,858,079—a rise of \$4,114,331 on last year. Commission received in this connection totalled \$379,695 and was credited to the Road Transport and Traffic Fund.

Premium Rate. Regulations under the Act prescribe premium rates. These have remained unchanged 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 decreased to 218,431 as against 256,332 for the previous year. The decrease is attributed to the fact that since the introduction of the Points System in March 1969, the recording system has been revised and certain offences of a minor nature are no longer noted on the records. In 144,369 (66.09%) 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 14,379 which is 5,211 more than in 1968-69.

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 15,465 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. 1,086 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 14,379 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 3,903 instances but in the remaining 10,476 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 302 drivers out of the 2,421 brought before them on such charges as compared with 394 drivers out of a total of 4,628 last year.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 732 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 9,215 drivers were brought before the Courts on such charges and those discharged without conviction under Section 556A of the Crimes Act represented 7.94% of the total.

There were also 2,772 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, oral 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 105,480 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 9,974 licences by comparison with 11,632 the previous year. The overall decrease in suspensions and cancellations is attributed to the fact that the Points System had only been operating for four months at the commencement of the report year and as each licence holder was treated as having a clean record when the scheme began, some little time elapsed before the question of suspension or cancellation of licences arose. Consequently, there were very few suspensions or cancellations under the Points System at the beginning of the report year but as each subsequent month passed the suspensions and cancellations increased. Further details are shown in Appendix 16.



DRIVER TESTING

Since August, 1968 driver testing in the Sydney Metropolitan, Newcastle and Wollongong areas has been conducted by Driver Examiners employed by this Department.

Here an applicant for a driver's licence is undergoing a practical driving test.

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.

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 length) which do not compete with the Railways, and on competitive journeys up to 50 miles.
- **Permits** for competitive journeys of more than 50 miles 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 cement or terra-cotta roofing tiles.
- **Change in Policy.** During the year the Transport Charges Advisory Committee recommended and the Commissioner subsequently 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. Previously this commodity was exempt from the payment of charges.

The new policy will be implemented as from 1st January, 1971.

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 half for lorries subject to this Act. This is a statutory concession and was allowed from the inception of the Act (in May, 1958) for primary producers' vehicles but from 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 each month an accurate daily record of mileage travelled 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 entered into these Arrangements for the submission of returns, mainly fleet owners, increased from 2,415 as at 30th June, 1969 to 2,540 as at 30th June, 1970. The number of vehicles concerned rose from 20,916 to 21,915. In addition, the number of vehicles covered by "quarterly" Arrangements—mainly primary producers' vehicles—increased from 13,801 to 15,513.

These Arrangements, whilst facilitating the task of administering the Act, also promote considerable goodwill and understanding between the Department and vehicle operators.

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 1,589,454 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. Details of the number of cases where it became necessary to prosecute operators are shown in Appendix 10.

Amendments to the Legislation introduced in May, 1964 which as mentioned in previous reports—

- (a) imposed on any director, member of the governing body or manager of a company certain obligations and liabilities where the company failed to submit journey records or pay charges due; and
- (b) empowered the Governor to apply the provisions of the Act to any vehicle with a load capacity not exceeding four tons where it is established that the vehicle is used frequently carrying loading in excess of four tons.

As mentioned in previous reports, the practice which necessitated the second of these provisions declined after enactment of that provision to the point that it has not been necessary to invoke it.

Legal action against a director personally has been taken only in extreme cases and after all other avenues of enforcement had been unsuccessful. In such cases, notices as provided in the amended legislation, were sent, and the results achieved during the year under review are summarised as follows:—

Fail to Deliver Journey Records—					
Notices Sent	Complied With	Convictions Recorded	Fines		
9	8	3	\$30.00		
Fail to Pay Charges					
Notices Sent	Complied With	Charges Paid	Convictions Recorded	Fines	Court Orders
32	1	\$140.61	24	\$660.00	\$26,718.44
Proceedings withdrawn due to High Court of Australia decision: 9. (See note)					
<p>Note: In last year's report reference was made to the pending hearing of an appeal to the High Court of Australia arising out of a conviction recorded against a director resident in South Australia of a Company registered in that State. This appeal was based on the claim that the relevant Section of the Act is beyond the legislative competence of the Parliament of this State and is therefore void.</p> <p>Judgment in favour of the defendant was handed down by the High Court of Australia on 28th October, 1969. Counsel's opinion was sought on certain aspects of the judgment when the opinion has been expressed that from a practical point of view the Department should regard the position as now being that directors or managers in New South Wales at the relevant time may be proceeded against under the Act whether their bodies corporate are in or outside the State but not where director and body corporate are both outside the State.</p> <p>The question of amending the Act to overcome the deficiency brought to light by the judgment of the High Court of Australia is currently being examined.</p>					

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			
1968-69	237,821	221,136	458,957
1969-70	254,461	319,055	573,516
(2) Tonnages (Loads)			
1968-69	2,308,109	1,628,850	3,936,959
* 1969-70	2,992,630	2,523,150	5,515,780

* 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.

Results for the year showed a large increase in revenue as compared with the previous year.

Some factors contributing to this increase were:—

- A marked increase in the amounts allocated by the Government in recent years for the establishment of industries in country areas.
- Easing of drought conditions throughout the State.
- Decentralisation of the Department's activities which has facilitated the closer supervision of carriers through its Regional Branches.
- Reduced number of days during which charges were not payable due to rail strikes.

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 a marked 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—					
1969-70	11,440	24,590	216	98,367	134,613
1968-69	11,250	23,321	108	96,786	131,465
Tonnages—					
1969-70	89,535	250,950	1,669	976,632	1,318,786
1968-69	68,801	200,724	788	788,905	1,059,218

9,527 permits were issued for charges calculated on a flat rate basis or on rail freight.
The number last year was 7,606.

Table B—Charges Collected

Year ended 30th June—	Collections	Comparison with previous years
1970	\$4,610,804	up \$660,677
1969	\$3,950,127	up \$138,808
1968	\$3,811,319	up \$526,813
1967	\$3,284,506	up \$ 45,524
1966	\$3,238,982	down \$157,570

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
		\$		\$		\$
1969	51,022	9,992,798	11,703	4,847,745	62,725	14,840,543
1970	54,983	10,959,766	13,179	4,963,906	68,162	15,923,672

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

"Arrangement" cases.

	No. in force	Vehicles covered	Charges paid
1969	2,415	20,916	\$ 6,115,460
1970	2,540	21,915	6,808,814

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (15,513 this year, 13,801 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.



RADIO CONTROL

The bulk of the Department's vehicle fleet is radio controlled from the room pictured above. While radio control is used to co-ordinate the day-to-day activities of the Department's Inspectorial and Traffic Facilities staff, it is also playing an important role in some aspects of the regulation of commercial transport and passenger carrying services.

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 \$37,243.77 the fees for the individual operators varying from \$890.00 to \$7.50.

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. An allocation previously made by the State Treasury from road funds received from the Commonwealth was discontinued on the 30th June, 1969 in the light of revised Commonwealth legislation. Receipts from bus tax, details of which appear in Appendix 4 totalled \$413,488 which, because of the abovementioned discontinuance of Commonwealth fund allocation, was \$285,580 short of last year's figure.

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 \$251,567.

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.

Control Measure. A scheme was introduced in the previous year to control the number of buses registered in connection with each privately operated omnibus service in or adjacent to the Transport Districts. Before a replacement or additional bus can be registered and licensed it is now necessary for the Commissioner to be satisfied that the bus will in fact be used by the operator to perform journeys on his regular route services. The object is to ensure that bus operators do not add to their fleets buses of non-conventional design which would not be necessary to meet normal service requirements but could, on the other hand, be used on operations which are considered to be the province of licensed tourist vehicle operators.

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—in each case the journeys were supplementary to existing services. A new industrial service from the Green Valley area to the Milperra industrial area was introduced and in other cases existing services were extended or diverted into newly developed areas. In the Cabramatta area one service was re-organised to prevent unnecessary duplication of journeys with a neighbouring service. (For other Transport Districts see contribution by Regional Superintendents concerned).

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 January, 1970 approval was given for a general fare increase designed to offset an increase of 15% in operational costs throughout the bus industry since the last private bus fare increase in 1967. The maximum increases allowed for adult single fares ranged from 1 cent for the first section; 2 cents on the second section and subsequent fares up to and including 18 cents; and 3 cents on fares of 19 cents and over. Proportionate increases were permitted for weekly fares, childrens', students' and pensioners' fares.

Pensioner Concession Fares. On 1st March, 1968 half fare travel for pensioners was introduced in the Transport Districts and the Central Coast area, and operators are paid subsidies to compensate for loss in revenue. Applications for review of the amounts of subsidies were dealt with by a Committee of Review a description of which was given earlier in the report in the Section headed Policy Developments and Legal Activities.

Standards of Service. Frequent checks by Departmental technicians ensured maintenance of proper vehicle standards. Routine checks of timetable observance and adequacy of services were carried out and corrective action was taken on the few complaints received.

Special Journeys. In some 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.

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, 1969 and 1970).

Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1970	1,247	130	221	1,598
1969	1,213	119	207	1,539
Variation	up 34	up 11	up 14	up 59
Service Licences				
1970	206	24	22	252
1969	202	22	23	247
Variation	up 4	up 2	down 1	up 5
Revenue Derived by Department				
	\$	\$	\$	\$
1970	403,039	50,052	30,857	483,948
1969	641,666	78,271	47,933	767,870
Variation	down 238,627	down 28,219	down 17,076	down 283,922
Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1970	427,759	54,399	36,661	518,819
1969	605,839	75,078	45,401	726,318
Variation	down 178,080	down 20,679	down 8,740	down 207,499
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. The ordinary "car" rates of motor vehicles tax apply except where the vehicle used is a station waggon when "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 on page 3, 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.

Since March 1966, limitations on the granting of licences to women and part-time owners have been removed to assist owners to obtain drivers for their taxi-cabs.

Temporary Shortages of Taxi-cabs. The general practice of drivers changing shifts during the mid-afternoon at places outside the City had tended to cause a shortage of taxi-cabs at that time in the Inner City area. To meet this temporary shortage, approval was given during the previous year for taxi-cabs operating from the St. James Road stand to carry out "double" hirings between 2.00 p.m. and 6.00 p.m. on weekdays when arranged by a controller employed by the Metropolitan Taxi Council. In this period the controller would, before the arrival of a "vacant" taxi-cab arrange for pairs of hirers travelling in the same direction to travel in one taxi-cab; there is no compulsion for this and each hirer retains the right, if so desired, to the exclusive hire of any available taxi-cab. At the same time the taxi-cab organisations who provide the major city service arranged for the change over of drivers to be spread over a longer period to reduce the number of taxi-cabs out of service at the same time.

At the Sydney (Kingsford-Smith) Airport the number of available taxi-cabs is also, on occasions, temporarily inadequate to cope with the numbers of intending hirers. Should this occur, other controllers employed by the Metropolitan Taxi Council to assist in the loading of taxi-cabs are available to supervise "double" hirings pending the arrival of additional taxi-cabs arranged by telephoning the taxi-cab radio base stations.

New Licences in the Metropolitan Transport District. Following a review and recommendation by the Taxi Advisory Council, approval was given to issue 50 new taxi-cab licences to persons on the Metropolitan Taxi Drivers' Seniority Register. At the same time an additional private hire car licence was issued for Schofields.

The names and places concerned and the numbers of new taxi-cab licences allocated are set out in the following table.

ADDITIONAL TAXI-CABS FOR METROPOLITAN TRANSPORT DISTRICT

No. of taxi-cabs	District and taxi-cab stands
30	City of Sydney — stands within the old boundaries (pre 1968) of the City of Sydney and Sydney (Kingsford-Smith) Airport.
3	District 1 — Chatswood, Roseville, Lindfield, Killara, Gordon, Pymble, Artarmon, Lane Cove, Willoughby, Crows Nest, St. Leonards.
9	District 2 — Hornsby, Pymble, St. Ives, Turramurra, Warrawee, Wahroonga, Waitara, Asquith, Berowra, Normanhurst, Thornleigh, Pennant Hills, West Pennant Hills, Beecroft, Cheltenham.
5	District 3 — Epping, Pennant Hills, Beecroft, Cheltenham, Carlingford, Eastwood, West Ryde, Ryde, Gladesville, Denistone, North Ryde.
3	District 16 — Manly, Frenchs Forest, Balgowlah, Fairlight, Manly Vale, Seaforth, Beacon Hill, Brookvale, Collaroy, Forestville, Harbord, Mona Vale, Narrabeen, Narraweena, Newport, Dee Why East, Dee Why.
50	

Enforcement. In the public interest supervision of taxi-cabs operation has been continued in the three Transport Districts. These activities include a full investigation of all complaints, Court Proceedings were taken where necessary. For details see Appendix 10.

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 16 two-way radio organisations in the Metropolitan Transport District, 1 in the Newcastle Transport District and 1 in the Wollongong Transport District.

A further increase in two-way radio installations in taxi-cabs took place during the year as the direct result of the issues of new licences and the policy of requiring a person purchasing a taxi-cab to install radio if the vehicle was not so equipped previously.

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, 1970 and other information also.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1969–1970)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1969	1970	1969	1970	1969	1970
Taxi-cabs—						
Unrestricted	2,437	2,437	86	86	—	—
Restricted	1	1	30	30	116	116
City of Sydney	231	256	—	—	—	—
Districts	348	354	—	—	—	—
Sub-total	3,017	3,048	116	116	116	116
Private Hire Cars	246	248	14	14	12	10
TOTAL	3,263	3,296	130	130	128	126
Radio Controlled Vehicles (including in above)						
Taxi-cabs	2,758	2,846	116	116	113	113
Private Hire Cars	171	181	11	11	2	2
TOTAL	2,929	3,027	127	127	115	115

Fares. Private hire car fares are not controlled but taxi-cab fares are fixed by regulation. The present taxi-cab fares were introduced on 1st August, 1968.

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 67 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.

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, 1970, 1,773 regular passenger carrying services were operating in country districts. 1,984 buses and 254 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. Twenty three such services were operating as at 30th June, 1970.

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)—	1969	1970
Taxi-cabs	1,106	985
Private Hire Cars	321	120

Ballots for New Licences. One replaced taxi-cab licence was issued this year while 7 taxi-cab or hire car licences were surrendered. 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 numbered 8 from Newcastle, 2 from Wollongong, 7 from the Blue Mountains resorts and 7 from other country towns. In addition there are eight owners of residentials in the Mount Kosciusko area who operate over-snow vehicles during winter to provide their guests with short tours within the Kosciusko State Park.

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 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. Since their introduction some two years ago, commuter services in New South Wales have continued to expand and many localities not served by large intrastate airline operators but having reasonable airport facilities, now enjoy a regular air service. The main feature of commuter operations is that, whilst regular timetables are flown, the services are operated with small aircraft (usually in the order of 8-10 passenger capacity) and for this and other operational reasons do not qualify as services of full airline standard as determined by the Department of Civil Aviation. Generally the services provide direct air links between one country centre and another or between a country centre and Sydney on routes which, for economical or operational reasons, are not serviced by either of the major intrastate operators (East-West Airlines and Airlines of New South Wales). A development this year has been the introduction of services between towns in the north and north-west of the state as feeders to services which commence and terminate in Queensland.

Commuter operations are regarded as a worthwhile complement to main airline services and it is the Department's policy to grant licences where possible and to limit refusals to those proposals which would conflict with existing services. At 30th June, 1970, licences for commuter services were in issue for regular flights connecting—

SYDNEY — WILLIAMTOWN
SYDNEY — SCONE
SYDNEY — GOULBURN
SYDNEY — COOTAMUNDRA — TEMORA
SYDNEY — NOWRA
WAGGA — DENILQUIN — HAY
GRIFFITH — DENILQUIN
SYDNEY — MORUYA
GRIFFITH — NARRANDERA — COROWA
SYDNEY — WEST MAITLAND
WEST MAITLAND — COFFS HARBOUR
WILLIAMTOWN — COFFS HARBOUR
WEST MAITLAND — PORT MACQUARIE — COFFS HARBOUR
WILLIAMTOWN — PORT MACQUARIE — COFFS HARBOUR
LISMORE — GRAFTON
GRAFTON — COFFS HARBOUR
CASINO — GLEN INNES — INVERELL
COOTAMUNDRA — ALBURY

The foregoing represents an increase of 8 in these services since last year.

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, 1970, they numbered 27. A new ferry service between Circular Quay and Lyne Park, Rose Bay was commenced during the year.

Traffic Safety Activities— Drivers, Vehicles and Traffic Facilities

GENERAL

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

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

TRAFFIC ACCIDENT RESEARCH UNIT

Establishment. In May, 1969, a special branch of this Department was established for the purpose of undertaking scientific research into traffic accidents. Much of the interval between the date of that decision and December, 1969 was occupied in development of more detailed planning of the functions and organisation of the new branch (now designated the Traffic Accident Research Unit) and in the renovation of premises as its headquarters and the recruitment of key personnel.

Aims and Composition. The Unit is the first of its type in Australia in that it has brought together a team including a physician, scientists, engineers, statisticians, a psychologist and a sociologist engaged full-time in research into all aspects of the traffic accident problem with the object of producing countermeasures to minimise the number of accidents and reducing the severity of the consequences of them by way of personal injury and damage to property.

Equipment for Testing. During the year much of the preparatory work related to the provision of a mechanical and electrical engineering laboratory was completed and deliveries were commenced of laboratory equipment. One major such item on order at the end of the report year was a crash simulator. Comprising a sled which can be propelled along rails to impact against a concrete block weighing 60 tons, the simulator will reproduce the conditions which are present in collisions at various speeds. Associated with the simulator and other testing machinery will be refined and versatile instrumentation capable of making the thousands of scientific measurements necessary for evaluation of tests and a modern computer for analysis of the data.

Research Projects. Completion of the engineering laboratory mentioned above will open the way for a comprehensive programme of scientific testing. Priority projects will be the dynamic testing of seat belts and the further development of special restraint systems, of the body harness or special seat type, for infant and child passengers in motor vehicles. The sled can also be adapted for tests of the "crash-worthiness" of such components of vehicles as steering columns, fascia panels and seats. Other testing equipment on order includes pendulum and drop testers for assessing the efficiency of safety helmets, and a universal testing machine of 100-ton capacity for the static testing of motor vehicle components and accessories.

The foregoing relates to testing work that cannot be undertaken until the laboratory is in operation. In the meantime, however, several research projects involving mainly statistical analysis have been initiated and at the close of the year were well advanced. These include investigations into the incidence of fire in vehicle crashes, heavy vehicle crash injuries, preliminary assessment of the effect on the accident rates of the introduction of the provisional licence scheme and the Breathalyser, and the development of a mathematical method for the determination of the "swept paths" of vehicles.

ROAD 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.

New South Wales accident facts are tabulated under general headings (such as principal cause, type of road user responsible and time of day) in accordance with a uniform pattern adopted by all States and Territories some years ago.

In keeping with the modern trend, statistical documents, including Police accident reports, are microfilmed. This system has facilitated storage and increased the accessibility of source documents. A punched card sorter is now in general use and has expedited the extraction of information for research projects.

The accident spot map system introduced during 1968 has now been extended to the Department's Regional Branches and large maps are on display at these Centres showing the location of fatal and injury accidents in the major towns within the Regional areas. The maps provide a ready visual reference to the location of accidents and the trends disclosed form a basis for local remedial measures.

Road accident statistics are published each six months in special bulletins which present the most comprehensive State-wide traffic accident picture practicable with the information currently obtained. Consequently, this report summarises the main points only. Wide distribution to Government, Local Government and civic bodies and to motorists, and motor trade organisations continued with the aim of stimulating interest and corrective action. A special return of accident details in each Shire and Municipality is supplied to the respective Councils each three months. Departmentally, the figures are used as a basis for publicity, evaluation of proposed amendments to the law and to pin-point localities calling for special engineering or enforcement attention.

Main points this year. In the year ended 30th June, 1970, 91,378 accidents in which 1,267 persons were killed and 34,755 injured were reported.

Changes in each category are:—

- Fatalities—61 more than last year—an increase of 5.1%.
- Non-fatal injuries—3,635 more than last year—an increase of 11.7%.
- Accidents—13,336 more than last year—an increase of 17.1%.

The rate per 10,000 vehicles registered was higher for accidents and non-fatal injuries, but lower for persons killed. Rates were:—

- Accidents—547 as against 500.
- Fatalities—7.6 as against 7.7.
- Non-fatal injuries—208 as against 199.

Other principal points were:—

- The daily average of deaths (3.5) increased slightly and persons injured increased from 85 to 95. Saturday remained the worst day for accidents.
- 64% of accidents were in the County of Cumberland, but those outside it (36%) caused 55.7% of deaths. 32.5% of accidents accounting for 37.9% of deaths occurred on straight roads.

- Human failure, mostly by drivers, caused 90.5% of accidents, 94.2% of fatalities and 88.7% of injuries. 42.7% of pedestrians killed were 60 years or more of age.
- 91.1% of accidents were collisions between vehicles, vehicles with fixed objects, vehicles with pedestrians or vehicles with animals.
- Failure to yield right of way at intersections was the principal cause of accidents, whilst excessive speed was responsible for the greatest number of deaths.

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, road-markings 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.

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, 1970, 75 new sets of traffic signals (as compared with an annual average of 55 installations over the last seven years) had been commissioned. Mainly, these were provided at individual locations but included a co-ordinated signalling system along Bayswater and New South Head Roads, Rushcutters Bay. A list of the locations involved is given in Appendix 22. In addition, 17 sets of traffic signals were modernised to meet changes in the traffic pattern. Progress continued to be made in the provision of traffic signals outside the Metropolitan area, with 10 installations being commissioned.

Forward planning for further traffic signal installations was continued and during the year, contracts worth \$547,427 were let for:—

- (i) the provision of an additional 39 sets of signals.
- (ii) the modernisation of 6 sets of signals.
- (iii) underground works associated with four co-ordinated signalling systems, details of which appear elsewhere in this report.

INNER CITY TRAFFIC SIGNAL PROJECT

Progress continued to be made on improvements to the inner city co-ordinated traffic signalling system in the light of technological developments. At the close of the year the number of traffic signals in the system stood at 106.

CO-ORDINATED SIGNALS FOR ARTERIAL ROADWAYS

Bayswater and New South Head Roads, Rushcutters Bay. A co-ordinated traffic signalling system, comprising seven installations in Bayswater and New South Head Roads between Kings Cross and Edgecliff and utilising equipment designed and largely manufactured by departmental technologists was commissioned in June, 1970.

Proposed Systems 1970/71. A co-ordinated traffic signalling system consisting of seven new and three reconstructed sets of traffic signals in the centre of the business district of the City of Greater Wollongong was substantially completed at 30th June, 1970. Its commissioning in September, 1970 was envisaged.

The construction of the master control equipment on Sydney's main distributor to its Western Suburbs is nearing completion and the site work has commenced on the co-ordinated signalling system embracing thirteen installations along Parramatta Road, between Missenden Road, Camperdown and Old Canterbury Road, Lewisham.

Additional Systems. Planning is in hand for the installation of further co-ordinated signalling systems along other arterial roadways to improve the flow of traffic. The installation of underground cable ducts, by contract, in

- (i) Oxford Street, Darlinghurst, between Brisbane Street and Taylor Square.
- (ii) Cleveland Street, Surry Hills, between City Road and Dowling Street.
- (iii) King Street, Newtown, between Codrington and May Streets.

had been completed by 30th June, 1970 and was well advanced in Victoria Road, Rozelle, between Wellington Street and Commercial Road.

Other Traffic Signal Work. During the year, eight traffic signal installations were commissioned in the Mascot and Rosebery areas in conjunction with the opening of Southern Cross Drive, linking Kingsford Smith Airport with the Moore Park-Darlinghurst areas—see picture.

Extensive reconstruction and modernisation was also undertaken of four installations on the route.



Allocation of Work. The Department's resources were again used to install 20 of the 75 sets of traffic signals commissioned during the year throughout the State. The other 55 sets of traffic signals were installed by contractors to the Department's designs and specifications.

The Department's staff also carried out 11 of the 17 major reconstructions of existing signal installations, the balance being by contract. In addition, smaller scale modifications, principally providing for improved detection, signal display or general operation, were made at 77 installations.

The number of traffic signals in service at the 30th June, 1970, was 764 (3 sets of pedestrian actuated traffic signals were removed when signals were installed at adjacent intersections).

Maintenance. The Department's technicians are responsible for the modification and maintenance of traffic signals in the Sydney Metropolitan Area whilst local electricity supply authorities, on behalf of this Department, maintain signals in Newcastle, Wollongong and country centres.

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, speed limits varying from 35 to 60 m.p.h. were applied to 206 lengths of road totalling 645 miles.

Major speed zoning reviews were carried out on the Great Western and Mitchell Highways (Parramatta to Orange), Pacific Highway (Raymond Terrace to Coopersnook), Hume Highway (Bass Hill to Mittagong), Princes Highway (Wollongong to Burrill Lake) and the Putty Road between Windsor and Singleton. Adjustments to speed limits in the light of altered road alignments, improved construction and road-side development were made accordingly.

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 Workshops at Rosebery, the remainder being manufactured under contract to the Department's specifications.

CLEARWAY RESTRICTIONS

During the year, "Clearway" restrictions were applied to two additional lengths of arterial roadways in the Metropolitan area, these being the Hume Highway between Parramatta Road, Ashfield and The Boulevarde, Strathfield (15th September, 1969) and Enmore Road, Stanmore Road, New Canterbury Road and Canterbury Road between Newtown and Chapel Road, Bankstown (1st December, 1969).

The signposting of these roadways involved the erection of 990 "Clearway" signs and 791 new parking signs necessitated by alterations to operative hours of parking restrictions.

OTHER FACILITIES PROVIDED

13,834 separate facilities, including marked footcrossings, traffic domes, stop signs, one way traffic and other signs were provided. The Department now maintains about 163,000 separate traffic facilities of this nature in addition to traffic signals and 399 overhead pedestrian crossing symbol signs.

COST

Total expenditure on traffic facilities during the year was \$2,705,662. Installation, maintenance and operation of traffic signals cost \$1,887,752, the balance of \$817,910 being spent on the provision and maintenance of other types of facilities.

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.

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 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 381 distributors, an increase of 39 over last year.

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

AUTHORISED INSPECTION STATION SCHEME

Outline and Purpose of Scheme. In all parts of the State (except for a few remote areas) motor 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 in order to obtain 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 directing attention of Station proprietors and authorised examiners to the obligations imposed upon them by participation in the scheme.

Statistics. On the 30th June, 1970, 4,156 Authorised Inspection Stations employing 7,433 examiners were participants in the Scheme compared with 3,885 and 7,324 respectively, twelve months previously.

Fees. Fees for inspections, which are fixed by the Department, were increased as from 1st March, 1970. The new fees are 75c for a cycle (previously 50c), \$1.00 for a trailer (70c), and \$1.50 (\$1.00) for any other type of vehicle.



AUTHORISED INSPECTION STATION

Pictured is one of New South Wales' 4,156 Authorised Inspection Stations which can be identified by their distinctive signs. Here authorised personnel inspect a vehicle for roadworthiness prior to the owner applying for renewal of registration.

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. Twenty-two inspectors, an increase of two during the year, 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 167 Authorised Inspection Stations and 204 examiners were disqualified during the year either indefinitely or for periods up to two years. In 150 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 on page 21

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 7,048 second hand motor dealers' licences in issue, and during the year 5,871 vehicles from those offered for sale in used car yards were inspected. 1,573 vehicles (or 26.8%) were found to be in a satisfactory condition and the balance were defective. In 1,404 instances repairs were effected on the spot and in 1,579 cases "Defect" notices were issued, 1,364 for major defects and 215 for minor defects. The number plates in respect of 1,315 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 1969/70 as compared with the two previous years is shown hereunder:—

Notices for	1967/68	1968/69	1969/70
(i) Serious defects	32,092	26,767	28,990
(ii) Other defects	14,003	11,497	12,835
TOTAL	46,095	38,264	41,825

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

Other Functions, Staff, Premises and Equipment

OTHER FUNCTIONS

Licensing of Tow-Truck Operators and Drivers. The tow-truck licensing scheme which came into operation during the report year requires persons employed in the industry to be of good character. The scheme's objective, which appears to have been successful, was to eliminate undesirable practices which had become associated with tow-truck operations over past years.

To protect the interests of motorists involved in accidents, a provision of the Act requires tow-truck drivers to 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 must also keep records of towing operations and are required to produce them, on demand, to an authorised person.

Since the Tow-truck Act and the Regulations made under the Act came into effect on 1st May 1969, 1,169 licences and 2,780 drivers' certificates have been issued to 30th June, 1970.

The Act empowers the Commissioner to refuse or cancel licences or certificates. In this regard 4 applications for licences and 38 for certificates were refused. Five appeals against refusals to issue drivers' certificates were upheld.

Licensing of Motor Vehicle Driving Instructors. The Motor Vehicle Driving Instructors Act requires professional Instructors engaged in teaching persons to drive motor vehicles to be licensed. Licensed driving instructors must be medically fit and highly competent drivers of good character who know the traffic laws thoroughly and are capable of imparting their knowledge and skill. Regulations under the Act require that training vehicles used by licensed instructors must be safe and properly equipped and fitted with dual footbrake and clutch pedals (if applicable). On 30th June, 1970, 1,422 licences were in issue as against 1,201 at 30th June, 1969. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when 5 applicants were refused licences. No licences were cancelled during the year.

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, 1970, 7,049 licences were in issue as against 6,719 on the 30th June, 1969. During the twelve month period 829 were allowed to lapse and 1,159 new licences were issued. Also during this period 13 applications were refused by the Commissioner and 1 licence was cancelled. Two appeals, one of which was upheld, were lodged against the Commissioner's decision in respect of 2 applications for licences.

Log Books for Drivers of Heavy Vehicles. To assist in the enforcement of limits the Motor Traffic Act imposes in the interests of safety, Regulations under the Act have for some years required the driver of a motor vehicle that weighs more than two tons unladen and is operated outside a radius of 50 miles from its usual depot to carry and complete a prescribed log book of his hours of driving. Log books are obtainable only by the drivers personally from this Department or the corresponding authorities in other States or Territories. This year, 23,721 books were issued by this Department, 3,377 going to drivers who were residents of New South Wales and 20,344 to drivers from other States. Marulan and Berowra Lorry Checking Stations issued 2,032 and 1,345 of these books respectively. 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.



SINGLETON MOTOR REGISTRY

The Singleton Motor Registry was opened by the Department in August, 1969. It is one of four Registry buildings constructed during the year.

Four new Motor Registry buildings were completed and three others, housed in rented premises, were opened during the year. Of these, five were replacements for Police Registries. Work has commenced on the construction of four others, to be completed towards the end of 1970, and of these, three will replace Police Registries. The new air-conditioned offices are of a high standard and are specially designed to provide ample public space and favourable working conditions for staff. Space for off-street parking is 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 two additional sites had been purchased and negotiations for a further three were proceeding.

ACQUISITION OF PROPERTIES

The resumption of a site for a new Motor Registry at Wyong has now been finalised. One site has been acquired in Miller Street, North Sydney and the acquisition of two adjoining sites is proceeding. These sites will eventually house the Northern District Office and Motor Registry. The property adjacent to Manly Motor Registry was purchased to allow for extensions to the premises and yard area. The acquisition of sites for Motor Registries at Deniliquin, Toronto and Inverell and a Traffic Control Signal Cabin site at Newtown is proceeding.

BUILDING ACTIVITIES

Head Office. A number of major and minor alterations have been made in the Department's Head Office Building complex to provide for improved service to the general public and accommodation to suit new staff arrangements. Further work has been carried out, and is still proceeding, to provide the specialised accommodation and facilities necessary for the Department's Traffic Accident Research Unit. At the end of the year tenders were in hand for the work and equipment needed to modernise the Staff Cafeteria to provide quicker service in more congenial surroundings for its patrons.

Motor Registries. New Motor Registries were completed at Mittagong, Fairfield, Singleton and Tweed Heads at a respective cost of \$68,130.00, \$113,100.00, \$76,500.00 and \$85,700.00. It is expected that new Motor Registries on which construction has commenced at Cootamundra, Mudgee, Muswellbrook and Wyong will be opened for business towards the end of 1970 and early in 1971.

Lorry Checking Stations. Work is proceeding to replace the existing outmoded Lorry Checking Station at Marulan, which is inadequate for the volume of traffic, with a twin unit Station. The new Stations will provide checking facilities on both sides of the Hume Highway. A start is shortly to be made on the construction of a Lorry Checking Bay at Singleton which will be similar to that already under construction at Darroobalgie (near Forbes).

Other Buildings. North Sydney Motor Registry was further developed this year to provide a Renewals Annexe and tenders have been called to provide the same facilities at the Manly and Kogarah Motor Registries. During the year a further stage of the re-development of the Five Dock Motor Registry was completed by the provision of a new Traffic Facilities Depot and extensions to the yard area.



RENEWALS ANNEXE

Renewals Annexe at North Sydney Motor Registry

Traffic Signal Control Cabins. Work has been completed on the construction of Traffic Signal Control Cabins at Rushcutters Bay and Wollongong. These "Cabins" will house the sophisticated electronic equipment for their respective Co-ordinated Traffic Signal Control Systems.

Lease of Premises. Premises were leased at Narrabri, Deniliquin and Tumut to enable the existing Motor Registries in these centres to be taken over from the Police Department.

Proposed Activities. It is intended to extend the Motor Registry at Bathurst to accommodate the District Office staff which are at present located in rented premises and to construct a separate building on the Registry site at Katoomba to house Inspectorial Staff.

At the South Coast Regional Office it is proposed to fence and light pave the adjacent property which was acquired during the 1968/69 financial year.

Other projects under active consideration are the provision of renewals annexes at Penrith and Waitara, and for extensions to Tamworth and Kempsey Motor Registries to accommodate the District Offices in these centres.

EQUIPMENT

Electrowriters. In October 1969, Electrowriters were installed in the Department's Head Office and at the Parramatta and Five Dock Motor Registries. The machines transmit written messages from one point to another where the message is simultaneously and identically reproduced. They are used when Motor Registry Staff require licence or registration information from the Department's records at Head Office in order to complete a transaction at a Registry. The transmission of information by Electrowriter ensures accuracy and provides a record of information requested and supplied. The advisability of installing additional machines in other large metropolitan Registries is being currently considered.

Telex. The Telex Service which was installed at Head Office on 29th July, 1968 was used during the year under review for the receipt and despatch of all telegrams to and from this Office and to provide a convenient link with the Newcastle Regional Office and Motor Registry with very satisfactory results.

Arrangements are now in hand to provide an additional link to the Wollongong Regional Office and Registry.

The link to the Newcastle Registry is also used for the transmission of information to the Raymond Terrace, Toronto and Charlestown Motor Registries and expedites transactions where it is essential that information be obtained from Departmental records. Similar improvements will accrue at the Wollongong and Kiama Registries when this link is completed.

Electronic Data Processing Equipment. Electronic Data Processing Equipment is used to print the several million licence and registration renewal notices despatched to motorists each year and to record a similar number of renewal payments. The equipment is also used to perform a variety of accounting and statistical tasks.

Faster and more modern equipment has been installed progressively as the volume of work has expanded in keeping with continued increases in the number of licences and registrations in issue.

Two officers with extensive experience in data processing visited the United States of America from June to September, 1969, to study the use of the latest equipment, which uses magnetic recording storage devices and has decided advantages over punched card storage. Studies are proceeding to establish the feasibility of changing from the existing punched card actuated computer system to a mass storage on-line system to process the expanding volume of registration and licence data, the recording of traffic offences, and to handle the growing number of accounting and statistical tasks.

Mail Handling. The preparation and enveloping of Departmental mail for transmission to the Mail Exchange is almost exclusively an automatic process and during the year approximately seven million items of mail were despatched by the Department. The Department of Education was again assisted in mailing some eighty thousand letters advising candidates for school certificates and higher school certificates the result of these examinations prior to such results being published 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.

GENERAL

Employment. During the year, the Department encountered difficulties in recruiting sufficient staff, especially female staff, to cope with the Department's expanding activities.

The continued high level of employment opportunities in the Metropolitan area is the main cause of the problem, not only for this Department, but for many other employers.

Efforts were expanded in existing methods of recruitment. These included visits by Departmental career counsellors to secondary schools; direct advertising through news media; the issue of a "Career" brochure; and participation in career conferences.

New sources of recruitment were also explored and during the year 25 part-time typists were recruited to augment the staff at Motor Registries during the busy lunch-hour period. Thirty part-time female Office Assistants were also recruited for part-time duty at the Department's Head Office.

Additional professional and semi-professional staff were recruited during the year for the Department's Traffic Accident Research Unit as the Unit's activities became more diverse and intensified.

TRAINING AND INSTRUCTION

As in past years training activities were further expanded to cope with the Department's increased activities and long-term requirements.

Particular attention was given to Administrative Staff-courses at the University of New South Wales and to the training of Supervisory staff. In-Department training in shorthand writing and typing was given to female officers.

The Department is also sponsoring the academic training of a number of trainee engineers and the technical training of apprentices in the electrical and painting trades.

Staff Induction. Induction procedures were broadened to give new employees a wider appreciation of the Department's functions, career opportunities and amenities available.

PERSONNEL

Number of Employees. On 30th June, 1970, 2,639 persons were in the employ of the Department, 150 more than a year previously. Details are given in Appendix 24.

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

W. Butler was appointed Secretary effective 1st November, 1969, succeeding W.V. Hayes, retired.

R.A. French was appointed Chief Engineer, effective 1st June, 1970.

M.J. Cahill was appointed Executive Assistant (Organisation and Methods), effective 25th May, 1970.

Dr. J.M. Henderson was appointed Principal Research Officer, Traffic Accident Research Unit, effective 1st June, 1970.

E.O. Ward was appointed Registrar, effective 29th September, 1969.

J.P.M. Reid was appointed Superintendent, Road Charges Branch, effective 29th September, 1969.

J.E. Beckett was appointed Metropolitan Regional Superintendent, effective 29th September, 1969.

P.N. Caines was appointed Regional Superintendent, Northern Regional Branch, effective 1st November, 1969.

N.T. Hookey appointed Regional Superintendent, Western Regional Branch, effective 4th May, 1970.

First Aid Corps. During the year two new branches of the Departmental First Aid Corps were established, one at Newcastle in the Hunter and Central Coast Region and the other at Wollongong in the South Coast Region. Classes in first aid instruction were conducted at Rosebery, Burwood, Parramatta, Newcastle and Wollongong. At the conclusion of the classes examinations were held and a record number of 104 candidates qualified for and were successful in passing the examination.

Civil Defence. This Department in accordance with Government policy is collaborating with the New South Wales Civil Defence Organisation in establishing an independent defence organisation and during the report year revised the strength and efficiency of fire fighting units within its establishments. Plans are also well in hand to organise a work force of suitably trained members of the staff to offset any unusual emergency which may affect the safety of the staff as well as the vital assets within the Departmental premises.

Credit Union. The Motor Transport Employees' Co-Operative Limited (established 1953) operates within the Department to encourage systematic saving and as a source of cash loans at equitable interest rates for provident purposes.

The Credit Union is a registered co-operative society. Business is transacted, outside working hours, by honorary office bearers and does not involve calls on Departmental time or public funds. Membership is now 1,843.

APPENDICES

INDEX

No.	Topic	Page
1.	Summary of Collections	44
2.	Summary of Disbursements	45
3.	Road Transport and Traffic Fund	46
4.	Public Vehicles Fund	47
5.	Payments from Public Vehicles Fund to Councils and other Local Road Authorities	48
6.	State Transport (Co-ordination) Fund	49
7.	Road Maintenance (Contribution) Act, (Monthly Receipts)	50
8.	Costs of Administration of the Road Maintenance (Contribution) Act	50
9.	Convictions under Road Maintenance (Contribution) Act	51
10.	Convictions by Courts upon legal proceedings taken by Department	52
11.	Motor Registries in Operation	53
12.	Revenue Collections at Motor Registry Section of Head Office and Departmental Motor Registries	54
13.	Motor Vehicle Registrations Current – Year by Year	55
14.	Brand-new Motor Vehicles Registered, 1958 to 1970	55
15.	Drivers' and Riders' Licences Current – Year by Year	56
16.	Cancellation, Suspension and Refusal of Driving Licences	57
17.	Competitive Goods Journeys Exempt from Charges under the State Transport (Co-ordination) Act	59
18.	Competitive Goods Journeys made on Payment of Charges under the State Transport (Co-ordination) Act	60
19.	Privately-operated Omnibus Services in the Transport Districts	61
20.	Two-way Radio Taxi-cab and Private Hire Car Services	62
21.	Road Accident Statistics	63
22.	Traffic Control Light Signal Installations Completed	68
23.	Inspections of Public Motor Vehicles	70
24.	Staff Employed	72

APPENDIX 1

SUMMARY OF COLLECTIONS From 1st July, 1969 to 30th June, 1970

Previous Year		Year ended 30th June, 1970
\$	Motor Vehicle Taxation (net) on—	
36,497,978	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	38,601,135
570,254	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)	585,172
37,068,232	Total net collections of motor vehicles taxation	39,186,307
14,799,421	Ton-mileage Charges (net) on— Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	15,872,005
15,914,752	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)	17,125,668
52,743,748	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942.	56,858,080
786,792	Road Transport and Traffic Fund Advance Payments Account—Proportion of Fees for three year driver and rider licences.	369,604
3,783,764	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	4,717,682
110,500	Traffic Accident Research Account—Receipts for issue of specially made number plates.	161,100
68,802	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).	70,460
4,532,233	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).	5,227,700
129,808,244	Total Fees, Tax, etc.	139,588,606
607,420	Sundry Contributions by Other Governmental Bodies	296,993
1,122,462	Balances on Funds brought forward.	1,349,743
131,538,126	Total	141,235,342

APPENDIX 2

SUMMARY OF DISBURSEMENTS From 1st July, 1969 to 30th June, 1970

Previous Year		Year ended 30th June, 1970
\$		\$
6,227,589	Costs of Administration—Department of Motor Transport—	
1,200,024	Salaries and Wages	7,181,998
179,000	Purchase of Assets	705,282
2,341,968	Road Safety Council	250,000
	Other Goods and Services	2,836,576
9,948,581		10,973,856
8,054,675	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic	8,226,010
2,187,670	Provision of Traffic Facilities—	
770,450	Traffic Control Signals	1,887,752
	Signs, Roadmarkings, etc.	817,910
2,958,120		2,705,662
2,500,000	Payments to State Transport Undertakings—	
2,504	Railways	1,800,000
	Omnibuses	2,430
2,502,504		1,802,430
49,438,013	Payments to Roads Authorities—	
758,978	Department of Main Roads (Main Roads)	52,640,914
	Councils, Shires etc. (Omnibuses Routes)	550,626
50,196,991		53,191,540
52,743,748	Collections received for and transmitted to—	
3,783,764	Government Insurance Office	56,858,080
	Stamp Duties Office	4,717,682
56,527,512		61,575,762
—	Road Transport and Traffic Fund Advance Payments Account 1969-70	
—	Transferred to Road Transport and Traffic Fund	391,766
—	Refunds	1,628
		393,394
130,188,383	Total Disbursement	138,868,654
1,349,743	Balances Carried Forward	2,366,688
131,538,126	Total	141,235,342

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND Statement of Receipts and Payments for the year ended 30th June, 1970

Receipts			Payments		
Previous Year		Year ended 30th June, 1970	Previous Year		Year ended 30th June, 1970
15,185,653	Motor Traffic Act, 1909	16,118,464	4,061,832	Salaries and Wages	4,669,032
14,639	Motor Vehicles Taxation Management Act, 1949.	16,263	99,746	Pay Roll Tax	110,988
144,351	Transport Act, 1930.	147,048	21,191	Travelling Concessions to Employees	22,766
15,344,643		16,281,775	56,547	Travelling Expenses	63,374
17,516	Less Refunds	18,727	31,147	State Superannuation Fund.....	31,426
15,327,127		16,263,048	19,224	Railway Superannuation Fund...	21,361
58,568	Exchange, Search Fees, etc.	64,972	315,701	Postal and Telephone Charges ...	337,639
4,693	Unclaimed Moneys	6,571	14,666	Maintenance of Motor Vehicles...	14,431
66,207	Miscellaneous	54,231	341,938	Printing, Stationery, Office Stores and Data Processing Rental.....	362,105
15,456,595	\$	16,388,822	17,202	Maintenance of Office Equipment	21,347
356,521	Commission on Insurance Premiums collected	378,572	250,851	Building Maintenance and Rent...	258,477
8,458	Compulsory Vehicle Examination—Service Station Fees	8,640	179,000	Road Safety Council.....	250,000
26,796	Second-Hand Dealers' Licence Fees	26,888	46,403	Electric Light and Power	60,648
7,821	Motor Vehicle Driving Instructors' Licence Fees	9,178	76,050	Interest, Exchange-Sinking Fund	77,710
301	Air Transport Act, 1964—Licence Fees.....	236	55,165	Breathalyzer Tests—Preliminary Expenses.....	72,304
53,686	Transfer of Public Vehicles (Taxation) Act, 1969	293,861	81,627	General Expenses	6,373,608
4,575	Tow-Truck Act, 1967—Fees	19,471	395,375	Purchase of Assets—	
58,261		313,332		Purchase of Land	45,903
135,541	Consolidated Revenue Fund—Contribution towards cost of collection of "Ad valorem" Stamp Duty	145,420	8,054,675	Erection of Buildings	121,932
29,000	Contributions by Commonwealth Government—Road Safety Council	—	693,053	Purchase of Motor Vehicles	3,549
520	Towards the cost of preparing special information	520	146,526	Purchase of Office Furniture and Equipment	31,381
29,520		520	7,215,096		202,765
—	Councils' Proportion of Parking Meter Supervision Costs	151,053		Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	8,226,010
16,079,814	Total Receipts \$	17,422,661		Less—	
	Trust Moneys—Security Deposits, etc.—			Amount recouped from State Transport (Co-ordination) Fund	825,824
31,018	Balance Brought Forward	35,957		Councils' proportion of Parking Meter Supervision Costs	—
14,709	Receipts	21,895		Contribution by Road Transport and Traffic fund towards Traffic Facilities Works-in-Progress—Metropolitan	367,030
16,125,541		17,480,513		Motor Vehicle Registration Labels	32,364
				Motor Vehicle Number Plates ...	176,799
				Provision of Traffic Facilities	2,672,459
				Traffic Accident Research Unit ...	197,450
					3,079,072
					\$ 17,422,661
				Payment to Country Main Roads Fund under Section 202, Transport Act, 1930 as amended	—
				Total Payments \$	17,422,661
				Trust Moneys—Security Deposits, etc.	
				Refunds	18,064
				Balance Carried Forward	39,788
				\$	17,480,513

Sydney
10th November, 1970

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1970, of the Road Transport and Traffic Fund has been examined and is correct.

L. T. WILLIAMS
Chief Accountant
10th August, 1970

D. FAIRLIE Auditor-General of New South Wales

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1970

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1970	Previous Year		Year ended 30th June, 1970
\$		\$	\$		\$
428,545	1st July—Balance brought forward	256,779	330,227	Distribution to Municipalities, Shires and other Authorities—Motor Omnibuses—	
	Motor Omnibuses—		43,371	Tax—	
333,381	Tax—		25,222	Metropolitan	336,555
43,742	Metropolitan	342,232	398,820	Newcastle	44,466
26,111	Newcastle	44,706		Wollongong	26,318
	Wollongong	26,550			
403,234		413,488	245,316	Commonwealth Aid Roads Act 1964, Grant—	
	Commonwealth Aid Roads Act, 1964, Grant—		29,342	Metropolitan	61,891
	Allocated—		18,331	Newcastle	7,438
247,563	Metropolitan	—	292,989	Wollongong	4,630
29,751	Newcastle	—	691,809		
18,520	Wollongong	—		Total	\$ 481,298
295,834		—		Expenditure from Receipts of Tax on Other Public Vehicles—	
699,068	Total, Motor Omnibuses	\$ 413,488	332,151	Improved Traffic Facilities—	
	Other Public Vehicles—		12,203	Metropolitan	32,217
	Tax—		3,324	Newcastle	986
153,814	Metropolitan	158,702	347,678	Wollongong	—
9,876	Newcastle	9,783		Total	\$ 33,203
3,330	Wollongong	3,199		Distribution of Service Licence Fees—	
167,020	Total, Other Public Vehicles ...	\$ 171,684	60,591	Metropolitan	58,626
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities		4,730	Newcastle	4,989
	Works-in-progress—		1,848	Wollongong	5,713
	Metropolitan	367,030	67,169	Total	\$ 69,328
	Service Licence Fees—			Balances in Fund at 30th June—	
60,722	Metropolitan	60,807	87,325	Motor Omnibuses—	
4,778	Newcastle	5,346	9,696	Tax—	
3,302	Wollongong	4,307	6,698	Metropolitan	93,003
68,802	Total, Service Licence Fees	\$ 70,460	61,891	Newcastle	9,936
			7,438	Wollongong	6,930
			4,630	Commonwealth Grant—	
				Metropolitan	—
				Newcastle	—
				Wollongong	—
				Other Public Vehicles—	
				Tax—	
			68,634	Metropolitan	195,118
			228	Newcastle	9,025
			208	Wollongong	3,407
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities	
				Works-in-progress—	
				Metropolitan	367,030
				Service Licence Fees—	
			7,779	Metropolitan	9,960
			798	Newcastle	1,155
			1,454	Wollongong	48
			256,779		
1,363,435	Grand Total	\$ 1,279,441	1,363,435	Grand Total	\$ 1,279,441

Sydney
10th November, 1970

I certify that the above Statement of Receipts, Expenditure and Distributions for the year ended 30th June, 1970, of the Public Vehicles Fund has been examined and is correct.

D. FAIRLIE Auditor-General of New South Wales

L. T. WILLIAMS
Chief Accountant
10th August, 1970

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—	
	1969	1970
	\$	\$
METROPOLITAN TRANSPORT DISTRICT—		
(a) Councils—		
Ashfield	9,828	6,621
Auburn	12,902	8,174
Bankstown	35,135	25,254
Baulkham Hills	2,385	1,582
Blacktown	15,887	13,750
Botany	4,990	3,587
Burwood	10,538	6,908
ø Camden	236	210
Campbelltown	3,219	2,754
Canterbury	31,014	21,505
Concord	8,857	5,528
Drummoyne	7,551	5,075
Fairfield	17,602	16,112
Holroyd	12,700	9,260
Hornsby	5,624	4,115
Hunters Hill	1,998	1,454
Hurstville	14,724	10,450
Kogarah	8,556	5,831
Kuringai	9,351	6,220
Lane Cove	4,742	3,338
Leichhardt	21,205	15,494
Liverpool	11,385	8,116
Manly	6,617	4,485
Marrickville	15,505	11,045
Mosman	5,083	3,461
Nortn Sydney	12,203	8,524
Parramatta	18,953	13,463
Penrith	4,176	3,733
Randwick	39,384	26,775
Rockdale	16,360	10,183
Ryde	12,141	8,657
South Sydney	9,701	6,243
Strathfield	6,914	4,818
Sutherland	10,314	8,173
Sydney	131,098	90,787
Warringah	13,056	9,157
Waverley	15,878	10,727
Willoughby	19,563	13,177
Windsor	536	463
ø Wollondilly	138	89
Woollahra	17,053	11,942
(b) Authorities—		
Department of Railways	67	48
Department of Health	528	367
Necropolis Trustees (Rookwood)	142	102
(c) Capital Debt Reduction	605,839	427,758
	30,295	29,313
TOTAL—METROPOLITAN	636,134	457,071
NEWCASTLE TRANSPORT DISTRICT—		
(a) Council—		
Newcastle	56,859	41,150
Lake Macquarie	13,808	10,199
ø Port Stephens	3,381	2,489
ø Stroud	901	468
ø Gloucester	121	84
ø Maitland	8	9
	75,078	54,399
(b) Capital Debt Reduction	2,365	2,495
TOTAL—NEWCASTLE	77,443	56,894
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	40,534	32,346
ø Shellharbour	4,852	4,300
ø Campbelltown	4	4
ø Kiama	11	11
*TOTAL—WOLLONGONG	45,401	36,661
COMBINED GRAND TOTAL	758,978	550,626

- 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.
- ø (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, 1970

Receipts			Payments		
Previous Year		Year ended 30th June, 1970	Previous Year		Year ended 30th June, 1970
465,358 750	State Transport (Co-ordination) Act, 1931. Licence Fees	477,250 838	1,140,601 267,194	Administrative Expenses— Salaries and Wages	1,297,176 235,074
464,608	Less Refunds	476,412	400,396	Purchase of Assets	440,634
31,546	Miscellaneous Fees	32,704	1,808,191	Other Expenses	1,972,884
31,546		32,704		Recoup of value of Police services in connection with the supervision of the State Transport (Co-ordination) Act	825,824
20,319	Fines and Court Costs	25,738	693,053		2,798,708
20,319		25,738	2,501,244		
86,536 94	Revenue in respect of the carriage of passengers	94,209 622	26,730	Payments in Settlements of claims for Refund of charges, etc. in respect of Interstate Journeys	—
86,442	Less Refunds	93,587		Distribution of revenue under Section 26 (7) of State Transport (Co-ordination) Act—	
3,957,653 28,335	Revenue in respect of the carriage of goods	4,610,804 11,545	48,250	Commissioner for Railways—	36,000
3,929,318	Less Refunds	4,599,259	2,451,750	Passenger Charges	1,764,000
4,532,233	Total Receipts	5,227,700	2,504	Goods Charges	
1,670 200	Security Deposits— Balance from previous year	1,830 360	2,502,504	Commissioner for Government Transport Passenger Charges	2,430
1,870 40	Receipts	2,190 130	5,030,478		1,802,430
1,830	Less Refunds	2,060	1,830	Total Payments	\$ 4,601,138
693,917	Balance brought forward from previous year	195,672	195,672	Security Deposits held at 30th June	2,060
5,227,980	\$	5,425,432	5,227,980	Balance in Fund at 30th June	822,234
				\$	5,425,432

Sydney
10th November, 1970

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1970, of the State Transport (Co-ordination) Fund has been examined and is correct.

L. T. WILLIAMS
Chief Accountant
10th August, 1970

D. FAIRLIE Auditor-General of New South Wales

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958 Monthly Receipts of Ton-Mileage Charges for the years ended 30th June, 1970, and 30th June, 1969.

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1969-1970	1968-1969	1969-1970	1968-1969	1969-1970	1968-1969
	\$	\$	\$	\$	\$	\$
July	496,554	429,664	1,002,900	851,560	1,499,454	1,281,224
August	402,485	403,356	839,348	781,520	1,241,833	1,184,876
September	454,116	406,166	909,975	798,841	1,364,091	1,205,007
October	468,065	440,274	1,009,077	833,750	1,477,142	1,274,024
November	389,075	415,331	852,553	825,615	1,241,628	1,240,946
December	396,247	429,772	874,409	906,991	1,270,656	1,336,763
January	376,910	402,395	894,838	774,435	1,271,748	1,176,830
February	343,987	337,685	879,137	776,644	1,223,124	1,114,329
March	392,148	400,152	863,665	790,205	1,255,813	1,190,357
April	402,004	382,055	888,231	905,696	1,290,235	1,287,751
May	409,740	380,861	973,179	898,141	1,382,919	1,279,002
June	432,575	420,034	972,454	849,400	1,405,029	1,269,434
Total \$	4,963,906	4,847,745	10,959,766	9,992,798	15,923,672	14,840,543
Less Refunds					51,768	41,122
Net					15,871,904	14,799,421

APPENDIX 8

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

From 1st July, 1969, to 30th June, 1970
Charged against Main Roads Fund—Special Deposits Account No. 91

Previous Year	Head of Expenditure	Year ended 30th June, 1970
1,025,157	Salaries and Wages	1,215,790
25,171	Pay Roll Tax	28,947
47,186	Travelling Expenses and Allowances	52,579
46,467	Maintenance and Running of Motor Vehicles	67,619
25,928	Postage and Telegrams	28,993
15,209	Telephone Charges	14,270
18,522	Printing and Stationery	21,166
6,876	Office Stores	6,398
12,186	Light and Power	13,362
31,670	Maintenance of Buildings	55,741
4,539	Maintenance of Office Furniture and Machines	4,523
440,570	Erection of Buildings	233,216
23,393	Purchase of Office Furniture and Equipment	8,765
11,763	Purchase of Land	4,950
63,430	Purchase of Motor Vehicles	20,512
23,319	Land Radio-Telephone Communication	18,386
	Road side Inspection Bays	—
3,645	Legal Costs	6,674
8,498	Uniforms	8,196
25,856	Sundries	22,139
1,859,385	Total \$	1,832,226

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30TH JUNE, 1970

Vehicle Classification	CONVICTIONS FOR FAIL TO:				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	2,424	2,973	6	137	5,540
Interstate—N.S.W. ...	391	1,176	12	—	1,579
Victoria	886	1,199	1	—	2,086
Queensland	387	775	—	—	1,162
South Australia	297	617	8	—	922
Western Australia	28	16	—	—	44
A.C.T.	15	87	—	—	102
Northern Territory ...	4	19	—	—	23
Tasmania	3	—	—	—	3
Interstate (Total)	2,011	3,889	21	—	5,921
Total	4,435	6,862	27	137	11,461

APPENDIX 10

CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT OF MOTOR TRANSPORT IN YEAR ENDED 30th JUNE, 1970.

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

Breach of condition of permit	1
Drive or operate contrary to licence (motor lorries)	477
Drive or operate contrary to licence (taxi-cabs)	37
Drive or operate unlicensed public vehicles	50
	<hr/> 565

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

Unlicensed driver	4
Fail to produce licence for inspection	21
Fail to give correct change	2
Demand more than correct fare	4
Fail to carry out punctually a hiring or comply with request of hirer	12
Fail to drive by shortest practicable route	2
Set meter in motion before being hired	1
Fail to set meter in motion or keep in motion	32
Fail to stop meter	6
Fail to run to timetable (omnibus)	38
Fail to drive away from stand	16
Place taxi on disengaged stand	23
Fail to display vacant sign	15
Fail to obscure vacant sign or fail to extinguish light	5
Fail to accept hiring	62
Overload taxi-cab	2
Stand at place other than public stand	45
Leave driving seat of taxi-cab or to tout for passengers	12
Multiple hire	49
Smoke whilst conveying passengers	1
Attract notice by calling	10
Incivility	10
Fail to stop vehicle for enquiry	2
Fail to furnish return of omnibus operations	3
Miscellaneous offences	10
	<hr/> 387

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

Drive unregistered vehicle	20
Fail to stop vehicle when signalled	4
Not have registration label	3
Remove windscreen label	2
Fail to notify disposal	31
Fail to apply for transfer	33
Vehicle and equipment exceed length, height or width	27
Exceed weight	65
Not display aggregate weight	1
Fail to carry log book	22
Fail to weigh	1
Make false statement	1
	<hr/> 210

Road Maintenance (Contribution) Act, 1958:—

Omit item from record	138
Fail to furnish record	4,276
Fail to pay charges	7,004
Fail to furnish record (Director)	3
Fail to pay charges (Director)	29
	<hr/> 11,450

Vagrancy Act:—

Use obscene or insulting language	6
-----------------------------------------	---

Grand Total

12,618

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1970

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

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 a new Departmental Motor Registry was established at Fairfield and the following motor registries were taken over from the Police Department—Tweed Heads (21.7.69), Deniliquin (22.7.69), Singleton (25.8.69), Tumut (4.11.69) and Narrabri (15.12.69). Also during the period a new Police conducted Motor Registry at Rand opened and the Motor Registries at Walbundrie and Paterson were closed.

Registries conducted by the Department now total 65 (excluding the Motor Registry Section of Head Office).

APPENDIX 12

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

District Motor Registry	Year ended 30th June—	
	1969	1970
	\$	\$
Head Office (Motor Registry Section)	9,230,565	9,799,474
Albury	882,137	957,066
Armidale	536,548	612,003
Bathurst	688,712	772,984
Bega	318,692	359,848
Beverly Hills	2,805,694	2,995,571
Blacktown	1,710,147	1,920,897
Broken Hill	734,579	787,238
Campbelltown	700,978	784,654
Casino	346,742	380,026
Cessnock	536,487	558,798
Charlestown	1,204,309	1,384,440
Chullora	3,766,533	4,218,456
Coffs Harbour	504,729	534,960
Cooma	369,300	372,664
Cowra	359,926	371,428
* Deniliquin (New Departmental Registry—taken over from Police on 22nd July, 1969)		152,118
Dubbo	883,940	932,782
* Fairfield (New Registry—opened 30th July, 1969)		1,383,594
Five Dock	4,088,557	4,450,487
Forbes	420,581	446,341
Glen Innes	281,858	300,293
Gosford	1,212,684	1,368,450
Goulburn	785,877	825,751
Grafton	667,499	714,908
Griffith	627,335	619,680
Gunnedah	381,403	419,369
Inverell	528,624	567,421
Katoomba	300,194	330,023
Kempsey	486,138	582,298
Kiama	248,118	300,042
Kogarah	2,716,222	2,930,013
Leeton	355,669	384,289
Lidcombe	2,807,593	2,994,935
Lismore	969,156	1,042,264
Lithgow	446,650	528,000
Liverpool	3,048,119	2,864,301
Maitland	973,586	987,991
Manly	2,453,823	2,695,992
Miranda	2,468,756	2,709,812
Mittagong	459,976	448,645
Moree	417,665	429,072
Murwillumbah	412,741	382,731
* Narrabri (New Departmental Registry—taken over from Police on 15th December, 1969)		134,473
Newcastle	4,193,647	4,432,358
North Sydney	3,021,892	3,393,563
Nowra	623,188	679,047
Orange	879,715	934,833
Parkes	408,283	418,395
Parramatta	4,781,704	5,072,085
Penrith	1,283,775	1,440,122
Queanbeyan	481,868	548,172
Raymond Terrace	31,715	315,625
Richmond	606,828	673,033
Ryde	2,551,851	2,748,177
* Singleton (New Departmental Registry—taken over from Police on 25th August, 1969)		306,167
Tamworth	1,122,541	1,240,421
Taree	830,270	942,835
Toronto	465,444	498,461
* Tumut (New Departmental Registry—taken over from Police on 4th November, 1969)		212,677
* Tweed Heads (New Departmental Registry—taken over from Police on 21st July, 1969)		222,401
Wagga Wagga	1,313,538	1,400,836
Waitara	2,065,492	2,361,972
Wollongong	3,953,989	4,284,180
Wyong	518,901	560,225
Young	430,128	485,478
TOTAL	82,702,811	91,907,645

* As explained on page 15 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 1970

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

* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

 ϕ Includes country public vehicles Δ Includes tractors, trailers and vans

|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 to 1970

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
TOTAL	1,151,040	800,305	62,139	2,013,484	

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	1946	518,644	1960	1,275,245
1911	8,840	1951	748,343	1961	1,358,822
1916	32,000	1952	827,355	1962	1,419,666
1921	68,653	1953	870,048	1963	1,450,842
1926	225,908	1954	914,239	1964	1,526,810
1931	313,327	1955	999,751	1965	1,608,218
1936	380,461	1956	1,048,901	1966	1,668,941
1940	*474,881	1957	1,091,467	1967	1,763,786
1941	446,639	1958	1,149,472	1968	1,829,599
		1959	1,227,564	1969	1,907,877
				1970	2,048,789

*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—	
	1969	1970
Class 1	1,479,180	1,586,275
Class 2	4,569	4,705
Class 3	254,053	263,210
Class 4	24,857	27,574
Class 5	65,067	69,908
Taxi-cab driver (Transport Districts)	13,854	14,480
Motor cycle rider	66,297	82,637
*TOTAL	1,907,877	2,048,789

*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 normal minimum age is 21 but, to assist carriers and primary producers to overcome present difficulties in obtaining the services of persons to drive heavy lorries, the practice was continued of granting Class 3 licences to persons between 19 and 21 who are otherwise eligible and have been offered employment requiring a Class 3 licence.

APPENDIX 16

Table 1
CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Convicted	*Discharged Section 556A	Automatic			†Automatic Disqualification Varied by Court to—					TOTAL	Dismissed (conviction) confirmed)	Allowed (conviction) quashed)	Dismissed	
			Six Months	One Year	Three Years	Less than 3 months	3 months—less than 6 months	6 months—less than 1 year	1 year—less than 3 years	3 years or more				Unconditionally	Conditionally
Drive whilst under influence	2,421	302	—	448	148	794	393	278	243	117	2,421	162	20	4	7
Exceed Prescribed concentration of alcohol	9,215	732	—	1,822	360	3,469	1,553	897	737	377	9,215	437	2	10	11
Refuse breath analysis test	180	12	—	39	11	72	18	12	22	6	180	19	—	—	—
Drive in manner or at speed dangerous	1,547	37	—	427	51	335	225	179	184	146	1,547	121	9	—	2
Not stop after injury accident Sec. 8(1)	51	2	—	15	6	9	2	3	12	4	51	4	—	—	—
Drive whilst disqualified *	885	—	532	—	—	35	43	77	73	125	885	32	1	—	—
Culpable driving	65	—	—	24	10	12	2	3	5	9	65	—	—	—	—
By negligent act cause greivous bodily harm	10	1	—	5	3	1	—	—	1	—	10	—	—	—	—
Manslaughter.....	5	—	—	—	2	—	—	1	2	—	5	—	—	—	—
TOTAL	14,379	1,086	532	2,780	591	4,727	2,236	1,450	1,279	784	14,379	775	32	14	20

* 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	79,695	18,080	825	714
Negligent driving	—	16,725	1,533	988
Not stop after accident (Section 8(3) or 8(4)....	—	409	15	81
Other offences (Cross unbroken centre line, etc.)	64,674	23,531	1,637	989
TOTAL		58,745	4,010	2,772

Appeals to higher Courts against suspensions or disqualifications were heard in 456 cases of which 68 were allowed and 388 dismissed.

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

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

Grounds	Licence Suspended or Cancelled	Application Refused
Traffic Offences:		
Provisional Licences*	8,359	—
Points System*	1,017	—
Conduct and Habits.....	77	347
Physical Disabilities.....	426	420
Other Grounds	95	25
TOTAL	9,974	792

There were 1,163 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations, 390 were allowed and 773 dismissed. In respect of refusals there were 15 appeals, 8 were allowed and 7 were dismissed.

* See Table 4 for further details.

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

Points System	
Suspended for 3 months	963
Cancelled and Provisional Licence issued after period of cancellation	54
Provisional Licences	
“First year drivers”	
First year Provisional Licences cancelled	7,129
“Repeat” provisional licences cancelled (issued after interval of three months from cancellation of first provisional licence)	978
“Other than First Year Drivers”	
Provisional licences issued after withdrawal of full licences and subsequently cancelled	252
TOTAL	9,376

APPENDIX 17

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

Distance	Trips	Tons Carried
Up to 100 miles.....	24,858	176,925
101-200 miles.....	22,591	165,039
Over 200 miles	10,753	77,151
TOTAL	58,202	419,115

In addition, 10,209 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.

**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, 1970										
up to 100 miles	2,838	21,869	9,509	100,293	70	555	32,926	312,080	45,343	434,797
101-200 miles	5,227	39,729	10,540	98,946	127	981	54,964	580,381	70,858	720,037
over 200 miles	3,375	27,937	4,541	51,711	19	133	10,477	84,171	18,412	163,952
TOTALS	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
1957-58	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369	80,608	543,438
1956-57	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603	69,141	405,682

*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 9,527 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,606.

APPENDIX 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE
TRANSPORT DISTRICTS

Table 1—Numbers of operators, services and vehicles as at 30th June, 1970 and 30th June, 1969.

	Metropolitan		Newcastle		Wollongong	
	1970	1969	1970	1969	1970	1969
Operators	121	121	17	16	12	13
Services	206	206	24	23	22	23
Omnibuses—						
In service	1,056	1,026	113	103	188	175
In reserve	191	187	17	16	33	32
Total	1,247	1,213	130	119	221	207
Petrol	201	261	22	22	9	9
Diesel	1,046	952	108	97	212	198
Total	1,247	1,213	130	119	221	207
Single Deck	1,237	1,200	98	89	210	196
Double Deck	10	13	32	30	11	11
Total	1,247	1,213	130	119	221	207

Table 2—Operating and financial particulars, years ended 31st March, 1970 and 31st March, 1969

	Metropolitan		Newcastle		Wollongong	
	1970	1969	1970	1969	1970	1969
Number of employees ...	1,415	1,391	138	127	253	251
Omnibus Mileage	26,861,454	26,224,357	2,890,542	2,694,675	5,635,611	5,435,785
Passengers Carried	109,891,017	106,631,089	5,139,014	5,357,413	14,359,598	14,441,835
	\$	\$	\$	\$	\$	\$
Book Value of Plant	5,841,808	5,502,658	376,773	358,079	758,606	787,419
Revenue	11,054,421	10,039,804	910,796	749,719	1,761,366	1,750,769
Expenditure	9,971,293	9,115,037	844,960	718,761	1,754,276	1,716,031
Net Profit	1,083,128	924,767	65,836	28,958	7,090	34,738
Included in expenditure						
Owners' Wages	348,125	331,541	29,361	28,280	30,598	29,611
Depreciation	1,078,409	960,635	92,138	85,326	111,399	114,248
Interest Payments Loans, etc.	251,568	214,154	8,775	8,634	20,504	27,191
	c	c	c	c	c	c
Revenue per mile	41.15	38.28	31.51	27.74	31.25	32.21
Expenditure per mile ...	37.12	34.76	29.23	26.67	31.13	31.06
Net Profit per mile	4.03	3.52	2.28	1.07	.12	1.15

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
1970	2,845 (93.3%)	181 (73.3%)	116 (100%)	11 (78.6%)	113 (97.4%)	2 (16.7%)
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%)
1958	1,359 (53.3%)	115 (38.2%)	71 (74.7%)	—	87 (87.9%)	3 (37.5%)

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

Two-way radio service is provided in the 95 centres named below. The vehicles (taxi-cabs and private hire cars) now total 606 an increase of 1 since 30th June, 1968.

Albury	Dubbo	Leeton	Queanbeyan
Alstonville	Forbes	Leura	Quirindi
Armidale	Glenbrook	Lismore	Raymond Terrace
Ballina	Glen Innes	Lithgow	Shellharbour
Barham	Gosford	Maclean	Singleton
Bathurst	Goulburn	Maitland	South Grafton
Blaney	Grafton	Mittagong	Springwood
Blaxland	Grenfell	Moama	Tamworth
Bourke	Greta	Moree	Taree
Bowral	Griffith	Morisset	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	

APPENDIX 21

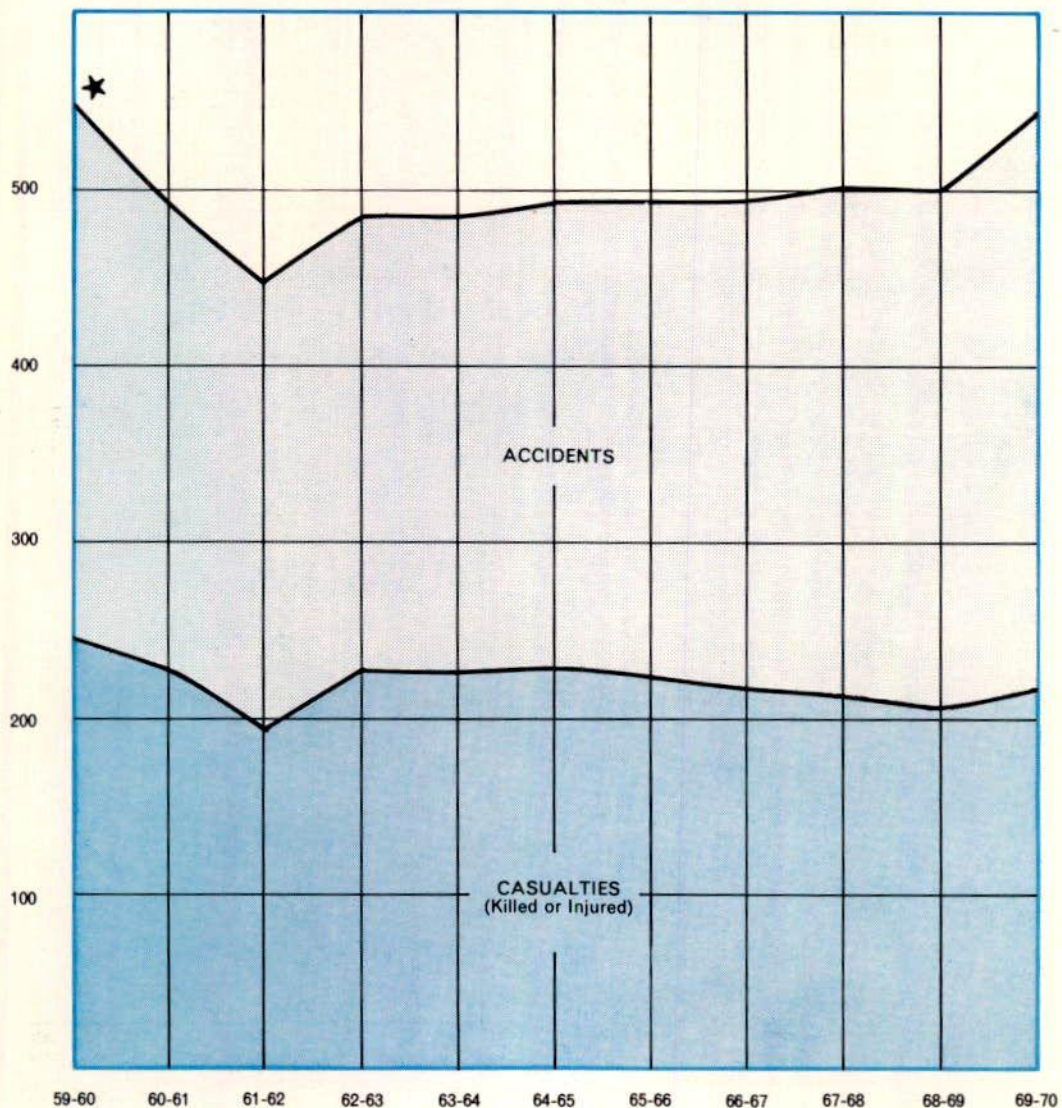
ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 64 to 67 inclusive, show the overall road accident situation in New South Wales from a variety of viewpoints.

A description of the basis and use of official road accident statistics is given on page 31, and on the following page are selected main statistical highlights for this year.

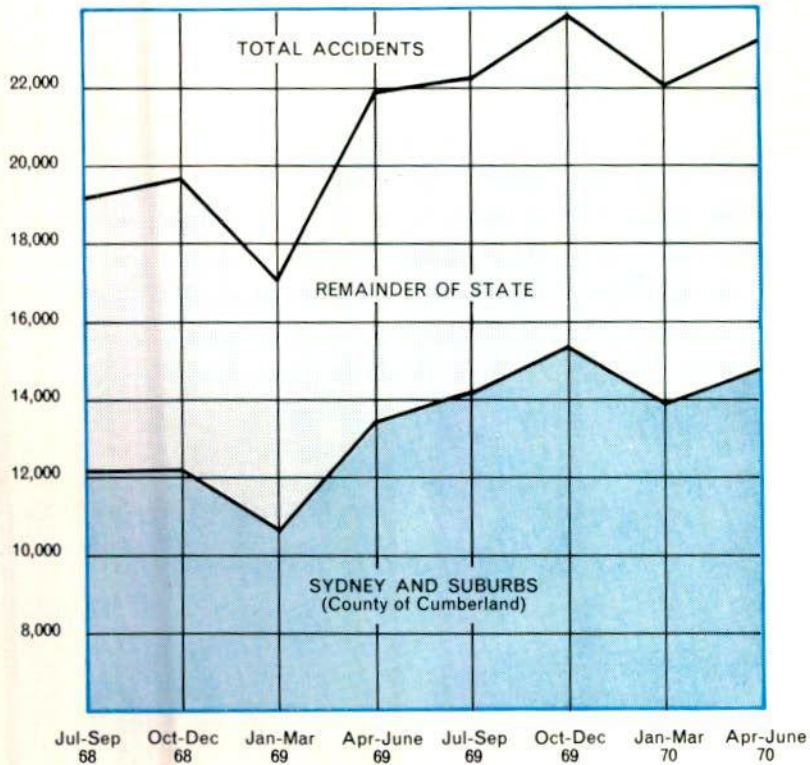
As a means of providing road accident information in more detail (and also at more frequent intervals) than is practicable per medium of its Annual Report, the Department publishes, and makes wide distribution of, very comprehensive statistical bulletins each six months. The bulletins should be consulted if detail not given in this Report is required.

**CHART 1—ACCIDENTS AND CASUALTIES (fatal and non-fatal)
PER 10,000 VEHICLES REGISTERED—1959-60 to 1969-70**

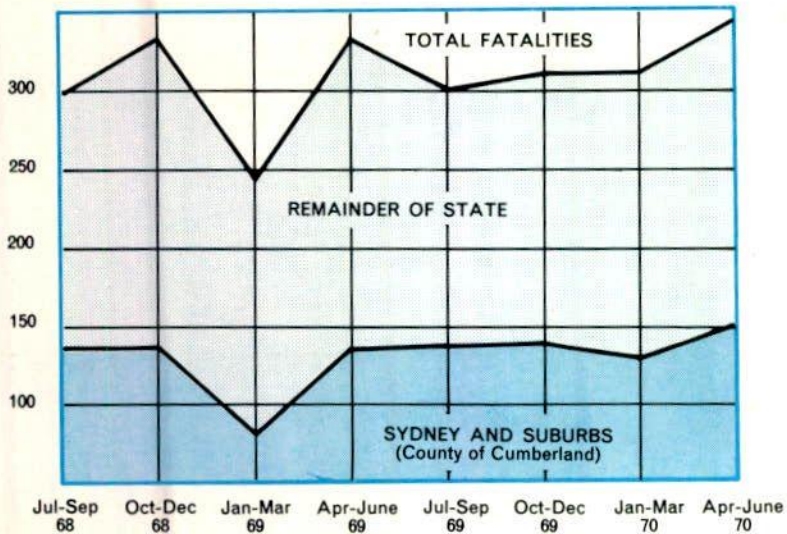


*Some part of the drop was attributable to an increase, from \$20 to \$50, in damage value criterion on 1st May, 1960. Damage only accidents under \$50 ceased to be reportable.

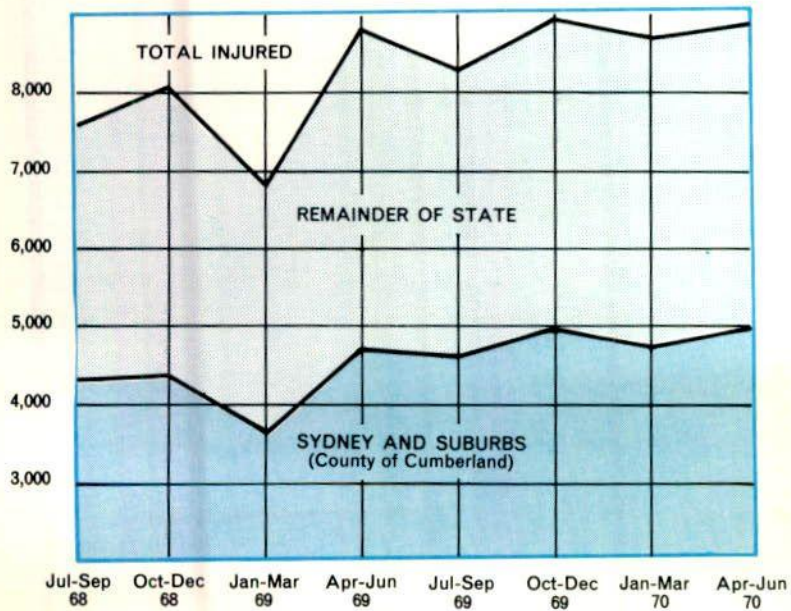
**ACCIDENTS, KILLED AND INJURED (non-fatal)—SYDNEY
(including suburbs) AND REMAINDER OF STATE—
QUARTERLY PERIODS FROM JULY, 1968 TO JUNE, 1970**



**CHART 2—
ACCIDENTS**



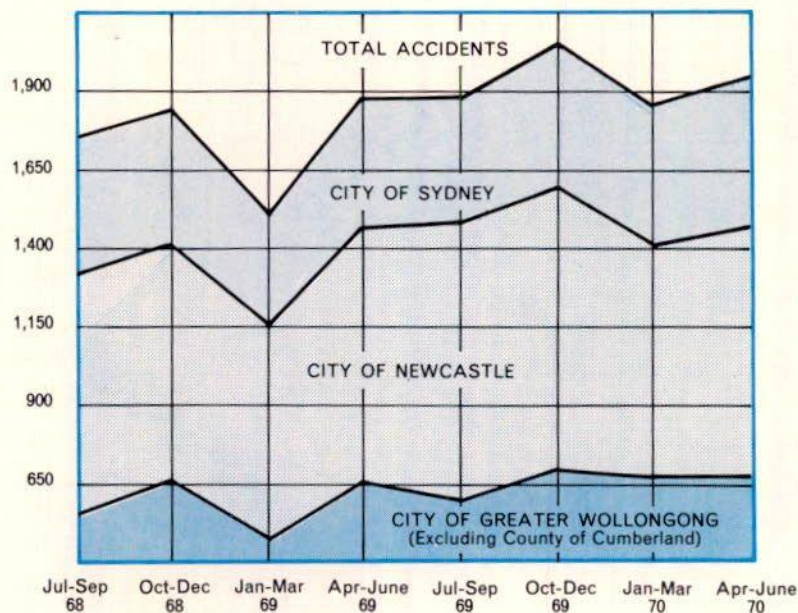
**CHART 3—
KILLED**



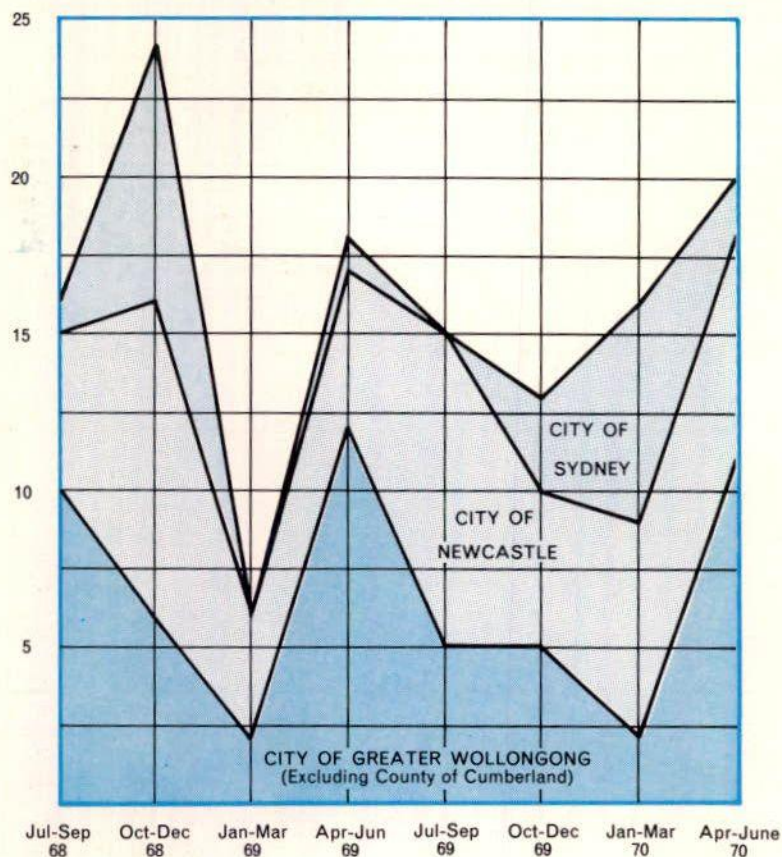
**CHART 4—
INJURED
(NON-FATAL)**

**ACCIDENTS, KILLED AND INJURED—CITIES OF SYDNEY,
NEWCASTLE AND WOLLONGONG—QUARTERLY
PERIODS FROM JULY, 1968 TO JUNE, 1970**

**CHART 5—
ACCIDENTS**



**CHART 6—
KILLED**



**CHART 7—
INJURED
(NON-FATAL)**

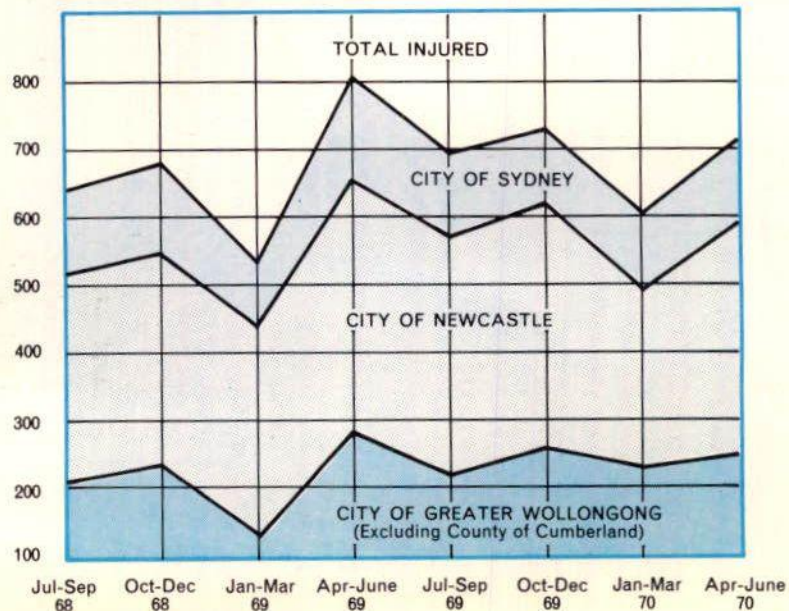


CHART 8—TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)
FOR EACH TYPE OF ACCIDENT—1968-69 AND 1969-70

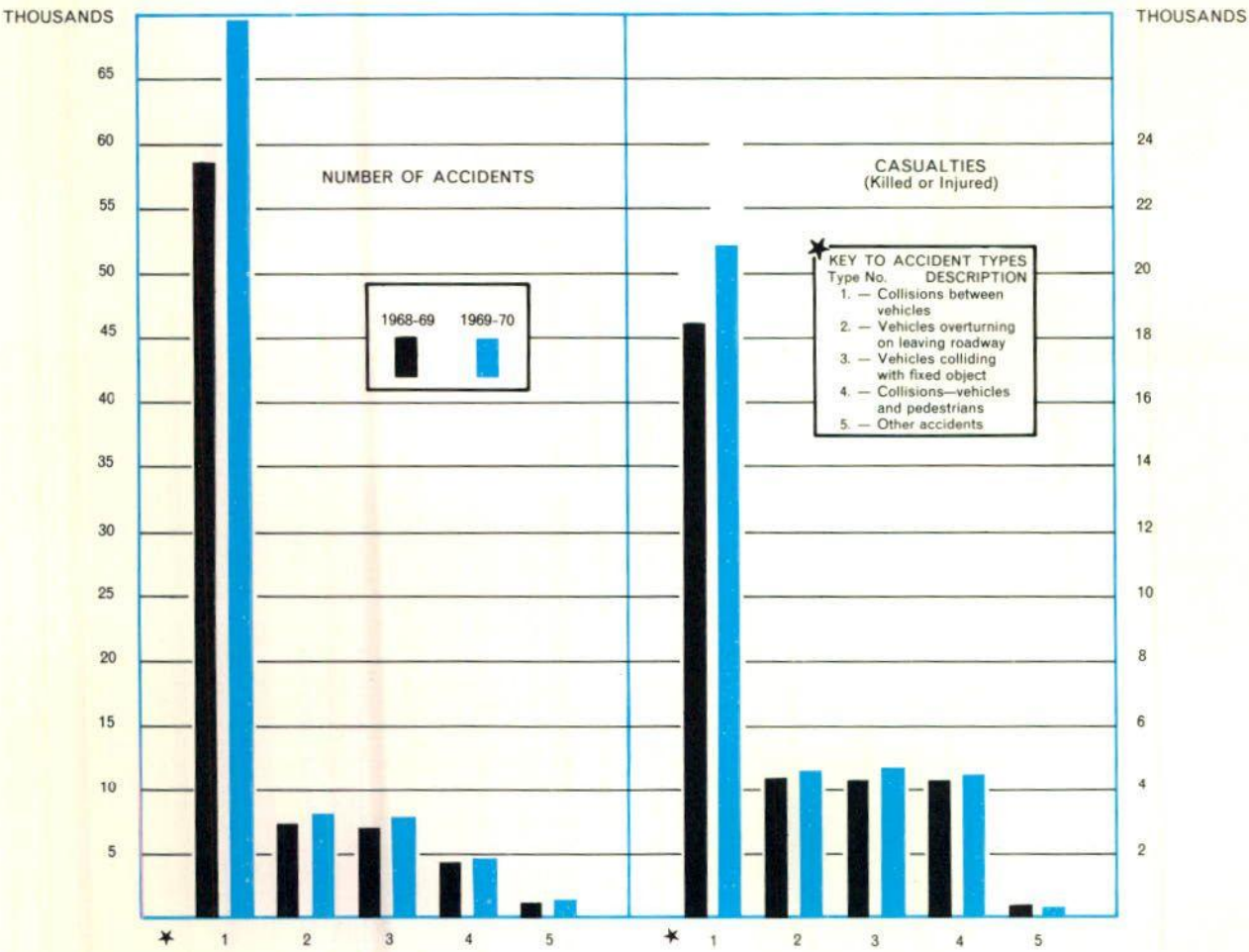


CHART 9—CLASSES OF ROAD USERS KILLED AND INJURED—
1968-69 AND 1969-70

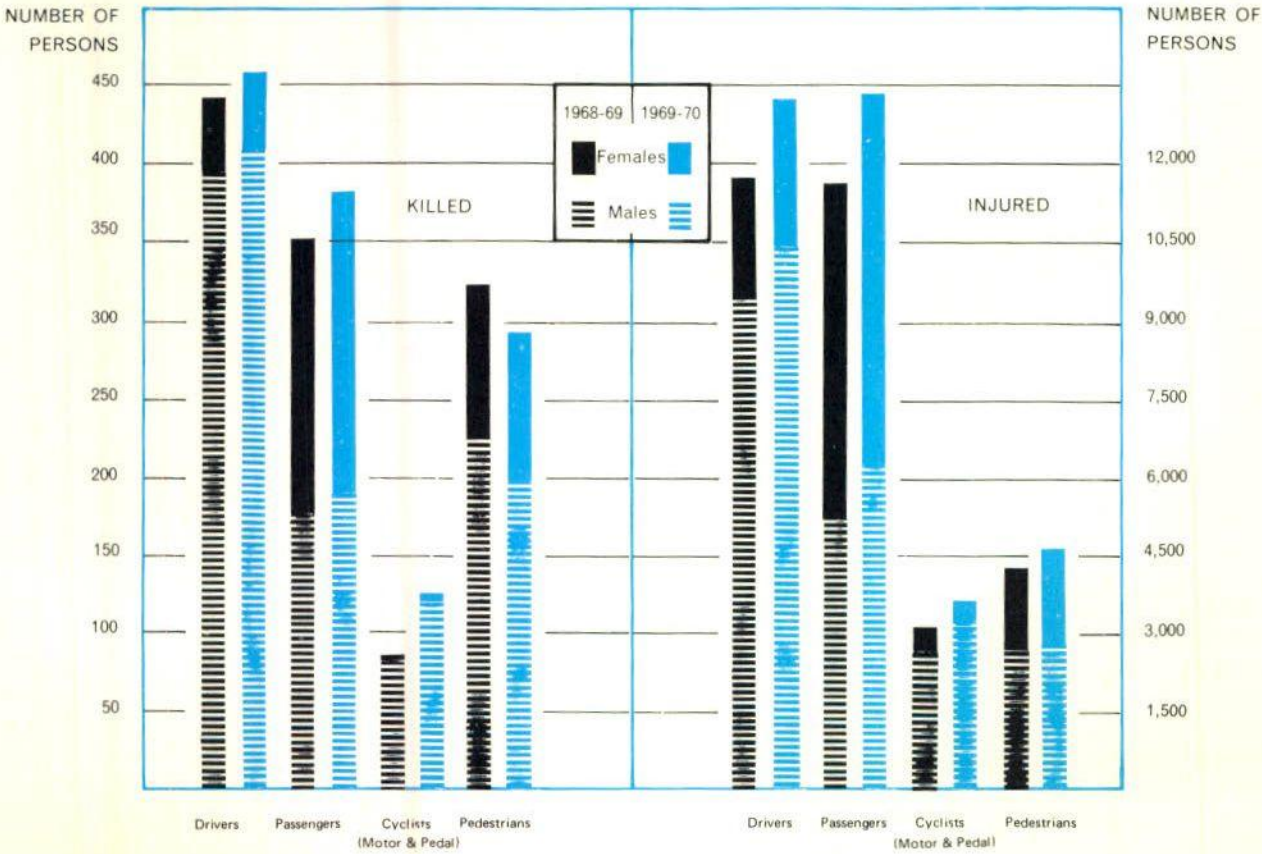


CHART 10—AGE AND SEX OF PERSONS KILLED 1968-69 AND 1969-70

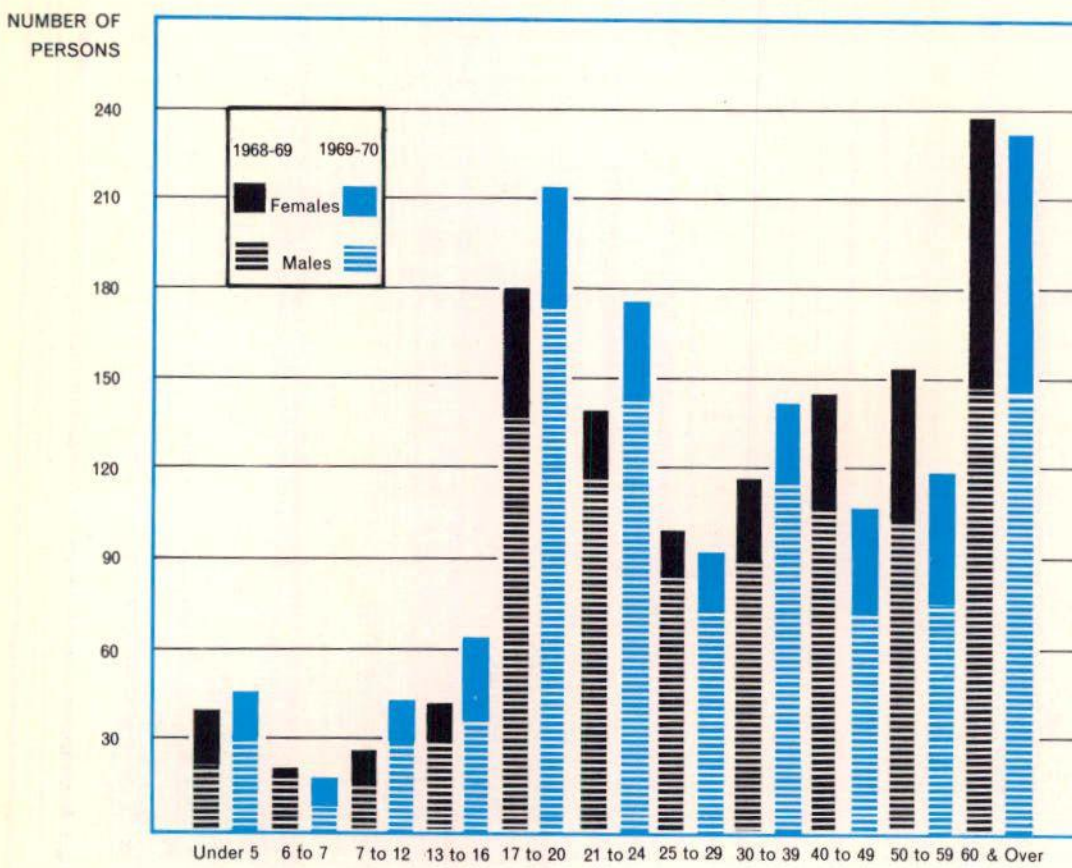
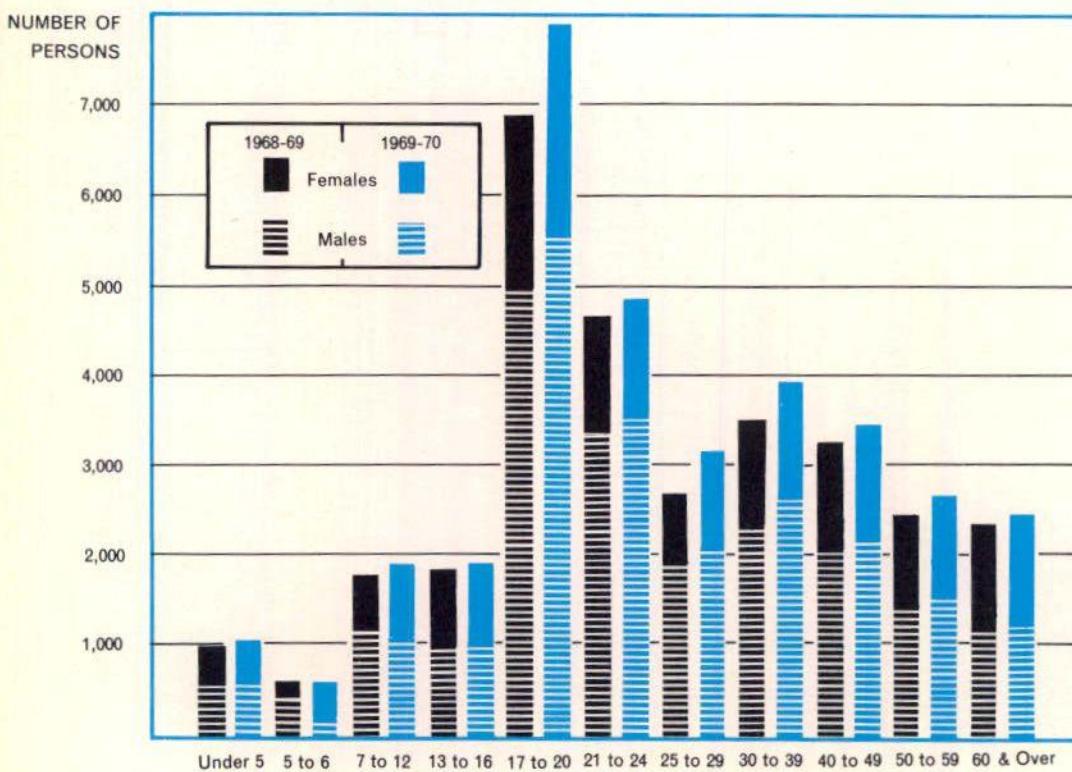


CHART 11—AGE AND SEX OF PERSONS INJURED 1968-69 AND 1969-70



APPENDIX 22

TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED IN THE YEAR FROM 1st JULY, 1969 TO 30th JUNE, 1970

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

AUBURN	Station Road and Rawson Street – 17th July, 1969. St. Hilliers Road and Rawson Street – 2nd June, 1970.
BALMORAL	Spit Road and Awaba Street – 21st May, 1970.
BANKSTOWN	*Hume Highway, west of Rookwood Road – 27th November, 1969.
BEROWRA	*Pacific Highway at railway station – 8th August, 1969.
BEVERLY HILLS	King Georges and Moorefields Road – 7th May, 1970.
BLACKTOWN	Richmond Road, Kildare, Patrick & Main Streets – 26th August, 1969.
BLAKEHURST	King Georges Road and Terry Street – 2nd July, 1969.
CANTERBURY	Canterbury Road and Fore Street – 28th August, 1969.
DARLING POINT	New South Head and Mona Roads – 16th June, 1970.
DEE WHY	Pittwater, Redman and Fisher Roads – 13th November, 1969.
DUNDAS	Kissing Point Road and Kirby Street – 17th March, 1970.
EASTLAKES	Southern Cross Drive and Wentworth Avenue – 13th October, 1969.
EAST ROSEVILLE	Boundary and King Edward Streets and Archbold Road – 15th July, 1969. Boundary and Penshurst Streets – 15th July, 1969.
EDGECLIFF	New South Head Road, east of McLean Street – 16th June, 1970.
FORESTVILLE	Warringah Road, Starkey and Ferguson Streets – 26th February, 1970.
GLADESVILLE	*Victoria Road, west of Prince Edward Street – 20th August, 1969.
GYMEA	*Princes Highway at Hotham Road – 3rd April, 1970.
HABERFIELD	Ramsay and Wattle Streets – 5th August, 1969.
HILLSDALE	*Bunnerong Road, south of Flint Street – 12th August, 1969.
KENSINGTON	Southern Cross Drive and Link Road to Epsom Road – 13th October, 1969.
KINGS CROSS	Bayswater and Kings Cross Roads and Roslyn Street – 16th June, 1970.
KOGARAH	Princes Highway and President Avenue – 4th September, 1969. *Rocky Point Road, south of Fitzgerald Avenue – 7th April, 1970.
LIDCOMBE	Parramatta Road and John Street – 16th September, 1969.
LIVERPOOL	Copeland Street and Memorial Avenue – 17th February, 1970.
MANLY	The Corso and Darley Road – 18th June, 1970.
MASCOT	Sutherland and Coward Streets – 14th August, 1969. Botany and Mill Pond Roads – 19th August, 1969. General Holmes Drive and Mill Pond Road – 19th August, 1969. Wentworth Avenue and Sutherland Street – 13th October, 1969. Botany Road and Wentworth Avenue – 13th October, 1969. Botany Road and Robey Street – 13th October, 1969. Botany Road and General Holmes Drive – 13th October, 1969. General Holmes and Joyce Drives – 13th October, 1969. O'Riordan and Robey Streets – 13th October, 1969.

APPENDIX 22 (continued)

TRAFFIC CONTROL SIGNAL INSTALLATIONS COMPLETED
IN THE YEAR FROM 1st JULY, 1969 TO 30th JUNE, 1970

SYDNEY AND SUBURBS (continued)

MERRYLANDS	Pitt and Neil Streets – 3rd September, 1969.
MOORE PARK	Dowling and Crescent Streets – 25th June, 1970.
NORTHMEAD	Windsor and Hammers Roads and Campbell Street – 4th September, 1969.
NORTH RYDE	Epping and Delhi Roads – 28th August, 1969.
PARRAMATTA	*O'Connell Street, south of Victoria Road – 5th May, 1970.
PENRITH	Great Western Highway and Station Street – 21st April, 1970.
PUNCHBOWL	Canterbury and Bonds Roads – 10th September, 1969.
RANDWICK	Avoca and Cuthill Streets – 8th September, 1969.
ROCKDALE	*Princes Highway at Geeves Avenue – 2nd April, 1970.
ROSE BAY	New South Head and Dover Roads – 26th May, 1970.
RUSHCUTTERS BAY	Bayswater Road, Waratah Street and Barcom Avenue – 16th June, 1970. New South Head Road and Neild Avenue – 16th June, 1970. New South Head Road and New Beach Roads – 16th June, 1970.
RYDE	Victoria and Cressy Roads – 21st August, 1969. *Blaxland Road, north of Devlin Street – 22nd December, 1969. Blaxland and Lane Cove Roads and Devlin Street – 22nd December, 1969. Lane Cove, Quarry and Goulding Roads – 12th March, 1970.
STANMORE	Parramatta and Percival Roads and Young Street – 12th April, 1970.
ST. LEONARDS	Pacific Highway, Reserve and Berry Roads – 7th August, 1969.
STRATHFIELD	*The Boulevarde, north of Llandilo Avenue – 11th August, 1969.
SURRY HILLS	Albion and Riley Streets – 14th July, 1969.
SYDNEY	*Alfred Street, east of Loftus Street – 25th September, 1969.
SYLVANIA	Princes Highway, Bates Drive and Garnet Road – 30th April, 1970.
ULTIMO	Harris and William Henry Streets – 22nd December, 1969.
WATERLOO	Botany and Bourke Roads and O'Riordan and Bourke Streets – 9th October, 1969. Bourke Road and Wyndham Street – 9th October, 1969. O'Riordan and Wyndham Streets – 9th October, 1969.
WILLOUGHBY	Willoughby and Mowbray Roads – 1st September, 1969.

NEWCASTLE AREA

ADAMSTOWN HEIGHTS	Pacific Highway and Northcott Drive – 21st April, 1970.
ARGENTON	*Lake Road, Princess and Victoria Streets – 26th May, 1970.
GEORGETOWN	Christo and Turton Roads – 2nd June, 1970.
GLENDALE	West Wallsend and Lake Roads – 8th August, 1969.
HIGHFIELDS	Pacific Highway and Kahibah Road – 21st April, 1970.

WOLLONGONG AREA

CONISTON	Springhill and Masters Roads – 17th June, 1970.
NORTH WOLLONGONG	Princes Highway and Gipps Street – 3rd July, 1969.

OTHER AREAS

GOULBURN	Auburn and Montague Streets – 31st July, 1969.
GUNNDAH	Marquis and Conadilly Streets – 22nd August, 1969.
TAREE	*Victoria Street, north-east of Pulteney Street – 24th July, 1969.

APPENDIX 23

INSPECTION OF PUBLIC MOTOR VEHICLES FOR THE YEAR ENDING 30TH JUNE, 1970

METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	1,265	3,048	247	4,560
Inspections made	6,764	11,378	746	18,888
Repair Notices issued.....	765	1,062	85	1,912
***Not to Use" Notices issued	76	245	30	351

HUNTER AND CENTRAL COAST REGIONAL BRANCH (NEWCASTLE TRANSPORT DISTRICT)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	116	116	14	246
Inspections made	592	494	81	1,167
Repair Notices issued.....	26	29	6	61
***Not to Use" Notices issued	3	6	2	11

HUNTER AND CENTRAL COAST REGIONAL BRANCH (COUNTRY)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	298	194	21	513
Inspections made	586	388	42	1,016
Repair Notices issued.....	32	52	—	84
***Not to Use" Notices issued	3	13	1	17

SOUTH COAST REGIONAL BRANCH (WOLLONGONG TRANSPORT DISTRICT)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	201	116	9	326
Inspections made	848	528	37	1,413
Repair Notices issued.....	18	—	3	21
***Not to Use" Notices issued	3	7	—	10

SOUTH COAST REGIONAL BRANCH (COUNTRY)

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	190	61	9	260
Inspections made	273	130	37	440
Repair Notices issued.....	21	15	3	39
***Not to Use" Notices issued	3	2	—	5

APPENDIX 23 (continued)

INSPECTION OF PUBLIC MOTOR VEHICLES FOR THE YEAR ENDING 30TH JUNE, 1970

NORTHERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	693	280	25	998
Inspections made	1,376	555	48	1,978
Repair Notices issued.....	214	28	5	247
*"Not to Use" Notices issued	14	5	5	19

WESTERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	439	271	22	732
Inspections made	826	532	22	1,380
Repair Notices issued.....	92	18	—	110
*"Not to Use" Notices issued	7	5	1	13

SOUTHERN REGIONAL BRANCH

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1970	571	170	26	767
Inspections made	1,023	232	50	1,305
Repair Notices issued.....	61	15	4	80
*"Not to Use" Notices issued	6	3	—	9

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

APPENDIX 24

STAFF EMPLOYED

	On June 30th		
	1968	1969	1970
METROPOLITAN—			
Males	1,398	1,521	1,587
Females, Full-time	588	627	624
Females, Part-time	—	—	51
	<u>1,986</u>	<u>2,148</u>	<u>2,262</u>
NEWCASTLE—			
Males	23	34	35
Females, Full-time	9	11	11
Females, Part-time	—	—	3
	<u>32</u>	<u>45</u>	<u>49</u>
REST OF STATE—			
Males	172	224	242
Females, Full-time	63	72	85
Females, Part-time	—	—	1
	<u>235</u>	<u>296</u>	<u>328</u>
TOTALS—			
Males	1,593	1,779	1,864
Females, Full-time	660	710	720
Females, Part-time	—	—	55
	<u>2,253</u>	<u>2,489</u>	<u>2,639</u>

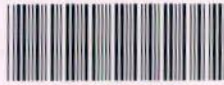
NOTE: Wages Staff (included in the foregoing figures) totalled 185 (172 males and 13 females) on 30th June, 1968 and 199 (186 males and 13 females) on 30th June, 1969. The corresponding figures for 1970 were 205 (193 males and 12 females).

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

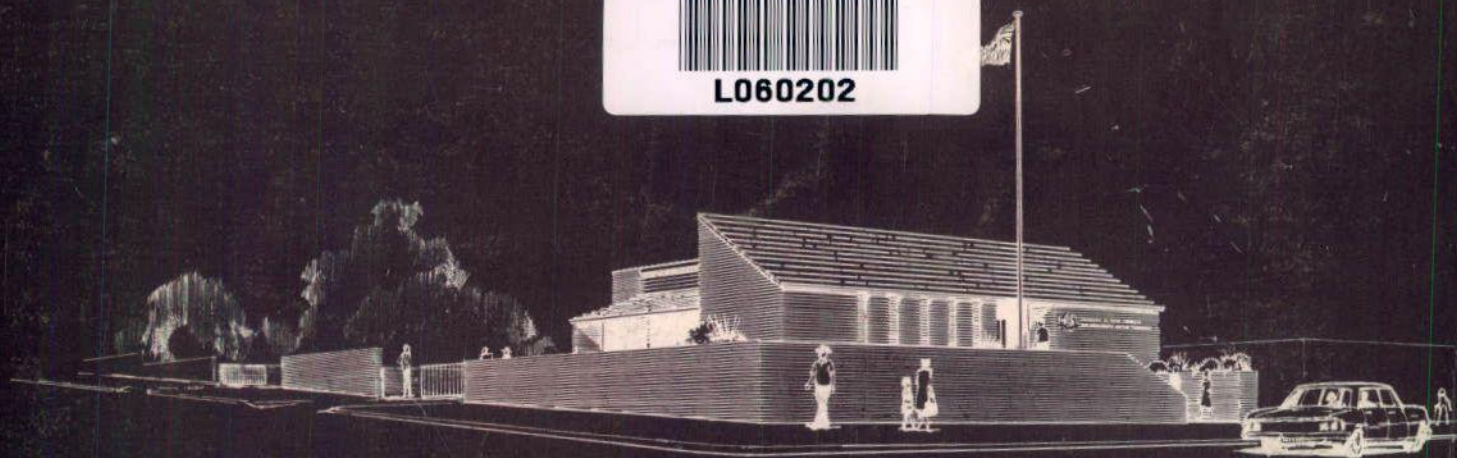
On 1st January, 1910 registration of road motor vehicles and the licensing of their drivers became compulsory. The administrative duties necessary in this respect were carried out by the Police Department which already had traffic responsibilities associated with the control of pedestrians, bicycles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

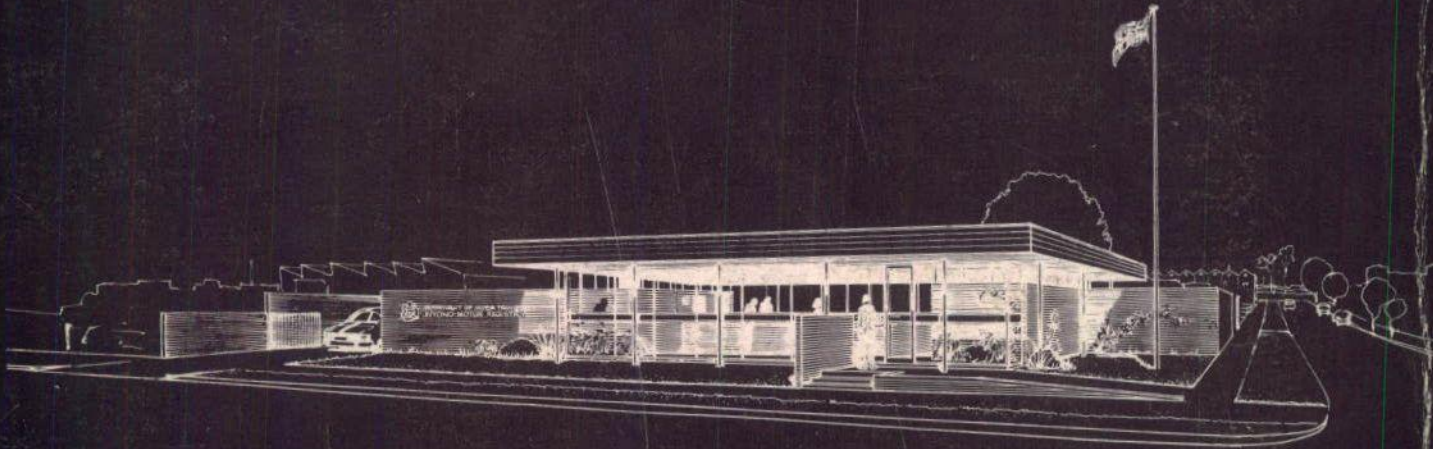
By June 30th, 1970 the number of vehicles registered had risen to 1,974,376 and the number of drivers' licences in issue to 2,048,789



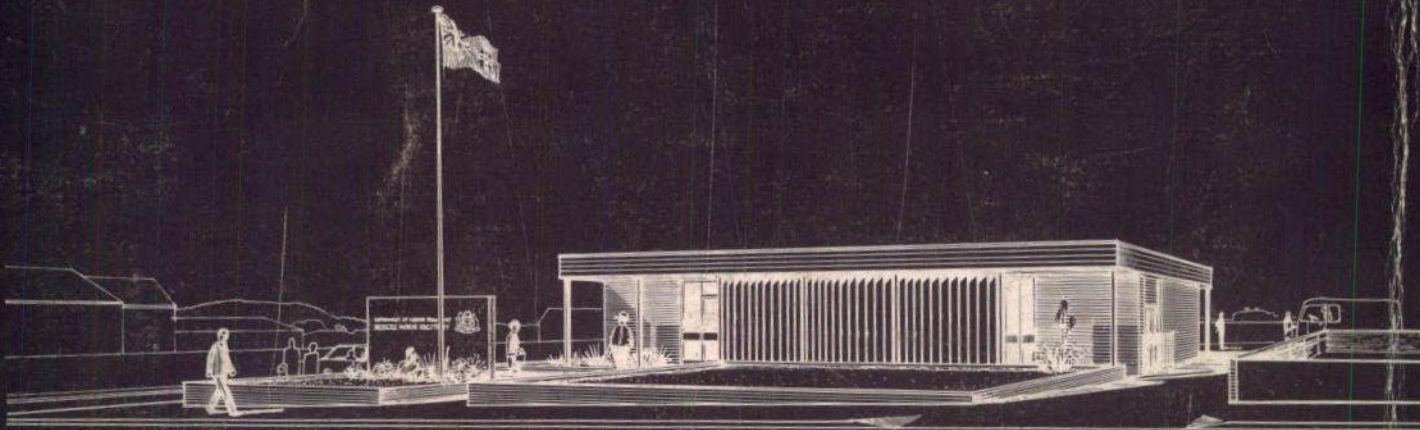
L060202



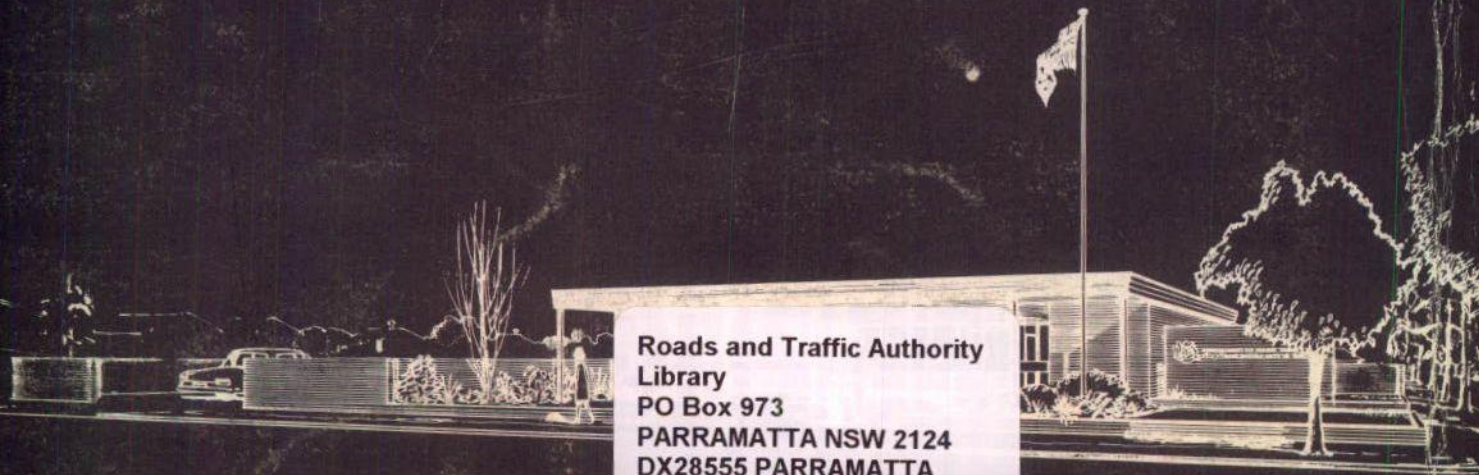
MUSWELLBROOK MOTOR REGISTRY



WYONG MOTOR REGISTRY



MUDGEE MOTOR REGISTRY



Roads and Traffic Authority
Library
PO Box 973
PARRAMATTA NSW 2124
DX28555 PARRAMATTA

COOTAMUNDRA MOTOR REGISTRY