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MT 68-69

ANNUAL REPORT

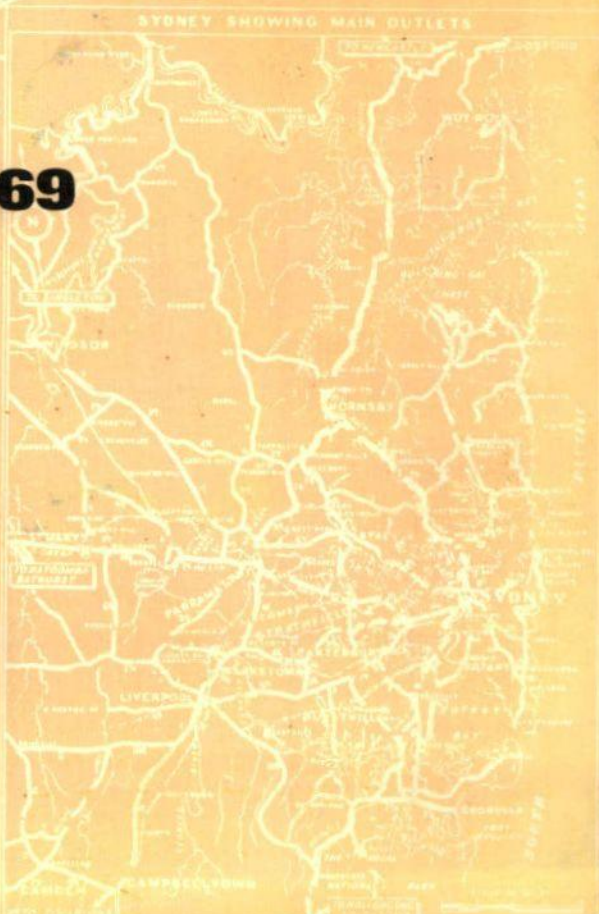


NOTES

*Cities where air routes are not shown
Managers where air routes are not shown
Air routes are shown in red
Air routes are shown in red*

**COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES**

1968-1969

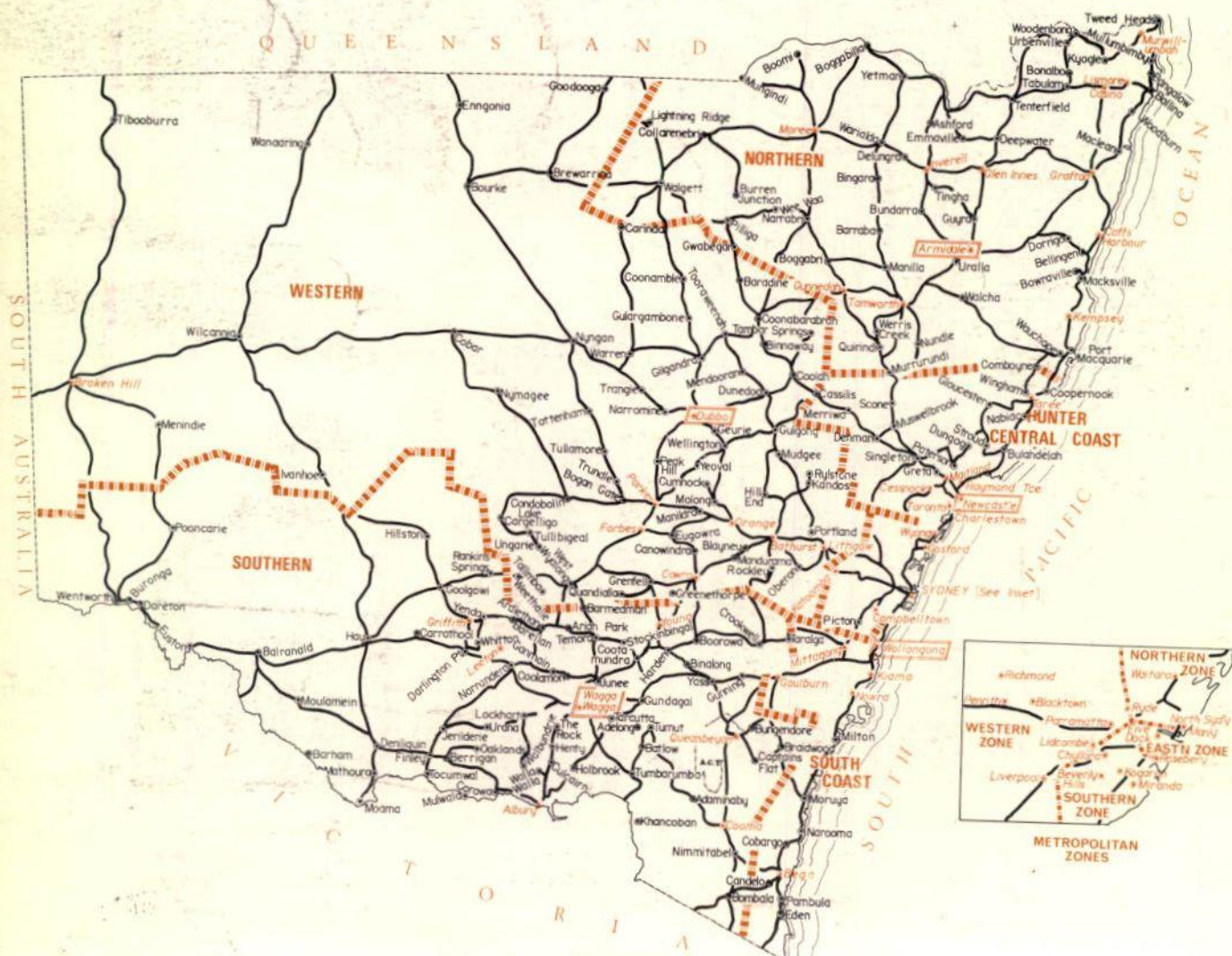


The map below shows the boundaries of Regional Branches, the location of Regional Offices and of Motor Registries in New South Wales.

Regional Branches were introduced in 1966 to decentralise the Department's administration and to co-ordinate Departmental activities within the various parts of the State. The Branches contain the 257 Motor Registries that have been appointed to provide motorists with local facilities for transacting business with the Department. All Registries in suburbs of Sydney and the larger country centres are conducted by the Department. These Registries, the majority of which are long established, number 59, and handle over 90% of business transacted at Motor Registries. The remaining Registries are conducted by Police in conjunction with other duties.

Progressively, high class premises are being provided for Departmental Motor Registries to keep pace with growing demands and in recent years over 40 specially designed buildings have been erected for this purpose. Active consolidation of the Department's regional development policy is being undertaken with plans which include further new Motor Registry premises to replace the few remaining rented offices, the appointment of new Motor Registries where previously none existed and the provision of offices for staffing by Departmental Officers in centres where motor registry work is currently being carried out by Police Officers.

Illustrations of new Motor Registries under construction at the close of the report year are shown on the outside back cover.



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ANNUAL REPORT

**COMMISSIONER FOR MOTOR TRANSPORT
NEW SOUTH WALES**



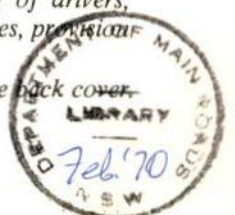
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1968-1969



This report is furnished, pursuant to law, to inform the Parliament and the people of New South Wales of the activities of the Department of Motor Transport and to convey an understanding of continuing works designed to give effect to public policies regarding registration of vehicles and licensing of drivers, collection of State Funds for road purposes, regulation and control of public transport services, provision of traffic facilities and promotion of road safety.

A short history of these matters appears inside the back cover.





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

Dear Mr. Morris,

It is with pleasure that I submit 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, 1969.

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

It also outlines some of the measures adopted, and foreshadows future developments planned, to consolidate the Regional Branch structure which illustrate the success of the Department's policy for decentralizing its administrative organisation.

I desire also to place on record my appreciation of the loyalty and able assistance given so willingly by the staff throughout the Department which has contributed to these achievements.

Yours faithfully,

D. R. Coleman

Commissioner.

OUTLINE OF ADMINISTRATIVE FUNCTIONS (and principal Acts of Parliament)

- Registration of motor vehicles and licensing of drivers – *Motor Traffic Act, 1909-68*
- Collection of tax payable in connection with registration of vehicles – *Motor Vehicles Taxation Act, 1962-65*
- Administration of compulsory third-party insurance scheme and collection of premiums for insurance effected with Government Insurance Office – *Motor Vehicles (Third Party Insurance) Act, 1942-65*
- Collection of stamp duty payable on issue of certain registration certificates – *Stamp Duties (Amendment) Act, 1962*
Stamp Duties (Amendment) Act, 1965
- Regulation of commercial goods-carrying and passenger-carrying road services; licensing of passenger ferries operating in Port Jackson – *Transport Act, 1930-68 and State Transport (Co-ordination) Act, 1931-64*
- Collection of road maintenance charges payable on journeys by certain heavy motor lorries *Road Maintenance (Contribution) Act, 1958-65*
- Provision of traffic control light signals, traffic signs, road markings and other traffic facilities; road safety activities – *Transport Act, 1930-68 and Motor Traffic Act, 1909-68*
- Licensing of dealers in second-hand motor vehicles and parts – *Second-Hand Motor Dealers Act, 1956*
- Licensing of paid motor vehicle driving instructors – *Motor Vehicle Driving Instructors Act, 1961*
- Licensing of commercial intrastate aircraft – *Air Transport Act, 1964*
- Licensing of persons engaged in the tow-truck industry – *Tow-Truck Act, 1967*
- Collection of tax payable in connection with the transfer of taxi-cabs and private hire cars registered under the Transport Act, 1930 – *Motor Vehicles and Government Railways (Miscellaneous Provisions) Act, 1969 and Transfer of Public Vehicles (Taxation) Act, 1969*

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THIS YEAR IN BRIEF AND A

STATISTICS

FINANCIAL

	1968-69		Variation
	\$		\$
Receipts—			
Motor Vehicle Registration Tax	37,068,232	up	2,526,295
Fees (registrations, licences, etc.)	15,983,554	up	965,818
Ton Mileage Charges (heavy lorries)	14,799,421	up	2,233,877
Third-party Insurance premiums	52,743,748	up	17,603,260
Charges on road services competing with rail ...	4,532,233	up	155,907
Stamp Duty (vehicle registrations)	3,783,764	up	768,239
Proportion of Fees for three year drivers' and riders' licences	786,792	up	786,792
Receipts for issue of specially made number plates	110,500	up	110,500
Sundry	607,420	up	36,838
TOTAL	130,415,664	up	25,187,526
Payments—			
Cost of Traffic Police	8,054,675	up	640,473
Administrative costs, dept. Motor Transport ...	9,948,581	up	1,696,387
Traffic Facilities	2,958,120	down	2,997
Funds provided for roads—			
Councils, etc.	758,978	up	14,832
Department of Main Roads	49,438,013	up	4,045,304
Collected for and remitted to—			
Govt. Insurance Office	52,743,748	up	17,603,260
Stamp Duties Office	3,783,764	up	768,239
Payments to Govt. Transport Services	2,502,504	down	200
TOTAL	130,188,383	up	24,765,298

VEHICLES AND DRIVERS

Registrations in force (on June 30)	1,847,597	up	105,636
Brand-new vehicles registered	202,094	up	7,866
Driving licences (all types) in force (on June 30)	1,907,877	up	78,278

TRAFFIC FACILITIES

Traffic control light installations—			
completed during this year	59	down	28
total in service	692	up	57
expenditure this year (incl. maintenance)	\$ 2,187,670	up	\$209,311
Other facilities—			
completed this year	24,783	up	11,940
total in service (round figures)	150,500	up	25,500
expenditure this year	\$ 770,450	down	\$212,309
Total expenditure for year	\$ 2,958,120	down	\$ 2,997

ROAD ACCIDENTS

Accidents	78,042	up	4,016
Persons killed	1,206	up	32
Persons injured	31,120	up	768

STAFF AND PREMISES

Total staff	2,489	up	236
New Registries appointed	0	down	1
Total Motor Registries in operation	257	—	0
New Registry premises completed this year	2	—	0

EVENTS

1963-64

Income at record levels following tax and fee increases and stamp duty (effective 1st January, 1963). Speed limit for built-up areas raised from 30 to 35 m.p.h. Approval for 276 more taxis for Sydney and Suburbs and new licence allocation method adopted. Road Maintenance (Contribution) Act amended re directors' liability. Third party insurance routine simplified. High-speed computer installed. Registrar investigated new EDP techniques in America. Stage 2 of Inner-city signals system (T.V. monitored) completed.

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.

REVIEW OF THE PREVIOUS FIVE YEARS

PRINCIPAL STATISTICS AND MAIN EVENTS - 1963-64 TO 1968-69

1967-68 \$	1966-67 \$	1965-66 \$	1964-65 \$	1963-64 \$
34,541,937	32,584,484	31,218,203	30,043,026	28,541,194
15,017,736	14,261,035	13,557,399	13,157,772	12,573,424
12,565,544	11,405,130	11,035,113	10,245,640	9,232,202
35,140,488	33,532,399	30,977,537	29,553,534	26,972,142
4,376,326	3,826,775	3,767,028	3,918,040	3,613,654
3,015,525	2,636,211	2,929,550	3,406,502	3,252,228
570,582	561,403	535,158	526,174	470,184
105,228,138	98,807,437	94,019,988	90,850,688	84,655,028
7,414,202	6,292,516	5,620,986	5,473,444	5,220,896
8,252,194	8,199,838	6,922,634	6,030,768	5,609,458
2,961,117	2,478,267	1,788,938	1,654,112	1,462,570
744,146	715,473	697,280	677,552	653,512
45,392,709	42,684,944	42,524,279	41,229,046	38,889,988
35,140,488	33,532,399	30,977,537	29,553,534	26,972,142
3,015,525	2,636,211	2,929,550	3,406,502	3,252,228
2,502,704	2,501,586	2,501,793	2,801,748	3,401,822
105,423,085	99,041,234	93,962,997	90,826,706	85,462,616
1,741,961	1,630,769	1,544,201	1,465,360	1,362,591
194,228	168,253	161,982	175,565	162,052
1,829,599	1,763,786	1,668,941	1,608,218	1,526,810
87	74	30	69	20
635	552	495	465	396
\$ 1,978,359	\$1,585,913	\$1,273,751	\$ 1,162,988	\$ 952,000
12,843	5,600	6,000	6,100	6,000
125,000	112,500	107,000	101,000	95,000
\$ 982,759	\$ 892,354	\$ 515,187	\$ 491,124	\$ 510,570
\$ 2,961,117	\$2,478,267	\$1,788,938	\$ 1,654,112	\$ 1,462,570
74,026	69,042	65,868	61,969	56,917
1,174	1,096	1,134	1,085	974
30,352	29,558	28,730	27,908	25,662
2,253	2,094	2,031	1,975	1,880
1	—	2	2	2
257	256	258	257	255
2	4	7	2	6

EVENTS

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.

1966/67

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

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

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

By decision of the High Court, 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 on pages 27. They must comply with roadworthiness requirements, and their drivers must observe the State's driving rules.

CONTINUED INCREASE IN INCOME & EXPENDITURE

As is brought out in detail in other parts of this report, the unbroken upward trend in the number of licence and registration transactions that has prevailed for over twenty years was maintained. These increases and higher volumes of other classes of business resulted in new record revenue levels. The Department was again able to continue expenditure on traffic facilities at a rate higher than in the previous year but a substantially increased charge was incurred on the Road Transport and Traffic Fund for Police services on traffic and Motor Registry duties.

The result was that very little money was available from that Fund for main roads although, overall, the Department of Main Road's receipts from collections by this Department increased. Particulars of the amounts involved appear in statements in more detail elsewhere in this report.

TOTAL COLLECTIONS

Collections this year reach the new record figure of \$130,415,664 an increase of \$25,187,526 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 \$52,743,748 and \$3,783,764 respectively, accounted for \$56,527,512. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to \$9,948,581 whilst \$2,958,120 was spent on traffic facilities. The cost of Police traffic services was \$8,054,675. The Department of Railways was paid \$2,500,000 from collections from operators of competitive road journeys whilst a total of \$50,196,991 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 - see page 8.
- All ton-mileage charges collected under the Road Maintenance (Contribution) Act - see page 11.

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)	36,497,978	
Less - Administrative costs (Road Maintenance)	1,859,385	
		\$
Net tax proceeds		34,638,593
Ton-mileage charges (after refunds)		14,799,421
TOTAL (paid to Main Roads Funds)		49,438,014

Tax revenue and ton-mileage charges were higher than last year by 5.55% and 17.78% respectively. For information in detail and a comparison with last year's figures see -

- Appendix 1 for tax collections (including tax on public vehicles).
Page 27 re administration of, and 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	15,428,764
Commission (on G.I.O. third party insurance premiums)	356,521
Sundry	294,529
TOTAL	16,079,814
PAYMENTS	
Administrative Costs (Department of Motor Transport)	5,858,901
Police services (traffic and Motor Registry duties)	7,215,096
Traffic facilities	2,610,442
Purchase of assets (land, building, etc.)	395,375
TOTAL	16,079,814

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 (see page 7) and the State Transport (Co-ordination) Fund (see page 9).
2. **Cost of Police Services** — The agreed cost of Police services was \$8,663,164 of which it was possible to pay \$8,054,675. Of this amount, \$693,053 was debited to the State Transport (Co-ordination) Fund and \$146,526 recouped from certain Councils for parking meter enforcement costs. The net balance payable from the Road Transport and Traffic Fund for this year was thus \$7,215,096.



TRAFFIC CONTROL SIGNALS

Traffic signals with special twelve-inch lenses are installed at the foot of the off-loading ramp of the Newcastle Expressway where it joins the Pacific Highway at the Hawkesbury River. The large lenses assist motorists to see the signals far in advance of reaching them.

With the installation of 59 new traffic control signals this year there are now 692 sets operating in New South Wales. The cost of traffic control signals 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 on pages 30 to 35.

SOURCES OF REVENUE

- Tax paid on the registration of public vehicles in Transport Districts.
- An allocation by the State Treasury from the Commonwealth roads funds grant to assist authorities (mainly Councils) whose road maintenance responsibilities are increased as a result of bus operations.
- Fees for licences for the bus services. These licences are distinct from the licence for the buses themselves and are termed "service licences".

APPLICATION

- Assistance to authorities - usually 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.
- 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.

RESULTS FOR THE YEAR

RECEIPTS

	\$
Tax (buses)	403,234
Allocation from Federal roads grant	295,834
Tax (other vehicles)	167,020
Service licence fees	68,802
TOTAL	934,890

PAYMENTS

Capital debt reduction (bus services - Department of Government Transport)	32,660
Assistance to road authorities	726,318
Traffic signals	347,678
TOTAL	1,106,656

A balance of \$428,545 brought forward from 1967-68 was held in the Fund at the start of the year; and a balance of \$256,779 remained as at 30th June, 1969.

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.

No money has ever been needed by D.R. from this source

24 APR 1970

RESULTS FOR THE YEAR

RECEIPTS		\$
Fees		496,154
Charges (goods)		3,929,318
Charges (passengers)		86,442
Other (mostly penalties)		20,319
TOTAL		4,532,233
Administrative costs (Dept. of Motor Transport)	1,540,997	
Police services (traffic and Motor Registry duties)	693,053	
Purchase of Assets	267,194	
		2,501,244
Payments to revenue of -		
Railways	2,500,000	
Government Bus Services	2,504	2,502,504
TOTAL		5,003,748

A balance of \$693,917 brought forward from 1967-68 was held in the Fund at the start of the year; and a balance of \$195,672 remained as at 30th June, 1969. 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 Act, which commenced on 1st May, 1958, requires owners of commercial goods vehicles with a load capacity exceeding 4 tons to pay a charge toward compensation for wear and tear caused by the vehicles to the public roads. The rate of charge per mile is five-eightieths of a cent per ton of the sum of the tare of the vehicle plus 40 per cent of its load capacity. It is payable for interstate as well as intrastate journeys and for empty as well as loaded running.

Proceeds Used for Roads. One-fifth of the charges received is paid into the County of Cumberland section of the Main Roads Fund and four-fifths to the Country section of that Fund. This money may be used only on maintenance of roads which are, respectively, inside and outside the County of Cumberland some of it being disbursed by the Department of Main Roads as grants to Councils for this 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 the administration and enforcement of the Act are described in a later section headed "Commercial Transport Services" which commences on page 26

RESULTS FOR THE YEAR

RECEIPTS	\$	% of total
For intrastate journeys	9,932,798	67.3
For interstate journeys	4,847,745	32.7
TOTAL	14,840,543	100.00
ADMINISTRATIVE COSTS	\$	as % of collections
Amount	1,859,385	12.5

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

Appendix 8 gives details of administrative costs under a range of expenditure headings.

COMMENT

Increase in collections over the previous year is \$2,233,590 or 17.7%. The substantial rise in collections is attributed to -

- (1) The increase in vehicle movement arising out of the natural expansion of the industry.
- (2) Greater efficiency in enforcement procedures due to a large extent to the decentralisation policy established and consolidated over recent years.

Policy Developments and Legal Activities

CONTINUING POLICIES

Other References. 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 outlined in the section commencing on page 46 and commercial goods transport policies in the section commencing on page 26. Information of a more general character follows immediately, with the emphasis on development this year.

MAIN DEVELOPMENTS THIS YEAR

OVERSEAS INVESTIGATIONS

Commissioners Study Tour. During the period 18th April, 1968 to 14th August, 1968, the Commissioner, accompanied by two senior officers, completed a study of motor transport administrations in Great Britain, Europe, North America and the Far East.

Particular attention was paid to blood alcohol testing systems for drinking drivers. On-the-spot appraisals of systems were made in each country and reports were forwarded progressively to the Minister to assist in the formulation of proposed legislation appropriate to conditions in New South Wales. The result of this important aspect of the Commissioner's investigations is referred to on page where a description of what is known as "Breathalyser" legislation, which came into effect on 18th December, 1968, is given under the heading Motor Traffic (Amendment) Act 1968.

A survey of techniques employed at leading road accident research establishments in England, Germany and the United States of America was also undertaken by the Commissioner. These investigations led to the formation of the Department's Road Accident Prevention and Research Unit now established as part of the Head Office complex at Rosebery. More detailed information concerning the unit appears on page 13.

Other topics of importance which were studied included computer and television traffic control methods, the suitability of direct-access computers and associated data processing systems for vehicle registration/driver licence recording tasks. A detailed account of the overseas investigations was presented in report form to the Minister upon the Commissioner's return from abroad.

DECENTRALISATION POLICY

Regional Branches. The Department implemented its programme for decentralising its administrative structure in July, 1966 by establishing administrative regions in the western, northern and southern portions of New South Wales. In November, 1966 and June, 1967 respectively, Regional Branches were established in the Hunter and Central Coast district and on the South Coast. A Regional Branch embracing the metropolitan area of Sydney and dividing the area into three zones was established in November, 1967.

Regional Branches are under the control of Superintendents who are responsible to the Commissioner for the control and management of Departmental Motor Registries within their region, the implementation within the regions of legislation administered by the Department and the determination of matters arising locally in the operation of public and other motor vehicles and their drivers.

The Department's regional administrative structure has been progressively reinforced by the provision of additional staff within each Regional Branch. Offices for regional headquarters have been established and new Motor Registry buildings have been constructed in most regions since the scheme began. At the end of the report year the construction of further Motor Registries was well advanced and plans for the establishment of more Registries were under consideration.

OTHER POLICY ACTIVITIES

Matters Dealt With or Under Consideration. 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 the 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 requirement, compulsory third party property insurance for taxi-cabs and hire cars registered under the Transport Act and new procedures for directions by the Commissioner of Police relating to the erection of certain traffic control signs.

ROAD ACCIDENT PREVENTION AND RESEARCH UNIT

Towards the end of the year, a Road Accident Prevention and Research Unit was established within the Department. It is to be housed initially in a two storied building on the corner of Rothschild Avenue and Queen Street, Rosebery. The premises are being re-constructed and should be ready for occupancy in November, 1969.

The unit is to be staffed by an inter-disciplinary team of engineers, psychologists, scientists and physicians who will be supported by modern testing facilities and data processing equipment. Many of the staff for the Unit have been made available by re-organisation of the Department's Engineering Branch but other specialist staff will be sought from outside the service.

Driver research will include methods of tuition and testing, involvement in accidents and traffic breaches, physical and mental qualities and the relationship between drivers and their vehicles.

A Mechanical Laboratory will test vehicles for compliance with registration requirements and standards for vehicle safety developed both in Australia and overseas will be evaluated. Vehicles involved in accidents will be scientifically examined to determine their contribution to casualties. So that the mechanism of accidents might be understood fully, a team of experts will collect and evaluate accident data by visiting the scene of as many accidents as possible and as soon as possible after they have occurred.

The aim of the Unit is to overcome the great lack of knowledge about the sociological, psychological and human performance factors associated with the driver, his vehicle, pedestrians and their management on roads and, by so doing, to minimise the number of accidents and casualties.

COMPETENCY TESTS FOR DRIVER AND RIDER LICENCE APPLICANTS.

Following the passing of legislation which provided for the duty of testing applicants for drivers licences to be transferred in stages from the Police Department to the Department of Motor Transport, drivers' testing in the Sydney Metropolitan, Newcastle and Wollongong areas by this Department was commenced on 1st August, 1968. Departmental testing will be extended at a later date to other areas of the State. The object of the legislation was to release Police for law enforcement duties.

Now designated by the Department as Driver Examiners, 24 testing officers formerly employed by the Police Department in Sydney, Newcastle and Wollongong transferred to this Department on 1st August, 1968. An additional 33 persons were recruited and specially trained in order to implement the first stage of the new duties. Distinctive uniforms similar to the style worn by Departmental Inspectors were issued to all examiners.

Since the new testing arrangements were commenced the time allotted for each driving test has been doubled to cover a wider variety of traffic and driving conditions, a number of driving test courses have been selected near each testing office so that any course may be selected at random and record sheets on which applicants driving performance and answers to questions on traffic laws are recorded have been introduced. The record sheets are used as a basis for statistical analysis of driving faults and assist in maintaining uniform testing standards.

Since 1st August, 1968, 132,836 driving tests have been conducted by this Department.



DRIVER EXAMINERS

Driver Examiners employed by the Department conduct tests for licence applicants in Sydney, Wollongong and Newcastle.

Pictured above is an Examiner completing a test record sheet of a licence applicant's behind the wheel performance. Driver Examiners wear distinctive uniforms.

INTERNATIONAL TRAINING SCHEMES

For many years the Department has made a contribution to the Colombo Plan and other International Training Schemes by providing visiting students with an insight into the policies and practices of the Department. This year a Colombo Plan Fellow from Indonesia was given training in traffic control signal methods involving the use of traffic light signals and intersection design.

PUBLIC RELATIONS

Motor Traffic Handbook. Issue of the handbook in its new format continued at a high rate. Information in the handbook is regularly reviewed and amended where necessary according to changes made to the traffic laws.

News Media Enquiries. Again this year the Department's public relations service was used extensively by the press and radio and television networks. An active policy was followed in providing suburban and provincial press, radio and television stations with information on matters of local interest such as provision of traffic light systems, the establishment of registry facilities and changes in personnel.

Traffic Signals Centre. The city signals system again attracted public interest and as far as was consistent with operational requirements, visits of inspection were arranged from individuals, community groups and visitors from overseas.

Because of the continuing and wide interest displayed in Sydney's traffic signal system the preparation of a brochure explaining the systems operation was put in hand towards the end of the year under review.

GENERAL PRACTICE

It is a well established practice for the Department to obtain the views of other bodies such as Government Departments, Councils and industry organisations when particular policy matters are being considered. In some fields, this contact is maintained on a Committee basis. Information about some of these Committees, and other policy Committees and conferences with which the Department is associated, 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 27th and 28th meetings in Melbourne on 11th and 12th July, 1968 and in Hobart on 20th and 21st February, 1969. Matters affecting this Department which were considered included amendments to and progress in the adoption of the National Road Traffic Code, other National Road Traffic Code items (including give way rule, speed limits, rules regarding double centre lines on roads) the recognition of drivers' licences and motor vehicle registrations issued in other States, progress in the preparation of a manual of uniform traffic control devices, promotion of driver improvement, recommendations by the Australian Motor Vehicle Standards Committee, reports by the Australian Motor Vehicle Design Advisory Panel on its activities and the implementation of design rules, reports on the activities of the Australian Road Safety Council, the transport of dangerous goods by road, uniform liability of carriers by road transport, containerisation and aircushion vehicles.

Subordinate Bodies. Subordinate bodies of the Council with which this Department has close connections are the Australian Road Traffic Code Committee, the Australian Motor Vehicle Standards Committee, the Committee on Driver Improvement and the Australian Motor Vehicle Design Advisory Panel. Officers of the Department are the New South Wales representatives on the four committees mentioned - descriptions of whose work (except that of the Committee on Driver Improvement which did not meet in the report year) follows immediately.

Australian Road Traffic Code Committee. This Committee held its 18th meeting in Brisbane in December, 1968. In addition to reviewing some provisions of the National Traffic Code to meet situations peculiar to various States, it considered the Draft United Nations Convention on Road Traffic and other new matters which could affect the Code. Amongst the matters dealt with were the rules regarding double centre lines on roads, diverging to the left and giving of left turn signals, giving way at intersections, speed limits, reciprocal recognition of authority to remove unregistered vehicles from one State to another and the reciprocal agreements between States and Territories concerning motor vehicle third party insurance.

The Committee set up a new Sub-committee to ascertain from local and overseas sources relevant material that should be included in the National Code, to restate the basic objective which the Code was established to achieve, and to determine whether the Code conforms with these objectives. The New South Wales representative was appointed as Convener of the Sub-committee.

Australian Motor Vehicle Standards Committee. This Committee provides for close contact between the motor industry and Government Authorities (Federal and State) concerned with motor vehicles. It is assisted by a State Committee functioning on similar lines. The New South Wales standards for vehicles and equipment have followed closely the Committee's recommendations.

The Department again participated in discussions at Commonwealth and State levels. Subjects dealt with included:- Rear-end protection of heavy vehicles, headlamps equipment, standards for electrical connections for trailed vehicles, braking equipment, standards for brake fluids, automatic thief proof locks, seat belts and anchorages, standards specification for fuel tanks on motor vehicles, diesel exhaust smoke, excessive noise from motor vehicles, reflective number plates, childproof locks.

Australian Motor Vehicle Design Advisory Panel. The Panel functions to specify in principle rules for safety in vehicles for future production to the Australian Transport Advisory Council by investigating motor vehicles and their component parts in relation to safety, examining safety features adopted by overseas countries and recommending, if applicable, their incorporation into Australian vehicles and preparing Design Rules for safety features including where necessary, detailed specifications for the rules. Draft Design rules discussed included those for demisting of windscreens, structural integrity of vehicles, external projections, windscreen wipers and washers, head restraints and fuel systems.

TRAFFIC ADVISORY COMMITTEE

The Traffic Advisory Committee was established in 1964 by the Minister for Transport to advise on 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 to relieve traffic congestion and promote the free movement of traffic.

The Committee comprises the Commissioner for Motor Transport (Chairman), the Commissioner for Government Transport, the Commissioner for Main Roads, the Commissioner of Police and the Chairman of the State Planning Authority. In addition, the Committee may co-opt any other authority as may be necessary from time to time, for example, a Municipal Council, in a matter affecting its area.

Matters which have been dealt with during the report year include the introduction of clearway restrictions on several arterial roadways within the Sydney Metropolitan area, the conversion of part of Elizabeth and Chalmers Streets, Sydney to one-way traffic to assist traffic movement between the City and the South Sydney area and the commencement of detailed negotiation in connection with the construction of a pedestrian tunnel under Railway Square. Considerable progress was also made in preliminary work in connection with the provision of separate crossing facilities for pedestrians, in the form of bridges or tunnels, across heavily trafficked thoroughfares in the Sydney Metropolitan Area and at Wollongong.

Questions currently before the Committee include the likely effect on traffic of major development proposals in the Central Business District of the City of Sydney and at regional centres such as Chatswood and Ryde.



THE WILLIAM HENRY STREET BRIDGE SYDNEY

The bridge was built on the recommendation of the Traffic Advisory Committee and was opened to four lanes of traffic in September, 1969. It replaces a bridge built in 1887 which had deteriorated to a degree where repairs would have been uneconomic.

To maintain a vital alternative traffic route from the inner City to the western suburbs, a temporary "Bailey" bridge was made available during the period November, 1966 to December, 1968 when two lanes of the new bridge became available. The cost of erection, maintenance and removal of the "Bailey" bridge was met by this Department who also shared the costs for the new bridge with the Department of Main Roads, the Council of the City of Sydney and the N.S.W. Department of Railways.

TAXI ADVISORY COUNCIL

This Council was established by the Minister for Transport in February, 1966 to advise on matters of policy relating to the taxi-cab industry in the Metropolitan, Newcastle and Wollongong Transport Districts. The Council met regularly during the report year and recommendations resulted in the issue of 72 additional taxi-cab licences to persons whose eligibility had been established by the Metropolitan Transport District Taxi-cab Drivers' Seniority Register and an increase in the general fare structure in respect of Sydney, Newcastle and Wollongong compulsory third party (property damage) insurance for taxi-cabs resulted from a recommendation by the Council.

Further details of this legislation appears later under the heading "New Legislation Enacted".

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 and Wollongong and the Municipalities of North Sydney, Manly, Woollahra, Waverley, Burwood and Strathfield. The Parking Advisory Committee for the City of Tamworth, which was constituted on the 10th May, 1968, held its inaugural meeting on the 14th August, 1968. The Department is represented on the Committee by its Regional Superintendent.

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.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

As in previous years the representatives of the State Road Transport Authorities met to consider developments and problems of common concern, to share experience in these matters and to develop and maintain, as far as possible, uniform administrative policies.

The 19th Conference was held in Melbourne from 15th to 17th April, 1969 and was attended by an observer from the New Zealand Department of Transport. Matters discussed included new legislation passed by the various States since the last meeting, containerisation problems, hours of driving and the use of log books, developments in the taxi industry 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 held its inaugural meeting on 18th July, 1968. It comprises representatives of the Departments of Motor Transport, Railways and Decentralisation and Development, with an Officer of the Ministry of Transport as Chairman.

This 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 or from decentralised industries.

STANDING COMMITTEE ON DROUGHT RELIEF

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

SPECIAL COMMITTEE OF REVIEW FOR MOTOR VEHICLE THIRD PARTY INSURANCE

Upon the Minister's recommendation and just prior to the beginning of the report year, Cabinet approved the formation of a special committee to examine all aspects of insurance under the Motor Vehicles (Third Party Insurance) Act. Membership of the Committee comprised the Assistant Commissioner of Motor Transport (Chairman), the Government Actuary, the Assistant Under Secretary, Department of the Attorney-General and of Justice, the Chairman of the Fire and Accident Underwriters' Association of New South Wales, the General Secretary of the Public Service Association of New South Wales and the Solicitor for the Government Insurance Office. A Senior Officer of the Department of Motor Transport was appointed Secretary to the Committee.

Under its terms of reference the Committee was required to – “Consider the general concept of third party motor vehicle insurance as practised in New South Wales and to examine ways and means of bringing about some stability into the premium position. In its investigations the Committee is to report on the following matters:-

- Recompense on similar scale to Workers' Compensation with fixed scale of payments and payments of awards in weekly instalments;
- Placement of premium with driver instead of with vehicle;
- Institution of a no claim bonus scheme for careful drivers;
- Re-examination of all classifications with a view to recommending any further division or amalgamation of classes of vehicles – particularly to examine the need to combine all motor cycles over 100 cc's into one group;
- The desirability of setting up a permanent committee with authority to review third party insurance premiums annually in relation to claims costs and to prescribe annual premiums in much the same way as is now done for workers' compensation insurance premiums;
- Such other matters as the Minister may refer to the Committee”.

Following the completion of its deliberations the Committee presented its report to the Minister on 2nd April, 1969.

OMNIBUS ADVISORY COMMITTEE

The Committee, which first met in February, 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 of fare schedules, timetables and new services 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 members of the Committee are the Assistant Commissioner (Chairman), the Metropolitan Regional Superintendent, two representatives of the New South Wales Omnibus Proprietors' Association and one representative of the Motor Omnibus Employees' Association. Meetings of the Committee were held at regular intervals during the report year. Further information about the operation of private bus services appears on pages 30 to 31.

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 Metropolitan Regional Superintendent (Chairman) and one representative each from the New South Wales Omnibus Proprietors' Association and the Ministry of Transport.

The Committee held its inaugural meeting in August, 1968 and met on seven occasions during the report year to examine applications from 40 operators involving 78 services. Arising from the Committee's recommendations, retrospective payments of additional subsidy were made in respect of 62 services and, in respect of 2 services, applications were declined. Further information is required before examination of the remaining applications can be completed.

TOURIST VEHICLE ADVISORY COMMITTEE

This Committee was established in March, 1967, 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 (Chairman), the Manager of the Department of Tourist Activities and a representative of the tourist vehicle operators. The Committee has met regularly during the report year. Further information about tourist vehicle operations appear on page 35.

(iii) Section 202 has been amended to provide that all moneys paid under the Transfer of Public Vehicles (Taxation) Act, 1969 shall be paid into the Road Transport and Traffic Fund and to make it clear that the Commissioner may pay from that Fund the cost of providing and maintaining traffic control lights, signs, notices and other traffic facilities for the guidance of drivers and the protection of pedestrians on public streets. The provisions of this section have been extended to authorise the payment from the Fund, subject to Ministerial approval, of contributions towards the cost of certain roadworks incidental to the installation of traffic or pedestrian facilities and towards the cost of erecting bridges, subways or other facilities for use by pedestrians. The amended section also provides for the payment of an annual grant, approved by the Minister, to the Road Safety Council of New South Wales.

(iv) Provision has been made to require the Road Safety Council of New South Wales to keep full and accurate accounts of all moneys paid or received by it for such accounts to be subject to an annual audit by the Auditor-General.

(b) Motor Traffic Act, 1909.

A member of the police force, authorised in that behalf by the Commissioner of Police, is now empowered to enter, at any time, premises commonly known as "smash repair shops" and for the purpose of tracing stolen motor vehicles or parts, inspect any motor vehicle or part of a motor vehicle found on the premises.

(c) State Transport (Co-ordination) Act, 1931.

Amendments to this Act cover the machinery provisions for the implementation of the Transfer of Public Vehicles (Taxation) Act, 1969. They provide that an application for the transfer of a licence granted under this Act for a taxi-cab or private hire car registered under the Transport Act shall not be granted unless the transferor has paid to the Commissioner for Motor Transport an amount of tax at the rate calculated in accordance with the Schedule to the new taxation Act.

(d) Motor Vehicles (Third Party Insurance) Act, 1942.

This Act has been amended to enable an authorised insurer and the Nominal Defendant to extend the time within which a claimant must give notice of intention to make a claim against the insurer or Nominal Defendant and also to require the Nominal Defendant to keep full accounts of all amounts paid or received by him. Such accounts are to be audited by the Auditor-General.

(e) Miscellaneous Acts.

Separate amendments to the Transport Act, Motor Traffic Act, State Transport (Co-ordination) Act, Road Maintenance (Contribution) Act, Motor Vehicles Taxation Management Act and the Government Railways Act have the effect of enabling this Department, the Department of Government Transport and the Department of Railways to proceed in Small Debts Courts for the recovery of moneys due or payable to the respective Departments.

All the foregoing provisions, with the exception of that referring to property damage insurance for taxi-cabs and private hire cars in the Transport Districts, came into effect on 9th April, 1969. It is expected that this insurance requirement will be implemented at an early date.

NEW REGULATIONS MADE

Taxi-cab Charges. On 6th July, 1968, amendments to the Public Vehicles Regulations were gazetted, the effect of which increased the hiring charges for taxi-cabs operating in the Metropolitan, Newcastle and Wollongong Transport Districts.

"Give Way" Signs. On 9th August, 1968, the provisions in the Motor Traffic Regulations relating to "Give Way" signs were broadened to permit the erection of these signs at the intersection of a public street and a street or road which is not a public street as defined in the Motor Traffic Act.

Tare and Aggregate Weights Displayed on Motor Lorries. The Motor Traffic Regulations and the Regulations under the State Transport (Co-ordination) Act governing the display of tare and aggregate weights on motor lorries were amended on 9th August, 1968 to remove the need to show this information on lorries with an unladen weight of less than two tons.

Records to be kept by Second Hand Motor Dealers. The Regulations under the Second Hand Motor Dealers Act were also amended on 9th August, 1968 to relieve dealers engaged in the dismantling of used motor vehicles from the requirement to keep records of the acquisition and disposal of seven specified motor vehicle parts.

Maximum Width of Motor Vehicles. An amendment to the Motor Traffic Regulations gazetted on 20th September, 1968 increased the maximum permissible width of motor vehicles from 8 feet to 8 feet 2½ inches.

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

This Committee met on six occasions during the year and has furnished advice to the Commissioner regarding developments which followed the gradual withdrawal and cessation in May, 1969 of the specially conducted tours under the guidance of the Snowy Mountains Hydro-Electric Authority. The Committee has since fostered the development of commercial scenic tours in the area which is largely within the Kosciusko State Park. All local tourist vehicle operators co-operated with the Committee which enabled the transition from guided tours to scenic tours to be effected smoothly.

AREA TRANSPORT COMMITTEES

Lake Macquarie Shire Transport Advisory Council. This Committee was established by the Minister and is comprised of Lake Macquarie Shire Officials, representatives of business and other organisations, and senior officers of the Departments of Main Roads, Education, Police, Government Transport and this Department. Its function is to examine the passenger transport needs of the shire area and to recommend improvements to the Departments concerned and, where appropriate, to the Minister.

Wollongong Transport Survey Committee. Established by the Minister this Committee functions to advise and make recommendations concerning the adequacy of omnibus services, passenger rail services and traffic movements, including traffic control signals, in the City of Greater Wollongong. This Department is represented on the Committee and provides administrative assistance to the Committee.

REGIONAL DEVELOPMENT COMMITTEE

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 to co-ordinate action on the State and Local Government levels connected with decentralisation in these areas.

NEW LEGISLATION ENACTED

Tow-truck Act, 1967. This Act was proclaimed to commence on the 1st May, 1969. The object of the Act is to ensure that persons operating or employed on tow-trucks are of good character. The Act provides that before towing a damaged vehicle, a tow-truck driver must obtain written permission in a prescribed form from the owner or person in charge of the vehicle. This and other provisions of the Act and Regulations will assist in minimising certain abuses that have developed in the tow-truck industry.

Motor Traffic (Amendment) Act, 1968. This Act came into effect on the 18th December, 1968 and provides for the testing of certain motor vehicle drivers to determine the concentration of alcohol in their blood. It creates a new offence under the Motor Traffic Act whereby any person who drives a motor vehicle or occupies the seat of a motor vehicle and attempts to put it in motion whilst there is present in his blood a concentration of 0.08 grammes or more of alcohol in 100 millilitres of blood, (determined by means of a "Breathalyser"), shall be liable to a penalty not exceeding \$400 or to imprisonment for a period not exceeding six months or both.

Transfer of Public Vehicles (Taxation) Act, 1969. The object of this Act, which was assented to on the 9th April, 1969, is to impose a tax upon the transfer of the licences for taxi-cabs and private hire cars registered under the Transport Act, 1930. Broadly speaking, it provides that, where the transfer of a licence is granted, the transferor is subject to payment of a tax of 2½% of the current market value of the licence in the case of a licence previously purchased by him and in other cases of a tax ranging from 2½% to 25% of the current market value depending upon the length of time the transferor has held the licence and calculated in accordance with the schedule to the Act.

Motor Vehicles and Government Railways (Miscellaneous Provisions) Act, 1969. This Act amends most of the legislation administered by the Department of Motor Transport and has the following effect:-

(a) **Transport Act, 1930.**

- (i) The provision whereby certain taxi-cab or private hire car registrations granted under this Act were non-transferable has been repealed. The effect is that, subject to other long established requirements being met, (e.g. owner-driver policy; good character), transfers may now be granted on payment of the tax set out in the Transfer of Public Vehicles (Taxation) Act, 1969.
- (ii) Owners of taxi-cabs and private hire cars registered under this Act will be required to effect insurance against damage to property to the same extent as that which, under Section 154, applies to owners of motor omnibuses.

Safety Equipment on Motor Vehicles. On 20th September, 1968, the Motor Traffic Regulations were amended to require that:-

- (i) vehicles first registered on or after 1st January, 1969 have seat belts, of a type approved by the Commissioner, fitted to front seat positions;
- (ii) vehicles first registered on and after 1st January, 1971, have seat belts fitted to rear seat positions; and
- (iii) seat anchorages, door latches and hinges of vehicles first registered on or after 1st January, 1971, be of a type approved by the Commissioner.

Railway Level Crossings. On 24th January, 1969, the Motor Traffic Regulations were amended to provide that it is an offence for the driver of a vehicle to:-

- (i) proceed onto a railway level crossing in circumstances where, because of a blockage by vehicles, he is unable to proceed beyond the crossing; or
- (ii) stand his vehicle within 100 feet on the approach side of a light signal erected at a railway level crossing.

Colour of Road Markings. On 7th March, 1969, the Motor Traffic Regulations were amended to enable material of any colour to be used to mark "stop lines" on the roadway near traffic lights and stop signs. Previously the Regulations had stipulated that only "yellow" could be used.

Tow-Truck Licencing Scheme. Regulations under the Tow-Truck Act, 1967, came into force on 1st May, 1969. Persons engaged in the tow-truck industry have a period of three months from that date in which to obtain appropriate licences or driver's certificates under that Act.

Dimensions of Articulated Vehicles. The Motor Traffic Regulations were amended on 6th June, 1969 by the repeal of the requirement that any portion of an articulated vehicle must not exceed 35 feet.

Mechanical Hand Signalling Devices. On 6th June, 1969, the Motor Traffic Regulations were altered to provide, in effect, that mechanical hand signalling devices need not be fitted to omnibuses and large motor lorries in those cases where they are equipped with both flashing light turn signals and brake stop lamps.

Regrooved Tyres. Amendments to the Motor Traffic Regulations were gazetted on 27th June, 1969 which prohibit the use of regrooved tyres on motor cars, light utility type vehicles and motor cycles.

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, except those under the Road Maintenance (Contribution) Act, are slightly below the high levels reached the previous year, these being accounted for as indicated below.

Road Maintenance (Contribution) Act. The number of convictions under this Act continued to increase steeply compared with previous years approximately 1,300 more being recorded than the high total in 1967-1968. This has resulted from the continuance of the firmer line adopted by the Department towards defaulting operators and the increased efficiency of its Regional control.

Motor Traffic Regulations. Convictions for most types of offences under these regulations have not, in general, been as numerous as in the previous years.

Public Vehicles (Goods and Passengers). Again the number of convictions, though still high, have decreased from the peak recorded in 1967-68.

State Transport (Co-ordination) Act. The presence of more inspectors in the country and close supervision of carriers led to a closer observance of requirements and a subsequent decrease in the number of convictions from the very large number of convictions in 1967-68.

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 paragraphs that follow set out the principal statistics as at 30th June, 1969 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, 1969 motor vehicle registrations had risen to a further record level of 1,847,597 — 105,636 (6.04%) more than a year previously.

Brand - New Vehicles. Registrations of brand-new vehicles in New South Wales totalled 202,094 this year as against 194,228 last year — an increase of 7,866 or 4.1%.

Drivers' Licences. On 30th June, 1969, total driving licences — vehicle drivers' and cycle riders' — numbered 1,907,877 an increase of 78,278 (4.3%).

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 Offices where possible, the volume of business by mail remained substantial. Modern specialised equipment is used to assemble mail and it was again used to full advantage this year.

Provisional Licences. This system, providing for a special type of licence for new drivers has been in operation since the beginning of 1966. Its main features as regards the consequences of the commission of specified traffic offences are described on page which also gives some statistics about provisional licences.

Issue of Number Plates out of Sequence. On 2nd June, 1969 a scheme was introduced to allow the issue of number plates out of sequence upon payment 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 numeral black and white series as well as the three letter—three numeral yellow and black series. Old style all-numeral 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 already proved popular amongst motorists, the majority having expressed preference for plates in the black and white series. 4,262 applications for this style of plate were received up to 30th June, 1969. Revenue derived from administrative fees will be used to offset operating costs of the Department's Road Accident Prevention and 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 other 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.



RAYMOND TERRACE MOTOR REGISTRY

The Raymond Terrace Motor Registry (pictured above) was opened by the Department in May, 1969. The registry is staffed by Departmental personnel who have relieved Police Officers of registry duties. The building typifies the high standard of design required by the Department for its offices.

Changes this Year. The number of Registries staffed by the Department's own officers rose to 59 with the appointment of a new Motor Registry at Raymond Terrace. Registries conducted by police numbered 198 bringing the overall total of 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 1,874,911 an increase of 142,666 (8.2%) over the previous year.

Renewals Payments Offices. The Renewals Payments Office established by the Department on 2nd January, 1968 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, 71,356 renewals of licences and registrations were effected and revenue collected totalled \$1,835,877. Compared with the 6 months period ended 30th June, 1968, (the office's first 6 months of operations) the average number of transactions increased from 263 to 284 each working day (an 8% increase). The average daily rate of revenue collected increased from \$5,582 to \$7,314 (an increase of 31%).

A similar office established in the "Roselands" regional shopping centre at Wiley Park also continued to provide a convenient service for motorists using the centre. Registration and licence renewals effected during the year totalled 20,846 and a total of \$550,009 was collected.

Standards of Service. Frequent inspections of Departmental Registries are made by senior officers in the interests of efficiency and to ensure premises and equipment are maintained in good order. During the year additional staff was provided for the Motor Registries at Beverley Hills, Blacktown, Campbelltown, Chullora, Dubbo Five Dock, Kogarah, Liverpool, Manly, Newcastle, North Sydney, Parramatta, Penrith, Ryde and Wollongong.

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, 1969 (one less than last year) 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 \$52,743,748 — a rise of \$17,603,260 on last year. Commission received in this connection totalled \$356,521 and was credited to the Road Transport and Traffic Fund.

Premium Rates. Premium rates for the various types of vehicles, are prescribed by regulation under the Act. Following a recommendation by the Premiums Advisory Committee on which are representatives of insurers and of this Department, with the Government Actuary as Chairman, premium rates were increased generally commencing on 1st July, 1968. The previous increase was in 1962.

TRAFFIC BREACHES

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

Number of Offences. This year, the number of offences noted on the Department's records rose to 256,332 an increase of 20,718 (8.0%) over the previous year's total of 235,615. In 165,992 (64.76%) 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 9,168 which is 2,150 more than in 1967-68.

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

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.

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 98,619 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.

Disqualifications Imposed. During the year the Courts found proved 9,673 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. 505 offenders were discharged under Section 556A of the Crimes Act without conviction. Of the 9,168 cases in which convictions were recorded, the statutory automatic period of disqualification operated in 2,897 instances but in the remaining 6,271 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 394 drivers out of the 4,628 brought before them on such charges. This is a ratio of approximately 1:10.3 which is a reduction on last years ratio of 1:14 where 387 drivers out of the 5,417 drivers were discharged without conviction on charges of driving under the influence of alcohol.

Section 556A of the Crimes Act was applied by the Courts to discharge without conviction 96 drivers brought before them on charges of exceeding the prescribed concentration of alcohol. 2,366 drivers were brought before the Courts on such charges and those discharged without conviction under Section 556A of the Crimes Act represented 4.13% of the total.

There were also 3,214 instances as compared with 3,045 last year (an increase of 169) where Courts revoked the licences of drivers convicted for other offences which do not incur automatic disqualification.

Under the procedures previously described, the Commissioner suspended or cancelled 11,632 licences by comparison with 13,295 in 1967-68 and 3,684 in 1966-67. The decrease of 1,663 licence suspensions and cancellations between those recorded in 1966-67 and the year under review is attributed to the fact that no cancellations or suspensions were made during a period before the introduction of the points system for review of licences in March, 1969.

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, as mentioned on page 10 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. By Court decisions, operations in the course and for the purpose of interstate trade are not subject to licensing but vehicles and drivers must comply with roadworthiness and other safe-driving requirements. As regards liability for charges under the Road Maintenance (Contribution) Act however, interstate lorries are on the same footing as their intrastate counterparts.

GOODS VEHICLES

ADMINISTRATIVE PRACTICES

Policies and practices in regard to the State Transport (Co-ordination) Act and Road Maintenance (Contribution) Act continued with few changes. The policies and practices followed this year are described separately hereunder.

State Transport (Co-ordination) Act —

- **Licences** under the Act confer a general authority to convey goods on journeys (irrespective of length) which do not compete with the Railways and on competitive journeys up to 50 miles in length.
- **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, bricks and asbestos cement products.
- **Policy changes** during the year affected mainly the transport of fresh fruit and vegetables. On 13th January, 1969 approval was given for exemption from the payment of charges under the Act to be allowed for the conveyance of "new" potatoes by road on competitive journeys of any distance. Similarly, on 27th May, 1969 Cabinet approved of exemption from charges being allowed for the conveyance of fresh fruit and fresh vegetables from the Arding-Kentucky district to the Sydney and Newcastle markets and from the Young district to the Sydney markets.
- The position now in regard to the road transport of fresh fruit and vegetables is that goods motor vehicle licences may be regarded as authorising their conveyance on journeys up to 200 miles in competition with the Railways and charges are payable for their carriage only on journeys —
 - (a) from the Batlow district and Murrumbidgee and Coleambally Irrigation areas to the Sydney markets;
 - (b) from points north of Gloucester on the North coast to the Sydney and Newcastle markets, where in both instances special fast fruit trains are provided;
 - (c) where more than 50% of the load comprises hard vegetables such as pumpkins, turnips etc.

With the exception of a few areas in the north of the State, there was considerable improvement towards the end of the year in the drought position. The emergency measure of waiving charges for the conveyance of hay by road to declared drought areas which was introduced in March, 1968 was discontinued from 31st March, 1969.

Road Maintenance (Contribution) Act —

- **The motor vehicles 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 an accurate daily record of mileage travelled during the preceding month and pay the charges due.
- **"Arrangements"**, the policy of encouraging suitable owners to convert to the special Arrangements provided for it 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 (mainly fleet operators) who entered into these Arrangements for the submission of returns increased from 2,217 as at 30th June, 1968 to 2,415 as at 30th June, 1969. The number of vehicles concerned rose from 18,444 to 20,916. In addition, the number of vehicles covered by "quarterly" Arrangements — mainly primary producers' vehicles — increased from 12,802 to 13,801.

These Arrangements, whilst facilitating the task of administering the Act, also promote considerable goodwill and understanding between the Department and vehicle operators. Details of liable vehicles concerned and revenue collected appear on page 29.

EVASION AND ENFORCEMENT

General. 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 1,448,833 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 assisted many operators to comply with the provisions of the Act. Details of the number of cases where it became necessary to prosecute operators are shown in Appendix 9.

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 its enactment 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 are summarised as follows:-

Fail to Deliver Journey Records —

Notices Sent	Complied With	Convictions	Fines
7	3	—	—

Fail to Pay Charges —

Notices Sent	Complied With	Charges Paid	Convictions	Fines	Court Orders
39	—	\$1,208.98	17	\$540.00	\$31,908.01

Note: A number of cases against directors have been adjourned pending the 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 incorporated in that State. This appeal is based on the claim that the relevant Section of the Act is beyond the legislative competence of Parliament of this State and is therefore void.



LORRY CHECKING STATION — BEROWRA

The twin-unit Lorry Checking Station at Berowra is situated within the road systems of the Pacific Highway and the Sydney — Newcastle Expressway. The picture shows light traffic on the Expressway passing between the buildings. The north and south-bound lanes of the Pacific Highway are at the extreme left and right of the picture.

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			
1967-68	215,930	196,937	412,867
1968-69	237,821	221,136	458,957
(2) Tonnages (Loads)			
1967-68	2,175,704	1,471,082	3,646,786
1968-69	2,308,109	1,628,850	3,936,959

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

Revenue. An increase in revenue over the previous year was recorded notwithstanding the concessions allowed and a number of strikes by Railway employees which rendered railway services inoperative. These strikes occurred on a State-wide basis from 6.00 p.m. on 23rd October, 1968 to 6.00 p.m. on 24th October, 1968, midnight 27th October, 1968 to midnight 28th October, 1968 (but extended to midnight 29th October, 1968 in the Newcastle area only), midnight 29th January, 1969 to midnight 1st February, 1969, midnight 11th February, 1969 to midnight 13th February, 1969, midnight 24th February, 1969 to midnight 20th May, 1969 to midnight. During the above periods charges under the Act were not payable.

Taxable Journeys under Permit. Table A ("Trips and Tonnages") following shows the tonnages and numbers of journeys in various categories of charges. Table B ("Charges Collected") discloses a smaller increase in revenue when compared to last year and to some extent this reflects the extension of concessions in regard to fresh fruit and vegetables and the effect of the rail strikes through the year.

Table A - Trips and Tonnages

Charges per ton mile	.83c	1.25c	1.66c	2.50c	Totals
Trips-					
1968-69	11,250	23,321	108	96,786	131,465
1967-68	13,104	21,005	152	93,469	127,730
Tonnages-					
1968-69	68,801	200,724	788	788,905	1,059,218
1967-68	73,764	171,332	1,277	745,735	992,108

7606 permits were issued for charges calculated at a flat rate basis or at rail freight. The number last year was 6107.

Table B - Charges Collected

Year ended 30th June-	Collections	Comparison with previous years
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
1965	\$3,396,552	up \$296,638

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
1968	49,170	\$ 8,499,240	8,117	\$ 4,107,713	57,287	\$ 12,606,953
1969	51,022	9,992,798	11,703	4,847,745	62,725	14,840,543

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

"Arrangement" cases.

	No. in force	Vehicles covered	Charges paid
1968	2,217	18,444	\$ 5,575,185
1969	2,415	20,916	6,115,460

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (13,801 this year, 12,802 last year) covered by "arrangements" but making so little use of public streets that receipts therefrom (which are well below the normal rate) would give a distorted result if included.

PASSENGER SERVICES — SYDNEY NEWCASTLE AND WOLLONGONG AREAS

SPECIAL REQUIREMENTS IN THESE AREAS

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

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

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

BUS SERVICES

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

Service Licence Fees are determined individually for each service according to the return to the operator the nature of the service, its effect (if any) on Government Transport operations and the total seating capacity of the fleet. The legal maximum is \$8 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 \$36,645, the fees for individual operators varying from \$887 to \$5.

Motor Vehicles Tax. Tax payable on registration of buses is levied at special "bus" rates, prescribed by the Motor Vehicles (Taxation) Act. The tax is applied for maintenance of bus routes, as described in a following paragraph. An allocation by the State Treasury from roads funds received from the Commonwealth is similarly applied. Receipts from both sources, details of which appear in Appendix 4, totalled \$699,068.

Contribution by Government Bus Services. Although legally obliged to pay only service licence fees (and not the registration fee or motor vehicle tax) the Department of Government Transport, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as the tax paid by private bus operators. The amounts so contributed this year totalled \$250,701.

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. Amounts distributed to Councils in the inner city areas were varied due to the re-distribution of Council boundaries and the creation of an additional Council (South Sydney) as from 1st August, 1968. Appendix 5 describes the basis of distribution and lists the individual amounts paid.

Control Measure Introduced. During the year under review a scheme was introduced for the control of the number of buses registered in connection with each privately operated omnibus service in or adjacent to the Transport Districts. On 13th December, 1968, the operators were advised of the necessity to first obtain the approval of the Department before submitting for registration and licensing a new or second hand bus as either a replacement or additional unit. The scheme was introduced as a result of some bus operators adding to their fleets buses of non-conventional design which clearly were not necessary to meet normal service requirements. There was also evidence to suggest that the buses were being used on operations which were the province of licensed tourist vehicle operators.

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.

Services Operating. A summary of statistics relating to services is given on page 30 whilst more detailed particulars appear in Appendix 19. In the metropolitan area services were provided to new schools. Also services were extended to newly developed areas and to shopping areas. The service from Bankstown to Punchbowl (Route 37) was acquired by the operator of the service from Punchbowl to Hurstville (Route 33), the two services being amalgamated into one service operating from Bankstown to Hurstville (Route 33). On 1st March, 1969 the service licence in respect of the Lindfield Station, Killara and East Gordon area (Route 133) was withdrawn on account of continued unsatisfactory operation and arrangements were made for three operators in adjacent areas to adjust their services to extend facilities for the residents of the area.

In the Newcastle area a service was commenced from Catherine Hill Bay — Nords Wharf - Swansea - Belmont to the new Belmont Hospital. The Merewether - Hamilton South service was diverted to provide for the Hamilton Housing Commission area. In addition, a number of services were extended to provide transport for newly developed areas. Where necessary the frequency of journeys was increased to ensure that public requirements were being met and in a few cases reductions to services were authorised where patronage had declined and the public would not be inconvenienced.

In the Wollongong area additional special services were introduced to the heavy industrial plants and other industries, general services were extended into developing areas and new direct school services were approved. A reduction of 20 trips per week was authorised in respect of omnibuses operating between Wollongong and Balgownie.

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. These services now total 21.

Fares. Apart from a few isolated cases where special circumstances exist, fares generally were not increased.

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 paid were dealt with by a Committee of Review (see page 18).

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 years ended, 30th June, 1968 and 1969)

Buses in Service

	Metropolitan	Newcastle	Wollongong	Total
1969	1,213	119	207	1,539
1968	1,172	116	188	1,476
Variation	up 41	up 3	up 19	up 63

Service Licences

1969	202	22	23	247
1968	207	22	23	252
Variation	5	—	down 5	down 5

Revenue Derived by Department

	\$	\$	\$	\$
1969	641,666	78,271	47,933	767,870
1968	625,858	73,808	46,699	746,365
Variation	15,808	4,463	1,234	21,505

Bus Revenue Distributed for Roadworks

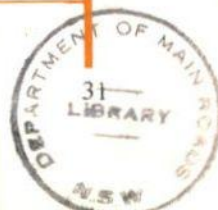
	\$	\$	\$	\$
1969	605,839	75,078	45,401	726,318
1968	592,061	70,627	46,232	708,920
Variation	13,778	4,451	831	17,398

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 Vehicles Fund.

Appendix 5 re amounts distributed for roadworks.



TAXI-CABS AND PRIVATE HIRE CARS

Registration under Transport Act. Taxi-cabs and private hire cars in the Transport Districts are subject to registration under the Transport Act as well as registration under the Motor Traffic and licensing under State Transport (Co-ordination) Acts. "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 7 towards the cost of improved traffic facilities, particularly traffic control lights.

Categories of Taxi-cabs. There has been no change in the conditions of 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 only from stands within the old boundaries (pre 1968) of the City of Sydney and at the Sydney (Kingsford-Smith) Airport. Upon completion of a hiring outside that area these taxi-cabs must return to that area but whilst returning may accept "hail" and radio hirings; or
- (iii) District — to operate from stands in one of the seventeen designated taxi-cab districts and at Sydney (Kingsford-Smith) Airport and Central Railway Station, Sydney. These taxi-cabs may also accept "hail" and radio hirings from any place in the Transport District.

In the Newcastle Transport District there are both unrestricted taxi-cabs and taxi-cabs restricted to particular stands or groups of stands. 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 as to the type of hiring that may be undertaken 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. Continuation of policies under which owners are required to have sole control and management of the taxi-cabs and to drive them as their sole or principal means of employment has contributed to the maintenance of a high standard of service. To assist operators to obtain drivers, no special limitation has applied since March, 1966 as regards the granting of taxi-cab drivers' licences to women and part-time drivers. To ensure that taxi-cabs authorised to operate from the City of Sydney and suburban districts provide the maximum service from the area concerned a new requirement was introduced that any person acquiring a City of Sydney or a District taxi-cab must reside or within 12 months take up residence in or closely adjacent to the authorised area of operations. This requirement applies to any person acquiring a taxi-cab either by purchase or by issue through the Metropolitan Taxi-cab Driver's Seniority Register.

St. James Road Taxi-cab Stand. Due to the daily changeover of drivers at places outside the City area during the mid-afternoon period there was a tendency towards a shortage of taxi-cabs in the Inner City area. To alleviate the problem approval was given for the "double" hiring of taxi-cabs from the St. James Road, taxi-cab stand under the supervision of a controller employed by the Metropolitan Taxi Council between 2.00 p.m. and 6.00 p.m. on week days.

Double hiring consists of the hiring of a taxi-cab by two separate parties travelling to destinations in the same or similar directions and is permitted:-

- (a) only with the consent of the original hirer;
- (b) so as not to inconvenience the original hirer by overcrowding; and
- (c) so as not to inconvenience the original hirer by any appreciable deviation from the most practicable route to his destination.

New Licences. In the Metropolitan Transport District, 79 taxi-cab licences were issued to persons on the Metropolitan Taxi-cab Driver's Seniority Register following a review and recommendation by the Taxi Advisory Council.

The names of the places concerned and the numbers of new taxis licenced are given in the following table:-

ADDITIONAL TAXI-CABS FOR METROPOLITAN TRANSPORT DISTRICT

No. of taxi-cabs	District and taxi-cab stands
4	City of Sydney — stands within the old boundaries (pre 1968) of the City of Sydney, and Sydney (Kingsford-Smith) Airport.
4	District 1 — Chatswood, Roseville, Lindfield, Killara, Gordon, Pymble, Artarmon, Lane Cove, Willoughby, Crows Nest, St. Leonards.
10	District 2 — Hornsby, Pymble, St. Ives, Turramurra, Warrawee, Wahroonga, Waitara, Asquith, Berowra, Normanhurst, Thornleigh. Pennant Hills, West Pennant Hills, Beecroft, Cheltenham.
4	District 3 — Epping, Pennant Hills, Beecroft, Cheltenham, Carlingford, Eastwood, Ryde, West Ryde, Gladesville, Denistone, North Ryde.
6	District 4 — George Street, Parramatta, Argyle Street, Parramatta, North Parramatta, Dundas, Ermington, Westmead, Rydalmere, Pendle Hill, Wentworthville, Seven Hills, Toongabbie.
5	District 5 — Merrylands, Guildford, Fairfield, Carramar, Yennora, Villawood, Smithfield.
5	District 6 — Liverpool, Fairfield, Mt. Pritchard, Canley Vale, Cabramatta, Canley Heights, Carramar, Smithfield.
2	District 7 — Auburn, Lidcombe, Sefton, Regents Park, Granville, Berala, Chester Hill, Villawood, Carramar.
6	District 8 — Strathfield, Homebush, Concord, North Strathfield, Yaralla Hospital, Western Suburbs Hospital, Burwood, Yaralla, Five Dock, Ashfield, Drummoyne, Summer Hill, Croydon, Croydon Park.
5	District 9 — Padstow, Revesby, Panania, East Hills, Riverwood, Bankstown, Greenacre, Yagoona, Narwee, Roselands.
5	District 10 — Wiley Park, Punchbowl, Roselands, Belfields, Lakemba, Croydon Park, Belmore, Campsie, Canterbury Hospital, Earlwood.
10	District 11 — Arncliffe, Bexley North, Bexley, Rockdale, Banksia, Brighton, Kogarah, Allawah, Hurstville, Carlton and Park Roads, Kingsgrove, Beverly Hills, Narwee, Riverwood, Oatley, Penshurst, Mortdale, Kingsgrove, South Hurstville, Earlwood.
4	District 14 — Mt. Druitt, St. Marys, Kingswood, Rooty Hill, Penrith.
5	District 16 — Manly, Frenchs Forest, Balgowlah, Fairlight, Manly Vale, Seaforth, Beacon Hill, Brookvale, Collaroy Forestville, Harbord, Mona Vale, Narrabeen, Narrabeena, Newport, Dee Why East, Dee Why.
4	District 17 — Caringbah, Como, Cronulla, Engadine, Gymea, Jannali, Kirrawee, Miranda, Sutherland, Sutherland Hospital, Sylvania, Woollooware.

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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 — 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 interests of improved service to the public. Radio communication for taxi-cabs is provided by 16 two-way radio organisations in the Metropolitan Transport District. Following the amalgamation of two organisations all taxi-cabs in the Newcastle Transport District now operate off the one network, and a similar position obtains in the Wollongong Transport District.

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

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, 1969 and other information also.

SUMMARY OF TAXI-CAB AND PRIVATE HIRE CAR STATISTICS (at 30th June, 1968 and 1969)

Vehicles in Service	Metropolitan		Newcastle		Wollongong	
	1968	1969	1968	1969	1968	1969
● Taxi-cabs —						
Unrestricted	2,439	2,437	86	86	—	—
Restricted	1	1	29	30	115	116
City of Sydney	229	231	—	—	—	—
Districts	273	348	—	—	—	—
Sub-total	2,942	3,017	115	116	115	116
● Private Hire Cars	244	246	14	14	12	12
TOTAL	3,186	3,263	129	130	127	128
● Radio-Controlled Vehicles (including in above)						
Taxi-cabs	2,656	2,758	115	116	112	113
Private Hire Cars	169	171	11	11	2	2
TOTAL	2,825	2,929	126	127	114	115

Fares. Private hire car fares are not controlled, but taxi-cabs fares are fixed by regulation. On 1st August, 1968, increased taxi-cab fares were introduced as follows (the previous fares are bracketed):-

Transferability. Under the provisions of the Transport (Amendment) Act, 1945, the transfer of taxi cabs and private hire cars in the Transport Districts was restricted, but in line with policies approved by the Government, the Department in special cases, such as on the grounds of hardship, permitted an operator to dispose of his licence under a procedure which involved the surrender of the number plates for the vehicle and their subsequent reissue to the new licensee. Following amendments to the Transport and State Transport (Co-ordination) Acts which were assented to on 9th April, 1969, the Commissioner now may, in his discretion, approve the transfer of taxi-cabs and private hire cars subject to payment of tax as prescribed by the Transfer of Public Vehicles (Taxation) Act, 1969. Under this latter Act the transferor of a taxi-cab or private hire car is required to pay tax calculated in the case of a purchased licence at 2½% of the current market value of the licence and in the case of an issued licence at a rate reducing in accordance with the number of years the licence has been in issue from a maximum of 25% to a minimum of 2½% after 15 years. Monies derived from these transactions are paid into the Road Transport and Traffic Fund.

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.

PASSENGER SERVICES —COUNTRY AREAS

CO-OPERATION WITH COUNCILS

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

VEHICLES ON FIXED ROUTES

Services in Operation. On 30th June, 1969, 2,647 regular passenger carrying services were operating in country districts. 1,860 buses and 1,212 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. Fifty three such services were operating as at 30th June, 1969.

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) —	1968	1969
Taxi-cabs	1,112	1,106
Private Hire Cars	323	321

Ballots for New Licences. One replaced taxi-cab licence was issued this year while 7 taxi-cab and 2 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 vehicles operating from specified tourist resorts for the carriage of passengers on tours described in the licences numbered 67 from Sydney, 5 from Newcastle, 3 from Wollongong, 10 from the Blue Mountains resorts and 35 from other country towns.

Included in the 67 services licensed for operation from Sydney are a number of suburban services. Following a survey of the operations of these services during the twelve months ended 31st August, 1968 it was decided that unless conditions materially change, no further suburban tourist vehicle licences would be issued.

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. Last year saw the introduction of this new type of regular air service in New South Wales. Further such services were commenced this year.

The main feature of commuter operations is that, whilst regular timetables are flown, the services are operated with light aircraft (similar to that pictured) and for this and other operational reasons do not qualify as services of full airline standard as determined by the Department of Civil Aviation. In the main 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 airlines. (East West Airlines and Airlines of New South Wales). The commuter operations thus complement 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, 1969, licences for commuter services were in issue (although some had not yet commenced operations) for services connecting —

- Albury with Narrandera
- Moree with Goodooga via Collarenebri and Lightning Ridge
- Sydney with Cessnock and Scone
- Sydney with Goulburn
- Sydney with Cootamundra and Temora
- Sydney with Newcastle
- Sydney with Wollongong and Nowra
- Sydney with Ivanhoe via Lake Cargelligo and Hillston
- Wagga Wagga with Deniliquin and Hay
- Lismore with Grafton



Aircraft Licensed. On 30th June, 1969 aircraft licensed under the Air Transport Act numbered 289.

MISCELLANEOUS

Privately operated, that is non-Government, passenger ferries operating in Port Jackson are licensed in conformity with the State Transport (Co-ordination) Act. On 30th June, they numbered 27. Two new services were commenced during the year, these were Meadowbank — Abbotsford — Circular Quay and Mosman Bay — Athol Bay — Double Bay.

Road 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 road safety aims uppermost in mind, and policies are followed which are designed to reduce road risks and engender a community road 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. Research studies have been commissioned on particular aspects of road accident prevention and as mentioned earlier in this report, during the year a Road Accident Prevention and Research Unit was established.

ROAD SAFETY COUNCIL

Organisation. Following the Council's adoption of a revised constitution on 23rd November, 1967 under which it became directly responsible to the Minister via a Board of Management and not through the Commissioner as the Council's Executive Vice President, new premises were acquired in the City where the Council employs its own staff and is now functioning separately from the Department.

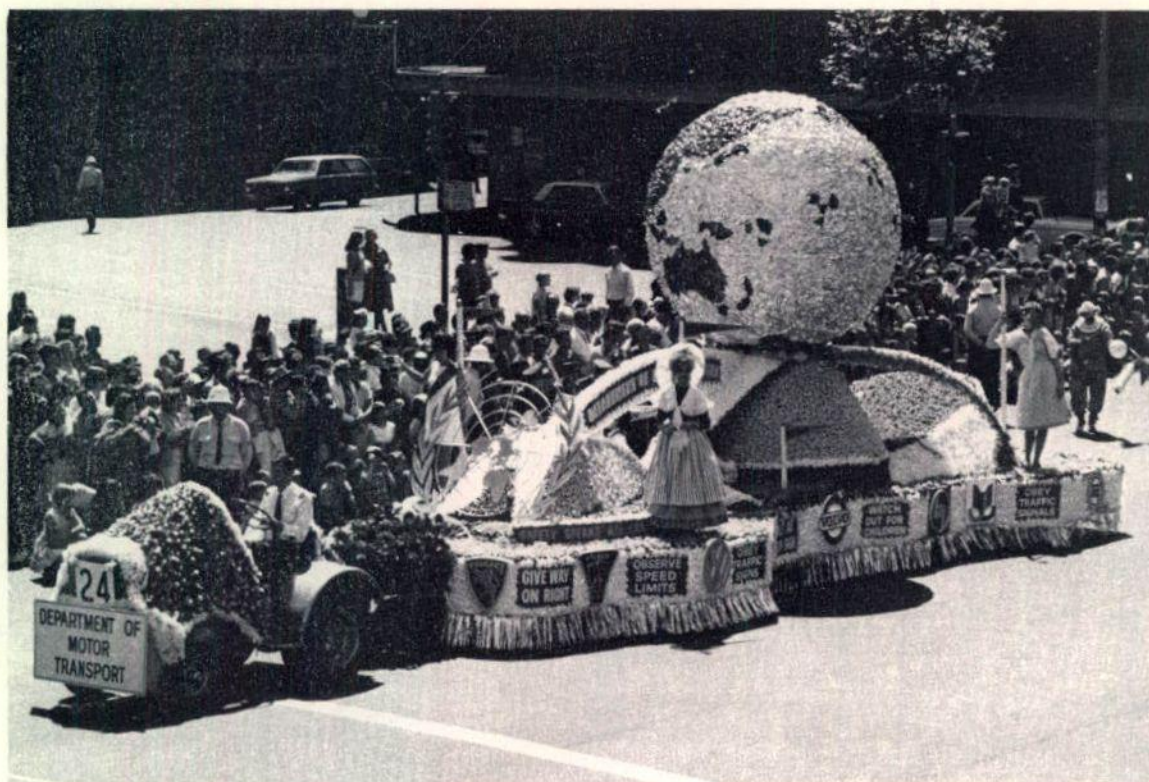
The Department's Road Transport and Traffic Fund was the source from which the Commonwealth and State grants were made available to the Road Safety Council. Grants for the year totalled \$179,000 and comprised \$29,000 Commonwealth and \$150,000 State. In future Commonwealth Government grants will be paid direct to the Council.

The Council presents its own annual report to the Minister and consequently, its activities are not dealt with here.

ROAD SAFETY EDUCATION

Police Lectures. In addition to the amounts it provides for the Road Safety Council, as mentioned previously, the Road Transport and Traffic Fund was also drawn upon for other mass-educational activities in road accident prevention, including the provision in the Police Department of a special School Lecturing Section whose members — 74 in all — lecture in road safety at schools and meetings of clubs and other community groups throughout the State.

Waratah Spring Festival. The Department entered a float, for the 12th successive year, in the City of Sydney's Waratah Spring Festival Procession. The float combined the Festival's "Pageant of All Nations" theme with road safety messages briefly stating road rules. The float was manned and operated by Departmental personnel. See photograph



ROAD ACCIDENT STATISTICS

Scope and Source of Information. The official New South Wales road accident statistics are compiled by this Department from Police reports of accidents which cause death or injury or damage to property estimated to be in excess of \$50.

Presentation. 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.

The policy of supplying Councils, each three (3) months, with a plain language computer "print out" of details of accidents in their respective areas, has been continued. By this means, individual Councils possess a record of accident locations which assists in planning road improvements.

An accident spot map system, introduced during 1968, provides a ready assessment of the accident situation in the Sydney, Newcastle and Wollongong areas and the larger country centres throughout the State. Colour coded markings on the maps show whether an accident caused death, bodily injury or the involvement of vehicle occupants and pedestrians. The maps are photographed in both colour and black and white at six monthly intervals, and by providing ready visual reference to an area's accident history and trend, form a basis for remedial measures. The photography is carried out free of charge by the Department of Main Roads.

The accident spot map system has been most successful and has attracted inspection and favourable comment from representatives of Government bodies. The system has been featured in newspaper articles and a motoring journal.

Separate Statistical Bulletins. Road accident statistics are published each six months in special bulletins which present a comprehensive, detailed and current road accident picture. Consequently, this report summarises the main points only but several informative graphs appear as Appendix 21.

Distribution and Use. Wide distribution to Government, Local Government and civic bodies and to motorists, and motor trade organisations continued with the aim of stimulating interests and corrective action. 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, 1969, 78,042 accidents in which 1,206 were killed and 31,120 injured were reported. Changes in each category are:-

- Fatalities – 32 more than last year - an increase of 2.7%.
- Non-fatal Injuries – 768 more than last year - an increase of 2.5%.
- Accidents – 4,016 more than last year - an increase of 5.4%.

The rate per 10,000 vehicles registered was lower for accidents, deaths and non-fatal injuries. Rates were:-

- Accidents – 500 as against 503.
- Fatalities – 7.7 as against 7.9.
- Non-fatal Injuries – 199 as against 206.

Other principal points were:-

- The daily average of deaths (3.3) increased slightly and persons injured increased from 83 to 85. Saturday remained the worst day.
- 62.5% of accidents were in the County of Cumberland but those outside it (37.5%) caused 59% of deaths. 32.6% of accidents accounting for 44% of deaths occurred on straight roads.
- Human failure, mostly by drivers caused 89% of accidents, 93.5% of fatalities and 88.7% of injuries. 43% of pedestrians killed were aged 60 years or more.
- 90.5% 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.



TRAFFIC ACCIDENT RESEARCH

Pictured through a magnifying glass is portion of a map showing an intersection marked to designate the various types of road accidents that have occurred there. By the insertion of new data each day the maps provide a ready visual reference to an area's road accident history.

THE DEPARTMENT'S TRAFFIC ENGINEERING ROLE

MEASURES TO ASSIST MOVEMENT OF TRAFFIC

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

This Year's Work. During the year, the Department continued to provide traffic signals (the installations being carried out both by contractors and its own staff) and a wide range of other traffic facilities. By the 30th June, 1969, 59 new sets of traffic signals (as compared with an annual average of 54 installations over the last six years) had been commissioned. Mainly, these were provided at individual locations but included a co-ordinated signalling system along High Street (New England Highway) Maitland. A list of the locations involved is given in Appendix 22. In addition 28 sets of traffic signals, 6 of which were linked with existing adjacent installations, 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 17 installation being commissioned.

Forward planning for further traffic signal installations was continued and during the year, contracts worth \$438,906 were let for —

- (i) the provision of an additional 42 sets of signals.
- (ii) the modernisation of 8 sets of signals.
- (iii) Underground works associated with two proposed co-ordinated signalling systems details of which appear elsewhere in this report.

INNER CITY TRAFFIC SIGNAL PROJECT.

Earlier Progress. On 1st July, 1968, 104 sets of traffic signals with 16 television cameras to monitor their operation from the traffic control centre were in service. These installations comprised stages 1 to 5 of the project. The controlled area was bounded by Bridge Street, Grosvenor Street, York Street, Margaret Street, Kent Street, Bathurst Street, George Street, Rawson Place, Eddy Avenue, Elizabeth Street, Wentworth Avenue, College Street, Queens Square and Macquarie Street.

This Year's Work. During the year, effort was concentrated on developmental work associated with two types of equipment which, when completed and incorporated in the co-ordinated signalling system, will promote even greater operational efficiency

The equipment comprises:-

- (i) strategic control facilities to provide for fully automatic operation of the co-ordinated signalling system. The co-ordinated traffic signalling system in Broadway (the main traffic link between the City and the Western Suburbs) is being used to make traffic measurements such as traffic density, direction of heaviest flow, fluctuations in traffic volumes and frequency of phase changes. The information is required to further the research into the development of strategic control. When this form of control has been fully developed, the components to provide for it will be incorporated in the master control equipment for the inner city and other co-ordinated signalling systems.
- (ii) Tactical control facilities to provide for automatic adjustment of timing of individual traffic signals within the co-ordinated signalling system. In the operation of the system, predetermined programmes, to suit traffic conditions from time to time throughout the day, are used. The programmes are flexible and at individual signal locations can be adjusted by the tactical detectors to meet fluctuating traffic demands. Tactical control features were incorporated in the Broadway co-ordinated traffic signalling system which was commissioned last year.

During the year a start was made on the installation of equipment in the traffic control centre and at traffic signal locations along Park Street to provide for full tactical control of traffic in this street. At the close of the year the major part of the work had been completed.

During the year, one new set of traffic signals, bringing the number in service to 105, was provided in Castlereagh Street outside the New South Wales Fire Brigade Headquarters. They replaced a special warning light system, operated by the Fire Brigade, to alert motorists of vehicle movement between the fire station and Castlereagh Street.

Five new television cameras, bringing the number in service to twenty, were installed during the year. They were placed on buildings at Taylor Square; Oxford, College and Liverpool Streets; Macquarie and Bent Streets; Bathurst and Sussex Streets and on Grace Brothers' building in Broadway.

Stage 6 of the project provides for the installation of two new sets of traffic signals in Alfred Street, Circular Quay. During the year, a contract was awarded for the installation of the necessary cable ducts. It is proposed that Departmental staff complete the signal installations during the 1969/70 financial year.

CO-ORDINATED SIGNALS FOR ARTERIAL ROADWAYS

High Street (New England Highway) Maitland. In July, 1968, a contract was awarded for the installation of a co-ordinated signalling system (6 new sets of traffic signals and reconstruction of 1 existing set of signals) in High Street (New England Highway) Maitland with all the equipment for each site being supplied by the Department. The system was commissioned on 31st March, 1969.

Moore Park Road, Flinders and Dowling Streets. A co-ordinated traffic signalling system, consisting of two new sets of traffic signals at the intersections of:-

- (i) Albion and Flinders Streets, Surry Hills, and
- (ii) Anzac Parade, Flinders Street and Moore Park Road, Moore Park.

and two reconstructed sets of traffic signals at the intersections of

- (a) Flinders and Dowling Streets, and
 - (b) Moore Park Road, Fitzroy and Dowling Streets, Surry Hills,
- were commissioned on 7th November, 1968.

Proposed Systems 1969-70. The complex master control equipment for the Maitland system was designed and manufactured by electronic experts within the Department. It is the prototype for control equipment to be provided for other proposed co-ordinated signalling systems. Control equipment is already under construction for two such systems, proposed for —

- (i) Crown and Keira Streets, Wollongong (7 new sets of traffic signals and reconstruction of 3 existing sets of signals) and
- (ii) Bayswater and New South Head Roads, Rushcutters Bay (6 new sets of traffic signals and reconstruction of one existing set of signals).

The installation of underground cable ducts for the two systems was carried out by contract during the year. It is proposed that the installations will be completed by Departmental staff.

Forward planning provides for the installation of further co-ordinated signalling systems along other arterial roadways. The work will be programmed in the light of the financial resources of the Department in ensuing financial years.

Parramatta Road. Delays have occurred in the development and construction, by a Contractor, of the master control equipment for a co-ordinated signalling system along Parramatta Road between Missenden Road, Camperdown and Old Canterbury Road, Lewisham. Negotiations with the contractor regarding the design of the master control equipment have been finalised and it is presently being constructed. The contractor is also assembling equipment for the respective traffic signal locations and site work is expected to commence early in 1970.

Allocation of work. The Department's resources were again used to install:-

- (i) 16 of the 59 sets of traffic signals commissioned during the year throughout the State. The other 43 sets of traffic signals were installed by contractors to the Department's designs and specifications.
- (ii) the magnetic loop detectors and associated equipment to provide tactical control at the majority of traffic signal controlled intersections along Park Street. The provision of such facilities at the remaining intersections was in progress at the end of the year.

The Department's staff also carried out 16 of the 28 signal reconstructions completed, the balance being by contract.

The number of traffic signals in service at the 30th June, 1969 was 692 after allowing for 2 sets of pedestrian operated traffic signals that 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.

FLASHING "PEDESTRIAN" SYMBOL SIGNS

Signs erected during the year totalled 35 and the installation of traffic signals resulted in 6 signs being removed. Of the 415 signs in service at the 30th June, 1969, 79 are in country areas.

SPEED LIMITS

In built up areas, which are designated by street lighting, a general speed limit of 35 m.p.h., whether signposted or not, applies. On unsignposted roadways and 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 empowered by the Motor Traffic Act to fix speed limits on all public streets.

During the year, the 35 m.p.h. speed limit was imposed on 14 lengths of road (totalling 14.75 miles) in small settlements without street lighting where local residents were endangered by the speed at which motor vehicles were driven and speed limits ranging from 45 m.p.h. to 65 m.p.h. were applied to 118 lengths of road totalling 293 miles. Speed limit signs, as appropriate, were displayed to indicate the relevant speed limits.

At the close of the year, the question of imposing an absolute speed limit of 65 m.p.h. on roadways throughout the State was being considered by a Cabinet Committee consisting of Members of the joint Government Parties.

During the year, speed zoning reviews of a major nature were carried out on the Pacific Highway between Asquith and Brooklyn and between Mount White and Charlestown and on the Great Western Highway between Mays Hill and Katoomba. The reviews resulted in speed limit amendments being made and the signposting was adjusted accordingly.



ROADMARKINGS

In addition to erecting signs which indicate speed limit restrictions, Departmental staff also lay roadmarkings which show the speed limit applicable to particular lengths of road.

Here on a section of road that has limited pedestrian access, no roadside development or cross traffic, the employees are making a 45 m.p.h. - 10 m.p.h. above the limit usually imposed in built-up areas.

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 nine 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

Earlier Progress. At the 1st July, 1968, "Clearway" restrictions had been applied on about 33 miles of arterial roadways, including Parramatta Road and eight lengths of roadway generally in the lower North Shore area, which carried traffic to and from the Warringah Expressway. In these roadways 2,061 "Clearway" signs were displayed and the legend on 1,650 parking signs was altered to provide for amended hours of operation.

This Year's Work. During the year, "Clearway" restriction were applied to twelve additional lengths of arterial roadway in the Metropolitan area. The lengths of roadway concerned and the introductory dates of the "Clearway" restrictions were -

- (i) Parramatta Road, south side, between City Road Darlington and Woodville Road, Parramatta (22/7/68).
- (ii) City Road and Princes Highway between Broadway and the Georges River Bridge at Tom Ugly's Point (19/8/68).
- (iii) Rocky Point Road between Princes Highway and the Captain Cook Bridge, Sans Souci (19/8/68).
- (iv) Cleveland Street between City Road Darlington and Anzac Parade, Moore Park (26/8/68).
- (v) Liverpool and Oxford Streets, between Elizabeth Street, Sydney and Bondi Road, Bondi Junction (2/9/68).
- (vi) William Street, Bayswater Road and New South Head Road between College Street and William Street, Double Bay (9/9/68).
- (vii) Pyrmont Bridge Road and Victoria Road between Pyrmont Bridge and Marsden Road, Ermington (30/9/68).
- (viii) Victoria Road between Marsden Road Ermington and Church Street, Parramatta (7/10/68).
- (ix) Pyrmont Bridge Road between Gipps Street and Parramatta Road (14/10/68).
- (x) Gardeners Road, Ricketty Street and Canal Road between Anzac Parade, Kingsford and Princes Highway, St. Peters, (10/3/69).
- (xi) Chandos Street between Willoughby Road and West Street, Cammeray (23/6/69).
- (xii) Brook Street between Chandos Street, Cammeray and Sailors Bay Road, Northbridge (23/6/69).

The signposting of these roadways involved the erection of 2,714 "Clearway" signs and 2,141 new parking signs (consequent upon alteration of hours of operation of parking restrictions).

OTHER FACILITIES PROVIDED

24,783 separate facilities (including marked footcrossings), traffic domes, stop signs, one way traffic and other signs were provided. The Department now maintains 150,000 separate traffic facilities of this nature in addition to traffic signals and 415 overhead pedestrian crossing symbol signs.

Cost. Total expenditure on traffic facilities during the year was \$2,958,120 (\$2,997 less than last year). Installation, maintenance and operation of traffic signals cost \$2,187,670. The balance of \$77,450 was 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 conditions 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 subjected to more extensive, more frequent and stricter 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 these 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 342 distributors an increase of 26 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.

Renewals of existing Registration. The procedures adopted to check the condition of private vehicles immediately prior to renewal of registration are described in the next paragraph.

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 of items of equipment specified by the Department.

Authorised Inspection Station Scheme Film. As a road safety measure from the important aspect of mechanical fitness of motor vehicles, the Department commissioned the production of a colour film which described the Authorised Inspection Station Scheme and shows the correct procedures to be followed in the inspection of motor vehicles. During the year the film was shown to proprietors and staff of authorised inspection stations at a number of meetings of Trade Associations. The film assists 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, 1969, 3,885 Authorised Inspection Stations employing 7,324 examiners were participants in the Scheme compared with 3,871 and 7,184 respectively, twelve months previously.

Fees. Fees for inspections, which are fixed by the Department, remained at 50 cents for a motor cycle, 70 cents for a trailer and \$1.00 for any other type of vehicle.

Supervision and Disciplinary Measures. Strict supervision is exercised to ensure that, as far as practicable, defective vehicles are not passed by Authorised Inspection Stations as fit. Twenty inspectors, an increase of three 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 is considered by a Committee of Review comprising representatives of Motor Trade organisations and a Departmental Chairman. On the Committee's recommendations 90 authorised inspection stations and 109 examiners were disqualified during the year either indefinitely or for periods up to two years. In 102 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 27.

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 immediately prohibiting 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 vehicles to continue in use provided that, within a specified period, the repairs are effected. In either event, the vehicle must be submitted after repair to an Authorised Inspection Station or a Motor Registry where a Departmental Mechanical Inspector is stationed.

Inspection of vehicles in Second hand dealers yards. There are 8,506 second hand motor dealers' licences in issue, and during the year 6,177 vehicles from those offered for sale in used car yards were inspected. 2,217 vehicles (or 35.8%) were found to be in a satisfactory condition and the balance were defective. In 1,539 instances repairs were effected on the spot and in 1,486 cases, "Defect" notices were issued, 1,251 for major defects and 235 for minor defects. The number plates in respect of 935 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 1968/69 as compared with the two previous years is shown hereunder:—

Notices for

	1966/67	1967/68	1968/69
(i) Serious defects	34,130	32,092	26,767
(ii) Other defects	13,173	14,003	11,497
Total	47,303	46,095	38,264

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.

Minor Functions, Staff, Premises and Equipment

MINOR FUNCTIONS

Licensing of Tow-truck Operators and Drivers. The Tow-truck Act and the Regulations made under the Act came into effect on 1st May, 1969 and provide for the licensing of tow-truck operators, drivers and their "off-siders". After 1st August, 1969 operators must hold a licence for each tow-truck and their drivers and "off-siders" must hold a drivers' certificate.

The object of the legislation is to minimise certain abuses that have developed in the industry and to ensure that persons who operate tow-trucks or who are employed on or about them are of good character. Tow-truck licences and drivers' certificates are issued under the authority of the Commissioner for Motor Transport who is also empowered by the Act to refuse or cancel licences and certificates. Tow-truck licences and drivers' certificates are not issued unless the Commissioner is satisfied as to the applicants fitness which is determined after an examination of Police reports on the character of applicants.

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

At the close of the report year, 411 applications for tow-truck licences, and 680 for drivers' certificates had been passed to the Police Department for enquiries into the character of applicants.

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, 1969, 1201 licences were in issue as against 1022 at 30th June, 1968. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when eleven applicants were refused licences and one licence was cancelled.

Licensing of Second-hand Motor Dealers. The Second-hand Motor Dealers Act, requires dealers in second-hand motor vehicles, parts and accessories to be licensed. The object is to assist the Police in their efforts to minimise vehicle thefts and prevent disposal of stolen vehicles and parts. Only persons of good character are licensed and they are required to keep prescribed records of their business transactions. Of the 8506 licences in issue at 30th June, 1968, 653 were allowed to lapse and 1111 new licences were issued during the year ended 30th June, 1969.

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 that 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. Since 1st May, 1967 log books have been obtainable only by the drivers personally from this Department or the corresponding authorities in another State or Territory. This year, 13,488 books were issued by this Department, 11,823 going to drivers who were residents of New South Wales and 1,665 to drivers from other States. Marulan and Berowra Lorry Checking Stations issued 1,114 and 822 of these books, respectively. A nominal charge of 60 cents per book is made to cover production costs.

POLICY

The Department advanced further with 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.

Two new registries were completed during the year and four were almost ready to be occupied at the end of the year. These air-conditioned offices are of a high standard and are specially designed to provide ample public space and good working conditions for staff. Space for off-street parking is provided in 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 four additional sites had been purchased and negotiations for a further four were in hand.

ACQUISITION OF PROPERTIES

Motor Registries and District Offices. Sites for District Offices which will incorporate Motor Registries were purchased at Kogarah and Moree to replace inadequate premises and sites at Mudgee and Narrabri were purchased for new Departmental registries to relieve Police of motor registry duties. Additional land was purchased adjoining the Regional Office at Wollongong for extension of the yard area.

At the end of the year negotiations were proceeding for the acquisition of properties at North Sydney for a building to house a new District Office and Motor Registry, for properties at Toronto and Inverell on which to build new registry offices, and at Manly, property on which to extend the existing registry premises.

BUILDING ACTIVITIES

Head Office. A modern building at the corner of Rothschild Avenue and Queen Street, Rosebery, adjoining the Department's administrative buildings, was purchased in 1967 and leased to the previous owner. The lease has now been terminated and extensive alterations to the building have commenced to provide the specialised accommodation necessary for the Department's Road Accident Prevention and Research Unit.

Motor Registries. New Motor Registries were completed at Richmond and Raymond Terrace at a respective cost of \$65,000 and \$75,300. It is expected that new Motor Registries under construction at Fairfield, Mittagong and Tweed Heads will be opened in July, 1969 and a new Motor Registry at Singleton will open in August, 1969.

Lorry Checking Stations. To replace outmoded premises a twin-unit Lorry Checking Station, incorporated within the road system at the Berowra intersection of the Pacific Highway and the Newcastle Expressway, was completed at an approximate cost of \$304,800 to coincide with completion of the Expressway development. Just prior to the end of the financial year tenders were called for the erection of new lorry checking stations at Marulan. The new stations will provide checking facilities on both sides of the Hume Highway to replace the existing station situated on the Highway's eastern side which is inadequate for the volume of business.



NEW MOTOR REGISTRIES

An interior view of the Richmond Motor Registry illustrating the large area of public space provided. The air conditioned building reflects the Department's policy of providing modern offices.

Other Buildings. The Parramatta District Office was further developed this year at a cost of \$65,350 with the building of a traffic facilities store and garage, the completion of the yard area to include two new vehicle inspection pits and alterations to the former motor registry office to accommodate traffic engineering activities. Extensions to the Traffic Facilities Depot at Chullora Motor Registry were completed at a cost of \$13,023.

As the initial stage in redevelopment of the Five Dock Motor Registry, work was commenced on a new Traffic Facilities Depot and extensions to the yard area.

Lease of Premises. Premises were leased at Chatswood and Moree to accommodate District Offices, at Deniliquin to establish a Motor Registry and office accommodation for Departmental Inspectors and at Artarmon to house the Headquarters of the Metropolitan Northern Engineering District.

EQUIPMENT

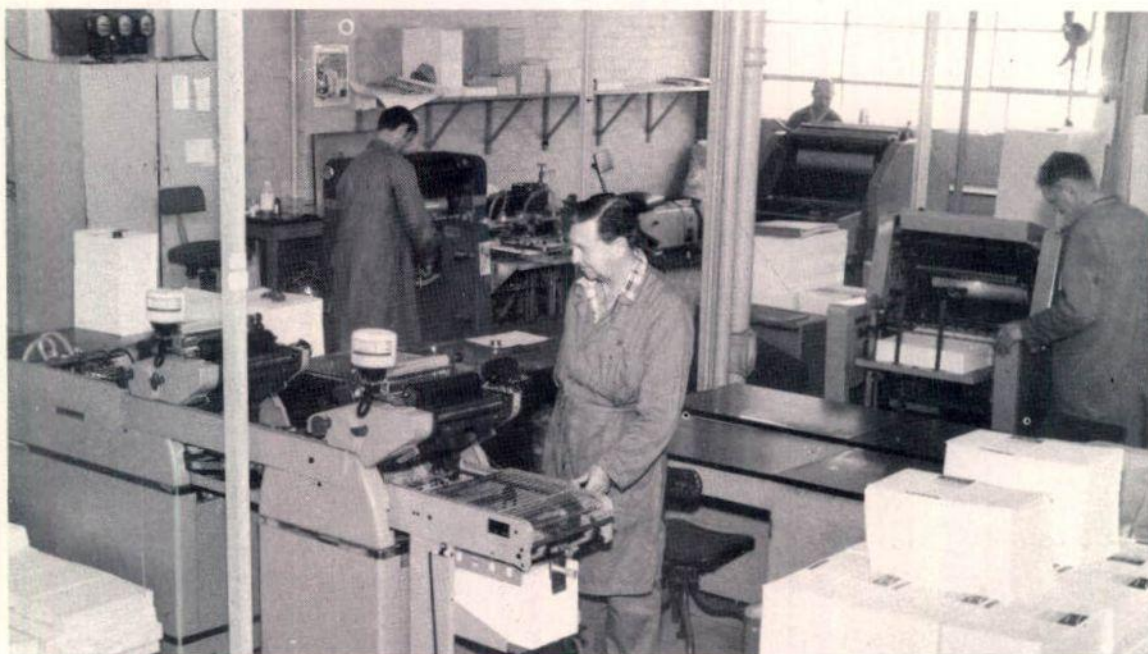
Electronic Data Processing Equipment. Electronic data processing equipment is used to print the several million licences and registration renewal notices despatched to motorists each year and to record a similar volume of renewal payments. The equipment is also used to perform a variety of accounting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

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

Achievements with equipment at present in use are dependent upon the punched card method of bulk information storage which requires large areas of floor space for the Department's records. Recently, however, equipment has come into general use overseas which use electronic information storage devices with decided advantages over punched card storage. Because of these developments it was decided to send two officers with extensive experience in this field to the United States of America to study the latest applications of electronic data processing by the registrations and licensing authorities there. These officers were abroad at the end of the report year.

Mail Handling. Approximately 6,700,000 items of mail were despatched during the year. As the Department is equipped with fast mail handling equipment it was possible to assist the Department of Education in despatching some 78,000 letters advising candidates for School Certificate and Higher School Certificate examinations of their results. Use of the Department's automatic mail inserting machine again enabled receipt of the results to be expedited and avoided delaying press publication of the information.

Printing Plant. Again this year the Department's own printing plant produced large quantities of the wide variety of stationery items used in day to day activities of the Department. 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 printing plant also produced a variety of publications ranging from public information leaflets to Departmental instruction manuals and reports. Production was also undertaken of a substantial range of stationery for the Police Traffic Branch staff housed in the Department's Southern Office Block.



PRINTING PLANT

The Department's offset printing plant contains offset plate-making equipment, printing machines, a guillotine and other ancillary equipment necessary for the plant to be self sufficient. Pictured is portion of the plant which produces the bulk of the Department's wide range of stationery requirements. A variety of printing work is also produced in the plant for the Police Traffic Branch.

Teleprinters. A teleprinter link between the Department's Head Office and the Regional Office at Newcastle was established during the year. The teleprinter machine at Head Office also has transmitting and receiving capabilities for telegrams which has been of considerable time saving value in matters of urgency. Since installation on 29th July, 1968, 9,765 messages have been transmitted between Newcastle and Rosebery while 1,623 telegrams were received or despatched.

STAFF

GENERAL

Number of Employees. On 30th June, 1969, 2,489 persons were in the employ of the Department, 236 more than a year previously. Details are given in Appendix 24.

Industrial Relations. The year saw a continuation of the harmony that is a consistent feature of relations between the Administration and employees.

Staff Training. With the object of developing maximum efficiency in its officers, the Department has continued its programme of staff training throughout the year. This has included -

- Participation by two senior officers in Administrative Staff courses at the University of New South Wales.
- Training in Basic Management (Supervision) of selected officers from the higher salaried officer grades.
- Training in shorthand of selected female officers from two groups - one comprising girls, who by attendance at Technical College in their own time, were approaching the standard of efficiency for general stenography work, and the other, a smaller group who displayed aptitude for high-speed work such as recording proceedings at important meetings.
- A typing course (usually supplementary to training acquired by night study) designed to develop typing skill and adapt it to Departmental procedures.
- Detailed training of 716 officers to meet the demands of particular jobs.
- Instruction for technicians in applied electronics and switching circuitry to cope with the specialised nature and increasing complexity of traffic signal systems.
- Sponsoring the academic training of a number of trainee electrical engineers and the technical training of apprentices in the electrical and painting trades so as to provide for future needs for technically qualified staff in the specialised field of traffic control signal systems.



STAFF LIBRARY

A library containing over 5,000 books is a feature of the amenities provided for the Department's Staff. Situated in the northern office block at Rosebery, the library is spacious, quiet and has facilities for the study of reference books.

AMENITIES

Canteen. In the interests of the large Head Office staff a well equipped canteen has operated since the Department moved from the City to Rosebery in 1956. It continues to provide comprehensive meal and refreshment services and the majority of Departmental and Police Traffic Branch officers draw on its services in one way and another every day.

Institute. The Institute covers a wide variety of social, educational and sporting activities for the staff. Its policy is decided by a Committee which includes representatives of male and female officers. Services provided at a very modest cost include -

- Arrangements of financial assistance for evening class instruction at Technical Colleges in subjects such as Transport Administration, Accountancy, English, Shorthand and typing.
- A lending library of 5159 books.
- Promotion of and financial assistance for an extensive range of sporting clubs.

Working in close harmony with the Institute is an active Social Club which plays a valuable role in the promotion of good social relationships within the Department by arranging theatre parties, an annual ball and other social activities.



FIRST-AID CLASSES

First-aid courses are conducted by a specially trained officer of the Department. Classes are held in lunch breaks on three days each week. Here, the First-Aid Officer is shown instructing a class in methods of artificial respiration using an inflatable mannekin as a patient.

First Aid Corps. During the year a First Aid Corps was established within the Department. It is affiliated with the St. John Ambulance Association and follows the first aid methods of that body. The Corps organises regular classes of staff instruction, competition and examinations, and makes awards for various levels of competency reached. First Aid kits are strategically located in a number of Departmental establishments and in all motor lorries of the Department's vehicle fleet.

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

The Credit Union is a registered co-operative society. Business is transacted, in the luncheon breaks, by honorary office bearers and the Credit Union's own permanent staff and does not involve calls on Departmental time or public funds. Membership is now 1428 (an increase of 38% over last year).

APPENDICES

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APPENDIX 1

SUMMARY OF COLLECTIONS From 1st July, 1968 to 30th June, 1969

Previous Year		Year ended 30th June, 1969
\$	Motor Vehicle Taxation (net) on –	\$
33,988,984	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds)	36,497,978
552,953	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)	570,254
34,541,937	Total net collections of motor vehicles taxation	37,068,232
12,565,544	Ton-mileage Charges (net) on – Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	14,799,421
14,947,956	Fees for motor vehicle registration, (driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)	15,914,752
35,140,488	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942.	52,743,748
	Road Transport and Traffic Fund Advance Payments Account – Proportion of Fees for three year driver and rider licences.	786,792
3,015,525	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund)	3,783,764
	Road Accident Prevention and Research Account – Receipts for issue of specially made number plates.	110,500
69,780	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).	68,802
4,376,326	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).	4,532,233
104,657,556	Total Fees, Tax, etc.	129,808,244
570,582	Sundry Contributions by Other Governmental Bodies	607,420
1,317,409	Balances on Funds brought forward	1,122,462
106,545,547	Total	131,538,126

APPENDIX 2

SUMMARY OF DISBURSEMENTS From 1st July, 1968 to 30th June, 1969

Previous Year		Year ended 30th June, 1969
\$		\$
4,959,044	Costs of Administration – Department of Motor Transport–	6,227,589
1,128,908	Salaries and Wages	1,200,024
229,000	Purchase of Assets	179,000
1,935,242	Road Safety Council	2,341,968
	Other Goods and Services	
8,252,194		9,948,581
7,414,202	Recoup to Consolidated Revenue–Costs of Police Supervision of Traffic	8,054,675
1,978,358	Provision of Traffic Facilities–	2,187,670
982,759	Traffic Control Signals	770,450
	Signs, Roadmarkings, etc.	
2,961,117		2,958,120
2,500,000	Payments to State Transport Undertakings–	2,500,000
2,704	Railways	2,504
	Omnibuses	
2,502,704		2,502,504
45,392,709	Payments to Roads Authorities–	49,438,013
744,146	Department of Main Roads (Main Roads)	758,978
	Councils, Shires etc. (Omnibuses Routes)	
46,136,855		50,196,991
35,140,488	Collections received for and transmitted to–	52,743,748
3,015,525	Government Insurance Office	3,783,764
	Stamp Duties Office	
38,156,013		56,527,512
105,423,085	Total Disbursement	130,188,383
1,122,462	Balances Carried Forward	1,349,743
106,545,547	Total	131,538,126

APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND Statement of Receipts and Payments for the year ended 30th June 1969

Receipts			Payments		
Previous Year		Year ended 30th June, 1969	Previous Year		Year ended 30th June, 1969
14,327,299	Motor Traffic Act, 1909	15,185,653	3,272,478	Salaries and Wages	4,061,832
14,444	Motor Vehicles Taxation Management Act, 1949.	14,639	86,631	Pay Roll Tax	99,746
136,208	Transport Act, 1930	144,351	17,772	Travelling Concessions to Employees	21,191
14,477,951		15,344,643	69,329	Travelling Expenses	56,547
14,635	Less Refunds	17,516	22,611	State Superannuation Fund	31,147
14,463,316		15,327,127	16,883	Railway Superannuation Fund ...	19,224
57,778	Exchange, Search Fees, etc.	58,568	292,736	Postal and Telephone Charges	315,701
4,714	Unclaimed Moneys	4,693	12,020	Maintenance of Motor Vehicles ...	14,666
49,876	Miscellaneous	66,207	285,866	Printing, Stationery, Office Stores and Data Processing Rental	341,938
14,575,684	\$	15,456,595	19,933	Maintenance of Office Equipment	17,202
333,200	Commission on Insurance Premiums collected	356,521	200,074	Building Maintenance and Rent ...	250,851
8,332	Compulsory Vehicle Examination—Service Station Fees	8,458	229,000	Road Safety Council	179,000
23,804	Second-Hand Dealers' Licence Fees	26,796	42,444	Electric Light and Power	46,403
6,435	Motor Vehicle Driving Instructors' Licence Fees	7,821	76,610	Interest, Exchange - Sinking Fund	76,050
501	Air Transport Act, 1964—Licence Fees	301	76,667	Breathalyzer Tests - Preliminary Expenses	55,165
-	Transfer of Public Vehicles (Taxation) Act, 1969	53,686	4,721,054	General Expenses	81,627
-	Tow - Truck Act, 1967 - Fees	4,575			5,668,290
-		58,261			
118,500	Consolidated Revenue Fund - Contribution towards cost of collection of "Ad valorem" Stamp Duty	135,541	7,414,202	Purchase of Assets—	
29,000	Contributions by Commonwealth Government—Road Safety Council	29,000	593,136	Purchase of Land	52,002
520	Towards the cost of preparing special information	520	138,106	Erection of Buildings	253,219
29,520		29,520	6,682,960	Purchase of Motor Vehicles	8,537
			122,900	Purchase of Office Furniture and Equipment	81,617
			29,821		395,375
			146,234	Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	8,054,675
			2,637,239	Less—	
			2,813,294	Amount recouped from State Transport (Co-ordination) Fund	693,053
			15,085,868	Councils' proportion of Parking Meter Supervision Costs	146,526
			10,108		7,215,096
15,095,976	Total Receipts \$	16,079,814	15,095,976	Contribution by Road Transport and Traffic fund towards Traffic Facilities Works-in-Progress—Metropolitan	
	Trust Moneys—Security Deposits, etc.—			Motor Vehicle Registration Labels	30,500
31,073	Balance Brought Forward	31,018		Motor Vehicle Number Plates	160,111
12,433	Receipts	14,709		Provision of Traffic Facilities	2,610,442
15,139,482	\$	16,125,541	15,139,482		2,801,053
					\$ 16,079,814
				Payment to Country Main Roads Fund under Section 202, Transport Act, 1930 as amended	-
				Total Payments	\$ 16,079,814
				Trust Moneys—Security Deposits, etc.	
				Refunds	9,770
				Balance Carried Forward	35,957
					\$ 16,125,541

I certify that the above Statements of Receipts and Payments for the year ended 30th June, 1969, of the Road Transport and Traffic Fund has been examined and is correct. D. FAIRLIE Auditor General of New South Wales.

Sydney 27th October, 1969

L.T. WILLIAMS
Chief Accountant
8th August, 1969

APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT) Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1969

Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1969	Previous Year		Year ended 30th June, 1969
\$		\$	\$		\$
466,480	1st July—Balance brought forward	428,545	322,760	Distribution to Municipalities, Shires and other Authorities—Motor Omnibuses—	
	Motor Omnibuses—		40,142	Tax—	
326,575	Tax—		24,586	Metropolitan	330,227
40,922	Metropolitan	333,381	387,488	Newcastle	43,371
24,632	Newcastle	43,742		Wollongong	25,222
	Wollongong	26,111			398,820
392,129		403,234	236,485	Commonwealth Aid Roads Act, 1964, Grant—	
	Commonwealth Aid Roads Act, 1964, Grant—		28,076	Metropolitan	245,316
238,576	Allocated—		17,160	Newcastle	29,342
28,116	Metropolitan	247,563	281,721	Wollongong	18,331
17,764	Newcastle	29,751	669,209		292,989
	Wollongong	18,520		Total	691,809
284,456		295,834		Expenditure from Receipts of Tax on Other Public Vehicles—	
676,585	Total, Motor Omnibuses	699,068	300,650	Improved Traffic Facilities—	
	Other Public Vehicles—		17,528	Metropolitan	332,151
147,277	Tax—		5,700	Newcastle	12,203
10,347	Metropolitan	153,814	323,878	Wollongong	3,324
3,200	Newcastle	9,876		Total	347,678
	Wollongong	3,330		Distribution of Service Licence Fees—	
160,824	Total, Other Public Vehicles	167,020	65,633	Metropolitan	60,591
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities		4,818	Newcastle	4,730
122,900	Works-in-progress—		4,486	Wollongong	1,848
	Metropolitan		74,937	Total	67,169
60,707	Service Licence Fees—			Balances in Fund at 30th June—	
4,770	Metropolitan	60,722	84,171	Motor Omnibuses—	
4,303	Newcastle	4,778	9,325	Tax—	
	Wollongong	3,302	5,809	Metropolitan	87,325
69,780	Total, Service Licence Fees	68,802	59,644	Newcastle	9,696
			7,029	Wollongong	6,698
			4,441	Commonwealth Grant—	
			124,072	Metropolitan	61,891
			2,555	Newcastle	7,438
			201	Wollongong	4,630
				Other Public Vehicles—	
				Tax—	
				Metropolitan	68,634
				Newcastle	228
				Wollongong	208
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities	
				Works-in-progress—	
				Metropolitan	
				Service Licence Fees—	
				Metropolitan	7,779
				Newcastle	798
				Wollongong	1,454
					256,779
1,496,569	Grand Total	1,363,435	1,496,569	Grand Total	1,363,435

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1969, of the Public Vehicles Fund has been examined and is correct.
D. FAIRLIE, Auditor General of New South Wales.

L.T. WILLIAMS
Chief Accountant
8th August, 1969

Sydney 27th October, 1969

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 —	
	1968	1969
	\$	\$
METROPOLITAN TRANSPORT DISTRICT—		
(a) Councils—		
Ashfield	9,680	9,828
Auburn	13,908	12,902
Bankstown	31,276	35,135
Baulkham Hills	2,070	2,385
Blacktown	10,804	15,887
Botany	5,134	4,990
Burwood	9,343	10,538
Camden	214	236
Campbelltown	295	3,219
Canterbury	28,911	31,014
Concord	8,081	8,857
Drummoyle	8,255	7,551
Fairfield	15,853	17,602
Holroyd	9,887	12,700
Hornsby	4,607	5,624
Hunters Hill	1,757	1,998
Hurstville	15,846	14,724
Kogarah	9,207	8,556
Kuringai	7,642	9,351
Lane Cove	4,559	4,742
Leichhardt	21,428	21,205
Liverpool	8,018	11,385
Manly	6,623	6,617
Marrickville	13,670	15,505
Mosman	5,735	5,083
North Sydney	11,528	12,203
Northcote	—	9,701
Parramatta	16,791	18,953
Penrith	1,800	4,176
Randwick	34,974	39,384
Rockdale	15,373	16,360
Ryde	10,247	12,141
Strathfield	6,886	6,914
Sutherland	9,995	10,314
Sydney	171,339	131,098
Warringah	11,772	13,056
Waverley	14,904	15,878
Willoughby	15,624	19,563
Windsor	587	536
Wollondilly	149	138
Woollahra	14,482	17,053
(b) Authorities—		
Department of Railways	69	67
Department of Health	543	528
National Park Trust	56	—
Necropolis Trustees (Rookwood)	140	142
(c) Capital Debt Reduction	592,062	605,839
	32,816	30,295
TOTAL—METROPOLITAN	624,878	636,134
NEWCASTLE TRANSPORT DISTRICT—		
(a) Council—		
Newcastle	52,482	56,859
Lake Macquarie	13,818	13,808
Port Stephens	3,573	3,381
Stroud	637	901
Gloucester	117	121
Maitland	—	8
	70,627	75,078
(b) Capital Debt Reduction	2,409	2,365
TOTAL—NEWCASTLE	73,036	77,443
WOLLONGONG TRANSPORT DISTRICT—		
Councils—		
Wollongong	40,819	40,534
Shellharbour	5,396	4,852
Campbelltown	4	4
Kiama	13	11
*TOTAL—WOLLONGONG	46,232	45,401
COMBINED GRAND TOTAL	744,146	758,978

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.

APPENDIX 6

STATE TRANSPORT (CO-ORDINATION) FUND Statement of Receipts and Payments for the Year ended 30th June, 1969

Receipts			Payments		
Previous Year		Year ended 30th June, 1969	Previous Year		Year ended 30th June, 1969
446,933 630	State Transport (Co-ordination) Act, 1931. Licence Fees	465,358 750	878,053 235,475 323,970	Administrative Expenses— Salaries and Wages	1,140,601 267,194 400,396
446,303	Less Refunds	464,608	1,437,498		1,808,191
32,190	Miscellaneous Fees	31,546		Recoup of value of Police services in connection with the supervision of the State Transport (Co-ordination) Act ..	693,053
32,190		31,546	593,136		2,501,244
15,681	Fines and Court Costs	20,319	2,030,634		
15,681		20,319		Payments in Settlements of claims for Refund of charges, etc. in respect of Interstate Journeys ...	26,730
90,047 86	Revenue in respect of the carriage of passengers	86,536 94		Distribution of revenue under Section 26 (7) of State Transport (Co-ordination) Act—	
89,961	Less Refunds	86,442		Commissioner for Railways—	
3,811,319 19,128	Revenue in respect of the carriage of goods	3,957,653 28,335	57,932 2,442,068	Passenger Charges	48,250
3,792,191	Less Refunds	3,929,318		Goods Charges	2,451,750
4,376,326	Total Receipts	4,532,233	2,704	Commissioner for Government Transport	
				Passenger Charges	2,504
1,580 90	Security Deposits— Balance from previous year	1,670 200	2,502,704		2,502,504
1,670	Receipts	1,870 40	4,533,338	Total Payments	\$ 5,030,478
1,670	Less Refunds	1,830	1,670	Security Deposits held at 30th June	1,830
850,929	Balance brought forward from previous year	693,917	693,917	Balance in Fund at 30th June	195,672
5,228,925	\$	5,227,980	5,228,925	\$	5,227,980

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1969, of the State Transport (Co-ordination) Fund has been examined and is correct. D. FAIRLIE Auditor General of New South Wales.

Sydney 27th October, 1969

L. T. WILLIAMS
Chief Accountant
8th August, 1969

APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1969

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1968-69	1967-68	1968-69	1967-68	1968-69	1967-68
	\$	\$	\$	\$	\$	\$
July	429,664	334,954	851,560	675,730	1,281,224	1,010,684
August	403,356	354,904	781,520	649,339	1,184,876	1,004,243
September	406,166	355,118	798,841	765,164	1,205,007	1,120,282
October	440,274	370,740	833,750	648,273	1,274,024	1,019,013
November	415,331	359,389	825,615	775,621	1,240,946	1,135,010
December	429,772	323,319	906,991	649,170	1,336,763	972,489
January	402,395	249,876	774,435	602,705	1,176,830	852,581
February	337,685	364,819	776,644	728,199	1,114,329	1,093,018
March	400,152	353,953	790,205	756,235	1,190,357	1,110,188
April	382,055	324,145	905,696	686,933	1,287,751	1,011,078
May	380,861	354,196	898,141	869,498	1,279,002	1,223,694
June	420,034	362,300	849,400	692,373	1,269,434	1,054,673
Total\$	4,847,745	4,107,713	9,992,798	8,499,240	14,840,543	12,606,953
Less Refunds					41,122	41,409
Net					14,799,421	12,565,544

APPENDIX 8

COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED From 1st July, 1968, to 30th June, 1969 Charged against Main Roads Fund—Special Deposits Account No. 91

Previous Year	Head of Expenditure	Year ended 30th June, 1969
808,503	Salaries	1,025,157
20,906	Pay Roll Tax	25,171
49,143	Travelling Expenses and Allowances	47,186
25,734	Maintenance and Running of Motor Vehicles	46,467
23,569	Postage and Telegrams	25,928
8,181	Telephone Charges	15,209
11,425	Printing and Stationery	18,522
5,819	Office Stores	6,876
11,345	Light and Power	12,186
17,446	Maintenance of Buildings	31,670
1,388	Maintenance of Office Furniture and Machines	4,539
99,724	Erection of Buildings	440,570
18,940	Purchase of Office Furniture and Equipment	23,393
707	Purchase of Land	11,763
28,402	Purchase of Motor Vehicles	63,430
2,105	Land Radio-Telephone Communication	23,319
	Road side Inspection Bays	
11,856	Legal Costs	3,645
13,294	Uniforms	8,498
13,430	Sundries	25,856
1,171,927	Total \$	1,859,385

APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30TH JUNE, 1969

Vehicle Classification	CONVICTIONS FOR FAIL TO -				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate	3,403	3,012	3	88	6,506
Interstate—					
N.S.W.	556	1,242	5	—	1,803
Victoria	1,122	1,084	4	—	2,210
Queensland	471	671	—	—	1,142
South Aust.	449	678	5	—	1,132
Western Aust.	57	38	—	—	95
A.C.T.	9	59	—	—	68
Northern Terr.	2	1	—	—	3
Tasmania	11	2	—	—	13
Total (Interstate)	2,677	3,775	14	—	6,466
Grand Total	6,080	6,787	17	88	12,972

APPENDIX 10

CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE DEPARTMENT IN YEAR ENDED 30th JUNE, 1969

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

Breach of condition of permit	7
Drive or operate contrary to licence	342
Drive or operate unlicensed public vehicles	38

387

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	27
Fail to give correct change	1
Demand more than correct fare	15
Fail to carry out punctually a hiring or comply with request of hirer	15
Fail to drive by shortest practicable route	1
Set meter in motion before being hired	7
Fail to set meter in motion or keep in motion	24
Fail to stop meter	11
Fail to run to timetable (omnibus)	42
Fail to drive away from stand	60
Place taxi on disengaged stand	50
Fail to display vacant sign	13
Fail to obscure vacant sign or fail to extinguish light	22
Fail to accept hiring	92
Overload taxi-cab	1
Stand at place other than public stand	50
Leaving driving seat of taxi-cab or to tout for passengers	5
Multiple hire	109
Smoke whilst conveying passengers	2
Attract notice by calling	47
Incivility	27
Fail to stop vehicle for enquiry	6
Start vehicle whilst passenger alighting	1
Fail to furnish return of omnibus operations	11
Miscellaneous offences	19

632

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

Drive unregistered vehicle	13
Fail to stop vehicle when signalled	2
Drive for more than twelve hours	2
Transfer number plate	1
Fail to notify disposal	19
Fail to apply for transfer	79
Vehicle and equipment exceed length, height or width	25
Exceed weight	33
Not display aggregate weight	3
Fail to carry log book	22
Fail to drive into checking station	2

201

Road Maintenance (Contribution) Act, 1958:—

Omit item from record	88
Fail to furnish record	6,080
Fail to pay charges	6,787
Fail to pay charges (Director)	16

12,971

Vagrancy Act:—

Use obscene or insulting language	10
---	----

10

In some cases the Proceedings were actually instituted before 1st July, 1968

NOTE: See also page 24 regarding enforcement of traffic regulations.

Grand Total

14,201

APPENDIX 11

MOTOR REGISTRIES IN OPERATION AS AT 30TH JUNE, 1969

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 (ROSEBERY)
Balranald	Cumnock	Maclean	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	Finley	Moruya	Trangie
Blayney	FIVE DOCK	Moulamein	Trundle
Bogan Gate	FORBES	Mudgee	Tullamore
Boggabilla	Ganmain	Mullumbimby	Tullibigeal
Boggabri	Geurie	Mulwala	Tumbarumba
Bombala	Gilgandra	Mungindi	Tumut
Bonalbo	GLEN INNES	Murrurundi	Tweed Heads
Boomi	Gloucester	MURWILLUMBAH	Ungarie
Boorowa	Goodooga	Muswellbrook	Uralla
Bourke	Goolgowi	Nabiac	Urana
Bowraville	GOSFORD	Narooma	Urbenville
Braidwood	GOULBURN	Narrabri	WAGGA WAGGA
Brewarrina	GRAFTON	Narrandera	WAITARA
BROKEN HILL	Greenethorpe	Narromine	Walbundrie
Bulahdelah	Grenfell	NEWCASTLE	Walcha
Bundarra	Greta	Nimmitabel	Walgett
Bungendore	GRIFFITH	NORTH SYDNEY	Walla Walla
Buronga	Gulgambone	NOWRA	Wanaaring
Burren Junction	Gulgong	Nundle	Warialda
Byron Bay	Gundagai	Nymagee	Warren
CAMPBELLTOWN	GUNNEDAH	Nyngan	Wauchope
Candelo	Gunning	Oaklands	Weethalle
Canowindra	Guyra	Oberon	Wee Waa
Captain's Flat	Gwabegar	ORANGE	Wellington
Cargelligo	Harden	Pambula	Wentworth
Carinda	Hay	PARKES	Werris Creek
Carrathool	Henty	PARRAMATTA	West Wyalong
CASINO	Hill End	Paterson	Whitton
Cassilis	Hillston	Peak Hill	Wilcannia
CESSNOCK	Holbrook	PENRITH	Wingham
CHARLESTOWN	INVERELL	Picton	WOLLONGONG
CHULLORA	Ivanhoe	Pilliga	Woodburn
Cobar	Jerilderie	Pooncarie	Woodenbong
Cobargo	June	Portland	WYONG
COFF'S HARBOUR	Kandos	Port Macquarie	Yass
Collarenebri	KATOOMBA	Quandialla	Yenda
Comboyne	KEMPSEY	QUEANBEYAN	Yeoval
Condobolin	Khancoban	Quirindi	Yetman
Coolah	KIAMA	Rankin's Springs	YOUNG
Coolamon	KOGARAH	RAYMOND TERRACE	
COOMA	Kyogle	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 police duties. On 6th May, 1969 the operation of the Raymond Terrace office was taken over from the Police Department.

Registries conducted by the Department now total 59 (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—	
	1968	1969
	\$	\$
Head Office (Motor Registry Section)	7,661,206	9,230,565
Albury	665,860	882,137
Armidale	361,873	536,548
Bathurst	544,572	688,712
Bega	264,507	318,692
Beverly Hills	2,355,080	2,805,694
Blacktown	1,218,640	1,710,147
Broken Hill	572,143	734,579
Campbelltown	497,678	700,978
Casino	271,846	346,742
Cessnock	440,771	536,487
Charlestown (New Registry - opened 13th November, 1967)	542,542	1,204,309
Chullora	3,049,070	3,766,533
Coffs Harbour	414,121	504,729
Cooma	305,666	369,300
Cowra	297,714	359,926
Dubbo	674,273	883,940
Five Dock	3,154,813	4,088,557
Forbes	298,795	420,581
Glen Innes	217,691	281,858
Gosford	850,275	1,212,684
Goulburn	620,766	785,877
Grafton	524,880	667,499
Griffith	490,214	627,335
Gunnedah	317,428	381,403
Inverell	393,513	528,624
Katoomba	236,855	300,194
Kempsey	417,000	486,138
Kiama - (New Departmental Registry - taken over from Police on 5th June, 1967)	154,172	248,118
Kogarah	2,191,635	2,716,222
Leeton	291,939	355,669
Lidcombe	2,145,866	2,807,593
Lismore	745,500	969,156
Lithgow	355,814	446,650
Liverpool	2,338,566	3,048,119
Maitland	737,554	973,586
Manly	1,858,734	2,453,823
Miranda	1,877,964	2,468,756
Mittagong	331,270	459,976
Moree	318,795	417,665
Murwillumbah	335,818	412,741
Newcastle	3,939,549	4,193,647
North Sydney	2,249,389	3,021,892
Nowra	492,415	623,188
Orange	754,301	879,715
Parkes	309,955	408,283
Parramatta	3,783,568	4,781,704
Penrith	991,236	1,283,775
Queanbeyan	362,412	481,868
Raymond Terrace (new Registry opened 6/5/69) -	-	31,715
Richmond	483,872	606,828
Ryde	2,097,123	2,551,851
Tamworth	955,163	1,122,541
Taree	627,130	830,270
Toronto	389,029	465,444
Wagga Wagga	1,055,713	1,313,538
Waitara	1,548,931	2,064,492
Wollongong	3,146,678	3,953,989
Wyong	356,331	518,901
Young	319,507	430,128
TOTAL	65,195,721	82,702,811

*As explained on page 23 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 1969

As at – As at –	Public Vehicles Metropolitan, Newcastle and Wollongong*			Other Vehicles			Traders' Plates	All Vehicles
	Cabs	Buses	Private† Hire Cars	Cars	Lorries Δ	Cycles		
31st December–								
‡ 1910								4,374
1911	175	4		3,975		2,788		6,945
1916	268	12		14,175	845	7,070	254	22,656
1921	407	180		28,665	3,524	11,291	413	44,856
1926	779	486		104,675	22,986	25,424	1,320	157,393
1931	1,091	776		144,749	37,259	23,124	458	209,424
1936	1,155	567		183,406	65,221	23,418	909	276,712
1939	1,341	825		216,443	83,977	23,009	1,194	328,554
1940	1,357	870		207,446	82,767	21,275	1,007	316,363
1941	1,359	881		188,561	82,977	18,946	901	295,159
1942	1,350	901		171,967	77,964	14,818	651	268,911
1943	1,348	911		177,247	82,782	14,360	636	278,441
1944	1,352	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,732	503	250,628	175,654	39,575	1,959	473,256
30th June–								
1950	1,695	1,854	516	272,355	187,909	42,461	2,189	510,540
1951	2,014	1,905	511	311,535	214,673	46,851	2,500	581,655
1952	2,285	1,954	519	341,927	233,791	47,552	2,569	632,301
1953	2,304	2,003	503	363,767	241,232	45,100	2,668	659,010
1954	2,321	2,064	489	397,090	256,773	42,451	2,850	705,436
1955	2,479	2,123	368	440,603	276,734	39,787	3,088	766,585
1956	2,567	2,122	331	482,068	299,858	37,039	3,343	828,781
1957	2,624	2,197	318	514,587	321,895	35,567	3,463	882,096
1958	2,745	2,466	288	552,919	343,487	34,581	3,603	941,693
1959	2,759	2,551	286	558,175	373,209	32,575	3,823	1,005,123
1960	2,775	2,709	275	626,562	409,322	28,773	4,009	1,076,327
1961	2,803	2,882	280	662,433	443,444	24,396	3,967	1,142,239
1962	2,832	2,890	273	699,523	469,010	21,749	3,407	1,201,767
1963	2,868	2,962	258	742,072	505,951	19,494	3,296	1,279,070
1964	2,855	3,023	274	786,633	545,921	18,212	3,447	1,362,591
1965	3,124	3,123	280	838,280	595,841	18,886	3,482	1,465,360
1966	3,131	3,323	282	877,435	633,949	20,231	3,425	1,544,201
1967	3,135	3,114	270	918,140	675,996	24,243	3,379	1,630,769
1968	3,171	3,132	270	975,323	721,736	32,344	3,434	1,741,961
1969	3,249	3,217	272	1,029,661	767,032	40,617	3,549	1,848,813

* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944

‡ Total figure only available

Δ Includes tractors, trailers and vans

|| Pre-war peak

APPENDIX 14

BRAND NEW MOTOR VEHICLES REGISTERED, 1958 TO 1969

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
TOTAL	1,017,047	724,978	49,994	1,792,019	

APPENDIX 15

DRIVERS' AND RIDERS' LICENCES

Table 1 – Licences in Issue at Intervals Since 1910

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

*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—	
	1968	1969
Class 1	1,427,098	1,479,180
Class 2	4,407	4,569
Class 3	247,546	254,053
Class 4	24,155	24,857
Class 5	59,947	65,067
Taxi-cab driver (Transport Districts)	13,006	13,854
Motor cycle rider	53,440	66,297
*TOTAL	1,829,599	1,907,877

*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 footcrossing, 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

CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Type of Offence	Decision of Court		Disqualifications Imposed									Appeals			
	Con- victed	*Dis- charged Section 556A	Automatic			† Automatic Disqualification Varied by Court to—					TOTAL	Dismissed (conviction confirmed)	Allowed (conviction quashed)	Dismissed	
			Six Months	One Year	Three Years	Less than 3 months	3 months— less than 6 months	6 months— less than 1 year	1 year— less than 3 years	3 years or more				Uncon- ditionally	Condition- ally
Drive whilst under influence	4,628	394	—	893	247	1,616	738	451	423	260	4,628	262	25	3	8
Exceed Prescribed concentration of alcohol	2,366	96	—	711	91	405	394	315	253	197	2,366	32	—	—	1
Refuse breath analysis test	19	1	—	8	1	4	3	2	1	—	19	1	—	—	—
Drive in manner or at speed dangerous	1,502	10	—	462	38	353	204	172	174	99	1,502	150	16	4	4
Not stop after injury accident—Sec. 8(1)	39	1	—	14	—	10	2	3	5	5	39	3	4	—	—
Drive whilst disqualified ★	554	2	404	—	—	9	4	34	48	55	554	32	1	—	—
Culpable driving	42	1	—	7	10	1	1	—	8	15	42	—	—	—	—
By negligent act cause grievous bodily harm	12	—	—	3	5	—	—	—	2	2	12	—	—	—	—
Manslaughter	6	—	—	3	—	—	—	—	—	3	6	—	—	—	—
TOTAL	9,168	505	404	2,101	392	2,398	1,346	977	914	636	9,168	480	46	7	13

* 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	79,409	18,261	926	1,071
Negligent driving	—	12,960	1,163	997
Not stop after accident (Section 8(3) or 8(4)	—	292	13	48
Other offences (cross unbroken centre line, etc.)	86,583	30,876	1,796	1,098
TOTAL	165,992	62,389	3,898	3,214

Appeals to higher Courts against suspensions or disqualifications were heard in 741 cases of which 102 were allowed and 639 dismissed.

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

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

Grounds	Licence Suspended or Cancelled	Application Refused
Drinking habits	24	149
Criminal Offences	49	183
Traffic Offences	10,970	53
Criminal and traffic offences	16	42
Physical disabilities	336	426
Other grounds	43	15
TOTAL	11,438	868

There were 1,416 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 518 were allowed, and 898 dismissed. In respect of refusals, there was 1 appeal which was allowed.

APPENDIX 17

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

Distance	Trips	Tons Carried
Up to 100 miles	15,631	106,962
101-200 miles	18,193	133,396
Over 200 miles	11,508	96,919
TOTAL	45,332	337,277

In addition, 14,476 permits available for periods of one month or more 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. Page 26 gives explanatory information.

APPENDIX 18

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

Period	*0.83c per ton mile		*1.25c per ton mile		*1.66c per ton mile		*2.50c. per ton mile		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Year ended 30th June, 1969										
up to 100 miles	2,704	13,520	6,867	72,864	44	286	30,255	274,389	39,870	361,059
101-200 miles	5,101	31,124	12,923	96,276	62	490	56,928	437,732	75,014	565,622
over 200 miles	3,445	24,157	3,531	31,584	2	12	9,603	76,784	16,581	137,537
TOTALS	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	186	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
1955-56	19,892	94,573	3,835	23,389	646	3,776	40,231	279,781	64,604	401,519

*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.

In addition, 6,706 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 6,107

APPENDIX 19

PRIVATELY OPERATED OMNIBUS SERVICES IN THE
TRANSPORT DISTRICTS

Table 1—Numbers of operators, services and vehicles as at 30th June, 1969 and 30th June, 1968

	Metropolitan		Newcastle		Wollongong	
	1969	1968	1969	1968	1969	1968
Operators	121	122	16	15	13	13
Services	206	211	23	23	23	23
Omnibuses—						
In Service	1,026	992	103	99	175	162
In Reserve	187	180	16	17	32	26
Total	1,213	1,172	119	116	207	188
Petrol	261	231	22	23	9	9
Diesel	952	941	97	93	198	179
Total	1,213	1,172	119	116	207	188
Single Deck	1,200	1,159	89	84	196	177
Double Deck	13	13	30	32	11	11
Total	1,213	1,172	119	116	207	188

Table 2—Operating and financial particulars, years ended 31st March, 1969 and 31st March, 1968

	Metropolitan		Newcastle		Wollongong	
	1969	1968	1969	1968	1969	1968
Number of employees	1,391	1,213	127	123	251	250
Omnibus Mileage	26,224,357	23,585,899	2,694,675	2,450,682	5,435,785	5,415,313
Passengers Carried	106,631,089	102,746,426	5,357,413	5,664,553	14,441,835	14,415,575
	\$	\$	\$	\$	\$	\$
Book Value of Plant	5,502,658	4,324,763	358,079	335,944	787,419	851,291
Revenue	10,039,804	9,331,842	749,719	700,583	1,750,769	1,661,579
Expenditure	9,115,037	8,509,222	718,761	680,746	1,716,031	1,643,273
Net Profit	924,767	822,620	28,958	19,837	34,738	18,306
Included in expenditure—						
Owners' Wages	331,541	309,250	28,280	26,831	29,611	30,953
Depreciation	960,635	934,188	85,326	69,198	114,248	98,354
Interest Payments on Loans, etc.	214,154	159,900	8,634	13,709	27,191	25,195
	c	c	c	c	c	c
Revenue per mile	38.28	39.56	27.74	28.59	32.21	30.68
Expenditure per mile	34.76	36.08	26.67	27.78	31.06	30.34
Net Profit per mile	3.52	3.48	1.07	.81	1.15	.34

APPENDIX 20

TWO-WAY RADIO TAXICABS 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
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 (52.5%)	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 (81.1%)	—	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 91 centres named below. The vehicles (taxi-cabs and private hire cars) now total 594 an increase of 1 since 30th June, 1968.

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

APPENDIX 21

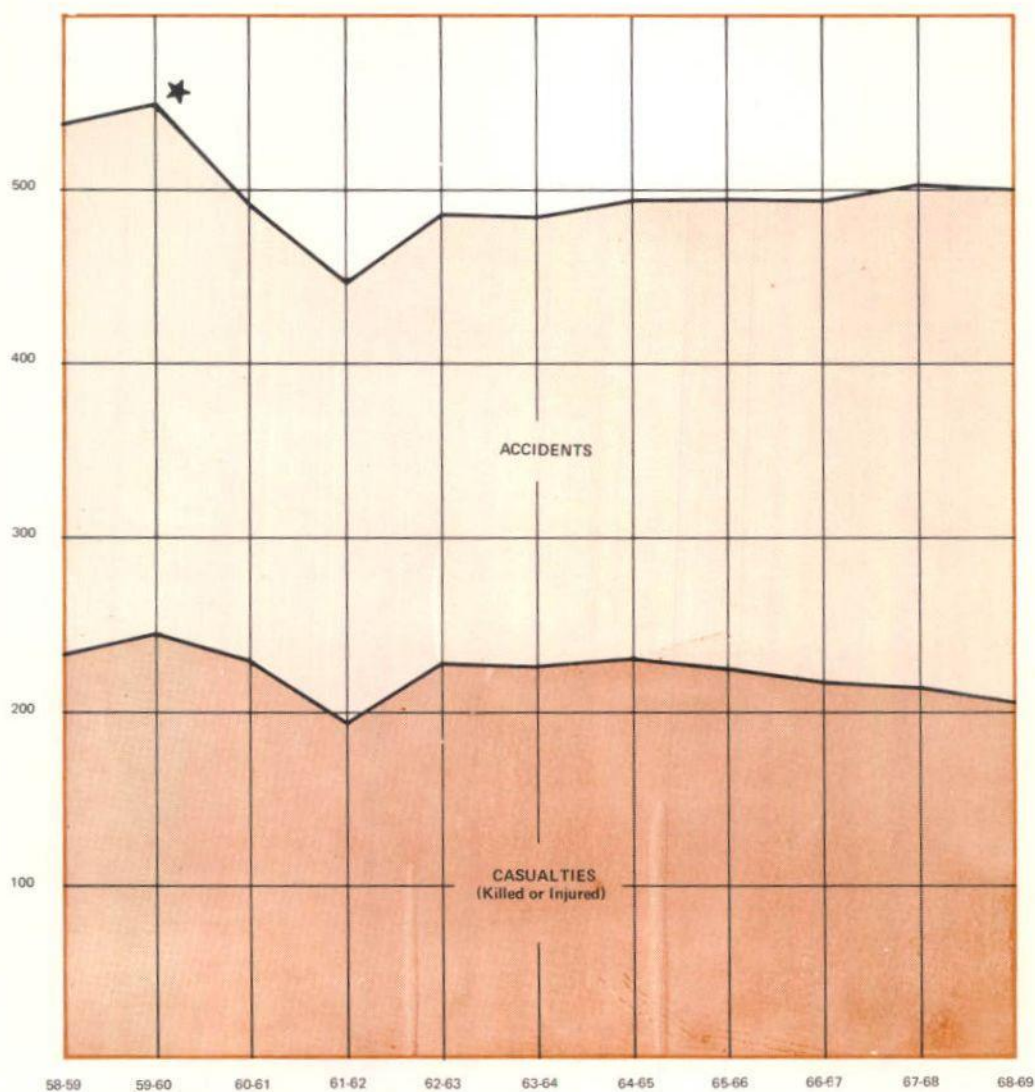
ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 71 to 74 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 38, 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 — 1958–59 to 1968–69**



★ 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, 1967 TO JUNE, 1969

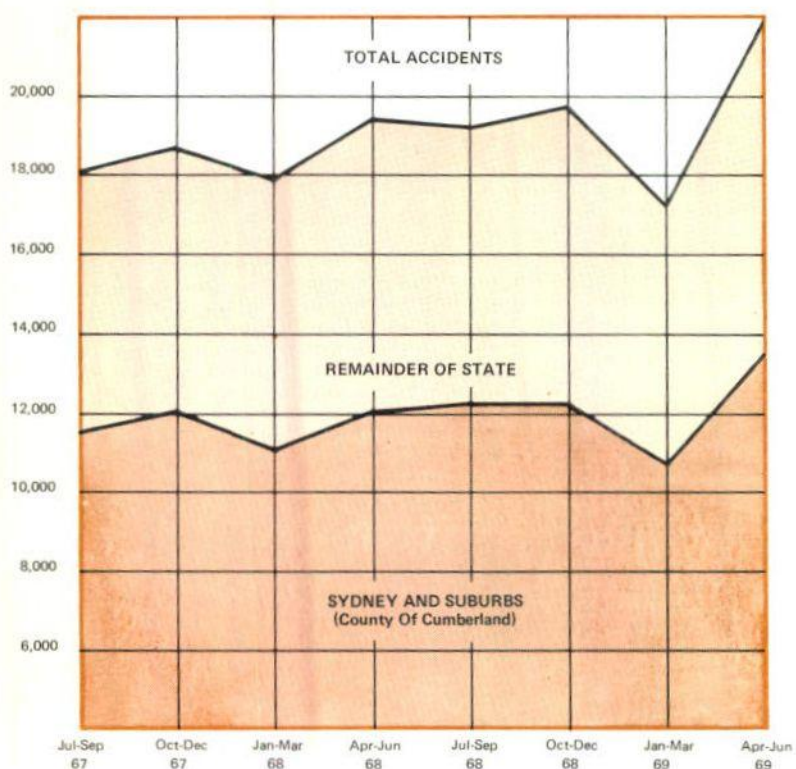


CHART 2—
ACCIDENTS

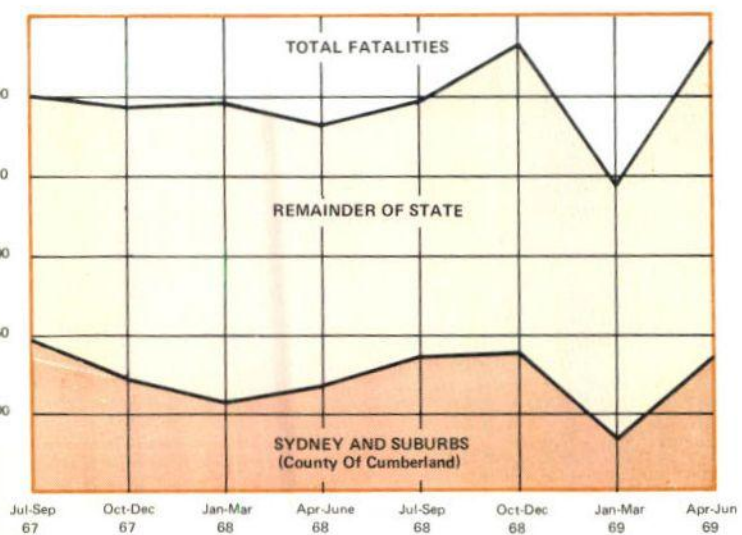


CHART 3—
KILLED

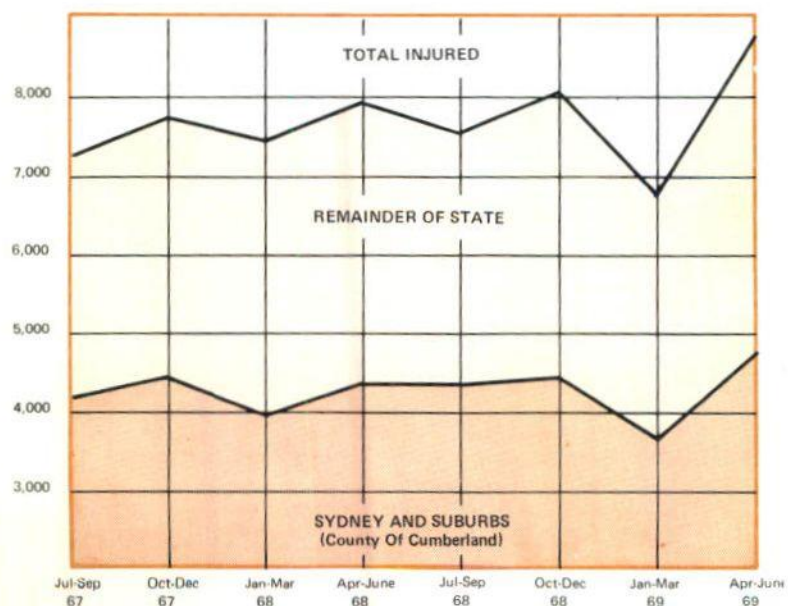


CHART 4—
INJURED
(NON-FATAL)

ACCIDENTS, KILLED AND INJURED—CITIES OF SYDNEY,
NEWCASTLE AND WOLLONGONG—QUARTERLY
PERIODS FROM JULY, 1967 TO JUNE, 1969

CHART 5—
ACCIDENTS

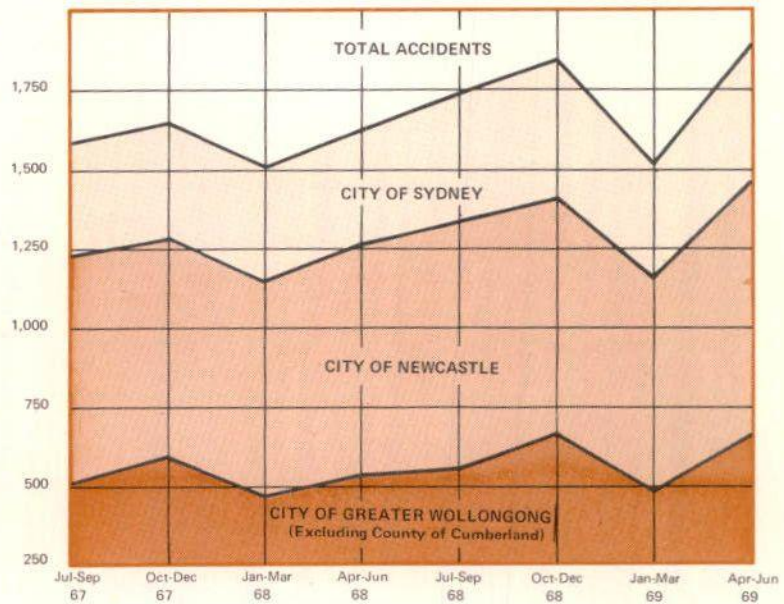


CHART 6—
KILLED

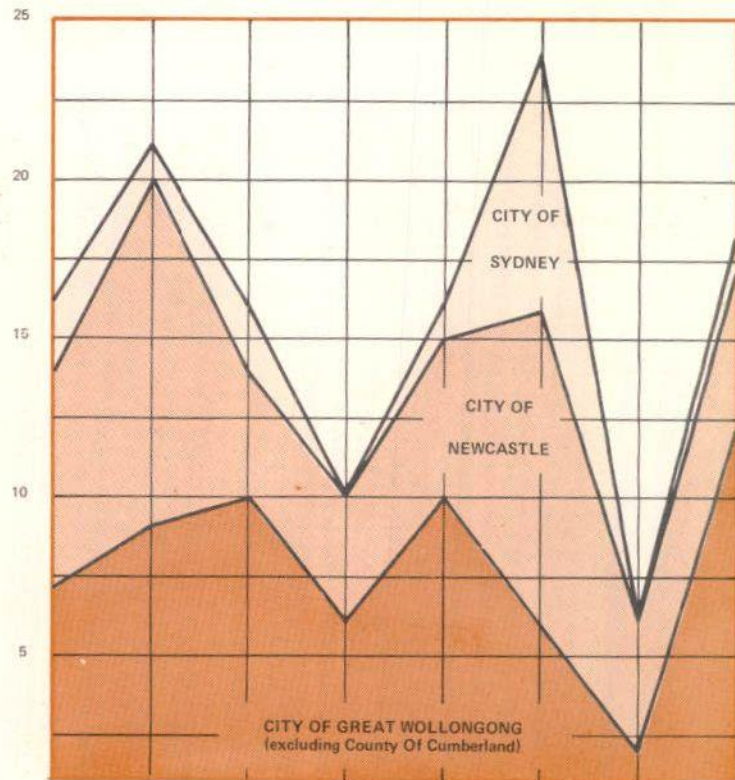


CHART 7—
INJURED
(NON-FATAL)

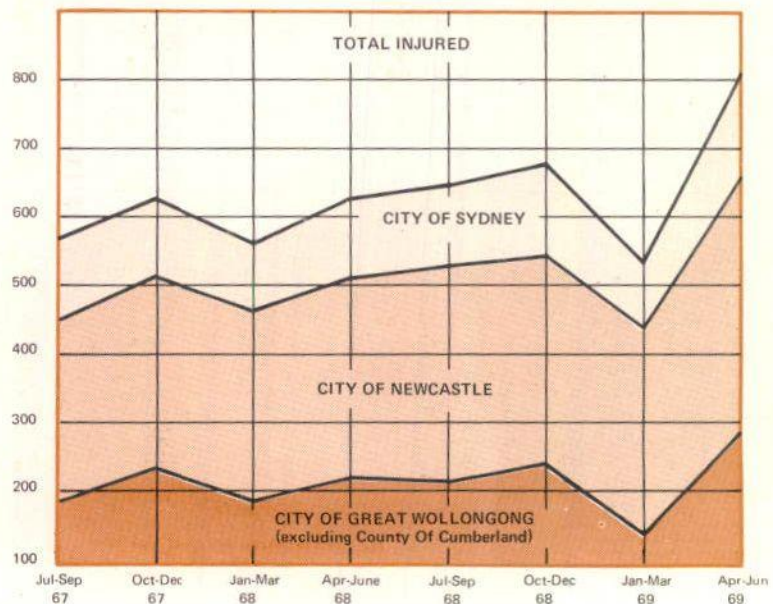


CHART 8—TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)
FOR EACH TYPE OF ACCIDENT — 1967-68 AND 1968-69

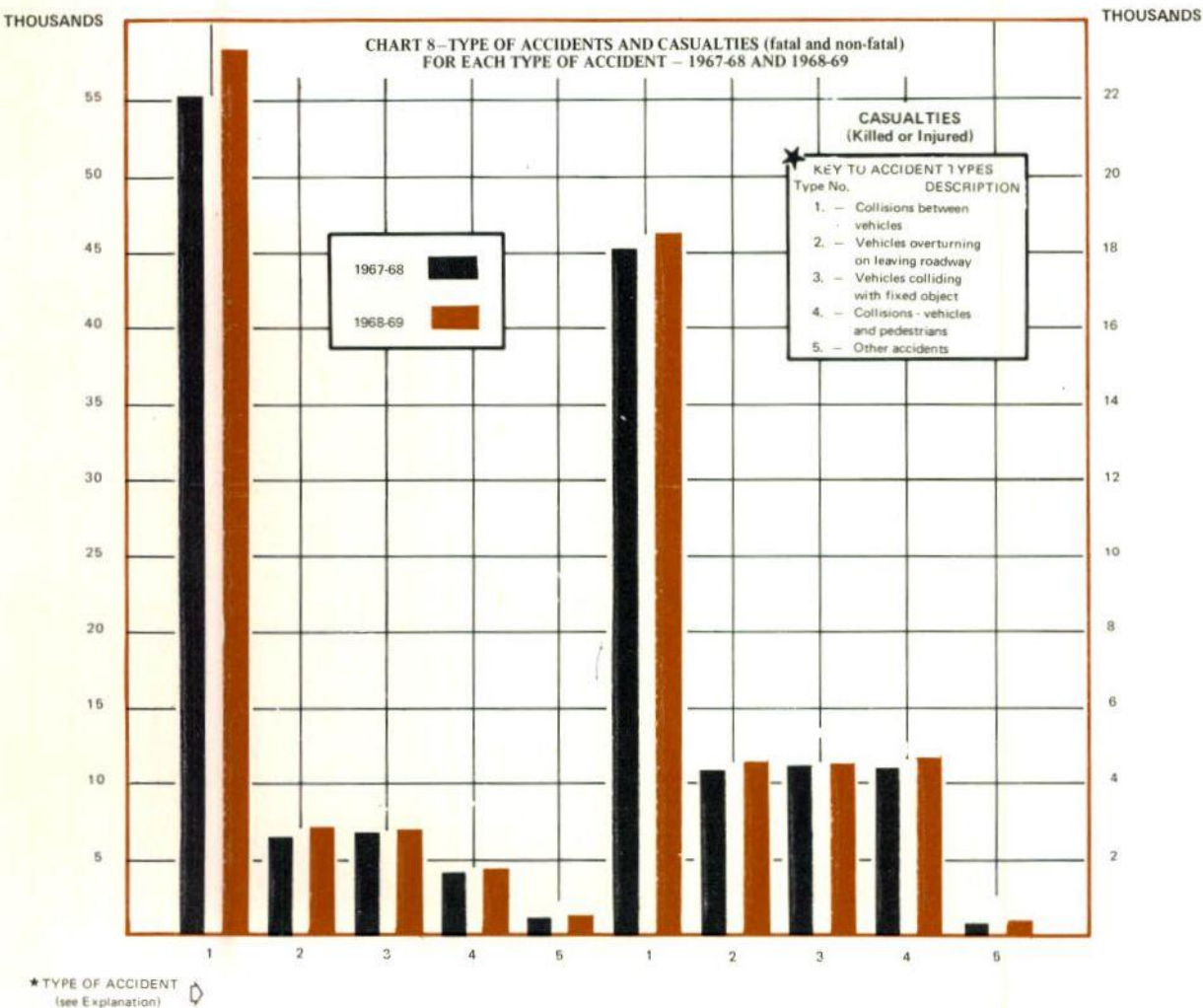


CHART 9—CLASSES OF ROAD USERS KILLED AND INJURED—
1967-68 AND 1968-69

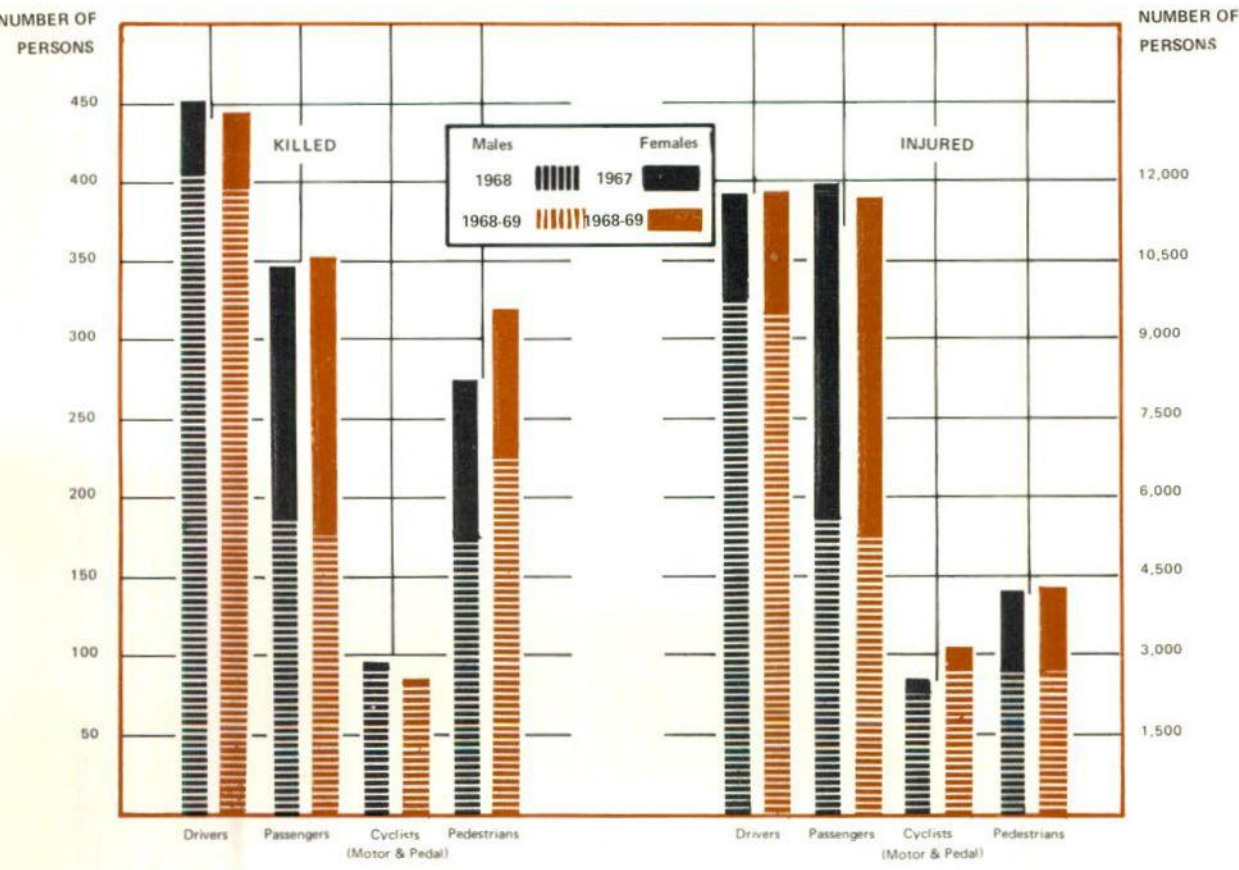


CHART 10—AGE AND SEX OF PERSONS KILLED 1967-68 AND 1968-69

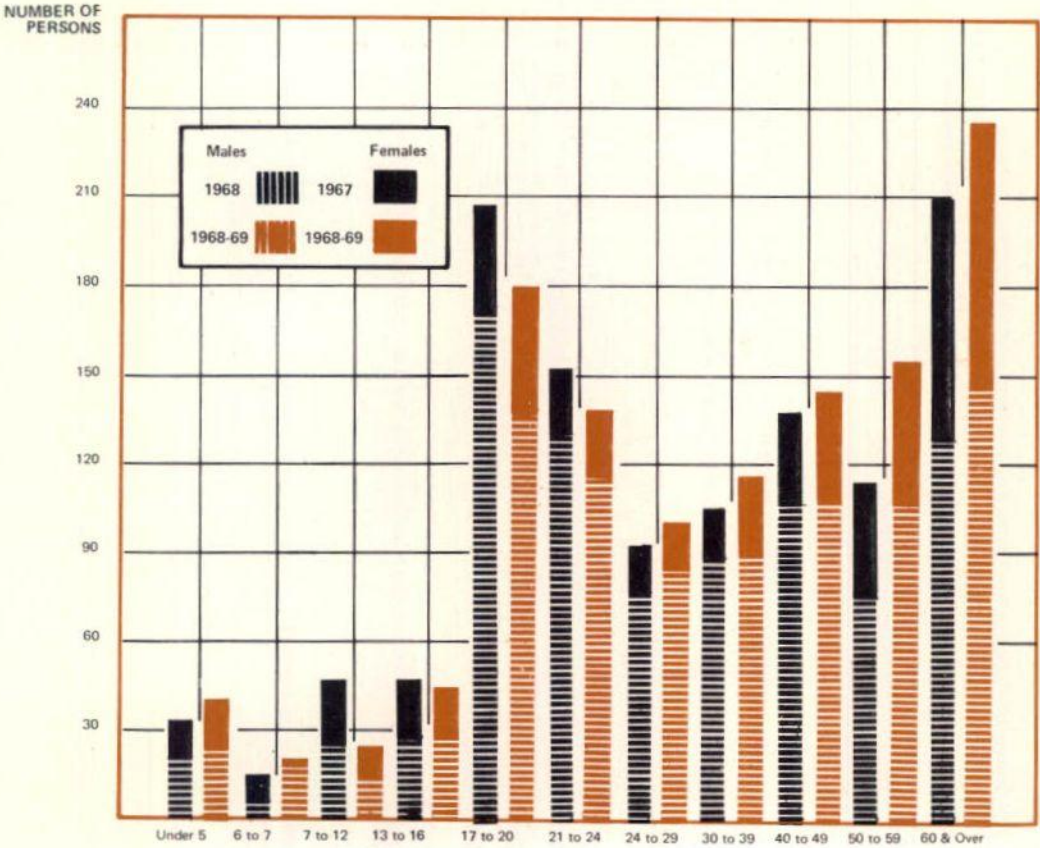
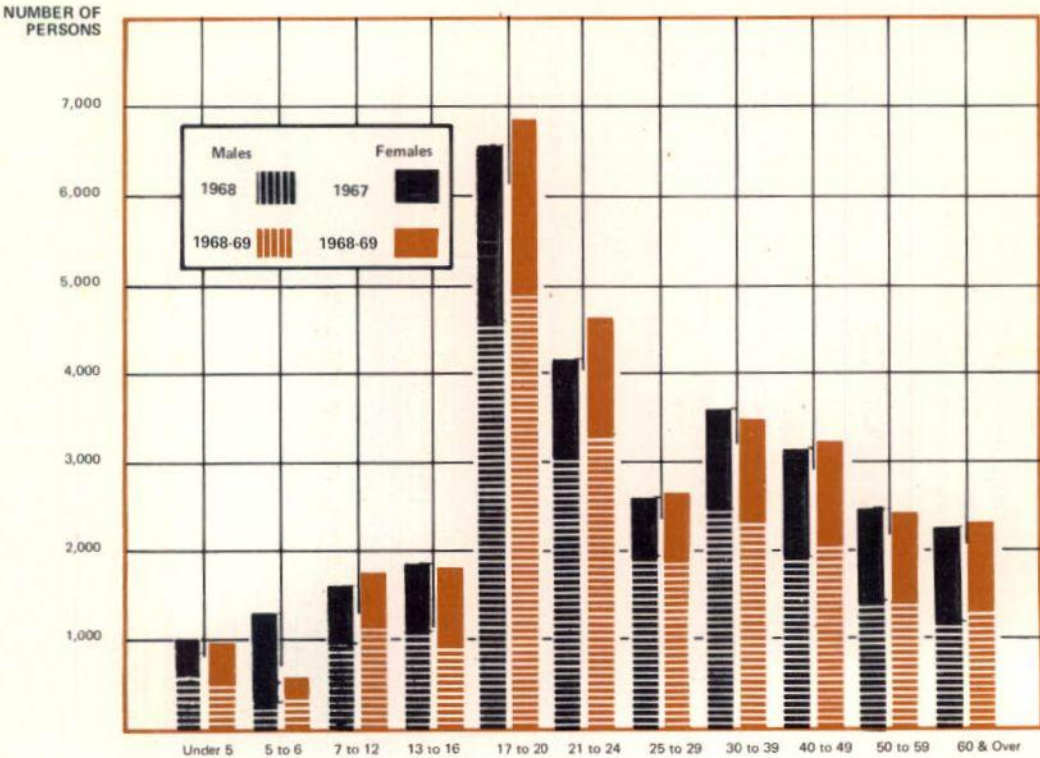


CHART 11—AGE AND SEX OF PERSONS INJURED 1967-68 AND 1968-69



APPENDIX 22

TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR FROM 1ST JULY, 1968 TO 30TH JUNE, 1969

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

BELMORE	Canterbury Road, Charlotte Street and Thorncraft Parade – 2nd October, 1968.
BROOKLYN	Sydney-Newcastle Expressway and Pacific Highway – 12th December, 1968.
CAMMERAY	Brook and Chandos Streets – 19th September, 1968.
CANLEY VALE	Canley Vale Road and Sackville Street – 18th February, 1969. Canley Vale Road and Railway Parade – 11th March, 1969.
CARINGBAH	Kingsway and Taren Point Road – 27th May, 1969
CHELTENHAM	*Beecroft Road, north of Mason Avenue – 12th November, 1968.
CROYDON	Paisley Road, The Strand, Meta and Fitzroy Streets – 30th December, 1968
FAIRFIELD	The Horsley Drive, Smithfield and Nelson Streets – 17th December, 1968. The Horsley Drive and Polding Street – 27th March, 1969
FORESTVILLE	Warringah and Woodlands Roads, Arthur Street and Forestville Avenue – 2nd June, 1969.
GRANVILLE	Woodville Road and Randle Street – 14th January, 1969.
HOME BUSH	Parramatta Road and George Street – 1st August, 1968.
HORNSBY	*Pacific Highway, south of Jersey Lane – 14th November, 1968.
KENSINGTON	Anzac Parade and Doncaster Avenue – 14th January, 1969
KINGSGROVE	Kingsgrove and St. Albans Roads and Homer Street – 24th June, 1969.
KYEEMAGH	General Holmes Drive and Bestie Street – 26th August, 1968.
LAKEMBA	King Georges Road and Roseland Avenue – 17th July, 1968. Canterbury Road and Chapel Street – 18th July, 1968. Punchbowl, Wangee and Koala Roads – 12th December, 1968.
LIVERPOOL	Hume Highway, Hoxton Park Road and Copeland Street – 4th September, 1968. Hume Highway, Scott Street and Memorial Avenue – 6th May 1969
MAY'S HILL	Great Western Highway and Hawkesbury Road – 21st August, 1968
MILPERRA	Henry Lawson Drive and Milperra Road – 22nd April, 1969
MERRYLANDS WEST	Sherwood, Merrylands and Centenary Roads – 15th April, 1969
MOORE PARK	Anzac Parade, Flinders Street and Moore Park Road – 14th November, 1968.
NAREMBURN	Brook Street and Donnelly Road – 4th September, 1968. Willoughby Road and Chandos Street – 8th October, 1968.
NTH. NARRABEEN	Wakehurst Parkway and Pittwater Road – 15th August, 1968
NTH. SYDNEY	*Pacific Highway, north-west of Arthur Street – 1st February, 1969 Pacific Highway, Arthur and High Streets – 1st February, 1969.
PEAKHURST	Henry Lawson Drive and Belmore Road – 6th January, 1969.
PENDLE HILL	Great Western Highway, Ettalong Road and Pendle Way – 1st October, 1968. Great Western Highway, Berith Road and Jones Street – 1st October, 1968.

APPENDIX 22 (Continued)

TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED
IN YEAR FROM 1ST JULY, 1968 TO 30TH JUNE, 1969

SYDNEY AND SUBURBS (Continued)

PETERSHAM	Crystal, Douglas and Brighton Streets – 21st October, 1968
PUNCHBOWL	Canterbury and Punchbowl Roads and Bramhall Avenue – 3rd June, 1969.
RANDWICK	Rainbow and Avoca Streets – 31st July, 1968.
REDFERN	Redfern and Chalmers Streets – 26th November, 1968.
REVESBY	Canterbury, Milperra and River Roads and Turvey Street – 17th June, 1969.
ST. IVES	Mona Vale and Rosedale Roads and Memorial Avenue 18th December, 1968.
ST. LEONARDS	Pacific Highway, Mitchell and Albany Streets – 13th August, 1968.
SURRY HILLS	Albion and Flinders Streets – 14th November, 1968.
SYDNEY	*Castlereagh Street, south of Bathurst Street – 12th July, 1968

NEWCASTLE DISTRICT

KOTARA	Park Avenue, Bridge Road and Northcote Drive – 1st August, 1968.
MAYFIELD	*Maitland Road at Victoria Street – 1st July, 1968.

WOLLONGONG DISTRICT

CRINGILA	Five Islands Road and Lake Avenue – 17th June, 1969. Five Islands and Springhill Roads – 17th June, 1969.
UNANDERRA	Princes Highway and Tannery Street – 5th December, 1968.

COUNTRY AREA

ALBURY	Dean and Olive Streets – 29th November, 1968.
LITHGOW	*Main Street, west of Station Street – 3rd September, 1968.
MAITLAND	High Street and Belmore Road – 31st March, 1969. High and Elgin Streets – 31st March, 1969. High and Bulwar Streets – 31st March, 1969. High and Bourke Streets – 31st March, 1969. High and Cathedral Streets – 31st March, 1969. High, Hunter and Victoria Streets – 31st March, 1969.
MUSWELLBROOK	New England Highway and Brook Street – 2nd August, 1968.
WAGGA WAGGA	*Fitzmaurice Street, north of Johnston Street – 14th October, 1968. Edward and Baylis Streets and Station Place – 25th November, 1968.

APPENDIX 23

INSPECTIONS OF PUBLIC MOTOR VEHICLES, YEAR ENDED 30TH JUNE, 1969

METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1969.	1,213	3,017	246	4,476
Inspections made	6,499	12,075	761	19,335
Repair Notices issued	709	982	67	1,758
*"Not to Use" Notices issued	117	272	28	417

NEWCASTLE TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1969	119	116	14	249
Inspections made	652	475	72	1,199
Repair Notices issued	2	12	3	17
*"Not to Use" Notices issued	—	2	—	2

WOLLONGONG TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1969	207	116	11	334
Inspections made	846	482	36	1,364
Repair Notices issued	49	25	—	74
*"Not to Use" Notices issued	15	11	—	26

COUNTRY DISTRICTS

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1969	1,860	1,106	321	3,287
Inspections made	3,701	2,202	640	6,543
Repair Notices issued	382	141	1	524
*"Not to Use" Notices issued	3	5	—	8

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



APPENDIX 24

29786

STAFF EMPLOYED

		On June 30th -			
		1966	1967	1968	1969
METROPOLITAN-					
	Male	1,311	1,269	1,398	1,521
	Female	583	648	588	627
		<u>1,894</u>	<u>1,917</u>	<u>1,986</u>	<u>2,148</u>
NEWCASTLE-					
	Male	14	16	23	34
	Female	6	7	9	11
		<u>20</u>	<u>23</u>	<u>32</u>	<u>45</u>
COUNTRY-					
	Male	75	101	172	224
	Female	42	53	63	72
		<u>117</u>	<u>154</u>	<u>235</u>	<u>296</u>
TOTALS-					
	Male	1,400	1,386	1,593	1,779
	Female	631	708	660	710
GRAND TOTAL		<u>2,031</u>	<u>2,094</u>	<u>2,253</u>	<u>2,489</u>

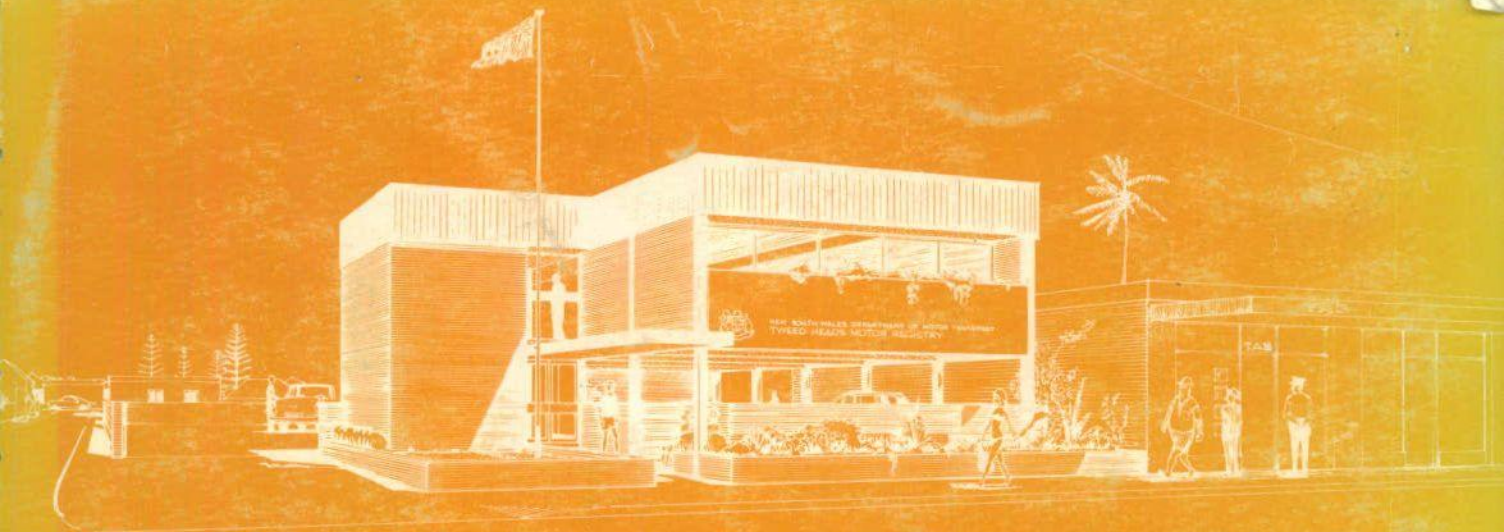
NOTE: Wages Staff (included in the above figures) totalled 178 on 30th June, 1967 (167 males and 11 females) and 185 (172 and 13) on 30th June, 1968. The corresponding figures for 1969 were 199 (186 and 13).

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.

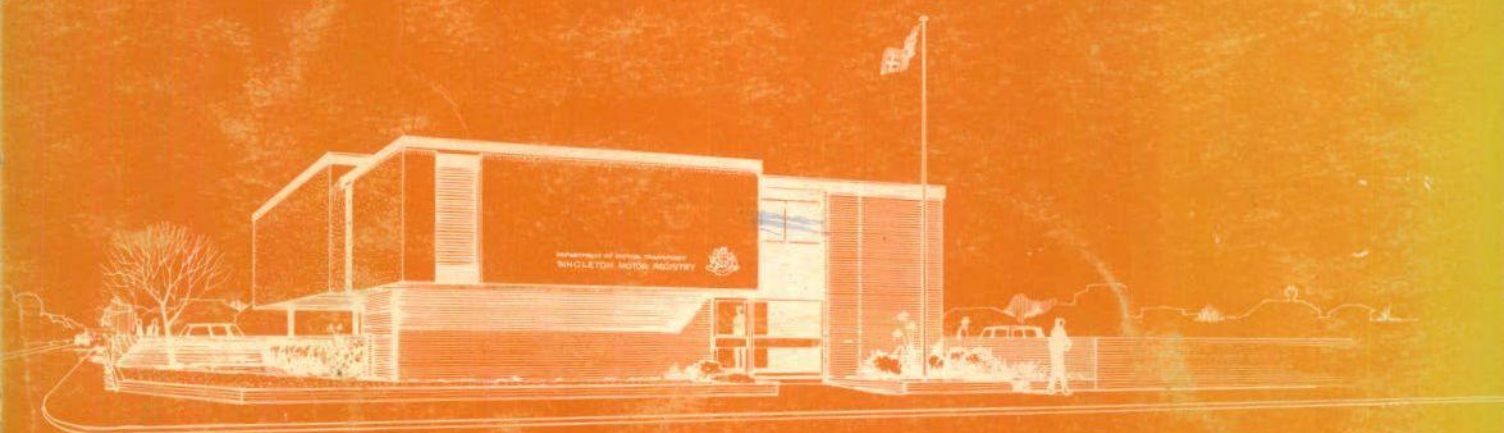
By June 30th, 1969 the number of vehicles registered had risen to 1,847,597 and the number of drivers' licences in issue to 1,907,877.



TWEED HEADS MOTOR REGISTRY



FAIRFIELD MOTOR REGISTRY



SINGLETON MOTOR REGISTRY



MITTAGONG MOTOR REGISTRY