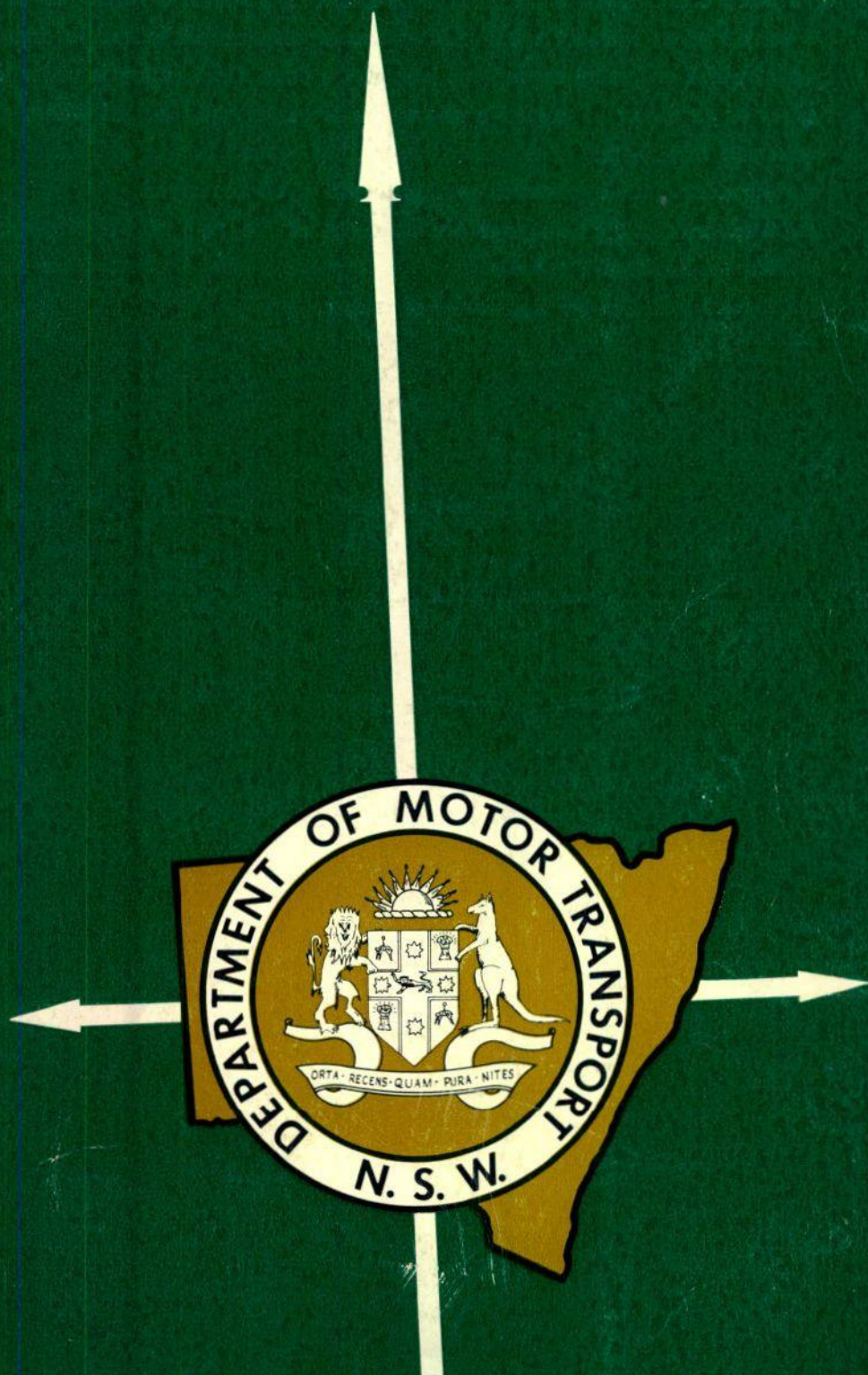


# ANNUAL REPORT

COMMISSIONER FOR MOTOR TRANSPORT

1966 — 1967



*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.*



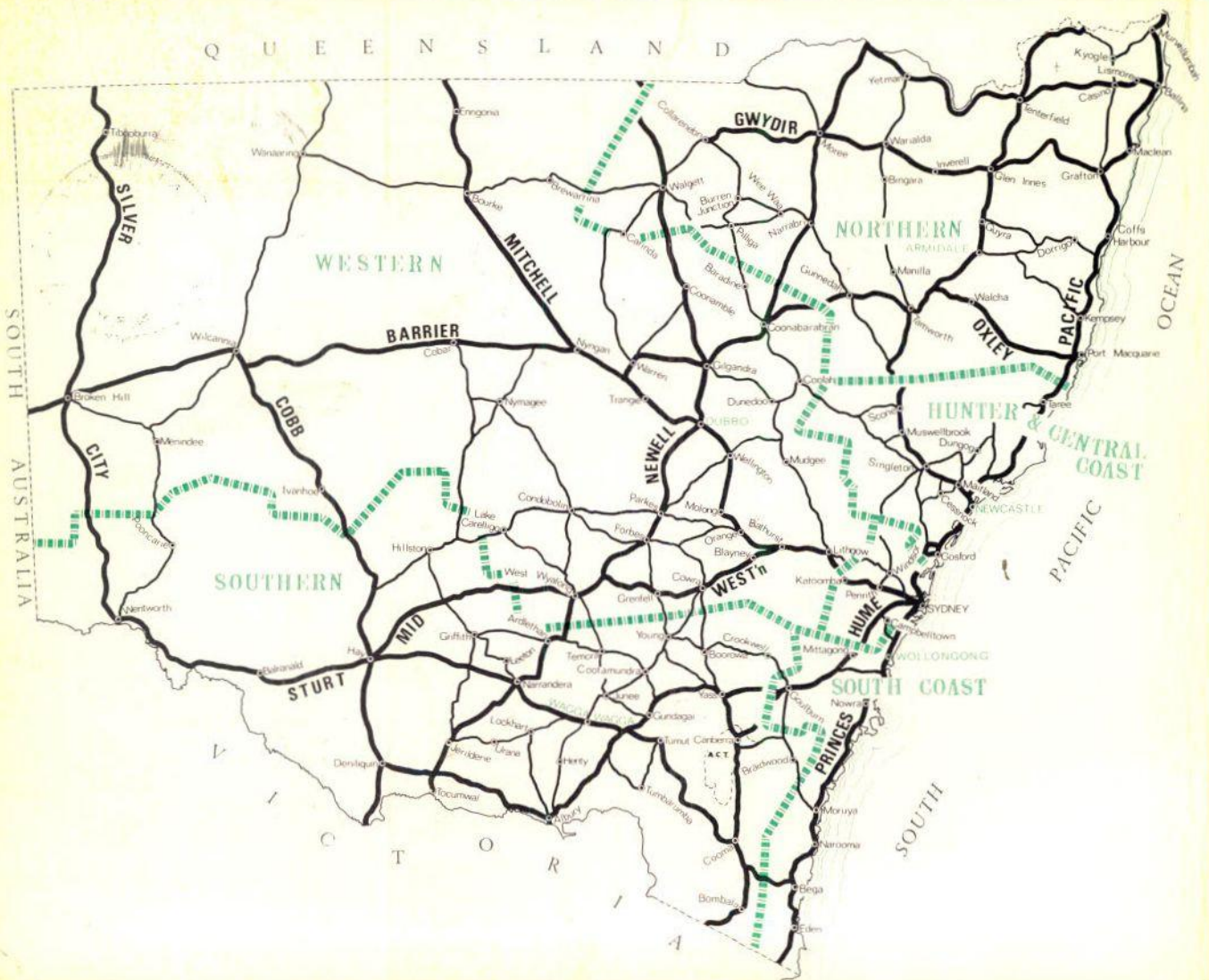
## REGIONAL TRANSPORT DISTRICTS

Most of the matters embraced by the administrative responsibilities of the Department of Motor Transport such as the registration of motor vehicles and the licensing of drivers bring a substantial and ever-increasing number of individual persons into direct contact with the Department day by day.

Other work that the Department does, such as the regulation of commercial transport services and the provision of traffic facilities, have a wider application to the community generally or to particular areas.

The service given to the people of the State is being improved by development of a more decentralised administrative structure. The practical result has been the establishment within the last year or two of separate administrative regions each of which covers an appropriate part of the State. Each region is under the control of an officer of executive status who is permanently located within the region and who, by use of wide decision-making powers, is able to quicken the pace of administrative processes to the benefit of all concerned.

Illustrated on the opposite page are examples of the type of building being provided as Regional Headquarters. The map below shows where these have been located and also the boundaries of each region.





## NORTHERN REGIONAL OFFICE, ARMIDALE



# ANNUAL REPORT

of the

COMMISSIONER FOR MOTOR TRANSPORT  
NEW SOUTH WALES

FOR YEAR ENDING THIRTIETH JUNE, 1967



SOUTHERN REGIONAL OFFICE, WAGGA WAGGA



4th December, 1967

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 as required by Section 207 of the Transport Act, 1930, the Annual Report of the Department of Motor Transport for the year ended 30th June, 1967.

The report summarises the accomplishments of the year and also, for better understanding of these, includes some explanatory information about continuing policies and established practices.

It also lays some emphasis on the steps taken this year and the previous year to decentralise the Department's administrative organisation which, I am certain, is providing a sound foundation for the future development of the Department and is also quickly producing an improved Departmental service to the community.

It is again with appreciation that I place on record the contribution made by the staff of this Department towards the fulfilment of another year of achievements.

Yours faithfully,

Commissioner.



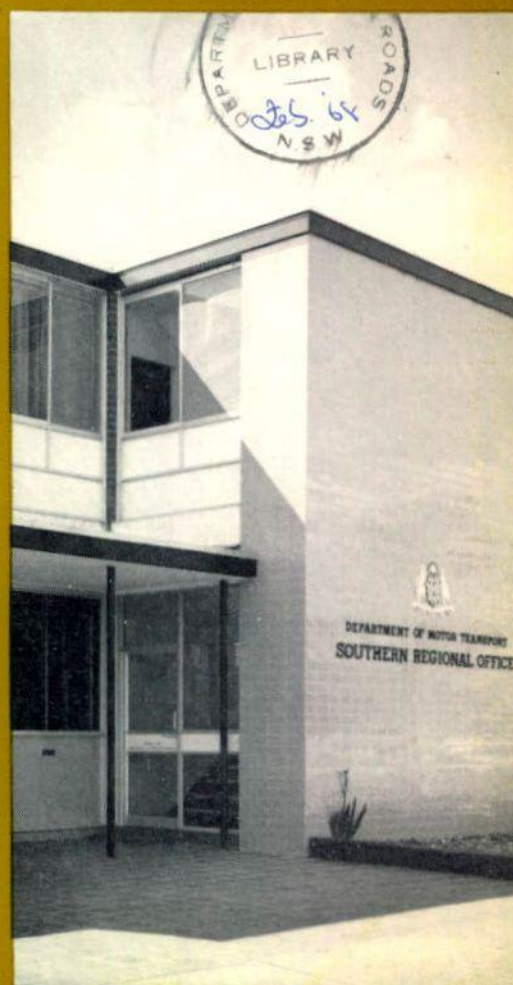
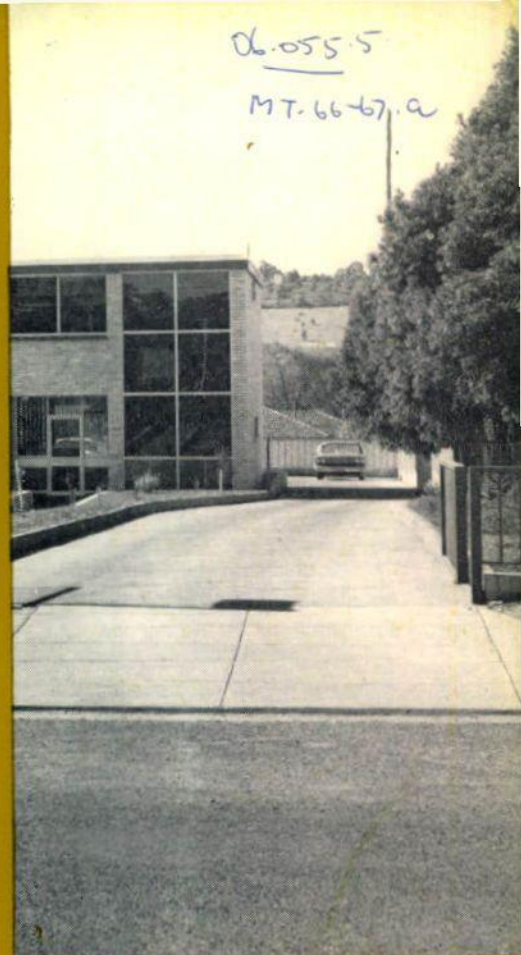
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## OUTLINE OF ADMINISTRATIVE FUNCTIONS

and names of related Acts of Parliament

- Registration of motor vehicles and licensing of drivers—  
*Motor Traffic Act, 1909-66*
- 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, 1962-65*
- Regulation of commercial goods-carrying and passenger-carrying  
road services; licensing of passenger ferries operating in Port  
Jackson—  
*Transport Act, 1930-66  
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, roadmarkings  
and other traffic facilities; road safety activities—  
*Transport Act, 1930-66 and Motor Traffic Act, 1909-66*
- 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*





# THIS YEAR IN BRIEF AND A PRINCIPAL STATISTICS AND

## STATISTICS

### FINANCIAL

#### Receipts—

	1966-67	Variation
	\$	\$
Motor Vehicle Registration Tax .....	32,584,484	up 1,366,281
Fees (registrations, licences, etc.) .....	14,261,035	up 703,636
Ton Mileage Charges (heavy lorries) .....	11,405,130	up 370,017
Third-party Insurance premiums .....	33,532,399	up 2,554,862
Charges on road services competing with rail .....	3,826,775	up 59,747
Stamp Duty (vehicle registrations) .....	2,636,211	down 293,339
Sundry .....	561,403	up 26,245
<b>TOTAL</b>	<b>98,807,437</b>	<b>4,787,449</b>

#### Payments—

Cost of Traffic Police .....	6,292,516	up 671,530
Administrative costs, Dept. Motor Transport .....	8,199,838	up 1,277,204
Traffic Facilities .....	2,478,267	up 689,329
Funds provided for roads—		
Councils, etc. ....	715,473	up 18,193
Department of Main Roads .....	42,684,944	up 160,665
Collected for and remitted to—		
Govt. Insurance Office .....	33,532,399	up 2,554,862
Stamp Duties Office .....	2,636,211	down 293,339
Payments to Govt. Transport Services .....	2,501,586	down 207
<b>TOTAL</b>	<b>99,041,234</b>	<b>5,078,237</b>

### VEHICLES AND DRIVERS

Registrations in force (on June 30) .....	1,630,769	up 86,568
Brand-new vehicles registered .....	168,253	up 6,271
Driving licences (all types) in force (on June 30) ....	1,763,786	up 94,845

### TRAFFIC FACILITIES

Traffic control light installations—		
completed during this year .....	74	up 44
total in service .....	552	up 57
expenditure this year (incl. maintenance) .....	1,585,913	up 312,162
Other facilities—		
completed this year (round figures) .....	5,600	down 400
total in service (round figures) .....	112,500	up 5,500
expenditure this year .....	\$892,354	up \$377,167
<b>Total expenditure for year</b> .....	<b>\$2,478,267</b>	<b>up \$689,329</b>

### ROAD ACCIDENTS

Accidents .....	69,042	up 3,174
Persons killed .....	1,096	up 38
Persons injured .....	29,558	up 828

### STAFF AND PREMISES

Total staff .....	2,094	up 63
New Registries appointed .....	—	—
Motor Registries in operation .....	256	down 2
New Registry premises completed this year .....	4	down 3

## EVENTS

1961-62

Deficit in Road Transport and Traffic Fund. "Infringement Notice" system applied to some traffic breaches. Further down-turn in rate of increase of vehicle registration. Borthwick airline report adopted by Government and High Court action taken by Airlines of N.S.W. Driving Instructor licensing legislation enacted. Restrictions on heavy lorries approaching Sydney at week-ends. National Traffic Code adopted. Third-party insurance premiums increased. Preliminary planning of Inner-city signals project completed.

1962-63

Stage 1 of City Signals Project (8 intersections—no television) completed. Stamp Duty on original and transfer registration certificates imposed. Fees for vehicle registrations and drivers' licences and tax on vehicles increased. Driving Instructors' licence scheme introduced. Diamond Turn adopted and this change featured in further "Respect for Road Rules" campaign. Rate of increase in number of vehicles registered recovers some ground. Two senior executives visit America and Europe.

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 (TV monitored) completed.



# REVIEW OF THE PREVIOUS FIVE YEARS

## MAIN EVENTS — 1961-62 TO 1966-67

1965-66	1964-65	1963-64	1962-63	1961-62
\$	\$	\$	\$	\$
32,218,203	30,043,026	28,541,194	22,939,120	19,098,748
13,557,399	13,157,772	12,573,424	10,098,422	8,084,186
11,035,113	10,245,640	9,232,202	8,010,400	7,205,158
30,977,537	29,553,534	26,972,142	25,279,634	19,250,490
3,767,028	3,918,040	3,613,654	3,300,084	3,158,766
2,929,550	3,406,502	3,252,228	1,258,454	
535,158	526,174	470,184	407,428	407,132
95,019,988	90,850,688	84,655,028	71,303,542	57,204,480
5,620,986	5,473,444	5,220,896	4,847,816	4,265,758
6,922,634	6,030,768	5,609,458	5,025,834	4,693,740
1,788,938	1,654,112	1,462,570	1,065,092	830,716
697,280	677,552	653,512	660,004	623,126
43,524,279	41,229,046	38,889,988	30,776,196	25,230,758
30,977,537	29,553,534	26,972,142	25,279,634	19,250,490
2,929,550	3,406,502	3,252,228	1,258,454	
2,501,793	2,801,748	3,401,822	2,001,772	2,001,956
94,962,997	90,826,706	85,462,616	70,914,802	56,896,544
1,544,201	1,465,360	1,362,591	1,279,070	1,201,765
161,982	175,565	162,052	145,829	121,571
1,668,941	1,608,218	1,526,810	1,450,842	1,419,666
30	69	20	43	45
495	465	396	376	333
\$1,273,751	\$ 1,162,988	\$ 952,000	\$ 617,864	\$ 450,244
6,000	6,100	6,000	11,000	8,000
107,000	101,000	95,000	89,000	78,000
\$ 515,187	\$ 491,124	\$ 510,570	\$ 447,228	\$ 380,472
\$1,788,938	\$ 1,654,112	\$ 1,462,570	\$ 1,065,092	\$ 830,716
65,868	61,969	56,917	53,931	47,857
1,134	1,085	974	894	887
28,730	27,908	25,662	24,580	19,886
2,031	1,975	1,880	1,839	1,754
2	2	2	—	2
258	257	255	254	254
7	2	6	—	7

## EVENTS

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.

1964-65

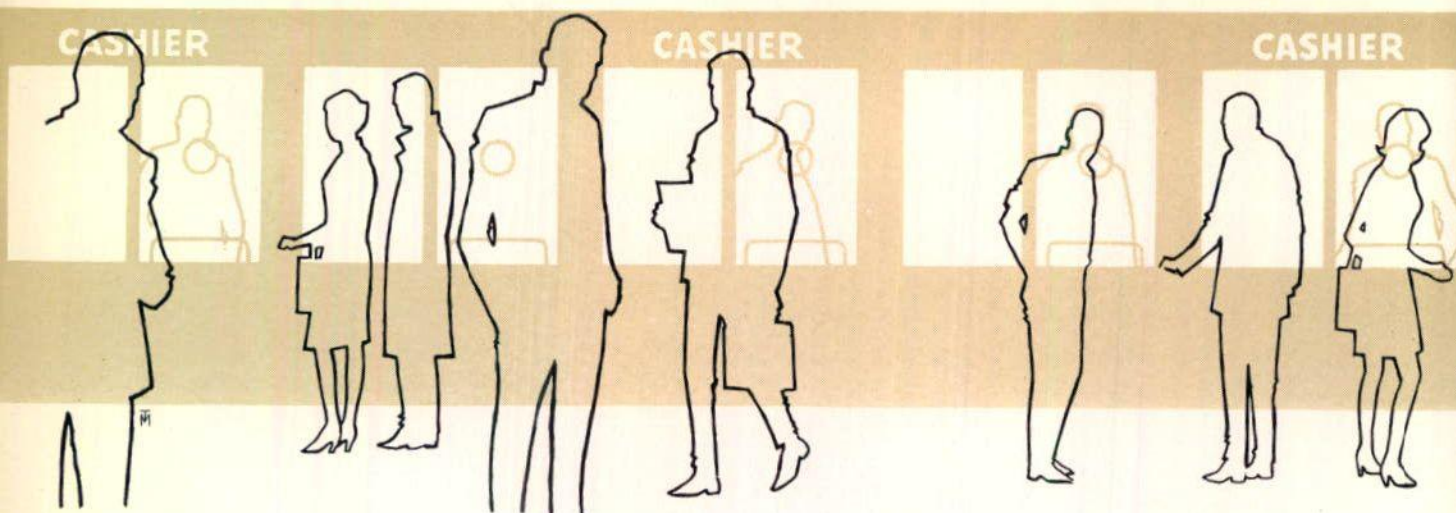
Introduction of scheme whereby "new" drivers are issued with Provisional licences and required to display "P" signs during the first year of driving. Speed zoning (viz, speed limits appropriate to road and topographical conditions) applied to main arteries to and from Sydney. Co-ordination Act charges 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.

1965-66

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





## 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, are subject also to the Road Maintenance (Contribution) Act — described in some detail on pages 11 and 26. They must comply with roadworthiness requirements, and their drivers must observe the State's driving rules. The vehicles carry distinctive number plates with the prefix "IS" and on 30th June, 1967, 2,606 such vehicles were registered in this state.

### CONTINUED INCREASE IN INCOME & EXPENDITURE

The consistent upward trend in the number of licence and registration transactions which has characterised the post-war period was maintained this year. These increases and higher volumes of other classes of business resulted in new record revenue levels. This, in turn, benefited the funds of the Department of Main Roads, provided the extra money needed for increased Police supervision of traffic and enabled this Department, in its own specialised field of traffic facilities, to continue a high rate of expenditure in the public interest.

### TOTAL COLLECTIONS

Collections this year reached the new record figure of \$98,807,437 an increase of \$4,787,449 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 collected on behalf of two other Government agencies—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 \$33,532,399 and \$2,636,211 respectively, accounted for \$36,168,610. The Department's own operating expenditure on, for example, premises and equipment, salaries, and items such as stationery and postage, amounted to \$8,199,838 whilst \$2,478,267 was spent on traffic facilities. The cost of Police traffic services was \$6,292,516. The Department of Railways was paid \$2,500,000 from collections from operators of competitive road journeys whilst a total of \$43,400,417 was paid to road authorities — principally the Department of Main Roads.

Appendix 2 gives a more detailed summary.

## MAIN ROADS FUND

### SOURCE 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 9.
- All ton-mileage charges collected under the Road Maintenance (Contribution) Act—see page 11.

### APPLICATION

The Fund meets, from the vehicle registration tax — and **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) .....	32,047,537	
Less—Administrative costs (Road Maintenance) .....	1,105,871	
	<hr/>	
Net tax proceeds .....		30,941,666
Ton-mileage charges (after refunds) .....		11,405,130
		<hr/>
TOTAL (paid to Main Roads Funds) .....		42,346,796
		<hr/>

Tax revenue and ton-mileage charges were higher than last year by 1.12% and 3.35% respectively.

For information in detail, see—

- Appendix 1 for tax collections (including tax on public vehicles).
- Page 26 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 expenditure is on traffic facilities and road safety activities. Pursuant to Section 202 of the Transport Act, any balance unexpended after meeting these charges must be paid to the Country Main Roads Fund. An amount of \$338,148 was paid to that Fund this year.



## RESULTS FOR THE YEAR

RECEIPTS	\$
Registration, licence and other fees .....	13,785,677
Commission (on G.I.O. third party insurance premiums) .....	311,461
Sundry .....	240,462
<b>TOTAL</b> .....	<b>14,337,600</b>
<b>PAYMENTS</b>	
Administrative Costs (Department of Motor Transport) .....	4,760,452
Police services (traffic and Motor Registry duties) .....	5,708,943
Traffic facilities .....	2,276,429
Purchase of assets (land, buildings, etc.) .....	1,172,828
Contribution towards traffic facilities works-in-progress .....	80,800
Payment to Country Main Roads Fund .....	338,148
<b>TOTAL</b> .....	<b>14,337,600</b>

An audited detailed statement appears as Appendix 3.

## EXPLANATORY NOTES

- (1) **Other Expenditure on Administrative Costs**—The amount shown as "Administrative Costs (Dept. 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 10).
- (2) **Cost of Police Services**—The agreed cost of Police services was \$6,292,516. Of this amount, \$440,476 was debited to the State Transport (Co-ordination) Fund and \$143,097 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 \$5,708,943.
- (3) **Traffic Facilities Works-in-Progress**—The value of work performed during the year by contractors engaged in the installation of traffic signals is provided for by an amount of \$80,800 debited to this Fund against Works-in-Progress.
- (4) **Payment to Country Main Roads Fund**—As provided by Section 202 of the Transport Act, the unexpended balance as at 30th June, 1967 (amounting to \$338,148) was paid to the Country Main Roads Fund.



## TRAFFIC CONTROL SIGNALS

The Road Transport and Traffic Fund meets most of the cost of traffic facilities. As shown by the above table, this expenditure represented the year's third largest payment from this fund. Traffic lights installed this year numbered 74, cost \$1,585,913 and brought to 552 the total number of installations in service.

Pictured is the intersection of Oxford Street, Queen Street, Moore Park Road and Lang Road at Paddington, one of the larger installations completed this year.



## 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 29 to 33.

### 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 licences for the buses themselves and are termed "service licences".

### APPLICATION

- Reduction of capital debt of bus services operated by the Department of Government Transport. The amount so applied is equal to half the amount collected as service licence fees for Metropolitan and Newcastle bus services.
- Assistance to authorities—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.

### RESULTS FOR THE YEAR

RECEIPTS	\$
Tax (buses) .....	380,985
Allocation from Federal roads grant .....	273,516
Tax (other vehicles) .....	155,962
Service licence fees .....	68,225
Allocation from Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress .....	80,800
TOTAL .....	959,488
PAYMENTS	
Capital debt reduction (bus services — Department of Government Transport) .....	30,584
Assistance to road authorities .....	684,889
Traffic signals .....	201,838
TOTAL .....	917,311

A balance of \$424,303 brought forward from 1965-66 was held in the Fund at the start of the year; and a balance of \$466,480 remained as at 30th June, 1967.

An audited detailed statement 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 the balance is paid into the funds of the Government railway and bus services. The Act enables similar payments to be made to the country section of the Main Roads Fund.

### RESULTS FOR THE YEAR

RECEIPTS		\$
Fees .....		461,520
Charges (goods) .....		3,271,339
Charges (passengers) .....		79,642
Other (mostly penalties) .....		14,274
	TOTAL .....	3,826,775
PAYMENTS		
Administrative costs (Dept. of Motor Transport) ..	843,443	
Police services (traffic and Motor Registry duties) ..	440,476	
Purchase of Assets .....	317,244	
	-----	
Payments to revenue of —		1,601,163
Railways .....	2,500,000	
Government Bus Services .....	1,586	
	-----	
		2,501,586
	TOTAL .....	7,929,524

A balance of \$1,126,903 brought forward from 1965-66 was held in the Fund at the start of the year; and a balance of \$850,929 remained as at 30th June, 1967.  
An audited detailed statement 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-eighteenths of a cent per ton of the sum of the tare of the vehicle plus 40 per cent of its load capacity. It is payable for interstate as well as intrastate journeys and for empty as well as loaded running.

**Proceeds Used for Roads.** 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 and includes grants to Municipal and Shire 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 25.

### RESULTS FOR THE YEAR

#### RECEIPTS

	\$	% of total
For intrastate journeys .....	7,796,879	68.1
For interstate journeys .....	3,652,387	31.9
<b>TOTAL</b> .....	<b>11,449,266</b>	<b>100.00</b>

#### ADMINISTRATIVE COSTS

	\$	as % of collections
Amount .....	1,105,871	9.7

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

The results for 1966-67 show increases in all headings. The continued rise in total collections, \$369,259, or 3.3%, is attributed to natural expansion in the industry and effective administration and collection procedures.





# 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 44; and commercial goods transport policies in the section commencing on page 25. Information of more general character follows immediately, with the emphasis on developments this year.

## MAIN DEVELOPMENTS THIS YEAR

### DECENTRALISATION

**Regional Structure Established.** Administrative regions covering substantial areas in the western, northern and southern portions of New South Wales were established on 1st July, 1966 to provide residents of these areas with Departmental representation at executive level within their own districts. Each region was placed under the control of a Regional Superintendent who is directly responsible to the Commissioner for —

- the control and management of Departmental Motor Registries within the region;
- the implementation and control within the region of the legislation administered by the Department; and
- the investigation and, where appropriate, determination of matters referred to him or arising locally in relation to the operation of public and other motor vehicles and their drivers.

The Department's decentralisation policy was carried a step further on 1st November, 1966 by the creation of a Hunter and Central Coast Region and again, on 6th June, 1967, by formation of a South Coast Region.

The Hunter and Central Coast Region has its headquarters at Newcastle and includes the Newcastle Transport District.

Wollongong is the headquarters of the South Coast Region which extends from that City to the Victorian border and inland to Goulburn.

A map inside the front cover shows the boundaries of these five regions and the location of each Regional Headquarters.

**Results:** An immediate benefit of establishment of the regional structure was to have available for local consultation on local problems Regional Superintendents empowered to make decisions on motor transport matters in accordance with policies laid down by the Government or the Commissioner. Many problems have thus been resolved as a result of direct contact (with local Councils, for example) instead of by correspondence, with its inherent delays, as formerly.

In addition to Councils, many bodies including associations of transport operators have welcomed the policy of decentralisation as a major step and, together with members of the motoring community generally, have expressed their appreciation of the improved service now available. For its part, the Department is acquiring at executive level a much expanded knowledge in detail of conditions and problems throughout the State.



## INTRASTATE AIRLINE SERVICES

**Dispute.** Previous annual reports have detailed the course of the dispute in recent years over the allocation of New South Wales intrastate air routes. Last year's report recorded that, on the recommendation of a joint State/Commonwealth Committee, the right to operate airline services connecting Sydney with Bathurst, Parkes, Forster, Kempsey and Scone was transferred from Airlines of New South Wales to East West Airlines Limited, and that the new arrangements would be reviewed after a 12 months trial.

**New Enquiry.** To undertake that review, a new Committee, comprising the Commissioner for Motor Transport as the representative of New South Wales and Mr. R. D. Phillips, First Assistant Director-General (Policy), Department of Civil Aviation was appointed this year. After settlement by both Governments of its terms of reference, the Committee began its enquiry in March, 1967 and, as a first step, invited submissions from the two intrastate airline operators in New South Wales — East West Airlines Limited and Airlines of New South Wales. At 30th June, 1967, the enquiry was still proceeding.

## OTHER POLICY ACTIVITIES

### GENERAL

**Matters dealt with or under consideration.** A number of other policy matters were dealt with and, 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 pages 17 to 19. In addition, progress was made on other policy questions. Examples, including some on which work was still in progress at the end of the year, are "Give Way" signs, dimensions of buses, speed limits for heavy lorries, possible amendment of the "keep to the left" regulation, licensing of tow-trucks, driving under the influence of a drug, and crash helmets for motor cyclists.

### OVERSEAS INVESTIGATIONS

**Road Safety.** With the concurrence of the Minister, the Commissioner made a short visit to New Zealand in the early part of April, 1967 to study road accident reduction methods. New Zealand had previously attracted the interest of workers in the road safety field because, by some criteria (such as the ratio of accidents to total vehicle registrations) it has had a better road safety record. This visit coincided with the release of New Zealand's fatality figures for the first quarter of 1967 which showed a very substantial rise by comparison with 1966. Consequently, in addition to surveying policies and practices followed in the past, the opportunity was taken to see what special corrective measures, if any, were planned to deal with the upsurge.

The gist of the report presented to the Minister was that, pending final results for all of 1967, it was as well to suspend judgement as to whether the New Zealand approach to road safety (which is similar in most fundamentals to that in New South Wales) would be likely to produce benefits, or whether the gap in fatality rates that has prevailed hitherto is due to more basic and generalised factors such as the Dominion's more even distribution of population (and hence traffic concentrations) or somewhat different patterns of social behaviour.

At all levels, and in non official as well as official circles, New Zealanders extended willing co-operation and assistance as well as displaying a keen interest in conditions in New South Wales.

**Electronic Data Processing.** As mentioned later in this report, the Department has for some years made extensive use of electronic data processing techniques. Developments in this field are proceeding at such a pace that it was considered advisable during the year for a senior officer with considerable Electronic Data Processing experience to gain at first-hand practical knowledge of the latest developments overseas. Mr. F. J. McGuinness, Assistant Registrar of Motor Vehicles, visited the United States of America during 1966 and studied the latest applications of vehicle-registration and driver-licensing authorities in that country.

On completion of his survey Mr. McGuinness reported that it would be desirable to defer introducing a new system until mass storage telecommunication systems being adapted in the U.S.A. had been fully tested there in motor registration and licensing fields, particularly as the Department's existing equipment is adaptable to meet the foreseeable demands of the next few years.

### COLOMBO PLAN

**Assistance with Training.** The objectives of the Colombo Plan were again furthered by the Department which provided visiting Fellows with an insight into those policies and practices in which they were interested. A Fellow from the Afghanistan Ministry of Planning was given information on the structure of the Department and the laws under which it operates, whilst two Fellows from the Department of Transport and Civil Aviation, Fiji, were given more specialised training mainly in the fields of public vehicle administration and motor vehicle inspection.





#### *SPECIALISED TRAINING GIVEN*

*Visiting Students receive training in many aspects of the Department's activities to assist them with their work when they return home.*

*Information is given, where applicable, about Departmental equipment. Here a student from Fiji is given a practical demonstration of the operation of a headlight testing machine.*

### **PUBLIC RELATIONS**

**General.** Production of a completely new Motor Traffic Handbook was well in hand at the end of the report period. Although the Handbook's basic purpose is to assist new applicants for driving licences to learn the traffic laws (and so pass the required pre-licence test of knowledge of these matters) there is a sustained demand for it by experienced drivers and groups interested in road safety. All indications were that the new Handbook, which has been designed to attract interest and invite study, will be a valuable public relations accomplishment.

**News Media Enquiries.** As a service to the press and the radio and television networks improved arrangements were made for dealing with such enquiries, including those made to the reader and listener service departments recently established by newspapers and radio stations.

**City Traffic Signals.** The City Signals system continued to attract public interest and as far as was consistent with operational requirements visits of inspection to the Control Centre by, for example, community groups and parties of overseas visitors were arranged.

### **COMMITTEES AND CONFERENCES**

#### **GENERAL PRACTICE**

Consideration of many policy questions dealt with by the Department is assisted by consultation with other Government authorities (State and Federal) or bodies representative of particular sections of trade and industry. With some matters, regular meetings are arranged to facilitate this work, as described in the individual paragraphs which follow.



## 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 Meeting.** The Council held its twenty-fourth meeting at Canberra on the 14th and 15th July, 1966 when it considered amendments to and progress in the adoption of the National Road Traffic Code; recommendations by the Australian Motor Vehicles Standards Committee; the use of containers for the movement of cargo; reflective motor vehicle number plates; the recognition of driver's licences and motor vehicle registrations issued in other States; the report of the Chairman of the Australian Road Safety Council; the fifth and final report of the Committee of Transport Economic Research; transport statistics; uniform liability of carriers by road transport; and the need for uniform action to be taken in regard to specific safety devices in motor vehicles.

The Council's twenty-fifth meeting which was held in Canberra on the 24th February, 1967 was a special meeting to consider the recommendations and the future functions of the Australian Motor Vehicle Design Advisory Panel.

**Subordinate Bodies.** Subordinate Bodies of the Council with which this Department has close connections are the Australian Road Safety Council, the Australian Road Traffic Code Committee, the Australian Motor Vehicle Standards Committee and the Committee on Driver Improvement. The Commissioner for Motor Transport, on the nomination of the State Minister for Transport, represents New South Wales on the Australian Road Safety Council which is responsible on a National level for direct road safety promotion. The New South Wales representative on the various Committees — descriptions of whose works follow immediately — are officers of this Department.

## AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE

The Committee met in Sydney in November, 1966. It reviewed a number of provisions of the National Traffic Code to meet situations encountered in practical application of the Code in the various States. Amongst the matters considered were speed limits outside built-up areas; speed limits for goods vehicles; certain definitions; obedience of traffic control signals and "stop" and "give way" signs; effect of slow moving vehicles on traffic flow; driving in lanes; giving way at signalized intersections; portable warning signs; duties of drivers after accidents; interstate acceptance of driver's licences and vehicle registrations; school bus signs; and reflective number plates. The Committee set up two Sub-committees; one to consider the interstate acceptance of drivers' licences and motor vehicle registrations and the other to consider speed limits outside built-up areas and speed limits for heavy vehicles. The New South Wales representative was appointed as Convener and Chairman of the latter mentioned Sub-committees.

## AUSTRALIAN MOTOR VEHICLE STANDARDS COMMITTEE

**Functions.** This Committee provides the uninterrupted contact, between trade interests and Government authorities (Federal and State) concerned with motor vehicles, which is so valuable in view of the continuous development in vehicle construction and operation. It is assisted by a State Committee with similar aims. Standards for vehicles and equipment adopted for New South Wales have closely followed the Committee's recommendations.

**This Year's Work.** The Department again took an active part in discussions at State and Commonwealth levels. Subjects dealt with included: Vehicle weights and dimensions; safety door latches and hinges; standard requirements for safety belts and anchorages; strength of seats and anchorages; rear vision mirrors; windscreen de-misters; warning lights and signs on emergency vehicles; flashing turn signals on motor cycles; braking equipment; anti-theft devices; engine numbering; and turn signal monitors.

## TRAFFIC ADVISORY COMMITTEE

The principal function of this Committee is to relieve traffic congestion problems and ensure the free movement of traffic. The Committee was established by the Minister for Transport to advise on any traffic matters which the Minister may refer to it, or on which the Committee, of its own motion, may raise for consideration.

Membership of 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 may be consulted on a matter affecting its area.

The results achieved by the Committee have been notable, particularly in resolving problems at a number of traffic trouble spots. The more prominent items in this respect include arrangements for the construction of a four lane bridge to replace the existing inadequate William Henry Street - Pier Street Bridge over Darling Harbour Goods Yard railway, the re-organisation of traffic at Bankstown Square regional shopping centre, additional sign-posting in the central City area to facilitate the flow of traffic to and from Pyrmont Bridge, the lifting of the lane-changing prohibition on Sydney Harbour Bridge and the formulation of plans for Parramatta Road to be declared a "Clearway" between Broadway and Granville to facilitate the flow of peak-hour traffic. Further information about this latter subject appears on pages 18 and 41.

Current questions before the Committee include planning for facilities to separate pedestrians and vehicles by way of subways or footbridges and in particular a pedestrian subway under Railway Square together with proposals to conduct trials with "Give Way" signs at selected intersections.



### TAXI ADVISORY COUNCIL

This Council was set up in February, 1966 to advise the Minister for Transport on matters of policy relating to the taxi industry in the Metropolitan, Newcastle and Wollongong Transport Districts. During the year under review, the Council has continued to meet regularly. One of its more important recommendations resulted in the setting up of a new Taxi-cab Drivers' Seniority Register from which future issues of taxi-cab licences are to be made. Other matters dealt with included —

- Formation of new taxi-cab "districts" and the easing of restrictions which previously pegged cabs to particular stands. This permits them a wider sphere of operation.
- Banning of multiple hiring at Newcastle and Broadmeadow Railway Stations.
- Re-arrangement of Central Railway Station taxi-cab stand.
- Curbing the transfer of taxi-cabs between two-way radio co-operatives.
- The amalgamation of the Southern Districts and Campbelltown Radio Cabs Co-operatives.
- Agreement in principle that it would be desirable to fix, by the most appropriate means, minimum conditions of employment for taxi-cab drivers.

Recommendations by the Council which would necessitate amendments to legislation and which were under consideration by the Minister at the end of the year concern policy on the transferability of taxi-cabs and the question of compulsory third party (property damage) insurance for taxi-cabs.

### PARKING ADVISORY COMMITTEES

**Functions.** Under the Local Government Act, Parking Advisory Committees have been appointed, at the request of the Councils, 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 Local Government and the various State Government authorities specially concerned with road traffic and transport—that is, this Department, the Police and the Department of Government Transport.

The first Committee established, that for the City of Sydney, has now functioned for 13 years and was responsible for pioneering and refining an efficient and practical technique for making balanced allocations of street use and kerbspace as between conflicting interests of moving traffic and the various classes of kerbspace users. In addition to the Sydney Committee, there are now Parking Advisory Committees for Newcastle, Wollongong, North Sydney, Manly, Woolahra, Waverley, Burwood and Strathfield. Under the Local Government Act, each Parking Advisory Committee is required to submit its own annual report and their activities are not therefore traversed in detail here.

**This Department's Role.** Again this year the Department made a substantial contribution to Parking Advisory Committee work on the level of policy, with clerical and technical assistance and in the practical matter of erecting the parking and traffic signs needed to give effect to Committee decisions.

### CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

**Meetings.** The representatives of State road transport authorities meet each year to consider developments and problems of common interest in order to obtain the benefit of experience in these matters and to develop and maintain uniform administrative practices. This has again been of particular advantage in the administration of the road maintenance charges legislation.

**This Year's Conference.** The seventeenth conference was held in Albany, Western Australia from 3rd to 4th May, 1967. Matters discussed included new legislation passed by the various States since the last meeting; recent litigation; constitutional problems in connection with interstate journeys; the licensing and control of tow trucks; procedures concerned with the control of the operations of commercial goods and passenger vehicles; the collection of road maintenance charges; road statistics.

A report was received concerning the latest developments in the operation of air-cushion vehicles, and the New South Wales experience with the issue of provisional licences to inexperienced drivers and to experienced drivers who develop unsatisfactory records was also discussed.

### OMNIBUS ADVISORY COMMITTEE

This Committee was established to advise the Commissioner on matters relating to the operation of privately owned motor omnibus services within the Metropolitan Transport District and in particular with 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.
- Question of maintaining and improving the standard of service to the public.
- Any matter affecting the private bus industry generally.



The members are the Assistant Commissioner (Chairman) and the Secretary of this Department, two representatives of the N.S.W. Omnibus Proprietors' Association and one representative of Motor Omnibus Employees' Association. The Inaugural meeting was held on 21st February, 1967 and two subsequent meetings were held prior to the 30th June, 1967. Information about bus services appears on pages 29 to 30.

#### TOURIST VEHICLE ADVISORY COMMITTEE

This Committee was established to advise the Commissioner on such matters as applications by new operators to conduct tourist services, applications by existing operators to extend the scope of their tours and whether or not licences for additional tourist vehicles should be granted to existing operators. Its members are the Secretary of the Department of Motor Transport (Chairman), the Manager of the Department of Tourist Activities and a representative of the tourist vehicle operators.

The first meeting of the Committee was held on the 2nd March, 1967 and four subsequent meetings were held prior to the close of the year reviewed. Further information about tourist vehicle operations appears under the heading Tourist Vehicle Services on page 34.

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

This Committee was formed to furnish information to the Commissioner regarding public vehicle facilities in the Snowy Mountains area and the improvement of such services. The Committee which met for the first time on 2nd June, 1966 comprises representatives of the Snowy Mountains Hydro Electric Authority, Kosciusko State Park Trust, Cooma Municipal Council, The Department of Interior, The Tourist Bureau, and has this Department's representative, the Superintendent of the Southern Regional Branch as Chairman.

The Committee met regularly during the year and formulated plans to assist with solution of the many complex problems concerning the operation and administration of public vehicle services in the area.

#### NEWCASTLE AND DISTRICT TRANSPORT SURVEY COMMITTEE

Early in 1966 the Newcastle and District Transport Survey Committee was set up by the Minister for Transport to carry out a survey of the transport needs of Newcastle and the surrounding districts, with particular regard to the needs of newly developing areas, and to investigate and make recommendations as to the best means of co-ordinating and rationalising public passenger transport services so as to provide the most convenient facilities practicable with existing resources. The members were Alderman F. J. Purdue (Chairman), Professor C. C. Renwick, Director of Research, The Hunter Valley Research Foundation and one senior officer each of the Railways Department, the Department of Government Transport and the Department of Motor Transport. Six public meetings were held to give interested organisations and individuals the opportunity to present their views on transport needs of different districts and appropriate publicity was given through the press, radio and television to the fact that the Committee was prepared to examine all representations.

The inaugural meeting was held on 11th March, 1966 and the report to the Minister for Transport was completed in August, 1966. The report dealt with 171 items of which 25 related to privately owned motor omnibus services.

These 25 items mainly referred to the institution of new bus services or variations in the routes or timetables of existing services to cater more adequately for the demands of residents in the areas served by private buses. The Committee recommended that eight of these proposals should be introduced immediately or in the near future following development of new sub-divisions in the various suburban areas concerned and action has been taken accordingly.

### NEW LEGISLATION ENACTED

#### MOTOR TRAFFIC, METROPOLITAN TRAFFIC AND LOCAL GOVERNMENT (AMENDMENT) ACT, 1966.

Under the provisions of this Act regulations may be made to control passengers in motor vehicles. It also extends the provisions of the Motor Traffic Act relating to the procuring of the use or hire of a motor car by fraud or misrepresentation to all types of vehicles, provides further regulation-making powers under that Act and the Metropolitan Traffic Act with respect to the control of traffic and includes amendments to the Motor Traffic and Local Government Acts in relation to the liability of vehicle owners for parking offences.



## NEW REGULATIONS MADE

**Provisional Licence Holders Not to Instruct Learner Drivers.** The Motor Traffic Regulations were amended on 8th July, 1966, to provide that the licensed driver seated beside a learner driver must not be a new driver holding a provisional driver's licence.

**Authorisation to Enter Premises and Inspect Motor Vehicles.** On 29th July, 1966 the provisions in the Motor Traffic Regulations concerning inspections of vehicles for the purpose of determining whether or not they are suitable for safe use were amended to give Police and authorised officers of the Department of Motor Transport authority to inspect them not only upon public streets but also in motor car sale yards and upon other premises where a vehicle is for sale or in a damaged condition as a result of an accident.

**Defective Vehicle Labels.** The above amendment also provided for the affixing of prescribed labels to vehicles found to be defective and that these labels may be removed only by Police or authorised officers after the required repairs have been effected. The Regulations for Public Vehicles were also amended to provide for the application of the "defective vehicle" label scheme to public vehicles.

**Free Issue of Riders Licences.** Provision was made on 16th September, 1966 for the issue of motor cycle riders licences, without charge, to persons who hold current drivers' licences.

**Safe Control of Vehicles and Security of Loading.** The Regulation regarding the loading of motor vehicles was broadened on 16th September, 1966 to prevent the loading from interfering with the driver's safe control of the vehicle and also requiring large loads of timber or steel to be secured with chains.

**Correct Change to be Given.** The Public Vehicle Regulations were amended on 16th September, 1966, to require public vehicle drivers to hand the hirer the correct change where an amount more than the prescribed fare is tendered.

**Increased Penalties.** On 16th December, 1966, the prescribed penalties for traffic offences for which infringement notices are issued were increased. The new penalties took effect from 1st January, 1967.

**Protection for Public Vehicle Passengers.** A Regulation dealing with the starting of public vehicles whilst there is a risk of injury to passengers was amended on 16th December, 1966, to create a proper protection to passengers and to place a clear obligation on persons in charge of public vehicles.

**Carriage of Dangerous Goods.** On 10th February, 1967, a Regulation was included in the Motor Traffic Regulations to prohibit the carriage of explosives, inflammable liquid and other dangerous goods at any time in two tunnels connected with the Cahill Expressway and at certain times on Bradfield Highway.

**Lord Howe Island Speed Limit.** The speed limit for motor vehicles on Lord Howe Island was altered to provide for a uniform maximum speed limit of 15 miles per hour on 24th February, 1967.

**Dangerous Acts by Passengers and others.** New Motor Traffic Regulations were introduced on 14th April, 1967 to prohibit:—

- (i) persons allowing any portion of their bodies to protrude through vehicle openings, other than the driver of a vehicle when giving a hand signal;
- (ii) persons riding in caravans whilst being towed and drivers towing caravans whilst a person is riding in it;
- (iii) persons opening vehicle doors or alighting from vehicles on the traffic side so as to cause danger or interfere with the flow of traffic.

**Third Party Claims.** Also on 14th April, 1967, the rate prescribed for in-patient hospital treatment under the Third Party Insurance Regulations was increased from \$10.00 to \$12.00 per day.

**New Style Log Book for Heavy Vehicle Drivers.** As from 1st May, 1967 revised Motor Traffic Regulations prescribed a new type of log book for completion by drivers of heavy vehicles operating outside a radius of 50 miles of their usual depot. The book is obtainable only from the Department of Motor Transport and this places control over the issue of books and enables records to be kept with the object of facilitating the enforcement of the restrictions on the hours of driving of heavy vehicles. Further information appears on page 44.

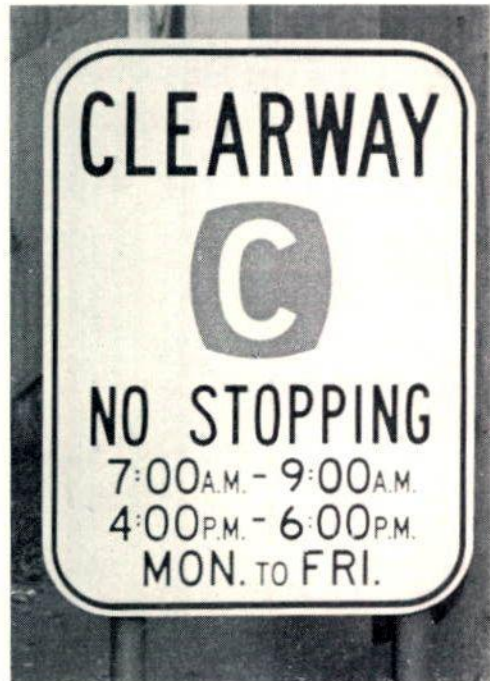
**Traffic Signs.** The Motor Traffic Regulations were amended on 9th June, 1967 to place beyond doubt the power of the Commissioner of Police to give directions, by way of traffic signs, not only to all vehicles or to a specified class of vehicles but also to vehicles other than those of a specified class or description.



**Clearways.** The abovementioned amendment also made provision for the Commissioner of Police to direct that a street or portion of any street be made a "clearway", which means that at any time when such a direction is applicable the driver of a vehicle, other than an omnibus at a bus stop, must not stop his vehicle on the "clearway" except to comply with other provisions of the law or for an urgent purpose from a medical or similar emergency. The first "clearway" was introduced on 19th June, 1967 and covered a twelve mile section of Parramatta Road. Further information appears on page 41

#### SIGNPOSTING

*"Clearway" signs were erected at frequent intervals along Parramatta Road in time for the introduction of the State's first "Clearway" system on 19th June, 1967. The signs were designed and erected by Departmental staff.*



**Miscellaneous.** In addition to the foregoing, numerous minor amendments were made to the lists contained in the Regulations of one-way streets, public vehicle stands and Motor Registry Offices. Among these amendments monetary references in the Regulations under a number of Acts administered by the Department were converted to their decimal equivalents.

### REGULATIONS REPEALED

**Air Navigation Regulations.** On 16th September, 1966, reference to certificates issued under the Air Navigation Regulations was omitted from the Regulations under the State Transport (Co-ordination) Act. This was necessary because with the passage of the Air Transport Act, 1964, the licensing of aircraft is no longer effected under the Co-ordination Act.

**Motor Traffic Regulations.** The speed limit of 45 m.p.h. on all vehicles drawing trailers, outside built up areas, was lifted on 16th December, 1966, in respect of trailers with a laden weight of 15 cwt. or less.

**Public Vehicle Regulations.** The Regulations prohibiting vacant taxi-cabs from cruising in the Inner City and Kings Cross areas were repealed on 10th February, 1967.

### LEGAL PROCEEDINGS AND ENFORCEMENT

#### STATISTICAL DETAILS

**Comment.** Details of the numbers of the various types of offences for which the Department instituted Court proceedings and obtained convictions are given in Appendix 10. The large total of the previous year has been maintained. There have been some changes, these being accounted for mainly by alterations in Departmental policy.

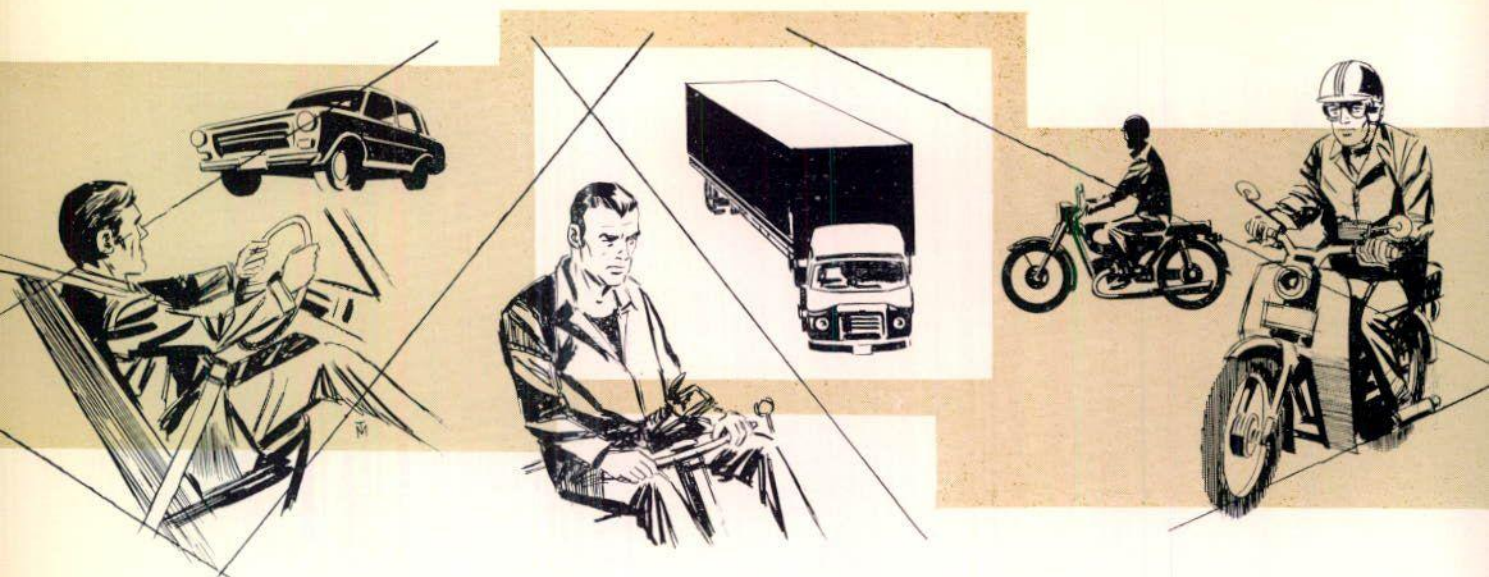
**Road Maintenance (Contribution) Act.** The number of convictions under this Act is practically the same as in the previous year. During the year the question of whether this Act properly applied to vehicles engaged in interstate trade was again raised in the superior Courts. The matter was put at rest in April, 1967 when the Privy Council decided in favour of its constitutional validity. Further details appear on page 25.

**Motor Traffic Regulations.** Convictions for most types of offences under these regulations have shown decreases. A notable feature was the absence of prosecution for failure to return number plates. This resulted from a change in Departmental policy on this matter.

**Public Vehicles (Goods and Passengers).** Increases have occurred in the number of convictions for multiple hirings of taxi-cabs and for failure to comply with the rules regarding the operation of taxi-cab stands although for other offences convictions were somewhat less than in the previous year.

**State Transport (Co-ordination) Act.** The number of convictions under this Act increased as compared with the previous year reflecting the continued growth in road transport carriage.





# 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, distinguished between vehicle-types according to whether they are light or heavy, in private or public use, or are motor cycles.

## 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 other centres 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 Motor Registry work. Details of revenue collections at them are given in Appendix 12.

**Changes this Year.** With the transfer of Motor Registry work from the Police at Kiama on 5th June, 1967, the number of Registries staffed by the Department's own officers rose to 57. This change, and the closing of Registries conducted by Police at Moss Vale (8th August, 1966) and Mumbil (5th September, 1966) reduced the number of such Registries from 202 to 199 and the overall total from 258 to 256. Their localities are listed in Appendix 11 and are shown on the map on the outside of the back cover.

Since October, 1966 the Department has conducted a publicity campaign designed to encourage motorists to take greater advantage of the facilities available at Departmental Motor Registries. The success of the campaign to date may be gauged from the fact that, in the six months November, 1966 to April, 1967 vehicle and licence renewals dealt with at Departmental Registries numbered 828,326, an increase of 240,757 (41%) over the 587,529 dealt with in the corresponding period of 1965-66.



**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 Albury, Bathurst, Beverly Hills, Blacktown, Broken Hill, Chullora, Five Dock, Lismore, Liverpool, Manly, Miranda, Newcastle, North Sydney, Orange, Waitara and Young Motor Registries.

In the same period new modern type Registry buildings were provided at Armidale (as part of the new Regional Office), Broken Hill, Glen Innes, Katoomba, Maitland (as part of the new District Office) and Taree. The Registry premises at Liverpool were enlarged and, at Dubbo, new Registry premises are incorporated in a new Regional Office that was approaching completion at the end of the report year.

Current plans provide for the replacement of existing Registry premises at Cessnock, Inverell, North Sydney, Richmond and Wyong by the erection of modern buildings. Extensive alterations and additions planned for existing premises at Newcastle and Wollongong to provide Regional Offices at these centres will also provide improved Registry facilities.

A further benefit from the establishment of Regional Branches (reported elsewhere) has been that senior Regional officers, in the course of other duties, now call regularly at Registries operated by Police to offer such advice as may be required on Departmental policies and practices generally. Overall, this has strengthened the standard of service available at Motor Registries in the smaller country centres.



#### NEW PREMISES

*The photographs on this page of the new Motor Registry at Broken Hill illustrate the Department's policy of providing modern public premises.*

*Problems of heat were overcome by special design and use of air conditioning, and the materials selected produced a building fully in keeping with its Western setting.*





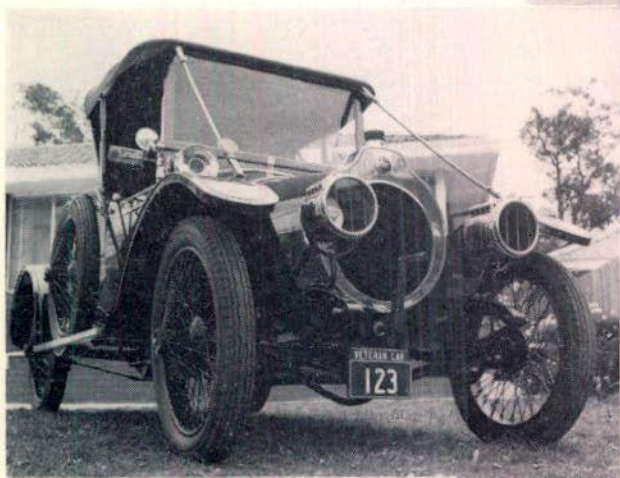
## THIRD PARTY INSURANCE

**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 70 on the 30th June, 1967 (two less than last year) the Government Insurance Office of New South Wales continued to conduct the great bulk of compulsory third-party insurance — approximately 94%. Almost invariably, premiums for these Government Insurance Office insurances are 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 \$33,532,399 — a rise of \$2,554,862 on last year. Commission received in this connection totalled \$311,461 and was credited to the Road Transport and Traffic Fund.

**Premium Rates.** Regulations under the Act prescribe maximum premiums. These have remained unchanged since 1st June, 1962 but proposals for increases formulated by the Premiums Advisory Committee (which is responsible for advising the Minister as to premium rates and makes use of information extracted from this Department's records) were under consideration by the Minister at the close of the year under review.

## UNUSUAL VEHICLES



A wide variety of motor vehicles are encountered in the Department's day-to-day registration work. Three unusual types are illustrated.



TOP: An oversnow vehicle used in winter at ski resorts in the Mount Kosciusko region of N.S.W. CENTRE: A veteran car (1912 Calthorpe). As a concession to collectors of antique vehicles, special permits are issued to clubs at a nominal fee to permit limited use of the vehicles on the road during organised rallies and displays. A special type of number plate is issued. LOWER: One type of specially equipped articulated lorry recently developed to handle containerised cargo at wharves and railway yards.



## REGISTRATION AND LICENCES

1966/67

**Statistics.** The three paragraphs that follow set out the principal statistics as at 30th June, 1967 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, 1967, motor vehicle registrations had risen to a further record level of 1,630,769 — 86,568 (5.60%) more than a year previously.

**Brand-new vehicles.** Registrations of brand-new vehicles in New South Wales totalled 168,253 this year as against 161,982 last year — an increase of 6,271. This contrasts with the decrease (13,583) recorded last year by comparison with 1964/65.

**Drivers' Licences.** On 30th June, 1966, total driving licences — vehicle drivers' and cycle riders' — numbered 1,763,786, an increase of 94,845 (5.68%).

**Volume of Business.** From figures like the foregoing it will be clear that huge numbers of transactions must be completed each day as a matter of course. Many classes of business do not require personal attendance at a Motor Registry and although a campaign was conducted this year to encourage use by the public of Departmental offices where possible, the volume of business by mail remained substantial. Incoming mail items this year exceeded 2,000,000 and outgoing items 6,500,000. Modern specialised equipment is used to assemble mail and it was again this year used to full advantage.

**Provisional Licences.** This system, providing for a special type of licence for new drivers, commenced about 6 months prior to the beginning of the report year. Its main features as regards the consequences of the commission of serious traffic offences are described on page 24 which also gives some statistics about withdrawal of provisional licences.

As yet it is too early to make any long-term claims as to the effectiveness of the system in reducing accidents attributable to new drivers. However the statistics up to 30th June, 1967 do show a reduction, of about 10%, in the proportion of accidents attributable to drivers with less than one year's experience ("provisional" licensees). Moreover, in the first quarter of 1967, accidents attributed to drivers with between one and two years experience (many of whom would have "graduated" from provisional status) dropped by 20%. In the 18 months between inception of the scheme on 4th January, 1966 and the end of the year under review, provisional licences have been issued to 136,024 persons. 96,339 of these licences were issued in the report period.

## 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 the 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 kept 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 slightly to 221,678 as against 220,732 for the previous year, an increase of only .43%. In 127,870 (57.3%) of these cases liability for the offences had been satisfied by payment of the appropriate penalties under the "Infringement Notice" System.

Convictions for offences involving automatic disqualification from driving numbered 6,995 which is 205 less than in 1965-66. This result reflects more frequent application by Courts of Section 556A of the Crimes Act in respect of charges of driving whilst under the influence of intoxicating liquor. Last year such section was applied to 350 of the 5,520 "drive under influence" cases heard (a ratio of 1:15.7) but this year the corresponding figures were 556 and 5,560 (1:10). Appendix 16 gives more detailed statistics about traffic offences.



## DISQUALIFICATION OF DRIVERS

**Powers of Courts to Disqualify.** Drivers convicted of specified major offences such as driving under the influence of alcohol are, by law, disqualified automatically for specified periods unless the Courts order other—that is, longer or shorter—periods of disqualification. Courts may, for offences of other types, fix and impose any 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 on under what is generally known as the Licences Review Scheme. Briefly the Scheme provides that, in respect of:—

- (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, the licence is cancelled. After a specified period (usually three months) a further provisional licence is issued provided the applicant makes fresh application, passes further driving, oral and eyesight tests and pays a further licence fee.

In the report year, 5,476 provisional licences were cancelled. Of these, 5,423 were original provisional licences and 53 were subsequent provisional licences issued after cancellation of original provisional licences.

- (b) **Other Licensees** — where more than one offence is recorded against a licensee he is asked to conform closely to the driving laws in the future. If a further offence is committed within a short period the question of licence suspension or cancellation is considered but before a decision is reached the licensee is invited to show cause why the contemplated action should not be taken. Where it is found necessary to take action against a licensee, the licence is either suspended (usually for a short period such as one month or less) or, because of an adverse driving record, cancelled. In the lattermentioned case the licensee is often re-issued, after expiry of a specified period, with a provisional licence but such licence does not usually carry the "new driver" conditions regarding speed limit and the display of "P" signs. It is however, subject to cancellation if the holder commits any of certain specified offences. This year 68 provisional licences of this type were cancelled by the Commissioner as the result of offences committed.

**Disqualifications Imposed.** During the year the Courts found proved 7,578 major offences of types which resulted in automatic disqualification in the absence of a Court order to the contrary. 583 offenders were discharged (without conviction) under section 556A of the Crimes Act. Of the balance of cases (6,995) in which convictions were recorded, the statutory automatic period of disqualification operated in 2,289 instances but in the remaining 4,706 instances the Courts imposed other, and usually shorter, disqualification periods.

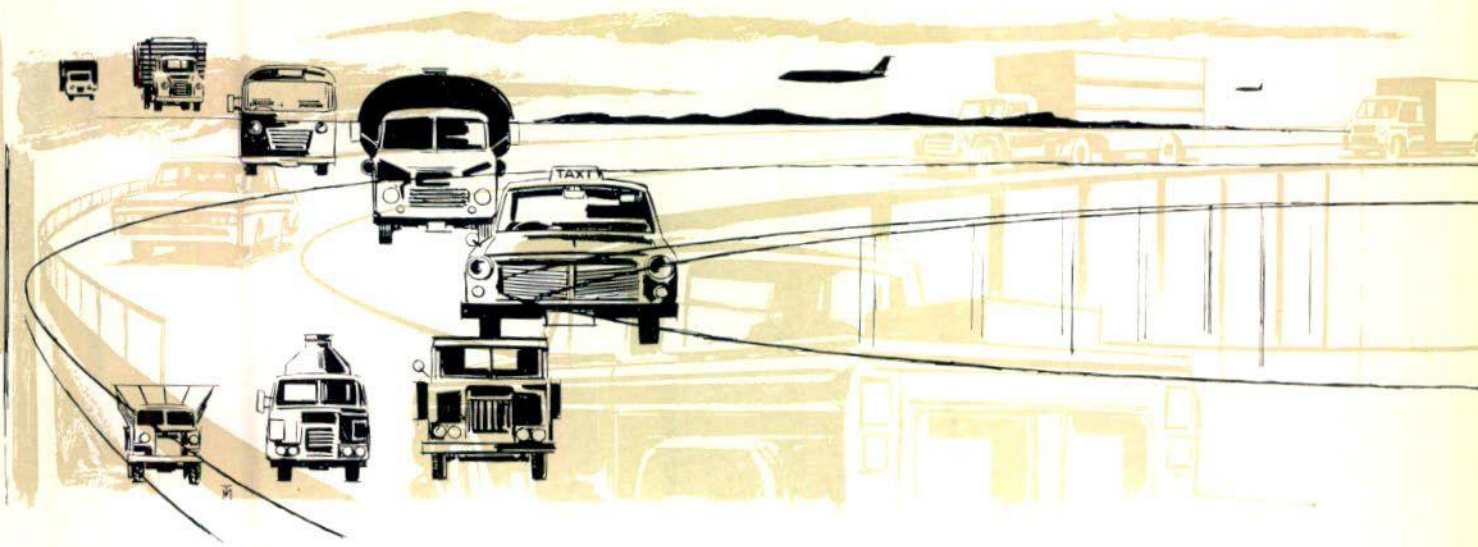
There were also 3,684 instances, as compared with 3,255 last year (an increase of 13.2%) where the Courts revoked the licences of drivers convicted for other serious offences which do not incur automatic disqualification.

Under the procedures described on page 23 the Commissioner suspended or cancelled 8,600 licences. By comparison the figures for 1965/66 were 4,676.

The explanation of the substantial increase in suspensions and cancellations is that 1966/67 was the first complete year of operation of the provisional licence scheme which applied more stringent disqualification rules to new drivers for their first specified traffic offence.

5,576 cancellations of provisional licences were among the 8,600 licences withdrawn, as mentioned above.





# COMMERCIAL TRANSPORT SERVICES

## GENERAL BACKGROUND

### SPECIAL LEGISLATION APPLICABLE

**Licensing Acts.** There are two Acts applicable to commercial road transport services—the Transport Act, 1930 and the State Transport (Co-ordination) Act, 1931. The policy followed under these Acts is designed to reduce or eliminate wasteful 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 11, imposes on heavy goods vehicles an additional ton-mileage charge in recognition of the extra 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 purposes of interstate trade are not subject to licensing but vehicles and drivers must comply with road worthiness 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

### CHALLENGE TO THE VALIDITY OF THE LEGISLATION.

On 10th April, 1967 an appeal by Freightlines and Construction Holding Limited against the validity of the Road Maintenance (Contribution) Act, 1958-64 as it referred to vehicles engaged exclusively in the course of interstate trade was dismissed with costs by the Judicial Committee of the Privy Council.

T.N.T. (Sydney) Limited was represented as interveners in support of the appellant company whilst the Commonwealth of Australia and the States of Victoria, Queensland, South Australia, Western Australia and Tasmania intervened in support of the respondents, being the State of New South Wales and the Commissioner for Motor Transport.

While this appeal was pending, many interstate operators failed to comply with the provisions of the Act but since delivery of this judgement many of these operators have submitted journey records and paid outstanding charges.

### ADMINISTRATIVE PRACTICES

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

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

- **Licences** confer a general authority to convey goods on all journeys (irrespective of length) which do not compete with the railways, and on competitive journeys up to 50 miles in length.
- **Permits** for competitive journeys of more than 50 miles are issued upon payment of charges for most classes of goods but permits are not issued for the carriage of certain commodities for which special arrangements have been made by the Railways Department; examples of these are—wool, beer from Sydney breweries and cement.



- **The maximum rate of charge** was for competitive journeys unless the individual features of the case warranted some reduction or the nature of the loading was as mentioned in the next item. The maximum rate of charge applicable, since 1st January, 1966, is 2.5 cents per competitive mile for each ton of the aggregate of the carrying capacity of the vehicle and half its tare weight.
- **Exemptions and concessions** are granted for certain commodities principally on the basis of the limited suitability of rail transport. Examples of these products are plaster sheets, bricks and asbestos cement products.

#### Road Maintenance (Contribution) Act—

- **The ordinary registration tax** 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 competitive journeys by lorries subject to the road maintenance charge are reduced by the amount of that charge.
- **Returns** are important features of Road Maintenance administration and it is a requirement that an owner shall furnish a monthly return of mileage travelled and pay the charges incurred by the fourteenth day of the following month unless he has been permitted to operate on the basis described in the next item.
- **"Arrangements"**. The policy of encouraging suitable owners to convert to the special "Arrangement" system as provided for 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. An important requirement of this system is that the amount payable must not be reduced nor any payment postponed for more than three months. The number of owners, mainly fleet owners, who have adopted the "Arrangement" system increased from 1,909 as at 30th June, 1966 to 2,142 as at 30th June, 1967, and the number of vehicles rose from 15,755 to 17,482. In addition, the number of vehicles covered by quarterly Arrangements — mainly primary producers' vehicles — increased from 8,589 to 10,719.

These Arrangements facilitate administration of the Act and also promote considerable goodwill and understanding between the Department and vehicle operators. Details of liable vehicles recorded and revenue collected appear on page 28.

#### 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 and compliance with certain safety requirements. Road Patrols, Departmental Checking Stations and other sources reported 1,155,260 vehicle sightings which made a major contribution towards enforcement of the Road Maintenance (Contribution) Act.

Officers located in the five Regional Districts have been responsible for closer supervision of road transport activities in their respective districts and have assisted operators in complying with the provisions of the Act.

**Checking Stations.** The scale on which vehicles and loads are checked at the special Lorry Checking Stations established at Marulan and Berowra, and the increases achieved this year, are illustrated by these figures:—

Vehicles Checked			
	Marulan	Berowra	Total
1966/67	201,413	198,251	399,664
1965/66	<u>196,630</u>	<u>178,446</u>	<u>375,076</u>
Increase	<u>4,783</u>	<u>19,805</u>	<u>24,588</u>
Tonnes			
1966/67	2,021,036	1,394,419	3,415,455
1965/66	<u>1,806,144</u>	<u>748,184</u>	<u>2,554,328</u>
Increase	<u>214,892</u>	<u>646,235</u>	<u>861,127</u>

The number of convictions in cases where it became necessary to proceed against operators is shown in Appendix 9.



**Special Cases.** Certain Sections of the Road Maintenance (Contribution) Act designed to be used as a last resort in special cases —

- (a) imposed on any director, member of the governing body or manager of a company certain personal obligations and liabilities where the company failed to submit journey records or pay charges due; and
- (b) empower 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 latter of these provisions reduced after its enactment to the point that it has not been necessary to invoke it.

Legal action against a director personally has, however, had to be resorted to in a small number of extreme cases and after other avenues of enforcement have been unsuccessful. In such cases, notices as provided for in the legislation were sent and the results this year were:—

Fail to Deliver Journey Records —			
Notice Sent	Complied With	Convictions	Fines
21	0	15	\$3,665.00

Fail to Pay Charges —					
Notices Sent	Complied With	Charges Paid	Convictions	Fines	Court Orders
13	1	\$2,833.15	4	\$95	\$802.77

*NOTE: The gap between the number of convictions and the number of failures to comply with notices sent is explained by the fact that all cases had not been determined by the Courts when the report year ended.*

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

**Scope of Operations.** Provided local delivery operations are taken into account, the majority of journeys competed with the railways for less than 50 miles or not at all. However, operations which were competitive with the railways for distances over 50 miles continued notwithstanding the availability of rail services and the imposition of Co-ordination Act charges. The main intra-state movement was of goods in the higher rail freight categories within 200 miles of Sydney.

**Method of Calculating Charges.** The maximum charge under the Act is 2.5 cents per ton per mile based on half the tare weight of the vehicle plus its carrying capacity. Until 31st December, 1965, the full tare weight was used in calculating the charge. Hence 1966/67 is the first full report year during which the reduced rate has applied.

**Taxable Journeys under Permit**—Table A ("Trips and Tonnages") below shows the tonnages and numbers of journeys in the various rate categories. The overall result shows a considerable increase in the number of trips and tonnages for which charges were paid. The increase would appear to be attributable to the improved enforcement procedures which have been adopted with the formation of five country Regional Branches (as referred to elsewhere) and also to improved economic conditions that followed substantial easing of the recent drought. More details are given in Appendix 18. Table B ("Charges Collected") discloses an increase notwithstanding that the reduced charge mentioned in the previous paragraph applied for the full financial year as compared with six months during 1965-66.

**Table A — Trips and Tonnages**

Charge per ton per mile	.83c	1.25c	1.66c	2.50c	Total
Trips —					
1966/67	12,282	18,548	127	93,432	124,389
1965/66	11,345	16,971	134	70,363	98,813
Tonnages —					
1966/67	66,576	150,048	935	692,432	909,991
1965/66	53,896	134,003	945	602,481	791,325

*7,787 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 5,460.*



Table B — Charges Collected

Year ending 30th June —	Collections	Variation with Previous year
	\$	\$
1967	3,284,506	up 45,524
1966	3,238,982	down 157,570
1965	3,396,552	up 296,638
1964	3,099,914	up 263,106
1963	2,836,808	up 120,668

## RESULTS THIS YEAR—(2) Road Maintenance (Contribution) Act, 1958-64.

Liable Vehicles Recorded and Revenue Received						
As at, or for year ended, 30th June—	N.S.W. Intrastate		Interstate		Total	
	Liable vehicles recorded	Charges received	Liable vehicles recorded	Charges received	Liable vehicles recorded	Charges Received
		\$		\$		\$
1967	46,605 (86.0%)	7,796,879 (68.1%)	7,558 (14.0%)	3,652,387 (31.9%)	54,163	11,449,266
1966	43,982 (82.5%)	7,577,108 (68.4%)	9,310 (17.5%)	3,502,899 (31.6%)	53,292	11,080,007

Receipts month by month — as well as **net** receipts (after refunds) — appear in Appendix 7. Particulars of administrative costs are given on page 11 and in Appendix 8.

“Arrangement” Cases			
A short description of the “Arrangement” scheme appears on page 26. The following statistics indicate the proportion of work handled under this scheme.			
	No. in force	Vehicles covered	Charges paid
			\$
1966/67	2,142	17,482	5,081,730 (44.4%)
1965/66	1,909	15,755	4,763,828 (43%)

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' vehicles (10,719 this year and 8,589 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 Applied.** 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 was not approached. Rates per passenger varied from \$2.50 to 20 cents and individual fees from \$884 to \$7.50. The total of such fees amounted to \$35,771.

**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 \$654,501.

**Contribution by Government Bus Services.** Although legally obliged to pay only the service licence fees the Department of Government Transport, as a matter of Government policy, contributes amounts calculated and subsequently distributed on the same basis as the fees and tax received from private bus services. The amounts so contributed this year totalled \$244,990.

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

**Services Operating.** A summary of statistics relating to vehicles and services is given on page 30, whilst more detailed particulars appear in Appendix 19. In the three Transport Districts, services were provided to new schools and improved services were provided to established schools. Also a number of services were extended or diverted to provide improved facilities to newly developed areas or to shopping areas. In the Metropolitan Area an "express" service known as Route No. 190 was introduced between Parramatta and Fairfield via Merrylands and Guildford Stations. In August, 1966 an Inter-Departmental Committee comprising a representative from the Department of Government Transport and one from this Department was set up to review the transport services in the North Western Suburbs of Sydney. Arising out of the recommendations made by the Committee a new omnibus service between Ryde and Chatswood (Route No. 43) was introduced. Service Licences were issued for the services previously authorised on a temporary basis only to operate between Ryde and Eastwood via Herring Road (Route No. 141) and Ryde and Eastwood via Bridge and Lovell Roads (Route No. 228). Services were extended from Ryde and the North Shore areas to the newly opened Macquarie University and the Lane Cove West industrial area.

In the Newcastle District the service from Raymond Terrace to Mayfield was extended to Newcastle, the service on the Stockton Peninsula was extended to the B.H.P. Industries and services from Merewether Beach and Bar Beach were extended to Maryville. In the Wollongong District new services were provided to the Heavy Industries areas, from Unanderra to Warrawong, from Wollongong to Keiraville and from Wollongong to Barrack Heights.

**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.** As a result of increased operating costs including particularly increases in bus drivers' wages, omnibus operators have lodged applications for fare increases. Following a decision by the Minister for Transport these applications are being examined individually and increases are only being granted where they are considered to be necessary for the particular service concerned. Up to 30th June, 1967 increases have been authorised for 114 services. Work in this regard is continuing and applications are being dealt with on receipt. The majority of increases authorised were 1 cent for fares of up to 9 cents and 2 cents for fares of 10 cents and over. Except in isolated cases, fares for first section journeys were not increased. The previous general increase was granted in 1965.

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

**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 year is the twelve months ending 31st March each year. Full information appears in Appendix 19.

#### SUMMARY OF BUS STATISTICS (AS AT, OR IN YEARS ENDED, 30th JUNE, 1966 AND 1967)

• Buses in Service				
	Metropolitan	Newcastle	Wollongong	Total
1967 .....	1,119	124	194	1,437
1966 .....	1,087	114	191	1,392
Variation .....	up 32	up 10	up 3	up 45
• Service Licences				
1967 .....	209	23	22	254
1966 .....	205	23	22	250
Variation .....	up 4	nil	nil	up 4
• Revenue Derived by Department				
	\$	\$	\$	\$
1967 .....	608,013	73,736	42,957	724,706
1966 .....	596,834	69,441	38,643	704,918
Variation .....	up 11,179	up 4,295	up 4,314	up 19,788
• Bus Revenue Distributed for Roadworks				
	\$	\$	\$	\$
1967 .....	572,323	70,200	42,366	684,889
1966 .....	560,275	66,974	38,275	665,524
Variation .....	up 12,048	up 3,226	up 4,091	up 19,365

For details see —

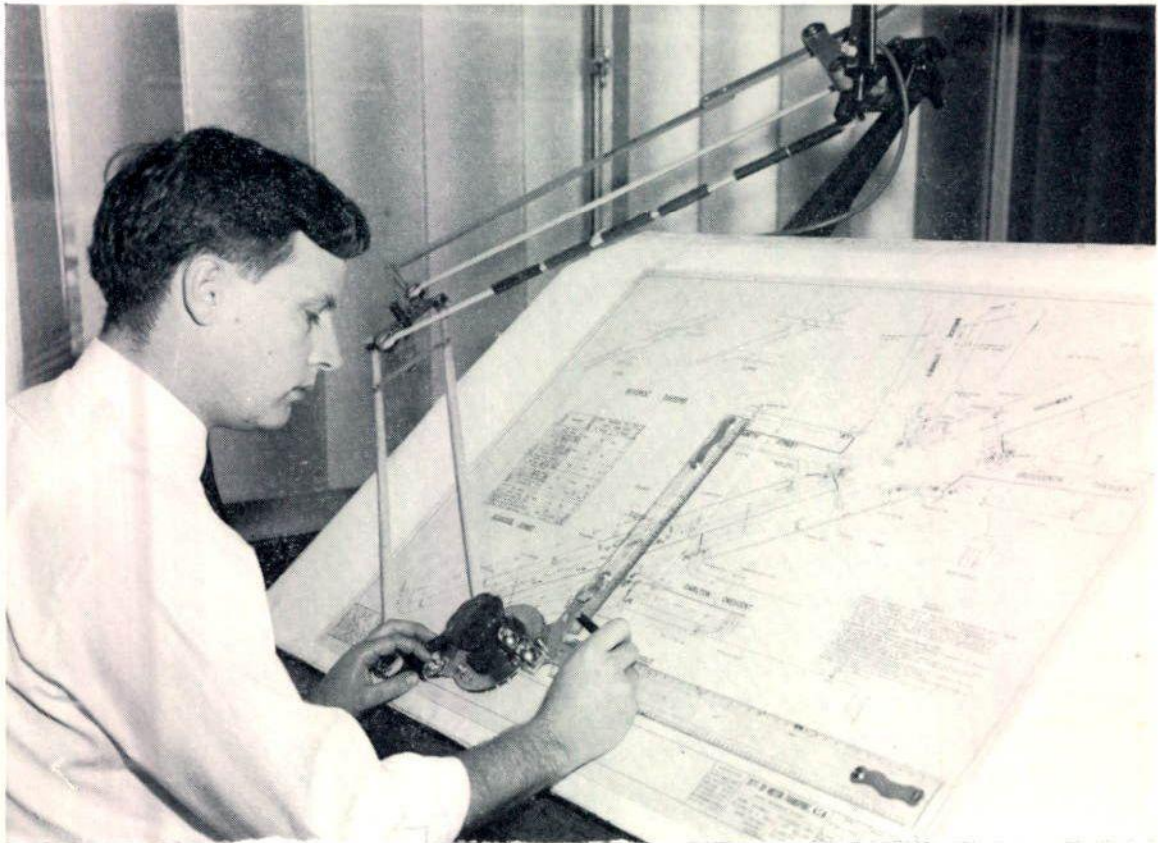
- Appendix 19 re buses in service, passengers carried and trading results.
- Appendix 4 re revenue receipts.
- Appendix 5 re amounts distributed for roadworks.

#### TAXI-CABS AND PRIVATE HIRE CARS

**Registration under Transport Act.** Taxi-cabs and private hire cars in the Transport Districts are subject to registration under the Transport Act as well as registration and licensing under the Motor Traffic and State Transport (Co-ordination) Acts. The ordinary "car" rates of motor vehicles tax apply.



**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 9, towards the cost of improved traffic facilities, particularly traffic control lights.



#### TRAFFIC SIGNAL DESIGN

*The Department undertakes a substantial amount of developmental design work associated with traffic signals as well as much of the actual installation and maintenance. The Draughtsman in this picture is completing the design for one of the sets of traffic signals installed this year.*

**Categories of Taxi-cabs.** There has been no further change in operating conditions of taxi-cabs during the year under review other than to implement the approval given in the preceding year for previously restricted or "pegged" taxi-cabs to operate from groups of stands formed into districts.

There has been no change in the operation of taxi-cabs and private hire cars in the Wollongong Transport District but in the Newcastle Transport District a private car hire at Windale was converted to a taxi-cab and the taxi-cabs at Wallsend, West Lakes and Charlestown were authorised to use the Broadmeadow Railway Station stand. This latter development followed the prohibition of multiple hiring from the Newcastle and Broadmeadow Railway Stations.

**Private Hire Car Operations.** All private hire cars are permitted to stand for hire only at points specified in the licences. The great majority of stands are off the streets. Private hire cars cater extensively for hirings such as weddings and funerals and for contract work.

**Standard of Service.** Service of high standard is fostered by policies under which owners are required to have sole control and management of the taxi-cabs and to own and drive them as their sole or principal means of employment. The issue of taxi-cab licences to women and the elimination of restrictions on such licences held by "part-time" drivers approved last year has proved beneficial in easing the shortage of taxi-cab drivers.

The issue of taxi-cab drivers' licences to women as a general policy took effect in March, 1966. By 30th June, 1966, 34 such licences were in issue. In the ensuing 12 months 159 more were taken out, bringing the total as at 30th June, 1967 to 193.

**New Licences.** In the Metropolitan Transport District, 9 taxi-cabs were substituted for private hire cars (6 at Revesby, 1 at Dural, 1 at Kingswood and 1 at Engadine) while 3 taxi-cab licences and 3 private hire car licences were surrendered, and 1 private hire car licence was issued. The new Metropolitan Transport District Taxi-cab Drivers' Seniority Register approved last year has now been compiled, and towards the end of the year was about to be put into use for the first time to select the persons to operate the 31 new taxi-cabs to be licensed for places in the Metropolitan Transport District as listed in the table overleaf. No additional taxi-cab licences were issued in the Newcastle or Wollongong Transport Districts.



### ADDITIONAL TAXI-CABS FOR METROPOLITAN TRANSPORT DISTRICT

Number of additional taxis.	Vehicle(s) may stand for hire on stands at —
1	Chatswood, Roseville, Lindfield, Killara, Gordon, Pymble, Artarmon, Lane Cove, Willoughby, Crows Nest, St. Leonards.
4	Hornsby, Pymble, St. Ives, Turramurra, Warrawee, Wahroonga, Waitara, Asquith, Berowra, Normanhurst, Thornleigh, Pennant Hills, West Pennant Hills, Beecroft, Cheltenham.
4	Epping, Pennant Hills, Beecroft, Cheltenham, Carlingford, Eastwood, Ryde, West Ryde, Gladesville, Denistone, North Ryde.
2	Merrylands, Guildford, Fairfield, Carramar, Yennora, Villawood, Smithfield.
1	Liverpool, Fairfield, Mount Pritchard, Canley Vale, Cabramatta, Canley Heights, Carramar, Smithfield.
1	Auburn, Lidcombe, Sefton, Regents Park, Granville, Berala, Chester Hill, Villawood, Carramar.
2	Strathfield, Homebush, Concord, North Strathfield, Yaralla Hospital, Western Suburbs Hospital, Burwood and Yaralla, Five Dock, Ashfield, Drummoyne, Summer Hill, Croydon, Croydon Park.
2	Padstow, Revesby, Panania, East Hills, Riverwood, Bankstown, Greenacre, Yagoona, Narwee, Roselands.
2	Wiley Park, Punchbowl, Roselands, Belfields, Lakemba, Croydon Park, Belmore, Campsie, Canterbury Hospital, Earlwood.
2	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.
2	Campbelltown.
3	Seven Hills South, Blacktown, Doonside, Mount Druitt, Quakers Hill, Kingswood, St. Marys, Rooty Hill, Wallgrove, Horsley, Plumpton, Penrith.
2	Rogans Hill, Castle Hill, Baulkham Hills, Dural, Kellyville, West Pennant Hills. Also from the ranks at Pennant Hills and Beecroft on Mondays to Fridays from 6.00 p.m. to 8.00 a.m. the following morning and from 12 noon on Saturdays to 8.00 a.m. on Mondays and on all Public Holidays.
3	Caringbah, Como, Cronulla, Engadine, Gymea, Jannali, Kirrawee, Miranda, Sutherland Hospital, Sutherland, Sylvania, Woolooware.

**Enforcement.** Frequent and strict inspections by Departmental technicians contribute towards the high standard of Sydney's taxi-cab and private hire car fleet. City and suburban patrols were maintained to enforce the Regulations, and all complaints were investigated. Court proceedings were taken where necessary—see Appendix 10.

**Radio Control.** As a result of a policy introduced several years ago, the majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radio in the interests of improved service to the public. A further increase in installations took place during the year. The progress in this field is illustrated by comparative figures in Appendix 20 but the following Summary of Statistics gives the up-to-date position.



## SUMMARY OF TAXI-CAB AND HIRE CAR STATISTICS (at 30th June, 1966 and 1967)

Vehicles in Service	Metropolitan 1966 1967		Newcastle 1966 1967		Wollongong 1966 1967	
• Taxi-cabs—						
Unrestricted	2,416	2,438	86	86	—	—
Restricted	216	1	28	28	115	115
City of Sydney	230	229	—	—	—	—
Districts	—	245	—	—	—	—
Sub-total	2,907	2,913	114	114	115	115
• Private Hire Cars	255	244	15	15	12	12
TOTAL	3,162	3,157	129	129	127	127
• Radio-Controlled Vehicles (included in above)						
Taxi-cabs	2,575	2,615	114	114	115	112
Private Hire Cars	133	127	12	12	2	2
TOTAL	2,708	2,742	126	126	117	114

**Fares.** Private hire car fares are not controlled. Taxi-cab fares are fixed by regulation and there has been no variation in the fares authorised as from 12th September, 1965.

**Taxi-cab Lost Property.** Articles left in taxi-cabs by hirers must be surrendered to the Department by the drivers. A fixed amount of compensation for the drivers is collected by the Department from owners who claim their property. Less than half of these articles are claimed, the residue being sold through the Railway Department's regular lost property auction sales. The proceeds, which are small, are paid into the Road Transport and Traffic Fund.

## PASSENGER SERVICES – COUNTRY AREAS

## CO-OPERATION WITH COUNCILS

In addition to 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 observed 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 during the year (reported elsewhere) has produced further benefits in this direction.

## VEHICLES ON FIXED ROUTES

**Services in Operation.** On 30th June, 1967, 2,622 regular passenger carrying services were operating in country districts. 1,849 buses and 1,204 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. Sixty two such services were operating as at 30th June, 1967.

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

**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.



## 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) —	1966	1967
• Taxi-cabs .....	1,151	1,128
• Private Hire Cars .....	336	328

**Ballots for New Licences.** One taxi-cab licence and two new country hire car licences were issued this year while a total of 34 licences were surrendered. By contrast with the Seniority Register system adopted for the Metropolitan Transport District, balloting has been retained as the most suitable arrangement for the different conditions which apply in country centres outside Transport Districts. Under that system additional licences considered by the Department and the local Council to be necessary are allocated by ballots for which applications are invited by Councils.

**Two-way Radio.** The Department has continued to promote the provision 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 71 from Sydney, 5 from Newcastle, 6 from Wollongong, 11 from Blue Mountains resorts and 28 from other country towns. Reductions in Co-ordination Act charges which have applied for some years as a concession to the tourist industry were continued during the report year.

## INTERSTATE BUS AND TOURIST SERVICES

### REGULATION LIMITED BY CONSTITUTION

Like other interstate operations—see page 6—buses and tourist vehicles engaged exclusively in interstate trade are not subject to motor vehicles tax or Co-ordination Act charges. They must be registered, however, and the vehicles and drivers must comply with safety requirements such as those relating to vehicle equipment and, if the vehicle weighs more than 2 tons unladen, limits on hours of driving.

## AIR SERVICES

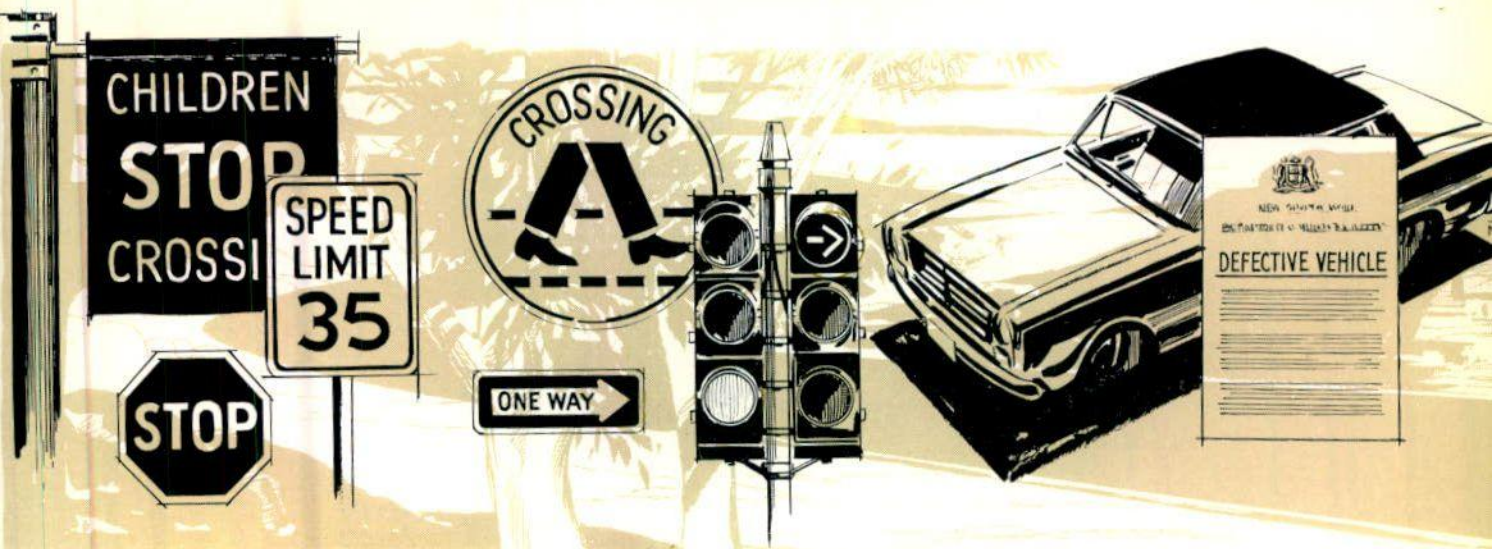
**Licences Necessary.** Commercial aircraft used within the State must be licensed under the Air Transport Act. Further information concerning the work of a new State/Commonwealth Committee examining matters connected with the allocation of air routes within New South Wales appears on page 13.

**Number of Licences.** At 30th June, 1967 a total of 322 aircraft, including those which operate in regular airline service, were licensed.

## MISCELLANEOUS

**Ferries in Port Jackson.** 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 30.





## ROAD SAFETY ACTIVITIES — DRIVERS, VEHICLES AND TRAFFIC FACILITIES

### GENERAL POLICY

Most Departmental activities outside the field of revenue collections for roadworks and other purposes and the regulation of commercial transport services 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.

Specifically, continuing work includes the provision of many types of traffic facilities such as traffic control lights and safeguards for children; constant review of driving laws; collection and dissemination of accident statistics as a basis for remedial action and education, engineering and enforcement; driver-improvement activities which accent educational messages to all drivers and a persuasive approach to first or infrequent offenders but extend to withdrawal of licences in serious cases; attention to standards of vehicle fitness; and commissioning of research establishments to undertake certain studies.

Substantial assistance, administrative and financial, is given to the Road Safety Council of New South Wales which concentrates on the educational aspects of road accident prevention measures.

### EDUCATIONAL ACTIVITIES THIS YEAR

#### CO-OPERATION WITH ROAD SAFETY COUNCIL

**Assistance provided by the Department.** The Department make a significant contribution to the effectiveness of the Road Safety Council by the provision of staff, accommodation, motor vehicles and other facilities and its senior officers are freely available to assist the Council's officers in a wide variety of ways.

The Commissioner for Motor Transport is the Executive Vice President of the Council.

**Highlights of Council's Activities this year.** The Council's activities again this year featured a co-ordinated publicity and action programme embracing the Council and its 62 branches. The participation of women in the overall effort for road accident prevention was extended by the formation of a Women's Co-ordinating Committee in Newcastle. Driver improvement and driver re-training courses were conducted for professional drivers in industry and driver training courses were again provided for teenagers of licensing age. A campaign to encourage children and adults to wear yellow raincoats, so that they may be easily seen by motorists, was successfully conducted and is continuing together with a special approach to elderly people in the matter of pedestrian safety.

The Council publishes its own Annual Report and its accomplishments are not therefore detailed here.

**Funds.** The Department's Road Transport and Traffic Fund is the source from which Commonwealth and State grants are made available to the Road Safety Council. Grants for the year under review totalled \$129,000 and were in the ratio of 77.5% State and 22.5% Commonwealth.

Substantial additional money from the State's funds is provided for education in road accident prevention by way of expenditure on, for example, the Police School Lecturing Section whose members (67 officers, men and women) lecture on road safety at schools, clubs and the like.

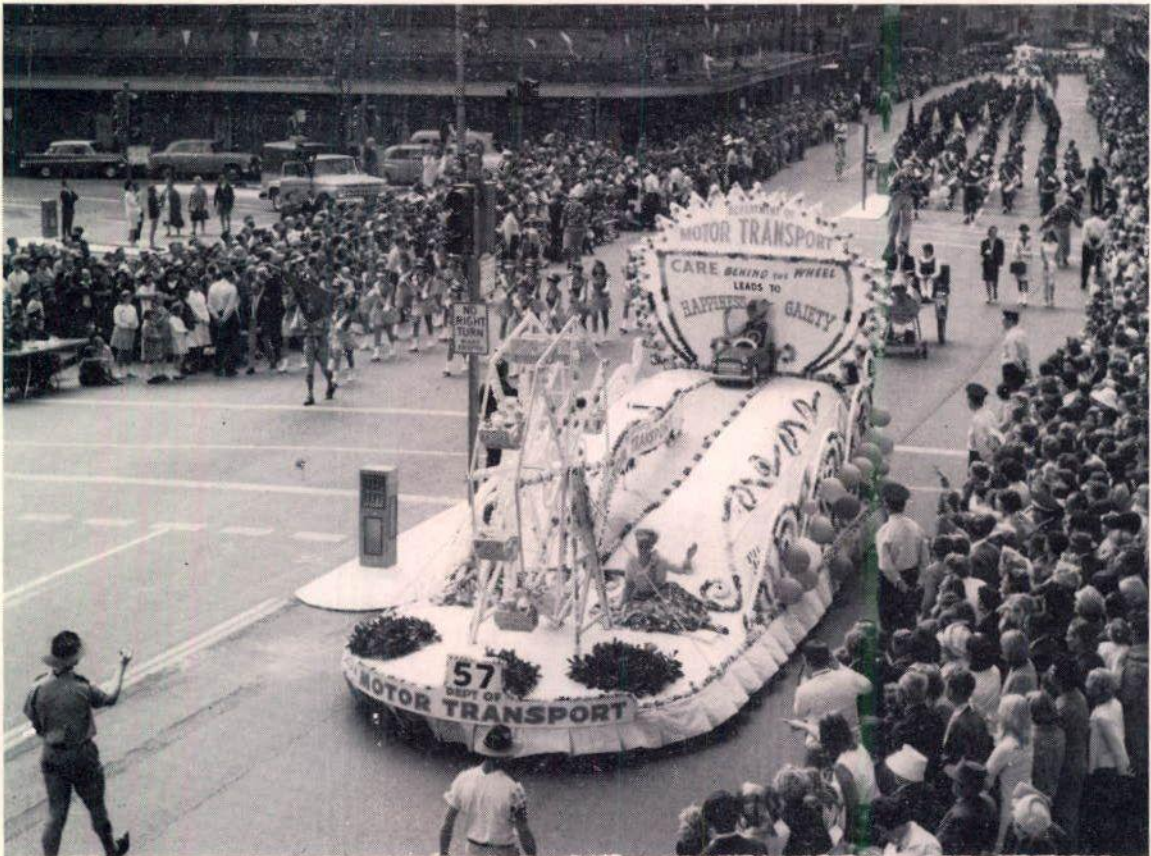


### "RESPECT FOR ROAD RULES" CAMPAIGN

This campaign provides for each licensee to receive each year an appeal by the Commissioner for co-operation in reducing the road toll by knowing, understanding and observing the rules laid down for safe road usage. To aid potential and existing licence holders to fully understand the rules, production of a completely revised edition of the Motor Traffic Handbook was put in hand this year.

### WARATAH SPRING FESTIVAL

Designed, built and manned by Departmental staff, the 10th float — picture below — was entered in the 1966 Waratah Spring Festival Procession. The float, following the Festival's "Happiness and Gaiety" theme reminded onlookers of the need for care whilst motoring. Elements of the inner city traffic control system are also illustrated by the photo.



### 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 for example, likely cause; type of road user responsible; times of the day, etc.; on a uniform and nationwide basis adopted some years ago. The Department's electronic data processing equipment was again used this year to produce, from pre-coded information, print-out sheets which convey, in a simple code-form, details of individual accidents at individual trouble spots.

**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 interest and corrective action. The supply to individual Local Government bodies each quarter of particulars of accidents which occurred in their respective areas continued this year. The ready co-operation of Councils in assisting to reduce danger at trouble spots is appreciated. Departmentally, the figures are used as a basis for publicity, evaluation of proposed amendments to the law and to pinpoint localities calling for special engineering or enforcement.

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



**Main points this Year.** In the year ended 30th June, 1967, 69,042 accidents in which 1,096 persons were killed and 29,558 injured were reported.

Changes in each category are as follows:—

- Fatalities 38 less than last year — a decrease of 3.4%.
- Non-fatal injuries 828 more than last year — an increase of 2.9%.
- Accidents 3,174 more than last year — an increase of 4.8%.

The rate per 10,000 vehicles registered was lower in all categories viz:—

- Fatalities 7.8 as against 8.5.
- Non-fatal injuries 211 as against 216.
- Accidents 493 as against 495.

Other principal points were:—

- The daily average of deaths (3) decreased slightly and persons injured increased from 79 to 81. Saturday remained the worst day.
- 62.5% of accidents were in the County of Cumberland but those outside it (37.5%) caused 54.6% of deaths. 33.9% of accidents, accounting for 39.2% of deaths occurred on straight roads.
- Human failure, mostly by drivers, caused 88.4% of accidents, 92.8% of fatalities and 87% of injuries. 40% of pedestrians killed were 60 years or more of age.
- 89.6% of accidents were collisions — between vehicles, vehicles with fixed objects, vehicles with pedestrians or vehicles with animals.
- Failure to yield right of way at intersections was the principal cause of accidents whilst excessive speed was responsible for the greatest number of deaths.

## THE DEPARTMENT'S TRAFFIC ENGINEERING ROLE

### MEASURES TO ASSIST MOVEMENT OF TRAFFIC

In the traffic engineering field the Department's main responsibility is to provide traffic signals and other traffic facilities such as marked footcrossings, road markings and a variety of traffic signs to reduce traffic conflict and minimise risks 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 or road markings relating to the physical features of them (such as "curve" signs or centre lining) but actively collaborates with other State and local government authorities concerning major traffic re-organisation proposals, area traffic control schemes and the design and channelisation of intersections.

### INNER CITY TRAFFIC SIGNALS PROJECT

**Earlier Progress.** At 1st July, 1966, 66 sets of traffic signals with 14 television cameras to monitor their operation from the traffic control centre, had been installed. These installations constituted Stages 1, 2 and 3 of the project. The area embraced was bounded by Eddy Avenue, Elizabeth Street, Queens Square, Macquarie Street, Martin Place, Barrack Street, York Street, King Street, Sussex Street, Druiitt Street, Kent Street, Bathurst Street and George Street.

**This Year's work.** During the year 28 additional sets of traffic signals were installed along Bridge, Hunter, Margaret, Grosvenor, Erskine and College Streets and Wentworth Avenue, making a total of 94 and an additional television camera was commissioned making a total of 15. This comprised Stage 4 of the project. Designs were finalised for a further 6 sets of traffic signals and 5 television cameras which will comprise part of Stage 5 of the project.

**Control Centre.** Supervision and control of the Inner City signal complex is maintained from the Control Centre where the traffic flow is monitored by 15 cameras, each with a separate screen. The efficiency of the system's master control equipment, which has capacity to control up to 130 intersections was further improved during the year by the installation of loop detectors at 11 additional critical City intersections making a total of 14. The detectors and their associated logic circuits, on which a good deal of experimental work has been done, are designed to ensure that when traffic in, say, an East-West street falls below predicted volumes, the signals will quickly change in favour of traffic in the intersecting North-South streets. Work is currently proceeding on the installation of a similar tactical detector system in Park and Druiitt Streets between College and Sussex Streets. This is scheduled to be commissioned in February, 1968.

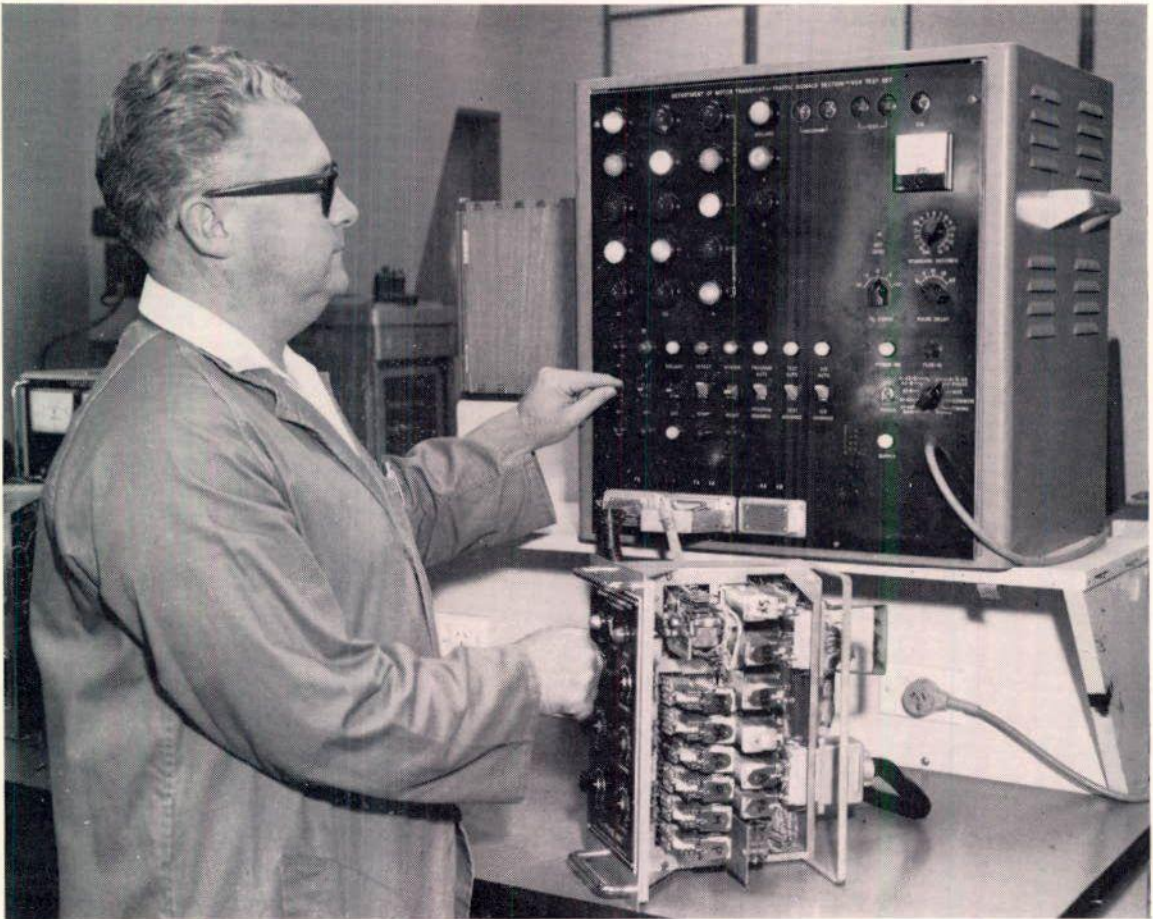
**Maintenance.** The Department's technicians are responsible for the maintenance of the master control equipment and on the 1st January, 1967, they took over the maintenance of the monitors and the associated cameras strategically located on top of buildings in various parts of the City. The Department acknowledges, with appreciation, the co-operation extended by the owners of these buildings in granting permission for the installation of cameras with the right of access to maintain them, without payment of rental.



**Laboratory.** A small air conditioned laboratory equipped with a range of high precision calibrating instruments has been established at the Control Centre.

These instruments are used to check periodically the accuracy of electrical measuring instruments to ensure that they are maintained at an acceptable level. The electrical measuring instruments are employed extensively by Departmental Technicians in connection with the maintenance of the 500 signal installations in the Metropolitan area and the master control equipment and closed circuit cameras of the Inner City Signal System. They are also used by Departmental staff engaged on the manufacture of signal controllers required for individual City locations.

Associated with the laboratory are workshop facilities to enable experiments to be made in the development of features aimed at improving traffic flow.



#### PRECISION TESTING

*Specialised electrical measuring instruments are used in the development of traffic control signal components. Here, a Departmental technician tests a unit of an intersection controller in the Department's laboratory at the Traffic Signals Control Centre.*

#### OTHER TRAFFIC SIGNALS WORK

**New Signals Installed.** Traffic signals were installed at a further 46 individual locations not connected with the City project. Included in the total were 9 sets of traffic signals in Newcastle, Wollongong and other country Cities.

**Co-ordinated Signals for Arterial Roadways.** Substantial progress has been made on the installation of a co-ordinated signal system along Parramatta Road between Missenden Road, Camperdown and Old Canterbury Road, Lewisham, which is scheduled for completion early in 1968. These signals will be linked to, and monitored by, the Traffic Control Centre.

A similar co-ordinated signal system with facilities for remote control has been designed for Broadway between Regent Street, Ultimo and Derwent Street, Glebe. The master signal controller will be built by Departmental Staff and the individual site controllers will be manufactured to the Department's specifications. Tenders have been invited for the installation of the equipment.

A contract has been awarded for the co-ordination of 4 sets of traffic signals along Victoria Road between Westbourne Street and Day Street, Drummoyne and, at the close of the year an extension of this contract to include another site at Roseby Street was being negotiated.



**Pymont Bridge.** Sixteen illuminated signs worded "Pymont Bridge Closed" have been installed at selected City sites to warn motorists when the bridge is closed and give them an opportunity to select an alternative route to their destinations. The signs are automatically switched on when the bridge is about to be opened for the passage of shipping.



**"BRIDGE CLOSED" SIGNS**

*Flashing signs strategically located in city streets were installed this year to warn motorists of the closing of Pymont Bridge to allow ships to pass. Drivers may choose an alternative route to avoid delay to themselves, and minimise traffic congestion.*

**Temporary Traffic Signals.** The signal installation, with special features, provided by this Department to facilitate the construction of the Wyangala Dam is still in service. Coinciding with the extension of the Sydney-Newcastle Expressway to Calga, the traffic signals at the junction of the Pacific Highway and the Mount White Off-Loading Ramp were removed and a new set of signals was installed at the junction of Pacific Highway and the Calga Interchange.

**Warringah Expressway.** To facilitate the construction of portion of the Warringah Expressway, the Department provided 3 sets of temporary traffic signals, 2 of which were later removed. Traffic signals at the intersection of Blue and Walker Streets and Falcon and Alfred Streets, North Sydney, also became redundant because of Expressway construction and were removed.

The Department has undertaken to provide as permanent installations, traffic signals at 14 locations along the route of the Expressway to provide safe and efficient movement between the on and off loading ramps of the Expressway and the surface street system. Six sets of signals will be co-ordinated on a fixed time cycle basis and the other eight sets of traffic signals will be fully traffic actuated and two groups of three sets of signals will be linked. The control equipment for the latter installations will be manufactured under contract to the Department's specifications. The control equipment for the co-ordinated signal installations has been built by Departmental technicians who will also install the 14 sets of signals. At the 30th June, 1967, the first of the co-ordinated signals at the intersection of Mount and Alfred Streets, North Sydney, was about to be commissioned.

**Job Allocation.** The Department's resources were again utilised to install 28 additional traffic signals associated with the City system and 5 of the 46 sets of signals commissioned outside the City area. The remainder were installed under contract, being constructed to the Department's designs and specifications. The number of traffic signals in service at 30th June, 1967, totalled 552. The Department's technicians are responsible for the modification and maintenance of traffic signals in the Sydney Metropolitan Area whilst the local Electricity Supply Authority, on behalf of this Department, maintains the signals in Newcastle, Wollongong and country areas.

During the year contracts to a total aggregate value of \$458,520 were awarded for 58 sets of new traffic signals and for the modification of 7 additional sets of traffic signals throughout the State.



### TRAFFIC LIGHT STUDY

The Institute of Highway and Traffic Research has been commissioned to review the standards and requirements of traffic signal lantern light output and colour with a view to ensuring that adequate standards of brightness and visibility of the signals are maintained.

### FLASHING "PEDESTRIAN" SYMBOL SIGNS

Twenty-four signs were erected during the year and eight were removed following the installation of traffic signals. The total number in service is now 353 of which 57 are in country areas.

### SPEED LIMITS

The 35 m.p.h. speed limit applicable in built-up areas was imposed on 15 lengths of roadway (totalling 5 miles 74 chains) in small settlements where, in the absence of street lighting, the general limit did not apply automatically with the result that the speed of motor vehicles endangered the safety of local residents.

The Minister for Transport is empowered by the Motor Traffic Act to fix speed limits on public streets within and outside built-up areas. During the year speed limits varying from 40 to 65 m.p.h. were applied to 38 lengths of road totalling 92 miles and 60 chains. At the request of the Cabinet Standing Committee on Road Safety, a review of speed limits was made by a Technical Committee whose report was endorsed by the Commissioner for Main Roads, Police and Motor Transport Departments and submitted to the Standing Committee.



### SPEED LIMIT ADJUSTMENT

*In some built-up areas without roadside development, pedestrian access or cross traffic the general 35m.p.h. limit has been raised to a higher figure.*

*Pictured is an approach to Roseville Bridge where as indicated by signs and road markings provided by the Department, the speed limit has been raised to 45m.p.h.*

### EXPERIMENTAL WORK ON ROADMARKING MATERIALS

The arrangement entered into with the Institute of Highway and Traffic Research to test all available roadmarking materials to determine their suitability as to colour, durability and other factors likely to affect adversely their use on the road was continued during the year.

So far it has not been possible to obtain a better material than the improved type of plastic sheeting mentioned in the Department's Annual Report for 1965/66. During the year an additional 65,000 square feet of this material was laid to define such features as pedestrian crossings, stop lines and directional arrows at intersections.

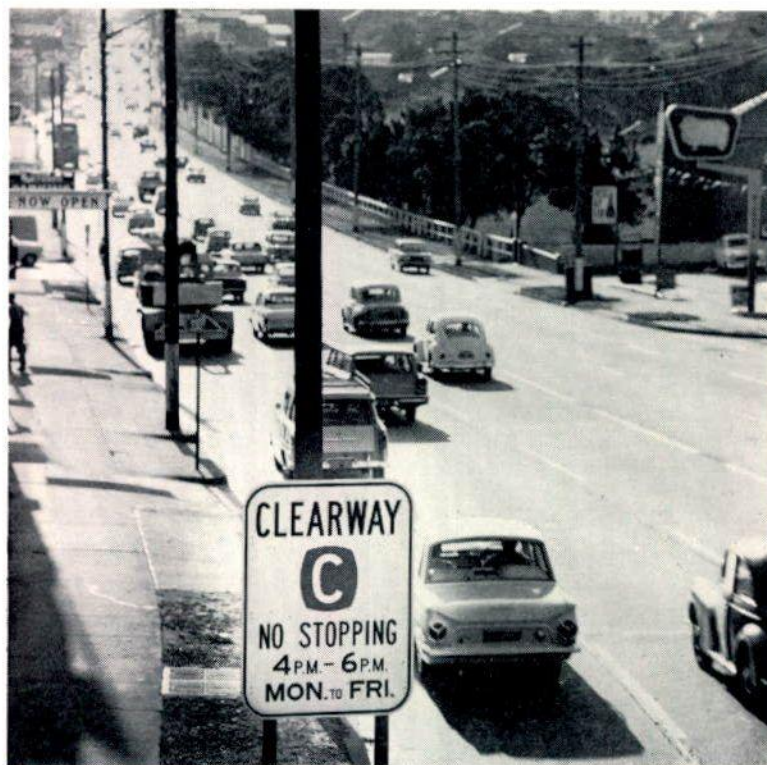
### REGULATION OF PARKING

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 SIGNS

Under a recent amendment to the Traffic Regulations a "Clearway" system was imposed on Parramatta Road on the 19th June, 1967. This required the production and erection of large numbers of signs of an entirely new design. Large signs were erected in the vicinity of all important intersections and more than a thousand smaller signs were erected at regular intervals along this 12 mile route (see photo under and on page 18).



### TRAFFIC FLOW ASSISTED

*The 12 mile length of Parramatta Road became Sydney's first "Clearway" on 19th June, 1967. Here vehicles are shown taking advantage of all three traffic lanes on each side of the road kept clear through the "Clearway" system. Parramatta Road is one of Sydney's main traffic arteries to its western suburbs.*

## PEDESTRIAN FOOTBRIDGE

In June, 1967 construction was completed of a cantilevered footbridge over Princes Highway outside the Sylvania Public School, sections of which are located on either side of the Highway. The bridge was constructed on the recommendation of the Traffic Advisory Committee and the cost was shared equally by this Department, the Sutherland Shire Council and the Department of Main Roads which arranged the actual construction. The pedestrian-operated traffic signals installed some years earlier at the site of the new bridge were removed.

## OTHER TRAFFIC FACILITIES PROVIDED

5,659 separate facilities (including marked footcrossings, traffic domes, stop signs, one-way traffic and other signs) were provided and 4,578 dilapidated signs were replaced during the year. The Department is now responsible for about 112,500 separate traffic facilities.

## COST

Total expense on traffic facilities during the year was \$2,478,267, \$689,329 more than last year. In addition, a further amount of \$80,800 was allocated for payment in respect of works-in-progress. Installation, maintenance and operation of traffic signals, most of which are in continuous operation, cost \$1,585,913 and the balance of \$892,354 was spent on the provision and maintenance of other types of facilities.

## GENERAL

On its own initiative and in response to representations the Department examined a number of locations and, wherever practicable, appropriate action was taken to improve traffic conditions.



## MECHANICAL ENGINEERING

### THE YEAR'S WORK

Work in the mechanical engineering field expanded this year in accordance with the increase, mentioned elsewhere in this report, in the number of vehicles and drivers. Information about individual activities follows.

### 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.

### PASSENGER-CARRYING PUBLIC VEHICLES

The policy of subjecting omnibuses, taxi-cabs, private hire cars and other types of passenger-carrying vehicles to strict inspections by Departmental technicians at regular intervals was continued during the year and practically the whole State was covered twice. The exceptions were Broken Hill (which was visited once only) and a few vehicles in small towns in distant areas which were not seen. Inspections are carried out with a minimum of disturbance of services, examiners travelling to operators' depots as well as being stationed on Departmental premises. The Inspections extended to interior fittings (seats and the like) which are not included in checks of vehicles not used for hire. 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 to the fitness for registration of further vehicles identical with the sample. This arrangement is State-wide and has resulted in considerable economies to the Department as well as to the motor trade. It extends to 303 distributors, an increase of 23 over last year, after allowing for 14 withdrawals.

**Used Vehicles about to be Re-registered.** Vehicles about to be re-registered after 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 Registrations.** 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, immediately prior to renewal of registration, of items of equipment specified by the Department.

**Statistics.** On the 30th June, 1967, 3840 Authorised Inspection Stations employing 7112 examiners were authorised for the Scheme compared with 3,797 and 6,940 respectively, twelve months previously.

**Fees.** Fees for inspections, which are fixed by the Department, remained at 50c for a motor cycle, 70c 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. Sixteen inspectors attend to this work and also investigate applications for appointment of stations and examiners and advise Authorised Inspection Station personnel generally regarding the Scheme. Reports of laxity or departure from proper standards are considered by a Committee of Review comprising representatives of motor trade organisations and a Departmental Chairman. On the Committee's recommendations 73 inspection stations and 98 examiners were disqualified during the year either indefinitely or for periods of up to two years. In 21 cases all or part of the \$20 security bond was forfeited. Less serious cases were dealt with by the issue of warnings.

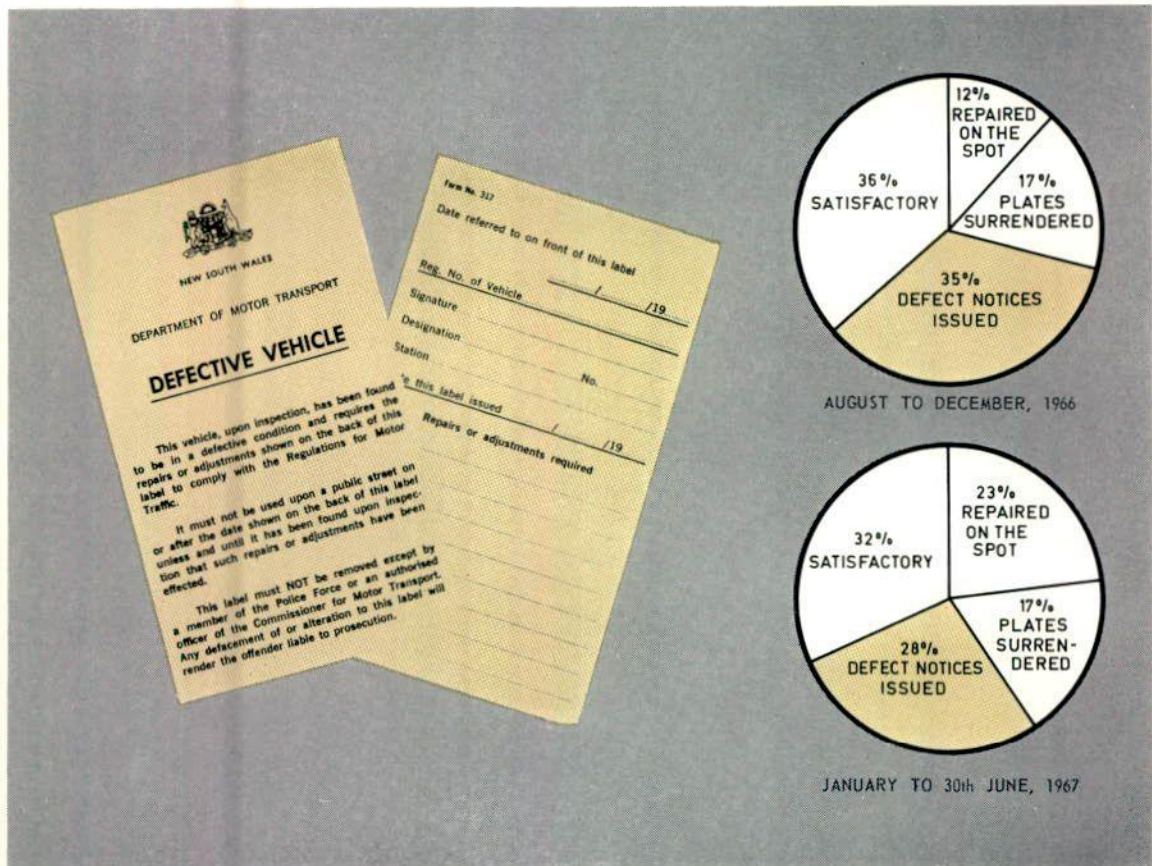
### DEFECTIVE VEHICLES ON STREETS

**Motor Lorry Checking Stations.** Commercial vehicles calling at the Lorry Checking Stations at Marulan and Berowra are, from time to time, checked by vehicle inspectors as to their fitness for use on the road. Further information concerning the functions of these stations appears on page 26.



**"Defect" Notices.** Under Motor Traffic Regulation 94B Police and Authorised Officers of this Department may issue notices directing that vehicles used on public streets in defective condition 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 and the vehicle submitted to an Authorised Inspection Station or a Motor Registry where a Departmental vehicle examiner is stationed.



**Inspection of vehicles in second hand dealers' yards.** There are 7,655 second hand motor dealers licences in issue and following upon an amendment to the Motor Traffic Regulations authorising Police and authorised officers of this Department to inspect motor vehicles on private property in certain circumstances, 7,229 vehicles offered for sale in 1,114 used car yards were inspected in the period from 1st August, 1966 (the first working day after the new Regulations took effect) to 30th June, 1967.

2,439 vehicles (or 34%) were found to be in satisfactory condition and the balance were defective. In 1,246 instances repairs were effected on the spot and in 2,289 cases, "Defect" Notices were issued — 1,693 for major defects and 596 for minor defects. The number plates in respect of 1,255 vehicles were surrendered.

Coinciding with the inspection of second hand motor vehicles offered for sale, provision was made for the attachment of adhesive labels (pictured above) to the windcreens of defective vehicles and it was made 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 a label.

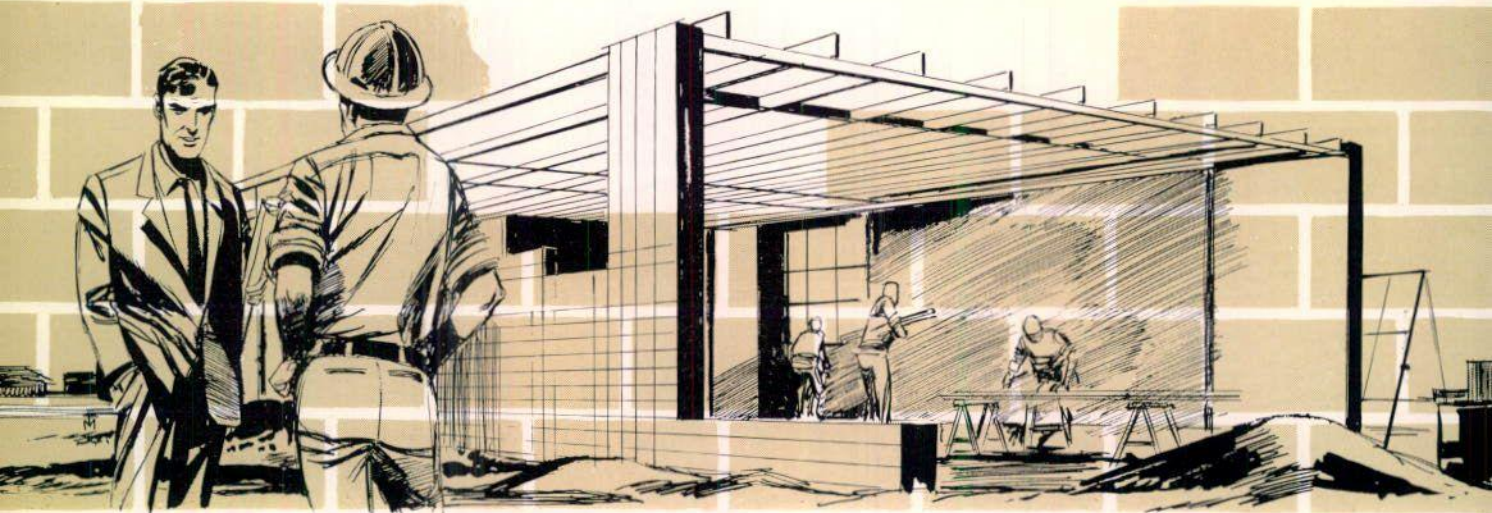
**Number of Notices Issued.** The total number of "Defect" Notices issued in 1966-67 as compared with the two previous years is shown hereunder:—

Notices for —	1964-65	1965-66	1966-67
• Serious defects .....	20,712	27,564	34,130
• Other defects .....	21,620	14,885	13,173
<b>TOTAL .....</b>	<b>42,332</b>	<b>42,449</b>	<b>47,303</b>

**Tinted and Laminated Windscreen Study.** During the year the Institute of Highway and Traffic Research made an appraisal on behalf of the Department of the effects of tinted windscreens and the general quality of Australian produced windscreens as compared with those made in overseas countries.

The Institute's findings were submitted to the Cabinet Standing Committee on Road Safety for consideration, and copies were subsequently distributed by the Department to authorities and organisations with an interest in this matter, and also issued to news media.





## MINOR FUNCTIONS STAFF PREMISES AND EQUIPMENT

### MINOR FUNCTIONS

**Licensing of Motor Vehicle Driving Instructors.** The Motor Vehicle Driving Instructors Act requires professional tutors engaged in teaching persons to drive motor vehicles to be licensed. Under the Act, 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. Training vehicles used by them must be safe, properly equipped and fitted with dual driving controls (footbrake and where necessary, clutch). On 30th June, 1967, 874 licences were in issue as against 745 as at 30th June, 1966. The discretionary powers conferred on the Commissioner by the Act were exercised again this year when three applicants were refused licences. Two of these licences were later granted on appeal to the Court.

**Licensing of Second-hand Motor Dealers.** The Second-hand Motor Dealers Act requires dealers in second-hand motor vehicles, parts and accessories to be licenced. Under the Act, dealers' operations are controlled and regulated with the object of assisting 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 proper records of their business transactions. On the 30th June, 1967, 7,655 dealers were licensed — 775 more than during the previous year. Twenty three applications for licences were refused but three appeals to the Court against the decision were upheld. No licences were cancelled during the year.

**Log Books for Drivers of Heavy Vehicles.** The section of this report that deals with amendments of the traffic laws gives (on page 18) information about the new Motor Traffic Regulations which had the effect of requiring that the records that drivers of certain lorries must keep of their driving hours be entered in a new type of log book that must also be obtained from this Department or the corresponding Government authority in another State. The new Regulation took effect on 1st May, 1967. Up to the end of the report year 11,239 of the new log books were supplied by the Department, 9,900 to drivers resident in New South Wales and 1,339 to drivers from other States. Log books supplied by the Department are obtainable at its Head Office, Motor Registries and the Lorry Checking Stations at Marulan and Berowra. A nominal charge of 60 cents is made for each book to cover production costs.

### LAND AND BUILDINGS

#### POLICY

**Modern Premises.** Substantial progress continued with the Department's building programme, embarked upon 12 years ago, of replacing inadequate rented Motor Registry premises with its own modern offices. By the end of the report year the number of such premises (newly-built or remodelled) rose to 52. All property is regularly inspected and maintained in good order.





*Pictured on this page are two examples of new registry premises erected during the year, the Maitland District Office and the Glen Innes Motor Registry. Both Buildings are of a high standard in keeping with other modern offices erected under the Department's continuing building programme.*



#### BUILDING ACTIVITIES THIS YEAR

**Head Office.** Construction of seven additional floors to the Southern Office building of the Head Office Administrative Block was nearing completion at 30th June, 1967 and six floors were occupied. The overall cost of the project, including alterations and renovations to the original four floors will be approximately \$1,350,000. Three of the new floors have been made available to the Police Department to house the administrative staff of the Police Traffic Branch.

**Regional Offices.** New premises for the Northern Regional Office and Motor Registry at Armidale were completed at a cost of \$102,855. Additions to the Wagga Wagga Motor Registry to provide accommodation for the Superintendent and staff of the Southern Region were completed at a cost of \$36,254.

New premises at Dubbo for the Western Regional Office and Motor Registry, being constructed at a contract price of \$149,488, were nearing completion at the end of the year.

Work was commenced on additions to the Wollongong Motor Registry at a tender price of \$61,500 to accommodate the South Coast Regional Office and on alterations to the Hunter and Central Coast Regional Office and Motor Registry at Newcastle at a tender price of \$36,310.



**Motor Registries.** A new District Office at Maitland providing accommodation for the Motor Registry (and an office for the Minister) was completed at a cost of \$115,252.

New Motor Registry premises were completed at Taree (cost \$57,811), Broken Hill (\$55,688), Katoomba (\$51,805) and Glen Innes (\$63,200). Additions to Liverpool Motor Registry were completed at a cost of \$27,250. Rented premises at Kiama were obtained, as a temporary measure and pending the erection of a permanent office, to house the Motor Registry taken over from the Police Department.

Just prior to the end of the financial year tenders of \$85,680 and \$56,900 were accepted for construction of new Motor Registry premises at Charlestown and Cessnock. A tender of \$12,480 was also accepted for alterations to Waitara Motor Registry.

**Traffic Control Centre.** Alterations costing \$15,320 were completed at the Traffic Control Centre, 4 Brisbane Street, Sydney.

#### ACQUISITION OF PROPERTY

**Head Office.** The property at the corner of Rothschild Avenue and Queen Street, Rosebery, adjoining the Head Office premises, was purchased at a cost of \$200,000. The premises, comprising a modern factory, have been leased for the time being to the previous owners. This valuable addition to the existing administrative premises will provide for future extension of the Department's traffic engineering activities.

The Head Office Administrative site at Rosebery now comprises the complete block bounded by Rothschild Avenue, Cressy Street, Mentmore Avenue and Queen Street.

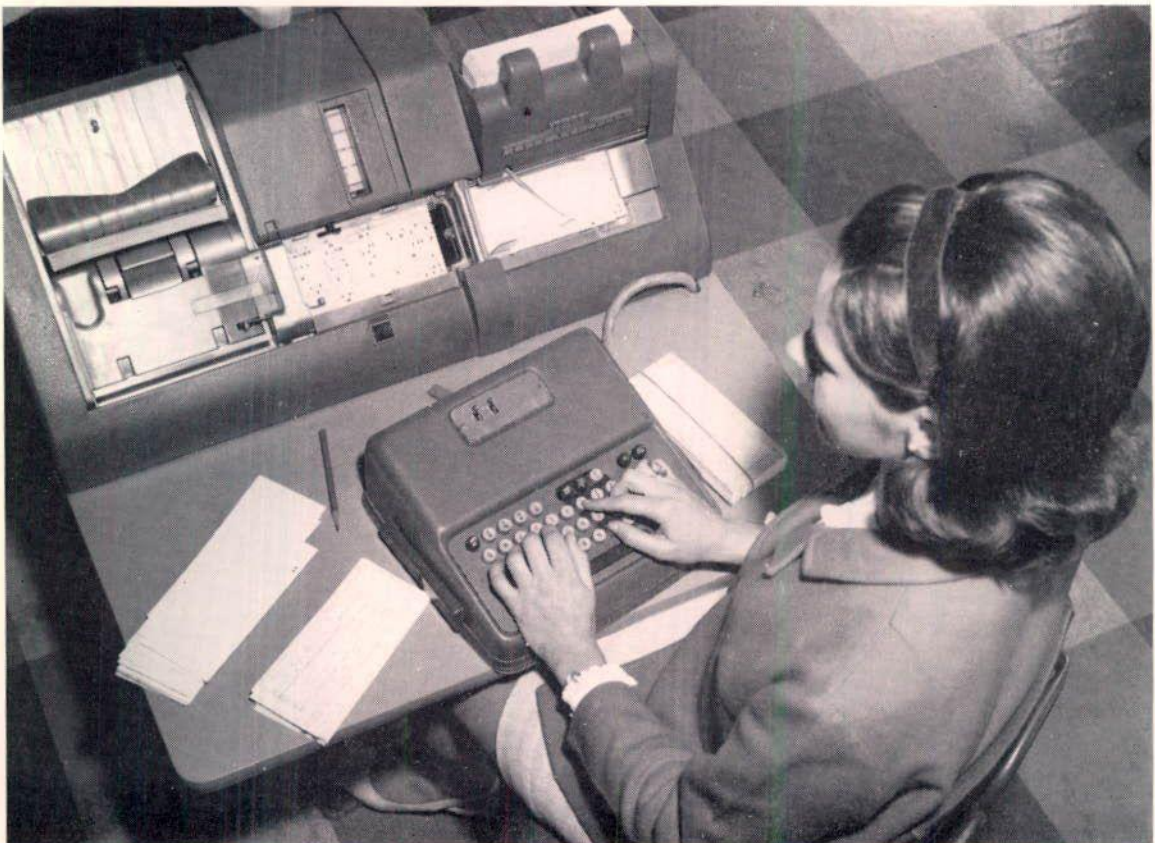
**Registries and Regional Offices.** Sites were purchased at Dubbo for the new Regional Office and at Charlestown for new Registry premises. An advanced stage has been reached in acquiring sites for new Motor Registries at Richmond and Fairfield and for extensions to the yard area of the Regional Office at Wollongong. Negotiations were commenced for acquisition of sites at Inverell, Wyong and North Sydney for new Motor Registry premises.

**Lorry Checking Stations.** Further properties were purchased at Marulan opposite the existing Lorry Checking Station for development as a site for an additional Checking Station to cater for north-bound traffic.

#### EQUIPMENT

**Electronic Data Processing.** The Department has used electronic data processing equipment for many years to cope with the bulk of the huge volumes of work associated with the printing of renewal notices and recording of payments in respect of licences and registration renewals. More modern and faster equipment has been installed progressively as the volume of work has increased proportionately to the increase in numbers of licences and registrations.

In keeping with this policy, a senior officer of the Department was sent to America this year to study the very latest developments in this rapidly developing field. More information about this visit appears on page 13.



#### AUTOMATIC DATA PROCESSING

*For many years modern data processing machinery has been used to help the Department cope with constantly increasing volumes of registration and licence transactions. Latest developments are incorporated progressively.*

*The operator shown is preparing punched cards, a basic Automatic Data Processing task.*



**Mail Handling.** In order to cope expeditiously with the huge volume of mail despatched and received each year the Department has for some years used modern equipment. During the report year 6,522,273 items of mail were despatched and 2,018,120 were received in the Department. The special mail enveloping machine purchased last year to replace obsolete equipment was again used to assist the Department of Education in the despatch of approximately 40,000 letters informing Leaving and School Certificate examination candidates of their results.

**Printing Plant.** For the most part, the large quantities of the wide range of stationery items used by the Department are printed on the Department's own plant, and only specialised types of stationery (such as that used in conjunction with electronic data processing equipment) is prepared outside the Department.

**Two-way Radio.** The Department's two-way radio network was extended during the year. An additional base station was installed at the Ryde Motor Registry operating on a separate radio frequency and remotely controlled by P.M.G. lines from the Head Office Communication Centre at Rosebery. 113 of the Department's fleet of motor vehicles now have two-way radio equipment capable of operating on both radio frequencies. This equipment has become invaluable as a means of expediting outdoor enquiries and maintaining constant contact between field officers and controlling officers. Tenders have been received for the replacement of the present out-moded consoles with a custom built console that will control both base stations in the new administrative office building at Rosebery.

## STAFF

**Number of employees.** On the 30th June, 1967, 2,094 persons were in the employ of the Department, 63 more than a year previously. Details are given in Appendix 24.

**Industrial Relations.** This 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 the 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 for those 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 666 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.
- To provide for future requirements for technically qualified staff in the specialised field of traffic control signal systems the Department is sponsoring the academic training of a number of trainee electrical engineers and the technical training of apprentices in the electrical and painting trades.

## 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 officers draw on its services in one way or another every day.

**Institute.** The Institute covers a wide variety of social, education and sporting activities for the staff. Its policy is decided by a committee which includes representatives of male and female officers. Membership at 1289 on 30th June, 1967 was equivalent to 61% of the staff. Services provided at a very modest cost include—

- Arrangement 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 over 5,000 books.
- First-aid classes conducted at lunch time.
- 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.

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

The Credit Union is a registered co-operative society. Business is transacted, outside working hours, by honorary office bearers and does not involve calls on Departmental time or public funds. Membership is now 831 (equal to just under 40% of the staff).



# APPENDICES

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## APPENDIX 1

SUMMARY OF COLLECTIONS		
From 1st July, 1966 to 30th June, 1967 and a comparison with 1966		
Previous Year		Year ended 30th June, 1967.
\$	Motor Vehicle Taxation (net) on —	\$
30,691,796	(a) Motor vehicles, other than public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Main Roads Funds) .....	32,047,537
526,407	(b) Public motor vehicles in the Metropolitan, Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) ..	536,947 ✓
31,218,203	Total net collections of motor vehicles taxation .....	32,584,484
	Ton-mileage Charges (net) on—	
11,035,113	Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds) .....	11,405,130 ✓
13,489,190	Fees for motor vehicle registration, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund) .....	14,192,810 ✓
30,977,537	Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended ....	33,532,399
2,929,550	Ad-valorem Stamp Duty (net) on motor vehicle registrations under Stamp Duties Act, 1920, as amended (paid into Consolidated Revenue Fund) .....	2,636,211
68,209	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) .....	68,225
3,767,028	Charges (net) in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc. (paid into State Transport (Co-ordination) Fund) .....	3,826,775
93,484,830	Total Fees, Tax, etc. ....	98,246,034
535,158	Sundry Contributions by Other Governmental Bodies .....	561,403
1,494,215	Balances on Funds brought forward .....	1,551,206
95,514,203	Total .....	100,358,643



## APPENDIX 2

SUMMARY OF DISBURSEMENTS		
From 1st July, 1966 to 30th June, 1967 and a comparison with 1966		
Previous Year		Year ended 30th June, 1967.
\$		\$
	Costs of Administration—Department of Motor Transport—	
3,927,940	Salaries and Wages .....	4,610,526
1,290,017	Purchase of Assets .....	1,770,551
125,000	Road Safety Council .....	129,000
1,579,677	Other Goods and Services .....	1,689,761
6,922,634		8,199,838
5,620,986	Recoup to Consolidated Revenue—Costs of Police Supervision of Traffic .....	6,292,516
	Provision of Traffic Facilities—	
1,273,751	Traffic Control Signals .....	1,585,913
515,187	Signs, Roadmarkings, etc. ....	892,354
1,788,938		2,478,267
	Payments to State Transport Undertakings—	
2,500,000	Railways .....	2,500,000
1,793	Omnibuses .....	1,586
2,501,793		2,501,586
	Payments to Roads Authorities—	
42,524,279	Department of Main Roads (Main Roads) .....	42,684,944
697,280	Councils, Shires, etc. (Omnibus Routes) .....	715,473
43,221,559		43,400,417
	Collections received for and transmitted to—	
30,977,537	Government Insurance Office .....	33,532,399
2,929,550	Stamp Duties Office .....	2,636,211
33,907,087		36,168,610
93,962,997	Total Disbursement .....	99,041,234
1,551,206	Balances Carried Forward .....	1,317,409
95,514,203	Total .....	100,358,643



## APPENDIX 3

ROAD TRANSPORT AND TRAFFIC FUND					
Statement of Receipts and Payments for the year ended 30th June, 1967 and a comparison with 1966					
Receipts			Payments		
Previous Year		Year ended 30th June, 1967	Previous Year		Year ended 30th June, 1967
\$		\$	\$		\$
12,929,417	Motor Traffic Act, 1909, as amended	13,617,903	2,938,990	Salaries and Wages	3,368,834
13,496	Motor Vehicles Taxation Management Act, 1949, as amended	13,516	73,625	Pay Roll Tax	80,507
124,971	Transport Act, 1930, as amended.	132,701	18,161	Travelling Concessions to Employees	20,289
13,067,884		13,764,120	35,735	Travelling Expenses	38,355
17,181	Less Refunds	16,173	23,326	State Superannuation Fund	27,530
13,050,703		13,747,947	14,623	Railway Superannuation Fund	14,619
56,903	Exchange, Search Fees, etc.	59,347	260,040	Postal and Telephone Charges	256,714
4,175	Unclaimed Moneys	4,379	9,616	Maintenance of Motor Vehicles	9,368
46,080	Miscellaneous	31,946	262,859	Printing, Stationery, Office Stores and Data Processing Rental	305,823
13,157,861		13,843,619	14,383	Maintenance of Office Equipment	15,541
293,609	Commission on Insurance Premiums collected	311,461	164,218	Building Maintenance and Rent	155,768
8,288	Compulsory Vehicle Examination—Service Station Fees	8,288	125,000	Road Safety Council	129,000
24,116	Second-Hand Dealers' Licence Fees	23,620	26,875	Electric Light and Power	34,298
4,943	Motor Vehicle Driving Instructors' Licence Fees	5,500	74,840	Interest, Exchange — Sinking Fund	76,230
373	Air Transport Act, 1964—Licence Fees	322	55,520	General Expenses	74,163
103,505	Consolidated Revenue Fund—Contribution towards cost of collection of "Ad valorem" Stamp Duty	115,270	4,097,811		4,607,039
25,000	Contributions by Commonwealth Government—Road Safety Council	29,000	44,908	Purchase of Assets —	42,638
520	Towards the cost of preparing special information	520	770,108	Purchase of Land	1,059,855
25,520		29,520	41,258	Erection of Buildings	10,385
			150,811	Purchase of Motor Vehicles	59,950
			1,007,085	Purchase of Office Furniture and Equipment	1,172,828
			5,620,986	Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers	6,292,516
			393,469	Less—	
			143,137	Amount recouped from State Transport (Co-ordination) Fund	440,476
			5,084,380	Councils' proportion of Parking Meter Supervision Costs	143,097
			10,111		5,708,943
			64,600	Provision of Motor Vehicles for Special Police Road Safety Patrols	
			26,639	Contribution by Road Transport and Traffic Fund towards Traffic Facilities Works-in-Progress—Metropolitan	80,800
			107,400	Motor Vehicle Registration Labels	29,516
			1,663,456	Motor Vehicle Number Plates	123,897
			1,797,495	Provision of Traffic Facilities	2,276,429
			12,061,482		2,429,842
13,618,215	Total Receipts	14,337,600			\$ 13,999,452
			1,556,733	Payment to Country Main Roads Fund under Section 202, Transport Act, 1930, as amended	338,148
			13,618,215	Total Payments	\$ 14,337,600
	Trust Moneys—			Trust Moneys—	
	Security Deposits, etc.—			Security Deposits, etc.	
31,728	Balance Brought Forward	34,240	9,174	Refunds	15,540
11,686	Receipts	12,373	34,240	Balance Carried Forward	31,073
13,661,629		\$ 14,384,213	13,661,629		\$ 14,384,212

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1967, of the Road Transport and Traffic Fund has been examined and is correct. V.H.COHEM Auditor General of New South Wales, Sydney. 16th October, 1967.

H. HORNE  
Chief Accountant,  
4th August, 1967



## APPENDIX 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)					
Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1967 and a comparison with 1966					
Receipts			Expenditure and Distributions		
Previous Year		Year ended 30th June, 1967	Previous Year		Year ended 30th June, 1967
\$		\$	\$		\$
324,853	1st July — Balance brought forward	✓ 424,303		Distribution to Municipalities, Shires and other Authorities—	
	Motor Omnibuses—			Motor Omnibuses—	
	Tax—			Tax—	
311,717	Metropolitan	316,741	309,179	Metropolitan	✓ 315,974
37,314	Newcastle	39,790	37,546	Newcastle	✓ 39,494
23,007	Wollongong	24,454	22,533	Wollongong	24,966
372,038		380,985	369,258		380,434
	Commonwealth Aid Roads Act, 1964, Grant—			Commonwealth Aid Roads Act, 1964, Grant—	
	Allocated—		221,691	Metropolitan	✓ 228,668
224,035	Metropolitan	230,212	27,077	Newcastle	27,804
27,347	Newcastle	27,956	11,699	Wollongong	14,414
11,614	Wollongong	15,348	260,467		270,886
262,996		✓ 273,516	629,725	Total	\$ 651,320
635,034	Total, Motor Omnibuses .. \$	654,501		Expenditure from Receipts of Tax on Other Public Vehicles—	
	Other Public Vehicles—			Improved Traffic Facilities—	
	Tax—		108,477	Metropolitan	✓ 195,916
142,197	Metropolitan	143,201	14,378	Newcastle	4,647
9,325	Newcastle	9,334	2,627	Wollongong	1,275
2,847	Wollongong	3,427	125,482	Total	\$ 201,838
154,369	Total, Other Public Vehicles \$	155,962		Distribution of Service Licence Fees—	
	Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities		58,810	Metropolitan	✓ 55,363
	Works-in-progress—		4,701	Newcastle	5,805
64,600	Metropolitan	80,800	4,044	Wollongong	2,985
	Service Licence Fees—		67,555	Total	\$ 64,153
59,562	Metropolitan	59,384		Balances in Fund at 30th June—	
4,702	Newcastle	5,853		Motor Omnibuses—	
3,945	Wollongong	2,988	79,589	Tax—	
68,209	Total, Service Licence Fees \$	68,225	8,250	Metropolitan	✓ 80,355
			6,274	Newcastle	8,546
			56,009	Wollongong	5,763
			6,837	Commonwealth Grant—	
			2,903	Metropolitan	✓ 57,553
				Newcastle	6,989
				Wollongong	3,837
				Other Public Vehicles—	
			184,760	Tax—	
			5,049	Metropolitan	✓ 196,645
			550	Newcastle	9,736
				Wollongong	2,702
				Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities	
			64,600	Works-in-progress—	
				Metropolitan	✓ 80,800
			8,553	Service Licence Fees—	
			750	Metropolitan	✓ 12,574
			179	Newcastle	798
				Wollongong	182
			424,303		\$ 466,480
1,247,065	Grand Total	✓ 1,383,791	1,247,065	Grand Total	\$ 1,383,791

I certify that the above Statement of Receipts, Expenditure and Distribution for the year ended 30th June, 1967, of the Public Vehicles Fund has been examined and is correct. V.H.COHEN Auditor General of New South Wales, Sydney, 16th October, 1967.

H. HORNE  
Chief Accountant,  
4th August, 1967



## 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 tram and bus services

Paid to—	Payments made during year ended 30th June—	
	1966	1967
<b>METROPOLITAN TRANSPORT DISTRICT—</b>	<b>\$</b>	<b>\$</b>
(a) Councils—		
Ashfield .....	9,161	9,357
Auburn .....	13,161	13,444
Bankstown .....	29,597	30,234
Baulkham Hills .....	1,959	2,001
Blacktown .....	10,224	10,444
Botany .....	4,858	4,963
Burwood .....	8,841	9,031
Camden .....	202	207
Campbelltown .....	2,172	2,219
Canterbury .....	27,359	27,947
Concord .....	7,647	7,812
Drummoyne .....	7,812	7,980
Fairfield .....	15,002	15,324
Holroyd .....	9,356	9,557
Hornsby .....	4,360	4,454
Hunters Hill .....	1,663	1,699
Hurstville .....	14,996	15,318
Kogarah .....	8,712	8,899
Kuringai .....	7,232	7,387
Lane Cove .....	4,314	4,407
Leichhardt .....	20,278	20,714
Liverpool .....	7,587	7,750
Manly .....	6,267	6,402
Marrickville .....	12,936	13,214
Mosman .....	5,427	5,543
North Sydney .....	10,909	11,144
Parramatta .....	15,890	16,232
Penrith .....	1,703	1,740
Randwick .....	33,096	33,808
Rockdale .....	15,548	14,861
Ryde .....	9,697	9,906
Strathfield .....	6,516	6,656
Sutherland .....	9,458	9,661
Sydney .....	162,140	165,627
Warringah .....	11,140	11,379
Waverley .....	14,104	14,408
Willoughby .....	14,785	15,103
Windsor .....	555	567
Wollondilly .....	141	144
Woolahra .....	13,705	13,999
(b) Authorities—		
Department of Railways .....	65	66
Department of Health .....	514	525
National Park Trust .....	53	54
Necropolis Trustees (Rookwood) .....	133	136
	560,275	572,323
(c) Capital Debt Reduction .....	29,405	27,681
<b>TOTAL—METROPOLITAN</b>	<b>\$589,680</b>	<b>600,004</b>
<b>NEWCASTLE TRANSPORT DISTRICT—</b>		
(a) Councils—		
Newcastle .....	49,768	52,166
Lake Macquarie .....	13,103	13,734
Port Stephens .....	3,388	3,551
Stroud .....	604	633
Gloucester .....	111	116
	66,974	70,200
(b) Capital Debt Reduction .....	2,351	2,903
<b>TOTAL—NEWCASTLE</b>	<b>\$69,325</b>	<b>73,103</b>
<b>WOLLONGONG TRANSPORT DISTRICT—</b>		
Councils—		
Wollongong .....	33,794	37,407
Shellharbour .....	4,467	4,944
Campbelltown .....	3	3
Kiama .....	11	12
<b>*TOTAL—WOLLONGONG</b>	<b>38,275</b>	<b>42,366</b>
<b>COMBINED GRAND TOTAL</b>	<b>\$697,280</b>	<b>715,473</b>

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

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

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



## APPENDIX 6

## STATE TRANSPORT (CO-ORDINATION) FUND

Statement of Receipts and Payments for the Year ended 30th June, 1967, and a comparison with 1966.

Receipts			Payments		
Previous Year		Year ended 30th June, 1967	Previous Year		Year ended 30th June, 1967
\$		\$	\$		\$
421,124	State Transport (Co-ordination) Act, 1931, as amended—		457,843	Administrative Expenses—	
876	Licence Fees .....	434,309	204,515	Salaries and Wages .....	588,784
	Less Refunds .....	694	251,867	Purchase of Assets .....	317,244
420,248		433,615	914,225	Other Expenses .....	254,659
27,914	Miscellaneous Fees .....	27,939			1,160,687
8	Less Refunds .....	34		Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act .....	440,476
27,906		27,905	393,469		1,601,163
	Police Court Penalties and Legal Costs Recovered .....	14,274	1,307,694		
20,325		14,274		Payments in Settlements of Claims for Refund of Charges, etc., in respect of Interstate Journeys .....	—
20,325			—		
77,595	Revenue in respect of the carriage of passengers .....	79,642		Payments to Commissioner for Railways and Commissioner for Government Transport under the provisions of section 26(7) of the State Transport (Co-ordination) Act of Revenue collected in respect of the carriage of passengers and goods	
9	Less Refunds .....	—		Railways—	
77,586		79,642		Passenger charges .....	58,803
	Revenue in respect of the carriage of goods .....	3,284,506		Goods charges .....	2,441,197
3,238,982	Less Refunds .....	13,167		Omnibuses—	
18,019		3,271,339		Passenger charges .....	1,586
3,220,963					2,501,586
	Total Receipts .....	3,826,775	53,600	Total Payments .....	\$ 4,102,749
3,767,028			2,446,400		
			1,793	Security Deposits held at 30th June .....	1,580
	Security Deposits—		2,501,793		
1,710	Balance from previous year ..	1,270	3,809,487	Balance in Fund at 30th June ..	850,929
—	Receipts .....	320			\$ 4,955,258
1,710		1,590	1,270		
440	Less Refunds .....	10			
1,270	Balance brought forward from previous year .....	1,580			
1,169,362		1,126,903	1,126,903		
4,937,660		\$ 4,955,258	4,937,660		

I certify that the above Statement of Receipts and Payments for the year ended 30th June, 1967, of the State Transport (Co-ordination) Fund has been examined and is correct.

V. H. COHEN Auditor General of New South Wales,  
Sydney, 16th October, 1967.

H. HORNE  
Chief Accountant  
4th August, 1967



## APPENDIX 7

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED						
Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1967, and a comparison with 1966.						
Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1966-67	1965-1966	1966-67	1965-1966	1966-67	1965-1966
	\$	\$	\$	\$	\$	\$
July .....	312,887	329,406	665,976	711,956	978,863	1,041,362
August .....	330,567	283,169	623,586	634,745	954,153	917,914
September .....	341,017	310,543	699,297	627,463	1,040,314	938,006
October .....	303,486	287,177	650,443	601,551	953,929	888,728
November .....	315,837	296,979	655,425	644,891	971,262	941,870
December .....	233,280	279,451	613,404	629,931	846,684	909,382
January .....	269,632	278,993	559,989	627,031	829,621	906,024
February .....	264,302	230,546	660,610	533,067	924,912	763,613
March .....	252,998	312,829	589,103	658,696	842,101	971,525
April .....	295,313	228,226	623,291	531,301	918,604	759,527
May .....	352,970	349,648	715,935	703,123	1,068,905	1,052,771
June .....	380,098	315,932	739,820	673,353	1,119,918	989,285
Total.....\$	3,652,387	3,502,899	7,796,879	7,577,108	11,449,266	11,080,007
Less Refunds .....					44,136	44,894
Net .....					11,405,130	11,035,113

## APPENDIX 8

COST OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958, AS AMENDED		
From 1st July, 1966, to 30th June, 1967, and a comparison with 1966 Charged against Main Roads Fund—Special Deposits Account No. 91		
Previous Year	Head of Expenditure	Year ended 30th June, 1967
\$		\$
531,107	Salaries .....	652,908
13,743	Pay Roll Tax .....	16,025
38,144	Travelling Expenses and Allowances .....	38,693
18,721	Maintenance and Running of Motor Vehicles .....	21,853
21,018	Postage and Telegrams .....	20,187
2,493	Telephone Charges .....	2,739
17,943	Printing and Stationery .....	9,221
2,979	Office Stores .....	3,435
1,906	Light and Power .....	2,493
9,161	Maintenance of Buildings .....	8,463
753	Maintenance of Office Furniture and Machines .....	1,497
60,303	Erection of Buildings .....	221,038
2,907	Purchase of Office Furniture and Equipment .....	6,011
5,282	Purchase of Land .....	9,414
9,925	Purchase of Motor Vehicles .....	44,017
6,246	Land Radio-Telephone Communication .....	6,476
11,031	Road side Inspection Bays .....	2,280
3,333	Legal Costs .....	31,641
2,368	Sundries .....	7,480
759,363	Total .....	\$ 1,105,871



## APPENDIX 9

CONVICTIONS UNDER ROAD MAINTENANCE (CONTRIBUTION) ACT FOR YEAR ENDED 30th JUNE, 1967					
Vehicle Classification ↓	CONVICTIONS FOR FAIL TO —				Total Convictions
	Deliver Return	Pay Charges	Comply with Notice	Show Journey	
Intrastate .....	1,331	1,644	7	59	3,041
Interstate—					
N.S.W. ....	207	796	8	—	1,011
Victoria .....	591	946	—	—	1,537
Queensland .....	234	309	—	—	543
South Aust. ....	244	855	4	—	1,103
Western Aust. ....	48	35	—	—	83
A.C.T. ....	7	6	—	—	13
Northern Terr. ....	9	—	—	—	9
Tasmania .....	—	—	—	—	—
Total (Interstate) ..	1,340	2,947	12	—	4,299
Grand Total .....	2,671	4,591	19	59	7,340



## APPENDIX 10

**CONVICTIONS BY COURTS UPON LEGAL PROCEEDINGS TAKEN  
BY DEPARTMENT IN YEAR ENDED 30th JUNE, 1967.**

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

Not observe conditions of permit .....	4
Drive and operate contrary to terms of licence .....	189
Drive and operate unlicensed public motor vehicle .....	45
<b>Total .....</b>	<b>238</b>

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

Unlicensed Driver .....	1
Fail to produce licence for inspection .....	8
Fail to give correct change .....	3
Demand more than correct fare .....	3
Fail to carry out punctually a hiring .....	14
Fail to drive by shortest practicable route .....	2
Set meter in motion before being hired .....	2
Fail to set meter in motion .....	16
Fail to stop meter .....	7
Fail to run to timetable (omnibus) .....	4
Fail to drive away from stand .....	31
Place taxi on disengaged stand .....	41
Fail to display vacant sign .....	32
Fail to illuminate vacant sign after sunset and before sunrise .....	2
Fail to obscure vacant sign or fail to extinguish light .....	17
Fail to accept hiring .....	89
Overload taxi-cab .....	3
Stand at place other than public stand .....	5
Leave driving seat of taxi-cab .....	6
Multiple hiring .....	199
Smoke whilst conveying passengers .....	2
Soliciting for passengers, attract notice by calling .....	40
Incivility to passengers .....	4
Fail to stop vehicle for enquiry .....	3
State false name and address .....	1
Fail to observe condition of licence for omnibus .....	2
<b>Total .....</b>	<b>537</b>

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

Drive unregistered vehicle .....	9
Fail to stop vehicle when signalled or produce licence .....	1
Lorry driver not have required rest .....	4
Fail to notify disposal .....	42
Fail to apply for transfer of registration .....	50
Fail to drive into lorry checking station .....	2
Vehicle and equipment exceed length, height or width restrictions .....	44
Not display name and address of owner .....	2
Exceed aggregate weight permitted .....	109
Not display aggregate weight .....	6
Fail to carry log book .....	18
Fail to produce log book .....	2
<b>Total .....</b>	<b>289</b>

**Road Maintenance Contribution Act, 1958, as amended:—**

Omit item from record .....	59
Fail to furnish return .....	2,671
Fail to pay charges .....	4,591
Fail to furnish record (Director) .....	15
Fail to pay charges (Director) .....	4
<b>Total .....</b>	<b>7,340</b>

**Vagrancy Act:—**

Use obscene or insulting language .....	3
<b>Total .....</b>	<b>3</b>
<b>Grand Total .....</b>	<b>8,407</b>

In some cases the proceedings were actually instituted before 1st July, 1966

NOTE: See also page 23 regarding enforcement of traffic regulations.



## APPENDIX 11

## MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1967

Adaminaby	Coonamble	LIDCOMBE	RYDE
Adelong	Coopernook	Lightning Ridge	Rylstone
ALBURY	Cootamundra	LISMORE	Scone
Ardlethan	Corowa	LITHGOW	Singleton
Ariah Park	COWRA	LIVERPOOL	Stockinbingal
ARMIDALE	Crookwell	Lockhart	Stroud
Ashford	Culcairn	Macksville	SYDNEY (ROSEBERY)
Ballina	Cumnock	Maclean	Tabulam
Balranald	Dareton	MAITLAND	Tallimba
Bangalow	Darlington Point	Mandurama	Tambar Springs
Baradine	Deepwater	Manildra	TAMWORTH
Barellan	Delungra	Manilla	Taralga
Barham	Deniliquin	MANLY	Tarcutta
Barmedman	Denman	Mathoura	TAREE
Barraba	Dorrigo	Mendooran	Temora
BATHURST	DUBBO	Menindie	Tenterfield
Batlow	Dunedoo	Merriwa	The Rock
BEGA	Dungog	Milton	Tibooburra
Bellingen	Eden	MIRANDA	Tingha
Berrigan	Emmaville	MITTAGONG	Tocumwal
BEVERLY HILLS	Enngonia	Moama	Tooraweenah
Binalong	Eugowra	Molong	TORONTO
Bingara	Euston	MOREE	Tottenham
Binnaway	Finley	Moruya	Trangie
BLACKTOWN	FIVE DOCK	Moulamein	Trundle
Blayney	FORBES	Mudgee	Tullamore
Bogan Gate	Ganmain	Mullumbimby	Tullibigeal
Boggabilla	Geurie	Mulwala	Tumbarumba
Boggabri	Gilgandra	Mungindi	Tumut
Bombala	GLEN INNES	Murrurundi	Tweed Heads
Bonalbo	Gloucester	MURWILLUMBAH	Ungarie
Boomi	Goodooga	Muswellbrook	Uralla
Boorowa	Goolgowi	Nabiac	Urana
Bourke	GOSFORD	Narooma	Urbenville
Bowraville	GOULBURN	Narrabri	WAGGA WAGGA
Braidwood	GRAFTON	Narrandera	WAITARA
Brewarrina	Greenethorpe	Narromine	Walbundrie
BROKEN HILL	Grenfell	NEWCASTLE	Walcha
Bulahdelah	Greta	Nimmitabel	Walgett
Bundarra	GRIFFITH	NORTH SYDNEY	Walla Walla
Bungendore	Gulargambone	NOWRA	Wanaaring
Buronga	Gulgong	Nundle	Warialda
Burren Junction	Gundagai	Nymagee	Warren
Byron Bay	GUNNEDAH	Nyngan	Wauchope
CAMPBELLTOWN	Gunning	Oaklands	Weethalle
Candelo	Guyra	Oberon	Wee Waa
Canowindra	Gwabegar	ORANGE	Wellington
Captain's Flat	Harden	Pambula	Wentworth
Cargelligo	Hay	PARKES	Werris Creek
Carinda	Henty	PARRAMATTA	West Wyalong
Carrathool	Hill End	Paterson	Whitton
CASINO	Hillston	Peak Hill	Wilcannia
Cassilis	Holbrook	PENRITH	Wingham
CESSNOCK	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	
Coonabarabran	LEETON	Rockley	

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 5th June, 1967 the operation of the Kiama Office was taken over from the Police Department. Also during this period the Motor Registries at Mumbil and Moss Vale which were conducted by the Police were closed. Registries conducted by the Department now total 57 (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 —	
	1966	1967
	\$	\$
Head Office (Motor Registry Section) .....	7,274,472	7,235,289
Albury .....	406,103	417,371
Armidale .....	235,771	322,162
Bathurst .....	406,916	486,380
Bega .....	171,499	217,927
Beverly Hills .....	1,437,687	1,941,923
Blacktown .....	773,685	996,912
Broken Hill .....	487,227	533,872
Campbelltown—(New Registry—opened 16th July, 1965) .....	223,473	386,766
Casino .....	187,824	226,950
Cessnock .....	379,844	408,462
Chullora .....	2,367,114	2,409,498
Coffs Harbour .....	180,351	293,919
Cooma .....	196,895	267,749
Cowra .....	175,858	241,480
Dubbo .....	311,345	422,265
Five Dock .....	2,309,448	2,662,119
Forbes .....	203,877	249,078
Glen Innes .....	151,702	184,395
Gosford .....	606,394	717,661
Goulburn .....	409,704	512,034
Grafton .....	369,732	432,523
Griffith .....	294,531	408,654
Gunnedah .....	159,965	265,565
Inverell .....	201,744	302,129
Katoomba .....	148,880	202,783
Kempsey .....	239,311	306,853
Kiama—(New Departmental Registry—taken over from Police on 5th June, 1967) .....	—	8,295
Kogarah .....	1,722,538	1,881,922
Leeton .....	178,399	236,239
Lidcombe—(New Registry—opened 22nd December, 1965) .....	557,870	1,731,700
Lismore .....	510,978	635,914
Lithgow .....	291,728	321,410
Liverpool .....	1,671,086	1,957,411
Maitland .....	545,264	638,656
Manly .....	1,123,935	1,447,501
Miranda .....	1,174,168	1,522,912
Mittagong .....	168,169	273,139
Moree .....	180,214	256,073
Murwillumbah .....	210,588	278,857
Newcastle .....	3,512,471	3,940,409
North Sydney .....	1,706,560	2,085,960
Nowra .....	362,485	431,662
Orange .....	536,846	624,671
Parkes .....	202,670	255,872
Parramatta .....	3,171,880	3,312,357
Penrith .....	668,503	812,156
Queanbeyan .....	248,472	325,950
Richmond .....	292,541	390,839
Ryde .....	1,316,487	1,677,305
Tamworth .....	580,825	709,791
Taree .....	341,763	496,954
Toronto .....	235,947	320,543
Wagga Wagga .....	623,436	825,752
Waitara .....	906,571	1,198,533
Wollongong .....	2,404,616	2,804,081
Wyong—(New Departmental Registry—taken over from Police on 31st August, 1965) .....	119,364	261,841
Young .....	161,779	244,710
<b>TOTAL</b> .....	<b>46,039,505</b>	<b>54,962,134</b>

\*As explained on page 20 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 1967

As at —	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles§			Traders' Plates	All Vehicles
	Cabs	Vans	Buses	Private† Hire Cars	Cars	Lorries **	Cycles		
31st December—									
1910‡									4,374
1911	175	3	4		3,975		2,788		6,945
1916	268	32	12		14,175	845	7,070	254	22,656
1921	407	376	180		28,665	3,524	11,291	413	44,856
1926	779	1,723	486		104,675	22,986	25,424	1,320	157,393
1931	1,091	1,967	776		144,749	37,259	23,124	458	209,424
1936	1,155	2,036	567		183,406	65,221	23,418	909	276,712
1939	1,341	1,765	825		216,443	83,977	23,009	1,194	328,554
1940	1,357	1,641	870		207,446	82,767	21,275	1,007	316,363
1941	1,359	1,534	881		188,561	82,977	18,946	901	295,159
1942	1,350	1,260	901		171,967	77,964	14,818	651	268,911
1943	1,348	1,157	911		177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	39,575	1,959	473,256
30th June—									
1950	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1951	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010
1954	2,321	1,398	2,064	489	397,090	256,773	42,451	2,850	705,436
1955	2,479	1,403	2,123	368	440,603	276,734	39,787	3,088	766,585
1956	2,567	1,453	2,122	331	482,068	299,858	37,039	3,343	828,781
1957	2,624	1,445	2,197	318	514,587	321,895	35,567	3,463	882,096
1958	2,745	1,604	2,466	288	552,919	343,487	34,581	3,603	941,693
1959	2,759	1,745	2,551	286	558,175	373,209	32,575	3,823	1,005,123
1960	2,775	1,902	2,709	275	626,562	409,322	28,773	4,009	1,076,327
1961	2,803	2,034	2,882	280	662,433	443,444	24,396	3,967	1,142,239
1962	2,832	2,081	2,890	273	699,523	469,010	21,749	3,407	1,201,767
1963	2,868	2,169	2,962	258	742,072	505,951	19,494	3,296	1,279,070
1964	2,855	2,226	3,023	274	786,633	545,921	18,212	3,447	1,362,591
1965	3,124	2,344	3,123	280	838,280	595,841	18,886	3,482	1,465,360
1966	3,131	2,425	3,323	282	877,435	633,949	20,231	3,425	1,544,201
1967	3,135	2,492	3,114	270	918,140	675,996	24,243	3,379	1,630,769

\* Wollongong included from 1st July, 1957  
† Private hire cars included in cars before June, 1944  
‡ Total figure only available  
§ Includes country public vehicles  
\*\* Includes tractors and trailers  
|| Pre-war peak

## APPENDIX 14

## BRAND-NEW MOTOR VEHICLES REGISTERED, 1957 TO 1967

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total	Variation (Percentage)
1957	51,658	31,557	2,935	86,150	%
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
Total	790,568	589,366	27,729	1,407,663	



## APPENDIX 15

## DRIVERS' AND RIDERS' LICENCES

Table 1—Licences in Issue at Intervals Since 1910

As at	Number	As at	Number	As at	Number
31st December—		30th June—		30th June—	
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

\* 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—	
	1966	1967
Class 1	1,297,636	1,374,683
Class 2	4,353	4,137
Class 3	240,163	246,625
Class 4	23,936	25,140
Class 5	50,762	53,968
Taxi-cab driver (Transport Districts)	10,697	12,608
Motor cycle rider	41,344	46,625
*TOTAL	1,668,941	1,763,786

\*Provisional Licences — this total includes these licences, the conditions applicable to which are described on page 23.

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.

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.

Applicant's 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.



## CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Table 1—Offences Entailing Automatic Disqualification and Variations by Order of the Court.

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 .....	5,004	556	—	1,012	302	1,754	851	474	364	247	5,004	330	27	3	17
Drive in manner or at speed dangerous .....	1,381	26	—	474	43	350	196	129	109	80	1,381	153	21	—	—
Not stop after injury accident—Sec. 8(1) .....	33	1	—	11	4	5	3	1	6	3	33	4	—	—	—
Drive whilst disqualified ★ .....	542	—	419	—	—	11	3	6	47	56	542	44	2	—	—
Culpable driving .....	27	—	—	13	5	—	—	—	3	6	27	4	—	—	—
By negligent act cause grievous bodily harm ....	4	—	—	3	—	—	—	—	—	1	4	—	—	—	—
Manslaughter .....	4	—	—	1	2	—	—	—	—	1	4	—	—	—	—
<b>TOTAL</b> .....	<b>6,995</b>	<b>583</b>	<b>419</b>	<b>1,514</b>	<b>356</b>	<b>2,120</b>	<b>1,053</b>	<b>610</b>	<b>529</b>	<b>394</b>	<b>6,995</b>	<b>535</b>	<b>50</b>	<b>3</b>	<b>17</b>

\* 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 (Cont'd.)

**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 .....	57,068	13,084	536	1,367
Negligent driving .....	—	14,948	1,317	1,222
Not stop after accident (Section 8(3) or 8(4)) .....	—	216	7	70
Other offences (cross unbroken centre line, etc.) .....	70,802	30,767	1,149	1,025
<b>TOTAL</b>	<b>127,870</b>	<b>59,015</b>	<b>3,009</b>	<b>3,684</b>

Appeals to higher Courts against suspensions or disqualifications were heard in 903 cases of which 125 were allowed and 778 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 .....	22	133
Criminal Offences .....	37	168
Traffic Offences .....	8,600	—
Criminal and traffic offences .....	1	8
Physical disabilities .....	328	288
Other grounds .....	98	5
<b>TOTAL</b>	<b>9,086</b>	<b>602</b>

There were 426 appeals to Courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 194 were allowed, and 232 dismissed. In respect of refusals, there were 4 appeals, each of which was dismissed.

## APPENDIX 17

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

Distance	Trips	Tons Carried
Up to 100 miles .....	15,043	119,398
101-200 miles .....	13,954	120,506
Over 200 miles .....	5,336	43,430
<b>TOTAL</b>	<b>34,333</b>	<b>283,334</b>

In addition, 7,949 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, 1967									
Up to 100 miles	3,170	18,048	6,734	59,221	57	408	34,139	237,560	44,100 315,237
101-200 miles	5,601	31,788	9,569	74,672	69	526	51,601	402,314	66,840 509,300
Over 200 miles	3,511	16,740	2,245	16,155	1	1	7,692	52,558	13,449 85,454
Totals	12,282	66,576	18,548	150,048	127	935	93,432	692,432	124,389 909,991
1965-66	11,345	53,896	16,971	134,003	134	945	70,363	602,481	98,813 791,325
1964-65	12,554	62,795	18,234	144,039	165	1,362	69,485	579,239	100,438 787,435
1963-64	13,424	65,431	15,735	127,706	180	1,395	65,334	562,619	94,673 757,151
1962-63	14,119	70,456	15,632	124,529	136	1,173	63,343	513,217	93,230 709,375
1961-62	13,600	69,716	13,626	109,470	251	2,259	63,093	543,015	90,570 724,460
1960-61	12,885	62,988	11,968	94,917	242	1,897	61,616	474,499	86,711 634,301
1959-60	13,139	58,801	12,063	98,719	188	1,499	62,085	512,017	87,475 671,036
1958-59	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384	84,263 624,166
1957-58	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369	80,608 543,438
1956-57	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603	69,141 405,682
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, 5,460 permits were issued for charges calculated on a flat rate basis or on rail freight. The number last year was 7,014. The decrease is largely attributed to a reduction in the movement of assembled cars by road.



## APPENDIX 19

## PRIVATELY OPERATED OMNIBUS SERVICES IN THE TRANSPORT DISTRICTS

Table 1—Numbers of operators, services and vehicles as at 30th June, 1967 and 30th June, 1966

	Metropolitan		Newcastle		Wollongong	
	1967	1966	1967	1966	1967	1966
Operators .....	127	125	15	15	13	13
Services .....	209	205	23	23	22	22
Omnibuses—						
In Service .....	945	919	95	84	171	160
In Reserve .....	174	168	29	30	23	31
Total .....	1,119	1,087	124	114	194	191
Petrol .....	249	275	23	25	11	12
Diesel .....	870	812	101	89	183	179
Total .....	1,119	1,087	124	114	194	191
Single Deck .....	1,104	1,072	93	88	183	177
Double Deck .....	15	15	31	26	11	14
Total .....	1,119	1,087	124	114	194	191

Table 2—Operating and financial particulars, years ended 31st March, 1967 and 31st March, 1966

	Metropolitan		Newcastle		Wollongong	
	1967	1966	1967	1966	1967	1966
Number of employees	1,324	1,312	128	133	260	259
Omnibus Mileage .....	25,973,115	25,200,238	2,519,499	2,418,267	5,429,946	5,310,415
Passengers Carried ....	99,215,210	94,477,545	5,332,096	5,065,440	14,618,638	15,378,300
	\$	\$	\$	\$	\$	\$
Book Value of Plant	4,764,733	4,166,860	318,955	257,355	784,608	770,741
Revenue .....	8,613,229	8,031,227	653,485	630,101	1,616,931	1,586,462
Expenditure .....	7,786,714	7,226,744	613,028	599,085	1,587,134	1,515,166
Net Profit .....	826,515	804,483	40,457	31,016	29,797	71,296
Included in expenditure—						
Owners' Wages .....	271,103	286,632	24,880	24,390	26,307	29,063
Depreciation .....	900,221	774,192	52,123	58,086	95,699	102,403
Interest Payments on Loans, etc. ....	162,580	127,107	9,815	11,108	20,859	22,152
	c.	c.	c.	c.	c.	c.
Revenue per mile .....	33.16	31.87	25.98	26.05	29.8	29.87
Expenditure per mile ..	29.98	28.68	24.33	24.77	29.2	28.53
Net Profit per mile ....	3.18	3.19	1.65	1.28	.6	1.34



## 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
1967	2,615 (89.8%)	127 (52.0%)	114 (100.0%)	12 (80.0%)	112 (97.4%)	2 (16.7%)
1966	2,575 (88.8%)	133 (52.5%)	114 (100.0%)	12 (80.0%)	115 (99.1%)	2 (16.7%)
1965	2,514 (86.6%)	133 (52.5%)	107 (100.0%)	12 (75.0%)	115 (99.1%)	2 (16.7%)
1964	2,188 (82.9%)	133 (52.5%)	99 (100.0%)	8 (53.3%)	114 (98.3%)	2 (12.5%)
1963	2,054 (77.4%)	132 (52.8%)	99 (100.0%)	8 (57.1%)	115 (99.1%)	2 (25.0%)
1962	1,953 (74.6%)	144 (56.9%)	91 (91.9%)	7 (46.6%)	112 (96.5%)	4 (80.0%)
1961	1,699 (65.2%)	138 (53.5%)	82 (82.8%)	7 (46.6%)	95 (95.0%)	3 (20.0%)
1960	1,593 (61.8%)	122 (48.4%)	82 (84.5%)	7 (43.7%)	95 (95.0%)	3 (42.9%)
1959	1,483 (57.8%)	115 (43.9%)	77 (81.0%)	— —	95 (95.0%)	3 (42.9%)
1958	1,359 (53.3%)	115 (38.2%)	71 (74.7%)	— —	87 (87.9%)	3 (37.5%)
1957	1,164 (46.0%)	91 (29.4%)	69 (73.4%)	— —	86 (86.9%)	1 (12.5%)

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

Two-way radio service is provided in the 90 centres named below. The vehicles (taxi-cabs and private hire cars) now total 592, an increase of 9 since 30th June, 1966.

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



## Appendix 21

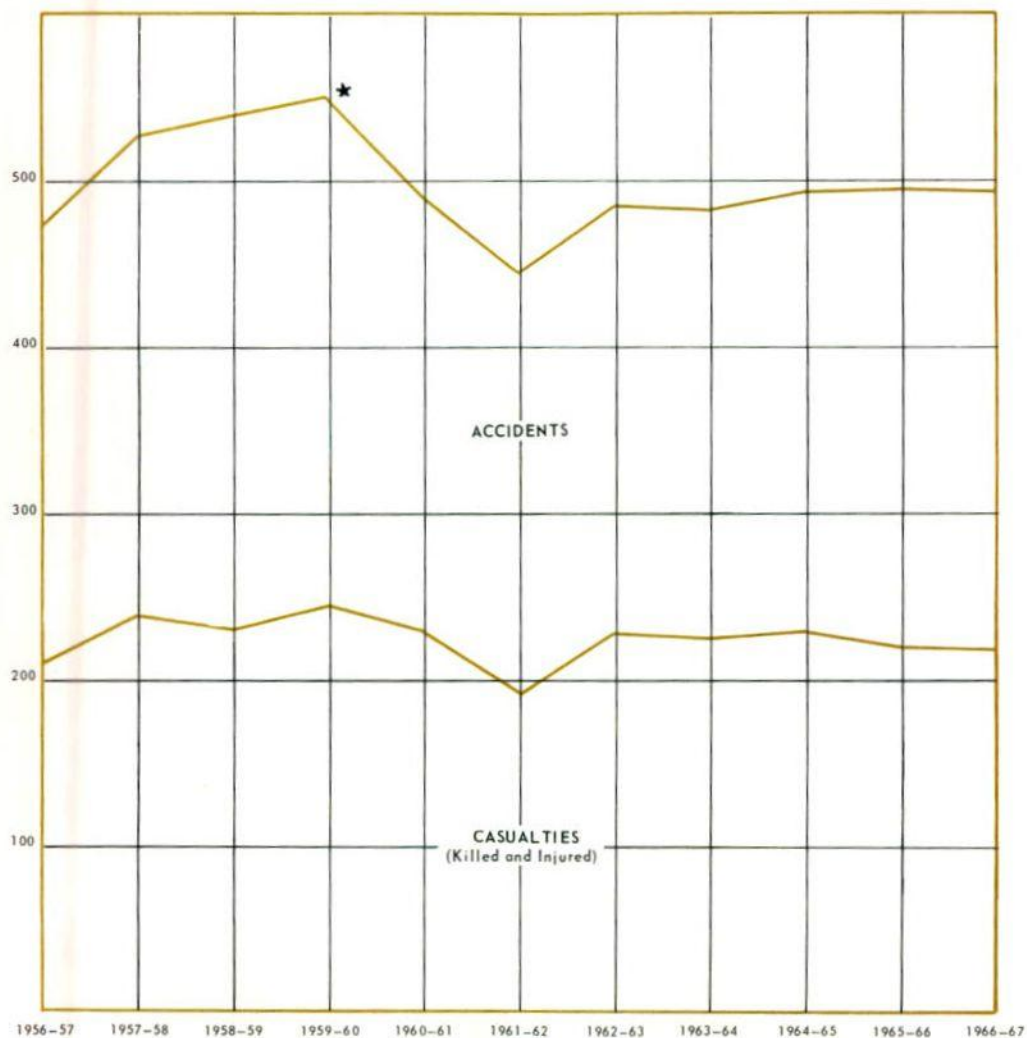
## ROAD ACCIDENTS IN NEW SOUTH WALES

The chart hereunder, and the ten further charts on pages 68 to 71 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 36, 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 — 1956-57 to 1966-67**

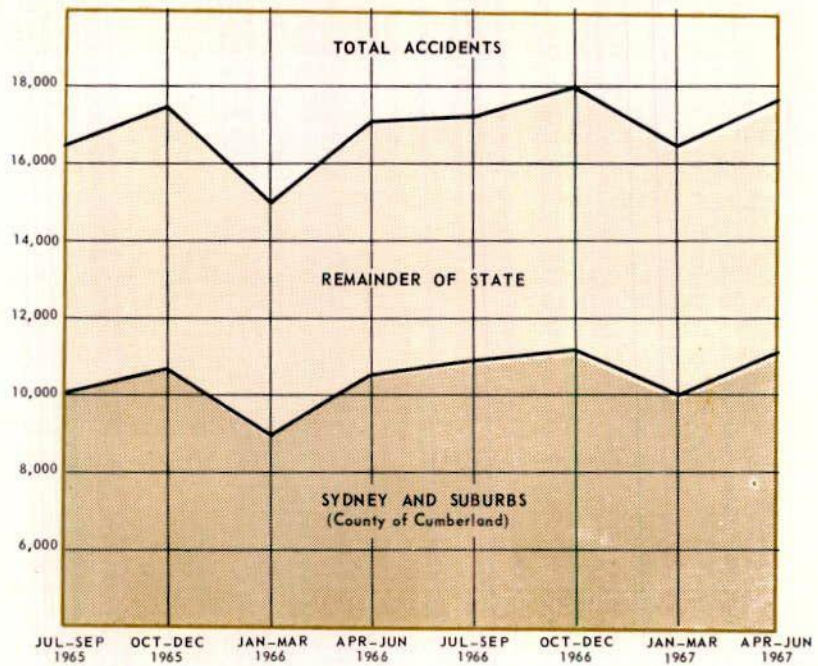


★ Some part of the drop was attributable to an increase, from \$20 to \$50, in damage value criterion on 1st May, 1960. Damage only accidents under \$50 ceased to be reportable.

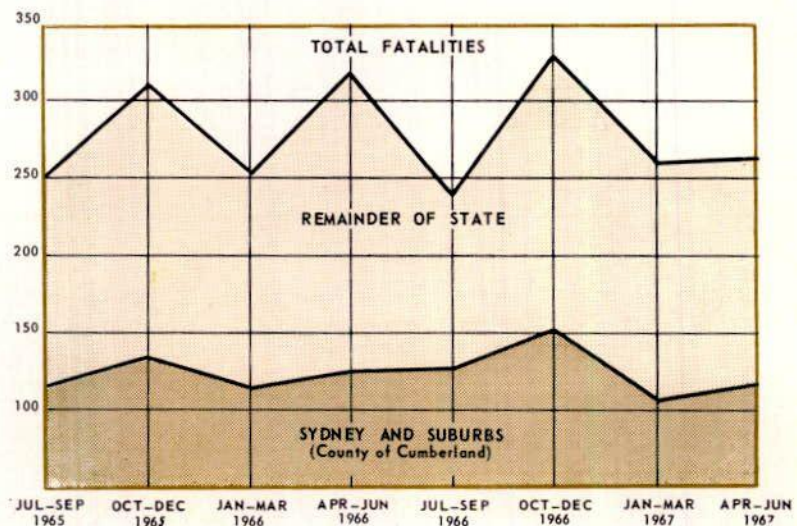


**ACCIDENTS, KILLED AND INJURED (non-fatal)—SYDNEY  
(including suburbs) AND REMAINDER OF STATE—  
QUARTERLY PERIODS FROM JULY, 1965 TO JUNE, 1967**

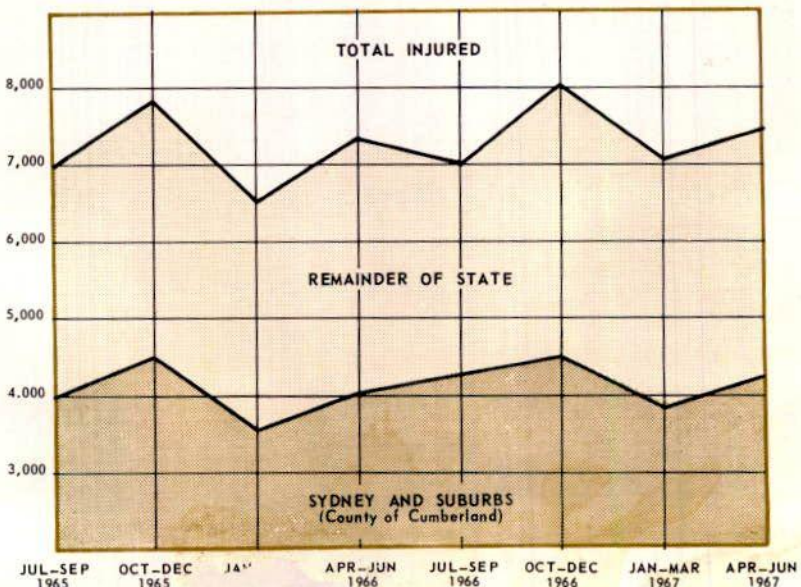
**CHART 2—  
ACCIDENTS**



**CHART 3—  
KILLED**

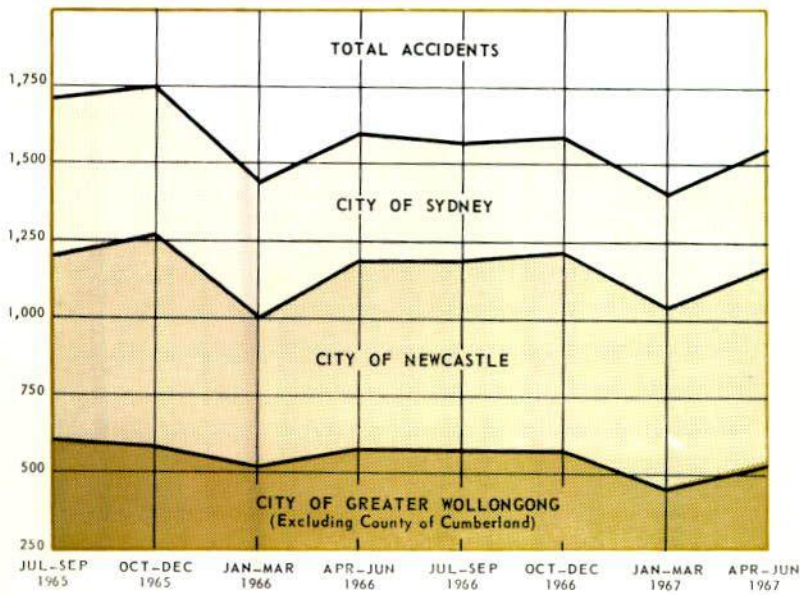


**CHART 4—  
INJURED  
(NON-FATAL)**

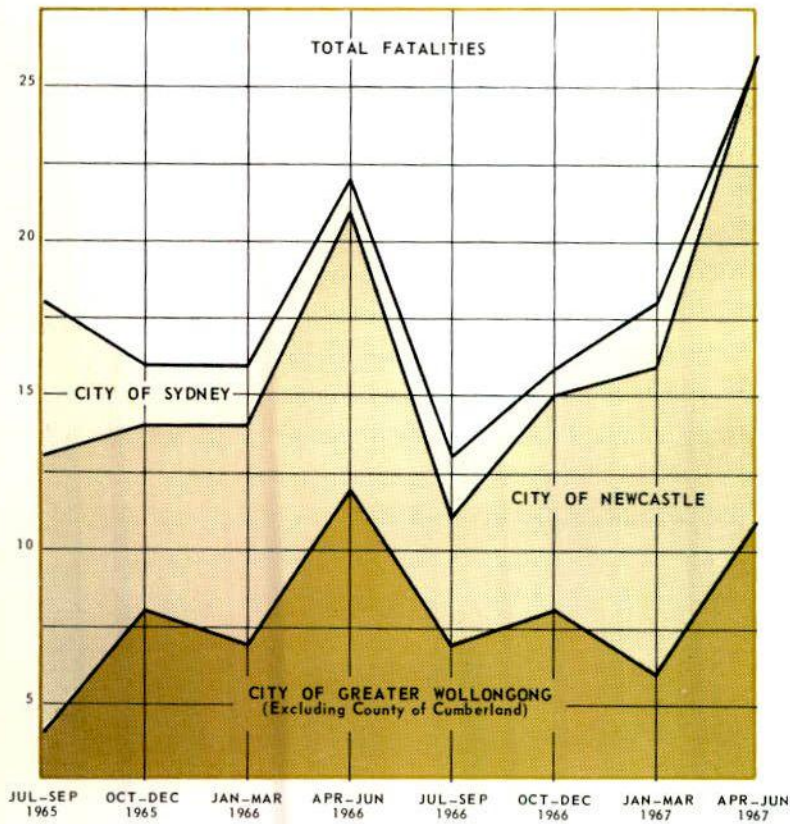




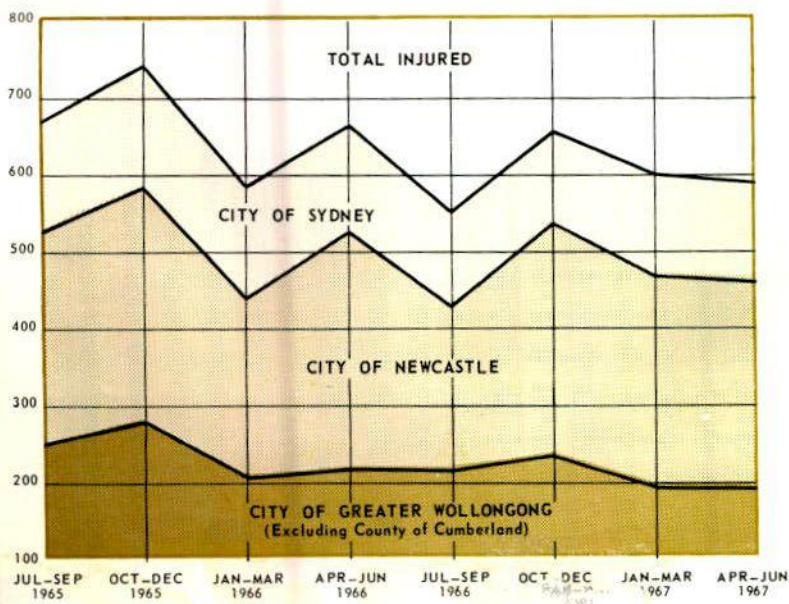
**ACCIDENTS, KILLED AND INJURED—CITIES OF SYDNEY,  
NEWCASTLE AND WOLLONGONG—QUARTERLY  
PERIODS FROM JULY, 1965 TO JUNE, 1967**



**CHART 5—  
ACCIDENTS**



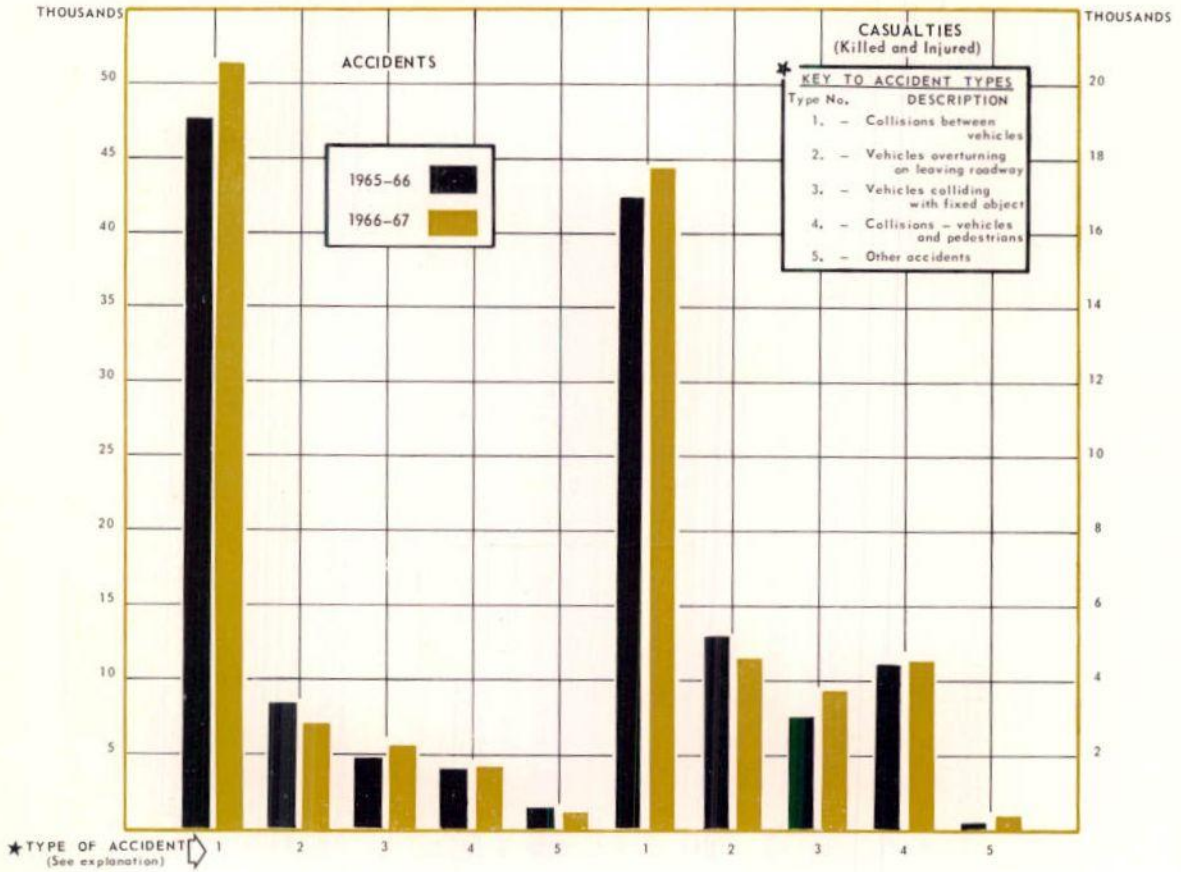
**CHART 6—  
KILLED**



**CHART 7—  
INJURED  
(NON-FATAL)**



**CHART 8—TYPE OF ACCIDENTS AND CASUALTIES (fatal and non-fatal)  
FOR EACH TYPE OF ACCIDENT—1965-66 AND 1966-67**



**CHART 9—CLASSES OF ROAD USERS KILLED AND INJURED—  
1965-66 AND 1966-67**

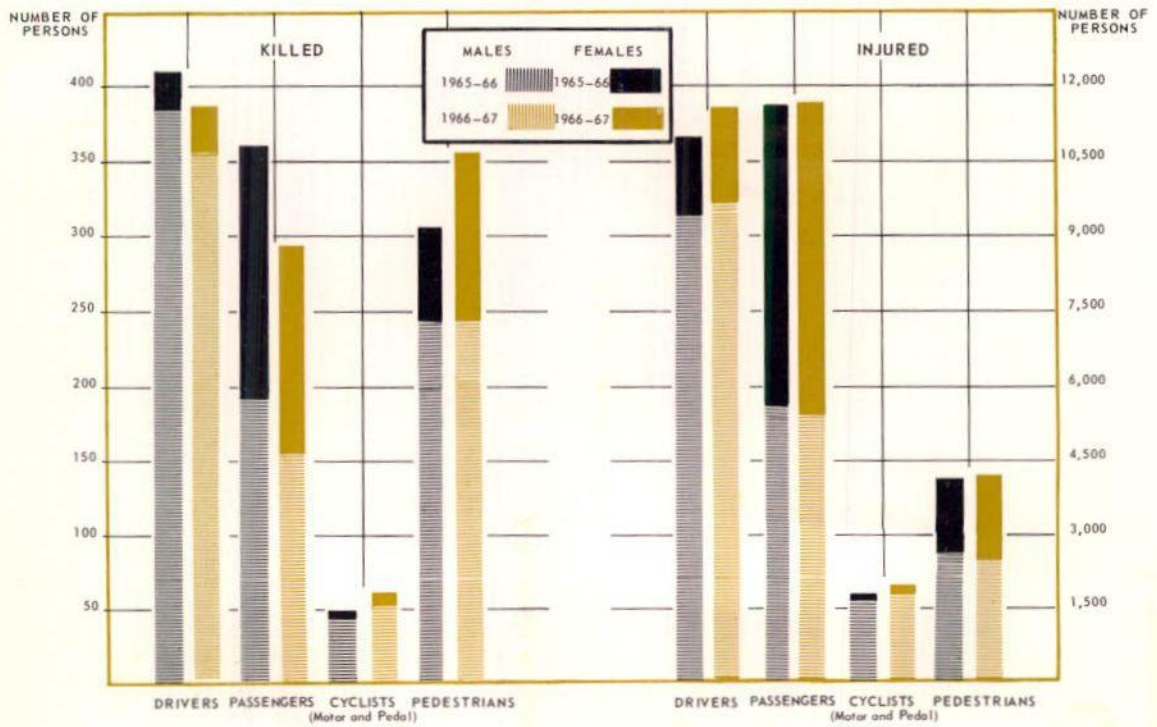




CHART 10—AGE AND SEX OF PERSONS KILLED 1965-66 AND 1966-67

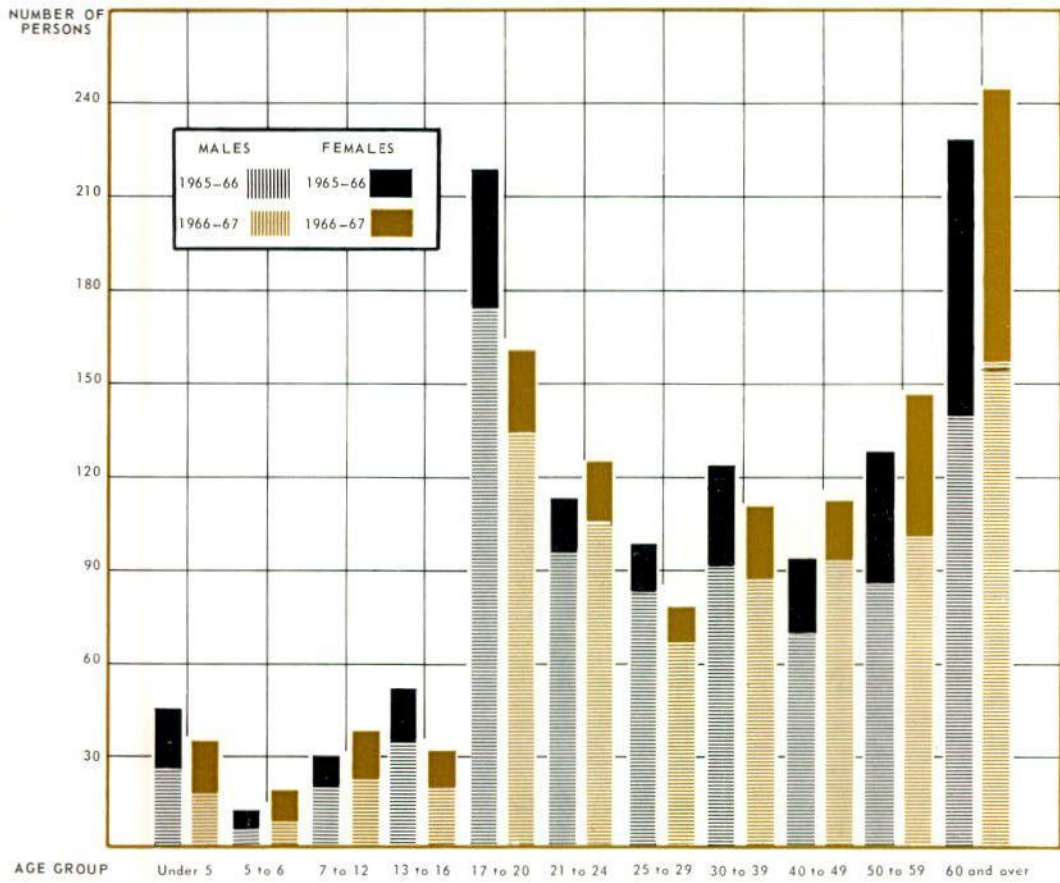
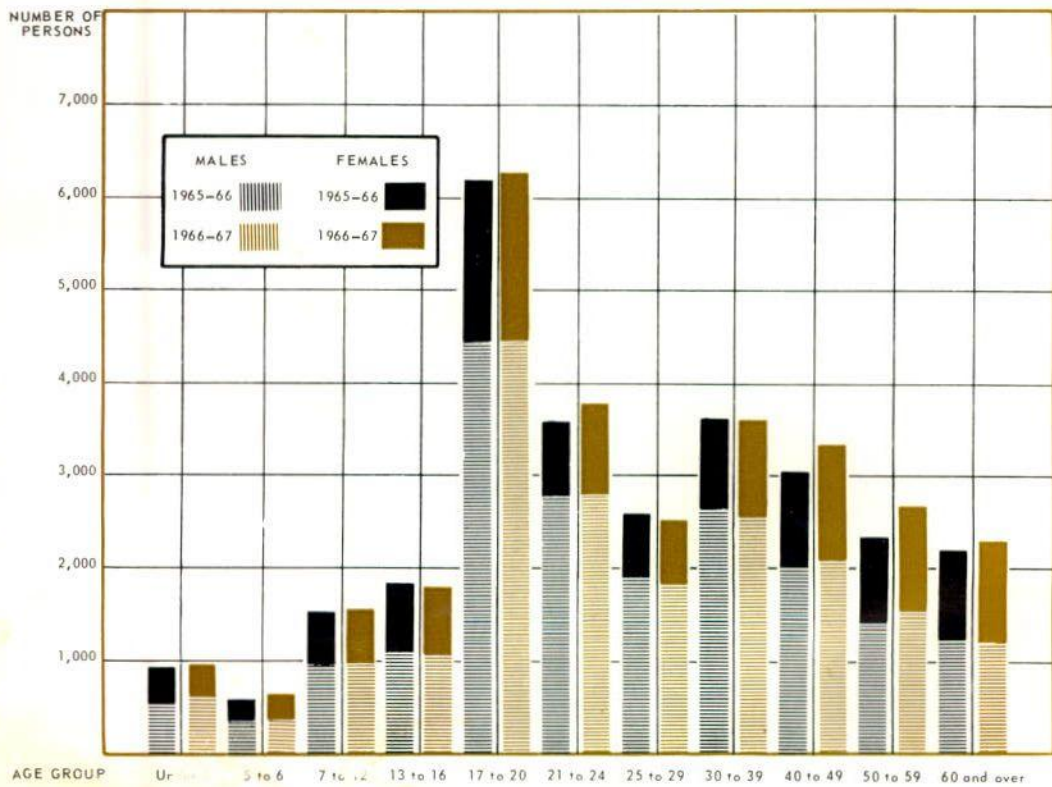


CHART 11—AGE AND SEX OF PERSONS INJURED 1965-66 AND 1966-67





## APPENDIX 22

**TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED IN YEAR  
FROM 1st JULY, 1966 TO 30th JUNE, 1967**

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

**SYDNEY**

Installations at the following 28 sites were brought into service on the dates shown.

York & Margaret Streets—3rd July, 1966.  
 Erskine Street and—  
     Sussex Street;  
     Kent Street;  
     Clarence Street;  
     York Street;  
 Margaret Street and—  
     Kent Street;  
     Clarence Street;  
 Jamison Street and—  
     Clarence Street;  
 Jamison, York & Lang Streets;  
 Grosvenor & York Streets;  
 Grosvenor, Harrington & Lang Streets;  
 Grosvenor, George, Bridge & Dalley Streets;  
 George, Hunter & Margaret Streets—18th July, 1966.  
 Bridge Street and—  
     Young Street;  
     Pitt Street;  
 Hunter Street and—  
     Castlereagh Street;  
     Elizabeth Street;  
 Bridge & Loftus Streets—5th September, 1966.  
 Pitt, Hunter & O'Connell Streets—7th September, 1966.  
 Bridge & Phillip Streets;  
 Bridge & Macquarie Streets—4th October, 1966.  
 College Street and—  
     Boomerang Street;  
     Prince Albert Road;  
     William Street;  
 Liverpool Street—7th November, 1966.  
 Wentworth Avenue & Goulburn Street & Hunt Street—  
     21st November, 1966.

\*College Street, north of Stanley Street—24th November, 1966.

\*Park Street, east of Elizabeth Street—24th November, 1966.

These 28 sets of signals comprise the Stage 4 of the Co-ordinated Traffic Signals Project for the Inner City Area. Further details & illustrations appear on pages 37 and 38.

*(Appendix 22 continued on next page)*



## APPENDIX 22 (Cont'd.)

## SUBURBS

ASHFIELD	Hume Highway & Carlton Crescent & Hume Highway, Elizabeth & Bruce Streets & Grosvenor Crescent—16th February, 1967
BANKSTOWN WEST	*Marion Street, east of William Street—4th January, 1967.
BAULKHAM HILLS	Windsor, Old Northern & Seven Hills Roads,—18th January, 1967.
BEACON HILL	*Warringah Road, east of Daines Parade—13th April, 1967.
BELMORE	*Burwood Road & Railway Station—22nd February, 1967.
BEVERLY HILLS	King Georges Road & Ponyara Road & Broadarrow Road—2nd June, 1967.
BLACKTOWN	Sunnyholt & Newton Roads & Main Street—23rd May, 1967.
CARRAMAR	*Horsley Drive, north-west of Denison—4th January, 1967.
CASULA	Hume Highway & De Meyrick Avenue—24th May, 1967.
EAST SYDNEY	Crown & William Streets—6th April, 1967.
ERMINGTON	Victoria, Marsden & Wharf Roads—18th July, 1966.
FORESTVILLE	Victoria & Silverwater Roads—5th October, 1966.
	Warringah Road & Forest Way—5th October, 1966.
	Warringah Road north of Brown Street & Currie Road—13th April, 1967.
GRANVILLE	Woodville Road & William Street—18th May, 1967.
GREENACRE	Hume Highway, Brunker & Rawson Roads—7th February, 1967.
HABERFIELD	Dobroyd Parade, Timbrell Drive & Mortley Avenue—2nd May, 1967.
LIVERPOOL	Elizabeth Street & Copeland Street—15th June, 1967.
	Sydney Road & Hume Highway—26th June, 1967.
NEWTOWN	King Street & Missenden Road—13th January, 1967.
NORTH SYDNEY	Alfred & Mount Streets—19th July, 1967.
	Merlin Street, Military Road & Falcon Street—20th October, 1967.
PADDINGTON	Moore Park & Lang Roads, Queen & Oxford Streets—7th July, 1966.
PUNCHBOWL	*Rossmore Avenue, north of Campbell Street—21st February, 1967.
REDFERN	Elizabeth & Redfern Streets—1st June, 1967.
RYDALMERE	Victoria Road & Rydalmere Avenue—22nd December, 1966.
ST. PETERS	Princes Highway & Mitchell Road & Princes Highway, Lord & Concord Streets—12th January, 1967.
STH. STRATHFIELD	Hume Highway & Pemberton Street—9th June, 1967.
STRATHFIELD	The Boulevarde, south of Carrington Avenue—26th April, 1967.
TEMPE	Princes Highway & Gannon Street—30th May, 1967.
VILLAWOOD	Woodville Road & Kirrang Avenue—20th July, 1966.
WAVERLEY	*Albion Street, south of Santa Marina Avenue—21st February, 1967.
WILEY PARK	King Georges Road & the Boulevarde—27th February, 1967.
	*King Georges Road, north-west of the Boulevarde—27th February, 1967.
WILLOUGHBY	Victoria Avenue & Penshurst Street—28th March, 1967.

## NEWCASTLE DISTRICT

GATESHEAD	Pacific Highway & Oxford Street—31st January, 1967.
HAMILTON	Tudor & Parry Streets—31st January, 1967.

## WOLLONGONG DISTRICT

WARRAWONG	King & Wattle Streets—6th April, 1967.
-----------	--

## COUNTRY AREAS

ALBURY	Dean & Kiewa Streets—13th March, 1967.
CALGA	Pacific Highway & Calga Interchange—27th October, 1966.
LITHGOW	Main & Eskbank Streets—13th February, 1967.
ORANGE	Summer Street, east of Post Office Lane—13th February, 1967.
TH	Brisbane & Peel Streets—17th October, 1966.
AGGA	Edward & Best Streets—13th March, 1967.



## APPENDIX 23

## INSPECTIONS OF PUBLIC MOTOR VEHICLES, YEAR ENDED 30th JUNE, 1967

## METROPOLITAN TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1967 ..	1,119	2,907	243	4,269
Inspections made .....	6,869	12,156	692	19,717
Repair Notices issued .....	374	740	96	1,210
*"Not to Use" Notices issued .....	20	142	10	172

## NEWCASTLE TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1967 ..	122	115	23	260
Inspections made .....	565	468	76	1,109
Repair Notices issued .....	2	16	1	19
*"Not to Use" Notices issued .....	—	—	—	—

## WOLLONGONG TRANSPORT DISTRICT

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1967 ..	194	125	12	331
Inspections made .....	753	491	48	1,292
Repair Notices issued .....	6	6	—	12
*"Not to Use" Notices issued .....	1	2	—	3

## COUNTRY DISTRICTS

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1967 ..	1,849	1,126	327	3,302
Inspections made .....	3,698	2,240	674	6,612
Repair Notices issued .....	371	112	12	495
*"Not to Use" Notices issued .....	25	4	4	33

\*Indicates that the vehicles were found to be unfit for service and their

\*ion wa



## APPENDIX 24

## STAFF EMPLOYED

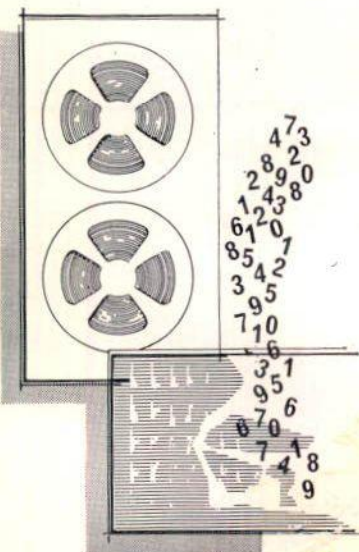
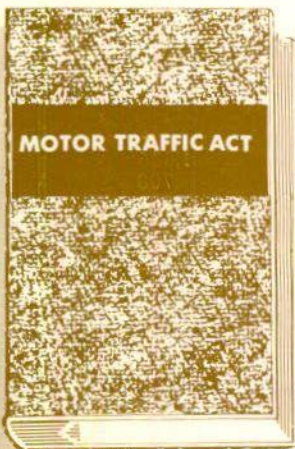
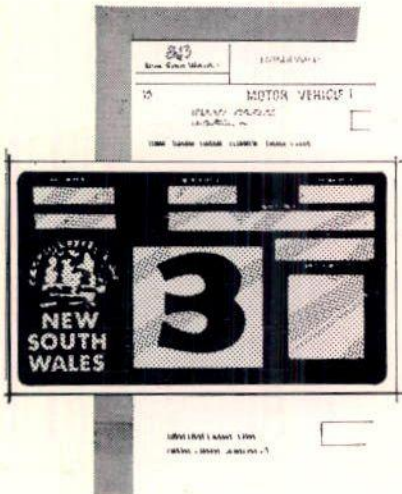
		On June 30th—		
		1965	1966	1967
METROPOLITAN—				
	Male	1,264	1,311	1,269
	Female	598	583	648
		<u>1,862</u>	<u>1,894</u>	<u>1,917</u>
NEWCASTLE—				
	Male	15	14	16
	Female	6	6	7
		<u>21</u>	<u>20</u>	<u>23</u>
COUNTRY—				
	Male	68	75	101
	Female	24	42	53
		<u>92</u>	<u>117</u>	<u>154</u>
TOTALS—				
	Male	1,347	1,400	1,386
	Female	628	631	708
		<u>1,975</u>	<u>2,031</u>	<u>2,094</u>
GRAND TOTAL		<u>1,975</u>	<u>2,031</u>	<u>2,094</u>

NOTE: Wages Staff (included in the above figures) totalled 200 on 30th June, 1965 (189 males, and 11 females) and 218 (207 and 11) on 30th June, 1966. The corresponding figures for 1967 were 178 (167 and 11).

TAMWORTH  
WAGGA WAGGA



16242





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

On 1st January, 1910 the 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 Government's bus and tram services and an independent Department, now the Department of Motor Transport, was formed on 1st June, 1952.

By June 30th, 1967 the number of vehicles registered had risen to 1,630,769 and the number of drivers' licences in issue to 1,763,786.



The map displays New South Wales with its major cities and towns, including Sydney, Melbourne, Brisbane, and Perth. It also shows the state's geographical features, such as the Pacific Ocean, the Silver City, Cobb, and Mitchell rivers, and the Barrier and Silver City mountains. The map is color-coded with various shades of green, yellow, and brown. It includes labels for neighboring states (Queensland, Victoria, South Australia) and the Pacific Ocean. Major cities like Sydney, Melbourne, and Brisbane are marked. The map also shows the Silver City, Cobb, and Mitchell rivers, and the Barrier and Silver City mountains. An inset map shows the location of New South Wales within Australia.

All Registries in suburbs of Sydney and the larger country centres are conducted by the Department of Motor Transport. These Registries, now numbering 57 handle at least 90% of business transacted at Motor Registries. The remaining Registries are conducted by Police in co-operation with other Police duties. Progressively, new premises are being provided for Motor Registries and additional offices are being opened to keep pace with growing demands. In recent years 40 specially designed modern Registry buildings have been erected (the illustrations on pages 41 and 45 provide examples of the type of premises built).



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