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PARLIAMENT OF NEW SOUTH WALES

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# REPORT

OF THE

## COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED  
30th JUNE, 1961

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Co-ordinated System of Traffic Signals in City of Parramatta

The Minister for Transport, the Hon. J. M. A. McMahon, M.L.A., speaking on the occasion of the official switching-on of the signals on 18th May, 1961

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Office of the Commissioner,  
50 Rothschild Avenue, Rosebery, N.S.W.  
23rd October, 1961.

The Hon. J. M. A. McMahon, M.L.A.,  
Minister for Transport,  
Sydney.

Dear Mr. McMahon,

I have the honour to submit to you for the information of Parliament a report of the operations of the Department of Motor Transport during the year ended 30th June, 1961.

### *Scope of Department's Functions*

In terms of a number of Statutes, the Department of Motor Transport is the administrative authority for a wide range of matters related to motor vehicles and motor vehicle drivers, including:—

- Registration of motor vehicles and the licensing of drivers—Motor Traffic Act, 1909–1961.
- Collection of the tax payable in respect of the registration of motor vehicles generally—Motor Vehicles (Taxation) Act, 1951–1959 and Motor Vehicles Taxation Management Act, 1949–1956.
- General administration of compulsory third party insurance on motor vehicles and collection of premiums for the Government Insurance Office—Motor Vehicles (Third Party Insurance) Act, 1942–1957.
- Collection of road maintenance charges payable on the operations of certain heavy motor vehicles in compensation for the wear and tear they cause to public roads—Road Maintenance (Contribution) Act, 1958.
- Regulation of motor vehicles engaged in commercial goods-carrying and passenger-carrying services; and licensing of aircraft used for commercial purposes within the State and passenger ferries operating in Port Jackson—Transport Act, 1930–1960 and State Transport (Co-ordination) Act, 1931–1956.
- Licensing of dealers in second-hand motor vehicles—Second-hand Motor Dealers Act, 1956.

Other important functions are to provide traffic control light signals and certain other traffic control measures (including many types of traffic signs and road markings), and to conduct activities designed to promote road safety.

### *The Year's Results*

The Department's work in these various fields for the period of this report has been described in several sections as follows:—

SECTION ONE—Registration and Taxation of Motor Vehicles and Licensing of Drivers.

SECTION TWO—Regulation of Public Motor Vehicles.

SECTION THREE—Road Safety.

SECTION FOUR—General.

SECTION FIVE—Appendices (principally statistical) relating to Sections One to Four.

The year's statistics of motor vehicle registrations and driving licences (details of which appear in the Appendices) continue to provide convincing evidence of the importance of the motor vehicle in the Australian community. The numbers of vehicles registered and drivers licensed again advanced (notwithstanding that there was a slight down-turn in the rate of increase of vehicle registrations) and again set new records. The increase in driving licences in issue was very substantial at 83,577 in

contrast to 47,681 for the previous year. Motor cycle registrations continued, at an accelerated rate, the decline which has characterised the last nine years. Now, at 24,396 they total little more than half the number as at 30th June, 1952.

A natural result of the overall increase was that net revenue collections (at £26,843,945) were £2,599,274 higher than last year, and substantial increases in expenditure were required on such items as police supervision of traffic, traffic control light signals, marked footcrossings and other road markings.

Revenue collections are summarised in Appendix 2 and are dealt with in more detail, in conjunction with expenditure, in Appendices 3, 4, 6, and 7.

#### *Appreciation*

I acknowledge with appreciation the contribution made by the staff, as individuals and as a team, to the successful completion of my ninth year of service in this office.

W. A. WALSH, Commissioner.



## SECTION ONE

### REGISTRATION AND TAXATION OF MOTOR VEHICLES AND LICENSING OF DRIVERS

#### MAIN ROADS FUND

The revenue of this Fund derives from tax which, under the Motor Vehicles (Taxation) Act, is payable on all motor vehicles (with certain minor exceptions), but it does not receive tax paid in respect of public motor vehicles registered as motor omnibuses, taxi-cabs, private hire cars and motor vans in the Metropolitan (including Wollongong) and Newcastle Transport Districts.

On 9th June, 1955, the High Court ruled that motor vehicles used exclusively for the purposes and in the course of interstate trade are not subject to the abovementioned Act. However, such vehicles must be registered and must comply with requirements generally as to construction, equipment, roadworthiness, etc. Distinguishing number plates of series beginning with the letters "IS" and having red characters on a white background are issued for such vehicles which, on 30th June, 1961, numbered 3,305.

Net collections of motor tax, that is, after payment has been made of refunds in respect of surrendered registrations and expenses incurred in connection with the administration of the Road Maintenance (Contribution) Act, are paid to the Treasury and form part of the funds provided for the Department of Main Roads.

For the year ended 30th June, 1961, the revenue totalled £9,067,625. Refunds amounted to £170,890 and the abovementioned administrative expenses were £286,344, so that the net revenue was £8,610,391. This amount was £85,479 more than the net revenue for 1959-1960—an increase of 1 per cent.

#### ROAD TRANSPORT AND TRAFFIC FUND

The Road Transport and Traffic Fund receives all fees, in respect of the registration of motor vehicles and the licensing of motor drivers, collected under the Motor Traffic Act, the Transport Act and the Motor Vehicles Taxation Management Act, and also a number of miscellaneous fees and charges. The most substantial of these is the commission received from the Government Insurance Office of New South Wales in respect of premiums under the Motor Vehicles (Third Party Insurance) Act collected on behalf of that Office, whilst others are the fees in respect of the appointments of Authorised Inspection Stations and licences for dealers in second-hand motor vehicles.

Payments from the Fund cover administrative and other expenses of the Department (excluding those expenses in respect of the administration of the State Transport (Co-ordination) Act and the Road Maintenance (Contribution) Act); the cost of police supervision and control of road transport and traffic; police services in connection with the registration of vehicles and the licensing of drivers; traffic facilities; road safety activities; and half the cost of maintenance by the Department of Government Transport of road pavements between tramway rails and for a space of 18 inches on either side of the rails.

The total revenue collected during the year was £3,805,962—an increase of £232,296 over the previous year.

The major expense from the Fund was an amount of £1,802,163, being the greater part of the sum of £1,966,938 recouped to Consolidated Revenue Fund to meet the cost, during the year, of Police services in respect of the supervision and control of road transport and traffic and the registration of vehicles and licensing of drivers.

By agreement with the Commissioner of Police, charges for Police services referred to in the preceding paragraph were fixed at £2,022,703 for the year, of which £121,362 was debited to the State Transport (Co-ordination) Fund and £43,413 was debited against the Council of the City of Sydney in respect of the supervision of parking meters in the Council's area, leaving a deficiency of £55,765.

Details of receipts and payments from the Road Transport and Traffic Fund for 1960-1961 and 1959-1960 are shown in Appendix No. 3.

#### PUBLIC VEHICLES FUND

The Public Vehicles Fund receives tax collected in respect of the registration of motor omnibuses, taxi-cabs, private hire cars and motor vans registered in the Metropolitan and Newcastle Transport Districts, and service licence fees for omnibus services operating in such districts. Since 1957-1958, a new item of receipt has been an allocation, from the funds granted to the State by the Commonwealth for roadworks, designed to offset the loss resulting from the reduction of tax on diesel omnibuses. It was treated as omnibus tax.

The omnibus tax, together with half of the service licence fees, is distributed to those Municipal and Shire Councils in whose areas the omnibuses operate, and to several other authorities who maintain roads traversed by these omnibuses. See Appendix No. 5.

The amount allotted to each participant is computed on a basis which takes into account the mileage of roadways it wholly or partly maintains in respect of each route, the mileage run by the omnibuses, and the number and the average weight of the omnibuses engaged in the service.

The remaining half of the omnibus service licence fees is applied in reduction of the capital indebtedness of the Department of Government Transport in respect of that Department's tramway and omnibus services.

The cost of providing and maintaining traffic facilities in the Metropolitan and Newcastle Transport Districts, notably traffic control light signals, is met from the tax derived from the registration of taxi-cabs, private hire cars and motor vans in those Districts, supplemented by substantial payments from the Road Transport and Traffic Fund in the financial years 1959-60 and 1960-61, because of the acceleration, as described in Section 3 of this Report, of the traffic control light signals programme.

Commencing on 1st August, 1955, that part of the City of Greater Wollongong which was not previously included in the Metropolitan Transport District was included as a temporary arrangement until completion of action, currently in hand, to constitute the whole of the Wollongong area as a separate Transport District under the Transport Act. The Public Vehicles Fund revenue derived from public vehicles in the Wollongong area is being kept distinct from other Public Vehicles Fund revenue and the whole proceeds of motor tax and service licence fees have been and will be distributed to local Councils. However until such time as the revenue derived from Wollongong area taxi-cabs and private hire cars is adequate for the purpose, the cost of installing traffic control light signals in that area will be met to the extent necessary from the Metropolitan Transport District section of the Fund.

A statement of receipts and payments from this Fund for the years ended 30th June, 1961, and 30th June, 1960, is shown in Appendix No. 4.

### STATE TRANSPORT (CO-ORDINATION) FUND

The State Transport (Co-ordination) Fund receives the fees for licences and permits issued (principally in respect of vehicles) under the State Transport (Co-ordination) Act, charges in respect of the carriage of goods or passengers on journeys in competition with the railways or tramways, and penalties and costs awarded by Courts.

The cost of administration of the Act is payable from the Fund and the balance is distributed to the credit of railway and tramway revenue, or to the Country Main Roads Fund.

From the commencement of the State Transport (Co-ordination) Act in November, 1931, until 30th June, 1961, the total receipts of the State Transport (Co-ordination) Fund were £18,170,323. Goods charges accounted for £15,434,318 of this amount. Departmental records do not enable a dissection to be made as to the respective amounts derived from interstate and intrastate journeys.

The total receipts into the State Transport (Co-ordination) Fund since the inception of the Act have been applied to: administrative costs—£2,658,166; payments to Government Railway Fund as compensation for competition with railway services—£12,856,631; to the Department of Government Transport in respect of competition with tramway and omnibus services—£38,870; and as refunds on claims by interstate hauliers—£1,524,900.

During the year ended 30th June, 1961, the State Transport (Co-ordination) Fund (after allowing for refunds) received an amount of £1,474,240. Of this, £1,259,697 was derived from charges in respect of the conveyance of goods on journeys competitive with railway services for more than 50 miles. These charges related only to journeys wholly within the State. The Department's expenses in the administration of the Act totalled £288,247; the payment to the Police Department for services in connection with the supervision of the Act amounted to £121,362; payments in settlement of claims for refunds of charges, etc., paid in respect of interstate journeys made prior to the Privy Council decision in November, 1954, totalled £155,027; payments to the Railways Department totalled £1,000,000; and to the Department of Government Transport £1,339. The fund had a credit balance of £870,394 on 30th June, 1961.

The continued retention of so large a balance was decided upon so as to provide a reserve which would mitigate the impact of further very large refund payments likely to be made during the next financial year to interstate hauliers, either as the result of litigation or of settlements of claims by negotiation.

A statement of Receipts and Payments of the State Transport (Co-ordination) Fund for the year ended 30th June, 1961, is included as Appendix No. 6.



## ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

### Objects and Principal Requirements

The Road Maintenance (Contribution) Act, which was brought into force on 1st May, 1958, requires the owners of commercial goods vehicles which have a load capacity of more than four tons to pay a charge towards compensation for wear and tear caused to the public streets in New South Wales by the operation of their vehicles. The Act applies both to interstate and intrastate operators.

The Act requires the owners of liable vehicles to submit monthly returns of journeys performed and mileage run on the public streets of this State and to pay the road maintenance charges due not later than the 14th day of the month next succeeding the month during which the journeys were made.

The rate of the charge to be paid in respect of every vehicle is prescribed by the Act as one-third of a penny per ton of the sum of:—

- (a) the tare weight of the vehicle; and
- (b) 40 per cent. of the load capacity of the vehicle, per mile of public street along which the vehicle travels in New South Wales.

The charge applies to both loaded and empty running.

In assessing such charge fractions of miles and fractions of hundredweights are disregarded, but hundredweights (in relation to both tare weight and load capacity) are taken into account as decimals of tons.

The Commissioner for Motor Transport, who is charged with the administration of the Act, is required to pay:—

- (a) one-fifth of all moneys received as charges under this Act into the County of Cumberland Main Roads Fund to the credit of a special account called the "Roads Maintenance Account";
- (b) four-fifths of all moneys received as charges under this Act into the Country Main Roads Fund to the credit of a special account called the "Roads Maintenance Account."

Money to the credit of these Roads Maintenance Accounts may be applied only on the maintenance of public streets in the County of Cumberland and outside the County of Cumberland, respectively.

The costs of administration of this Act are met:—

- (a) as to one-fifth—from the proceeds of taxes collected under the Motor Vehicles (Taxation) Act as are payable into the County of Cumberland Main Roads Fund;
- (b) as to four-fifths—from the proceeds of taxes collected under the Motor Vehicles (Taxation) Act as are payable into the Country Main Roads Fund.

Substantial penalties are prescribed for offences against the Act.

### The Year's Results

As at 30th June, 1961, the number of commercial goods vehicles with a carrying capacity above four tons recorded as being subject to the Road Maintenance (Contribution) Act, 1958, was 43,539, made up of 37,374 New South Wales intrastate vehicles (approximately 85·8 per cent.), 1,633 New South Wales interstate vehicles (approximately 3·8 per cent.) and 4,532 interstate vehicles from other States (approximately 10·4 per cent.). All interstate vehicles represent approximately 14·2 per cent. of the total vehicles.

Monthly gross receipts of charges under the Act from 1st July, 1960, to 30th June, 1961, are set out in Appendix No. 8. These totalled £3,524,815, of which £966,102 (27·4 per cent.) derived from vehicles operating interstate journeys and £2,558,713 (72·6 per cent.) from vehicles operating intrastate journeys. Estimated receipts of charges for the year were £3,000,000, made up to £800,000 interstate (26·7 per cent.) and £2,200,000 intrastate (73·3 per cent.). Total receipts exceeded total estimated receipts by £524,815, principally because an increased number of liable vehicles were registered and an increased number of Inspectors and Field Officers were active. Receipts from vehicles used on interstate journeys continue to show an upward swing from £834,329 (26·5 per cent. of total) for the year ended 30th June, 1960, to £966,102 (27·4 per cent. of total) for the current year.

Convictions during the year for offences under the Road Maintenance (Contribution) Act, 1958, totalled 10,713 (Appendix No. 9) compared with a total of 11,150 for the previous year. A total of 11,631 prosecutions taken for the current year show a marked decrease compared with the number taken for the previous year, and this was due to a more ready acceptance of the provisions of the Act by the owners of liable motor vehicles. A large majority of owners are now paying charges due regularly.

The Act, however, provides that an owner of a liable vehicle may make alternative provisions, known as an "Arrangement", as to modified methods of making, keeping and delivering records and payment of relevant charges, so long as amounts payable are not reduced nor payment postponed for more than three months. As a result of Departmental enquiries, 911 owners operating 11,341 vehicles have availed themselves of this course as at 30th June, 1961. The charges collected during the year in those cases totalled £1,369,546 (48·8 per cent. of total). These figures did not include 4,341 vehicles used infrequently and to a limited extent on public roads by primary producers for which returns under an "Arrangement" are also submitted.

The records of 697 "Arrangement" cases involving 7,231 vehicles were audited during the year and errors (mainly minor) were detected in 132 of these records. In one case, where the mileage was understated over a considerable period, the "Arrangement" was cancelled.

Special investigations to check mileages shown in Journey Records submitted by various stock carriers, log hauliers, sand carriers, coal hauliers and other operators were made by Departmental officers. Details of vehicle mileages were obtained from organisations employing carriers, or from authorities, such as the Pastures Protection Boards, which keep a record of the movements of vehicles. These investigations resulted in the collection of substantial amounts of evaded charges in many cases. The Field Staff carrying out this work has been increased and it is proposed to concentrate on this type of enquiry during the coming year.

Early in the year a Ready Reckoner to facilitate the calculation of charges was printed and distributed to each owner of a vehicle subject to the Act.

Since the introduction of the Act, Local Government Authorities and organisations have been encouraged to enter into an arrangement to pay direct to the Department the road charges incurred by their contractors. During the year, as a result of personal representations by Departmental Officers, the number of this type of arrangement has been considerably increased. These arrangements benefit the contractors by reducing their clerical work and at the same time expedite the collection of road charges by this Department.

Appendix 7 shows that the cost of administration of the Act for the year ended 30th June, 1961, totalled £286,344, representing 8.1 per cent. of collections, compared with 7.2 per cent. of collections for the previous year. The increased costs were mainly due to the appointment of additional Field Officers.

### **Concessions Granted in Respect of Vehicles Subject to the Act**

The undermentioned concessions are granted to owners of vehicles subject to the Road Maintenance (Contribution) Act:—

- (1) Charges under the State Transport (Co-ordination) Act in respect of the conveyance of goods in competition with the railways are reduced by the amount of the road maintenance charge for the competitive distance.
- (2) The amount of motor vehicle tax payable on all motor lorries other than those owned by primary producers, subject to the Act, was reduced to 50 per cent. of the normal rates of motor lorry tax as from the 1st January, 1960. This concession had applied, since the inception of the Road Maintenance (Contribution) Act, to primary producers' vehicles subject to its provisions.

### **DISTRICT MOTOR REGISTRIES**

District Motor Registries are now established at 252 centres throughout the State to enable the transaction locally of business relating to the registration and taxation of motor vehicles, the licensing of drivers and riders thereof, traders' plates, visiting motor vehicles, and requirements under the Motor Vehicles (Third Party Insurance) Act, the State Transport (Co-ordination) Act, and the Road Maintenance (Contribution) Act. New Motor Registries, conducted by Police, were opened at Ashford, Binnaway, Goolgowi and Khancoban during the year. A new Registry conducted by the Department was established at Miranda and new premises were provided for three previously established Registries—see Section 4 of this report.

The work at the majority of Registries is performed on behalf of this Department by members of the Police Force in conjunction with their other duties, but in the Metropolitan Area and the larger country cities and towns the Motor Registries are conducted by this Department. There are 46 such Motor Registries and the revenue collected at them during the year ended 30th June, 1961, totalled £8,206,643, an increase of over one £1,000,000 on the figure for the previous year. The particulars for each Registry, together with information as to the amount received at the Motor Registry section of the Head Office, are shown in Appendix No. 15.

### **MOTOR REGISTRATION STATISTICS**

At 30th June, 1961, there were 1,142,239 motor vehicle registrations in New South Wales. This is a further new record and is an increase, since 30th June, 1960, of 65,912, or 6.1 per cent. This is somewhat less than the net increase (71,204) and increase rate (7.1 per cent.) recorded in the previous 12-month period, and is one indication of the effect, over the year, of the falling-off of new vehicle sales which followed the economic measures taken by the Federal Government in November, 1960. A following paragraph deals specifically with registrations of brand-new vehicles.

Details of registrations current at 30th June, 1961 and 1960 are as follows:—

Classification	30th June, 1961	30th June, 1960
Cars .....	659,307	623,467
Lorries .....	329,691	308,681
Tractors .....	20,952	19,165
Trailers .....	92,801	81,476
Cycles—		
Solo .....	19,958	23,615
Sidecar .....	4,438	5,158
Omnibuses—		
Sydney .....	2,413	2,260
Newcastle .....	309	298
Wollongong .....	160	151
Country Districts .....	1,483	1,462
Vans—		
Sydney .....	1,884	1,763
Newcastle .....	149	138
Wollongong .....	1	1
Taxi-cabs—		
Sydney .....	2,604	2,578
Newcastle .....	99	97
Wollongong .....	100	100
Country Districts .....	1,196	1,203
Private Hire Cars—		
Sydney .....	258	252
Newcastle .....	15	16
Wollongong .....	7	7
Country Districts .....	357	352
Tourist Vehicles—		
Sydney .....	43	41
Newcastle .....	3	3
Wollongong .....	3	1
Country Districts .....	41	33
Traders' Registrations—		
Cars .....	3,870	3,904
Cycles .....	97	105
<b>Total .....</b>	<b>1,142,239</b>	<b>1,076,327</b>

Details of the numbers of registrations in New South Wales at intervals since 1910 are given in Appendix No. 10.

### BRAND NEW VEHICLES REGISTERED

In the twelve months ended 30th June, 1961, 126,209 new vehicles were registered in New South Wales, compared with 128,157 in the previous year. The following is a more detailed comparison:—

Classification	Year ended—	
	30th June, 1961	30th June, 1960
Passenger Vehicles—		
Cars .....	68,199	68,746
*Taxi-cabs (Sydney, Newcastle, Wollongong) .....	641	697
*Omnibuses (Sydney, Newcastle, Wollongong) ..	234	194
<b>Total .....</b>	<b>69,074</b>	<b>69,637</b>
Goods Vehicles—		
Lorries and Tractors .....	41,461	43,199
Vans (Sydney, Newcastle, Wollongong) .....	94	108
Trailers .....	13,550	13,002
<b>Total .....</b>	<b>55,105</b>	<b>56,309</b>
Motor Cycles .....	2,030	2,211
<b>Grand Total .....</b>	<b>126,209</b>	<b>128,157</b>

\* Taxi-cabs and omnibuses outside the Metropolitan (including Wollongong) and Newcastle Transport Districts are included with cars.

More detailed statistics on this subject appear in Appendix No. 11.

The number of brand-new vehicles registered is 1,948 less than for the preceding year, which may reflect an effect, over the full year, of the economic measures (e.g., an increase in sales tax) adopted by the Federal Government in November, 1960. This reduction is much smaller than those recorded on two other occasions in the last ten years (e.g., 11,335 less in 1951-52 than in 1950-51; and 20,517 less in 1952-53 than in 1951-52).

### THIRD PARTY INSURANCE

The Motor Vehicles (Third Party Insurance) Act, 1942, as amended, provides that before a motor vehicle may be registered or used on the public streets, insurance must be effected, with an insurer authorised in terms of the Act, against liability in respect of bodily injury to any third party arising out of the negligent use of the vehicle.

At the 30th June, 1961, there were 84 insurance companies so authorised. During the year, two companies entered this field and three withdrew.

Approximately 88 per cent. of the insurances under the Act are effected with the Government Insurance Office of New South Wales, the premiums being collected by this Department on behalf of that office. In the year ended 30th June, 1961, such collections totalled £8,886,033 after deduction of £100,130 commission payable to this Department.

Regulations under the Motor Vehicles (Third Party Insurance) Act, 1942, prescribe maximum premium rates for this type of insurance. The current rates have not been varied since they became effective on 1st January, 1960.

### DRIVERS AND RIDERS LICENSED

Licences issued to New South Wales drivers of motor vehicles, other than taxi-cabs operated in the Metropolitan and Newcastle Transport Districts, are of five different classes (A, B, C, D, and E) and authorise the licensees to drive motor vehicles as follows:—

*Class A Licences:* Private cars, light lorries (i.e., those weighing not more than 2 tons unladen), tractors, and implements.

*Class B Licences:* 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 C Licences:* Private cars, tractors, implements and any type of motor lorry (excepting 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).

*Class D Licences:* Motor omnibuses, tourist vehicles of any type, and any other type of vehicle (excepting taxi-cabs in the Metropolitan (including Wollongong) and Newcastle Transport Districts, motor cycles, articulated vehicles, and motor lorries which weigh more than two tons unladen and are hauling a pole trailer or trailer with more than one axle).

*Class E Licences:* 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 by the riders of motor cycles. The minimum age for an applicant for a Class A licence or a motor cycle riders' licence is 17 years and applicants are required to pass an oral test of knowledge of the traffic regulations in addition to the driving and eye-sight tests mentioned below.

Applicants for all other types of drivers' licences must have held a driving licence for at least twelve months previously. The normal minimum age for such applicants is 21 years but, in order 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 C licences to otherwise eligible persons who are between 19 and 21 years of age and have been offered employment as drivers of heavy lorries.

A practical driving test and an eyesight test must be passed before an original licence of any type can be obtained.

On the 30th June, 1961, 1,358,822 drivers' and riders' licences were in issue, an increase of 83,577, or 6·5 per cent. since 30th June, 1960. This increase is almost twice that recorded in the previous year, viz., 47,681. Details of the respective numbers of licences of the various types are as follows:—

Type of Licence	30th June, 1961	30th June, 1960
A .....	1,036,674	968,326
B .....	4,061	3,804
C .....	199,925	187,675
D .....	19,937	18,835
E .....	35,664	30,985
*Taxi-cab drivers .....	9,649	9,583
Motor cycle riders .....	52,912	56,037
Total .....	1,358,822	1,275,245

\*Metropolitan and Newcastle Transport Districts and City of Greater Wollongong.

A table showing the number of driving licences in issue at intervals since 1910 appears as Appendix No. 14.

## OFFICE MACHINERY

The large and constantly increasing numbers of motor vehicle registrations and driving licences entail clerical operations on a massive scale. Improvements in efficiency and economy have been achieved by taking advantage of a variety of modern office machines and other equipment.

The major installation is the punched-card system, which has been in full operation since May, 1960, and applies automatic methods to the many millions of individual transactions handled every year.

Machinery is employed also to fold, envelope and count the Department's outgoing mail, which has now approached 6,500,000 letters a year (or about 28,400 each working day), and to open the incoming daily mail of approximately 12,000 letters.

Rapid-copying equipment is used in several sections to copy, with complete accuracy and in a fraction of the time required by manual or similar methods, such documents as technical diagrams and records of traffic offences. Substantial savings in time, storage space and equipment are effected by making photographic records of such items as cheques received and obsolescent record documents.

## BREACHES OF ROAD LAWS

For the most part, detection of breaches of the Motor Traffic Act and Regulations is the responsibility of Traffic Police, but authorised officers of this Department also enforce certain rules, e.g., those limiting the laden weights of lorries.

The records of individual persons in relation to traffic offences are maintained by this Department and information therefrom is supplied to the Police Authorities as required in connection with adjudication upon reports of further breaches, and also to assist the Courts when assessing penalties.

During the report period, 807,557 breach reports were dealt with, as compared with 766,933 for the previous year. The great majority were for parking or other minor offences (e.g., fail to produce licence), but 189,622 were of a more serious nature. Conviction by a Court for certain offences entailed automatic disqualification of the offender for holding any driving licence for a prescribed period. There were also cases (of offences of other types) in which the Courts imposed periods of disqualification or suspension. In other instances, where circumstances gave rise to the question whether, in the interests of safety on the roads, the driver's licence should continue in force, consideration was given by the Commissioner to withdrawing the licence.

In the last two or three years the mounting numbers of deaths and injuries on the roads have been of increasing concern to the community. The Department has naturally exerted every effort to abate the appalling toll. Section 3 of this report, which deals specifically with road safety activities, gives more detailed information regarding action directed to the community at large, but it is relevant to the topic now under review to mention two lines of action applied with this objective to individual drivers.

Initially an individual appeal for better observance of the road laws is addressed to every person reported for a serious offence which the Police deal with by way of a caution. If convictions for further serious offences are recorded warning or final warning letters are forwarded (depending on the individual record). If, despite these steps, a driver's offences still continue, the licence may be suspended—usually for a short period. During the year 10,762 cautions, 50,632 warnings and 8,800 final warnings were given, and 2,198 licences were suspended.

In the period of this report the Courts found proved 5,902 offences of types which entail automatic disqualification for holding a licence. 1,673 of these offenders were discharged (without conviction) pursuant to Section 556A of the Crimes Act, but the other 4,229 were convicted. In 3,513 of these 4,229 cases the period of disqualification was that operating automatically, but in the remainder (716), variations in the term of automatic disqualification were ordered by the Courts. Many of these were in exercise of a newly-conferred power (provided since 10th March, 1961, by amendment of the Motor Traffic Act) to order *shorter* disqualifications than those which would apply automatically in the absence of a Court order.

More detailed statistics appear in Appendix No. 13.

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## SECTION TWO

### REGULATION OF PUBLIC MOTOR VEHICLES

#### GENERALLY

In the regulation of public road motor vehicle services, the relevant Acts were applied so as to provide services on roads or in areas according to public needs, and, as necessary, to co-ordinate road services with rail, air, and shipping services.

Vehicles were licensed as goods motor vehicles, motor omnibuses, taxi-cabs, private hire cars or tourist vehicles, and conditions for the licences determined according to the general policy and the particular circumstances of individual cases.

Vehicles performing journeys in the course and for the purposes of interstate trade are not subject to licensing or regulation except as concerns the provisions of the Motor Traffic Act which relate to road safety.

#### GOODS MOTOR VEHICLES

The number of motor vehicles registered and licensed as lorries and trailers was 422,492 at the 30th June, 1961, as compared with 411,224 at 30th June, 1960. In both cases lorry registrations comprised, of total registrations, 37 per cent. This was the figure on 30th June, 1960, and 1959 and compares with 36 per cent. on that date in 1958, 1957, 1956, and 1955; 26 per cent. in 1938; and 20 per cent. in 1932.

The established general policy in the administration of the State Transport (Co-ordination) Act in relation to the road transport of goods was continued without alteration. Licences for goods vehicles contained a general authority for the conveyance of goods on journeys in competition with the railways for not more than 50 miles, and on non-competitive journeys of any length. Competitive journeys more than 50 miles in length were, for most classes of goods, authorised by permits issued upon payment of charges as mentioned hereunder; but such journeys were prohibited (by refusal to issue a permit) where the proposed loading was a commodity for which special facilities were provided by the Railways Department, e.g., wool, cement, or beer.

The maximum charge payable in respect of a competitive journey is an amount calculated at the rate per mile of 3d. per ton of the tare plus carrying capacity of the vehicle. Reductions were granted or exemption allowed in the many cases where some special feature associated with the loading or the journey existed. A further concession, in respect of vehicles subject to the Road Maintenance (Contribution) Act (see Section 1), is that the Co-ordination Act charges in respect of competitive journeys are reduced by the amount of the road maintenance contribution for the competitive distance.

In 1956 a number of exemptions and concessions available to operators generally were terminated with the object of making maximum use of the essential rail services which had been much improved, but which, in many cases, were not fully loaded. In consequence the railways received additional traffic and this position obtained again during the report period. Nevertheless exemptions were continued in respect of a wide range of commodities to which railway transport was not particularly suited—for example, fresh milk, cream, fish and eggs; poultry; bricks and roofing tiles; seedlings and ornamental plants; asbestos cement pipes and sheets; and show exhibits and commercial travellers' samples.

Particulars of competitive journeys authorised by permits issued during the year on payment of charges at mileage rates and of the tonnages so carried appear hereunder, together with a comparison with previous years:—

Distance in Miles	1d. per ton mile.		1½d. per ton mile		2d. per ton mile		Full Charges 3d. per ton mile		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Up to 100 .....	4,001	19,270	5,636	53,649	111	758	24,714	188,142	34,462	261,819
101-200 .....	5,539	27,123	5,588	36,952	125	1,102	33,593	263,203	44,845	328,380
Over 200 .....	3,345	16,595	744	4,316	6	37	3,309	23,154	7,404	44,102
<b>Totals</b>	<b>12,885</b>	<b>62,988</b>	<b>11,968</b>	<b>94,917</b>	<b>242</b>	<b>1,897</b>	<b>61,616</b>	<b>474,499</b>	<b>86,711</b>	<b>634,301</b>
1959-1960 .....	13,139	58,801	12,063	98,719	188	1,499	62,085	512,017	87,475	671,036
1958-1959 .....	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384	84,263	624,166
1957-1958 .....	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369	80,608	543,438
1956-1957 .....	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603	69,141	405,682
1955-1956 .....	19,892	94,573	3,835	23,389	646	3,776	40,231	279,781	64,604	401,519
1954-1955 .....	18,606	88,264	2,526	13,642	478	2,726	33,557	226,779	55,167	331,411
1953-1954 .....	18,279	87,330	1,594	6,977	475	2,678	34,756	225,433	55,104	322,405

*Note.*—In addition 5,675 permits were issued subject to charges payable on a flat rate basis. These include permits available for varying periods to hawkers, showmen, contractors and dealers and for individual journeys for the carriage of motor car bodies.

\* Denotes the rate per mile for each ton of the *aggregate* of the vehicle's tare weight and carrying capacity.  
The tonnages shown above refer to the actual weight of loadings carried.



The table hereunder shows the number of individual journeys operated by goods motor vehicles under permits issued exempt from charges during the year ended 30th June, 1961. These figures are substantially lower than the corresponding information for the previous year.

Journeys	Trips	Tons Carried
Up to 100 miles .....	7,566	49,962
101-200 miles .....	14,200	109,524
Over 200 miles .....	5,855	46,917
Total .....	27,621	206,403

*Note.*—In addition 4,785 permits available for periods of one month or more were issued for the carriage of exempt goods but particulars as to the number of journeys made and tonnages carried are not available.

Charges collected under the Act during the year in respect of the carriage of goods by road amounted to £1,259,697 compared with £1,253,992 for the previous year, an increase of £5,705. In contrast, the *increase* in the 1959-60 year amounted to £98,227. The smaller gain recorded this year may have resulted, in part, from the less favourable general economic situation, but principally was attributable to the diversion of more goods to rail transport, as mentioned earlier in this Section.

As the result of a decision given in 1954 by the Privy Council, the State Transport (Co-ordination) Act is not applicable to vehicles engaged in the course and for the purposes of interstate trade. However such vehicles are, in like manner to those engaged on intrastate operations, subject to the provisions of the Road Maintenance (Contribution) Act in regard to which please see Section 1 of this report.

The number of goods motor vehicle registrations increased in the year by 11,268 (a sharp reduction on the previous year's gain, viz., 36,270). Consequently there was some increase in the amount of goods carried by road. The bulk of such goods was carried for distances of 50 miles or less, but the quantity of goods carried more than 50 miles in competition with the railways on intrastate journeys was, as indicated by a foregoing table, considerable. The heaviest movements were those commencing or terminating in Sydney and although much of the road traffic could have been handled by the improved railway services road transport was preferred by some consignors, notwithstanding that charges under the State Transport (Co-ordination) Act were imposed.

Principally, intrastate journeys were on routes between Sydney and Newcastle, Bathurst, Orange and Goulburn and other points distant up to 200 miles for the carriage of general merchandise and other goods in the higher rail-freight classifications. However, a feature was the carriage of large quantities of wool from properties in the north-west of New South Wales to Sydney and Newcastle via depots in Queensland. Pursuant to a decision by the High Court, journeys by one contractor from a point in New South Wales to a Queensland depot and thence to Sydney or Newcastle by another contractor are interstate journeys and consequently not subject to the State Transport (Co-ordination) Act or liable to payment of charges.

As in past years, many road operators, particularly some engaged in wool cartage, endeavoured to evade the provisions of the Act by operating without permits. Other irregularities included carrying goods subject to higher Act charges than were actually paid, carrying goods for greater distances or of greater weight than had been authorised, or attempting to disguise intrastate journeys as *bona-fide* interstate operations. Maintenance of intensive road patrols by authorised officers of the Department and prosecution of offenders was continued. These measures resulted in the collection of revenue which would otherwise have been evaded and also acted as a deterrent to offences against the Act.

### WEIGHING OF LOADS

To ensure that charges payable under the State Transport (Co-ordination) Act were not evaded by loading vehicles beyond the weights for which charges were paid, the policy was continued of requiring vehicles performing competitive journeys to be weighed *en route* wherever practicable. Specially large weighbridges are provided for this purpose by the Department at Chullora Motor Registry and the Checking Stations at Marulan and Berowra.

A more detailed description of Departmental lorry checking stations appears in Section 4 of this report.

## PRIVATELY OPERATED OMNIBUS SERVICES IN THE METROPOLITAN (INCLUDING WOLLONGONG) AND NEWCASTLE TRANSPORT DISTRICTS

### Generally

Omnibuses employed in the privately-operated services in the Metropolitan (including Wollongong) and Newcastle Transport Districts are registered under the Motor Traffic Act and the Transport Act and also licensed under the State Transport (Co-ordination) Act.

The number of such vehicles at 30th June, 1961, compared with the number at 30th June, 1960, was as follows:—

Locality	Petrol		Diesel		Total	
	1961	1960	1961	1960	1961	1960
Metropolitan (excluding Wollongong) . . . .	409	396	483	451	892	847
Wollongong . . . . .	32	33	128	118	160	151
Newcastle . . . . .	49	47	68	59	117	106
Total . . . . .	490	476	679	628	1,169	1,104

Except for a few minor services authorised by permit, each private bus service in the above-mentioned Transport Districts operates under the authority of an annual service licence, the fee for which is assessed individually having regard to the extent of the benefit enjoyed by the operator, the nature of the route and the effect on any Government transport services. The maximum rate fixed by the Act is £4 for each passenger each bus is authorised to carry, but in 1960-61, as for some time past, this maximum was not approached. The highest rate of fee (per passenger) was £1 5s. and the lowest 2s. 6d. Six fees were assessed at nominal sums ranging from £2 to £20. The aggregate of all fees was almost £13,293, individual fees ranging from £2 to £404 5s.

The major proportion of the proceeds of the fees for omnibus service licences and the motor tax paid on the buses used in them is applied towards maintaining the roads the services traverse. The Department of Government Transport, although not obliged to do so, makes a corresponding contribution to the cost of roads on which its services operate by paying amounts equivalent to service licence fees and bus tax.

Details of fees and tax so paid appear in Appendices 2 and 4, whilst particulars of the allocations to Councils and other authorities to assist with the construction and maintenance of roads used by bus services are listed as Appendix No. 5.

In the Sydney Metropolitan District (excluding Wollongong) the number of service licences in issue at 30th June, 1961, was 204, an increase of five over the previous year. The number of holders of service licences dropped from 128 to 125. One service (between South Sydney Hospital and Kingsford Smith Airport) was discontinued, whilst new services connecting Camden with Liverpool and Campbelltown were started in anticipation of termination of the Campbelltown-Camden train service. There were also 36 diversions or extensions of existing services, largely to provide facilities for school children or to serve newly developed areas or, in the case of services terminating in Parramatta, to conform to new traffic arrangements necessitated by the installation of a system of co-ordinated traffic signals.

In the Wollongong area there were, as at 30th June, 1961, 19 services conducted by 13 operators. During the year the issue was approved of a service licence for the service operated between Bellambi and Wollongong via roads inland of the main road.

In the Newcastle Transport District twenty-four service licences were held by sixteen operators, a reduction of one in each category having resulted from the amalgamation of the Swansea-North Swansea service with that operating between Swansea and Catherine Hill Bay.

### Fares

Following the general increases effected in the previous report year there was no necessity for any significant variations in fares.

### Standard of Service

All omnibuses were inspected frequently by Departmental Motor Vehicle Examiners to ensure that the vehicles were maintained to a satisfactory standard. Routine checks were also made to ascertain whether authorised timetables were being observed and were adequate. Complaints were few in number, but those received were investigated and action taken to remedy any shortcomings revealed.

The location of omnibus stopping places, terminal arrangements and question of the suitability of roads for omnibus traffic were determined in conjunction with the Traffic Police and, in more important cases, the local councils. A review—commenced in the previous year—was continued of all bus stops in the Metropolitan District, with the object of making any changes in location or size necessitated by changes in conditions since the stops were first appointed. Stopping places in 59 services were dealt with in the report period.

### Services in Competition with Government Transport Services

In the Sydney area, 10 services were regarded as operating in competition with Government Transport services. This position was met by imposing charges under the State Transport (Co-ordination) Act on 3 of the services and, in the remaining 7, prohibiting the picking up and setting down of passengers along the competitive portions of the routes. In the Wollongong and Newcastle areas, 4 and 7 services, respectively, were regarded as competing with Government Transport services, and charges were imposed in each case. Private buses operating on industrial services through Newcastle areas served by Government omnibuses were not permitted to pick up or set down passengers in the competitive areas.

### Special Journeys

Omnibuses were authorised by permits to provide special journeys off their normal routes for sporting bodies, social organisations, picnic parties and the like. Where a journey was fully competitive with Government transport services, Co-ordination Act charges were imposed at the maximum rate of 1d. per passenger per mile, but charges were reduced or waived where the Government services were not regarded as entirely suitable or where there were special circumstances (e.g., journeys of a religious or educational nature, Sunday school picnics, etc.).

### Financial Position of Operators

Under provisions of the Transport Act, operators of omnibuses are required to furnish periodical statistical returns concerning their services. Formerly, such returns have embraced periods of twelve months ended on 30th June each year but, because of difficulties experienced by operators in submitting returns promptly after the end of the financial year, it was decided during the year that future annual returns will cover the twelve months ending on 31st March.

The information in the table hereunder covers only the nine months ended 31st March, 1961, and while it cannot be compared directly with results for last year (also shown), it does afford some guide. The change will be of benefit and future reports will again relate to complete periods of twelve months.

Item	9 months ended 31-3-61	Year ended 30-6-60	Variation*	
			Increase	Decrease
Passengers carried—				
Metropolitan .....	59,952,639	77,700,065	1,677,590	....
Newcastle .....	4,517,870	4,869,570	865,692	....
Wollongong .....	11,686,824	15,733,258	....	113,120
Total .....	76,157,333	98,302,893	2,430,162	....
Revenue—				
Metropolitan .....	£ 2,533,209	£ 3,092,613	£ 213,749	£ ....
Newcastle .....	224,968	288,150	8,855	....
Wollongong .....	530,108	644,329	46,681	....
Total .....	3,288,285	4,025,092	269,465	....
Expenditure—				
Metropolitan .....	£ 2,159,621	£ 2,811,371	£ 51,093	£ ....
Newcastle .....	213,632	272,553	9,217	....
Wollongong .....	496,142	596,350	48,879	....
Total .....	2,869,395	3,680,274	109,189	....
Net Profit—				
Metropolitan .....	£ 373,588	£ 281,242	£ 162,656	£ ....
Newcastle .....	11,336	15,597	....	362
Wollongong .....	33,966	47,979	....	2,018
Total .....	418,890	344,818	160,276	....

\* Comparison is between figures in first column and 75 per cent. of 12 month total shown in second column. This does not give an accurate comparison because of the influence of seasonal conditions.

## TAXI-CABS AND PRIVATE HIRE CARS IN THE METROPOLITAN (INCLUDING WOLLONGONG) AND NEWCASTLE TRANSPORT DISTRICTS

### Metropolitan

At 30th June, 1961, there were 2,604 taxi-cabs operating in the Metropolitan (excluding Wollongong) Transport District, comprising 1,776 licensed to operate from any stand in the Metropolitan Transport District (described as "unrestricted" taxi-cabs), 802 restricted to specified suburban stands or zones and 26 restricted to operate only from Central Railway Station. The corresponding figures as at 30th June, 1960, were 2,578, 1,778, 774, and 26.

The decrease of two in the number of unrestricted taxi-cabs resulted from the death of a licensee who left no dependent beneficiary (the number plates therefore being recalled) and the cancellation of a licence because of the failure of the owner to control personally the taxi-cab's operations.

Restricted taxi-cabs increased. Thirty new licences were allocated by ballot and one private hire car was converted to a taxi-cab. These increases were offset by two reversions of taxi-cabs to private hire cars and by cancellation of one licence following unsatisfactory control by the licensee.

On 30th June, 1961, there were 258 private hire cars compared with 252 on 30th June, 1960. One private hire car was converted to a radio taxi-cab and eight licences voluntarily surrendered. This reduction was offset by conversion of two other taxi-cabs to private hire cars, the issue (by ballot) of six new licences for outlying suburbs and a further seven for use solely for wedding and funeral hirings.

### Wollongong

No changes occurred in the Wollongong area during the year, the number of taxi-cabs and private hire cars licensed being 100 and 7 respectively.

### Newcastle

At 30th June, 1961, there were 99 taxi-cabs and 15 private hire cars licensed compared with 97 and 16 respectively as at 30th June, 1960. During the year, an additional taxi-cab licence for Charles-town was allocated by ballot and a private hire car at Broadmeadow was converted to a taxi-cab.

### Two-way Radio

*Taxi-cabs:* At 30th June, 1961, 1,699 taxi-cabs in the Metropolitan Transport District were fitted with two-way radio, an increase of 106 on the figure for 30th June, 1960. The taxi-cabs provide service with the following organisations:—

Organisation	Taxi-cabs fitted with two-way radio	
	30th June, 1961	30th June, 1960
ABC Radio Taxi Service (Lower North Shore) .....	51	48
Cumberland Cabs Co-op Ltd. (Outer Western Suburbs) .....	134	118
De-Luxe and Red Cabs Co-op Ltd. (Metropolitan Area) .....	309	298
Ex-Servicemen's Cabs Co-op Ltd. (Metropolitan Area) .....	270	254
Green Cabs Service Pty. Ltd. (Metropolitan Area) .....	51	48
Legion Cabs Co-op Ltd. (Metropolitan Area) .....	318	307
Manly Cabs (Trading) Co-op Ltd. ....	79	75
Northern District Radio Taxi Co-op Ltd. ....	58	51
Penrith Radio Cabs Co-op Ltd. ....	9	9
Reliable Radio Cabs Co-op Ltd. (Inner Western Suburbs) .....	119	112
Royal Cab Service (Metropolitan Area) .....	8	8
St. George Radio Cabs Co-op Ltd. ....	122	102
Southern Districts Radio Cabs Co-op Ltd. (Liverpool Area) .....	49	44
Sydney Radio Taxi Co-op Ltd. ....	80	81
Yellow Cabs of Australia Pty. Ltd. ....	1	—
Sundry Independent Operators .....	41	38
	1,699	1,593

95 of Wollongong's 100 taxi-cabs and 82 of Newcastle's 97 taxi-cabs were also equipped with two-way radio as at 30th June, 1960.

*Private Hire Cars:* A total of 148 private hire cars were operating by means of two-way radio, comprising 138 in the Metropolitan Transport District, 3 at Wollongong and 7 at Newcastle. An increasing tendency by private hire car operators to form radio co-operatives (as adopted by taxi-cab operators) was evident.

### Standard of Service

Taxi-cabs and private hire cars in these districts were regularly inspected by qualified Departmental technical personnel to ensure that stipulated standards were maintained. Regular surveys were made to detect any shortcomings and suitable steps (including the issue of new licences already referred to) were taken to ensure that services were of a satisfactory standard and adequate for normal requirements.

### Taxi-cab Stands and Operation of Taxi-cabs in Sydney City Area

The Taxi-cab Stands Committee, which comprises representatives of the Police Department, City Council, Metropolitan Taxi Council (representing the majority of taxi-cab owners), Transport Workers' Union (representing taxi-cab drivers) and this Department, held further meetings to discuss taxi-cab stands and matters associated with the operation of Sydney's taxi-cabs. This Committee, as in previous years, has proved a most useful adjunct and an effective means for the exchange of views among the various interests affected.

### New Legislation Affecting Taxi-cab Operations

*Roof Lights:* A regulation was made to require a roof sign on a taxi-cab to be extinguished upon the taxi-cab being hired and to remain extinguished when the taxi-cab is not available for hire.

*Dress of Drivers:* Legislation was enacted to enable a standard of dress for drivers to be prescribed.

### Action Against Public Vehicle Operators and Drivers

The Department investigated all complaints received against taxi-cab drivers and operators, and Inspectors regularly patrolled the City and suburbs to enforce the requirements of the Public Vehicles Regulations. Particulars of Court proceedings for breaches detected appear in Appendix No. 17.

### Motor Vans

Motor lorries which ply for hire in a public street or are used for the conveyance of furniture or luggage for hire or for any consideration are required to be registered as motor vans. At 30th June, 1961, there were 1,894 and 150 motor vans in the Metropolitan (including Wollongong) and Newcastle Transport Districts respectively, compared with 1,772 and 139 on 30th June, 1960.

## PASSENGER SERVICES IN COUNTRY DISTRICTS

### Generally

Most public passenger-carrying vehicles operating outside the boundaries of the Metropolitan (including Wollongong) and Newcastle Transport Districts are licensed under the Local Government Act by the local councils in addition to being registered under the Motor Traffic Act and licensed under the State Transport (Co-ordination) Act by this Department. It is the policy of the Department to collaborate closely with Councils in regard to such matters as applications for new licences, timetables and fares. During the year, agreement with the local councils was reached in every case.

### Motor Omnibus Services

The following statement shows the number of regular passenger-carrying services in country districts and the number of omnibuses and vehicles of other types employed therein at 30th June in the years 1961 and 1960—

	1961	1960
Services .....	1,950	1,947
Omnibuses .....	1,483	1,462
Vehicles of other types .....	876	876

Generally, the "vehicles of other types" were cars and lorries which occasionally carry passengers on mail routes or carry school children in isolated areas.

Charges under the State Transport (Co-ordination) Act were imposed where services competed with the Railways.

In April of the previous year it was necessary to take action with a view to a general increase in fares for country services. During the year, after consultation with the councils concerned and (in some cases) the Department of Education, increases were authorised in 50 services.

The operation of omnibuses on journeys off their normal routes for the transport of sporting bodies, dance and picnic parties and the like, was authorised by permits which were subject to the payment of charges under the State Transport (Co-ordination) Act where the journeys competed with the Railways. The maximum rate is 1d. per passenger per mile, but charges were reduced or waived where the rail service was not suitable or where there were special circumstances, e.g., journeys of a religious and educational nature, Sunday school picnics, etc.

### Taxi-cabs and Private Hire Cars

At 30th June, 1961, there were 1,197 taxi-cabs and 357 private hire cars operating in country districts, compared with 1,203 taxi-cabs and 352 private hire cars on 30th June, 1960. During the year, three additional taxi-cab licences and ten additional private hire car licences were issued and the licences for nine taxi-cabs and five private hire cars were surrendered.

Journeys by these vehicles in competition with the railways are, under the licences, exempt from charges under the State Transport (Co-ordination) Act for distances up to 50 miles. Beyond that limit permits must be obtained, and in the majority of such cases charges are imposed.

Licences for additional taxi-cabs or private hire cars considered by this Department and the local councils to be necessary are allotted by ballot after applications have been publicly invited by the councils concerned.

### Two-way Radio

In recent years the Department with the co-operation of the Postmaster-General's Department and local councils, has fostered provision of two-way radio for country taxi-cabs and private hire car services, and the report period saw radio-operation extended to five further country centres and 74 further vehicles. As a result there were on 30th June, 1961, 508 country taxi-cabs and private hire cars fitted with two-way radio. The country towns and cities with this service now number 79. They are:—

Albury	Griffith	Muswellbrook
Armidale	*Gundagai	Nambucca Heads
Ballina	Guyra	Narrandera
Bathurst	Harden-Murrumburrah	North Haven
Bowral	Inverell	Nowra
Branxton	Katoomba	Orange
Broken Hill	Kempsey	Parkes
Byron Bay	Kempsey Heights	Port Macquarie
Casino	Kiama	Queanbeyan
Cessnock	Kingscliff	Quirindi
Coffs Harbour	Kurri Kurri	Raymond Terrace
Cooma	Kyogle	Singleton
Coonabarabran	Laurieton	Tamworth
Cootamundra	Lavington	Taree
Corowa	Leeton	The Entrance
*Cowra	Leura	Tumut
Crookwell	Lismore	Tweed Heads
Deniliquin	Lithgow	Umina
Dubbo	Macleay	Wagga Wagga
Ettalong	Maitland	Wauchope
Forbes	Maitland East	Wellington
Glenbrook	*Mittagong	Weston
Glen Innes	Morisset	Woy Woy
Gosford	Morpeth	*Yass
Gosford East	Moss Vale	Young
Goulburn	*Mudgee	
Grafton	Murwillumbah	

\* Denotes that radio operations commenced in the report period.

### TOURIST VEHICLE SERVICES

At 30th June, 1961, there were 80 tourist vehicles licensed to operate for the carriage of passengers at separate fares on tours specified in the respective licences; 43 of these vehicles were operated from Sydney, 3 from Newcastle, 1 from Wollongong, 20 from towns in the Blue Mountains area and 13 from other country towns.

### MOTOR OMNIBUS AND TOURIST SERVICES OPERATING INTERSTATE

The provisions of the Motor Vehicles (Taxation) Act and the State Transport (Co-ordination) Act cannot be applied to vehicles used solely for the carriage of passengers on interstate journeys, but omnibuses and tourist vehicles so used are, like their goods-carrying counterparts, registered under the Motor Traffic Act and issued with distinctive number plates with red characters on a white background.

### AGENTS AND PROPRIETORS OF RECEIVING DEPOTS

The State Transport (Co-ordination) Act requires licences to be obtained by persons acting as booking agents in connection with vehicles used to carry passengers or goods, or as proprietors of goods receiving depots.

On 30th June, 1961, there were 118 such licences compared with 122 on 30th June, 1960.



## SECTION THREE

### ROAD SAFETY

#### GENERALLY

It is an important item of established policy for the Department to co-operate with the Department of Main Roads, the Police, Education and Technical Education Departments, Denominational Education Authorities and Local Government Authorities in the energetic promotion of road safety. This Department's activities aim at developing a better sense of road behaviour by compiling and widely publishing detailed particulars as to the statistics and causes of road accidents, providing a variety of traffic facilities, recommending alterations to Regulations, enforcing approved standards of mechanical fitness and fostering higher standards of driving-tuition. It also carries out research and publicity on various aspects of road safety as a basis for the safety-education work of the Road Safety Council of New South Wales and the traffic law-enforcement duties of the Police Force.

#### "DRIVER-IMPROVEMENT CAMPAIGN, 1961-62"

Mention has been made in previous reports of "Respect the Road Rules" campaigns conducted in 1959 and 1960 with the objective of developing in motorists a better knowledge and understanding of, and respect for, the rules of the road. The principal medium of approach was by means of a written appeal directed individually to every motorist upon issue of his licence.

This has now been followed by a "Driver Improvement" campaign launched in April, 1961. It invites every licensee to examine, critically, his driving techniques and to encourage others to examine theirs. It is suggested that a study be made of the Motor Traffic Handbook (issued free of charge by the Department) and advantage taken of the generous offer of the National Roads and Motorists' Association of a free copy of the Association's booklet *Driving Is An Art*. This booklet has been widely acclaimed as a means of raising driving standards, and will be a major contribution to the campaign. The wholehearted support invariably accorded by the Association to road safety projects reflects credit upon it.

#### ROAD SAFETY FILMS

A special feature of the year's work in the road safety field was the production for the Department of twelve films for exhibition on television. Each film presented a short, forceful message about one of the ten main causes of road accidents. Of high quality as regards both technical production and effective presentation, the films were given generous display time by the three Sydney television channels and drew much favourable comment.

#### ROAD SAFETY COUNCIL

The Department continued to render assistance, in co-operation with the Police Department, in furthering the various educational and publicity activities carried out by the Road Safety Council of New South Wales.

Summarised, the principal events of the year were:—

- (a) An exhibit at the Sydney Motor Show in August and September, 1960.
- (b) The second Annual Road Safety Congress held in Sydney in September, 1960. A following paragraph describes this in more detail.
- (c) Distribution of Road Safety picture cut-outs for children to colour for schoolroom displays, together with a further "Teenage Road-e-o," were promoted in conjunction with the Junior Chambers of Commerce.
- (d) Conventions of branches of the Road Safety Council were held during October, 1960, at Tenterfield and Goulburn.
- (e) Exhibits in the Sydney Town Hall during Health Week (in October, 1960) and Old People's Welfare Week (in November, 1960).
- (f) A special Christmas campaign, aimed at reducing accidents over the Christmas holidays, which included support by all churches and a special message distributed with concession fare rail and bus passes.
- (g) The annual Road Accident Prevention Campaign at Easter and an exhibit at the 1961 Royal Easter Show on the theme "Make This Your Aim—Road Safety." The exhibit concentrated on emphasising the basic traffic rules.
- (h) A special Pedestrian Safety Campaign in May, 1961.

- (i) Development of proposals for a Driver Training Centre at Newcastle, through the Newcastle branch of the Road Safety Council.
- (j) "Safe Driving" awards made to 4,120 commercial drivers, 22 of whom qualified for 15 consecutive annual awards.
- (k) Driver-training courses for pupils of a number of high schools and members of a suburban Youth Centre. Use of the necessary land, vehicles and instructors was arranged by the Council, and 64 young people underwent training.

### **Second Annual Congress**

The Second Annual Congress of the Road Safety Council of New South Wales took place in Sydney on 27th and 28th September, 1960. The official opening ceremony was performed by the Premier of New South Wales, the Hon. R. J. Heffron, M.L.A.

Mr. Paul Jones, Director of Public Information of the National Safety Council of America—the principal figure of the Congress—presented detailed and instructive accounts of the American approach to the road accident problem. He addressed the four main sessions of the Congress and his visit to Sydney attracted considerable favourable publicity and assisted greatly to achieve a State-wide impact.

Other main speakers at Congress sessions were:—

- Dr. R. A. Money, an eminent neuro-surgeon, who dealt with the medical aspects of road safety and traffic accidents.
- Prof. W. R. Blunden, Professor of Traffic Engineering at the University of New South Wales, whose address entitled "Design for Living" featured traffic engineering problems.
- Rev. Bernard Judd, of the New South Wales Council of Churches. Mr. Judd's topic was the moral responsibilities of road users.
- Mr. K. J. Andrews, Headmaster of Sydney Boys' High School, who spoke on the educational approach to road safety.

### **Expenditure**

In the course of the year, the Department spent £47,249 on behalf of the Road Safety Council of New South Wales against which was set off grants by the Commonwealth Government totalling £17,500. To this expenditure should be added the substantial cost of the Police who lecture on road safety and behaviour. Such expenditure was, in accordance with the established practice, included in the overall charge for the services of Police engaged upon the control of road traffic generally.

## **ROAD ACCIDENT STATISTICS**

### **Basis and Use of Statistical Data**

The official road accident statistics for New South Wales are compiled by my Department from reports submitted by the Police of road accidents which resulted in death or injury to any person or in property damage in excess of a prescribed minimum. On 1st May, 1960, this minimum was increased from £10 to £25 in view of changed money values and the diversion of Police from more important duties.

The statistics are widely distributed to Government Departments, transport and motoring organisations and other civic bodies and are used for such purposes as road safety publicity, consideration of various proposals to amend regulations or introduce other requirements designed to reduce danger on the roads, and to pinpoint dangerous localities with a view to appropriate traffic engineering treatment or deployment of enforcement officers.

### **New Form of Accident Analysis**

A major step forward was taken during the report year by the production of an entirely new presentation of road accident information. Linked directly to individual sections of road the new analysis shows at a glance, for each section of road it embraces, where, when, and what types of accidents have occurred.

The analyses are produced at three-monthly intervals and freely distributed to Councils, road and lighting authorities, and other civic interests. They cover all State highways, main and secondary roads in the Sydney metropolitan area (excluding the heart of the City), and main roads in the Newcastle and Wollongong districts.

Obviously, the "bird's-eye view" thus presented has its principal applications in the fields of engineering improvements to roads, street lighting and the like, and of deployment of traffic law-enforcement personnel. There is every indication that it will be a most effective means of assisting those responsible for such matters.

### Principal Statistics for 1960-61

During the year ended 30th June, 1961, 49,435 road accidents, in which 934 persons were killed and 22,244 were injured, were reported by the Police. It is noteworthy that these figures represent *decreases* (of five or 0.5 per cent. in fatalities; and 86 or 0.4 per cent. in persons injured) over the previous year notwithstanding a continued increase in vehicle registrations. The number of accidents was 2,716 or 5.2 per cent. less than last year, but a true comparison cannot be made as the value criterion for the reporting of accidents was increased from £10 to £25 in May, 1960.

Detailed analyses of the statistics, together with comments thereon, appear in a number of tables set out in Appendix No. 18. However, points of special interest are as follows:—

- Accidents and casualties were highest in the December quarter.
- Saturday was the worst day for accidents and casualties.
- 63 per cent. of the accidents and 61.5 per cent. of the casualties occurred inside the County of Cumberland. 44.9 per cent. of the road deaths, however, occurred outside the County of Cumberland.
- 36.2 per cent. of accidents (in which 43 per cent. of the deaths occurred) took place on straight roads. However, 44 per cent. of all accidents were at intersections.
- Human failure was responsible for 82.5 per cent. of the accidents, 87.9 per cent. of the fatalities and 80.9 per cent. of injuries. Drivers of motor vehicles were responsible for 71.5 per cent. of the accidents and 61.5 per cent. of the casualties.
- Collisions between vehicles represented 66.5 per cent. of all accidents and caused 51 per cent. of the total casualties. Over 37.5 per cent. of road deaths followed collisions between pedestrians and vehicles.
- The principal causes were:—
  - Not yield right of way at intersections.
  - Inattentive driving.
  - Following another vehicle too closely.
- Excessive speed accounted for most fatalities.
- Accidents and casualties attributed to motor cyclists again decreased as the decrease in cycle registrations continued.
- The number of accidents and casualties caused by pedestrians decreased. Failure to exercise due care caused 34.6 per cent. of the accidents attributed to pedestrians.
- The number of persons killed and injured each day averaged 2.6 and 61 respectively. 37.9 per cent. of the persons killed were pedestrians.

### DRIVER TRAINING

Continued experience with the accident problem has given increasing force to the conviction that a major influence on the problem would be a higher standard of driving skill and of driving *in traction*. Previous reports have described how a Driver-Training Advisory Committee, set up at the instance of this Department, had arranged for special training courses for professional driving instructors, and how various organisations associated with the road safety movement had assisted, in other ways, to realise the aim.

During the report year action continued on the lines followed in previous years, and the number of instructors who have now completed this special training is approaching 100.

### TRAFFIC ENGINEERING ACTIVITIES

#### Generally

The report year was one of particular activity in the traffic engineering field. This Department's responsibilities in this field are twofold. Firstly it provides facilities aimed at reducing traffic dangers and promoting speedy yet safe and orderly movement of traffic; secondly it designs and controls the installation of traffic control light signals. The Department is not responsible for road construction or works and signs related to the physical conditions of roads (e.g., centre lines on roads or signs to indicate curves, grades or narrow bridges).

#### Features of the Year's Work

Features of the year's work were provision of traffic control signals on an unprecedented scale and an overseas investigation by a senior Departmental engineer of traffic engineering developments in other parts of the world. These matters are described in following paragraphs.

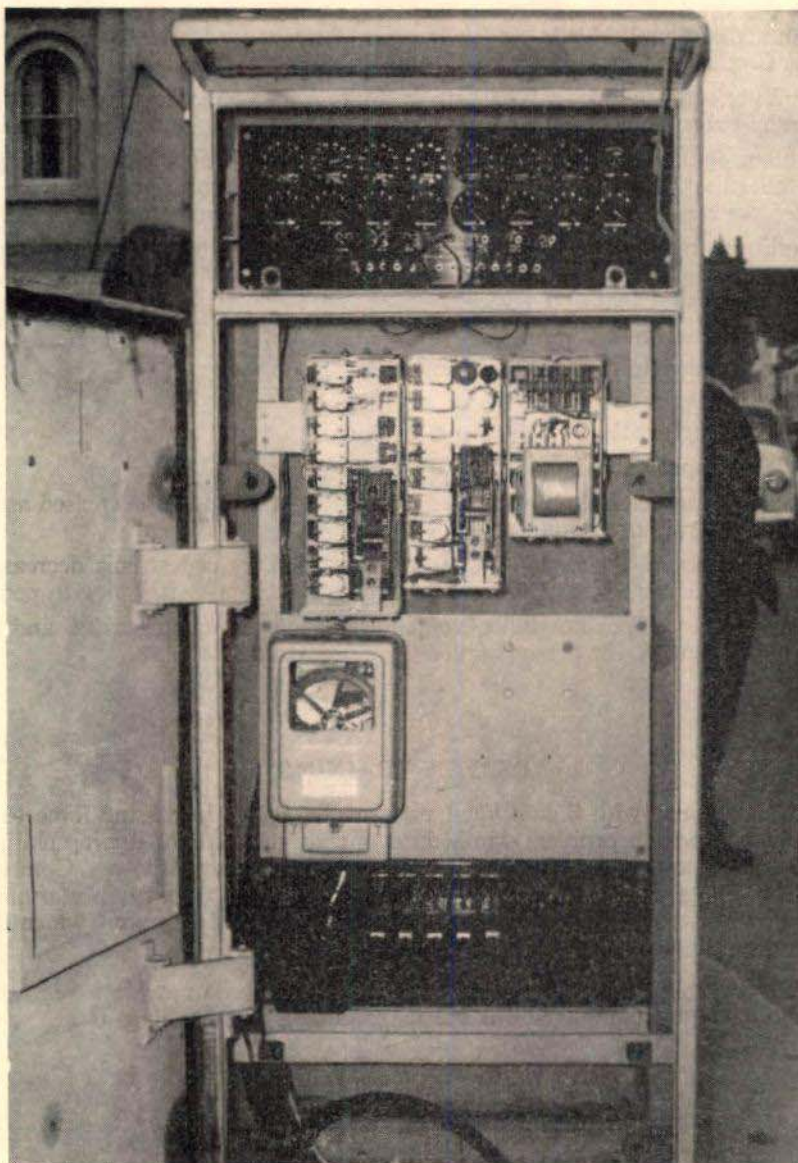
The total expended on traffic facilities during the year ended 30th June, 1961, was £398,230, £157,822 more than last year. Installation, maintenance and lighting of traffic signals (most of which are kept in continuous operation) cost £234,038 and the balance, £164,192, was spent on provision and maintenance of facilities of other types.



### Overseas Visit by Chief Traffic Engineer

The increasing scale of expenditure on traffic signals and the conviction that a centrally controlled multi-intersection traffic signals system for the central City area is becoming increasingly urgent decided me during the year to send an experienced traffic signals engineer overseas. In the latter half of the report year, therefore, Mr. R. A. French, the Chief Traffic Engineer of my Department, visited the U.S.A., Great Britain and Europe. His investigations, while covering the whole field of traffic signal developments, were directed especially to assessing the merits of the various types of co-ordinated inner-city signal systems of which several examples were closely examined.

At 30th June, 1961, Mr. French's report had not been submitted, but he has informed me that his investigations have established that it is a practical proposition to provide a system of co-ordinated signals to control the movement of vehicles and pedestrians in the inner area of the City of Sydney.



Co-ordinated Traffic Signal System, City of Parramatta  
Illustrated is the master control-unit constructed to Departmental design and specifications

### Traffic Control Signals Completed

Traffic signal installations completed during the year totalled 67—by far the highest annual total accomplished. This was achieved by new arrangements whereby the Department carried out all design work whilst the installations were completed by contractors. The Departmental technical staff was allocated to the natural increase in maintenance work resulting from the larger number of signals coming into service.

Many of these installations were designed to reduce dangers to pedestrians—particularly school children—crossing busy thoroughfares. Many of them are located away from intersections and, because they do not need to apportion right-of-way as between conflicting streams of vehicular traffic, are simpler and less expensive.

However, one installation completed was quite the opposite—viz., a system of five linked sets of signals at different intersections along Church Street, Parramatta, in the main shopping centre. Careful timing of the signals passes traffic along the street in successive “waves” and permits it, once given the right-of-way, to traverse this very busy shopping centre without interruption at cross streets. The installation cost was £14,000, of which half was met by the Parramatta City Council.

Considerable progress was made also with provision of pedestrian push-button control and “Walk” and “Dont Walk” signal lanterns at selected existing signal installations.

### **FLASHING OVERHEAD SYMBOL SIGNS AT FOOT CROSSINGS**

In my last report I mentioned plans for the installation, overhead, at selected marked foot crossings of special flashing symbol signs. This work began in the report period and by 30th June, 1961, 25 signs were in service.

### **REVIEW OF SPEED LIMITS**

There was further progress in this matter. At the end of the year preceding that covered by this report, selected portions of four arterial Sydney roads were the subject of an experimental 40 m.p.h. limit in substitution for the ordinary 30 m.p.h. limit applying automatically because of the provision for street lighting. In the twelve months now completed, the experiment was extended to all the roads selected for the purpose and the experimental limit applies now to road sections totalling 35 miles.

In extension of the principle of applying individually assessed speed limits, based on local conditions, where statutory limits may be unrealistically high (or low) a review is in progress of speed and speed limits on sections, outside built-up areas, of the Princes, Pacific, Great Western and Hume Highways within about 60 miles of Sydney.

These matters involve public safety and are being approached very carefully and with proper consideration for all sections of the community.

### **TRAFFIC SIGNS**

#### **Speed Limits**

Conditions at twenty-one small settlements without street lighting, where, in the absence of the 30 m.p.h. speed limit, the speed of vehicles caused danger, were reviewed with the result that, by Ministerial direction, the relevant lengths of road were declared to be built-up areas and the above-mentioned speed limit applied.

#### **Special Measures for School Children**

In addition to the traffic control lights already referred to, other special measures related to schools, e.g., “Children Crossing” flags, safety barriers, “Watch for School Children” signs and marked foot crossings were also provided. The erection of 380 more warning signs near schools brought the total to over 8,000.

#### **Regulation of Parking**

The Department once again worked closely in collaboration with the various Parking Advisory Committees and erection of signs to give effect to Committee decisions continued on an increased scale.

The signs indicate the conditions (e.g., loading zones, parking time limits, etc.) which apply at the adjacent kerb space. A description of the *modus operandi* of Parking Advisory Committees is given in Section Four.

### **OTHER TRAFFIC FACILITIES**

About 13,000 separate facilities (such as marked foot crossings, traffic domes, “Stop,” “One-way Traffic” and other signs) were provided during the year, and the number of separate traffic facilities which are the responsibility of this Department is now slightly more than 70,500.

### **GENERAL**

The Department, on its own initiative and at the instance of other bodies and individual persons, examined many individual localities and suitable action to reduce or eliminate dangers to traffic was taken wherever practicable.

Every effort has been made to ensure that the means employed to provide the considerable number of non-electrical facilities are modern and efficient. New equipment and modern techniques are adopted and these matters are constantly reviewed to improve efficiency.

## **MECHANICAL FITNESS OF MOTOR VEHICLES**

Registration, or renewal of registration, of a motor vehicle cannot be effected unless it complies with prescribed standards of mechanical fitness.

### **Private Motor Vehicles**

#### **NEW VEHICLES**

Most brand-new cars and light commercial vehicles are covered by a scheme under which certain motor vehicle distributors and agents are authorised to certify that the vehicles comply with the required standards. Whenever a distributor or agent so authorised submits a sample of a new model the Department, after inspecting the vehicle, gives the dealer authority to certify to the fitness of any vehicle which is in all respects similar to the sample vehicle. This arrangement has operated for a considerable time in Sydney, Newcastle and Wollongong, but in recent times has been extended to larger country centres. On the 30th June, 1961, 166 distributors had received authorities relating to a range of 231 different 1961 model vehicles.

This arrangement is of considerable advantage to the Department and the motor trade.

#### **USED VEHICLES**

Vehicles about to be re-registered after the lapse of a previous registration must be inspected at an Authorised Inspection Station (as described in the following paragraph) or a Motor Registry, where a qualified technical officer of the Department is stationed, viz., Head Office, Chullora, Five Dock, Kogarah, North Sydney, Parramatta, Newcastle and Wollongong. Inspection at an Authorised Inspection Station is necessary in connection with each annual renewal of registration also.

### **Authorised Inspection Station Scheme**

#### **OUTLINE OF SCHEME**

In most parts of the State, motor garages which have the necessary testing facilities and equipment have been appointed as Authorised Inspection Stations, and qualified members of the staff of such stations have been appointed as Authorised Examiners to carry out mechanical inspections of motor vehicles.

On the 30th June, 1961, there were 3,183 Authorised Inspection Stations and 5,846 Authorised Examiners, increases for the year of 44 and 163 respectively.

The proprietor of each Authorised Inspection Station is provided with a book of rules which sets out the required standard of fitness of motor vehicles and the proprietor's responsibilities under the Inspection Station Scheme.

The Department has continued to exercise strict supervision in order to ensure that the rules were closely observed and defective vehicles repaired or put out of use. Six Departmental officers were engaged on this work.

#### **COMMITTEE OF REVIEW**

Reports submitted by the abovementioned Departmental officers of serious breaches of the rules for Authorised Inspection Stations are considered by a Committee of Review, which comprises representatives of motor-trade organisations with a Departmental Chairman. On the Committee's recommendation, the appointment of 58 stations and the authorities of 77 examiners were cancelled or suspended for periods up to two years. In 25 cases all or part of the security of £10 required to be lodged on appointment as an Authorised Inspection Station was forfeited.

### **Passenger-carrying Public Motor Vehicles**

In order to ensure that they are maintained in a thoroughly serviceable condition, the vehicles used on public passenger-carrying services conducted by private operators in the Metropolitan, Newcastle and Wollongong districts are inspected at frequent intervals by qualified technical officers of the Department, who also inspect the passenger-carrying public motor vehicles in most of the larger country centres twice each year.

Details of such inspections made during the year appear in Appendix No. 20.

23 qualified examiners, working under the supervision of two engineers, performed this work and the inspections of motor vehicles for registration and the other purposes described elsewhere in this report.



### **Defective Vehicles on Streets**

When the Police or an Authorised Officer discover a defective motor vehicle in use on the public streets they issue a "Defect" notice, directing that the necessary repairs be effected.

Where the defect is of a serious nature (e.g., faulty brakes or steering) the defect notice prohibits the use of the vehicle on the public streets until the specified repairs have been effected and the vehicle has been inspected and found fit. In particularly bad cases, the notices direct that the vehicle must be put out of commission immediately, and it is necessary for it to be towed or conveyed to the place where it is to be repaired.

Notices relating to defects which are not particularly serious (e.g., defective windscreen wiper) allow 21 days for the defect to be remedied and the vehicle submitted for inspection at an Authorised Inspection Station, and permit the use of the vehicle in the meantime.

The year under review saw a substantial increase in the number of notices issued by Police or authorised Departmental officers in the preceding year. As compared to 2,775 and 5,001 notices in 1959-60 for major and minor defects respectively, the numbers this year were 3,967 and 10,580.

The opening on 9th October, 1960, of Berowra Checking Station (mentioned in more detail in Section Four of this report) enabled special attention to be devoted to heavy lorries traversing the Pacific Highway. 1,058 vehicles were inspected with the result that 571 "Defect" notices were issued. In 48 of these cases, the necessary repairs were required to be effected before the vehicles were permitted to proceed. These checks illustrate the value of the checking stations.

### **Devices to Improve Safety of Vehicles**

Departmental engineers again this year examined technical devices, submitted by persons outside the Department, designed to improve mechanical standards (e.g., measures to reduce headlight glare or localise brake failure) and approved a number of devices for optional installation. It again furnished advice as to vehicle modifications which enable physically handicapped persons to drive.

### **Safety Belts**

A feature of the year's work was the formulation of standards for safety belts and harness for use in motor vehicles and tests with Departmental vehicles and drivers of user reaction to various makes and styles of belts. The standards determined have been published by the Standards Association of Australia and steps are being taken to equip all Departmental vehicles with a type of belt to be selected.

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## SECTION FOUR

### GENERAL

#### LEGISLATION ENACTED DURING YEAR

##### **Transport (Amendment) Act, 1960**

This Act amended the Transport Act, 1930, the principal object being to enable any further Transport Districts which may be established separate from the existing Sydney and Newcastle Districts to be administered in the same manner as they are. Hitherto it was only practicable to establish such separate Districts under the administration of a Trust, an arrangement which, many years ago, was found to be unworkable and was abandoned. It is expected that the new provisions will be availed of shortly to establish the Wollongong area as a separate Transport District.

Some minor amendments were also made to the Transport Act in the same legislation, the principal of these being the insertion of power to make regulations prescribing a standard of dress for drivers of taxi-cabs and for the drivers and conductors of other public vehicles.

##### **Motor Traffic (Amendment) Act, 1961**

A number of important amendments was made to the Motor Traffic Act in this legislation.

One important change was to increase considerably the maximum monetary penalties for offences under the Act and Regulations. Summarised shortly, the penalties for offences under the Act were doubled—that is, increased from £100 to £200 for the serious traffic offences, with corresponding increases from £50 to £100 and from £20 to £40 for other offences. The maximum penalty which could be prescribed for offences under the Regulations was increased from £20 to £100.

A further important amendment was to empower the Courts, in respect of any person convicted of an offence carrying automatic disqualification for holding a driver's licence (e.g., driving while under the influence of liquor), to exercise discretion as to the period of disqualification. Experience with the previously rigid disqualification provisions of the Act had indicated that, in some cases where the statutory period of disqualification was apparently regarded as being too severe, offenders who would ordinarily be convicted, fined and disqualified were being discharged without incurring any penalty whatever.

It is expected that the new provision for discretion by the Courts in this matter will lead to the conviction, in proper cases, of all offenders and the imposition in addition to a monetary penalty, of at least some period of disqualification.

This legislation also inserted in the Motor Traffic Act important provisions for a new procedure for dealing with traffic offenders without their having to attend Court. The new procedure will apply to such traffic offences as are prescribed by regulation and will enable a Police officer on detection of a prescribed offence, to issue to the alleged offender on the spot, or have posted to him subsequently, a notice informing him that he may pay at a specified place a fixed penalty for the offence. If the motorist so desires, he may ignore the notice and the matter will then proceed to a Court hearing. In no circumstances are penalties to be collected on the spot. It is a notice providing for payment of the penalty at a specified place, or by post, that is handed out.

The new procedure can be applied to all traffic offences except those of most serious nature, which carry a penalty of imprisonment (e.g., driving under the influence of liquor, driving in a manner or at a speed dangerous to the public and not stopping after a casualty accident). The offences to be so dealt with will have to be prescribed in Regulations. The offence of negligent driving and a few other offences to which, because of their nature, the new procedure is unsuited will not be included in such Regulations but, generally speaking, most common types of driving offences, (e.g., exceed speed limit, disobey stop sign, disobey traffic lights) will be covered as will all parking and standing offences.

When an accident has occurred or where there are aggravating features, a notice will not be handed out on the spot. In these instances a report will be submitted in the usual way by a member of the Police Force and, after consideration of this report by experienced Police Adjudicating Officers, it will be decided whether a notice for payment of the penalty will be posted or Court action taken.

Regulations prescribing the offences and the penalties, which will range from £10 to £1, according to the type of offence, will be gazetted as soon as administrative arrangements (principally in connection with the printing of the notices required) are completed.

It is expected that the overall result will be to reduce Court congestion and, by releasing Police from Court attendances, enable them to devote more time to their more important tasks of road patrols and traffic duty.

## REGULATIONS MADE DURING THE YEAR

### New Type of Speed Limit Sign

A new type of speed limit sign has been introduced and the Motor Traffic Regulations were amended accordingly. The main changes are for an alteration in shape from circular to rectangular and to prescribe that a sign indicating a particular speed limit will be black and white (instead of black and yellow) and will display the words "speed limit" as well as figures denoting the limit.

It is expected that the new signs will be far more effective in informing motorists of the speed limit in force than those previously prescribed. All signs erected in future will be of the new type and although replacement of old-type signs will be effected gradually, consideration is being given to means whereby principal highways will receive prompt attention.

### Further 40 m.p.h. Speed Limit Streets

The experimental speed limit of 40 m.p.h. in certain streets, reported last year, is being continued and the Motor Traffic Regulations were amended to extend the experiment to further streets.

### New Type of Stop Sign

A new type of "Stop" sign has been adopted for the Standards Association of Australia Road Signs Code and amendments were made to the Motor Traffic and the General Traffic Regulations to provide for the introduction of the new sign in this State.

The new design differs from the old in that it is red and white in colour instead of black and yellow. The change is being made in the interests of uniformity throughout Australia and old-type signs at present in use will be gradually replaced with signs of the new standard.

### Definition of Marked Footcrossing

An amendment to the Motor Traffic Regulations and the General Traffic Regulations was necessary to alter the definition of marked footcrossing in these Regulations in order that it would be sufficient legally to mark such crossings in the "zebra" pattern.

This amendment avoided the necessity to mark additional lines on each side of the "zebra" pattern and thus effected considerable economy.

### Station Waggon Using Loading Zones

Loading zones have been established for use, for a maximum period of thirty minutes, by commercial goods-carrying vehicles whilst picking up or setting down goods at the kerb and station waggons, being in this general category, have been able to make use of these zones for this purpose. After consideration of all the circumstances, including the heavy demand by ordinary motor lorries for the limited space available, the Parking Advisory Committee concluded that station waggons should not be allowed to stand for more than 15 minutes in such zones. Accordingly, the Motor Traffic Regulations were amended in order to so restrict station waggons in respect of the zones.

### Regulation Restricting Weight of Loading on Motor Lorries

There is a Motor Traffic Regulation which in the interests of public safety, restricts the weight of loading on motor lorries and some amendments were made to the Regulations in order to strengthen its provisions and facilitate enforcement measures.

The result has been a simpler Regulation capable of effective enforcement.

### Lorries Calling at Checking Stations

The Motor Traffic Regulation requiring drivers of motor lorries to call at Departmental checking stations was amended. In future lorries being used within 50 miles of their depots or carrying perishable primary produce on direct journeys of less than 100 miles, hitherto exempt from the necessity to call at such stations, will no longer be so exempted.

Experience had indicated that the checking stations have the capacity for handling these additional vehicles thereby affording a further contribution to safety on the roads.

### Pedestrian Regulations

Two new regulations applicable to pedestrians and designed to protect them and promote road safety generally were gazetted under the Metropolitan Traffic Act.

The principal regulation prohibits any person from commencing to cross a roadway towards any pedestrian signal displaying in his direction the words "Don't Walk." It will enable the maximum efficiency to be obtained from the new type of pedestrian traffic signal which, as indicated in Section 3 of this report, are being installed at busy places.

The other regulation requires any pedestrian intending to cross the roadway to use a marked footcrossing if he is within 60 feet of such a crossing, unless it would be necessary for him to cross another roadway to do so. This regulation is intended to encourage the use by pedestrians of marked footcrossings which have been laid down for their protection and to facilitate vehicular movement by concentrating pedestrian traffic wishing to cross roads.

#### **Roof Lights on Taxi-cabs**

The Public Vehicles Regulations were amended to require that, when a taxi-cab is hired, the driver, in addition to obscuring the vacant sign and extinguishing any light used to illuminate it, must also extinguish any roof light fitted to the cab. The object was to overcome a practice adopted by some drivers of continuing to display the roof light, although already engaged, with the intention of obtaining multiple hirings.

#### **Penalty for Parking at Bus Stop**

The penalty provided for in the Minor Traffic Offences Regulations for illegal parking at a bus stop was increased from £1 to £3 by amendment to those Regulations. The object was to discourage, as far as practicable, those offences which interfere seriously with omnibus operations. The same penalty for this offence will be provided for in the new procedure, under the Motor Traffic Regulations, which has been referred to earlier in this Section and which will replace the "fines-by-post" procedure which, under the Minor Traffic Offences Regulations, has applied (principally to parking offences) since 1954.

#### **Miscellaneous**

A number of other amendments of a minor nature were made during the year. Principally these brought up-to-date lists of one-way traffic streets, parking and standing restrictions, taxi-cab stands and Motor Registry Offices set out in various Regulations; deleted various provisions now obsolete because of the removal of trams and trolley buses; brought certain amounts prescribed in the Motor Vehicles (Third Party Insurance) Regulations in respect of hospital treatment in line with corresponding amounts prescribed in Regulations under the Workers' Compensation Acts; varied slightly the Public Vehicles Regulations dealing with the cruising by taxi-cabs in the Potts Point (Sydney) area; and made consequential amendments to the General Traffic Regulations arising from a proposal of the Sydney City Council to license newspaper stalls.

### **LEGAL PROCEEDINGS AND ENFORCEMENT**

Particulars of convictions on prosecutions launched by the Department during the year to enforce the various Acts and Regulations administered by it are shown in Appendix No. 17.

The number of prosecutions instituted under the Road Maintenance (Contribution) Act remains at a high figure. This year there were 10,713 convictions for offences under that Act, as compared with 11,150 last year. In considering the number of convictions regard should be had to the fact that returns have to be made monthly in respect of each vehicle subject to the Act and that numerous offences are committed sometimes by comparatively few operators. Accordingly the actual number of offenders would be far less than the number of convictions.

The overall number of convictions under the Motor Traffic Regulations continues to increase, principally because of prosecutions for offences in connection with non-renewals and transfers of registration, enforcement of limitations on the aggregate weight of motor lorries and other checks on the road which led to convictions for offences relating to the operation of unregistered vehicles, the carriage of log books and the requirement to call at a motor lorry checking station.

Convictions for offences under the Public Vehicles Regulations, which relate mainly to the operation of taxi-cabs, are much the same as last year whilst figures for offences under the State Transport (Co-ordination) Act decreased slightly.

### **SECOND-HAND MOTOR DEALERS**

The Second-hand Motor Dealers Act provides for the licensing of dealers in second-hand motor vehicles, parts and accessories. The operations of these dealers may thus be controlled and regulated with the object of assisting the Police in their efforts to prevent the disposal of stolen vehicles and parts. The Act is designed to ensure that persons dealing in second-hand motor vehicles, parts and accessories, are of good character and keep proper records of their business transactions. At the 30th June, 1961, 5,050 such dealers were licensed an increase of 73 over the corresponding figure for 30th June, 1960. During the year one second-hand motor dealer's licence was cancelled by the Commissioner and 19 applications for such licences were refused.

## AIR SERVICES

273 aircraft used for the carriage of goods and/or passengers within the State in the course of trade or business are now licensed under the State Transport (Co-ordination) Act. Such licences are additional to those required to be obtained under the Commonwealth Air Navigation Act from the Department of Civil Aviation. It is the practice to work in close liaison with that Department in considering applications for licences. The provisions of the State Transport (Co-ordination) Act in relation to the payment of charges for competitive operations have not been applied to aircraft.

During the year ended 30th June, 1961, approval was given for regular air services to operate between Sydney and Scone and Sydney and Orange.

Of the abovementioned total of 273 aircraft, 53 were licensed to fly in regular services and 220 for charter and aerial work (e.g., agricultural spraying, aerial photography). The corresponding figures for the previous year were 228, 58 and 170.

In March, 1961, the State Government decided that the licensing of commercial aircraft should be on lines to ensure that there will be at least two intrastate commercial airlines operating independently of each other in New South Wales.

With this in view, a survey was to be made of the present position for the purpose of bringing forward a scheme for the rationalisation of the two existing airlines so that reasonable service to the public would be maintained and a fair share of the State's air mileage would be available to each of the two present operators.

The survey is being carried out with the assistance of Mr. John Borthwick a person of considerable experience in the aviation field. His report has not yet been completed.

## PRIVATELY OPERATED PASSENGER FERRY SERVICES IN SYDNEY

All ferries in the Port of Sydney, other than Government owned craft operated by the Sydney Harbour Transport Board, are required to be licensed under the State Transport (Co-ordination) Act. There was no change during the year in the number of ferries so licensed, viz., thirty-four.

## PARKING ADVISORY COMMITTEES

The Commissioner for Motor Transport (or his nominee) is a member of the Parking Advisory Committees for Sydney, Newcastle, Wollongong, North Sydney and Manly. The purpose of each such Committee is to enable the traffic and parking problems of the district to be discussed jointly by representatives of the local Council and the Government Departments which have an interest in the control of traffic and the regulation of parking.

The general objective of the Committee is to distribute equitably for the various traffic and parking purposes, available kerbspace in those areas where demand for parking space is heavy. During the year the Sydney Committee attended to major changes resulting from the termination of tram services, as well as attending to remaining matters associated with a systematic revision of restrictions which had existed in the Central City Area for some years. In Newcastle, corresponding work had previously been completed and at Wollongong a number of detailed parking and traffic surveys were carried out. At North Sydney and Manly extensive kerbspace allocations were formulated.

Each Committee has adopted the technique which considerable experience in Sydney has proved to be most satisfactory. After careful examination of each street as to the requirements of premises thereon and the needs of moving traffic, available kerbspace is carefully allocated. "No Standing" restrictions are applied at all times where standing vehicles would cause danger or obstruction, or at certain times only (such as during peak traffic periods) where it is necessary to keep a street clear of stationary vehicles in the interests of heavy volumes of moving traffic. The principal allocations are for loading zones or general time-limit parking. In Sydney and Newcastle the time limits are enforced by parking meters. In Sydney and Newcastle vehicles illegally parked in positions where they would cause danger or give rise to serious traffic problems are liable to be towed away.

The large numbers of signs required to give effect to the measures introduced as a result of the work of Parking Advisory Committees are made and usually are erected by the Department of Motor Transport, but Councils contribute towards the cost of signs erected within their areas. The co-operative spirit which has characterised relations with Councils continued.

## AUSTRALIAN TRANSPORT ADVISORY COUNCIL

The Australian Transport Advisory Council (which comprises the Ministers of Transport of the various States under the Chairmanship of the Federal Minister for Transport) met in Hobart between 13th and 15th February, 1961. Consideration was given to a number of major transport problems of Commonwealth-wide application including recent developments in relation to interstate road transport; uniform rules of liability of carriers by road; standardisation of large freight containers; the report of the Senate Select Committee on Road Safety; the liability of air operators for loss or injury; the re-organisation of the Australian Road Safety Council; and a number of other items dealing with uniform traffic laws, motor vehicles standards and road safety.

### AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE AND AUSTRALIAN MOTOR VEHICLES STANDARDS COMMITTEE

This Department represents New South Wales on both of the abovementioned committees, which function under the Australian Transport Advisory Council and have interstate representation. The first-mentioned Committee is concerned with traffic codes (principally driving rules) and the second with technical requirements concerning motor vehicles.

In October, 1960, and May, 1961, meetings were held in Perth and Adelaide respectively of a special sub-committee of the Australian Road Traffic Code Committee, which is preparing material for the drafting of a National Traffic Code for Australia. The sub-committee has almost completed its initial task of reviewing the American Uniform Vehicle Code on which it is intended to base the Australian version and a further meeting to be held in the near future will probably dispose of this preliminary work leaving the way open for the actual drafting of the Australian code.

Because of the attention being given by the sub-committee to this work it was not possible for the main committee to be brought together during the year.

The sub-committee of the Australian Motor Vehicle Standards Committee met in December, 1960, but, in consequence of the retirement of its chairman, the Committee itself did not meet during the year.

The work of these committees is of a continuing nature. Technical developments in the motor world call for uninterrupted close contact between interested parties and this Department as the largest registration authority in the Commonwealth is naturally expected to take a leading part.

Exchange of information outside the scope of formal meetings continued. The good relationship engendered among representatives from the various States has been extremely valuable.

### CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

The Eleventh Annual Conference of State Road Transport Authorities met in Brisbane from 19th to 22nd June, 1961, to consider problems of common interest to the States and exchange information and views of common interest.

Administrative and enforcement practices for road maintenance contribution legislation in Queensland, New South Wales and Victoria were reviewed with a view to achieving uniformity thereof. Resolutions arising from a meeting in October, 1960, of the Transport Authorities of New South Wales, Victoria and Queensland were also discussed. These resolutions dealt particularly with proposals for more effective liaison concerning interstate hauliers.

Limitations on hours of driving of heavy vehicles were also examined following representations from carrying interests with the result that a meeting to deal specially with the question was arranged for July, 1961.

### TWO-WAY RADIO SYSTEM

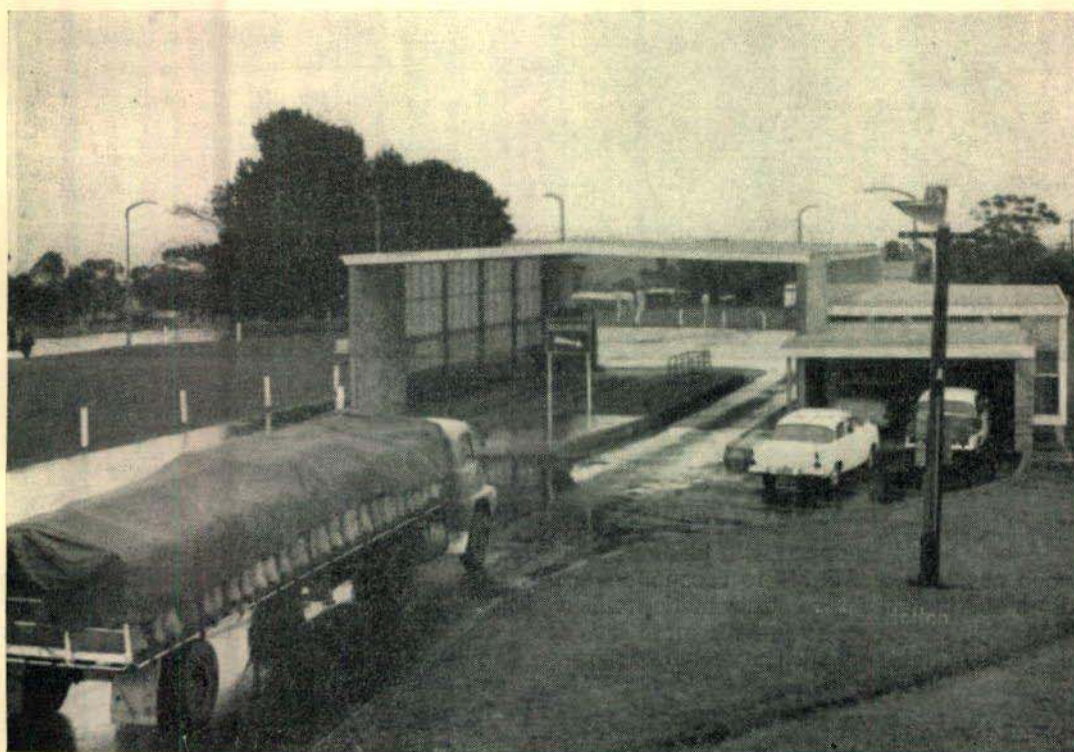
On the 5th December, 1960, a two-way radio communication system was established. The base station is at the Head Office and 69 Departmental motor vehicles are now radio-equipped. The service is in 24-hour operation.

The system has enhanced efficiency and work output of the Department's outdoor staff and expedited attention to many phases of the work.





New Lorry Checking Station, Pacific Highway, Berowra



This twin-unit station, erected at a cost of £79,617, was placed in service on 9th October, 1960



## LAND AND BUILDINGS

### Head Office

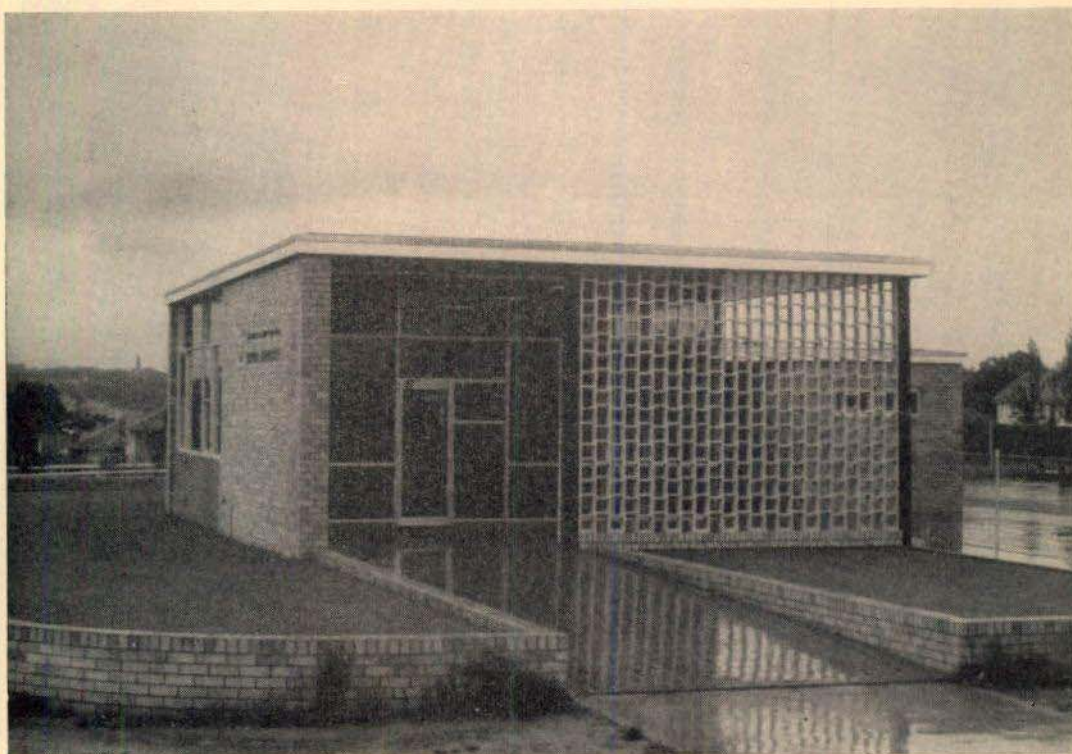
My report for 1959-60 described how steep increases in motor registration and driver licence business in recent years and a widening range of Departmental responsibilities had made provision of additional accommodation essential. Construction of two additional storeys on the Road Charges Building at the Head Office site was undertaken at a cost of £85,900 and the project was approaching completion at the end of the year. The new space will give much-needed relief of crowded conditions at the Department's Head Office.

### Lorry Checking Station at Berowra

As foreshadowed in my last report, a lorry checking station on the Pacific Highway at Berowra was constructed. The station cost £79,617 and came into use on 9th October, 1960.

The station comprises two units, one on each side of the Highway, to check north-bound and south-bound traffic, respectively. Each unit building is equipped with a weighbridge of advanced design capable of very rapid and highly accurate weighings up to 40 tons. A motor vehicle inspection pit and a brake-testing strip have also been installed.

The station enables a close check to be kept on the operations of heavy lorries to ensure that important provisions of the law relating to mechanical condition of the vehicles, the payment of charges and safe driving hours are observed, and is a further effective means of deterring as well as detecting breaches of these laws.



Miranda Motor Registry  
Erected at a cost of £19,365 and officially opened on 14th November, 1960

### Burwood Traffic Signals Depot

A new block, equipped with planning tables and equipment of modern design, was erected at Burwood at a cost of £14,214 to accommodate the Engineering Staff associated with the planning, provision and installation of electromatic traffic signals. In addition, alterations costing £8,975 were carried out in the Depot to provide more satisfactory amenities quarters for the technical staff and enable a better and more efficient layout of the workshop area to be adopted.

### Traffic Facilities Depots

To expedite provision and maintenance of traffic signs and road markings decentralised accommodation for plant and staff on these activities was provided at Five Dock, Manly and Chullora at costs of £4,214, £4,553 and £4,640 respectively.

It is envisaged that similar depots will be provided in the Ryde and Hurstville districts during the forthcoming year.

### **Motor Registries**

In accordance with the Department's policy to make adequate provision for increased demands in the Metropolitan area and to replace unsuitable and inadequate rented premises in country districts, new motor registry buildings were completed during the year at Miranda, Lithgow and Tamworth at costs of £19,365, £10,939 and £13,924 respectively.

In addition, substantial new premises are nearing completion at Ryde and a registry is under construction at Nowra.

At the close of the year, tenders had been invited for the erection of new registry premises at Bega, Forbes, Goulburn and Parkes.

Since adoption, nine years ago, of the current policy of replacing inadequate and rented premises with new, properly designed and located Registry premises, a total of 21 new Registries have been constructed with consequent improvement in service to the public and efficient completion of business.

### **Sites for Motor Registries**

Sites for development as Motor Registries were acquired at Ryde, Forbes, Griffith, Kempsey, Nowra and Parkes, whilst negotiations were proceeding for purchase of land at Beverly Hills, Blacktown and Maitland.

### **Maintenance**

All properties owned by the Department have been regularly inspected and maintained in a first-class condition throughout the year.

## **STAFF TRAINING**

### **Training in Management**

A series of lectures in supervision is conducted each year in the Department by a lecturer from the School of Management, Sydney Technical College. Each course comprises twelve 1½ hour lectures and is attended by about 15 selected officers, who occupy supervisory positions or are likely to be required to supervise others. These classes are a valuable aid in training officers for the responsible task of directing the activities of other employees.

In addition, the Department has been represented at the Administrative Staff Course arranged by the New South Wales Public Service Board at the University of New South Wales.

### **Shorthand**

As in previous years, instruction in shorthand was given, in Departmental time, to selected female officers already studying the subject outside working hours who have the potential ability to develop into skilled stenographers. Separate grades of tuition are provided for:—

- (a) girls approaching the required standard of efficiency and speed for appointment to stenography positions; and
- (b) others who have already attained this standard and have displayed above-average ability likely to fit them for more skilled work.

The number selected is related to the forecasted requirements for the ensuing year. The classes are of 1½ hours' duration and the instructor is an officer of the Department who is a qualified shorthand teacher.

### **Typing**

An innovation this year was a typing course, which has the dual purpose of encouraging junior office assistants to qualify as competent typists and training them in office methods and procedures.

Participants are given a total of 4½ hours' training in Departmental time each week. There is a fixed minimum standard for entry and any officer below that standard is required to enrol in an evening class at a recognised college before being considered for admission to a Departmental class.

### **Clerical Training**

Training classes for male clerical officers were inaugurated in 1959. They were continued, and during the year 233 officers received instruction regarding Departmental functions generally and a further 97 completed training for specific duties.

### **Applied Electronics and Switching Circuitry**

A further expansion of Departmental training measures was a course in applied electronics and switching circuitry for electrical fitters employed in the Traffic Signals Section of the Department. The course comprises 20 weekly lectures each of one hour's duration and 40 hours' practical training. At the conclusion of the course an examination is conducted.

The first course will be finished in August, 1961, and is confidently expected to raise Departmental efficiency in the highly specialised field of traffic signals.

## **STAFF AMENITIES**

### **Institute**

The Department of Motor Transport Institute continued actively to promote a congenial atmosphere between employees and the administration. It provides, at a small cost to its members, facilities for recreation and education. At 30th June, 1961, membership totalled 1,146, representing 65.6 per cent. of the staff. Representatives of the male and female staffs assist in determining Institute policy.

Services provided by the Institute include a library, which contains about 5,000 books, catering for a wide variety of tastes; first aid classes; financial assistance to officers taking courses of study in their own time at technical colleges in subjects such as transport administration, accountancy, book-keeping, English, mathematics, shorthand and typing; support for Departmental sporting clubs, which include football, cricket, basketball, swimming, tennis, golf, squash and rifle shooting.

An active Social Club arranges theatre parties and other social functions, and provides also two Christmas parties for children—one for disabled or handicapped children under the care of organised charity, and the other for children of employees.

### **Canteen**

The staff canteen, which is operated and controlled by the Department with the assistance of a Committee on which there is staff representation, has continued to be a valuable staff amenity. The keen appreciation of the staff is demonstrated in the high level of patronage which the canteen receives.

The canteen provides hot and cold meals as well as sandwiches, cakes, cigarettes and other milk-bar service.

### **Credit Union**

The Motor Transport Employees' Savings and Loans Co-operative (established in 1953) continued to function. It is a registered co-operative society and provides eligible officers with a means of systematic saving and a source of cash loans for useful purposes at a reasonable rate of interest. The Society's business is transacted during lunch periods and its office bearers act in an honorary capacity.

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## SECTION FIVE

## APPENDICES

## Appendix 1

The number of staff in the Department as at 30th June, 1961, was as follows:—

	Metropolitan		Newcastle		Country		Total		Grand Total
	Salary	Wages	Salary	Wages	Salary	Wages	Salary	Wages	
Male Staff ...	975	126	12	...	67	...	1,054	126	1,180
Female Staff ...	531	10	5	...	15	...	551	10	561
Grand Total ...	1,506	136	17	...	82	...	1,605	136	1,741

## Appendix 2

## SUMMARY OF COLLECTIONS BY THE DEPARTMENT OF MOTOR TRANSPORT

From 1st July, 1960, to 30th June, 1961

	£	s.	d.	£	s.	d.
Motor Vehicle Taxation on—						
(a) Motor vehicles, other than public motor vehicles in the Metropolitan Wollongong and Newcastle Transport Districts .....	9,067,624	11	11			
Less Refunds .....	170,890	5	2			
(Paid into Main Roads Funds) .....				8,896,734	6	9
(b) Public motor vehicles in the Metropolitan Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund) .....				234,343	15	3
Total net collections of motor vehicles taxation.....				9,131,078	2	0
Ton-mileage Charges on—						
Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds).....	3,524,815	2	1			
Less Refunds .....	9,155	8	11			
				3,515,659	13	2
Fees for motor vehicle registrations, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund) .....				3,805,962	7	10
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942-51 ...				8,886,033	9	3
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) .....				30,971	0	5
Charges in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc. ....	1,479,315	16	2			
Less Refunds (intrastate only) .....	5,075	8	11			
(Paid into State Transport (Co-ordination) Fund)				1,474,240	7	3
Grand Total .....				£26,843,944	19	11

Statement of Receipts and Payments for the Year ended 30th June, 1961, and a comparison with 1960

Audited and found correct.  
W. J. CAMPBELL,  
Auditor-General of New South Wales,  
Sydney, 9th October, 1961.

ROBERT A. BRADLEY,  
Chief Accountant,  
20th July, 1961.

## Appendix 4

## PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1961, and a comparison with the previous year

Receipts				Expenditure and Distributions									
	Year ended 30th June, 1961			Year ended 30th June, 1960				Year ended 30th June, 1961			Year ended 30th June, 1960		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
1st July—Balance brought forward	237,058	8	2	237,982	0	11	Distribution to Municipalities, Shires and other Authorities—						
Motor Omnibuses—							Motor Omnibuses—						
Tax—							Tax—						
Metropolitan	151,358	18	5	141,012	7	0	Metropolitan	148,725	9	9	138,634	16	7
Newcastle	19,173	9	2	18,950	4	4	Newcastle	19,325	10	7	18,372	9	3
Wollongong	9,750	16	10	9,322	4	4	Wollongong	9,499	10	1	9,433	1	4
	180,283	4	5	169,284	16	5		177,550	10	5	160,940	7	2
Commonwealth Aid Roads Act, 1959							Commonwealth Aid Roads Act, 1959						
Grant—							Grant—						
Allocated—							Metropolitan	91,751	14	0	90,705	19	0
Metropolitan	91,729	6	6	90,967	7	9	Newcastle	11,854	6	0	12,842	8	0
Newcastle	11,843	13	6	12,595	7	6	Wollongong	5,394	0	0	5,451	13	0
Wollongong	5,427	0	0	5,437	4	9		109,000	0	0	109,000	0	0
	109,000	0	0	109,000	0	0	Total	£ 286,550	10	5	275,940	7	2
Total, Motor Omnibuses	£ 289,283	4	5	278,284	16	5	Expenditure from Receipts of Tax on other						
Other Public Vehicles—							Public Vehicles—						
Tax—							Improved Traffic Facilities—						
Metropolitan	50,502	13	1	52,244	4	5	Metropolitan	170,131	7	4	108,345	17	3
Newcastle	2,683	18	10	3,260	0	11	Newcastle	15,421	17	9	2,221	13	11
Wollongong	873	18	11	700	15	1	Wollongong	5,023	2	5	65	1	11
	54,060	10	10	56,265	0	5	Total	£ 190,576	7	6	110,632	13	1
Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities—							Distribution of Service Licence Fees—						
Works in progress—							Metropolitan	26,432	3	5	24,332	3	1
Metropolitan				51,000	0	0	Newcastle	2,845	0	5	2,935	10	9
							Wollongong	1,277	10	6	1,299	3	8
Total, other Public Vehicles	£ 54,060	10	10	107,265	0	5	Total	£ 30,554	14	4	28,566	17	6
Service Licence Fees—							Balances in Fund at 30th June—						
Metropolitan	26,899	12	3	24,518	13	0	Motor Omnibuses—						
Newcastle	2,729	16	6	2,913	5	6	Tax—						
Wollongong	1,341	11	8	1,234	9	8	Metropolitan	39,703	15	1	37,075	6	5
	30,971	0	5	28,666	8	2	Newcastle	4,741	17	5	4,893	18	10
Total, Service Licence Fees	£ 30,971	0	5	28,666	8	2	Wollongong	2,517	15	9	2,266	9	0
							Commonwealth Grant—						
							Metropolitan	22,915	11	0	22,937	18	6
							Newcastle	2,952	19	0	2,963	11	6
							Wollongong	1,381	10	0	1,348	10	0
							Other Public Vehicles—						
							Tax—						
							Metropolitan	1,010	12	5	120,639	6	8
							Newcastle	23,700	19	2	36,438	18	1
							Wollongong	182	8	8	4,331	12	2
							Service Licence Fees—						
							Metropolitan	4,028	1	4	3,560	12	6
							Newcastle	487	0	7	602	4	6
							Wollongong	64	1	2			
							Total	£ 103,691	11	7	237,058	8	2
Grand Total	£ 611,373	3	10	652,198	5	11	Grand Total	£ 611,373	3	10	652,198	5	11

## Appendix 5

**DISTRIBUTIONS FROM THE PUBLIC VEHICLES FUND TO COUNCILS AND  
OTHER AUTHORITIES FOR ROAD CONSTRUCTION AND MAINTENANCE**

Council or Authority	Distributions during year ended 30th June—	
	1961	1960
Metropolitan Transport District—	£	£
Ashfield.....	4,290	4,517
Auburn .....	5,622	5,095
Bankstown .....	13,677	13,773
Baulkham Hills .....	840	707
Blacktown .....	4,110	3,086
Botany .....	2,043	2,106
Burwood .....	4,446	5,145
*Camden.....	86	89
*Campbelltown .....	793	508
Canterbury .....	15,083	15,794
Concord .....	3,487	3,625
Drummoyne .....	2,700	2,869
Fairfield .....	5,784	5,269
Holroyd .....	4,071	4,052
Hornsby .....	2,347	1,394
Hunter's Hill .....	740	803
Hurstville .....	6,548	6,440
Kogarah .....	4,151	4,174
Ku-ring-gai .....	2,872	3,107
Lane Cove .....	2,124	2,215
Leichhardt .....	7,931	8,293
Liverpool .....	2,020	1,937
Manly .....	3,354	2,823
Marrickville .....	6,484	6,694
Mosman .....	2,673	2,705
North Sydney .....	5,294	6,132
Parramatta .....	7,131	6,920
Penrith .....	478	405
Randwick .....	17,744	11,389
Rockdale .....	6,168	7,025
Ryde .....	3,797	3,787
Strathfield .....	2,928	3,656
Sutherland .....	4,329	4,104
Sydney .....	69,914	64,294
Warringah .....	4,500	4,647
Waverley .....	7,210	5,278
Willoughby .....	8,204	9,431
Windsor .....	251	269
Wollondilly .....	64	52
Woollahra.....	7,069	6,546
Authorities—		
Department of Railways .....	29	29
Department of Health .....	237	188
National Park Trust .....	19	17
Necropolis Trustees (Rookwood) .....	51	118
Total .....	253,693	241,507
Capital Debt Reduction .....	13,216	12,166
Grand Total (Metropolitan) .....	266,909	253,673
Newcastle Transport District—		
Newcastle .....	25,057	25,743
Lake Macquarie .....	6,339	6,519
Port Stephens .....	1,068	858
Stroud .....	138	63
Total .....	32,602	33,183
Capital Debt Reduction .....	1,423	1,468
Grand Total (Newcastle) .....	34,025	34,651
Wollongong Transport District—		
Wollongong .....	14,982	15,000
Shellharbour .....	1,157	1,152
Camden.....	3	2
Campbelltown .....	3	3
Kiama .....	26	27
Total .....	16,171	16,184
Grand Total (Wollongong) .....	16,171	16,184
Combined Grand Total .....	317,105	304,508

\* See additional payments in respect of services operating from Wollongong Transport District.



### STATE TRANSPORT (CO-ORDINATION) FUND

[illegible]

ROBERT A. BRADLEY,  
Chief Accountant,  
20th July, 1961.

## Appendix 7

**COSTS OF ADMINISTRATION OF THE ROAD MAINTENANCE (CONTRIBUTION)  
ACT, 1958**

From 1st July, 1960, to 30th June, 1961, and a comparison with the previous year

Charged against Main Roads Fund—Special Deposits Account No. 91

Head of Expenditure—	Year ended 30th June, 1961			Year ended 30th June, 1960		
	£	s.	d.	£	s.	d.
Salaries .....	202,311	17	11	186,279	16	8
Pay Roll Tax .....	5,242	8	10	4,822	12	4
Travelling Expenses and Allowances .....	13,528	1	5	10,877	17	0
Maintenance and Running of Motor Vehicles.....	8,907	18	2	3,830	6	0
Postage and Telegrams .....	10,679	17	10	9,511	8	2
Telephone Charges .....	1,136	14	2	1,014	5	8
Printing and Stationery .....	2,957	15	8	6,314	10	6
Office Stores .....	784	7	10	510	11	4
Light and Power .....	1,124	15	6	523	18	11
Maintenance of Buildings .....	2,917	8	8	2,533	0	5
Maintenance of Office Furniture and Machines .....	305	13	1	166	13	0
Erection of Buildings .....	28,132	10	1	606	0	8
Purchase of Office Furniture and Equipment.....	7,205	4	5	439	7	6
Legal Costs .....	620	10	0	8	7	0
Sundries .....	489	1	4	328	8	3
<b>Total .....</b>	<b>286,344</b>	<b>4</b>	<b>11</b>	<b>227,767</b>	<b>3</b>	<b>5</b>

ROBERT A. BRADLEY,  
Chief Accountant,  
20th July, 1961.

## Appendix 8

**ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958**

Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1961, and a comparison  
with the previous year

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
	£	£	£	£	£	£
July ... ..	78,960	52,951	219,370	203,915	298,330	256,866
August ... ..	78,086	83,221	208,421	192,374	286,507	275,595
September ... ..	80,766	61,765	210,749	176,969	291,515	238,734
October ... ..	94,936	60,447	203,207	190,466	298,143	250,913
November ... ..	85,071	73,172	216,484	192,039	301,555	265,211
December ... ..	107,020	66,977	213,196	162,373	320,216	229,350
January ... ..	67,581	55,050	213,104	186,934	280,685	241,984
February ... ..	69,706	74,495	191,916	189,580	261,622	264,075
March ... ..	81,333	86,258	217,300	218,679	298,633	304,937
April ... ..	60,170	65,008	201,221	176,708	261,391	241,716
May ... ..	83,892	77,954	240,645	230,075	324,537	308,029
June ... ..	78,581	77,031	223,100	196,233	301,681	273,264
<b>Total ... ..</b>	<b>966,102</b>	<b>834,329</b>	<b>2,558,713</b>	<b>2,316,345</b>	<b>3,524,815</b>	<b>3,150,674</b>

Appendix 9

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958—PROSECUTION STATISTICS FOR PERIOD 1st JULY, 1960, TO 30th JUNE, 1961

Classification of Vehicles	Prosecutions taken for Fail to—				Total Prosecutions	Convictions for Fail to—				Total Convictions	Withdrawn at Court	Dismissed
	Deliver Return	Pay Charges	Keep Record	Show Journey		Deliver Return	Pay Charges	Keep Record	Show Journey			
Intrastate .....	2,784	2,283	7	73	5,147	3,101	2,132	6	33	5,272	500	33
Interstate—												
New South Wales .....	1,227	1,956	...	40	3,223	1,253	1,558	...	16	2,827	321	20
Victoria.....	947	838	...	17	1,802	951	656	...	7	1,614	65	4
Queensland .....	460	160	...	6	626	345	110	...	...	455	14	3
South Australia .....	455	173	...	9	637	273	140	...	2	415	7	1
Western Australia .....	64	4	...	...	68	43	4	...	...	47	20	5
Australian Capital Territory .....	67	54	...	1	122	40	40	...	...	80	15	1
Tasmania .....	3	...	...	...	3	...	...	...	...	...	...	...
Northern Territory .....	3	...	...	...	3	3	...	...	...	3	...	...
Totals .....	3,226	3,185	...	73	6,484	2,908	2,508	...	25	5,441	442	34
Grand Total .....	6,010	5,468	7	146	11,631	6,009	4,640	6	58	10,713	942	67

Note.—A number of the convictions and withdrawals related to prosecutions actually instituted during the *preceding* twelve months.

## Appendix 10

## MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT

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	285	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

\* Wollongong included from 1st July, 1957

† Private hire cars included in cars before June, 1944.

‡ Includes tractors and trailers.

§ Total figure only available.

¶ Pre-war peak.

## Appendix 11

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES  
DURING THE TEN YEARS ENDED 30th JUNE, 1961

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total
1952	45,062	28,190	6,018	79,270
1953	31,622	24,089	3,042	58,753
1954	43,736	27,499	2,949	74,184
1955	56,342	32,320	3,437	92,099
1956	56,259	34,150	2,971	93,380
1957	51,658	31,557	2,935	86,150
1958	57,423	38,047	3,112	98,582
1959	58,525	46,282	2,690	107,497
1960	69,637	56,309	2,211	128,157
1961	69,074	55,105	2,030	126,209
	539,338	373,548	31,395	944,281

## Appendix 12

## MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1961

Adaminaby	Coonamble	Kyogle	Quirindi
Adelong	Coopernook	Leeton	Rankin's Springs
Albury	Cootamundra	Lismore	Raymond Terrace
Ardlethan	Corowa	Lithgow	Richmond
Ariah Park	Cowra	Liverpool	Rockley
Armidale	Crookwell	Lockhart	Rylstone
Ashford	Culcairn	Macksville	Scone
Ballina	Cumnock	Macleay	Singleton
Balranald	Dareton	Maitland	Stockinbingal
Bangalow	Darlington Point	Mandurama	Stroud
Baradine	Deepwater	Manildra	Sydney—Rosebery
Barellan	Delungra	Manilla	Tabulam
Barham	Deniliquin	Manly	Tallimba
Barmedman	Denman	Mathoura	Tamworth
Barraba	Dorrigo	Mendooran	Taralga
Bathurst	Dubbo	Menindie	Tarcutta
Batlow	Dunedoo	Merriwa	Taree
Bega	Dungog	Milton	Temora
Bellingen	Eden	Miranda	Tenterfield
Berrigan	Emmaville	Mittagong	The Rock
Binalong	Enngonia	Moama	Tibooburra
Bingara	Eugowra	Molong	Tingha
Binnaway	Euston	Moree	Tocumwal
Blayney	Finley	Moruya	Tooraweenah
Bogan Gate	Five Dock	Moss Vale	Tottenham
Boggabilla	Forbes	Moulamein	Trangie
Boggabri	Gammain	Mudgee	Trundle
Bombala	Geurie	Mullumbimby	Tullamore
Bonalbo	Gilgandra	Mulwala	Tullibigeal
Boomi	Glen Innes	Mumbil	Tumbarumba
Boorowa	Gloucester	Mungindi	Tumut
Bourke	Goodooga	Murrurundi	Tweed Heads
Bowraville	Goolgowi	Murwillumbah	Ungarie
Braidwood	Gosford	Muswellbrook	Uralla
Brewarrina	Goulburn	Nabiac	Urana
Broken Hill	Grafton	Narooma	Urbenville
Bullahdelah	Greenethorpe	Narrabri	Wagga Wagga
Bundarra	Grenfell	Narrandera	Waitara
Bungendore	Greta	Narromine	Walbundrie
Buronga	Griffith	New Angledool	Walcha
Burren Junction	Gulargambone	Newcastle	Walgett
Byron Bay	Gulgong	Nimmitabel	Walla Walla
Camden	Gundagai	North Sydney	Wanaaring
Candelo	Gunnedah	Nowra	Warialda
Canowindra	Gunning	Nundle	Warren
Captain's Flat	Guyra	Nymagee	Wauchope
Cargelligo	Harden	Nyngan	Weethalle
Carinda	Hay	Oaklands	Wee Waa
Carrathool	Henty	Oberon	Wellington
Casino	Hill End	Orange	Wentworth
Cassilis	Hillston	Pambula	Werris Creek
Cessnock	Holbrook	Parkes	West Wyalong
Chullora	Inverell	Parramatta	Whitton
Cobar	Ivanhoe	Paterson	Wilcannia
Cobargo	Jerilderie	Peak Hill	Wingham
Coff's Harbour	Junee	Penrith	Wollongong
Collarenebri	Kandos	Picton	Woodburn
Comboyne	Katoomba	Pilliga	Woodenbong
Condobolin	Kempsey	Pooncarie	Wyong
Coolah	Khancoban	Portland	Yass
Coolamon	Kiama	Port Macquarie	Yenda
Cooma	Kogarah	Quandialla	Yeoval
Coonabarabran	Kurri Kurri	Queanbeyan	Yetman
			Young

## Appendix 13

## CANCELLATION, SUSPENSION AND REFUSALS OF DRIVING LICENCES

Table I—Offences Entailing Automatic Disqualification

Type of Offence	Decision of Court		Disqualifications Imposed					Appeals			
	Convicted	Discharged Section 556A*	Six Months	One Year	Three Years	Variations Ordered by Courts †	Total	Dismissed (Con- viction confirmed)	Allowed (Con- viction quashed)	*Dismissed, but defendant discharged	
										Uncon- ditionally	Condition- ally
Drive whilst under influence	3,107	1,601	...	2,285	295	527	3,107	237	43	3	216
Drive in manner or at speed dangerous	534	56	...	388	42	104	534	40	8	...	19
Not stop after accident (Section 8 (1))	48	3	...	30	12	6	48	...	...	...	3
Drive whilst disqualified (Section 7A (2))	516	13	438	...	...	78	516	15	...	...	...
Culpable driving	19	...	...	16	3	...	19	...	...	...	...
By negligent act cause grievous bodily harm	4	...	...	2	1	1	4	...	1	...	...
Manslaughter	1	...	...	1	...	...	1	...	...	...	...
Total	4,229	1,673	438	2,722	353	716	4,229	292	52	3	238

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

† In these cases the Courts exercised their discretion (new in the case of shorter periods) to disqualify drivers for periods other than the specific terms which, under the Motor Traffic Act, operate automatically in the absence of a specific order by the Court.

Table II—Convictions and Disqualifications Imposed by Courts for Serious Offences Not Involving Automatic Disqualification

Type of Offence	Decision by Court		
	*Discharged	Convicted	Disqualification or Suspension Imposed
Exceed speed limit	2,564	41,152	566
Negligent driving	924	11,712	208
Not stop after accident (Section 8 (3) or 8 (4))	10	260	15
Other offences. (Cross double line, etc.)	.....	51,299	228
Total	3,498	104,423	1,017

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

Appeals to higher Courts were heard in 64 cases, 38 were allowed, and 26 dismissed.

Table III—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	18	186
Criminal convictions	77	149
Traffic convictions	1,942	6
Criminal and traffic convictions	8	47
Physical disabilities	141	220
Other grounds	12	7
Total	2,198	615

There were 51 appeals to courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 38 were allowed and 13 were disallowed. In respect of refusals, there was one appeal; it was disallowed.

## Appendix 14

LICENCES IN ISSUE TO DRIVERS OF MOTOR VEHICLES AND RIDERS OF  
MOTOR CYCLES

Date	Number	Date	Number
31st December—		30th June—	
1910	5,471	1946	518,644
1911	8,840	1951	748,343
1916	32,000	1952	827,355
1921	68,653	1953	870,048
1926	225,908	1954	914,239
1931	313,327	1955	999,751
1936	380,461	1956	1,048,901
*1940	*474,881	1957	1,091,467
1941	446,639	1958	1,149,472
		1959	1,227,564
		1960	1,275,245
		1961	1,358,822

\* Highest annual total prior to war-time decline in number of licences.

## Appendix 15

REVENUE COLLECTED AT MOTOR REGISTRY SECTION OF HEAD OFFICE  
AND DISTRICT MOTOR REGISTRIES CONDUCTED BY THE DEPARTMENT

District Motor Registry	Revenue Collected During Financial Year—	
	1960-61	1959-60
	£	£
Head Office (Motor Registry Section) .....	2,260,736	2,124,185
Albury .....	82,719	76,831
Armidale .....	55,940	49,037
Bathurst .....	90,969	80,842
Broken Hill .....	113,148	79,476
Casino .....	50,265	50,144
Cessnock .....	97,986	88,423
Chullora .....	558,690	463,385
Cooma .....	44,834	45,527
Cowra .....	43,422	37,123
Dubbo .....	70,663	64,531
Five Dock .....	612,386	585,658
Forbes .....	44,906	43,230
Glen Innes .....	44,144	41,713
Gosford .....	80,581	73,039
Goulburn .....	102,178	97,478
Grafton .....	84,196	77,314
Griffith .....	57,973	53,877
Inverell .....	39,879	38,179
Katoomba .....	41,826	37,972
Kempsey .....	57,518	51,986
Kogarah .....	580,413	573,385
Leeton .....	40,553	39,091
Lismore .....	115,646	112,984
Lithgow .....	67,121	55,500
Liverpool .....	271,557	214,061
Maitland .....	106,372	91,468
Manly .....	206,603	160,222
*Miranda .....	107,984	.....
Mittagong .....	30,099	10,667
Moree .....	41,904	39,936
Murwillumbah .....	52,210	47,528
Newcastle .....	1,079,122	1,018,599
North Sydney .....	507,464	443,604
Nowra .....	67,973	71,765
Orange .....	138,438	120,398
Parkes .....	36,227	31,453
Parramatta .....	960,614	835,218
Penrith .....	107,866	78,547
Queanbeyan .....	50,526	44,862
Richmond .....	55,069	50,196
Tamworth .....	122,915	101,883
Taree .....	75,783	66,382
Wagga Wagga .....	107,181	102,534
Waitara .....	203,495	183,345
Wollongong .....	655,535	525,862
Young .....	43,750	46,704
Total .....	£ 10,467,379	9,326,144

\* Miranda Registry opened 14th November 1960.

# APPENDIX 16

## PRIVATELY OPERATED OMNIBUS SERVICES IN THE METROPOLITAN, NEWCASTLE AND WOLLONGONG TRANSPORT DISTRICTS

- (a) Statistical comparison of operators, services, and vehicles employed as at 30th June, 1961, and 30th June, 1960, respectively.  
 (b) Particulars of personnel and operating and financial experience for year ended 30th June, 1960, and nine months ended 31st March, 1961.  
 (See explanation in Section 2 of change in statistical year)

Item	Metropolitan		Newcastle		Wollongong	
	Year ended 30th June, 1961	Year ended 30th June, 1960	Year ended 30th June, 1961	Year ended 30th June, 1960	Year ended 30th June, 1961	Year ended 30th June, 1960
Number of operators .....	125	128	16	17	13	13
Number of services .....	204	199	24	25	19	18
Number of omnibuses—						
In service .....	751	693	111	100	149	135
In reserve .....	141	154	6	6	11	16
Petrol powered omnibuses .....	409	396	49	47	32	33
Diesel powered omnibuses .....	483	451	68	59	128	118
Single deck omnibuses .....	861	822	91	82	134	125
Double deck omnibuses .....	31	25	26	24	26	26
Total omnibuses .....	— 892	— 847	— 117	— 106	— 160	— 151
	9 months ended 31st March, 1961		9 months ended 31st March, 1961		9 months ended 31st March, 1961	
Number of employees .....	1,227	1,305	178	132	257	242
Omnibus mileage .....	16,067,120	20,540,476	1,739,827	2,174,769	2,804,415	3,960,720
Passengers carried .....	59,952,639	77,700,065	4,517,870	4,869,570	11,686,824	15,733,258
	£	£	£	£	£	£
Book value of plant .....	1,440,882	1,336,192	110,700	114,912	295,021	210,110
Revenue .....	2,533,209	3,092,613	224,968	288,150	530,108	644,329
Expenditure .....	2,159,621	2,811,371	213,632	272,553	496,142	596,350
Net profit .....	373,588	281,242	11,336	15,597	33,966	47,979
Included in expenditure—						
Owners' wages .....	83,465	114,183	8,341	8,812	18,131	22,910
Depreciation .....	208,579	256,160	15,940	20,687	37,882	47,277
Interest payments on loans, etc. ....	22,979	31,395	1,069	3,759	4,569	5,398
	d.	d.	d.	d.	d.	d.
Revenue per mile .....	37.839	36.135	31.033	31.799	45.366	39.043
Expenditure .....	32.259	32.849	29.469	30.785	42.459	36.136
Net profit per mile .....	5.580	3.285	1.564	1.014	2.906	2.907

Note.—This information is based on returns furnished by operators. Operators actively engaged in the services have been included as employees also.



## Appendix 17

**STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE  
COMMISSIONER FOR MOTOR TRANSPORT**

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

Drive and operate contrary to terms of licence	...	...	...	...	...	...	279
Drive and operate unlicensed public motor vehicle	...	...	...	...	...	...	56
Not observe conditions of permit	...	...	...	...	...	...	11
Miscellaneous offences	...	...	...	...	...	...	2

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

Fail to operate taxi-meter correctly	...	...	...	...	...	...	42
Fail to obscure or display vacant sign	...	...	...	...	...	...	153
Refuse hiring or fail to carry out hiring punctually	...	...	...	...	...	...	47
Overcharging passengers	...	...	...	...	...	...	6
Incivility to passengers	...	...	...	...	...	...	13
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	...	...	...	...	...	...	4
Incorrect operation of other taxi-cab stands	...	...	...	...	...	...	16
Multiple hiring	...	...	...	...	...	...	108
Drive taxi-cab in prohibited area	...	...	...	...	...	...	78
Soliciting for passengers, attracting notice by calling	...	...	...	...	...	...	81
Omnibus time-table offences	...	...	...	...	...	...	15
Permit omnibus passenger on back platform	...	...	...	...	...	...	2
Miscellaneous offences	...	...	...	...	...	...	12

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

Fail to renew registration or return number plates	...	...	...	...	...	...	1,380
Unlawful possession of number plates	...	...	...	...	...	...	4
Fail to return number plate on request	...	...	...	...	...	...	2
Fail to apply for transfer of registration	...	...	...	...	...	...	396
Fail to notify disposal	...	...	...	...	...	...	74
Drive unregistered vehicle and permit unregistered vehicle to be driven	...	...	...	...	...	...	69
Fail to carry or provide record of driving hours (log book)	...	...	...	...	...	...	5
Fail to produce log book for inspection and endorsement	...	...	...	...	...	...	1
Exceed aggregate weight permitted	...	...	...	...	...	...	671
Fail to stop on request	...	...	...	...	...	...	3
Fail to drive into lorry checking station	...	...	...	...	...	...	6
Miscellaneous offences	...	...	...	...	...	...	10

*Road Maintenance (Contribution) Act, 1958:—*

Fail to furnish return	...	...	...	...	...	...	6,009
Fail to pay charges	...	...	...	...	...	...	4,640
Fail to keep record	...	...	...	...	...	...	6
Omit item from record	...	...	...	...	...	...	58

*Other Acts:—*

Miscellaneous offences	...	...	...	...	...	...	...
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## Appendix 18

## ROAD ACCIDENTS IN NEW SOUTH WALES

## STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1961

These statistics were compiled from reports by the police of all road accidents which resulted in the death or injury of a person or property damage in excess of £10 (or since 1st May, 1960, £25).

The total number of such accidents was 49,435 (5·2 per cent. decrease over 1959-60). The number of persons killed was 934 (0·5 per cent. decrease) and the number of persons injured was 22,244 (0·4 per cent. decrease). In the same period the number of vehicles increased by 6·1 per cent.

## ROAD ACCIDENTS IN RELATION TO MOTOR VEHICLES REGISTERED

The following table shows the trend since 1949 together with the rates per 10,000 motor vehicles registered :—

Year ended 30th June	Vehicles Registered (Average)	Accidents		Persons Killed		Persons Injured	
		Number	Rate	Number	Rate	Number	Rate
1949 .....	423,200	14,150	334	564	13·3	9,253	218
1950 .....	475,780	16,189	340	561	11·8	10,405	219
1951 .....	550,665	19,878	360	699	12·7	11,817	215
1952 .....	613,752	22,662	369	741	12·1	12,637	206
1953 .....	645,964	24,382	377	663	10·3	12,459	193
1954 .....	684,186	29,514	431	728	10·6	14,660	214
1955 .....	739,372	35,315	478	798	10·8	15,959	216
1956 .....	803,630	38,823	483	808	10·1	17,047	212
1957 .....	858,488	39,725	462	774	9·0	17,321	202
1958 .....	838,553	44,164	527	795	9·5	19,378	231
1959 .....	890,153	47,856	538	833	9·4	19,854	223
1960 .....	947,609	52,151	550	939	9·9	22,330	236
1961 .....	1,008,684	49,435	490	934	9·3	22,244	220

*Note*—Commencing with the figures for 30th June, 1958, registrations of trailers, tractors and traders' plates have been omitted to enable accurate comparison of statistics for all Australian States, some of which do not effect such registrations.

*Comment*—The number of accidents, persons killed and injured decreased during the year ended 30th June, 1961.

## ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION

Quarter	Area	Accidents		Persons Killed		Persons Injured	
		1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
July- September.	City of Sydney .....	671	675	5	3	208	210
	Suburbs of Sydney ...	6,668	6,613	153	116	2,838	2,770
	Remainder of State...	4,837	5,037	103	100	2,216	2,063
	Sub-Total .....	12,176	12,325	261	219	5,262	5,043
October- December.	City of Sydney .....	686	760	2	3	231	275
	Suburbs of Sydney ...	7,518	7,539	104	106	3,331	3,201
	Remainder of State...	5,173	5,764	115	115	2,512	2,492
	Sub-Total .....	13,377	14,063	221	224	6,074	5,968
January- March.	City of Sydney .....	522	615	5	5	138	192
	Suburbs of Sydney ...	5,746	6,342	86	102	2,631	2,634
	Remainder of State...	4,944	5,439	110	127	2,346	2,416
	Sub-Total .....	11,212	12,396	201	234	5,115	5,242
April-June ...	City of Sydney .....	610	687	5	7	164	227
	Suburbs of Sydney ...	6,865	7,135	115	126	3,058	3,236
	Remainder of State...	5,195	5,545	131	129	2,571	2,614
	Sub-Total .....	12,670	13,367	251	262	5,793	6,077
	Grand Total .....	49,435	52,151	934	939	22,244	22,330

*Comment*—The highest number of accidents and casualties were in the December quarter of the year. 44·9 per cent. of the fatalities occurred outside the County of Cumberland.

## Appendix 18—continued

## AGE AND SEX OF PERSONS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Under 5 .....	10	13	24	7	476	412	390	329
5 and under 7 .....	9	13	3	4	274	321	150	168
7 " 17 .....	55	54	23	23	1,627	1,763	961	995
17 " 21 .....	87	101	8	13	2,836	2,849	942	874
21 " 30 .....	133	130	16	13	3,679	3,757	1,007	975
30 " 40 .....	110	110	14	21	2,408	2,481	873	866
40 " 50 .....	83	84	25	28	1,696	1,722	938	796
50 " 60 .....	86	75	23	28	1,198	1,154	688	672
60 and over .....	144	153	81	69	1,085	1,066	791	784
Not stated .....	...	...	...	...	153	208	72	138
Totals .....	717	733	217	206	15,432	15,733	6,812	6,597

*Comment*—The 60 years and over age group incurred 24 per cent. of all road deaths. 77 per cent. of the persons killed and 69 per cent. of the persons injured were males. The highest number of persons injured was in the 17-20 age group.

## CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Drivers of motor vehicles .....	272	222	11	22	6,395	6,029	855	716
Motor cyclists .....	38	48	2	1	1,166	1,609	69	64
Pedal cyclists .....	25	41	6	5	939	1,027	108	103
Passengers (all types) .....	149	175	77	84	4,427	4,459	4,457	4,369
Pedestrians .....	233	245	121	91	2,489	2,570	1,315	1,339
Other classes .....	...	2	...	3	16	39	8	6
Totals .....	717	733	217	206	15,432	15,733	6,812	6,597

*Comment*—During the year deaths of drivers of motor vehicles increased by 16 per cent.

## TYPES OF ACCIDENTS

Types of Accidents	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Collisions between vehicles .....	32,890	34,497	297	315	11,498	11,371
Vehicles overturning or leaving roadway .....	8,424	9,095	173	199	5,116	5,359
Vehicles colliding with fixed objects...	3,314	3,532	105	74	1,564	1,382
Vehicles colliding with animal(s).....	671	838	1	4	104	152
Collisions between vehicles and pedestrians .....	3,928	3,968	350	336	3,750	3,861
* Passenger accidents .....	201	214	8	11	203	200
Other accidents .....	7	7	...	...	9	5
Total .....	49,435	52,151	934	939	22,244	22,330

\* Passenger accidents include all cases where the passenger was responsible or principally involved, e.g., passenger falling or alighting from a moving vehicle, interfering with the driver's control or opening the door of a moving or stationary vehicle.

*Comment*—Collisions between vehicles represented 66.5 per cent. of all accidents and 51 per cent. of the total casualties.

Casualties resulting from vehicles colliding with fixed objects increased 12.8 per cent. during the year.

Appendix 18—continued  
**RESPONSIBILITY FOR ROAD ACCIDENTS**  
*Analysis of Responsible Factors*

Attributed	Accidents		Persons Killed		Persons Injured	
	Number	%	Number	%	Number	%
<b>A. Human failure on part of—</b>						
Drivers of motor vehicles .....	35,322	71·45	565	60·49	13,701	61·59
Riders of motor cycles .....	681	1·38	31	3·32	603	2·71
Pedal cyclists .....	501	1·01	15	1·61	502	2·26
Riders of horses and drivers of horse-drawn vehicles .....	10	·02	1	·11	5	·02
Trams .....	6	·01	...	...	3	·02
Pedestrians .....	2,256	4·57	189	20·23	2,122	9·54
Passengers .....	201	·41	8	·86	203	·91
Parties not involved .....	1,791	3·62	9	·96	844	3·79
Railway employees .....	6	·01	1	·11	2	·01
Riders of bilycars, tricycles, etc.	15	·03	2	·21	13	·06
<b>Total human failure .....</b>	<b>40,789</b>	<b>82·51</b>	<b>821</b>	<b>87·90</b>	<b>17,998</b>	<b>80·91</b>
<b>B. Defective equipment of—</b>						
Motor vehicles .....	3,525	7·13	56	6·00	1,841	8·27
Motor cycles .....	55	·11	1	·11	53	·24
Pedal cycles .....	89	·18	5	·53	85	·38
Animal-drawn vehicles .....	4	·01	1	·11	1	·01
Trams .....	...	...	...	...	...	...
<b>Total defective equipment .....</b>	<b>3,673</b>	<b>7·43</b>	<b>63</b>	<b>6·75</b>	<b>1,980</b>	<b>8·90</b>
<b>C. Miscellaneous factors—</b>						
Animals (including animals which vehicles swerve to avoid) .....	660	1·33	1	·11	102	·46
Road conditions .....	3,923	7·94	44	4·71	1,980	8·90
Weather .....	380	·77	4	·42	179	·81
Other .....	10	·02	1	·11	5	·02
<b>Total miscellaneous factors .....</b>	<b>4,973</b>	<b>10·06</b>	<b>50</b>	<b>5·35</b>	<b>2,266</b>	<b>10·19</b>
<b>GRAND TOTAL .....</b>	<b>49,435</b>	<b>100</b>	<b>934</b>	<b>100</b>	<b>22,244</b>	<b>100</b>

*Comment*—Human failure was responsible for 82·5 per cent. of the accidents, 87·9 per cent. of the fatalities and 81 per cent. of persons injured. Drivers of motor vehicles were responsible for 71·5 per cent. of the accidents and 61·5 per cent. of the casualties.

**CLASSIFICATION OF ACCIDENTS AND CASUALTIES ACCORDING TO CAUSE**

1. *Accidents attributed to Drivers of Motor Vehicles (other than Motor Cycles)*

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Excessive speed .....	2,100	1,740	133	134	1,343	1,191
Not keeping to the left .....	2,937	3,092	74	74	1,651	1,410
Not giving right of way to other vehicle at intersection .....	10,199	9,948	43	49	3,442	3,313
Failing to make right-hand turn at intersection with due care .....	2,620	2,886	9	17	870	935
Intoxicated .....	1,862	1,975	47	37	694	760
Inexperience .....	538	660	10	14	330	341
Inattentive driving .....	6,461	7,781	112	103	2,439	2,728
Reversing without due care .....	549	790	5	1	124	109
Overtaking improperly .....	1,119	1,262	33	22	364	409
Following other vehicle too closely ...	3,079	1,954	1	2	636	297
Infirmary of driver .....	132	124	3	3	106	96
Driver asleep or drowsy .....	441	413	38	26	330	316
Dazzled by lights of an approaching vehicle .....	422	470	3	12	279	262
No hand signal or incorrect signal ...	123	148	...	...	26	43
Pulling out from kerb suddenly or without warning .....	969	1,022	3	...	136	141
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	977	1,036	16	20	652	629
Crossing railway level crossing without due care .....	57	52	13	5	18	25
Hit-run drivers (not elsewhere classifiable) .....	212	329	12	6	109	109
Other causes .....	525	703	10	6	152	167
<b>Total .....</b>	<b>35,322</b>	<b>36,385</b>	<b>565</b>	<b>531</b>	<b>13,701</b>	<b>13,281</b>
<b>Variation .....</b>	<b>-2·9%</b>		<b>+6·4%</b>		<b>+3·2%</b>	

*Comment*—The principal causes of accidents attributed to drivers were:—(1) Not yield right of way at intersection; (2) Inattentive driving; (3) Following other vehicle too closely. Excessive speed accounted for most fatalities.

## Appendix 18—continued

**\*Average Number of Motor Vehicles (excluding Motor Cycles)**

	1960-61	1959-60
Number .....	1,094,293	1,015,617
Variation .....	+7.7%	

**2. Accidents attributed to Riders of Motor Cycles**

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Excessive speed .....	60	49	10	7	63	43
Not keeping to the left .....	52	89	1	5	46	93
Not giving right of way to other vehicle at intersection .....	162	243	3	6	127	163
Failing to make right-hand turn at intersection with due care .....	30	38	...	3	24	28
Intoxicated .....	8	15	1	1	7	17
Inexperience .....	74	101	2	4	72	92
Inattentive riding .....	151	249	7	6	139	239
Overtaking improperly .....	54	70	3	1	42	68
Following other vehicle too closely ...	55	50	2	...	48	37
Infirmity of rider .....	2	2	...	...	2	2
Driver asleep or drowsy .....	1	5	...	...	1	5
Dazzled by lights of an approaching vehicle .....	4	7	...	...	4	7
No hand signal or faulty signal .....	1	7	...	...	...	5
Pulling or swinging out from kerb suddenly or without warning .....	2	3	...	...	1	3
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	15	30	...	...	17	28
Crossing railway level crossing without due care .....	2	1	...	...	3	...
Hit-run drivers (not elsewhere classifiable) .....	1	...	...	...	1	...
Other causes .....	7	10	2	...	6	10
<b>Total .....</b>	<b>681</b>	<b>969</b>	<b>31</b>	<b>33</b>	<b>603</b>	<b>840</b>
<b>Variation .....</b>	<b>- 19.4%</b>		<b>- 6.1%</b>		<b>- 28.2%</b>	

**Average Number of Motor Cycles Registered**

	1960-61	1959-60
Number .....	26,450	31,273
Variation .....	- 15.4%	

*Comment*—Accidents and casualties attributed to riders decreased during 1960-61 with a corresponding decrease in registrations of motor cycles.

Excessive speed, not giving right of way at intersections and inattentive riding were responsible for 64.5 per cent of the total deaths attributed to motor cyclists.

Not giving right of way at intersections was the greatest single cause of accidents.

## Appendix 18—continued

## 3. Accidents attributed to Pedal Cyclists

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Excessive speed having regard to conditions .....	10	6	...	...	11	6
Not keeping to the left .....	46	51	2	4	44	47
Not giving right of way to other vehicle at intersection .....	89	82	4	2	85	83
Failing to make right-hand turn at intersection with due care .....	50	54	...	6	53	50
Intoxicated .....	7	8	...	2	7	6
Inexperience .....	29	25	...	...	31	25
Inattentive riding .....	141	195	1	1	145	199
Overtaking improperly .....	10	27	1	...	9	28
Following other vehicle too closely ...	13	11	1	...	13	9
Infirmity of rider .....	2	7	...	...	2	7
Dazzled by lights of an approaching vehicle .....	2	4	...	1	2	4
Failing to signal intention of turning or stopping, or giving incorrect signal.....	15	16	...	1	15	15
Pulling or swinging out from kerb suddenly or without warning .....	40	27	2	1	38	27
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	9	10	1	1	8	9
Hit-run riders (not elsewhere classifiable) .....	...	...	...	...	...	...
Other causes .....	38	51	3	2	39	51
Total .....	501	574	15	21	502	566
Variation .....	-12.7%		-28.6%		-11.3%	

## 4. Accidents attributed to Drivers of Animal-drawn Vehicles and Riders of Animals

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Intoxicated .....	...	2	...	...	...	...
Inattentive driving .....	2	1	1	...	1	...
Other causes .....	8	3	...	...	4	1
Total .....	10	6	1	...	5	1
Variation .....	+66.6%		...		...	

## 5. Accidents attributed to Pedestrians.\*

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Walking across roadway without due care .....	789	694	62	65	748	658
Running across roadway .....	346	420	22	39	337	392
Passing behind or in front of moving or stationary vehicle or object.....	245	359	30	33	221	337
Stepping off kerb without due care ...	11	36	1	1	10	37
Intoxicated .....	277	302	31	23	258	280
Infirmity (including aged) .....	24	44	8	8	16	38
Sudden illness .....	2	2	1	...	1	2
Child (7 years of age and over) playing on roadway .....	24	18	5	1	20	19
Child under 7 years of age not under or breaking away from the supervision of an older person .....	510	547	25	20	487	539
Boarding vehicle on wrong side .....	1	2	...	...	1	2
Boarding vehicle in motion .....	12	15	2	3	10	12
Other causes .....	30	36	4	5	26	35
Total .....	2,271	2,475	191	198	2,135	2,351
Variation .....	-8.2%		-3.5%		-9.2%	

\* Including bilycarts, tricycles, scooters, handbarrows, perambulators, etc.

*Comment*—Walking across the road carelessly caused most accidents and casualties attributed to pedestrians.

Children under the age of 7 years were responsible for 22 per cent. of pedestrian accidents and casualties.

Fatalities attributed to pedestrians decreased by 3.5 per cent.



## Appendix 18—continued

## 6. Accidents attributed to Passengers

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
Alighting from vehicle in motion ...	24	30	...	2	25	28
Falling from vehicle in motion .....	83	83	3	2	84	86
Riding improperly .....	4	16	...	3	5	13
Alighting from vehicle on wrong side	3	3	...	...	2	3
Intoxicated .....	15	8	1	...	14	12
Infirmity .....	3	3	...	...	3	2
Interfering with driver's control .....	37	32	1	3	35	26
Other causes .....	32	39	3	1	35	30
Total .....	201	214	8	11	203	200
Variation .....	-6.1%		-27.3%		+1.5%	

## 7. Accidents caused by Defective Equipment of Vehicles

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
7. <i>Motor Vehicle Defects</i> (Other than Motor Cycles)—						
Defective brakes .....	1,049	1,091	13	8	384	360
Defective steering .....	582	685	5	13	380	384
Tyre blowout .....	1,010	1,015	23	14	616	538
Inadequate or no headlamps .....	57	90	2	1	33	53
Defective or absence of rear lamp	54	30	2	4	37	13
Excessive height or weight of loading .....	9	10	...	2	7	2
Loose, insecure or projecting loading	110	119	...	1	39	27
Other motor vehicle defects .....	654	583	11	11	345	262
Total .....	3,525	3,623	56	54	1,841	1,639
Variation .....	-2.7%		+3.7%		+12.3%	
8. <i>Motor Cycle Defects</i> —						
Defective brakes .....	20	18	...	...	17	16
Defective steering .....	1	3	...	...	1	2
Tyre blowout .....	12	16	...	...	12	16
Inadequate or no headlamp .....	8	17	1	1	11	15
Defective or absence of rear lamp	...	...	...	...	...	...
Other motor cycle defects .....	14	31	...	1	12	30
Total .....	55	85	1	2	53	79
Variation .....	-35.3%		...		-32.9%	
9. <i>Pedal Cycle Defects</i> —						
Defective or absence of brakes ...	27	17	1	...	26	17
Defective steering .....	1	...	...	...	1	...
Inadequate or no headlamp .....	32	37	3	3	30	35
Rear lamp defective or no reflector	18	18	1	4	16	15
Other pedal cycle defects .....	11	10	...	...	12	10
Total .....	89	82	5	7	85	77
Variation .....	+8.5%		-28.6%		+10.4%	
10. <i>Animal-drawn Vehicle Defects</i> —						
No side or rear lamps .....	4	...	1	...	1	...
Other .....	...	...	...	...	...	...
Total .....	4	...	1	...	1	...
Variation .....	...		...		...	
Total accidents caused by defective equipment .....	3,673	3,790	63	63	1,980	1,795
Variation .....	-3.1%		...		+10.3%	

*Comment*—Accidents attributed to defective equipment decreased whilst casualties increased in 1960-61.

## Appendix 18—continued

## Miscellaneous Causes

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
<b>11. Accidents attributed to Animals—</b>						
Horse, cow, etc., straying in roadway.....	612	676	...	4	72	82
Animals (in vehicle) falling, shying or bolting .....	7	10	1	...	5	7
Animal (ridden) falling, shying or bolting .....	15	31	...	...	8	21
Dog, cat, etc., crossing roadway...	14	67	...	...	13	38
Other animal causes .....	12	11	...	...	4	5
Total .....	660	795	1	4	102	153
Variation .....	-17%		-		-33.3%	
<b>12. Accidents attributed to Road Conditions—</b>						
Road surface loosely gravelled ...	1,404	1,333	15	17	798	721
Road in bad repair .....	188	279	2	3	104	140
Road surface wet or slippery ...	1,841	2,129	10	22	825	946
Obstruction in road .....	193	250	5	3	90	86
Stationary vehicle dangerously placed .....	4	34	2	...	4	14
Other road faults .....	293	501	10	10	159	171
Total .....	3,923	4,526	44	55	1,980	2,078
Variation .....	-13.3%		-20%		-4.7%	
<b>13. Accidents attributed to Weather—</b>						
Vision obscured by rain, snow, fog, mist, dust, etc. ....	305	186	4	3	134	101
Glaring sun .....	58	110	...	2	34	58
Attributed to cyclone, hurricane, wind or rain, etc. ....	15	25	...	...	10	17
Other weather causes .....	2	2	...	...	1	1
Total .....	380	323	4	5	179	177
Variation .....	+17.6%		-20%		+1.1%	
<b>14. Accidents attributed to parties not involved—</b>						
Swerving to avoid vehicle .....	1,375	1,542	6	14	638	682
Swerving to avoid pedestrian ...	73	84	1	1	41	45
Swerving to avoid animal or straying stock .....	317	328	2	1	154	112
Stopping suddenly to avoid collision .....	20	62	...	...	7	18
Other accidents attributed to parties not involved .....	6	11	...	...	4	5
Total .....	1,791	2,027	9	16	844	862
Variation .....	-11.6%		-43.8%		-2.1%	
<b>15. Other Causes—</b>						
(a) <i>Trams Responsible—</i>						
Brakes failing on tram .....	...	1	...	...	...	...
Other tram defects .....	...	2	...	...	...	...
Tram started before passenger properly boarded, alighted or seated .....	2	6	...	...	2	6
Error of judgment by tram driver .....	...	6	...	...	...	2
Inattentive driving .....	4	32	...	...	1	7
Other causes .....	...	4	...	...	...	4
Total .....	6	51	...	...	3	19
Variation .....	-88.2%		...		-84.2%	
(b) <i>Railways Responsible—Level Crossing—</i>						
Gatekeeper omitting to close gate, etc. ....	2	5	1	1	...	1
Other causes .....	4	8	...	1	2	5
Total .....	6	13	1	2	2	6
Variation .....	-53.8%		...		-66.6%	
(c) Other causes .....	10	3	1	...	5	1
<b>Grand Total All Causes .....</b>	<b>49,435</b>	<b>52,151</b>	<b>934</b>	<b>939</b>	<b>22,244</b>	<b>22,330</b>
Variation .....	-5.2%		-0.5%		-0.4%	

*Comment—*The majority of accidents attributed to animals were caused by straying stock. Accidents and casualties attributed to road conditions decreased. Accidents caused by weather conditions increased sharply on previous figures. Accidents and casualties attributed to parties not involved decreased in 1960-61. The greatest single cause being attempts to avoid collisions with vehicles.

## Appendix 18—continued

## Features of Roadways on which Accidents Occurred

Location	Accidents		Persons Killed		Persons Injured	
	1960-61	1959-60	1960-61	1959-60	1960-61	1959-60
<i>At Intersection—</i>						
Controlled by police .....	150	170	...	1	41	40
Controlled by traffic lights .....	1,207	1,157	12	8	427	397
Uncontrolled .....	20,610	20,640	220	225	7,859	7,770
Sub-Total .....	21,976	21,967	232	234	8,327	8,207
<i>Other than at Intersection—</i>						
Straight road .....	17,893	20,101	402	453	8,267	8,719
Bend or curve—						
View open .....	6,604	6,609	194	185	3,956	3,630
View obscured .....	1,202	1,578	38	23	687	829
Bridge, culvert or causeway .....	624	628	20	17	309	223
Steep hill .....	323	504	16	7	188	236
Crest of hill .....	175	185	9	3	120	105
Railway level crossing—						
Guarded by gates .....	56	69	3	1	16	17
Guarded by lights .....	12	11	3	1	3	3
Unguarded .....	90	86	11	6	37	42
Other locations .....	479	401	6	9	334	316
Location not stated .....	1	12	...	...	...	3
Total .....	49,435	52,151	934	939	22,244	22,330

*Comment—*44 per cent. of all accidents took place at intersections. More accidents occurred at intersections than at any other road feature. Accidents and casualties on straight roads decreased.

## Appendix 19

**LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE  
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1961**

- \* Military Road, CREMORNE, north-east of Monford Place. (Completed 27th July, 1960.)
- \* Willoughby Road, NAREMBURN, south of Merrenburn Avenue. (27th July, 1960.)
- \* Military Road, MOSMAN, east of Cardinal Street. (29th July, 1960.)
- \* Macpherson Street, CREMORNE, south of Bariston Avenue. (29th July, 1960.)
- \* Miller Street, CAMMERAY, south of Palmer Street. (2nd August, 1960.)
- \* Military Road, MOSMAN, south-east of Belmont Road. (3rd August, 1960.)
- \* Auburn Road, AUBURN, north of Beatrice Street. (4th August, 1960.)
- \* Parramatta Road, BURWOOD, east of Park Road. (5th August, 1960.)
- \* Pacific Highway, WAITARA, north-west of Waitara Avenue. (12th August, 1960.)
- \* Hampden Road, ARTARMON, north-east of Broughton Road. (17th August, 1960.)
- \* Devlin Street, RYDE, south-west of Pope Street. (19th August, 1960.)
- \* Pittwater Road, DEE WHY, south-west of Howard Avenue. (23rd August, 1960.)
- \* Pittwater Road, DEE WHY, south-west of Sturdee Parade. (30th August, 1960.)
- \* Victoria Road, ERMINGTON, west of Spurway Street. (31st August, 1960.)
- \* Windsor Road, NORTHMEAD, south-east of Campbell Street. (12th September, 1960.)
- Victoria and Burton Streets, DARLINGHURST. (9th September, 1960.)
- \* Old South Head Road, ROSE BAY, north-east of Beaumont Street. (12th September, 1960.)
- \* Princes Highway, SYLVANIA, north of Holt Road. (12th September, 1960.)
- \* Pennant Hills Road, NORMANHURST, south-west of Mount Pleasant Avenue. (13th September, 1960.)
- \* Pacific Highway, WAHROONGA, north-west of Ada Avenue. (13th September, 1960.)
- \* Pacific Highway, WARRAWEE, north-west of Eulbertie Avenue. (13th September, 1960.)
- \* Pennant Hills Road, THORNLEIGH, south of Phyllis Avenue. (13th September, 1960.)
- \* Beecroft Road, BEECROFT, north of Mary Street. (13th September, 1960.)
- \* Pacific Highway, GORDON, north-west of Park Avenue. (13th September, 1960.)
- \* Pacific Highway, LINDFIELD, north-west of Grosvenor Road. (13th September, 1960.)
- \* Victoria Road, RYDALMERE, west of John Street. (13th September, 1960.)
- \* Victoria Road, GLADESVILLE, north-west of Osgathorpe Road. (13th September, 1960.)
- \* Windsor Road, BAULKHAM HILLS, south-east of Linton Street. (13th September, 1960.)
- \* Lyons Road, DRUMMOYNE, north-east of Thompson Street. (13th September, 1960.)
- \* New Canterbury Road, LEWISHAM, south-west of Toothill Street. (13th September, 1960.)
- \* Homer Street, EARLWOOD, east of St. James Avenue. (13th September, 1960.)
- \* Homer Street, EARLWOOD, east of School Lane. (13th September, 1960.)
- \* Kingsgrove Road, KINGSGROVE, south-east of Masham Avenue. (13th September, 1960.)
- \* Kingsgrove Road, KINGSGROVE, south-east of Banner Road. (13th September, 1960.)
- \* Hume Highway, YAGOONA, west of Caldwell Parade. (13th September, 1960.)
- \* Hume Highway, BASS HILL, east of Wycombe Street. (13th September, 1960.)
- \* Johnston Street, ANNANDALE, north of Piper Street. (13th September, 1960.)
- \* College Street, SYDNEY, north of Stanley Street. (13th September, 1960.)
- \* New South Head Road, POINT PIPER, south-west of Wolseley Road. (13th September, 1960.)
- \* New South Head Road, ROSE BAY, south-west of Rawson Road. (13th September, 1960.)
- \* Oxford Street, PADDINGTON, south-east of George Street. (13th September, 1960.)
- \* Oxford Street, PADDINGTON, north-west of Elizabeth Street. (13th September, 1960.)
- \* Bronte Road, WAVERLEY, south-east of Church Street. (13th September, 1960.)
- \* Rainbow Street, RANDWICK, east of Paton Street. (13th September, 1960.)
- \* Anzac Parade, KENSINGTON, north-west of Day Avenue. (13th September, 1960.)
- \* Edgeware Road, ENMORE, north-west of Wells Street. (13th September, 1960.)
- \* Botany Road, BOTANY, north-west of Hickson Street. (13th September, 1960.)
- \* Forest Road, HURSTVILLE, north-east of Croydon Road. (13th September, 1960.)
- \* Kingsway, MIRANDA, west of Sylva Street. (13th September, 1960.)
- \* Chapel Road, BANKSTOWN, south of Brandon Avenue. (15th September, 1960.)
- \* Warringah Road, FRENCH'S FOREST, north-east of Rabbett Street. (16th September, 1960.)
- \* Crown Street, SURRY HILLS, south of Reservoir Street. (19th September, 1960.)
- River Road, Doyle Road and Beaconsfield Street, REVESBY. (23rd January, 1961.)
- Catherine and Styles Streets, LEICHHARDT. (27th January, 1961.)
- Condamine and King Streets, MANLY VALE. (31st January, 1961.)
- Parramatta Road, Croydon Road, and Arlington Street, CROYDON. (8th March, 1961.)
- \* Rugby Road, NEW LAMBTON, outside the New Lambton Public School. (23rd March, 1961.)

**Appendix 19—continued.**

- \* Maitland Road, TIGHES HILL, north-west of Elizabeth Street. (Completed 23rd March, 1961.)  
Maitland Road and Beaumont Street, ISLINGTON. (5th April, 1961.)  
Pacific Highway and Smart Street, CHARLESTOWN. (19th April, 1961.)
- \* Johnston Street, Annandale, outside the ANNANDALE Public School. (23rd May, 1961.)
- \* Beamish Street, CAMPSIE, at Evaline Street. (24th May, 1961.)
- \* The Boulevarde, STRATHFIELD, near Parnell Street. (25th May, 1961.)  
Church Street, PARRAMATTA—a co-ordinated system linking signals at five intersections. (18th May, 1961.)
- \* Denotes equipment provided primarily in interests of pedestrians generally, but usually with special emphasis on safety of school children.

## Appendix 20

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED  
30th JUNE, 1961**

**Metropolitan Transport District**

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1961 .....	892	2,604	258	3,754
Inspections made .....	4,813	11,212	523	16,548
Repair Notices issued .....	761	2,824	42	3,627
*"Not To Use" Notices issued .....	25	150	8	183

**Newcastle Transport District**

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1961 .....	117	99	15	221
Inspections made .....	525	292	16	833
Repair Notices issued .....	33	33	1	67
*"Not To Use" Notices issued .....	5	4	...	9

**Wollongong Transport District**

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1961 .....	160	100	7	267
Inspections made .....	613	520	37	1,170
Repair Notices issued .....	48	20	...	68
*"Not To Use" Notices issued .....	7	4	...	11

**Country Districts**

	Motor Omnibuses †	Taxi-cabs	Hire Cars	Totals
Inspections made .....	3,186	2,311	387	5,884
Repair Notices issued .....	547	325	25	897
*"Not To Use" Notices issued .....	48	25	7	80

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

† Includes motor omnibuses, service vehicles and tourist vehicles.