

1960

PARLIAMENT OF NEW SOUTH WALES

REPORT
OF THE
COMMISSIONER FOR MOTOR
TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1960

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District Motor Registry at Orange—New Premises completed February, 1960

REPORT

OF THE

COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED 30th JUNE, 1960

Office of the Commissioner for Motor Transport,
50 Rothschild Avenue, Rosebery, N.S.W.
7th October, 1960.

To the Honourable the Minister for Transport.

Sir,

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, 1960.

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

Registration of motor vehicles and the licensing of drivers—Motor Traffic Act, 1909-1957.

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, 1930-1959, 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 certain traffic signs and road markings), and to conduct activities designed to promote road safety.

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 Appendices 10 to 13) again reflect the ever-increasing importance of the motor vehicle in the Australian community. The numbers of vehicles registered and drivers licensed again advanced and are now—in proportion to population and also in total number—at the highest levels ever reached. Ten years ago the ratio of registrations to New South Wales residents was 1:5.8, and for drivers' licences 1:4.7. To-day the corresponding figures are 1:3.5 and 1:3, and it is of interest that for the ten years since 30th June, 1950, the increase in the number of New South Wales driving licences has been very little less than the increase in population.

A natural result of these increases was that net revenue collections (at £24,244,671) were £2,782,986 higher than last year, and 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.

Much of the information in this report—statistics in particular—is, of course, directly related to events which occurred or action which was completed within the period of twelve months which the report covers. However it is timely to mention that the year has been notable also for important preparatory work which included:—

The acceleration of programmes for the installation of traffic control light signals (particularly at schools).

A new presentation of road accident statistics to assist the various authorities responsible for such matters as road design, street lighting and law enforcement by pin-pointing areas in need of attention.

Production of a number of short road safety television films designed to bring home to motorists the importance of driving rules.

Construction of a modern type of lorry checking station on the Pacific Highway at Berowra.

Development of office-building projects, including extension of the Head Office building, provision of new premises for the traffic signal engineering staff, and new Motor Registries in a number of country and suburban centres.

Installation of two-way radio in Departmental motor vehicles so as to obtain the maximum use of the vehicles and outdoor staff.

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, 1960, numbered 2,911.

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, 1960, the revenue totalled £8,906,776. Refunds amounted to £154,097 and the abovementioned administrative expenses were £227,767, so that the net revenue was £8,524,912. This amount was £279,953 more than the net revenue for 1958-59—an increase of 3.39 per cent.

As from 1st January, 1960, the motor tax payable in respect of commercial goods vehicles (other than those owned by primary producers) subject to the Road Maintenance (Contribution) Act, that is, lorries having an authorised carrying capacity exceeding 4 tons, was reduced by 50 per cent. It was estimated that this concession would total about £830,000 for a full year or about £415,000 in the financial year ending on 30th June, 1960. The motor tax on primary producers' trucks subject to this Act had been reduced from 90 per cent. to 50 per cent. of the normal tax as from the date of commencement of the Act, viz., 1st May, 1958.

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 £3,573,666—an increase of £275,170 over the previous year.

The major expense from the Fund was an amount of £1,648,207, being the greater part of the sum of £1,741,135 recouped to Consolidated Revenue Fund by the Department representing 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. After meeting such expense a credit balance of £178,048 was available for transfer to the credit of the Country Main Roads Fund in accordance with section 202 of the Transport Act.

By agreement with the Commissioner of Police, charges for Police services referred to in the preceding paragraph were fixed at £1,741,135 for the year, of which £50,000 was debited to the State Transport (Co-ordination) Fund and £42,928 was debited against the Council of the City of Sydney in respect of the supervision of parking meters in the Council's area.

Details of receipts and payments from the Road Transport and Traffic Fund for 1959-60 and 1958-59 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 1957-58, 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.

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 the whole of the Wollongong area can be constituted 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, 1960, and 30th June, 1959, 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, 1960, the total receipts of the State Transport (Co-ordination) Fund were £16,696,083. Goods charges accounted for £14,174,621 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, £2,369,919; payments to Government Railways Fund as compensation for competition with railway services, £11,856,631; to the Department of Government Transport (in respect of competition with tramway and omnibus services), £37,531; and as refunds on claims by interstate hauliers, £1,369,873.

During the year ended 30th June, 1960, the State Transport (Co-ordination) Fund (after allowing for refunds) received an amount of £1,460,416. Of this, £1,253,992 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 £269,215; the payment to the Police Department for services in connection with the supervision of the Act amounted to £50,000; 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 £867,620; payments to the Railways Department totalled £1,000,000; and to the Department of Government Transport, £1,234. The fund had a credit balance of £962,129 on 30th June, 1960.

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 negotiations.

A Statement of Receipts and Payments of the State Transport (Co-ordination) Fund for the year ended 30th June, 1960, 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 centum 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, 1960, 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 41,347 vehicles made up of 36,019 New South Wales intrastate vehicles (approximately 87.1 per cent.), 2,108 New South Wales interstate vehicles (approximately 5.1 per cent.), and 3,220 interstate vehicles from other States (approximately 7.8 per cent.). All interstate vehicles represent approximately 12.9 per cent. of the total vehicles.

Monthly gross receipts of charges under the Act from 1st July, 1959, to 30th June, 1960, are set out in Appendix No. 8. These totalled £3,150,674, of which £834,329 (26.5 per cent.) derived from vehicles operating interstate journeys and £2,316,345 (73.5 per cent.) from vehicles operating intrastate journeys. Estimated receipts of charges for the year were £2,750,000 made up of £660,000 Interstate (24.0 per cent.) and £2,090,000 Intrastate (76.0 per cent.). Total receipts exceeded total estimated receipts by £400,674 and this excess was mainly due to payments of arrears of charges by numerous operators following the dismissal by the High Court in March, 1959, of two appeals by interstate operators against convictions under the Act; the subsiding of organised resistance to the Act, and settlements made with some operators for the refund of charges paid under the State Transport (Co-ordination) Act in respect of interstate journeys, and the application of the whole or part thereof to the payment of charges under the Road Maintenance (Contribution) Act.

Receipts from vehicles used on interstate journeys showed a marked upward swing from £363,229 (15.2 per cent. of total) for the year ended 30th June, 1959, to £834,329 (26.5 per cent. of total) for the current year.

Charges under the Act are payable by the 14th day of the month next following the month for which they were incurred, e.g., charges incurred for the month of June, 1959, were payable by the 14th July, 1959. Receipts during the current year included amounts totalling, approximately, £250,000 which were overdue by two months or more at the commencement of the financial year. Late payments will no doubt continue to be a feature of these particular accounts, but towards the end of the financial year the indications were that the great majority of vehicle owners were reasonably prompt in paying the charges due.

Convictions during that year for offences under the Road Maintenance (Contribution) Act, 1958, totalled 11,150 (Appendix No. 9) compared with a total of 3,448 in the previous year. Legal proceedings recommended against operators who had defaulted in delivering returns of journeys by liable vehicles and paying the charges due, etc., increased from a total of 7,777 in 1958-59 to 18,192 in 1959-60. These large increases were due to the circumstances that, as indicated above, vehicle owners concerned are required to furnish journey returns and pay charges each month for each vehicle, and many owners were slow in complying with requirements of the law in these respects.

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 inquiries, 757 owners operating 10,541 vehicles had availed themselves of this course, as at 30th June, 1960. The charges collected during the year in those cases totalled £1,314,060 (41.7 per cent. of total). These figures do not include 2,100 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 "Arrangement" holders are audited by Departmental Field Officers at owners' premises and, during the year, the records of 668 owners operating 7,319 vehicles were inspected. Generally, records met Departmental requirements, but about 20 per cent. disclosed errors which, however, were not of such a character as to justify cancellation of the arrangement.

Field Officers carried out special investigations into the activities of certain classes of hauliers throughout the State and were assisted in their enquiries by information available from records of various Authorities concerned with these hauliers. The investigations proved of considerable value in establishing the correctness or otherwise of the records and returns of journeys of vehicles engaged in the industries concerned, and in bringing about a better understanding of the requirements of the Act on the part of the hauliers contacted in this way. It is proposed to extend this type of investigation to other industries.

In order to facilitate the calculation of road charges the manuscript of a suitable ready reckoner has been prepared. It is expected that it will be printed and distributed to each owner of a liable vehicle early in the new financial year.

Appendix No. 7 shows that the cost of administration of the Act for the year ended 30th June, 1960, totalled £227,767, representing about 7.2 per cent. of collections. This compares favourably with results in other States and countries where similar road maintenance contribution schemes are in operation.

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. Previously this concession applied only to primary producers' vehicles which came within the scope of the Act.

DISTRICT MOTOR REGISTRIES

District Motor Registries are established at 247 centres throughout the State for the purpose of transacting business relating to the registration and taxation of motor vehicles, the licensing of drivers and riders thereof, traders' plates, visiting motor vehicles and the requirements under the Motor Vehicles (Third Party Insurance) Act, the State Transport (Co-ordination) Act, and the Road Maintenance (Contribution) Act. New Motor Registries were opened at Adaminaby, Mittagong and Walbundrie during the year, 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 45 such Motor Registries and the revenue collected at them during the year ended 30th June, 1960, totalled £7,201,959. The figures for each Registry, together with particulars of the amount received at the Motor Registry section of the Head Office, are shown in Appendix No. 15.

A map showing the locations of District Motor Registries in relation to the railways and principal roads in New South Wales is included as Appendix No. 21.

MOTOR REGISTRATION STATISTICS

At 30th June, 1960, there were 1,076,327 motor vehicle registrations in New South Wales, a new record. Since 30th June, 1959, an increase in registrations of 71,204, or 7.1 per cent., has been recorded.

Details of registrations current at 30th June, 1960 and 1959 are as follows:—

Classification	30th June, 1960	30th June, 1959
Cars	623,467	585,091
Lorries	308,681	284,871
Tractors	19,165	17,622
Trailers	81,476	70,716
Cycles—		
Solo	23,615	26,680
Sidecar	5,158	5,895
Omnibuses—		
Sydney	2,260	2,117
Newcastle	298	292
Wollongong	151	142
Country Districts	1,462	1,446
Vans—		
Sydney	1,763	1,614
Newcastle	138	130
Wollongong	1	1
Taxi-cabs—		
Sydney	2,578	2,564
Newcastle	97	95
Wollongong	100	100
Country Districts	1,203	1,199
Private Hire Cars—		
Sydney	252	262
Newcastle	16	17
Wollongong	7	7
Country Districts	352	357
Tourist Vehicles—		
Sydney	41	44
Newcastle	3	3
Wollongong	1	1
Country Districts	33	34
Traders' Registrations—		
Cars	3,904	3,715
Cycles	105	108
Total	1,076,327	1,005,123

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

The growth of motor transport in this State since 1940 is illustrated graphically in Appendix No. 12.

BRAND NEW VEHICLES REGISTERED

In the twelve months ended 30th June, 1960, 128,157 new vehicles were registered in New South Wales, compared with 107,497 in the previous year. The following is a more detailed comparison:—

Classification	Year ended—	
	30th June, 1960	30th June, 1959
Passenger Vehicles—		
Cars	68,746	57,712
*Taxi-cabs (Sydney, Newcastle, Wollongong)	697	656
*Omnibuses (Sydney, Newcastle, Wollongong) ..	194	157
Total	69,637	58,525
Goods Vehicles—		
Lorries and Tractors	43,199	35,165
Vans (Sydney, Newcastle, Wollongong)	108	129
Trailers	13,002	10,988
Total	56,309	46,282
Motor Cycles	2,211	2,690
Grand Total	128,157	107,497

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

The number of brand new vehicles registered in New South Wales in the ten years ended 30th June, 1960, is equal to 90 per cent. of the total registrations current on that date. This indicates that only about 10 per cent. of motor vehicles registered in New South Wales are more than ten years old.

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

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, 1960, there were 85 insurance companies so authorised. During the year six companies entered this field and six withdrew, but five of these cases arose from the formation of Australian companies to take over the business of Australian branches of English companies.

Approximately 87 per cent. of the insurances effected under the Act are effected with the Government Insurance Office of New South Wales, the premiums being collected by this Department on behalf of the Office. In the year ended 30th June, 1960, such collections totalled £7,085,705 after deduction of £93,505 commission payable to this Department.

The Regulations under the Motor Vehicles (Third Party Insurance) Act, 1942, prescribe maximum premium rates for this type of insurance. By amendment of the Regulations the premium rates (with some minor exceptions) were increased, with effect from 1st January, 1960, following a searching examination of the actual claims experience of insurance companies handling this type of business.

The increases were the first since 1st October, 1954.

DRIVERS AND RIDERS LICENSED

Licences issued to the 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, and 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 rider's 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 eyesight 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, Class C licences are issued to persons between 19 and 21 years of age, who have been offered employment as drivers of heavy lorries and are otherwise eligible.

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, 1960, 1,275,245 drivers' and riders' licences were in issue, an increase of 47,681, or 3.9 per cent., since 30th June, 1959. Details of the respective numbers of licences of the various types are as follows:—

Class	30th June, 1960	30th June, 1959
A	968,326	926,721
B	3,804	3,596
C	187,675	179,411
D	18,835	17,984
E	30,985	29,124
*Taxi-cab drivers	9,583	9,385
Motor cycle riders	56,037	61,343
Total	1,275,245	1,227,564

*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. 13.

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.

The major installation is the punched-card equipment. Conversion of registration and licence records to punched cards from manually kept records was completed in May, 1960. The system enables automatic methods to be used for many processes and contains about 6,000,000 cards.

Machinery is employed also to fold, envelope and count the Department's outgoing mail, which now exceeds 6,000,000 letters a year, and to open the incoming mail of up to 12,000 letters a day.

Rapid copying equipment is used to copy, with complete accuracy and in a fraction of the time previously required, such documents as copies required for Departmental purposes of records of traffic offences. Substantial savings in time and storage space and equipment are effected by making photographic records of such items as cheques received and obsolescent record documents.

BREACHES OF ROAD LAWS

Breaches of the Motor Traffic Act and Regulations are reported chiefly by traffic police, but authorised officers of this Department 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.

In the twelve months ended 30th June, 1960, 766,933 breach reports were dealt with, as compared with 709,597 for the previous year. The great majority were for parking or other minor offences (e.g., fail to produce licence) but 195,486 were of a more serious nature. In a number of cases conviction by a Court entailed automatic disqualification of the offender for holding any driving licence for specified periods. In some cases the Courts imposed periods of disqualification or suspension and there were also instances where the question of whether, in the interests of safety on the roads, the offenders' licences should be cancelled or suspended was considered by the Commissioner.

In December, 1958, as a direct result of the mounting numbers of deaths and injuries on the roads it was decided to address an individual appeal for better observance of the road laws to every person reported for a serious offence which the Police proposed to deal with by way of a caution. Concurrently, a sterner policy was adopted in relation to the suspension of licences, and persons whose traffic records suggested an attitude of disregard for the rules of the road were, upon coming under notice for serious offences (e.g., disobeying a traffic control light), warned, or in more serious cases, called upon to show cause why their licences should not be suspended. This policy continued during the report period.

In the period of this report 3,575 convictions invoking automatic disqualification were recorded.

In 935 cases the Courts used their discretionary powers to suspend or cancel licences. The Commissioner suspended or cancelled the licences of 1,156 drivers.

More detailed statistics appear in Appendix No. 14.

SECTION TWO

REGULATION OF PUBLIC MOTOR VEHICLES

GENERALLY

In the regulation of public motor vehicle services, the various Acts administered by the Department 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, tourist vehicles or motor vans, and licences were conditioned according to the general policy laid down for each type of service and the 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 411,224 at the 30th June, 1960, as compared with 374,954 at 30th June, 1959. In both cases lorry registrations were equivalent to 37 per cent of total vehicles registered. In previous years the number of lorries and trailers registered as at 30th June represented in proportion to the total number of vehicles registered, 36 per cent. 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. 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. Journeys in competition for more than 50 miles were, for most classes of goods, authorised by permits issued upon payment of charges, as mentioned hereunder, but were prohibited, by means of refusing the issue of permits, where the proposed loading was a commodity for which special facilities were provided by the Railways Department, e.g., wool and cement.

The maximum charge payable in respect of competitive journeys 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 many cases where some special feature associated with the loading or journey existed.

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, in many cases, were not fully loaded. In consequence the railways received additional traffic. 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; calves and lambs under six months of age; seedlings and ornamental plants; asbestos cement pipes and sheets; 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. [*] ton mile.		1½d. [*] ton mile		2d. [*] ton mile		Full [*] Charges		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Up to 100	4,530	17,931	5,754	55,367	93	579	22,989	184,684	33,366	258,561
101-200	5,335	24,375	5,555	38,943	87	863	35,213	298,965	46,190	363,146
Over 200	3,274	16,495	754	4,409	8	57	3,883	28,368	7,919	49,329
Totals	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	225,423	55,104	322,405
1952-1953	15,628	75,687	1,200	5,213	207	1,494	30,639	188,186	47,674	270,580

Note.—In addition 6,277 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 ton mile based on the aggregate of the tare weight of the vehicle and the weight of loading it is capable of carrying. The tonnages shown above refer to the actual weight of loadings carried.

The following statement shows the number of individual journeys operated by goods motor vehicles under permits issued exempt from charges, during the year ended 30th June, 1960:—

Journeys	Trips	Tons Carried
Up to 100 miles	8,571	53,382
101-200 miles	18,875	145,118
Over 200 miles	7,671	61,121
Total	35,117	259,621

Note.—In addition 3,425 permits available for periods of one month or more were issued for the carriage of exempt goods but particulars of the journeys made and tonnage carried are not available.

Charges collected under the Act during the year in respect of the carriage of goods by road amounted to £1,253,992 compared with £1,155,765 for the previous year, an increase of £98,227.

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, 1958, which commenced on 1st May, 1958, and imposes on owners of heavy commercial goods vehicles a charge as a contribution to the maintenance of public roads. The validity of the Road Maintenance (Contribution) Act has been upheld by the Courts. Any charge payable under the State Transport (Co-ordination) Act in respect of a journey by a vehicle subject to the Road Maintenance (Contribution) Act is reduced by the amount of the road maintenance charge for the competitive distance.

The number of goods motor vehicle registrations increased in the year by 36,270 with a resultant 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 considerable. The heaviest movements were those commencing or terminating in Sydney and although much of the road traffic could have been handled by the railway services (which have been improved as a result of the introduction of new and superior equipment) road transport was preferred by some consignors, notwithstanding that charges are payable under the State Transport (Co-ordination) Act, because door-to-door transport reduces packaging and handling costs and expedites deliveries.

Principally intrastate journeys were on routes between Sydney and Newcastle, Bathurst, Orange and Goulburn and other points distant up to 200 miles. The loading consisted mainly of general merchandise and other goods in the higher rail-freight classifications.

Many road operators, during the year, endeavoured to evade the provisions of the Act by operating without permits, 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. Intensive road patrols by authorised officers of the Department were continued. Such patrols resulted in the collection of revenue which would otherwise have been evaded and the conviction of a considerable number of offenders 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 Marulan Checking Station, whilst on other principal routes convenient non-departmental weighbridges are employed.

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, 1960, compared with the number at 30th June, 1959, was as follows:—

Locality	Petrol		Diesel		Total	
	1960	1959	1960	1959	1960	1959
Metropolitan (excluding Wollongong)	396	393	451	418	847	811
Wollongong	33	36	118	106	151	142
Newcastle	47	42	59	58	106	100
Total	476	471	628	582	1,104	1,053

Except for a few minor services authorised by permit, all private bus services in the abovementioned Transport Districts operate under the authority of annual service licences the fees for which are 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 1959-60, as for some time past, this maximum was not approached. The highest rate of fee was £1 5s. per passenger and the lowest 2s. 6d. per passenger. Three fees were assessed at the nominal sum of £2. The aggregate of all fees was £12,657, 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 makes a similar contribution to the cost of roads on which its services operate by paying amounts equivalent to service licence fees and bus tax.

Details of amounts so paid appear in Appendix No. 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, 1960, was 199, an increase of one over the previous year. The number of holders of service licences rose from 127 to 128. A new service commenced in the Merrylands-Guildford area and there were also 40 diversions or extensions of existing services, largely to provide facilities for school children or more convenient transport for shoppers.

In the Wollongong area there were, as at 30th June, 1960, 18 services conducted by 13 operators. During the year the Thirroul-Clifton service was extended to Stanwell Park to the north and Wollongong in the south, and new services were provided to serve the new Lakemarket shopping centre at Warrawong.

In the Newcastle Transport District 25 service licences were held by 17 operators—a decrease of one. Completion of the bridge at the entrance of Wallis Lake enabled the Newcastle-Forster service to be extended to Tuncurry.

Fares

Because of the general economic trend since the last general fare increase in 1956, it was necessary, during the year, to approve numerous further increases. In reaching the decision regard was paid to the financial position of the services generally taking into account increased operating costs resulting from, for example, higher wages, provisions for additional annual and long service leave and increased insurance premiums. The following general formula took effect from the 11th April, 1960, in respect of applications made:—

- Adults—Single Journeys—subject to a first section fare of 6d., increases of 1d. per journey on existing fares from 4d. to 1s. 11d.; 2d. per journey in the 2s.-2s. 11d. range; and 4d. per journey on fares of 3s. or more.
- Adults—Weekly Fares—subject to a maximum increase of 1s. 6d., increases permitted up to the cost of eight single journeys for tickets available for five days travel; and up to the cost of ten single journeys for tickets available for six days.
- Children—Single Journeys—half the adult fare plus any odd halfpenny, provided the increase does not exceed 1d. per journey.
- Children—Weekly Fares—subject to a maximum increase of 9d., increases permitted up to the cost of half the adult rate or eight single journeys.

In a number of cases it was necessary to allow greater increases above those provided by the formula generally applied. Up to the close of the year, increases had been authorised as follows:—

Metropolitan	..	..	..	..	..	..	160 out of 199 services.
Newcastle	..	..	..	..	..	..	19 out of 26 services.
Wollongong	..	..	..	..	..	..	16 out of 18 services.

The increased fares did not give rise to any significant reaction from the travelling public.

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 received were investigated and action taken to remedy any short-comings revealed—the relatively small number of complaints indicated that the services were being operated to a reasonable standard of efficiency.

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. During the year, a review was begun 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 26 services had been completely reviewed as at 30th June, 1960.

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 three of the services and, in the remaining seven, prohibiting the picking up and setting down of passengers along the competitive portion of the routes. In the Wollongong and Newcastle areas, seven and four 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 area.

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

Operators of omnibus services in the Metropolitan and Wollongong Districts experienced increases in both revenue and expenditure during the year. The higher revenue was derived partly from increased fares, but principally from increased patronage secured as a result of extended and new services introduced to meet the requirements of residential and industrial development.

In the Newcastle Transport District, where the services are principally industrial, there has been an increase in the number of passengers and in revenue also, but operating costs increased to a greater degree than revenue with a resultant reduction in overall profit.

Passengers Carried

A comparison of the grand totals of passengers carried and financial results for the years ended on 30th June, 1960 and 1959 is set out hereunder. Fuller statistics will be found in Appendix No. 16.

	Year ended 30th June		Increase	Decrease
	1960	1959		
Passengers carried—				
Metropolitan	77,700,065	77,008,494	691,571	....
Wollongong	15,733,258	13,836,295	1,896,963	....
Newcastle	4,869,570	4,612,546	257,024	....
Total	98,302,893	95,457,335	....	....
Revenue—	£	£	£	£
Metropolitan	3,092,613	2,841,270	251,343	....
Wollongong	644,329	597,341	46,988	....
Newcastle	288,150	282,626	5,524	....
Total	4,025,092	3,721,237	....	....
Expenditure—	£	£	£	£
Metropolitan	2,811,371	2,670,257	141,114	....
Wollongong	596,350	560,331	36,019	....
Newcastle	272,553	265,242	7,311	....
Total	3,680,274	3,495,830	....	....
Net Profit—	£	£	£	£
Metropolitan	281,242	171,013	110,229	....
Wollongong	47,979	37,010	10,969	....
Newcastle	15,597	17,384	....	1,787
Total	344,818	225,407	....	....

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

Metropolitan

At 30th June, 1960, there were 2,578 taxi-cabs operating in the Metropolitan (excluding Wollongong) Transport District comprising 1,778 licensed to operate from any stand in the Metropolitan Transport District (referred to as "unrestricted" taxi-cabs), 774 restricted to specified suburban stands or zones, and 26 restricted to operate only from Central Railway Station. The corresponding figures as at 30th June, 1959, were 2,564, 1,779, 759 and 26 respectively.

The decrease of one 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. The increase of 15 in the number of restricted taxi-cabs was due to the conversion of 7 private hire cars to radio taxi-cabs and the issue by ballot of 8 additional licences for suburban radio taxi-cabs.

On 30th June, 1960, there were 252 private hire cars compared with 262 on 30th June, 1959. As mentioned earlier 7 private hire cars were converted to radio taxi-cabs, one licence was cancelled following irregular operation of the vehicle and ten licences were surrendered. Seven licences were issued to existing operators to enable them to meet increased demand on their services and a new licence was issued by ballot for the Glenfield area.

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, 1960, there were 97 taxi-cabs and 16 private hire cars licensed compared with 95 and 17 respectively as at 30th June, 1959. During the year, a private hire car at Glendale was converted to a taxi-cab and the licence for the Kahibah taxi-cab, previously cancelled because of irregular operation, was re-issued.

Two-way Radio

At 30th June, 1960, 1,593 taxi-cabs in the Metropolitan Transport District were fitted with two-way radio, compared with 1,483 at 30th June, 1959. The taxi-cabs provide service with the following organisations:—

Organisation	Taxi-cabs fitted with two-way radio	
	30th June, 1960	30th June, 1959
A.B.C. Radio Taxi Service (Lower North Shore).....	48	45
Cumberland Cabs Co-op. Ltd. (Outer Western Suburbs)	118	112
De Luxe & Red Cabs Co-op. Ltd. (Metropolitan Area).....	298	285
Ex-Servicemen's Cabs Co-op. Ltd. (Metropolitan Area).....	254	229
Green Cabs Service Pty. Ltd. (Metropolitan Area)	48	47
Legion Cabs Co-op. Ltd. (Metropolitan Area)	307	269
Manly Cabs (Trading) Co-op. Ltd.....	75	73
Northern Districts Radio Taxi Co-op. Ltd.	51	47
Penrith Radio Cabs Co-op. Ltd.	9	9
Reliable Radio Cabs Co-op. Ltd. (Inner Western Suburbs)	112	109
Royal Cab Service (Metropolitan Area).....	8	10
St. George Radio Cabs Co-op. Ltd.	102	98
Southern Districts Radio Cabs Co-op. Ltd. (Liverpool Area)	44	45
Sydney Radio Taxi Co-op. Ltd.	81	72
Sundry Independent Operators	38	33
	1,593	1,483

Ninety-five 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.

A total of 132 private hire cars were operating by means of two-way radio, comprising 122 in the Metropolitan Transport District, 3 at Wollongong and 7 at Newcastle.

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.

Services were of a satisfactory standard and adequate for normal requirements. Regular surveys were made to detect any short-comings. An increase from 9d. to 1s. in the flagfall (or hiring charge) for Wollongong taxi-cabs took effect on 1st February, 1960, the scale of fares as at 30th June, 1960, being 1s. flagfall and 1s. 9d. per mile, compared with 1s. 6d. flagfall and 1s. 3d. per mile in Sydney and 1s. flagfall and 1s. 6d. per mile at Newcastle.

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.

As mentioned in Section Four of this report, the anti-cruising Regulations were relaxed to permit disengaged taxi-cabs to travel in King Street. Further proposals for modification of these restrictions were under consideration as the year concluded.

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 licensed as motor vans. At 30th June, 1960, there were 1,772 and 139 motor vans in the Metropolitan and Newcastle Transport Districts respectively, compared with 1,615 and 130 on 30th June, 1959.

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, time-tables 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 1960 and 1959:—

	1960	1959
Services	1,947	1,972
Omnibuses	1,462	1,446
Vehicles of other types	876	879

Generally, the " vehicles of other types " are cars and lorries which occasionally carry passengers on mail routes.

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

As in the Sydney Metropolitan, Wollongong and Newcastle services, increased operating costs made it necessary, in April, 1960, to take action with a view to a general increase in fares for country services. However, as at 30th June, 1960, largely because of the need to consult with the Councils concerned, increases had been authorised in only 37 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, 1960, there were 1,203 taxi-cabs and 352 private hire cars operating in country districts, compared with 1,199 taxi-cabs and 357 private hire cars on 30th June, 1959. During the year, 5 additional taxi-cab licences and 10 additional private hire car licences were issued, two private hire cars were converted to taxi-cabs and the licences for 13 private hire cars and 3 taxi-cabs were surrendered.

The vehicles concerned are licensed to operate without payment of charges under the State Transport (Co-ordination) Act on journeys which are not competitive with the Railways for more than 50 miles. Permits are issued for competitive journeys beyond this limit 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

With the co-operation of the Postmaster-General's Department and local Councils, the Department continued to encourage the installation of two-way radio in country taxi-cabs and private hire cars. Where practicable, the tendency is for the operators to provide this service as members of co-operative societies.

At 30th June, 1960, 434 such taxi-cabs and private hire cars were fitted with two-way radio, compared with 365 twelve months earlier, an increase of 69. The system was introduced in eight more towns during the year under review and is now operating in the following 74 centres:—

Albury	Grafton	*Muswellbrook
Armidale	Griffith	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
Crookwell	Leura	Tumut
Deniliquin	Lismore	Tweed Heads
Dubbo	Lithgow	Umina
Ettalong	Maclean	Wagga Wagga
Forbes	Maitland	Wauchope
Glenbrook	Maitland East	Wellington
*Glen Innes	Morisset	Weston
Gosford	Morpeth	Woy Woy
Gosford East	Moss Vale	Young
Goulburn	Murwillumbah	

* Denotes that radio operations commenced in the report period.

TOURIST VEHICLE SERVICES

At 30th June, 1960, there were 78 tourist vehicles licensed to operate for the carriage of passengers at separate fares on tours specified in the respective licences; 41 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, 1960, there were 122 such licences compared with 124 on 30th June, 1959.



"Respect the Road Rules" Campaign—Float entered by Department in Waratah Spring Festival Procession, October, 1959

SECTION THREE

ROAD SAFETY

GENERALLY

This Department has continued to co-operate with the Department of Main Roads, the Police, Education and Technical Education Departments, Denominational Education Authorities and Local Government Authorities in promoting road safety. This Department's activities aim at developing a better sense of road behaviour by compiling and widely publishing detailed statistics and "causes" of road accidents, providing a variety of traffic facilities, recommending alterations to Regulations, enforcing approved standards of mechanical fitness and also carrying out research and publicity on various aspects of road safety as a basis for the work of the Road Safety Council of New South Wales and of Police activity in the enforcement of the Motor Traffic Act and Regulations.

"RESPECT THE ROAD RULES" CAMPAIGN

The "Respect the Road Rules" campaign was continued throughout the year.

In the first phase of the campaign, which was launched in April, 1959, every licensed driver received, with his renewed licence, a letter designed to develop a better understanding of, and respect for, the rules of the road.

The current phase commenced in April, 1960, immediately distribution of the original letter had been completed. Over a period of 12 months, as licences are issued or renewed, every licensee will receive a second letter, this time to stress particularly, by means of diagrams, the rules relating to rights of way and turning at intersections where, statistics showed, there had been an increase in accidents.

The launching of the renewed campaign was well supported by newspaper and other publicity. The diagrams have created a great deal of interest and discussion amongst members of the public, and will assist to remove misunderstanding likely to lead to serious accidents.

ROAD SAFETY COUNCIL

Co-operation with State and National Councils

As in previous years, the Department rendered assistance in co-operation with the Police Department in furthering the various educational, publicity and other activities carried out by the Road Safety Council of New South Wales and the Australian Road Safety Council.

Summarised, the principal events of the year were:—

- (a) Continuation of the National Education-Enforcement Campaign whereby, each month from June, 1959, to January, 1960, a particular type of danger was first emphasised in publicity and then given special attention by the Police.
- (b) An exhibit at the Sydney Motor Show in August and September, 1959.
- (c) Courtesy Week from 13th to 19th September, 1959, staged by the Junior Chambers of Commerce in co-operation with the Road Safety Council, as part of a national campaign; 1,100 persons competed in a special event, open only to those under 21, which included tests on road laws and safe driving.
- (d) Conventions of branches of the Road Safety Council were held at Albury and Grafton.
- (e) The extension, for a further year, of the Cooma "Safety Town Project".
- (f) An exhibit at the 1960 Royal Easter Show. The theme—"Their Lives are in your Hands"—stressed the need for adult vigilance to prevent accidents to children.
- (g) The annual road accident prevention campaign coinciding with Easter.
- (h) "Safe Driving" awards made to 3,356 commercial drivers.
- (i) The appointment of a second member of the Police force as a field officer. Engaged in stimulating interest in road safety, particularly in country districts, these officers render most useful service.

First Annual Congress

The First Annual Congress of the New South Wales Road Safety Council, held in Sydney from 27th to 29th October, 1959, was officially opened by His Excellency the Governor of New South Wales, Lt.-Gen. Sir Eric Woodward, K.C.M.G., C.B., C.B.E., D.S.O.

Having as its theme "Make New South Wales a Safety State" the Congress presented up-to-the-minute information about experiments and research by eminent people in the fields of engineering, education and enforcement. A prominent speaker was Dr. L. G. Norman, the Chief Medical Officer of the London Transport Executive.

National Congress of the Australian Road Safety Council

The 17th National Congress of the Australian Road Safety Council was held in Brisbane in October, 1959. The Congress was officially opened by His Excellency the Governor of Queensland, Sir Henry Abel Smith, K.C.V.O., D.S.O., in the presence of a distinguished gathering of representatives from every State of the Commonwealth, and was addressed by eminent Queensland citizens, and other speakers.

Expenditure

In the course of the year, the Department spent £47,818 on behalf of the Road Safety Council of New South Wales against which was set off grants totalling £22,500, by the Commonwealth Government. The cost of the Police who lecture on road safety and behaviour represented an additional substantial expenditure. In accordance with the established practice such expenditure was 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

Official road accident statistics in New South Wales are compiled from information contained in reports submitted by the Police of road accidents involving death or injury to any person or property damage in excess of a prescribed minimum. Such minimum has been £10 for some years but was increased, as from 1st May, 1960, to £25 in view of changed money values and the demands on the time of Police reporting accidents. The statistics are widely distributed to Government Departments, transport and motoring organisations and the like, 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 pin-point dangerous localities with a view to appropriate traffic engineering treatment or deployment of enforcement officers.

Principal Statistics for Period of Report

During the year ended 30th June, 1960, 52,151 road accidents in which 939 persons were killed and 22,330 were injured, were reported by the Police. These figures, compared with the previous year, represent increases of 4,295 (8.9 per cent.) in accidents, 106 (12.7 per cent.) in fatalities and 2,476 (12.4 per cent.) in persons injured.

Detailed analyses of the statistics, together with comments thereon, appear in a number of tables set out in Appendix No. 18.

Points of special interest are as follows:—

- (1) The number of road accidents, persons killed and injured increased during the year ended 30th June, 1960.
- (2) The accidents in the December quarter were the highest for the year, whilst the June quarter recorded the highest number of casualties.
- (3) Saturday was the worst day for accidents and casualties.
- (4) 58 per cent. of the accidents and 56.8 per cent. of the casualties occurred inside the County of Cumberland; 50.1 per cent. of the road deaths, however, occurred outside the County of Cumberland.
- (5) 38.5 per cent. of the accidents, in which 48.2 per cent. of the deaths occurred, took place on straight roads.
- (6) 42 per cent. of all accidents were at intersections.
- (7) Human failure was responsible for 81.6 per cent. of the accidents, 86.5 per cent. of the fatalities and 81 per cent. of the persons injured. Drivers of motor vehicles were responsible for 69.7 per cent. of the accidents and 59.3 per cent. of the casualties.
- (8) Collisions between vehicles represented 66.1 per cent of all accidents and caused 50.2 per cent. of the total casualties. Over 35.8 per cent. of the road deaths followed collisions between pedestrians and vehicles.
- (9) The principal causes of accidents were:—
 - (a) Not yield right of way at intersections.
 - (b) Inattentive driving.
 - (c) Not keep left.
- (10) Excessive speed accounted for most fatalities.
- (11) Accidents and casualties attributed to motor cyclists decreased during the year with a corresponding decrease in registrations.
- (12) The number of accidents and casualties caused by pedestrians increased slightly. Failure to cross the roadway with due care caused 28 per cent. of the accidents attributed to pedestrians.
- (13) The number of persons killed and injured each day averaged 2.5 and 61 respectively.

DRIVER TRAINING

The foregoing statistics emphasise the degree to which human failure on the part of drivers is responsible for death and injury on the roads.

Previous reports have mentioned how, in an attempt to raise standards of driving proficiency and foster a more responsible attitude to this problem on the part of persons entering the ranks of drivers, special courses of training for driving instructors were introduced as a result of the activities of a Driver Training Advisory Committee set up at the instigation of this Department.

During the year a further 25 professional driving instructors underwent this special training.

Valuable independent contributions have also been made by branches of the Road Safety Council of New South Wales and by Parents and Citizens' Associations affiliated with secondary schools in various parts of the State.

TRAFFIC ENGINEERING

Traffic Facilities

Traffic facilities designed to reduce road dangers and facilitate the movement of traffic are provided by this Department which, broadly speaking, is concerned with works and signs related to risks of pedestrians and motorists due to road traffic; local Councils and the Department of Main Roads are responsible for works and signs relating to physical conditions of or concerning roads.

The more important traffic facilities provided by or at the cost of this Department are:—

Traffic Control Light Signals;

Pedestrian Safety Refuges;

Improvements to street lighting at intersections where Police control traffic;

Traffic signs, e.g. speed limit, "School", "Stop", "Slow", one-way traffic; and traffic domes;

Marked footcrossings and other road markings of a special nature.

The Department keeps abreast of developments in the field of traffic facilities with a view to taking advantage of improvements in design and new items of equipment. During the year the impending completion of a National Road Signs Code enabled the Department to adopt, without waiting for formal publication of the Code, many of its provisions, including new-style speed limit signs.

Total expenditure on traffic facilities during the year ended 30th June, 1960, was £240,408, £31,209 more than that for the previous year. The installation, maintenance and lighting of traffic control signals (most of which are kept in continuous operation) cost £110,830 and the provision and maintenance of all other types of traffic facilities cost the balance of £129,578.

Traffic Control Signals

INSTALLATIONS OPERATING CONTINUOUSLY

During the year traffic control signals were installed at a further 16 locations, details of which appear in Appendix No. 19.

Traffic signals of an unusual type were installed in Castlereagh Street, Sydney, at Fire Brigade Headquarters to ensure the rapid and safe movement of fire fighting vehicles. Two flashing lanterns displaying the word "Stop" and an illuminated amber sign reading "Fire Call" are brought into use by the Station Control Officer as required, and give a conspicuous direction to other motorists to stop.

In addition to the abovementioned 16 installations, tenders were called and contracts let for the provision during the 1960-61 financial year of a further 12 sets of traffic control signals. Increasing use is being made of the services of contractors to enable installation programmes to be accelerated.

SPECIAL TRAFFIC CONTROL LIGHTS FOR SCHOOLS

During the year the Department arranged for the installation, by contractors, of special traffic control lights at 50 selected schools. Much of the work was completed by the end of the report year and it is expected that all 50 sets will be in operation by the end of August, 1960.

DEVELOPMENTS IN THE DESIGN OF TRAFFIC CONTROL LIGHTS

CO-ORDINATED SIGNALS

On 9th October, 1959, vehicle actuated traffic lights were placed in service at the intersection of Parramatta Road and Crystal Street, Petersham, and were linked with traffic lights already operating at the nearby intersection of Parramatta Road and Norton Street. This was the first vehicle-actuated co-ordinated traffic signal installation in Australia. Two sets of pedestrian-operated traffic signals completed later in the year (in Swanson Street, Erskineville) also operate in co-ordination.

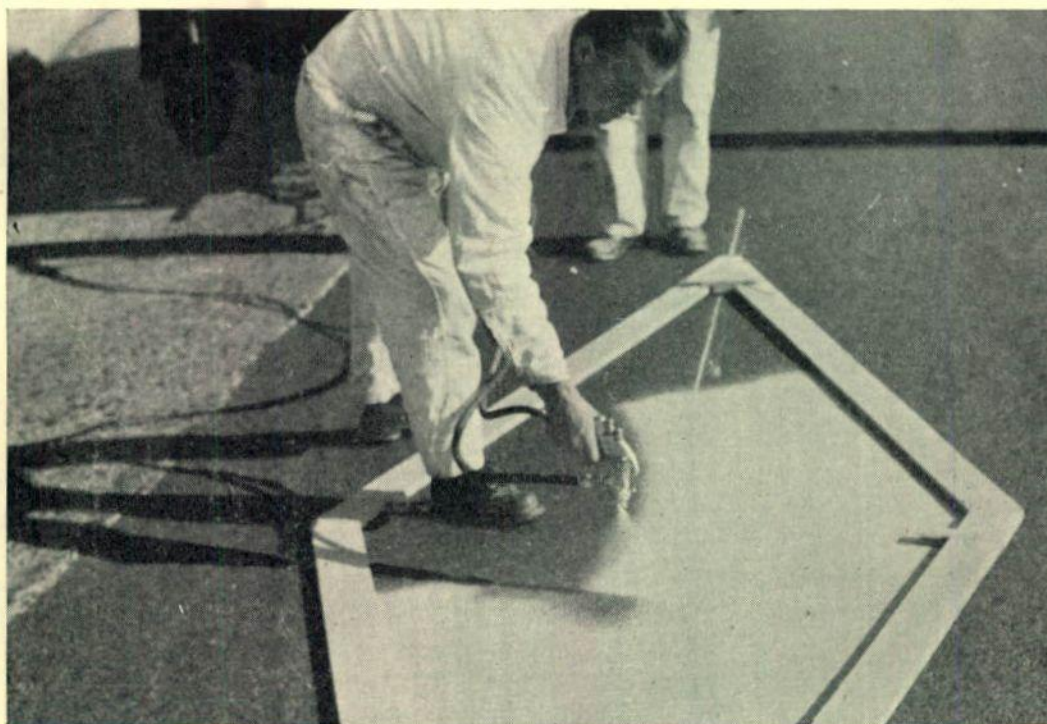
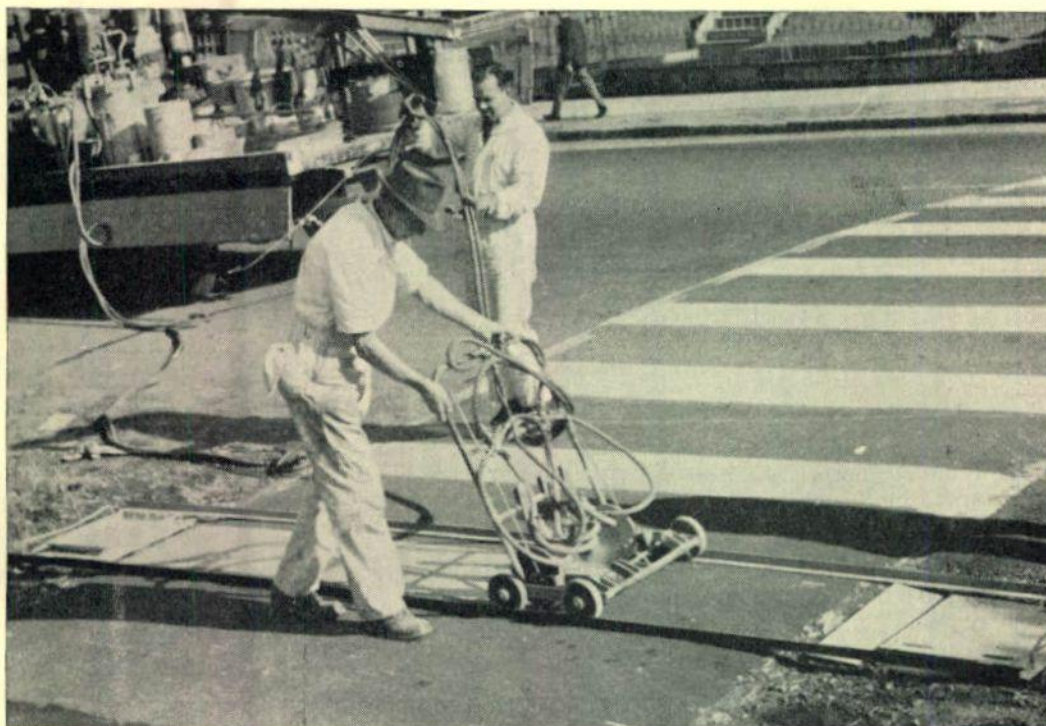
Overhead Signals

The unusually great width of the carriageway in Pacific Highway, North Sydney, at its intersection with Arthur Street, made it impracticable to use orthodox kerbside or cantilever equipment for the installation of traffic lights at this point, and it was necessary to suspend the signal lanterns from cables secured to supports of special design.

"Walk" and "Don't Walk" Signals

As an experiment, three sets of traffic lights fitted with push-buttons for pedestrians were equipped with special lanterns displaying the words "Walk" and "Don't Walk" in turn. As a result it has been decided to extend the use of the special lanterns, and modification of existing installations has been commenced.

Action is in hand with a view to amending the Regulations to prohibit pedestrians from leaving the kerb when the "Don't Walk" signal is showing towards them.



Pedestrian Safety Measures—Spray-painting of (top illustration) "Zebra" Pattern Marked Footcrossing and (lower illustration) "Diamond" Advance Warning on Road Surface on Approach to Marked Footcrossing

MARKED FOOTCROSSING COMMITTEE

A Committee comprising representatives of the Police, Main Roads and Government Transport Departments, the Sydney City Council, the Sydney County Council, the National Roads and Motorists' Association and this Department completed an investigation of possible measures to promote pedestrian safety at marked footcrossings.

As a result of extensive experiments the Committee recommended that all marked footcrossings be of the "zebra" pattern and indicated by the familiar symbol pedestrian crossing signs. Advance warning to motorists, where necessary, would comprise large diamond-shaped figures painted on the road, and in special cases, illuminated flashing overhead signs.

These measures have been adopted by the Department but the flashing signs, which have to be made specially, had not been received from the contractors at the end of the year.

REVIEW OF SPEED LIMITS

Built-up Areas

As mentioned in my report for last year consideration was being given to the question whether speeds higher than 30 m.p.h. could safely be permitted on selected lengths of road in built-up areas where the 30 m.p.h. limit applied automatically but seemed unrealistically low.

As a result of experiments, a 40 m.p.h. limit was substituted for the 30 m.p.h. limit on a section of Epping Road, Ryde, and surveys were commenced of eleven further lengths of roadway which appeared to be potential sites for the 40 m.p.h. limit.

By the end of the year the 40 m.p.h. limit had been applied also to sections of General Holmes Drive and Joyce Drive, Mascot, and Wentworth Avenue, Botany.

These limits are regarded as experimental and a close watch will be kept on actual speeds and the accident histories.

Rural Roads

The Speed Limits Conference, which the Department consulted in connection with the abovementioned review of speed limits inside built-up areas, also examined a proposal to substitute a definite speed limit (not necessarily of 50 m.p.h.) for the present "prima-facie" 50 m.p.h. limit on roads outside built-up areas.

Critics of "prima-facie" limits (which provide, in effect, that a driver who exceeds a stipulated speed accepts the onus of proving that his speed was safe) say that such limits are ineffective. On the other hand, definite limits are opposed on the ground that, being arbitrary, they result in anomalies and in any case cannot be enforced because of the vast mileages of roads outside built-up areas.

The Conference concluded that it would be preferable to allow the present arrangement to continue.

TRAFFIC SIGNS

Speed Limits

Conditions at 25 small villages and similar lightly-settled places where the speed of vehicles caused danger, were reviewed with the result that, by Ministerial direction, the lengths of road (totalling 22 miles 65 chains) were declared to be built-up areas, notwithstanding the absence of street lighting. In all, 311 speed limit signs were erected to define these areas and to bring other street-lighted areas up to date.

School Signs

Further progress was made in the provision of uniform "School" signs; 499 such signs were provided during the year to bring the total number supplied over the past twelve years to 6,832.

Other special measures related to schools (e.g., "Children Crossing" flags, safety barriers, "Watch for School Children" signs and marked footcrossings) were also provided.

Regulation of Parking

Erection of signs to give effect to decisions of the various Parking Advisory Committees continued on an increased scale.

The signs indicate the conditions (e.g., loading zones, parking time limits, etc.) which apply at the adjacent kerbspace.

OTHER TRAFFIC FACILITIES

Many other facilities (including marked footcrossings, 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 now totals 54,406.

GENERAL

The Department, on its own initiative and at the instance of other bodies and individual persons, examined many individual localities with a view to reducing or eliminating dangers to traffic. In many cases improvements were effected.

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 more recent times, including the report year, has been extended to larger country centres. On the 30th June, 1960, 152 distributors had received authorities covering 127 different makes and body styles of 1960 models.

The 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, in connection with the mechanical examinations referred to in the preceding paragraph.

On the 30th June, 1960, there were 3,139 Authorised Inspection Stations and 5,683 authorised examiners, increases for the year of 141 and 155 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 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 appointments of 60 stations and the authorities of 81 examiners were cancelled or suspended for periods up to two years. In 19 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.

Twenty qualified examiners working under the supervision of two engineers performed this work. They also inspected motor vehicles as described elsewhere in this Report.

Defective Vehicles on Street

When the Police or Authorised Officers 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.

During the year under review 2,775 and 5,001 notices dealing with major and minor defects respectively were issued either by the Police or Authorised Departmental Officers, a substantial increase over the figures for last year, viz., 1,767 and 2,358.

Heavy lorries traversing the Hume Highway received special attention. Technical officers working at Marulan Checking Station inspected 378 such vehicles; 194 were considered to be in need of attention which, in some cases, they received before resumption of the journeys. These checks are being maintained to ensure a continuing improvement in the standard of these vehicles.

Devices to Improve Safety of Vehicles

Departmental engineers examined a number of technical devices, submitted by persons outside the Department, designed to promote road safety (e.g., measures to reduce headlight glare or localise brake failure) and consented to satisfactory devices being installed where owners wish to do so. It has also furnished advice as to vehicle modifications which enabled physically handicapped persons to drive. Currently, standards for safety belts for vehicle passengers are being considered, and practical tests are being made with a Departmental car equipped with belts of various makes.

SECTION FOUR

GENERAL

LEGISLATION ENACTED DURING THE YEAR

Motor Vehicles Taxation (Amendment) Act, 1959

This legislation validated certain variations in the rates of motor vehicles taxation, the principal item being a reduction of 50 per cent. in such tax in the case of motor lorries subject to the Road Maintenance (Contribution) Act, 1958. This was a concession granted from the commencement of the lattermentioned Act (1st May, 1958), in respect of primary producers' motor lorries subject to the Act. That concession has now been validated, and with the passage of the latest legislation it has been extended, as from the 1st January, 1960, to cover also all other motor lorries subject to the Act.

Restoration of the rates of motor vehicles taxation on compression ignition (diesel oil) vehicles to the same level as that for petrol driven vehicles was also dealt with in this legislation. Previously motor vehicles taxation on diesel vehicles had been double that payable in respect of petrol vehicles because diesel fuel was not subject to a Commonwealth tax corresponding to petrol tax. However, following the imposition by the Commonwealth Government of a comparable tax on diesel fuel, arrangements were made, from the 1st December, 1957, to collect, in respect of diesel vehicles, the same rates of taxation as apply to petrol vehicles. This practice has now been validated.

REGULATIONS MADE DURING THE YEAR

Construction and Equipment of Motor Vehicles

The Motor Traffic Regulations and the Public Vehicles Regulations were amended with the object of introducing in New South Wales standards for the construction and equipment of motor vehicles laid down by the Australian Motor Vehicles Standards Committee and endorsed by the Australian Transport Advisory Council.

The new Regulations represented largely a revision of existing Regulations. Many items covered had actually been part of the standard equipment of motor vehicles for years and in many instances were already dealt with under existing Regulations.

There were some features new to this State, the principal items in this category being those listed below:—

- Flashing lights permitted for turn signals.
- Smooth tyres banned.
- Mudguards compulsory.
- Rear markings and extra lights on big trucks.
- Headlamp requirements revised.
- Braking performances specified.
- Brake lamps compulsory.
- Special requirements for all public vehicles.
- Rear vision mirrors for motor cycles.
- Speed limits for small motor cycles.

Care was taken to avoid any unreasonable inconvenience or expense to vehicle owners and manufacturers. Where additional equipment or adjustment of existing equipment was necessary, ample time was allowed for this to be done. In such matters as the use of flashing light signals, the new Regulations resulted in motorists being able to derive the maximum benefit from standard equipment on their vehicles.

The altered Regulations represent an important step towards uniformity in these matters throughout Australia and a major contribution to road safety.

Experimental Speed Limit of 40 m.p.h.

The Motor Traffic Regulations were amended to enable experiments to be conducted of speed limits other than the general speed limits in force under the Act.

A sub-committee appointed by a representative conference called to consider the general question of speed limits had expressed the opinion that a speed limit of 40 m.p.h. applied to suitable lengths of road would gain wider respect than the general speed limits and would ultimately result in a higher degree of compliance with all speed limits.

It was decided to introduce as an experiment such a speed limit in portion of Epping Road, Ryde, and, subsequently, in portions of General Holmes Drive, Joyce Drive and Wentworth Avenue, Botany, and suitable amendments to the Regulations were therefore made.

It is intended, if experience indicates that a 40 m.p.h. speed limit should be adopted permanently either in some general form or confined to certain areas such as those in which the experiment is being conducted, to propose to the Minister that the matter be submitted to Parliament for full consideration by way of an amendment to the speed limit provisions of the Motor Traffic Act.

Cruising by Disengaged Taxi-cabs in King Street, Sydney

The Public Vehicles Regulations prescribe an area in the centre of the City of Sydney in which cruising by disengaged taxi-cabs is prohibited, the object being to relieve traffic congestion and encourage the proper working of the official taxi-cab stands. A review of the area in question however indicated that traffic congestion would not be increased and the operations of taxi-cabs would be facilitated, if disengaged cabs were permitted to use King Street, Sydney, as a corridor across the restricted area in the same manner as certain other similarly placed streets, for example, Park and Goulburn Streets. The Regulations were amended accordingly.

Miscellaneous

A number of other amendments, chiefly of a minor nature, were made during the year, principally to authorise increases in maximum premiums prescribed for third party insurance under the Motor Vehicles (Third Party Insurance) Act, to give effect to a small increase in taxi-cab fares in Wollongong, and to bring up to date lists of one-way traffic streets, taxi-cab stands and motor registries set out in various Regulations.

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. These particulars do not include any convictions which may have resulted from proceedings instituted by the Police Department.

Compared with the previous year, there was a heavy increase in the number of prosecutions instituted under the Road Maintenance (Contribution) Act. This year there were 11,150 convictions for offences under that Act, as compared with 3,348 last year. The increase is probably due not so much to less observance of the legislation by operators than to the fact that enforcement action during the previous year was restricted pending clarification of the legal position by the High Court. 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 increased considerably principally because of prosecutions for offences in connection with 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, increased slightly. Figures in relation to offences under the State Transport (Co-ordination) Act are less than last year.

SECOND-HAND MOTOR DEALERS

The Second-hand Motor Dealers 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. This Act introduced a licensing system, which commenced on 1st May, 1958, for dealers in second-hand motor vehicles and a wide range of parts and accessories of second-hand motor vehicles whereby the operations of these dealers may be controlled and regulated with the object of assisting the Police in their efforts to prevent the disposal of stolen vehicles and parts. At the 30th June, 1960, 4,967 such dealers were licensed. At that time, two second-hand motor dealers' licences had been cancelled by the Commissioner and 47 applications for such licences had been refused.

AIR SERVICES

All aircraft used for the carriage of goods and/or passengers within the State in the course of trade or business are required to be licensed under the State Transport (Co-ordination) Act. As such aircraft are required to be licensed also under the Commonwealth Air Navigation Act by 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 have not been applied to the operation of commercial aircraft.

On 30th June, 1960, 228 aircraft were licensed, of which 58 were licensed to fly in regular services and 170 for charter and aerial work (e.g., agricultural spraying, aerial photography). The corresponding figures for the previous year were 175, 49 and 126.

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. At 30th June, 1960, 34 ferries were so licensed, one licence having been surrendered during the year.

PARKING ADVISORY COMMITTEES

The Commissioner for Motor Transport (or his nominee) is a member of the Parking Advisory Committees for Sydney, Newcastle and a number of suburban centres which have complex traffic problems. Each Committee enables the traffic and parking problems of its 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. A new Committee was appointed during the year for the City of Greater Wollongong.

The Committees' general objective is to make, in areas of heavy parking demand in their districts, an equitable distribution of available kerbspace. During the year the Sydney Committee almost completed systematic revision of restrictions which had operated for some years in the Central City Area. In Newcastle the corresponding work was completed. At North Sydney and Manly plans for similarly detailed kerbspace allocations were finalised and are in the process of being introduced.

Kerbspace allocations are arrived at by means of a technique which considerable experience in Sydney has proved to be the most satisfactory arrangement. Following a close examination of each street as to the requirements of premises thereon and the needs of moving traffic, space available for stationary vehicles is allocated as loading zones or for general parking which, in most cases, is permitted subject to time limits which in some cases are enforced by parking meters. "No Standing" restrictions are applied at all times where standing vehicles would cause danger, or at certain times only (for example, in peak traffic periods) where it is necessary to keep a street clear of stationary vehicles in the interests of heavy volumes of moving traffic. In Sydney and Newcastle tow-away is applied to vehicles illegally parked in positions where they would cause danger or give rise to serious traffic problems.

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 this Department, but all Councils assist to defray the cost of the signs.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

The Tenth Annual Conference of State Road Transport Authorities was held in Perth in May, 1960, to facilitate exchanges of information and views concerning problems of common interest at present or likely to be of special interest in the future.

Considerable time was devoted to questions concerning administration and enforcement of legislation relating to road maintenance contributions in Queensland, New South Wales and Victoria. The Conference considered a report prepared following meetings of senior officers from these three States held in Sydney in September, 1959, and in Melbourne in April, 1960. The recommendations dealt with a number of administrative matters, and in particular, proposals for maintaining more effective liaison in respect of the operation of interstate hauliers.

These meetings serve the very useful purpose of maintaining necessary liaison between the States and developing uniform administrative practices.

COMMITTEE OF TRANSPORT ECONOMIC RESEARCH

In my report for the year ended 30th June, 1958, it was stated that the Australian Transport Advisory Council had requested the Committee to report on:—

"The pattern and trend of the transport of goods and passengers in Australia, and the demands which the traffic is creating for transport development generally".

In making its review of the Australian transport structure on a nation-wide plane, the Committee has necessarily been dependent on the collaboration of the many State and other authorities engaged in transport activities and their ability to divert resources from their normal activities to assist with the Committee's work.

Extensive road traffic surveys on major highways have been carried out by the State road authorities in New South Wales, Victoria, Queensland and Western Australia on behalf of the Committee, and a vast quantity of data has been collected, tabulated and analysed. The results have proved of great interest and usefulness not only to the Committee but to the authorities themselves.

State road authorities also agreed to undertake a review of road requirements within their States for the next decade and this has involved a considerable amount of work and liaison with local government and other authorities. State railway departments have given valuable assistance in reviewing their current operations and their developmental needs, and similar work is being undertaken in the fields of ports and harbours and civil aviation. As a result of these activities on behalf of the Committee, a great amount of factual data has been gathered on the Australian transport position and a synthesis of this information will be presented in a report which it is now hoped will be completed towards the end of 1960.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL

The Australian Transport Advisory Council (which comprises the Ministers of Transport of the various States) met in Canberra on the 23rd and 24th June, 1960. Consideration was given to a number of major problems affecting transport throughout the Commonwealth including recent developments in relation to interstate road transport; uniform rules of liability of carriers by road; other developments concerning goods motor vehicles or road maintenance legislation; standardisation of large freight containers; the progress report of the Committee of Transport Economic Research; and a number of other items dealing with uniform traffic laws, motor vehicle standards and road safety.

AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE AND AUSTRALIAN MOTOR VEHICLES STANDARDS COMMITTEE

This Department is represented on both of the abovementioned committees, which function under the Australian Transport Advisory Council.

Further meetings of the Australian Road Traffic Code Committee and of a sub-committee set up by that Committee to prepare a National Code for Australia were held in Melbourne in September, 1959, and May, 1960.

Principal matters discussed by the Committee were accident reporting, medical examination of elderly private motorists, right-of-way rules, the driver demerit point system of enforcement, and progress reports of the abovementioned sub-committee. The sub-committee continued a review being made by it of the American Uniform Vehicle Code as a prelude to the preparation of the Australian code. To date about one third of this initial task has been completed and it is proposed in view of the magnitude of the undertaking that the sub-committee meet more frequently.

The Australian Motor Vehicle Standards Committee also held two meetings—one in July, 1959, and the other in March, 1960. Its work is of a continuing nature because developments in the motor world call for close contact between the various State administrations, and the meetings serve a useful purpose in the development of uniform administrative practices and technical requirements related to the construction and equipment of vehicles.

Largely as a result of the work of the Committee, this State's Regulations relating to motor vehicle construction were completely revised during the year, as mentioned earlier in this Section.

BUILDINGS AND LAND

Lorry Checking Stations

In furtherance of the policy to erect lorry checking stations at strategic points, a contract was let for the erection of a station on the Pacific Highway, at Berowra.

The major part of the construction work was done in the latter half of the year but delays due to bad weather prevented completion of the extensive roadworks before the end of the report year, and the project is now expected to be in operation by October, 1960.

To avoid traffic congestion and danger, the station will comprise two units, one on each side of the highway, for north-bound and south-bound traffic respectively. Each unit will be equipped with a modern 40-ton capacity weighbridge and one will be provided with facilities for inspecting and testing vehicles for mechanical safety.

The Berowra installation will be the northern counterpart of the Marulan Checking Station (described in some detail in my report for 1958-59). The stations are an efficient means of detecting breaches of various laws which prescribe safety measures for, or impose charges on, the operation of heavy lorries. Their very presence also acts as a deterrent to persons who might otherwise disregard these laws.

Head Office

Because of the steep increase in motor registration business over recent years and the increased activities of the Department generally, accommodation in the Administrative Building for the staff was becoming inadequate, and, accordingly, at the end of the year plans were in hand to erect, during the next year, an additional two storeys on the Road Charges Building which is situated adjacent to the main Administrative Building.

Motor Registries

New motor registry buildings of high standard were completed and occupied during the year at Bathurst, Dubbo and Orange at the cost of £11,073, £12,549 and £13,283 respectively (subject to minor final adjustments). At Lithgow and Tamworth new motor registry buildings were in their final stages of construction. In each instance the new buildings replace rented premises in the same towns and provide greatly improved facilities for the public and the staff.

Motor Registry sites were also acquired at Bega and Miranda, and at the close of the year negotiations were in hand to purchase land at Ryde, Beverly Hills, Nowra, Parkes, Maitland, Young, Kempsey and Forbes.

Maintenance

Regular supervision was carried out throughout the year over all properties held by the Department and such properties have been maintained in a high class condition.

STAFF TRAINING

Training in Management

In recognition of the vital role of proper training in employee development, particularly at the executive level, the Department arranged with the Department of Technical Education for instruction to be given to 12 selected senior officers in the principles of higher management. The course was conducted by a lecturer from the School of Management, Sydney Technical College, and comprised nine lectures, held once weekly, each of 1½ hours duration.

In addition, the Department has been represented at the Administrative Staff Course arranged by the N.S.W. Public Service Board at the University of N.S.W.

Civil Defence

At the invitation of the Director of Civil Defence, a senior officer of the Department attended the civil defence course on transport matters conducted at Macedon, Victoria, in April, 1960.

Traffic Engineering

During the year an engineer from the Department attended the three months course in traffic engineering at the University of N.S.W.

Clerical Training

Training classes for male clerical officers inaugurated in 1959 were continued and 51 officers received instruction dealing with the general background of the Department, and a further 60 completed training for specific duties.

Shorthand

Instruction in shorthand is given in Departmental time to selected female officers who are attending classes in their own time and who have shown aptitude for the subject. The trainees comprise two groups—

- (a) those who are approaching the required standard of efficiency and speed for appointment to stenography positions,
- (b) those who have attained this standard and who have displayed above-average ability, indicating their potential for work requiring a high speed coupled with secretarial skill.

In each case, the number of officers selected is related to forecasted requirements for stenographers and high speed shorthand writers for the ensuing year and the supplementary training by the Department has produced encouraging results.

The training is given by a Departmental officer who is a qualified shorthand teacher. Officers usually attain the required standard within three months.

STAFF AMENITIES

Institute

The Department of Motor Transport Institute provides, at a small cost to its members, facilities for recreation and education. At 30th June, 1960, membership totalled 1,146 representing 71.3 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, bookkeeping, 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.

The services of the Institute and the activities of the Social Club are effective in the promotion of a congenial atmosphere between the employees and the administration.

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 appreciation of the staff is adequately reflected in the high patronage which the canteen receives.

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

Savings and Loans Co-operative

Some years ago the Motor Transport Employees' Savings and Loans Co-operative was established as a registered co-operative society to provide officers with a means of systematic saving and a source of cash loans for useful purposes at a small rate of interest. During the past year it continued to expand.

The Society's business is transacted during lunch periods and its office bearers act in an honorary capacity.

APPRECIATION

It is fitting that a report of a further year's work by my Department should acknowledge the industry and interest with which the staff has worked throughout the year on a wide range of tasks.

W. A. WALSH,
Commissioner for Motor Transport.

SECTION FIVE

APPENDICES

Appendix 1

The number of staff in the Department as at 30th June, 1960, was as follows:—

	Metropolitan		Newcastle		Country		Total		Grand Total
	Salary	Wages	Salary	Wages	Salary	Wages	Salary	Wages	
Male Staff ...	875	127	14	...	61	...	950	127	1,077
Female Staff ...	503	10	5	...	11	...	519	10	529
Grand Total ...	1,378	137	19	...	72	...	1,469	137	1,606

Appendix 2

SUMMARY OF COLLECTIONS BY THE DEPARTMENT OF MOTOR TRANSPORT

From 1st July, 1959, to 30th June, 1960

	£	s.	d.	£	s.	d.
Motor Vehicle Taxation on—						
(a) Motor vehicles, other than public motor vehicles in the Metropolitan (including Wollongong) and Newcastle Transport Districts	8,906,776	9	6			
Less Refunds	154,096	18	7			
(Paid into Main Roads Funds)				8,752,679	10	11
(b) Public motor vehicles in the Metropolitan (including Wollongong) and Newcastle Transport Districts (paid into Public Vehicles Fund)				225,549	16	10
Total net collections of motor vehicles taxation.....				8,978,229	7	9
Ton-mileage Charges on—						
Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds).....	3,150,674	7	10			
Less Refunds	5,640	16	9			
				3,145,033	11	1
Fees for motor vehicle registrations, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)				3,573,666	1	1
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942-51 as amended				7,058,660	5	3
Service Licence Fees in respect of Government and Private motor omnibus services in the Metropolitan (including Wollongong) and Newcastle Transport Districts (paid into Public Vehicles Fund)				28,666	8	2
Charges in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc.	1,463,968	13	9			
Less Refunds (intrastate only)	3,553	0	5			
(Paid into State Transport (Co-ordination) Fund)				1,460,415	13	4
Grand Total				£24,244,671	6	8

Appendix 3

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the Year ended 30th June, 1960, and a comparison with 1959

Receipts				Payments							
	Year ended 30th June, 1960		Year ended 30th June, 1959			Year ended 30th June, 1960		Year ended 30th June, 1959			
	£	s. d.	£	s. d.		£	s. d.	£	s. d.		
Motor Traffic Act, 1909-1957	3,383,123	7 9	3,125,889	10 1	Salaries and Wages	944,548	17 10	827,462	7 9		
Motor Vehicles Taxation Manage- ment Act, 1949-1956	3,863	5 0	3,474	7 6	Pay Roll Tax	24,957	8 10	21,243	8 8		
Transport Act, 1930-1959	43,521	5 6	44,044	2 6	Travelling Concessions to Employees	14,569	12 10	15,511	2 4		
					Travelling Expenses	7,436	16 6	6,733	17 8		
Less Refunds	3,430,507	18 3	3,173,408	0 1	Contribution to Railway Superannuation Account	4,493	10 2	4,089	1 8		
	3,246	12 0	3,248	19 10	Institute	302	16 9	199	4 7		
Exchange, Search Fees, etc.	3,427,261	6 3	3,170,159	0 3	Postal and Telegraph Service	96,034	17 10	71,492	13 2		
Unclaimed Moneys	9,006	0 1	7,112	7 6	Telephone Charges	8,927	1 7	12,835	16 7		
Miscellaneous	1,354	11 9	1,351	16 9	Purchase and Maintenance of Motor Vehicles	40,829	1 2	15,444	7 4		
	27,630	0 10	23,840	10 11	Printing and Stationery	53,924	6 1	36,926	2 2		
	3,465,251	18 11	3,202,463	15 5	Road Safety Council	47,818	8 4	37,445	15 2		
Commission on Insurance Pre- miums collected	95,279	16 0	86,190	0 0	Rent	2,587	7 9	2,725	9 3		
					Office Stores	9,799	4 6	8,989	17 11		
Compulsory Vehicle Examination Service Station Fees	3,314	6 2	3,056	12 11	Purchase and Maintenance of Office Furniture and Equipment	28,402	0 1	14,564	16 9		
					Alterations and Maintenance of Buildings	32,243	17 1	22,396	15 8		
					Freight and Cartage	4,192	9 0	3,843	7 4		
					Exchange	3,916	9 6	3,661	13 10		
					Electric Light and Power	8,681	10 1	6,261	9 7		
					Purchase of Land	10,326	13 4	3,237	7 4		
					Erection of Buildings	95,528	1 4	53,979	5 1		
					Minor Expenses	11,501	12 2	8,239	14 7		
					Interest, Exchange-Sinking Fund	32,535	0 0	31,898	0 0		
					I.B.M. Machines—Rental and Installation	29,114	8 8	28,583	5 11		
					Provision of Building, etc.—Road Main- tenance (Contribution) Act, 1958			2,096	1 0		
Second-hand Dealers' Licence Fees	9,820	0 0	6,786	0 0		£ 1,512,676	11 5	1,239,911	1 4		
Contributions by Commonwealth Government— Road Safety Council	22,500	0 0	24,375	0 0							
					Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of £ s. d. Drivers	1,741,135	0 0	1,648,830	0 0		
					Less— Amount recouped from State Transport (Co- ordination) Fund ... 50,000	0 0	50,000	0 0			
					Councils' Proportion of Parking Meter Super- vision Costs	42,928	0 8	5,943	3 8		
						1,648,206	10 4	1,592,886	16 4		
					Recoup to Public Vehicles Fund of Total Advances in previous years			106,707	0 0		
					Contribution by Road Transport and Traffic Fund towards Traffic Facilities— Works in Progress— Metropolitan	51,000	0 0				
					Motor Vehicle Registration Labels	11,965	2 5	11,319	15 1		
					Motor Vehicle Number Plates	42,958	13 5	45,834	10 6		
					Provision of Traffic Facilities	129,774	1 1	103,047	10 7		
					Surface Maintenance adjoining Tram Tracks	21,536	2 11	32,333	8 3		
						£ 3,418,117	10 7	3,132,040	2 1		
					Payment to Country Main Roads Fund under Section 202, Transport Act, 1930-59	178,048	10 6	190,831	6 3		
						£ 3,596,166	1 1	3,322,871	8 4		
Unclaimed Wages— Balance brought from 30th June Receipts	122	8 9	121	14 2	Unclaimed Wages— Refunds	1,098	8 9	1,001	17 6		
	1,006	11 2	1,002	12 1	Balance at 30th June	30	11 2	122	8 9		
Security Deposits— Balance brought from 30th June Receipts	8,535	0 0	8,614	15 2	Security Deposits— Refunds	2,267	16 0	1,639	15 2		
	4,126	19 4	1,560	0 0	Balance at 30th June	10,394	3 4	8,535	0 0		
	£ 3,609,957	0 4	3,334,170	9 9		£ 3,609,957	0 4	3,334,170	9 9		

Audited and found correct.

W. J. CAMPBELL,

Auditor-General of New South Wales,
Sydney, 9th September, 1960.ROBERT A. BRADLEY,
Chief Accountant,
20th July, 1960.

Appendix 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1960, and a comparison with the previous year

Receipts				Expenditure and Distributions					
	Year ended 30th June, 1960		Year ended 30th June, 1959			Year ended 30th June, 1960		Year ended 30th June, 1959	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
1st July—Balance brought forward	237,982	0 11	180,416	6 8	Distribution to Municipalities, Shires and other Authorities—				
Motor Omnibuses—					Motor Omnibuses—				
Tax—					Tax—				
Metropolitan	141,012	7 9	132,891	4 7	Metropolitan	138,634	16 7	135,365	5 2
Newcastle	18,950	4 4	19,162	9 6	Newcastle	18,872	9 3	20,491	8 6
Wollongong	9,322	4 4	8,956	19 10	Wollongong	9,433	1 4	8,756	19 0
	169,284	16 5	161,010	13 11		166,940	7 2	164,613	12 8
Commonwealth Aid Roads Act, 1959					Commonwealth Aid Roads Act, 1959				
Grant—					Grant—				
Allocated—					Metropolitan	90,705	19 0	89,190	5 0
Metropolitan	90,967	7 9	89,569	3 6	Newcastle	12,842	8 0	14,390	5 0
Newcastle	12,595	7 6	14,003	5 9	Wollongong	5,451	13 0	5,419	10 0
Wollongong	5,437	4 9	5,427	10 9		109,000	0 0	109,000	0 0
	109,000	0 0	109,000	0 0	Total	£ 275,940	7 2	273,613	12 8
Total, Motor Omnibuses	£ 278,284	16 5	270,010	13 11	Expenditure from Receipts of Tax on other				
Other Public Vehicles—					Public Vehicles—				
Tax—					Improved Traffic Facilities—				
Metropolitan	52,244	4 5	56,308	12 5	Metropolitan	108,345	17 3	102,231	19 10
Newcastle	3,260	0 11	3,459	15 3	Newcastle	2,221	13 11	3,872	17 8
Wollongong	760	15 1	752	1 10	Wollongong	65	1 11	46	8 9
	56,265	0 5	60,520	9 6	Total	£ 110,632	13 1	106,151	6 3
Recoup from Road Transport and Traffic Fund of Total Advances in previous years—					Distribution of Service Licence Fees—				
Metropolitan			96,934	0 0	Metropolitan	24,332	3 1	23,899	6 5
Newcastle			9,773	0 0	Newcastle	2,935	10 9	2,945	1 8
			106,707	0 0	Wollongong	1,299	3 8	1,133	10 0
Contribution by Road Transport and Traffic Fund towards cost of Traffic Facilities—					Total	£ 28,566	17 6	27,977	18 1
Works in progress—					Balances in Fund at 30th June—				
Metropolitan	51,000	0 0			Motor Omnibuses—				
Total, other Public Vehicles	£ 107,265	0 5	167,227	9 6	Tax—				
Service Licence Fees—					Metropolitan	37,075	6 5	34,697	15 3
Metropolitan	24,518	13 0	23,970	11 2	Newcastle	4,893	18 10	4,816	3 9
Newcastle	2,913	5 6	2,967	2 8	Wollongong	2,266	9 0	2,377	6 0
Wollongong	1,234	9 8	1,132	14 0	Commonwealth Grant—				
Total, Service Licence Fees	£ 28,666	8 2	28,070	7 10	Metropolitan	22,937	18 6	22,676	9 9
Grand Total	£ 652,198	5 11	645,724	17 11	Newcastle	2,963	11 6	3,210	12 0
					Wollongong	1,348	10 0	1,362	18 3
					Other Public Vehicles—				
					Tax—				
					Metropolitan	120,639	6 8	125,740	19 6
					Newcastle	36,438	18 1	35,400	11 1
					Wollongong	4,331	12 2	3,635	19 0
					Service Licence Fees—				
					Metropolitan	3,560	12 6	3,374	2 7
					Newcastle	602	4 6	624	9 9
					Wollongong			64	14 0
					Total	£ 237,058	8 2	237,982	0 11
Grand Total	£ 652,198	5 11	645,724	17 11	Grand Total	£ 652,198	5 11	645,724	17 11

Audited and found correct.
W. J. CAMPBELL,
Auditor-General of New South Wales,
Sydney, 9th September, 1960.

ROBERT A. BRADLEY,
Chief Accountant,
20th July, 1960.

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—	
	1960	1959
Metropolitan Transport District—	£	£
Ashfield.....	4,517	4,918
Auburn	5,095	4,907
Bankstown	13,773	12,057
Baulkham Hills	707	665
Blacktown	3,086	2,257
Botany	2,106	2,439
Burwood	5,145	5,341
*Camden.....	89	114
*Campbelltown	508	601
Canterbury	15,794	15,456
Concord	3,625	3,787
Drummoyne	2,869	3,339
Fairfield	5,269	5,213
Holroyd	4,052	3,756
Hornsby	1,394	1,236
Hunter's Hill	803	731
Hurstville	6,440	7,340
Kogarah	4,174	4,726
Ku-ring-gai	3,107	3,115
Lane Cove	2,215	2,159
Leichhardt	8,293	6,086
Liverpool	1,937	1,595
Manly	2,823	2,888
Marriickville	6,694	6,995
Mosman	2,705	2,512
North Sydney	6,132	6,042
Parramatta	6,920	6,053
Penrith	405	399
Randwick	11,389	12,144
Rockdale	7,025	8,672
Ryde	3,787	3,795
Strathfield	3,656	3,728
Sutherland	4,104	4,111
Sydney	64,294	60,595
Warringah	4,647	4,778
Waverley	5,278	5,379
Willoughby	9,431	8,712
Windsor	269	280
*Wollondilly	52	43
Woollahra.....	6,546	7,150
Authorities—		
Department of Railways	29	28
Department of Health	188	175
National Park Trust	17	25
Neeropolis Trustees (Rookwood)	118	163
Total	241,507	236,505
Capital Debt Reduction	12,166	11,950
Grand Total (Metropolitan)	253,673	248,455
Newcastle Transport District—		
Newcastle	25,743	28,739
Lake Macquarie	6,519	6,622
Port Stephens	858	924
Stroud	63	69
Total	33,183	36,354
Capital Debt Reduction	1,468	1,473
Grand Total (Newcastle)	34,651	37,827
Wollongong Transport District—		
Wollongong	15,000	14,190
Shellharbour	1,152	1,090
Camden.....	2	2
Campbelltown	3	3
Kiama	27	25
Total	16,184	15,310
Grand Total (Wollongong)	16,184	15,310
Combined Grand Total	304,508	301,592

* 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, 1960.

Appendix 7

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

From 1st July, 1959, to 30th June, 1960, and a comparison with the previous year

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

	Year ended 30th June 1960			Year ended 30th June 1959		
Head of Expenditure—	£	s.	d.	£	s.	d.
Salaries	186,279	16	8	171,491	13	4
Pay Roll Tax	4,822	12	4	4,251	12	3
Travelling Expenses and Allowances	10,877	17	0	10,560	2	4
Maintenance and Running of Motor Vehicles	3,830	6	0	4,241	17	6
Postage and Telegrams	9,511	8	2	8,433	18	10
Telephone Charges	1,014	5	8	589	13	8
Printing and Stationery	6,314	10	6	7,490	13	2
Office Stores	510	11	4	1,123	9	5
Light and Power	523	18	11	384	1	1
Maintenance of Buildings	2,533	0	5	2,192	14	0
Maintenance of Office Furniture and Machines	166	13	0	140	18	2
Erection of Buildings	606	0	8	17,200	18	8
Purchase of Office Furniture and Equipment	439	7	6	2,794	19	7
Legal Costs	8	7	0	783	13	8
Sundries	328	8	3	323	3	5
Total	227,767	3	5	232,003	9	1

ROBERT A. BRADLEY,
Chief Accountant,
20th July, 1960.

Appendix 8

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1960, and a comparison
with the previous year

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
	£	£	£	£	£	£
July	52,951	26,288	203,915	159,697	256,866	185,985
August	83,221	29,868	192,374	142,824	275,595	172,692
September	61,765	32,123	176,969	183,526	238,734	215,649
October	60,447	38,017	190,466	191,452	250,913	229,469
November	73,172	31,776	192,039	164,020	265,211	195,796
December	66,977	26,659	162,373	173,524	229,350	200,183
January	55,050	25,168	186,934	166,652	241,984	191,820
February	74,495	22,124	189,580	159,473	264,075	181,597
March	86,258	19,978	218,679	142,852	304,937	162,830
April	65,008	32,612	176,708	186,359	241,716	218,971
May	77,954	36,161	230,075	180,076	308,029	216,237
June	77,031	42,455	196,233	174,113	273,264	216,568
Total	834,329	363,229	2,316,345	2,024,568	3,150,674	2,387,797

Appendix 9

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958—PROSECUTION STATISTICS FOR PERIOD 1st JULY, 1959, TO 30th JUNE, 1960

43

Classification of Vehicles	Recommended for Fail to—				Conviction for Fail to—				Number Withdrawn—		Number Dismissed
	Deliver Return	Pay Charges	Keep Record	Show Journey	Deliver Return	Pay Charges	Keep Record	Show Journey	Before Issue of Summons	After Issue of Summons	
Intrastate N.S.W.	4,933	3,636	22	3	3,310	2,463	28	...	912	1,243	15
Interstate—											
N.S.W.	3,268	2,432	...	5	1,623	1,439	...	1	983	513	...
Victoria	1,907	647	...	...	1,071	462	...	...	336	175	...
Queensland	534	52	...	...	309	23	...	...	85	27	...
S.A.	388	194	...	...	230	127	...	...	134	59	...
W.A.	54	4	...	...	1	...	...	...	1	...	...
A.C.T.	92	21	...	...	37	26	...	...	21	16	...
Total	6,243	3,350	...	5	3,271	2,077	...	1	1,560	790	...
Grand Total	11,176	6,986	22	8	6,581	4,540	28	1	2,472	2,033	15

Note.—A number of convictions and withdrawals related to prosecutions instituted during the preceding financial year.

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	288	552,919	343,487	34,581	3,603	941,693
1959	2,759	1,745	2,551	286	558,175	373,209	32,575	3,823	1,005,123
1960	2,775	1,902	2,709	275	626,562	409,322	28,773	4,009	1,076,327

* 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.

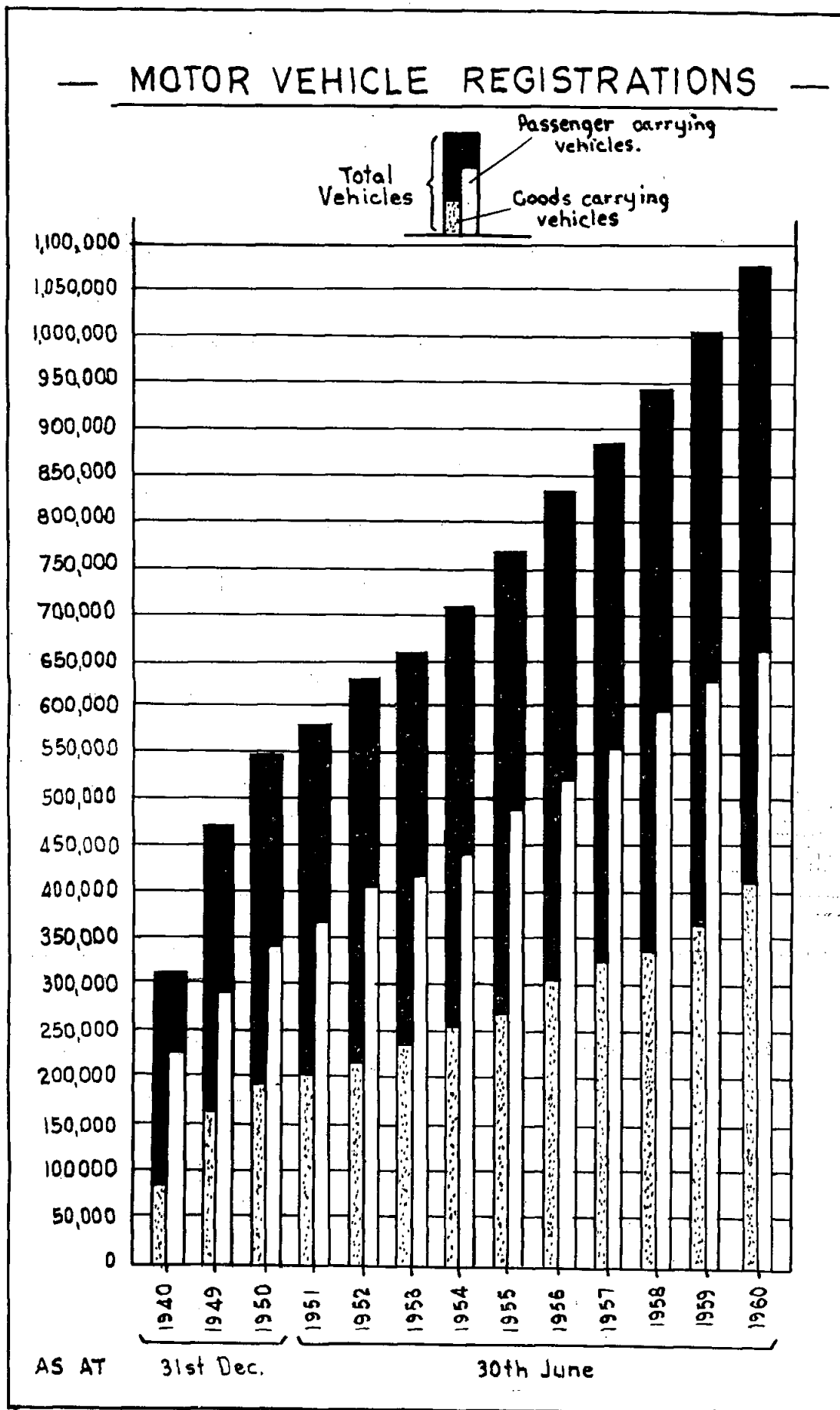
Appendix 11

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES
DURING THE TEN YEARS ENDED 30th JUNE, 1960

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total
1951	49,774	31,976	8,855	90,605
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
	520,038	350,419	38,220	908,677

The number of brand-new vehicles registered in the ten years ended 30th June, 1960, is equal to 90 per cent. of the total registrations current on that date. This indicates that only about 10 per cent. of motor vehicles in New South Wales are more than ten years old.

Appendix 12



Appendix 13

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

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

Appendix 14

CANCELLATION, SUSPENSION AND REFUSAL OF DRIVING LICENCES

Table I—Automatic Disqualification Cases

Type of Offence	Decision of Court		Disqualifications Imposed					Appeals			
	Convicted	Discharged Section 556A*	Six Months	One Year	Three Years	Addi- tional†	Total	Dismissed (con- viction confirmed)	Allowed (con- viction quashed)	*Dismissed, but defendant discharged	
										Uncon- ditionally	Condition- ally
Drive whilst under influence	2,691	1,365	...	2,265	321	105	2,691	230	31	1	109
Drive in manner or at speed dangerous	446	76	...	349	22	75	446	38	9	...	15
Not stop after accident (Section 8 (1))	47	...	...	23	23	1	47	3	...	...	1
Drive whilst disqualified (Section 7A (2))	374	3	334	...	...	40	374	11	5	...	...
Culpable driving	12	1	...	11	1	...	12	...	...	...	...
By negligent act cause grievous bodily harm ...	5	1	...	4	1	...	5	...	...	...	...
Total	3,575	1,446	334	2,652	368	221	3,575	282	45	1	215

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

† In these cases the Courts imposed a further period of disqualification in addition to automatic disqualification provided for by law.

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.....	1,016	40,165	468
Negligent driving	929	10,241	225
Not stop after accident (Section 8 (3) or 8 (4))	19	303	13
Other offences. (Cross double line, etc.)	.....	43,926	229
Total	1,964	94,635	935

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

Appeals to higher courts were heard in 74 cases, 48 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	22	158
Criminal convictions	45	100
Traffic convictions	966	13
Criminal and traffic convictions	14	34
Physical disabilities	103	178
Other grounds	6	2
Total	1,156	485

There were 6 appeals to courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 5 were allowed and 1 was disallowed. In respect of refusals, there were 5 appeals all of which were disallowed.

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—	
	1959-60	1958-59
	£	£
Head Office (Motor Registry Section)	2,124,185	1,955,376
Albury	76,831	62,102
Armidale	49,037	43,036
Bathurst	80,842	70,205
Broken Hill	79,476	55,726
Casino	50,144	48,022
Cessnock	88,423	80,739
Chullora	463,385	369,343
Cooma	45,527	50,953
Cowra	37,123	31,957
Dubbo	64,531	62,598
Five Dock	585,658	464,110
Forbes	43,230	40,213
Glen Innes	41,713	40,091
Gosford	73,039	59,524
Goulburn	97,478	91,469
Grafton	77,314	69,898
Griffith	53,877	51,375
Inverell	38,179	35,144
Katoomba	37,972	35,186
Kempsey	51,986	46,306
Kogarah	573,385	453,102
Leeton	39,091	37,985
Lismore	112,984	100,918
Lithgow	55,500	55,757
Liverpool	214,061	158,605
Maitland	91,468	78,303
Manly	160,222	128,485
*Mittagong	10,667	.....
Moree	39,936	36,204
Murwillumbah	47,528	48,168
Newcastle	1,018,599	929,097
North Sydney	443,604	371,988
Nowra	71,765	64,567
Orange	120,398	104,702
Parkes	31,453	30,208
Parramatta	835,218	710,516
Penrith	78,547	60,939
Queanbeyan	44,862	41,171
Richmond	50,196	42,728
Tamworth	101,883	93,698
Taree	66,382	60,640
Wagga Wagga	102,534	86,823
Waitara	183,345	152,244
Wollongong	525,862	436,830
Young	46,704	43,382
Total	9,326,144	8,090,433

*Mittagong conducted by Departmental Officer as from 19th January, 1960.

Appendix 16

STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN THE METROPOLITAN, NEWCASTLE AND WOLLONGONG TRANSPORT DISTRICTS, FOR THE YEAR ENDED 30TH JUNE, 1960, COMPARED WITH THE YEAR ENDED 30TH JUNE, 1959

Item	Metropolitan		Newcastle		Wollongong	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Number of operators	128	127	17	16	13	15
Number of services	199	198	25	26	18	18
Number of omnibuses—						
In service	693	688	100	94	135	134
In reserve	154	123	6	6	16	8
Total	847	811	106	100	151	142
Number of petrol omnibuses	396	393	47	42	33	36
Number of diesel omnibuses	451	418	59	58	118	106
Total	847	811	106	100	151	142
Number of single-deck omnibuses ..	822	778	82	75	125	115
Number of double-deck omnibuses ..	25	33	24	25	26	27
Total	847	811	106	100	151	142
Number of employees	1,305	1,199	132	91	242	255
Omnibus mileage	20,540,476	19,940,458	2,174,769	1,918,203	3,960,720	3,637,244
Passengers carried	77,700,065	77,008,494	4,869,570	4,612,546	15,733,258	13,836,295
	£	£	£	£	£	£
Book value of plant	1,336,192	1,201,192	114,912	96,588	210,110	287,977
Revenue	3,092,613	2,841,270	288,150	282,626	644,329	597,341
Expenditure	2,811,371	2,670,257	272,553	265,242	596,350	560,331
Net Profit	281,242	171,013	15,597	17,384	47,979	37,010
Included in Expenditure—						
Owners' wages	114,183	108,300	8,812	5,344	22,910	21,769
Depreciation	256,160	222,937	20,687	17,637	47,277	43,379
Interest payments on loans, etc	31,395	26,220	3,759	3,138	5,398	4,891
	d.	d.	d.	d.	d.	d.
Revenue per mile	36.135	34.202	31.799	35.361	39.043	39.414
Expenditure per mile	32.849	32.138	30.785	33.186	36.136	36.972
Net profit per mile	3.285	2.064	1.014	2.175	2.907	2.442

Notes.—This information is based on returns furnished by operators; operators who were 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	302
Drive and operate unlicensed public motor vehicle	74
Not observe conditions of permit	7

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

Fail to set taxi-meter in motion and to keep in motion when hired	20
Fail to obscure or display vacant sign	186
Refuse hiring or fail to carry out hiring punctually	24
Overcharging passengers	5
Incivility to passengers	10
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	12
Incorrect operation of other taxi-cab stands	34
Multiple hiring	119
Drive taxi-cab in prohibited area	112
Soliciting for passengers, attracting notice by calling	80
Omnibus time-table offences	16
Permit omnibus passenger on back platform	4
Miscellaneous offences	14

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

Fail to renew registration or return number plates	829
Unlawful possession of number plates	31
Fail to return number plate on request	4
Fail to apply for transfer of registration	405
Fail to notify disposal	32
Drive unregistered vehicle and permit unregistered vehicle to be driven	157
Fail to carry or provide record of driving hours (log book)	8
Fail to produce log book for inspection and endorsement	8
Exceed aggregate weight permitted	393
Fail to stop on request	5
Fail to drive into lorry checking station	14
Miscellaneous offences	9

Road Maintenance (Contribution) Act, 1958:—

Fail to furnish return	6,581
Fail to pay charges	4,540
Fail to keep record	28
Omit item from record	1

Other Acts:—

Miscellaneous offences	3
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Appendix 18

ROAD ACCIDENTS IN NEW SOUTH WALES

STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1960

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 52,151 (an 8·9 per cent. increase over 1958-59). The number of persons killed was 939 (12·7 per cent. increase), and the number of persons injured was 22,330 (12·4 per cent. increase). In the same period the number of motor vehicles registered increased by 7·1 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

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 increased during the year ended 30th June, 1960.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION

Quarter	Area	Accidents		Persons Killed		Persons Injured	
		1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
July- September.	City of Sydney	675	614	3	1	210	181
	Suburbs of Sydney ...	6,613	6,219	116	106	2,770	2,505
	Remainder of State...	5,037	4,734	100	99	2,063	1,899
	Sub-Total	12,325	11,567	219	206	5,043	4,585
October- December.	City of Sydney	760	644	3	4	275	182
	Suburbs of Sydney ...	7,539	6,588	106	93	3,201	2,795
	Remainder of State...	5,764	5,429	115	114	2,492	2,393
	Sub-Total	14,063	12,661	224	211	5,968	5,370
January- March.	City of Sydney	615	566	5	2	192	165
	Suburbs of Sydney ...	6,342	5,317	102	67	2,634	2,303
	Remainder of State...	5,439	4,970	127	107	2,416	2,149
	Sub-Total	12,396	10,853	234	176	5,242	4,617
April-June ...	City of Sydney	687	757	7	5	227	227
	Suburbs of Sydney ...	7,135	6,585	126	115	3,236	2,731
	Remainder of State...	5,545	5,433	129	120	2,614	2,324
	Sub-Total	13,367	12,775	262	240	6,077	5,282
	Grand Total	52,151	47,856	939	833	22,330	19,854

Comment.—The accidents in the December quarter were the highest for the year, whilst the June quarter recorded the highest number of casualties.

50·1 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	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Under 5	13	10	7	11	412	363	329	230
5 and under 7	13	8	4	5	321	283	168	162
7 " 17	54	36	23	11	1,763	1,580	995	845
17 " 21	101	85	13	9	2,849	2,586	874	734
21 " 30	130	129	13	19	3,757	3,417	975	840
30 " 40	110	93	21	18	2,481	2,111	866	799
40 " 50	84	83	28	16	1,722	1,500	796	765
50 " 60	75	68	28	21	1,154	988	672	578
60 and over ...	153	138	69	70	1,066	934	784	704
Not stated .....	...	1	...	2	208	246	138	189
Totals	733	651	206	182	15,733	14,008	6,597	5,846

Comment.—The 60 years and over age group incurred the greatest number of road deaths. 78·1 per cent. of the persons killed and 70·5 per cent. of the persons injured were males. The highest number of persons injured was in the 21-29 age group.

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Drivers of motor vehicles	222	212	22	16	6,029	4,999	716	601
Motor cyclists	48	67	1	1	1,609	1,778	64	53
Pedal cyclists	41	34	5	...	1,027	1,059	103	124
Passengers (all types)	175	141	84	87	4,459	3,920	4,369	3,803
Pedestrians ...	245	196	91	75	2,570	2,220	1,339	1,257
Other classes ...	2	1	3	3	39	32	6	8
Totals	733	651	206	182	15,733	14,008	6,597	5,846

Comment.—During the year deaths of drivers of motor vehicles increased by 4·7 per cent.

TYPES OF ACCIDENTS

Types of Accidents	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Collisions between vehicles	34,497	31,354	315	275	11,371	9,946
Vehicles overturning or leaving roadway	9,095	7,724	199	233	5,359	4,522
Vehicles colliding with fixed objects...	3,532	4,066	74	42	1,382	1,545
Vehicles colliding with animal(s).....	838	888	4	4	152	163
Collisions between vehicles and pedestrians	3,968	3,488	336	263	3,861	3,389
* Passenger accidents	214	301	11	12	200	268
Other accidents	7	35	...	4	5	21
Total	52,151	47,856	939	833	22,330	19,854

* 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 66·1 per cent. of all accidents and 50·2 per cent. of the total casualties.

Casualties resulting from vehicles overturning or leaving the roadway increased by 16·9 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	%
A. Human failure on part of—						
Drivers of motor vehicles	36,385	69·77	531	56·55	13,281	59·48
Riders of motor cycles	969	1·86	33	3·52	840	3·77
Pedal cyclists	574	1·10	21	2·24	566	2·54
Riders of horses and drivers of horse-drawn vehicles	6	·01	...	...	1	·01
Trams	48	·10	...	...	19	·08
Pedestrians	2,461	4·72	197	20·98	2,336	10·47
Passengers	214	·42	11	1·18	200	·89
Parties not involved	1,867	3·58	16	1·70	802	3·59
Railway employees	13	·02	2	·21	6	·02
Riders of billycars, tricycles, etc.	14	·02	1	·10	15	·06
Total human failure	42,551	81·60	812	86·48	18,066	80·91
B. Defective equipment of—						
Motor vehicles	3,623	6·95	54	5·76	1,639	7·33
Motor cycles	85	·16	2	·21	79	·35
Pedal cycles	82	·15	7	·74	77	·35
Animal-drawn vehicles .....	...	...	...	...	...	...
Trams	3	·01	...	...	...	...
Total defective equipment	3,793	7·27	63	6·71	1,795	8·03
C. Miscellaneous factors—						
Animals (including animals which vehicles swerve to avoid)	955	1·84	4	·42	213	·96
Road conditions	4,526	8·67	55	5·86	2,078	9·30
Weather	323	·61	5	·53	177	·79
Other	3	·01	...	...	1	·01
Total miscellaneous factors	5,807	11·13	64	6·81	2,469	11·06
GRAND TOTAL	52,151	100	939	100	22,330	100

Comment.—Human failure was responsible for 81·6 per cent. of the accidents, 86·5 per cent. of the fatalities and 81 per cent. of persons injured. Drivers of motor vehicles were responsible for 69·7 per cent. of the accidents and 59 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	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Excessive speed	1,740	1,835	134	115	1,191	1,174
Not keeping to the left	3,092	2,468	74	57	1,410	1,061
Not giving right of way to other vehicle at intersection	9,948	8,799	49	42	3,313	2,779
Failing to make right-hand turn at intersection with due care	2,886	2,329	17	13	935	820
Intoxicated	1,975	1,820	37	33	760	717
Inexperience	660	657	14	3	341	321
Inattentive driving	7,781	6,658	103	102	2,728	2,090
Reversing without due care	790	812	1	3	109	87
Overtaking improperly	1,262	1,260	22	18	409	358
Following other vehicle too closely ...	1,954	1,562	2	1	297	193
Infirmity of driver	124	109	3	9	96	80
Driver asleep or drowsy	413	373	26	30	316	243
Dazzled by lights of an approaching vehicle	470	383	12	10	262	214
No hand signal or incorrect signal ...	148	210	...	...	43	43
Pulling out from kerb suddenly or without warning	1,022	1,082	...	...	141	142
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	1,036	916	20	13	629	454
Crossing railway level crossing without due care	52	46	5	6	25	15
Hit-run drivers (not elsewhere classifiable)	329	345	6	4	109	111
Other causes	703	995	6	15	167	295
Total	36,385	32,659	531	474	13,281	11,197
Variation	+11·4%		+12%		+18·6%	

Comment.—The principal causes of accidents attributed to drivers were:—(a) Not yield right of way at intersection; (b) Inattentive driving; (c) Not keep left. Excessive speed accounted for most fatalities.

Appendix 18—continued

*Average Motor Vehicles Registered

	1959-60	1958-59
Number	1,015,617	937,791
Variation	+8.29%	

* This figure includes all motor vehicle registrations with the exception of motor cycles.

2. Accidents attributed to Riders of Motor Cycles

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Excessive speed	49	95	7	12	43	85
Not keeping to the left	89	72	5	13	93	59
Not giving right of way to other vehicle at intersection	243	264	6	5	163	158
Failing to make right-hand turn at intersection with due care	38	35	3	1	28	31
Intoxicated	15	13	1	1	17	9
Inexperience	101	104	4	4	92	104
Inattentive riding	249	224	6	12	239	200
Overtaking improperly	70	89	1	6	68	72
Following other vehicle too closely ...	50	45	...	1	37	35
Infirmity of rider	2	4	...	...	2	4
Driver asleep or drowsy	5	4	...	...	5	4
Dazzled by lights of an approaching vehicle	7	14	...	...	7	17
No hand signal or faulty signal	7	4	...	...	5	5
Pulling or swinging out from kerb suddenly or without warning	3	3	...	...	3	2
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	30	39	...	1	28	38
Crossing railway level crossing without due care	1	4	...	1	...	3
Hit-run drivers (not elsewhere classifiable) .....	...	4	...	...	...	3
Other causes	10	23	...	2	10	23
Total	969	1,040	33	59	840	852
Variation	-6.8%		-44.1%		-1.4%	

Average Motor Cycles Registered

	1959-60	1958-59
Number	31,273	33,863
Variation	-7.6%	

Comment.—Accidents and casualties attributed to Riders decreased during 1959-60 with a corresponding decrease in registrations of motor cycles.

Excessive speed, not giving right of way at intersection and inattentive riding were responsible for 57.6 per cent. of the total deaths attributed to motor cyclists.

Inattentive riding was the greatest single cause of accidents.

Appendix 18—continued

3. Accidents attributed to Pedal Cyclists

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Excessive speed having regard to conditions	6	14	...	...	6	14
Not keeping to the left	51	58	4	2	47	55
Not giving right of way to other vehicle at intersection	82	82	2	...	83	86
Failing to make right-hand turn at intersection with due care	54	62	6	2	50	60
Intoxicated	8	5	2	...	6	5
Inexperience	25	28	...	1	25	28
Inattentive riding	195	179	1	1	199	183
Overtaking improperly	27	21	...	...	28	19
Following other vehicle too closely ...	11	11	...	1	9	9
Infirmity of rider	7	7	...	1	7	6
Dazzled by lights of an approaching vehicle	4	...	1	...	4	...
Failing to signal intention of turning or stopping, or giving incorrect signal.....	16	19	1	...	15	20
Pulling or swinging out from kerb suddenly or without warning	27	25	1	1	27	25
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	10	6	1	...	9	6
Hit-run riders (not elsewhere classifiable) .....	...	...	...	...	...	...
Other causes	51	86	2	4	51	82
Total	574	603	21	13	566	598
Variation	-4·8%		+61·5%		-5·4%	

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

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Intoxicated	2	1	...	1	...	...
Inattentive driving	1	2	...	...	...	2
Other causes	3	4	...	...	1	2
Total	6	7	...	1	1	4
Variation	-14·3%				-75%	

5. Accidents attributed to Pedestrians.*

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Walking across roadway without due care	694	713	65	52	658	687
Running across roadway	420	430	39	22	392	416
Passing behind or in front of moving or stationary vehicle or object.....	359	268	33	25	337	250
Stepping off kerb without due care ...	36	32	1	2	37	31
Intoxicated	302	248	23	16	280	223
Infirmity (including aged)	44	23	8	8	38	15
Sudden illness	2	7	...	...	2	7
Child (7 years of age and over) playing on roadway	18	26	1	4	19	22
Child under 7 years of age not under or breaking away from the supervision of an older person	547	455	20	14	539	449
Boarding vehicle on wrong side	2	5	...	...	2	5
Boarding vehicle in motion	15	12	3	...	12	12
Other causes	36	42	5	4	35	42
Total	2,475	2,261	198	147	2,351	2,169
Variation	+9·5%		+34·7%		+8·4%	

* Including billycars, 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.

Pedestrian fatalities increased by 34·7 per cent.

Appendix 18—continued

6. Accidents attributed to Passengers

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
Alighting from vehicle in motion ..	30	47	2	...	28	47
Falling from vehicle in motion	83	86	2	3	86	87
Riding improperly	16	20	3	4	13	16
Alighting from vehicle on wrong side ..	3	5	...	...	3	4
Intoxicated	8	38	...	2	12	23
Infirmity	3	4	...	1	2	3
Interfering with driver's control	32	31	3	1	26	26
Other causes	39	71	1	1	30	62
Total	214	302	11	12	200	268
Variation	-29.1%		-8.3%		-25.4%	

7. Accidents caused by Defective Equipment of Vehicles

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
7. Motor Vehicle Defects (Other than Motor Cycles)—						
Defective brakes	1,091	1,041	8	4	360	362
Defective steering	685	645	13	11	384	344
Tyre blowout	1,015	924	14	10	538	463
Inadequate or no headlamps	90	96	1	4	53	42
Defective or absence of rear lamp	30	48	4	1	13	34
Excessive height or weight of loading	10	19	2	...	2	3
Loose, insecure or projecting loading	119	84	1	...	27	32
Other motor vehicle defects	583	595	11	17	262	226
Total	3,623	3,452	54	47	1,639	1,506
Variation	+5%		+14.9%		+8.8%	
8. Motor Cycle Defects—						
Defective brakes	18	23	...	...	16	22
Defective steering	3	9	...	...	2	7
Tyre blowout	16	27	...	1	16	30
Inadequate or no headlamp	17	16	1	1	15	15
Defective or absence of rear lamp .....	...	1	...	...	...	1
Other motor cycle defects	31	33	1	...	30	36
Total	85	109	2	2	79	111
Variation	-22%		...		-28.8%	
9. Pedal Cycle Defects—						
Defective or absence of brakes ..	17	22	...	...	17	22
Defective steering .....	...	1	...	...	...	2
Inadequate or no headlamp	37	42	3	2	35	41
Rear lamp defective or no reflector ..	18	21	4	2	15	21
Other pedal cycle defects	10	14	...	...	10	15
Total	82	100	7	4	77	101
Variation	-18%		+75%		-23.8%	
10. Animal-drawn Vehicle Defects—						
No side or rear lamps .....	...	2	...	...	...	1
Other .....	...	1	...	...	...	1
Total .....	...	3	...	...	...	2
Variation .....	...		...		...
Total accidents caused by defective equipment	3,790	3,664	63	53	1,795	1,720
Variation	+3.4%		+18.9%		+4.4%	

Comment.—Accidents and casualties attributed to defective equipment increased in 1959-60.

Appendix 18—continued

Miscellaneous Causes

Cause	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
11. <i>Accidents attributed to Animals—</i>						
Horse, cow, etc., straying in roadway.....	676	662	4	2	82	78
Animals (in vehicle) falling, shying or bolting	10	17	...	...	7	8
Animal (ridden) falling, shying or bolting	31	34	...	2	21	21
Dog, cat, etc., crossing roadway...	67	119	...	1	38	50
Other animal causes	11	23	...	...	5	13
Total	795	855	4	5	153	170
Variation	- 7%		- 20%		- 10%	
12. <i>Accidents attributed to Road Conditions—</i>						
Road surface loosely gravelled ...	1,333	1,291	17	19	721	685
Road in bad repair	279	262	3	2	140	169
Road surface wet or slippery ...	2,129	1,920	22	22	946	764
Obstruction in road	250	197	3	...	86	107
Stationary vehicle dangerously placed	34	23	...	...	14	8
Other road faults	501	614	10	11	171	275
Total	4,526	4,307	55	54	2,078	2,008
Variation	+ 5.1%		+ 1.9%		+ 3.5%	
13. <i>Accidents attributed to Weather—</i>						
Vision obscured by rain, snow, fog, mist, dust, etc.	186	211	3	1	101	97
Glaring sun	110	109	2	2	58	50
Attributed to cyclone, hurricane, wind or rain, etc.	25	52	...	...	17	16
Other weather causes	2	1	...	...	1	...
Total	323	353	5	3	177	163
Variation	- 8.5%		+ 66.7%		+ 8.6%	
14. <i>Accidents attributed to parties not involved—</i>						
Swerving to avoid vehicle	1,542	1,253	14	10	682	542
Swerving to avoid pedestrian ...	84	109	1	...	45	30
Swerving to avoid animal or straying stock	328	279	1	2	112	81
Stopping suddenly to avoid collision	62	65	...	...	18	13
Other accidents attributed to parties not involved	11	8	...	...	5	4
Total	2,027	1,714	16	12	862	670
Variation	+ 18.3%		+ 33.3%		+ 28.7%	
15. <i>Other Causes—</i>						
(a) <i>Trams Responsible—</i>						
Brakes failing on tram	1	8	...	...	...	4
Other tram defects	2	...	...	...	...	...
Tram started before passenger properly boarded, alighted or seated	6	5	...	...	6	6
Error of judgment by tram driver	6	8	...	...	2	2
Inattentive driving	32	47	...	...	7	9
Other causes	4	8	...	...	4	5
Total	51	76	...	...	19	26
Variation	- 32.9%		...		- 26.9%	
(b) <i>Railways Responsible—Level Crossing—</i>						
Gatekeeper omitting to close gate, etc.	5	7	1	...	1	7
Other causes	8	5	1	...	5	...
Total	13	12	2	...	6	7
Variation	+ 8.3%		...		- 14.3%	
(c) <i>Other causes</i>	3	3	...	...	1	2
Grand Total All Causes	52,151	47,856	939	833	22,330	19,854
Variation	+ 9%		+ 12.7%		+ 12.5%	

Comment.—The majority of accidents attributed to animals were caused by straying stock. Accidents and casualties attributed to road conditions increased slightly. Accidents caused by weather conditions decreased slightly on previous figures. Accidents and casualties attributed to parties not involved increased in 1959-60, the greatest single cause being attempts to avoid collisions with vehicles. Trams and/or their drivers caused less accidents than last year.

Appendix 18—continued

Features of Roadways on which Accidents Occurred

Location	Accidents		Persons Killed		Persons Injured	
	1959-60	1958-59	1959-60	1958-59	1959-60	1958-59
<i>At Intersection—</i>						
Controlled by police	170	136	1	...	40	39
Controlled by traffic lights	1,157	1,072	8	5	397	284
Uncontrolled	20,640	18,860	225	174	7,770	6,938
Sub-Total	21,967	20,068	234	179	8,207	7,261
<i>Other than at Intersection—</i>						
Straight road	20,101	18,738	453	405	8,719	7,969
Bend or curve—						
View open	6,609	6,065	185	165	3,630	3,207
View obscured	1,578	1,288	23	33	829	636
Bridge, culvert or causeway	628	663	17	18	223	266
Steep hill	504	352	7	8	236	142
Crest of hill	185	205	3	8	105	104
Railway level crossing—						
Guarded by gates	69	73	1	2	17	20
Guarded by lights	11	7	1	1	3	2
Unguarded	86	73	6	3	42	34
Other locations	401	312	9	10	316	210
Location not stated	12	12	...	1	3	3
Total	52,151	47,856	939	833	22,330	19,854

Comment.—42 per cent. of all accidents took place at intersections, this being the main feature of roadways at which accidents occurred.

Accidents and casualties increased sharply at intersections.

Appendix 19

LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1960

Blue and Walker Streets, *North Sydney*.
Castlereagh Street, *Sydney*, adjacent to Fire Brigade Headquarters.
Parramatta Road and Crystal Street, *Petersham*.
Pittwater Road, south of Winbourne Road, *Brookvale*.
Norton and Marion Streets, *Leichhardt*.
Pacific Highway and Arthur Street, *North Sydney*.
Swanson Street, *Erskineville*, adjacent to Erskineville Railway Station.
Swanson Street, *Erskineville*, in the vicinity of the Public and Convent Schools
Spit Road, *Mosman*, between Warringah Road and Stanton Lane.
Parramatta Road and Dalhousie Street, *Haberfield*.
Canterbury Road, *Campsie*, outside Canterbury District Hospital.
Hume Highway, *Croydon*, outside Western Suburbs Hospital.
Elizabeth and McEvoy Streets, *Waterloo*.
Homer Street, north-east of Joy Avenue, *Earlwood*.
Great Western Highway and Pitt Street, *Parramatta*.
Harris and Hassall Streets, *Parramatta*.

Appendix 20

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1960**

Metropolitan Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1960	847	2,578	252	3,677
Inspections made	5,707	11,859	457	18,023
Repair Notices issued	1,050	1,054	39	2,143
*"Not To Use" Notices issued	56	108	3	167

Newcastle Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1960	106	97	16	219
Inspections made	1,211	678	56	1,945
Repair Notices issued	213	93	3	309
*"Not To Use" Notices issued	8	20	...	28

Wollongong Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1960	151	100	7	258
Inspections made	663	591	28	1,282
Repair Notices issued	63	60	3	126
*"Not To Use" Notices issued	13	17	...	30

Country Districts

	Motor Omnibuses †	Taxi-cabs	Hire Cars	Totals
Inspections made	3,176	2,316	391	5,883
Repair Notices issued	535	328	49	912
*"Not To Use" Notices issued	50	22	3	75

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

† Includes motor omnibuses, service vehicles and tourist vehicles.

Q U E E N S L A N D

S O U T H A U S T R A L I A




P A C I F I C O C E A N

V I C T O R I A

MAP OF
NEW SOUTH WALES

Showing
Motor Registration Offices,
Railways & principal Roads.

SCALE OF MILES

EXPLANATORY NOTES
Departmental Motor Registries thus 
Police Motor Registries 
Railways 
Highways

