

1959
(SECOND SESSION)

PARLIAMENT OF NEW SOUTH WALES

REPORT

OF THE

COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1959

BY COMMAND

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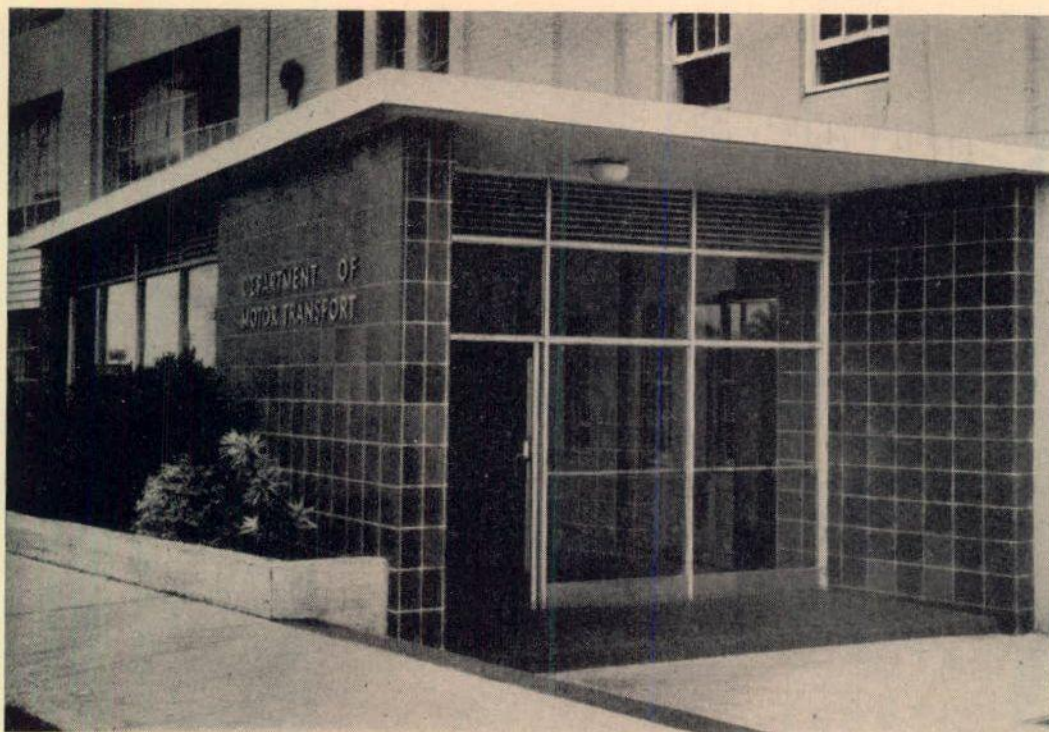
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Main Entrance of Head Office, Department of Motor Transport

REPORT

OF THE

COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED 30th JUNE, 1959

Office of the Commissioner for Motor Transport,
Sydney, 28th October, 1959.

To the Honourable the Minister for Transport.

Sir,

In accordance with the provisions of section 207 of the Transport Act, 1930, as amended, and section 50 of the State Transport (Co-ordination) Act, 1931, as amended, I have the honour to submit a report covering the activities of the Department of Motor Transport for the year ended 30th June, 1959.

INTRODUCTION

The Department of Motor Transport is responsible for the administration of a number of Acts of Parliament which apply to motor vehicles in all parts of the State. These Acts include the Motor Traffic Act, 1909-1957, so far as it relates to the registration of motor vehicles and the licensing of drivers; the Motor Vehicles (Taxation) Act, 1951 and the Motor Vehicles Taxation Management Act, 1949-1956, which impose tax on motor vehicles; the State Transport (Co-ordination) Act, 1931-1956, which provides for the licensing of commercial motor vehicles; the Second-hand Motor Dealers Act, 1956, which provides for the licensing of dealers in used motor vehicles, parts and accessories; the Road Maintenance (Contribution) Act, 1958, which imposes a charge on the owners of certain motor vehicles as a contribution to the maintenance of public streets; and the Motor Vehicles (Third Party Insurance) Act, 1942-1951.

This Department is also responsible for the registration under the Transport Act, 1930-1958, of public vehicles in the Metropolitan (including Wollongong) and Newcastle Transport Districts and the licensing of drivers and conductors thereof.

Under provisions of the State Transport (Co-ordination) Act, 1931-1956, this Department is responsible for the licensing of aircraft used for commercial purposes within the State and also of public passenger ferries operating in Port Jackson.

It is a further responsibility of this Department to provide certain signals, signs and other traffic facilities and to conduct activities designed to promote safety on the roads.

For these purposes, the staff employed in the Department as at 30th June, 1959 numbered 1,583—an increase of 95 in the year. Details are shown in Appendix No. 1.

SCHEME OF REPORT

The information in this report has been collated in similar style to my reports for the financial year ended 30th June, 1958, and several previous years, viz:—

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

SECTION TWO—Regulation of Public Motor Vehicles.

SECTION THREE—Road Safety.

SECTION FOUR—General.

SECTION FIVE—Appendices relating to Sections One to Four.

STATISTICAL HIGHLIGHTS

In New South Wales, on average whole figures, one person in every three is the holder of a motor vehicle driver's licence and there is one registered motor vehicle for every four persons.

The following salient features of the statistics for the year ended 30th June, 1959 (details of which appear elsewhere in this report) are as follows:—

	Totals
Drivers licensed	1,227,564
Motor Vehicles Registered	1,005,123
Net revenue collections	£21,461,685
Road Accidents	47,856
Persons killed in road accidents	833
Persons injured in road accidents	19,854
District Motor Registries	244
Authorised Inspection Stations	2,998
Traffic Control Light Signals	210
Other traffic facilities (provided and maintained by this Department)	51,590

REVENUE COLLECTIONS

Revenue collections by the Department are summarised in Appendix No. 2, and are dealt with in greater detail, in conjunction with expenditure, in Appendices Nos. 3, 4, 6 and 7.

ONE MILLION MOTOR REGISTRATIONS

In May, 1959 the number of motor vehicle registrations exceeded one million for the first time. Registration of motor vehicles in New South Wales commenced in 1910 and at the end of that year there were 4,374 registrations in force.

Today there are over 228 times as many motor vehicle registrations as were in force less than 49 years ago.

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 does not receive tax paid in respect of public motor vehicles registered as motor omnibuses, taxi-cabs, private hire cars and motor vans in 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. The number of vehicles so registered at 30th June, 1959 was 2,526 and the amount which would have been paid in the year ended 30th June, 1959 had they been subject to motor vehicles tax was £229,837.

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, 1958, are paid to the Treasury and form part of the funds provided for the Department of Main Roads.

For the year ended 30th June, 1959, the revenue totalled £8,616,637. Refunds amounted to £139,674 and the abovementioned administrative expenses were £232,003, so that the net revenue was £8,244,959. This amount was £4,473 less than the net revenue for 1957-1958—a decrease of 0.5 per cent. In this respect the administrative expenses for road charges for the period under review in this Report (£232,003) represented expenditure for a full period of twelve months whereas the corresponding expenditure of £28,596 mentioned in my report for last year was for two months only of that year because the Road Maintenance (Contribution) Act, 1958 was not brought into force until 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, 1909-1957; the Transport Act, 1930-1958, and the Motor Vehicles Taxation Management Act, 1949-1956, and a number of miscellaneous fees and charges, the most substantial being the commission received from the Government Insurance Office of New South Wales in respect of premiums under the Motor Vehicles (Third Party Insurance) Act, 1942-1951, collected on behalf of that Office; fees in respect of the appointment of Authorised Inspection Stations and fees in respect of the issue of 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, 1931-1956, and the Road Maintenance (Contribution) Act, 1958); 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 £3,298,496 representing an increase of £229,010 over the previous year.

The major expenses chargeable to the Fund were an amount of £1,592,887, being 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; and a recoup to the Public Vehicles Fund of £106,707 representing the total of advances made by the latter fund in previous years. After meeting such expenses a credit balance of £190,831 was available for transfer to the credit of the Country Main Roads Fund in accordance with section 202 of the Transport Act, 1930-1957.

By agreement with the Commissioner of Police, charges for services of Police engaged in the duties referred to in the preceding paragraph were fixed at £1,648,830 for the year, of which £50,000 was debited to the State Transport (Co-ordination) Fund and an amount of £5,943 was debited against the Council of the City of Sydney as representing their proportion of Parking Meter Supervision costs.

Details of receipts and payments from the Road Transport and Traffic Fund for 1958-1959 and 1957-1958 are shown in Appendix No. 3.

PUBLIC VEHICLES FUND

The Public Vehicles Fund receives tax collected in respect of the registration of motor omnibuses, taxi-cabs, private hire cars and motor vans registered in the Metropolitan and Newcastle Transport Districts, and service licence fees for omnibus services operating in such districts. Since 1957-1958, a new item of receipt was an allocation from the grant to the State, under the Commonwealth Aid Roads (Special Assistance) Act, 1957. This was to offset the loss of tax resulting from the reduction of tax on diesel vehicles. It was treated as omnibus tax.

The omnibus tax and half of the service licence fees are distributed to Municipal and Shire Councils (within or outside the Transport Districts) in whose areas the omnibuses operate, and to such other authorities as the Commissioner for Motor Transport shall determine, who maintain wholly or partly from their own funds, roads (within or outside the Transport Districts) on which the omnibuses operate. 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, 1959, and 30th June, 1958, is shown in Appendix No. 4.

STATE TRANSPORT (CO-ORDINATION) FUND

The State Transport (Co-ordination) Fund receives licence and permit fees on vehicles registered to operate as public motor vehicles, and charges in respect of the carriage of goods or passengers on journeys in competition with the railways or tramways as are imposed under the provisions of the State Transport (Co-ordination) Act, 1931-1956, 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, 1959, receipts of the State Transport (Co-ordination) Fund from goods and passenger charges, licence fees, permit and miscellaneous fees, Police Court penalties, totalled £15,235,667. Goods charges accounted for £12,920,629 of this total amount. Departmental records do not enable a dissection to be made as to the exact amounts which were 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, £2,100,704, payments to Government Railways Fund as compensation for competition with railway services, £10,856,631, and to the Department of Government Transport (in respect of competition with tramway and omnibus services), £36,297, and refunds on claims by interstate hauliers totalling £502,253.

During the year ended 30th June, 1959, the State Transport (Co-ordination) Fund (after allowing for refunds) received an amount of £1,349,668. Of this, £1,155,765 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 £234,167; 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, 1974, totalled £230,374; and payments to the Department of Government Transport, £1,163. The Fund had a credit balance of £1,689,782 on 30th June, 1959.

The retention of so large a balance was decided upon so as to have such a reserve as 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, 1959, is included as Appendix No. 6.

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

The Road Maintenance (Contribution) Act, 1958, 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 intra-state operators.

This Act was based on the provisions of a Victorian Act, the "Commercial Goods Vehicle Act, 1955" which commenced on 1st April, 1956, and survived a challenge to its validity in the High Court late in 1957. Subsequently, the Privy Council refused leave to appeal against this Victorian Act.

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

The Act also provides that an owner of a liable vehicle may make alternative provisions as to the making, keeping and delivery of records and of charges so long as the amount of charge payable is not reduced nor its payment postponed for more than three months.

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 "Road 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 "Road Maintenance Account".

Money to the credit of these Road 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 the Act are to be 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 Funds.

Substantial penalties are provided for persons guilty of an offence against the Act.

As at 30th June, 1959, 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 41,106 vehicles made up of 36,280 New South Wales intrastate vehicles (approximately 88.2 per cent.), 1,973 New South Wales interstate vehicles (approximately 4.8 per cent.), and 2,853 interstate vehicles from other States (approximately 7 per cent.). All interstate vehicles represent approximately 11.8 per cent. of the total vehicles.

The administration of the Act during the first complete twelve months of its operation was fraught with a number of difficulties due to organised opposition from many carriers, flouting of the Act by many interstate operators, High Court appeals against convictions under the Act by two interstate operators, claims by some interstate operators that charges under the Act should not be paid until they were granted refunds of charges under the State Transport (Co-ordination) Act, 1931 and political uncertainty as to the continuance or repeal of the Act.

Monthly receipts under the Act from 1st July, 1958 to 30th June, 1959 are set out in Appendix No. 8. Receipts for the period totalled £2,387,797 of which £363,229 (15.2 per cent.) derived from interstate vehicles and £2,024,568 (84.8 per cent.) from intrastate vehicles. Estimated receipts for the year, subject to conditions being favourable, were £3,000,000 made up of £800,000 Interstate (26.6 per cent.) and £2,200,000 Intrastate (73.4 per cent.). In view of the unfavourable conditions mentioned earlier, receipts were not unsatisfactory in respect of intrastate vehicles, but were below expectations—as distinct from the estimate—in regard to interstate vehicles.

From Appendix No. 8, however, it is clear that the clearing of the political position and the rejection of the interstate appeals in March, 1959, resulted in a pronounced upswing in receipts.

Road Maintenance charges 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 July, 1958, were payable by the 14th August, 1958. The time lag in the payment of charges by many operators was unreasonably long and approximately one third of the charges received were more than 14 days after the due date—

in many instances the payments were several months late. This delay doubtless was induced mainly by the unfavourable circumstances mentioned above and improvement in punctuality of payment is expected.

The total amount of road maintenance charges incurred during the year and remaining unpaid as at 30th June, 1959, could be as much as £600,000. Payments amounting to many thousands of pounds had been withheld by many interstate operators who were expecting substantial refunds from the Department of charges paid under the State Transport (Co-ordination) Act, 1931. Because of the special circumstances in these cases, the Department did not press for payment of charges due under the Road Maintenance (Contribution) Act, 1958. Legal proceedings and other action progressively brought to light many operators who had defaulted in furnishing records of journeys by liable vehicles and paying the charges due. At the end of the financial year, payments were still being received in respect of the first month of operation of the Act, viz., 1958, and it is expected that the payment of back charges incurred during the first twelve months of the operation of the Act will remain a feature of the accounts for some time to come.

It has been necessary for the Department despite the clarifying of the political and constitutional position of the Act in March, 1959, to launch numerous prosecutions of owners of subject vehicles for breaches of the Act. Appendix No. 9 shows the prosecution statistics for the year.

Prosecution action was taken in 7,777 cases. Approximately 25.9 per cent. and 74.1 per cent. of the prosecutions related to interstate and intrastate vehicles, respectively, and as interstate vehicles represented approximately 11.8 per cent. of the total liable vehicles the disproportionate number of the prosecutions relating to interstate operators is an indication of their widespread, as a class, failure to comply with the Act. Allowing for time lag in reaching decisions on prosecutions in Courts, convictions were obtained in about half the cases initiated, whilst withdrawals of prosecutions both before and after issue of Summons were numerous. The latter fact is indicative of the Department's attitude when satisfied that some operators' offences were due to ignorance or misunderstanding and that assurances that offences would not be repeated could be accepted.

Appendix No. 7 shows that the cost of administration of the Act for the year ended 30th June, 1959, totalled £232,003, representing about 9.7 per cent. of collections. This compares with results in other States and countries where a general average ratio of about 10 per cent. of collections for costs of collection has developed. Actually the figures are inflated by a large non-recurring amount of £17,200 which is the part of the cost of building the vehicle checking station at Marulan charged against this Act.

To assist in the enforcement of the Act the number plates for all vehicles subject to its provisions (with the exception of motor vans registered under the Transport Act, interstate trade vehicles and trailers) are of distinguishing series, viz. FXA-000 to FZZ-999 inclusive.

The general issue of these number plates in exchange for the plates already on the vehicles concerned was effected during the year. Special measures ensured that the exchanges were effected with a minimum of inconvenience to the owners.

CONCESSIONS GRANTED IN RESPECT OF VEHICLES SUBJECT TO THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

The undermentioned concessions are granted to the 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) To offset the effects of the Road Maintenance (Contribution) Act, 1958, the amount of motor vehicles tax payable on primary producers' motor lorries subject to the Act is reduced to 50 per cent. of the normal rates of lorry tax. Previously the tax on such lorries had been 90 per cent. of the normal lorry tax.

DISTRICT MOTOR REGISTRIES

There are 244 District Motor Registries established 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 Kandos, Oaklands, Tooraweenah and Yetman during the year, and new premises were provided for four 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 44 such Motor Registries and the revenue collected at them during the year ended 30th June, 1959, totalled £6,135,057. 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. 14.

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. 22.

MOTOR REGISTRATION STATISTICS

At 30th June, 1959 there were 1,005,123 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1958 an increase in registrations of 63,430 or 6.7 per cent., has been recorded.

Details of registrations current at 30th June, 1959 and 1958 are as follows:—

Classification	30th June, 1959	30th June, 1958
Cars	585,091	549,900
Lorries	284,871	264,810
Tractors	17,622	16,318
Trailers	70,716	62,359
Cycles—		
Solo	26,680	28,137
Sidecar	5,895	6,444
Omnibuses—		
Sydney	2,117	2,042
Newcastle	292	292
Wollongong	142	132
Country Districts	1,446	1,383
Vans—		
Sydney	1,614	1,488
Newcastle	130	115
Wollongong	1	1
Taxi-cabs—		
Sydney	2,564	2,551
Newcastle	95	95
Wollongong	100	99
Country Districts	1,199	1,192
Private Hire Cars—		
Sydney	262	265
Newcastle	17	15
Wollongong	7	8
Country Districts	357	363
Tourist Vehicles—		
Sydney	44	40
Newcastle	3	3
Wollongong	1	5
Country Districts	34	33
Traders' Registrations—		
Cars	3,715	3,492
Cycles	108	111
Total	1,005,123	941,693

Details of the classes of registrations in New South Wales at intervals since 1911 are given in Appendix No. 10.

The growth of motor transport in this State since 1930 is illustrated graphically in Appendix No. 11.

BRAND NEW VEHICLES REGISTERED

In the twelve months ended 30th June, 1959, 107,497 new vehicles were registered in New South Wales, compared with 98,582 in the previous year. Details of the new vehicles registered are as follows:—

Classification	Year ended—	
	30th June, 1959	30th June, 1958
Passenger Vehicles—		
Cars	57,712	56,752
*Taxi-cabs (Sydney and Newcastle and Wollongong)	656	559
*Omnibuses (Sydney and Newcastle and Wollongong)	157	112
Total	58,525	57,423
Goods Vehicles—		
Lorries and Tractors	35,165	28,036
*Vans (Sydney and Newcastle and Wollongong)	129	111
Trailers	10,988	9,900
Total	46,282	38,047
Motor Cycles	2,690	3,112
Grand Total	107,497	98,582

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

At 30th June, 1959 approximately 85 per cent. of the motor vehicles registered in New South Wales were not more than ten years old.

The trend in registration of brand new vehicles during the past ten years is shown in Appendix No. 12.

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 it must be insured against liability in respect of bodily injury to any third party arising out of the negligent use of the vehicle. The insurance must be effected with an insurance company approved by the Minister for Transport or with the Government Insurance Office of New South Wales.

The maximum insurance rates are prescribed by Regulation under the Act. The rates which came into force on the 1st October, 1954, remained unaltered during the year ended 30th June, 1959.

At the 30th June, 1959, there were 85 insurance companies authorised to transact third party insurance business in terms of the Act. During the year two new companies were approved as authorised insurers; no authorised insurers ceased to transact third party insurance.

The Government Insurance Office of New South Wales handles approximately 86 per cent. of the business under the Motor Vehicles (Third Party Insurance) Act and this Department collects premiums in respect of such business on behalf of that Office. In the year ended 30th June, 1959, such collections totalled £5,701,845 after the deduction of £86,190 commission payable to this Department.

It was necessary to increase as from 1st November, 1958, the premium rates for third party (property damage) insurance which is required to be effected in respect of certain omnibuses and tourist vehicles.

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 types of vehicles (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.

The minimum age for an applicant for a Class A licence or a motor cycle rider's licence is 17 years.

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 class can be obtained.

At the 30th June, 1959, 1,227,554 drivers' and riders' licences were in issue, an increase of 78,092, or 6.8 per cent. since 30th June, 1958. Details of the respective numbers of licences of the various types are as follows:—

Class	30th June, 1959	30th June, 1958
A	926,721	851,290
B	3,596	3,325
C	179,411	180,679
D	17,984	17,462
E	29,124	26,462
*Taxi-cab drivers	9,385	8,978
Motor cycle riders	61,343	61,276
Total	1,227,564	1,149,472

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

MECHANISATION OF RECORDS OF DRIVING LICENCES AND VEHICLE REGISTRATIONS

Previous reports have described the progressive introduction since March 1957 of machinery, employing punched cards, for recording particulars of vehicle registrations and driving licences, and for printing renewal notices.

The conversion programme entered its final phase during the year and is expected to be completed by April, 1960. By that time manually kept records will have been replaced by over 3,750,000 punched cards from which, by automatic processes, the cards required for the other main record systems are prepared. The records will comprise, in all, almost six million cards.

Advances made in machine design since the Department's conversion programme began have been availed of, and it now has equipment capable of sorting 60,000 cards per hour and of printing 1,500 licence renewal notices per hour. Supplementary machines were introduced to separate into individual items the continuous stationery used for renewal notices, and for the insertion into envelopes of renewal notices as well as other types of mail matter.

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, 1959, 709,597 breach reports were dealt with, as compared with 662,303 for the previous year. The great majority of these were for parking or other minor offences (e.g. fail to produce licence) but 163,259 were cases 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 whilst in others 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 of persons whose traffic records suggested an attitude of disregard for the rules of the road, and currently a warning or, where offences are more numerous, a notice to show cause why his licence should not be suspended, is addressed to every person convicted of any offence regarded as a serious offence (e.g., disobeying a traffic control light.)

Statistical information concerning cases where periods of disqualification were imposed or licences were cancelled, suspended or refused appears in Appendix No. 13.

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 374,954 at the 30th June, 1959, as compared with 345,091 at 30th June, 1958. The former figure represented 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 Act in relation to the road transport of goods was continued, and licences for vehicles authorised the carriage of goods generally on journeys not in competition with the railways for more than 50 miles. Journeys for the carriage of most classes of goods in competition with the railways for more than 50 miles were authorised by permits issued upon payment of the charges, as mentioned hereunder, but permits were refused for the conveyance of certain commodities for which special arrangements had been made by the Department of Railways, e.g. cement and wool.

Since 1956 a number of exemptions and concessions previously allowed in charges under the Act have been withdrawn with the object of ensuring the fullest practicable use being made of essential rail services which, in many cases, were not fully loaded. As a result additional traffic is diverted to the rail services. Nevertheless exemption from charges was continued in respect of the carriage of a wide range of commodities, including the following:—

Fresh milk, cream, fish, eggs, poultry and honey; calves and lambs under six months of age; pigs, bees, and bee farming equipment; seedlings and ornamental plants; fertilisers, shellgrit, roofing tiles, asbestos cement pipes and sheets, gyprock, fibrous plaster sheets; zinc oxide, carbon black; show exhibits, and commercial traveller's samples.

The maximum charge payable in respect of a competitive journey is an amount calculated at the rate per mile of 3d. per ton of the aggregate of the unladen weight of the vehicle and the weight of the loading it is capable of carrying.

Reductions in the maximum rate were granted in many cases because of special features associated with the load or other particular circumstances.

Particulars of road journeys authorised by permits during the year ended 30th June, 1959, on payment of charges at mileage rates for the transport of goods for more than 50 miles in competition with the railways and the tonnages so carried (and a comparison with previous years) are as follows:—

Distance in Miles	* 1d. ton mile		* 1½d. ton mile		* 2d. ton mile		* Full Charges	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Up to 100	5,288	20,857	5,087	48,929	101	618	24,035	191,791
101-200	6,156	27,689	4,179	31,399	128	904	31,035	249,136
Over 200	3,343	16,427	596	3,830	20	129	4,295	32,457
Totals	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384
1957-1958	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369
1956-1957	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603
1955-1956	19,892	94,573	3,835	23,389	646	3,776	40,231	279,781
1954-1955	18,606	88,264	2,526	13,642	478	2,726	33,557	226,779
1953-1954	18,279	87,330	1,594	6,977	475	2,678	34,756	225,423
1952-1953	15,628	75,687	1,200	5,213	207	1,494	30,639	188,186

Note:—In addition, 5,810 permits were issued subject to charges payable on a flat rate basis. These include permits issued for varying periods to hawkers, showmen, contractors and dealers, and individual journeys for the carriage of motor car bodies.

* Denotes the rate per ton mile based on the aggregate of the weight of the vehicle unladen and the weight of loading it is capable of carrying. However, the tonnages shown above refer to the actual weight of loading 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, 1959:—

Journeys	Trips	Tons Carried
Up to 100 miles	9,388	58,836
101-200 miles	16,087	108,956
Over 200 miles	5,965	41,382
Totals	31,440	209,174

Note:—In addition 4,926 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 £1,155,765 compared with £1,142,191 for the previous year, an increase of £13,574.

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. However, 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 29,863 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) there was an increasing tendency to use road transport, 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, or carrying goods for greater distances or of greater weight than had been authorised. Intensive road patrols by authorised officers of the Department were continued, resulting in the detection of a considerable number of offenders being convicted by the Courts.

Weighbridges

The Motor Registry at Chullora includes a large weighbridge (80 tons capacity) to facilitate the weighing of laden vehicles in connection with the issue of permits for the transport of goods for distances exceeding 50 miles in competition with the railways. Similarly, to ensure that charges payable under the State Transport (Co-ordination) Act were not evaded by loading vehicles beyond the weights on which charges were paid, vehicles performing competitive journeys were required, as far as practicable, to be weighed en route, and various weighbridges at Goulburn, Lithgow, Gosford and Newcastle were used for this purpose.

The weighing for this purpose of lorries which passed through Marulan was carried out at the special lorry checking station at that point. A more detailed description of this station 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 are licensed under the State Transport (Co-ordination) Act.

The number of such vehicles at 30th June, 1959, compared with the number at 30th June, 1958, was as follows:—

Locality	Petrol		Diesel		Total	
	1959	1958	1959	1958	1959	1958
Metropolitan (excluding Wollongong)	393	438	418	384	811	822
Wollongong	36	35	106	103	142	138
Newcastle	42	39	58	60	100	99
Total	471	512	582	547	1,053	1,059

As prescribed in the Motor Vehicles Taxation Act, tax is assessed on the unladen weight of omnibuses, and during the year under review collections amounted to £46,884 12s. 4d. for Sydney Metropolitan services, £8,956 19s. 10d. for Wollongong services and £6,356 9s. 6d. for Newcastle services. The revenue in respect of these three districts, together with the sums of £86,006 12s. 3d. and £12,806 paid by the Department of Government Transport as the equivalent of motor tax on its Metropolitan and Newcastle omnibuses, respectively, was paid into the Public Vehicles Fund. Further, of the grant received by the State from the Commonwealth Aid Roads (Special Assistance) Act, 1957, amounts of £89,569 3s. 6d., £5,427 10s. 9d. and £14,003 5s. 9d., calculated on a pro rata basis, were credited respectively to the Metropolitan, Wollongong and Newcastle sections of the Public Vehicles Fund in respect of motor omnibuses operating by means of diesel fuel in those areas. This money has been treated as motor tax for distribution purposes. Together with half the annual service licence fees paid in respect of the Metropolitan, Wollongong and Newcastle services, motor omnibus tax and the money from the Commonwealth Grant were distributed (as set out in Appendix No. 5) to Councils and other authorities for use in the construction and maintenance of roads traversed by omnibus services.

Except for a relatively small number of services of a temporary or minor nature which were authorised by the issue of quarterly permits at a cost of 7s. for each omnibus used, all private omnibus services in the Metropolitan (including Wollongong) and Newcastle Transport Districts were operated under the authority of annual service licences under the Transport Act. A fee (assessed having regard to the extent of the benefit enjoyed by the operator, the nature of the route traversed and the effect on any Government Transport services) was collected upon the issue of each such service licence. The Act provides that a service licence fee shall not exceed £4 per annum for each passenger each omnibus is authorised to carry, but in 1958-1959 the rate of fee imposed did not in any case exceed £2 per passenger and was as low as 4s. per passenger in the less remunerative services; three such services were assessed at the nominal rate of £2 per service.

Annual service licence fees paid during the year aggregated £10,833 17s. 6d. in the Sydney Metropolitan Area (individual fees ranging from £2 to £418); £1,215 15s. in the Wollongong area (ranging from £2 to £200); and £781 9s. 0d. (ranging from £11 5s. to £141) in the Newcastle area. In addition, the Department of Government Transport paid, as the equivalent of service licence fees, the sums of £12,954 14s. and £2,185 13s. 2d. for its Metropolitan and Newcastle services respectively. In respect of the Sydney Metropolitan and Newcastle Districts half of the amounts collected as service licence fees which remained after one half had been distributed to Municipal and Shire Councils with the omnibus tax as referred to above was paid into Consolidated Revenue in reduction of the capital indebtedness of the Department of Government Transport.

In the Sydney Metropolitan District (excluding Wollongong) the number of service licences in issue at 30th June, 1959 was 198, the same as at 30th June, 1958. During the year service licences were issued in respect of two services previously authorised by permits, but one licence was relinquished (the service was subsequently recommenced by another person under authority of a permit) and one service was amalgamated with another service. Eleven transfers of service licences were approved and the number of holders of service licences decreased from 129 to 127.

Under the authority of permits three new services were commenced during the year—from Matraville to Malabar Heights via South Matraville, from Seven Hills Station to service the Lalor Park Housing Commission area and from Round Corner, Kenthurst to Annangrove, the latter service being principally for the conveyance of school children. There were also 38 diversions or extensions of existing services, largely to provide facilities for school children or more convenient transport for shoppers.

In the Wollongong area the number of service licences in issue and holders of service licences remained constant at 18 and 15 respectively. During the year a new service was commenced, under the authority of a permit, from Bellambi Railway Station to Wollongong via the newly constructed

Squires Road, and the closing of Port Kembla Road to traffic as a result of the Port Kembla harbour project made it necessary for the Wollongong-Port Kembla and Wollongong-Kiama services to operate via Springhill Road.

In the Newcastle Transport District 26 service licences are in issue, the same as at 30th June, 1958. During the year the licences for two services were transferred to a new operator who also recommenced a service discontinued by a previous operator. The number of operators as at 30th June, 1959, was 17. There were some minor amendments to routes, and an industrial service was commenced to link Wangi Wangi Power House with the Government omnibus service at Boolaroo.

Fares

During the year under review only minor increases in fares were approved and, generally, fares remained at 6d. for one section plus 2d. for each additional section.

Standard of Service

All omnibuses operating in the Metropolitan (including Wollongong) and Newcastle Transport Districts were inspected frequently by Departmental technical officers and repairs and adjustments were required to be made where vehicles failed to comply with the prescribed standards.

Checks were also made to ascertain whether time-tables were adequate and were being maintained. A number of complaints were investigated and action was taken to remedy any shortcomings revealed. Because of the competitive nature of operations between Wollongong and Austinmer and Wollongong and Shellharbour (where several services operate over common routes) special attention was paid to observance of the authorised time-tables for these services, and several drivers were prosecuted for departing from time-table.

The relatively small number of complaints received from the travelling public indicate that the standard of the services is reasonably satisfactory.

Questions related to the location of stopping places, arrangements at termini and the suitability of roads for bus traffic were determined in conjunction with the Traffic Police.

Services in Competition with Government Transport Services

In the Sydney area nine services were regarded as operating in competition with Government Transport services. Charges under the State Transport (Co-ordination) Act were imposed in three services, whilst in the remaining six the picking up and setting down of passengers along the competitive portion of the routes was prohibited. In the Wollongong and Newcastle areas seven and four services respectively are 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 buses 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 bodies and the like. Where a journey was fully competitive with Government Transport services charges were imposed under the State Transport (Co-ordination) Act, 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).

Financial Position of Operators

Operators of omnibus services in the Metropolitan Transport District experienced a slight but definite decrease in revenue and an upward trend in operating costs as compared with the preceding year. The lower revenue is a natural result of a decline in patronage, which may be due to the increasing number of persons who own cars, and also to television, which is believed to have reduced the number of journeys made at night.

In the Newcastle Transport District, both revenue and patronage increased, so that in spite of increased operating expenditure, operators realised a more equitable margin of profit than in previous years.

The financial position in the Wollongong District remained stable and, unless sharp increases in operating costs occur it should not be necessary to increase fares in the next 12 months. Generally speaking, present fares are 6d. for the first section plus 2d. for each additional section.

Passengers Carried

A comparison of the grand total of passengers carried and the financial results at 30th June in the years 1959 and 1958 is set out hereunder. Fuller statistics will be found in Appendices Nos. 15, 16 and 17.

	Year ended 30th June		Increase	Decrease
	1959	1958		
Passengers carried—				
Metropolitan	77,008,494	78,181,212	....	1,172,718
Wollongong	13,836,295	14,108,815	....	272,520
Newcastle	4,612,546	4,513,426	99,120	....
Total passengers carried	95,457,335	96,803,453	....	1,346,118
Revenue—	£	£	£	£
Metropolitan	2,841,270	2,869,970	....	28,700
Wollongong	597,341	586,655	10,686	....
Newcastle	282,626	264,903	17,723	....
Total Revenue	3,721,237	3,721,528	....	291
Expenditure—				
Metropolitan	2,670,257	2,567,555	102,702	....
Wollongong	560,331	549,079	11,252	....
Newcastle	265,242	258,810	6,432	....
Total Expenditure	3,495,830	3,375,444	120,386	....
Net Profit—				
Metropolitan	171,013	302,415	....	131,402
Wollongong	37,010	37,576	....	566
Newcastle	17,384	6,093	11,291	....
Total Net Profit	225,407	346,084	....	120,677

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

Metropolitan

At 30th June, 1959 there were 2,564 taxi-cabs operating in the Metropolitan Transport District (excluding Wollongong) comprising 1,779 licensed to operate from any stand in the Metropolitan Transport District (referred to as "unrestricted" taxi-cabs), 759 restricted to specified suburban stands or zones, and 26 restricted to operate only from Central Railway Station, Sydney. The corresponding figures as at 30th June, 1958 were 2,551, 1,781, 744 and 26 respectively.

The decrease of two in the number of unrestricted taxi-cabs resulted from recall of the number plates in two cases. In one, the licensee died and left no dependent beneficiary and in the other an action in the Equity Court relating to ownership of the taxi-cab was proceeding. The increase of 15 in the number of restricted taxi-cabs was due to the conversion of 6 private hire cars to radio taxi-cabs, the issue by ballot of 9 additional licences for suburban radio taxi-cabs. In addition one licence which had been surrendered during the previous year was re-issued and one other licence was cancelled because the owner was not complying with the conditions of the licence.

On 30th June, 1959 there were 262 private hire cars compared with 265 on 30th June, 1958. As mentioned earlier, six private hire cars were converted to radio taxi-cabs, four licences were cancelled following irregular operation of the vehicles and ten licences were surrendered. During the year 11 new licences were issued to existing operators to enable them to meet increased demands on their services and 6 licences, issued by ballot, were issued for Stanwell Park, Menai, North Narrabeen, Avalon, Palm Beach and Carramar.

Wollongong

In the Wollongong area there were 100 taxi-cabs and 7 private hire cars licensed at 30th June, 1959, compared with 99 taxi-cabs and 8 private hire cars at 30th June, 1958, the difference being due to the conversion of one private hire car to a taxi-cab.

Newcastle

At 30th June, 1959, there were 95 taxi-cabs and 17 private hire cars licensed in the Newcastle Transport District compared with 95 taxi-cabs and 15 private hire cars as at 30th June, 1958. During the year the Teralba taxi-cab licence was surrendered but was later re-issued by ballot, a private

hire car at Glendale was converted to a taxi-cab, a new private hire car licence was issued to an existing operator at West Wallsend to enable him to meet increased demand on his services and two private hire car licences were issued by ballot for Windale and Kotara. The licence for a taxi-cab at Kahibah was cancelled because of failure to provide a satisfactory service.

Two-way Radio

On 30th June, 1959, 1,483 taxi-cabs in the Metropolitan Transport District were fitted with two-way radio, compared with 1,359 at 30th June, 1958. These taxi-cabs share the services of radio transmitting facilities as follows:—

Organisation	Taxi-cabs fitted with two-way radio	
	30th June, 1959	30th June, 1958
A.B.C. Radio Taxi Service (Lower North Shore).....	45	41
Cumberland Cabs Co-op. Ltd. (Outer Western Suburbs)	112	110
De Luxe & Red Cabs Co-op. Ltd. (Metropolitan Area).....	285	271
Ex-Servicemen's Cabs Co-op. Ltd. (Metropolitan Area).....	229	192
Green Cabs Service Pty. Ltd. (Metropolitan Area)	47	46
Legion Cabs Co-op. Ltd. (Metropolitan Area)	269	240
Manly Cabs (Trading) Co-op. Ltd.....	73	62
Northern Districts Radio Taxi Co-op. Ltd.	47	46
Penrith Radio Cabs Co-op. Ltd.	9	9
Reliable Radio Cabs Co-op. Ltd. (Inner Western Suburbs)	109	101
Royal Cab Service (Metropolitan Area).....	10	10
St. George Radio Cabs Co-op. Ltd.	98	95
Southern Districts Radio Cabs Co-op. Ltd. (Liverpool Area)	45	44
Sydney Radio Taxi Co-op. Ltd.	72	64
Sundry independent operators.....	33	28
	1,483	1,359

In addition 115 private hire cars were equipped with two-way radio, there being no change in this figure since 30th June, 1957.

95 of the 100 taxi-cabs and 3 of the 7 private hire cars in the Wollongong Area were providing service by means of two-way radio.

77 of the 95 taxi-cabs at Newcastle were equipped with two-way radio as at 30th June, 1959.

Standard of Service

Taxi-cabs and private hire cars in each of the districts were regularly inspected by qualified Departmental technical officers to ensure that the stipulated standards were complied with.

The services provided were generally of a satisfactory standard and adequate for normal requirements. Regular surveys were made with a view to effecting any expansion or improvement of services necessary in the public interest.

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

In conjunction with the Parking Advisory Committee the Taxi-cab Stands Committee—which comprises representatives of the Police Department, City Council, the Metropolitan Taxi Council (which represents the majority of taxi-cab operators), the Transport Workers' Union (which represents taxi-cab drivers) and this Department—made a number of changes in connection with taxi-cab stands in the City of Sydney.

Proposals to modify the Prohibited Area Regulations which prohibit cruising by taxi-cabs in the inner City area and govern the working of many City taxi-cab stands, were under consideration by the Committee as the year concluded.

Taxi-cab Lost Property

During the year the Department's lost property office received 1,397 articles which had been left in taxi-cabs by hirers. Only 638 lost articles were claimed by the owners, who paid £51 17s. 9d. as cloak room charges and £153 14s. 3d. as compensation collected by the Department on behalf of the drivers of the taxi-cabs concerned.

Cloak room charges defray to some extent Departmental costs in connection with lost property and amount to 9d. per week. Lost property not claimed by the owner may be claimed by the finder after three months and articles not claimed by owner or finder are sold at periodical auctions of lost

property conducted by the Railways Department. £71 16s. 5d. was received as the result of such sales—and, with cash to the value of £6 5s. 5d. removed from unclaimed articles, was paid into Departmental funds.

The amount of compensation payable by the owner of lost property to the driver who returned it is 3s. and is intended to compensate the driver for the time and cost incurred in delivery of the lost property to official premises.

In some cases owners voluntarily paid amounts in excess of 3s.

Action against Public Vehicle Operators and Drivers

The Department investigated all complaints received against taxi-cab drivers and operators. In addition Inspectors regularly patrolled the City and Suburbs to enforce the requirements of the Public Vehicles Regulations. Appropriate action was taken in connection with breaches detected. Particulars relating to Court proceedings for such breaches appear in Appendix No. 18.

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. On 30th June, 1959, there were 1,615 and 130 motor vans in the Metropolitan and Newcastle Transport Districts, respectively, as compared with 1,488 and 115 on 30th June, 1958.

PASSENGER SERVICES IN COUNTRY DISTRICTS

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; and during the year agreement was reached with the local Councils 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 1959 and 1958—

	1959	1958
Services	1,972	1,916
Omnibuses	1,446	1,383
Vehicles of other types	879	845

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

Charges under the State Transport (Co-ordination) Act, were imposed in the case of those passenger services which were operated in competition with the Railways.

As in the previous year it was found necessary to review the fares in only a small number of services.

The operation of omnibuses on journeys off their normal routes for the transport of sporting bodies, dance and picnic parties and the like were 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, and Sunday School picnics.

Taxi-cabs and Private Hire Cars

On 30th June, 1959, there were 1,199 taxi-cabs and 357 private hire cars operating in country districts, compared with 1,192 taxi-cabs and 363 private hire cars a year previously. During the year 3 additional taxi-cab licences and 15 additional private hire car licences were issued, 4 private hire cars were converted to taxi-cabs and the licences for 17 private hire cars 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-cab or private hire car services considered by this Department and the local Councils to be necessary are allotted by ballot after applications have been publicly invited by the Council concerned.

Two-way Radio

With the co-operation of the Postmaster-General's Department and local Councils the Department continued to encourage the installation, where practicable, of two-way radio in country taxi-cabs.

It is the practice of Departmental Officers, when investigating the adequacy of taxi-cab and hire car facilities in country towns, to point out to existing operators that use of two-way radio results in operating economies, and that the increased availability of existing vehicles may obviate the necessity for the licensing of additional vehicles. In some towns the owner of a single taxi-cab has borne the considerable expense of installing the two-way radio apparatus in his vehicle and at a base station, while in other towns operators have formed themselves into co-operative radio societies.

At 30th June, 1959, 365 country taxi-cabs and private hire cars were fitted with two-way radio, compared with 312 twelve months earlier, an increase of 53.

The system was introduced in nine more towns during the year under review and is now operating in the following 66 centres—

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

TOURIST VEHICLE SERVICES

On 30th June, 1959, there were 82 tourist vehicles licensed to operate for the carriage of passengers at separate fares on the tours stipulated in the respective licences. 44 of these vehicles were operated from Sydney, 3 from Newcastle, 1 from Wollongong, 20 from towns in the Blue Mountains area, and 14 from other country towns. Tours which compete with the Railways for more than 50 miles are subject to charges under the State Transport (Co-ordination) Act.

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 buses 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 persons or goods or as proprietors of goods receiving depots.

On 30th June, 1959, there were 124 such licences in issue as compared with 128 on 30th June, 1958.

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

In April, 1959, a "Respect the Road Rules" campaign was launched by the Department with the object of developing in motor vehicle drivers a better understanding of the rules of the road and a particular respect for those rules aimed at eliminating special road dangers.

Over a period of twelve months, as licences are issued or renewed, every licensee will receive a letter which stresses the more important road safety rules set out in the Motor Traffic Handbook (a copy of which is issued to every person when he first obtains a driving licence) and invites motorists without a copy of the latest edition to obtain one from any Departmental Office.

These letters are being supplemented by radio addresses and advertisements in the newspapers.

ROAD SAFETY COUNCIL

Co-operation with State and National Councils

As in previous years, this Department and the Police Department assisted 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.

Outstanding features included:—

- (a) An exhibit at the Sydney Motor Show from 22nd to the 30th August, 1958, which attracted thousands of motorists many of whom were enrolled as members of the Road Safety Council.
- (b) Courtesy Week from 14th to the 20th September, 1958, staged by the Junior Chamber of Commerce in co-operation with the Road Safety Council, as part of a national co-ordinated campaign conducted by Junior Chambers of Commerce throughout Australia to further safety on the roads. An innovation was a "Teenage Road-e-o", open to drivers under 21 years of age, which included written tests of knowledge of traffic laws and safe driving practices and also a practical test of driving ability. The "Road-e-o" attracted over 800 entrants.
- (c) A convention of the Northern and North-western branches of the Road Safety Council held at Coffs Harbour from the 4th to 6th October, 1958; and a convention of Southern and South-western branches which met at Wollongong from the 23rd to 25th October, 1958.
- (d) A road safety exhibit at the Health Week Exhibition held in the Sydney Town Hall from 21st to 25th October, 1958.
- (e) The Christmas-New Year Campaign which was officially opened by the Hon. A. G. Enticknap, Minister for Transport, on 8th December, 1958, and continued through to the New Year Holiday week-end. The Campaign appealed via newspaper, radio and television and widely distributed banners, posters, leaflets and the like for particular care on the roads during the holiday season.
- (f) The Cooma "Safety Town Project" was officially inaugurated on the 1st December, 1958. This project required considerable remedial and experimental work to be carried out at Cooma and surrounding districts in the fields of education, engineering and enforcements with a view to reducing road accidents. The work was carried out by the Road Safety Council with the assistance of this and other Departments and Authorities, and the project is continuing.
- (g) An exhibit at the Royal Agricultural Society of New South Wales' 1959 Easter Show conducted, as in previous years, in conjunction with the Police School Lecturers. The theme—"Signs of Life" laid emphasis on the more important road signs. The exhibit also included a large illuminated map of New South Wales showing the locations of City and country branches of the Road Safety Council, a revolving display unit, a display of photographic slides and two dioramas as background material all designed to emphasise road safety purport of road signs.

- (h) The Commissioner of Police continued to make available the full time services of an experienced member of the Traffic Police for service as a field officer. The object is to stimulate interest in road safety, and in particular to develop co-operation between Branches, Police and Shire and Municipal Councils in country districts. This move has proved so successful that an approach was made to the Commissioner of Police for a second member of the Force to be detailed for the work.

In the course of the year, the Department spent £37,446 on behalf of the Road Safety Council of New South Wales against which was set off grants, totalling £24,375 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 charge for Police services in the control of road traffic generally.

National Congress of the Australian Road Safety Council

The 16th Annual Congress of the Australian Road Safety Council was held in Adelaide from 19th to 28th November, 1958. The theme of the Congress was "Educational Aspects of Enforcement". The Congress was officially opened by His Excellency The Governor of South Australia, Sir Robert Allingham George, K.C.V.O., K.B.E., C.B., M.C., in the presence of a distinguished gathering from all States of the Commonwealth.

Guest speakers were Mr. G. T. Clarke, M.P., Chairman, State Traffic Committee, South Australia; Professor Norval Morris, Faculty of Law, University of Adelaide; Mr. G. F. Sorell, Police Magistrate, Tasmania; and Mr. D. Schultz, A. Inst. P., Adelaide.

The Congress was also addressed by Police and Traffic Engineering representatives from the various States concerning enforcement and engineering aspects of the road accident problem.

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 £10. 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, considerations of various proposals to amend regulations or introduce other requirements designed to reduce danger on the roads, and to pinpoint dangerous localities with a view to appropriate traffic engineering treatment or deployment of enforcement officers.

Principal Statistics for Period of Report

During the year ended 30th June, 1959, 47,856 road accidents in which 833 persons were killed and 19,854 were injured were reported by the Police. These figures, compared with the previous year, represent increases of 3,692 (8.4 per cent.) in accidents, 38 (4.8 per cent.) in fatalities and 476 (2.5 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. 19.

Points of special interest are as follows:—

- (1) The number of road accidents, persons killed and injured increased during the year ended 30th June, 1959.
- (2) The accidents in the June quarter were the highest for the year, whilst the December quarter recorded the highest number of casualties.
- (3) Saturday was the worst day for accidents and casualties.
- (4) 57 per cent. of the accidents and 55.5 per cent. of the casualties occurred inside the County of Cumberland. 52.8 per cent. of the road deaths, however, occurred outside the County of Cumberland.
- (5) 39 per cent. of the accidents in which 49 per cent. of the deaths occurred, took place on straight roads.
- (6) Human failure was responsible for 80 per cent. of the accidents, 86 per cent. of the fatalities and 79 per cent. of the persons injured. Drivers of motor vehicles were responsible for 68 per cent. of the accidents and 56 per cent. of the casualties.
- (7) Collisions between vehicles represented 66 per cent. of all accidents and 49 per cent. of the total casualties. Over 31 per cent. of the road deaths followed collisions between pedestrians and vehicles.
- (8) The principal causes of accidents were:—
 - (a) Not yield right of way at intersections.
 - (b) Inattentive driving.
 - (c) Not keep left.
- (9) Excessive speed accounted for most fatalities.

- (10) A decrease in the number of registrations of motor cycles during the year was accompanied by a decrease in accidents and casualties attributed to motor cyclists.
- (11) The number of accidents and casualties caused by pedestrians increased slightly. Failure to cross the roadway with due care caused 31.5 per cent. of the accidents attributed to pedestrians.
- (12) The number of persons killed and injured each day averaged 2.3 and 54.4 respectively. 32.5 per cent. of the persons killed were pedestrians.

DRIVER TRAINING

Higher traffic densities and other changes in traffic conditions brought about by the development and increase in numbers of motor vehicles in the last ten years or so have led to the conclusion that driver-licensing authorities can no longer simply submit prospective drivers to competency tests but must endeavour to raise their level of driving proficiency and induce the adoption of a better attitude to road safety.

One approach to this problem is via the driving schools which have increased in number to a marked extent in recent years. The need to ensure that persons who patronise such schools will receive correct tuition from skilled instructors capable of imparting their knowledge and who will engender in the pupils a responsible attitude to road safety leads to the view that minimum standards for driving instructors—and training facilities for them to attain such standards—should be established.

In the previous year, as the result of the work of a Driver Training Advisory Committee set up at the instigation of this Department, a “pilot” course for driving instructors was conducted with the result that in June, 1959, the first regular course of instruction commenced. Over 100 applications were received for the 25 positions available. It is expected that training facilities will be increased during the coming year.

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;

Tramway Safety Zones and 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 two senior officers concerned with traffic engineering visited New Zealand to obtain at first hand information concerning traffic measures in that Dominion and in particular to assess the merits of a special method of road marking developed in New Zealand.

Total expenditure on traffic facilities during the year ended 30th June, 1959, was £209,199, £6,074 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 £106,823 and the provision and maintenance of all other types of traffic facilities cost the balance of £102,376.

Traffic Control Lights

INSTALLATIONS OPERATING CONTINUOUSLY

Traffic control light signals of this type were installed at 10 further locations (details of which appear in Appendix No. 20), and plans are being prepared, in collaboration with the Police Authorities, for 25 further such installations to be completed in the coming year. This does not include any installations planned to be provided at schools, as described in the following paragraph.

SPECIAL TRAFFIC CONTROL LIGHTS NEAR SCHOOLS

Seven of the traffic control light installations completed during the year were of the special type provided at sites, selected in collaboration with the Police, on main roads near schools.

Signals of this type are most effective in safeguarding the lives of children and it is likely that future programmes for the installation of traffic lights will lay more emphasis on this class of installation.

Most traffic signals at schools operate from shortly before until shortly after school hours only, but in some instances the hours of operation are longer to assist pedestrians generally. Automatic time switches are used and when the signals resume operation the normal signal sequences are preceded by a flashing amber signal to drivers.

To date this type of equipment has been painted with blue and white bands to distinguish it from that in continuous operation.

DEVELOPMENTS IN DESIGN OF TRAFFIC CONTROL LIGHT INSTALLATIONS

At two intersections along Parramatta Road (viz. Berry Street, Granville, and Rawson and Duck Streets, Auburn) and in Victoria Road near the Domestic Science School at Gladesville, the traffic signal lanterns have been placed about 16 feet above the carriageway on cantilever members which project towards the centre of the road. The difficulty drivers have in seeing signal lanterns at the kerbside on very wide roads was thus overcome. Furthermore, extensive background areas were provided behind the lanterns to assist drivers to see the signals against glare of the sun.

TEMPORARY TRAFFIC SIGNALS

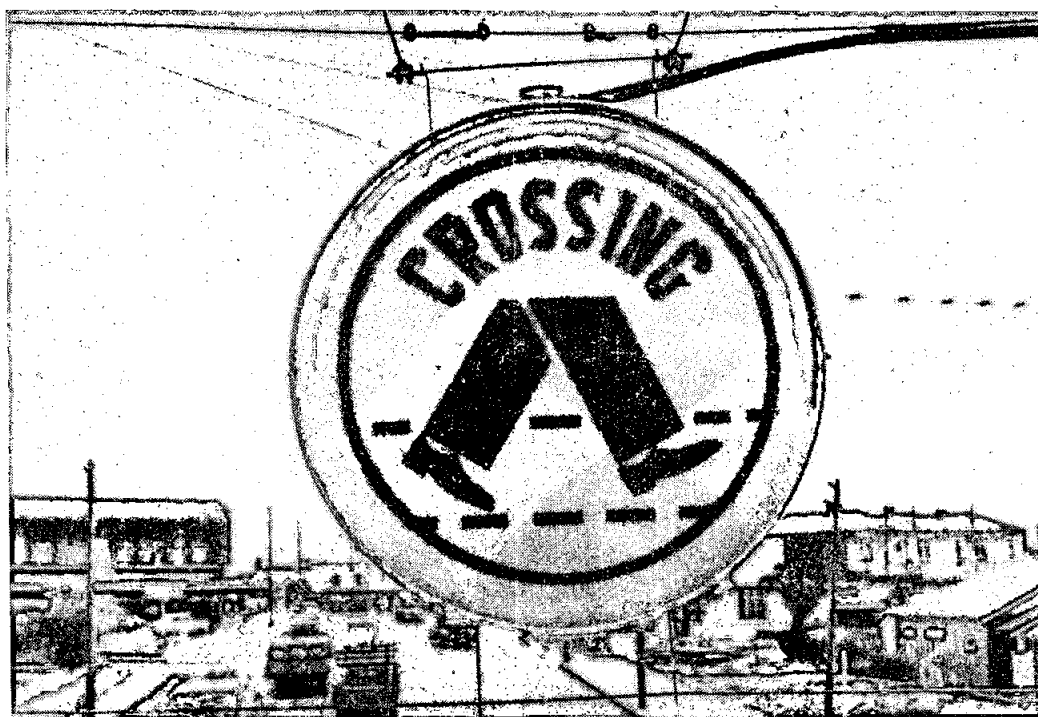
It is now established practice for signals to be used to regulate traffic at the sites of bridge reconstruction work for the Department of Main Roads. During the year such equipment was installed on the bridge over the Shoalhaven River at Nowra. The reconstruction work has resulted in successive sections of the carriageway becoming too narrow for two streams of traffic to pass, and the signals regulate the opposing streams.

Because this bridge is very long the decking work is being completed in a number of sections, and the signal equipment was specially designed to enable it to be moved from point to point as the work progressed.

Marked Footcrossings

SYMBOL SIGNS

Substantial progress was made during the year in the erection at marked footcrossings of symbol pedestrian crossing signs, reflectorised with Scotchlite; 1,578 such signs have now been provided. These signs are of considerable assistance to drivers, particularly at night, and the design (which was developed by this Department) has been incorporated in the Road Signs Code as a standard sign for use throughout the Commonwealth.



Experimental internally-illuminated Symbol Sign at Marked Footcrossings

MARKED FOOTCROSSINGS COMMITTEE

A Committee, comprising representatives of the Departments of Police, Main Roads and Government Transport, the Sydney City Council, the Sydney County Council, the National Roads and Motorists' Association and this Department was convened last year to review the existing legal provisions relating to and methods of defining marked footcrossings.

The Committee carried out comprehensive experiments with such devices as flashing amber lights, "zebra" markings, islands, centrally located signs and a new internally-illuminated symbol sign, and will shortly submit its report.

Speed Limits

REVIEW OF EXISTING LIMITS

In this State a general speed limit of 30 miles per hour applies in built-up areas, i.e., streets with provision for street lighting. Outside built-up areas there is a "prima facie" speed limit of 50 miles per hour. During the year a Speed Limits Conference, comprised of representatives of this and other Government Departments, the Traffic Engineering School of the University of New South Wales, the National Roads and Motorists' Association and a number of other trade and civic associations, was established to review these limits and in particular to consider whether provision could be made for the introduction of an intermediate speed limit.

The members of the Conference were generally agreed that in many places now subject to the 30 m.p.h. limit somewhat higher speeds could be safely permitted, and appointed a sub-committee to go into the question of what the higher limit should be and the method of selecting areas where it could be applied. The Sub-Committee's report has not yet been furnished but its work to date has included detailed speed studies on a section of Epping Road which appears to have the characteristics of an area suitable for an intermediate limit. It is expected that the Sub-Committee will submit a draft code for the application of an intermediate speed limit in the near future.

SPEED LIMIT SIGNS

At the request of the various Councils traffic conditions on a number of roads were reviewed during the year and on the recommendation of the Police Authorities and this Department, the Minister declared 28 lengths of road (totalling 20 miles and 57 chains) to be built-up areas, notwithstanding the absence of provision for street lighting.

To define these areas and bring the signposting of street lighted areas up to date 294 speed limit signs were erected by or at the cost of this Department.

School Signs

Further progress was made in connection with the provision of uniform "School" signs, 227 of which were provided during the year bringing the total number of such signs during the last eleven years to 6,333.

In addition to "School" signs a number of other facilities related specially to schools (e.g., marked footcrossings, safety barriers, "Children Crossing" flags and "Watch for School Children" signs) were provided.

New Parking Signs—City of Sydney

As a result of the work of the Parking Advisory Committee (mentioned in Section Four of this Report) a substantial amount of signposting work was completed by this Department in connection with the introduction of loading zones and parking meters in the inner area of the City of Sydney.

The signs inform motorists as to the conditions which apply in respect of the different lengths of kerb, are rectangular, and are affixed to steel stems set into the footpath so that the signplates are at a slight angle to the path of oncoming traffic. The cost of the large number of signs provided is shared between the Department of Motor Transport and the Council of the City of Sydney.

Other Traffic Facilities

Additional facilities such as marked footcrossings, traffic domes and "Stop", "One-Way Traffic" and "Cross Roads" signs provided during the year numbered 3,980, which includes items erected by Councils in country districts on behalf of and at the cost of this Department. The Department is now responsible for 51,590 separate traffic facilities.

General

Numerous suggestions for engineering improvement made by Councils, Branches of the Road Safety Council, Progress Associations, Parents and Citizens' Associations and the like and by individual members of the public have been examined in collaboration with the Police Department and in many cases conditions were improved.

MECHANICAL FITNESS OF MOTOR VEHICLES

This Department will not register or renew the registration of any motor vehicle unless there is evidence that the vehicle complies with the standards of mechanical fitness specified by the Motor Traffic law.

Private Motor Vehicles

NEW VEHICLES

Most brand-new cars and utility-type lorries are covered by a scheme under which certain motor vehicle distributors are authorised to certify that the vehicles comply with the required standard of fitness. Whenever a distributor so authorised submits a sample vehicle of a new model the Department, after inspecting the vehicle, authorises the distributor to certify to the fitness of any vehicle which is in all respects similar to the sample vehicle. This arrangement has operated in Sydney, Newcastle and Wollongong for a number of years and, during the year, was extended to the larger country towns. On 30th June, 1959, 131 distributors had received authorities relating to vehicles of 137 different makes and body types of 1958 year model, and vehicles of 128 different makes or body styles of 1959 year model.

SECOND-HAND VEHICLES

Vehicles about to be re-registered after the lapse of a previous registration must be inspected at Authorised Inspection Stations (as described in a following paragraph) unless submitted to a 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 also in connection with each annual renewal of registration.

Authorised Inspection Station 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, 1959, there were 2,998 Authorised Inspection Stations and 5,528 authorised examiners, increases for the year of 169 and 314 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 (one more than in the previous years) 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 29 Authorised Inspection Stations and the authorities of 43 authorised examiners were cancelled, and the appointment of eleven stations and the authorities of twelve examiners were suspended for periods up to six months. In nine 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. 21.

Twenty-one qualified examiners working under the supervision of two engineers perform this work as well as inspecting motor vehicles for certain other purposes as described elsewhere in this Report.

Defective Vehicles on Streets

When the Police or an Authorised Officer discover defective motor vehicles 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 1,767 and 2,358 notices dealing with major and minor defects respectively were issued either by the Police or Authorised Departmental Officers. The corresponding figures for the previous year were 1,346 and 2,570.

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 enable physically handicapped persons to drive

SECTION FOUR

GENERAL

LEGISLATION BROUGHT INTO FORCE OR ENACTED DURING THE YEAR

Speedway Racing (Public Safety) Act, 1957

Reference was made in last year's report to the passage of the Speedway Racing (Public Safety) Act, 1957, at that time not yet brought into force. The main provisions of the Act are about speedway racing off the public streets and come within the administration of the Chief Secretary's Department. It also included, however, other provisions amending the Motor Traffic Act and the Metropolitan Traffic Act to give the Commissioner of Police similar powers over motor vehicle reliability trials on the public streets to those which he has exercised for some time over trials of speed and other contests between motor vehicles on the streets.

The Act was brought into force during the year and commenced on the 2nd January, 1959. The measure of control thus introduced over reliability trials is a valuable contribution towards the safety of the public.

Government Railways and Transport (Amendment) Act, 1958

This Act amended the Transport Act to provide that any officer of the Department convicted of a felony or imprisoned, or made bankrupt or the like, is not, as hitherto, to be deemed to have vacated his office. Under the amended provisions he may be dealt with in a like manner to an officer guilty of misconduct and may, if the Appeal Board constituted under the Act so orders, receive payment or part payment for any accumulated annual or long service leave.

REGULATIONS MADE DURING THE YEAR

Traffic Lanes

Provisions were inserted in the Motor Traffic and General Traffic Regulations dealing with the driving of vehicles along roadways divided by roadmarkings and other means into traffic lanes and a few special rules were laid down for drivers in such lanes.

It is expected that in congested areas increasing use will be made of traffic lanes to facilitate the movement of traffic and the amended Regulations will enable the maximum benefit to be derived from such arrangements.

Checking Stations for Motor Lorries

A new Motor Traffic Regulation was made to require the driver of a heavy motor lorry to call at any Departmental checking station on his route for the weighing and inspection of his vehicle and any inquiry pursuant to the Motor Traffic Act and Regulations.

The Regulation is necessary for the proper functioning of Departmental checking stations which are being established to ensure that heavy motor lorries are being operated with safety to the public.

To avoid unreasonable inconvenience, local and some other vehicles are not subject to the Regulation.

Railway Crossing Flashing Light Signals

The Motor Traffic and General Traffic Regulations were amended to require the driver of a vehicle when approaching a railway level crossing at which a light signal is flashing a red light in his direction, to stop his vehicle before reaching the crossing and not to proceed past the signal until the flashing red light is extinguished and it is safe to do so.

This type of level crossing signal is not new but hitherto its function has been that of a warning signal. The Railways Department is installing the signals at many more level crossings and the new Regulations will, as a road safety measure, make it clear that vehicles must stop whilst the red light is flashing.

Identification numbers of motor vehicle engines, chassis and bodies

The unlawful interference with, or stamping of, identification numbers on engines and, if prescribed, other parts of motor vehicles is an offence under the Motor Traffic Act.

Regulations were made prescribing as parts of a motor vehicle for this purpose the chassis and body of a motor vehicle, and in this manner, these components were placed in the same category as engines so far as the abovementioned offence provision of the Motor Traffic Act is concerned.

The new Regulations, with some other consequential amendments which were also made, are expected to be an important adjunct to the engine number register kept in the Department and to the general provisions of the Second Hand Motor Dealers Act, 1956, in the prevention and detection of car thefts.

Guide Dogs for blind persons travelling in public motor vehicles

Because of the special circumstances associated with the use of guide dogs by blind persons, the Public Vehicles Regulations were amended to permit such persons to be accompanied in public motor vehicles by these dogs. Ordinarily the Regulations prohibit the carriage of animals in such vehicles.

Reliability Trials

Following the commencement of the Speedway Racing (Public Safety) Act, 1957, referred to earlier in this report, giving the Commissioner of Police similar control over reliability trials of vehicles on the public streets to that which he exercises over trials of speed and other contests between vehicles and drivers, consequential amendments were made to the Motor Traffic and General Traffic Regulations to make some necessary alterations to provisions dealing with appeals against decisions of the Commissioner of Police in this regard.

Miscellaneous

A number of other amendments of a minor nature were made during the year, principally to bring up-to-date lists of one-way traffic streets, taxi-cab stands and motor registries which are set out in various Regulations.

LEGAL PROCEEDINGS AND ENFORCEMENT

References to action taken by the Police in the enforcement of the rules of the road and to the more stringent policy adopted by the Commissioner during the year in regard to the fitness to hold licences of persons with unsatisfactory driving records appear in Section 1 of this report.

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

The overall figures compared with the previous year show heavy increases.

The principal causes for these increases are the large number of prosecutions instituted under the recently enacted Road Maintenance (Contribution) Act, 1958, there being no less than 3,448 convictions during the year for offences under that Act, an increase in the number of Departmental Inspectors and the establishment of the lorry checking station at Marulan (which is described later in this report).

Prosecutions under the Motor Traffic Regulations for not returning number plates on expiry of registration were also stepped up sharply, and there were 1,091 convictions as compared with 129 for the previous year.

Enforcement of a new Motor Traffic Regulation limiting the aggregate weight of motor lorries resulted in 195 convictions, and other checks on the road led to many 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 to a lesser degree. Figures in relation to offences under the State Transport (Co-ordination) Act are much the same as 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. 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, 1959, 4,702 such dealers were licensed. At that time, 37 applications for second-hand motor dealer's 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, 1959, 175 aircraft were licensed, of which 49 were licensed to fly in regular services and 126 for charter hirings and the like. The corresponding figures for the previous year were 187, 48 and 139.

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, 1931. At 30th June, 1959, there were 35 ferries licensed under the Act, 8 licences having been surrendered during the year, including that for the former showboat "Kalang".

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 serious 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.

During the year, with a view to making an equitable distribution of available kerbspace, the Sydney Committee made considerable progress with the systematic revision of restrictions which had operated for some years, whilst in Newcastle the corresponding work was almost completed. At North Sydney and Manly plans for similarly detailed kerbspace allocations were almost finalised.

Each Committee has adopted the 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 may be 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 in some cases Councils assist to defray the cost of the signs.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES

The Ninth Annual Conference of State Road Transport Authorities, held in Sydney from 11th-13th May, 1959, dealt with many problems of common interest to the States. Information and experiences were exchanged on these problems and on other matters at present of special interest to individual States but which could become of active interest to other States.

The conference reviewed the administration of legislation relating to road maintenance contributions in Queensland, New South Wales and Victoria and the recommendations of the conference of senior officers from those States held in August, 1958. It was decided that further conferences of senior officers from the States concerned or interested should be held from time to time as experience had shown that they were of great value in maintaining proper liaison between the States and in developing uniform administrative practices and procedures in these matters.

Concern was expressed that a number of motor vehicles were still travelling interstate on road haulage without being registered in any State, and it was resolved unanimously that, in the interests of road safety, State Governments should ensure that all motor vehicles are registered according to the motor traffic law of the State in which the owner of a vehicle is domiciled. As a result of action taken by this Department there has been considerable improvement in this respect.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL

The Australian Transport Advisory Council (which comprises the Transport Ministers of the various States) met in Brisbane on the 15th and 18th May, 1959. Consideration was given to a number of major problems affecting transport throughout the Commonwealth including recent

developments in relation to interstate road transport; proposed amendment of the Constitution on the question of state motor taxation; the progress report of the Committee of Transport Economic Research; transport costs in Australia; and a number of items dealing with road safety and motor vehicle standards.

AUSTRALIAN ROAD TRAFFIC CODE COMMITTEE AND AUSTRALIAN MOTOR VEHICLES STANDARDS COMMITTEE

The abovementioned Committees, on both of which this Department is represented, are standing Committees functioning under the Australian Transport Advisory Council.

Principal matters discussed by the Australian Road Traffic Code Committee during the year were:—

- (a) Preparation of a uniform traffic code;
- (b) Adoption of a uniform road accident report form;
- (c) Convention on taxation of road vehicles for private use in international traffic; and
- (d) Special number plates for interstate hauliers.

The Vehicles Standards Committee considers technical matters related to the construction and operation of motor vehicles and their component parts and recommends to the States standards of performance, dimensions, etc., considered suitable for Australian conditions. It has completed consideration of most items of vehicle construction and equipment, and progress towards the adoption of uniform regulations of vehicle construction and equipment throughout Australia has been made. However, much still remains to be done and continuing advances in manufacturing processes and performance make it essential for the Committee to keep closely in touch with developments both here and overseas.

BUILDINGS AND LAND

Lorry Checking Stations

As foreshadowed in my last Report, the Department's checking Station on the Hume Highway at Marulan was opened in December, 1958. The objectives of the Station are to deter the owners and drivers of heavy motor vehicles from committing breaches of Acts and Regulations designed to ensure that heavy vehicles are mechanically sound and not overloaded or unsafe for use on the roads in any particular, and that drivers have adequate rest from driving. Particulars are also recorded with the object of checking owners' journey returns under the Road Maintenance (Contribution) Act, and checks are made to see that permits under the State Transport (Co-ordination) Act have been obtained, where necessary, and that loading is in accordance therewith. During the first six months of the operation of the Station approximately 75,000 lorries passing through Marulan were checked with the result that many vehicles were required to be mechanically attended to and the occurrence of serious overloading was greatly reduced.

Plans are well advanced for the erection of a similar Station on the Pacific Highway near Berowra, and it is expected that this project will be well advanced towards completion during the next financial year.

Head Office

In addition to meeting the requirements of the staff of the Road Maintenance Charges Section and the Stores Section, the completion of the new building adjacent to the main Administrative Building at Rosebery has enabled the provision of more adequate workshops for the maintenance tradesmen employed by the Department.

Motor Registries

New motor registry buildings completed during the year at Gosford, Penrith, Wagga and Leeton cost £12,398, £10,802, £10,830 and £10,368, respectively (subject to minor final adjustments). The Department's building activities are in accordance with the policy to replace unsuitable rented premises with new buildings in country districts and make adequate provision for increased demands in the Metropolitan area. Country motorists and their representatives and Local Government Authorities have expressed their appreciation of the type of buildings being erected by the Department.

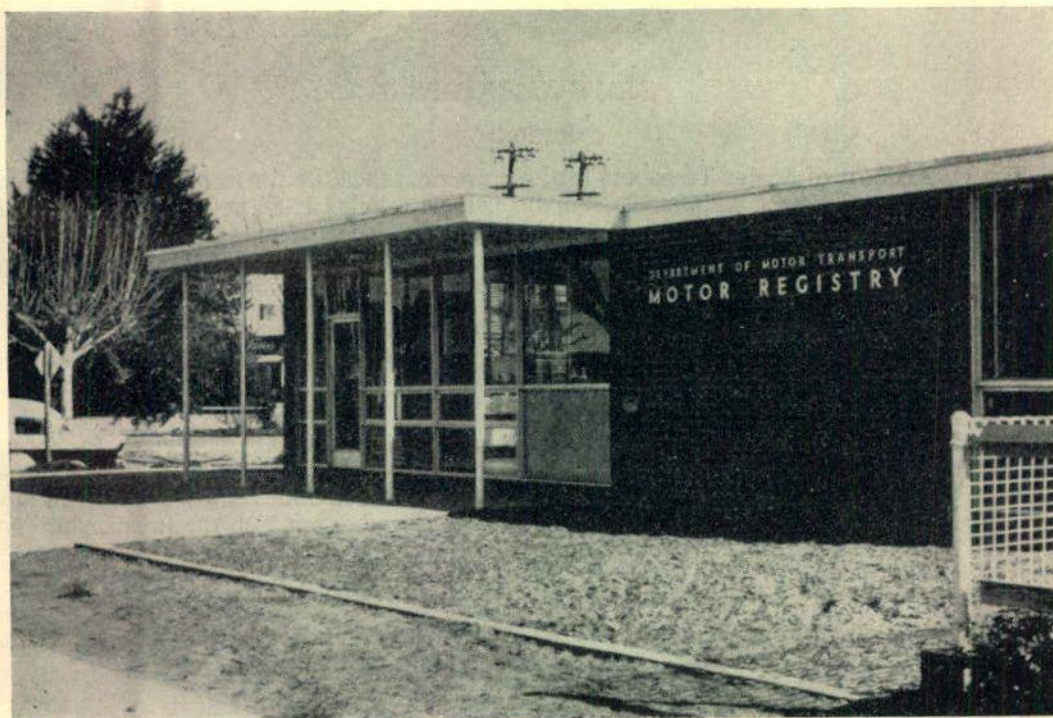
Motor Registry sites were also acquired at Goulburn and Bathurst in readiness for development at an early date, and at the close of the year negotiations were in hand for the purchase of land at Dubbo, Tamworth, Lithgow and Orange.

Maintenance

Properties held by the Department have been carefully maintained during the year to reduce depreciation to a minimum.



Checking Station at Marulan—Check Weighing of Heavy Lorries



Wagga Wagga Motor Registry—New Premises completed June, 1959

TRAINING OF MEMBERS OF STAFF

Supervision

A series of lectures in Supervision is conducted each year in the Department by a lecturer from the School of Management, Sydney Technical College. The course comprises twelve lectures each of 1½ hours duration. It is given to groups of about 15 selected officers who occupy supervisory positions or who will shortly be aspirants for positions involving supervision of staff.

The Supervision classes are recognised as a valuable aid in training officers for the responsible task of directing the activities of other employees.

Shorthand

Instruction in shorthand-writing is given in Departmental time to a limited number of female officers who have been attending classes in their own time and have shown aptitude for this subject. The number selected is related to the forecasted requirements for stenographers for the ensuing year. The classes, which are conducted by a Departmental Officer who is a qualified teacher of shorthand are of one and a half hours duration and continue three times weekly for a period of three months.

This instruction supplements training undertaken by officers outside office hours and enables them to reach more quickly the standard required of stenographers.

Several graduates of the class who displayed particular ability are employed regularly on high speed deputation work.

Recruits

Newly appointed junior typists receive class training to acquaint them with Departmental methods related to their work.

Clerical Training

During the year training classes for male clerical officers have been commenced to provide a general background knowledge of the organisation and functions of the Department and intensive training in the performance of particular duties.

The classes are conducted in Departmental time by instructors who are officers of the Department and to date pupils have been officers with relatively short service. Fifty officers passed through the section of the course dealing with the general background and a further 51 completed training for specific duties.

Results, as reflected by the increased efficiency of the trainees, have been most encouraging and it is proposed to broaden the scope of the scheme to take in sections of the Department not yet covered.

STAFF AMENITIES

Institute

The Department of Motor Transport Institute provides facilities for recreation and education at a small cost to its members, who, at the 30th June, 1959, totalled 1,185, representing 75 per cent. of the staff. Representatives of the male and female staffs assist in determining policy for the Institute's activities. A feature of the Institute is the library which contains about 5,000 books catering for a wide variety of tastes. About 50 officers received instruction in first-aid.

In line with the Department's encouragement to officers to undertake courses of study, the Institute meets half the fees of members who study in their own time subjects at technical colleges, such as transport administration, accountancy, bookkeeping, English, mathematics and shorthand and typing.

Departmental sporting and recreational clubs are fostered. Established clubs for football, cricket, basketball and swimming continued to thrive, and new clubs were formed during the year for tennis, squash and rifle shooting. A Music Club arranges lunch hour recitals of recorded music. The Departmental Rugby League team for the sixth year in succession won the Premiership in the New South Wales Public Service Rugby League competition.

An active Social Club arranges theatre parties and other social functions.

The Institute makes an effective contribution towards harmonious employer-employee relations.

Canteen

The Staff Canteen is Departmentally operated and controlled with the assistance of a committee on which the staff is represented. It provides hot and cold meals as well as sandwiches, cakes, cigarettes and other milk bar service.

The high patronage which the canteen receives provides an indication of the officers' appreciation of this amenity.

Savings and Loans Co-operative

The Department provides a small office for the Motor Transport Employees' Savings and Loans Co-operative Ltd., a registered co-operative society established by the staff for the purpose of encouraging systematic and convenient saving and making cash advances at a small rate of interest.

As at the 30th June, 1959, there were 347 members of the Society, whose savings amounted to £29,417. Loans (maximum of £250 to each member) made during the year amounted to £19,723. Officials of the Society act in an honorary capacity and business is transacted during lunch periods on two days each week. Amounts for savings or repayments of loans are deducted from paysheets.

APPRECIATION

Recent years have been notable for changes and extensions of the Department's activities. I desire to record my appreciation for the loyalty and industry which officers have displayed in the performance of a widening range of duties.

W. A. WALSH,
Commissioner for Motor Transport.

SECTION FIVE

APPENDICES

Appendix 1

The number of staff in the Department as at 30th June, 1959, was as follows:—

	Metropolitan		Newcastle		Country		Total		Grand Total
	Salary	Wages	Salary	Wages	Salary	Wages	Salary	Wages	
Male Staff ...	852	122	14	...	49	...	915	122	1,037
Female Staff ...	527	10	5	...	4	...	536	10	546
Grand Total ...	1,379	132	19	...	53	...	1,451	132	1,583

Appendix 2

SUMMARY OF COLLECTIONS BY THE DEPARTMENT OF MOTOR TRANSPORT

From 1st July, 1958, to 30th June, 1959

	£	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	8,616,636	15	6			
Less Refunds	139,674	2	11			
(paid into Main Roads Funds)						
(b) Public motor vehicles in the Metropolitan (including Wollongong) and Newcastle Transport Districts (paid into Public Vehicles Fund)						
Total net collections of motor vehicles taxation.....						
Ton-mileage Charges on—						
Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds).....	2,387,797	3	3			
Less Refunds	2,686	8	2			
Fees for motor vehicle registrations, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)						
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended						
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)						
Charges in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc.	1,358,182	11	5			
Less Refunds (intrastate only)	8,514	8	0			
(Paid into State Transport (Co-ordination) Fund)						
Grand Total						

Appendix 3

ROAD TRANSPORT AND TRAFFIC FUND

Statement of Receipts and Payments for the Year ended 30th June, 1959, and a comparison with 1958

Receipts			Payments					
	Year ended 30th June, 1959		Year ended 30th June, 1958		Year ended 30th June, 1959		Year ended 30th June, 1958	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Motor Traffic Act, 1909-1957	3,125,889	10 1	2,907,621	12 2	Salaries and Wages	827,462 7 9	784,293	7 10
Motor Vehicles Taxation Manage- ment Act, 1949-1956	3,474	7 6	3,217	0 0	Pay Roll Tax	21,243 8 8	22,347	11 5
Transport Act, 1930-1958	44,044	2 6	42,959	12 6	Travelling Concessions to Employees	15,511 2 4	16,744	4 4
					Travelling Expenses	6,733 17 8	7,909	14 8
					Contribution to Railway Superannuation Account	4,089 1 8	3,646	0 4
Less Refunds	3,173,408	0 1	2,953,798	4 8	Institute	199 4 7	180	9 3
	3,248	19 10	2,678	9 7	Postal and Telegraph Service	71,492 13 2	80,496	2 5
Exchange, Search Fees, etc.	3,170,159	0 3	2,951,119	15 1	Telephone Charges	12,835 16 7	7,368	8 0
Unclaimed Moneys	7,112	7 6	6,187	0 0	Purchase and Maintenance of Motor Vehicles	15,444 7 4	22,366	18 11
Miscellaneous	1,351	16 9	1,177	17 6	Printing and Stationery	36,926 2 2	42,349	10 0
	23,840	10 11	21,011	9 1	Road Safety Council	37,445 15 2	29,775	6 10
	3,202,463	15 5	2,979,496	1 8	Rent	2,725 9 3	3,138	6 3
Commission on Insurance Pro- miums collected	86,190	0 0	79,196	2 0	Office Stores	8,989 17 11	7,074	11 8
					Purchase and Maintenance of Office Furniture and Equipment	14,564 16 9	13,681	2 4
Compulsory Vehicle Examination Service Station Fees	3,056	12 11	2,898	6 8	Alterations and Maintenance of Buildings	22,396 15 8	19,120	13 7
					Freight and Cartage	3,643 7 4	3,566	8 11
					Exchange	3,661 13 10	3,508	16 1
					Electric Light and Power	6,261 9 7	6,198	12 1
					Purchase of Land	3,237 7 4	5,167	4 9
					Erection of Buildings	53,979 5 1	98,833	0 1
					Minor Expenses	8,239 14 7	11,334	11 7
					Interest, Exchange-Sinking Fund	31,898 0 0	30,766	14 8
					I.B.M. Machines—Rental and Installation	28,583 5 11	30,712	5 11
					Provision of Building etc.—Road Main- tenance (Contribution) Act, 1958	2,096 1 0	88,546	14 0
Second-hand Dealers' Licence Fees	6,786	0 0	7,896	0 0		£ 1,239,911 1 4	1,339,116	15 11
Contributions by Commonwealth Government— Road Safety Council	24,375	0 0	26,250	0 0				
					Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of £ s. d. Drivers	1,648,830 0 0	1,588,901	0 0
					Less— Amount recouped from State Transport (Co- ordination) Fund ... 50,000 0 0		45,000	0 0
					Councils' Proportion of Parking Meter Super- vision Costs	5,943 3 8		
						1,592,886 16 4	1,543,901	0 0
					Recoup to Public Vehicles Fund of Total Advances in previous years	106,707 0 0		
					Motor Vehicle Registration Labels	11,319 15 1	12,744	12 8
					Motor Vehicle Number Plates	45,834 10 6	33,978	2 6
					Provision of Traffic Facilities	103,047 10 7	101,240	6 10
					Surface Maintenance adjoining Tram Tracks	32,333 8 3	44,909	3 4
						£ 3,132,040 2 1	3,075,890	1 3
					Payment to Country Main Roads Fund under Section 202, Transport Act, 1930-58	190,831 6 3	19,846	9 1
						£ 3,322,871 8 4	3,095,736	10 4
Unclaimed Wages— Balance brought from 30th June Receipts	121	14 2	82	0 0	Unclaimed Wages— Refunds	1,001 17 6	802	7 9
	1,002	12 1	842	1 11	Balance at 30th June	122 8 9	121	14 2
Security Deposits— Balance brought from 30th June Receipts	8,614	15 2	7,944	15 2	Security Deposits— Refunds	1,689 15 2	1,530	0 0
	1,560	0 0	2,200	0 0	Balance at 30th June	8,535 0 0	8,614	15 2
	£ 3,334,170	9 9	£ 3,106,805	7 5		£ 3,334,170 9 9	£ 3,106,805	7 5

Audited and found correct.

A. C. TUCKERMAN,
Deputy Auditor-General of New South Wales.
Sydney, 9th October, 1959.

R. A. BRADLEY,
Chief Accountant,
20th July, 1959.

Appendix 4

PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1959, and a comparison with the previous year

Receipts				Expenditure and Distributions					
	Year ended 30th June, 1959		Year ended 30th June, 1958			Year ended 30th June, 1959		Year ended 30th June, 1958	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
1st July—Balance brought forward	180,416	6 8	210,257	3 4	Distribution to Municipalities, Shires and other Authorities—				
Motor Omnibuses—					Motor Omnibuses—				
Tax—					Tax—				
Metropolitan	132,891	4 7	159,457	4 4	Metropolitan	135,365	5 2	173,397	18 11
Newcastle	19,162	9 6	24,696	1 7	Newcastle	20,491	8 6	27,962	4 10
Wollongong	8,956	19 10	12,277	17 11	Wollongong	8,756	19 0	12,737	3 5
	161,010	13 11	196,431	3 10		164,613	12 8	214,097	7 2
Commonwealth Aid Roads (Special Assistance) Act, 1957 Grant—					Commonwealth Aid Roads (Special Assistance) Act, 1957 Grant—				
Allocated—					Metropolitan	89,190	5 0	29,730	1 8
Metropolitan	89,569	3 6	52,027	12 11	Newcastle	14,390	5 0	4,796	15 0
Newcastle	14,003	5 9	8,394	6 3	Wollongong	5,419	10 0	1,806	10 0
Wollongong	5,427	10 9	8,161	7 6		109,000	0 0	36,333	6 8
	109,000	0 0	63,583	6 8	Total	£ 273,613	12 8	250,430	13 10
Total, Motor Omnibuses	£ 270,010	13 11	260,014	10 6	Expenditure from Receipts of Tax on other Public Vehicles—				
Other Public Vehicles—					Improved Traffic Facilities—				
Tax—					Metropolitan	102,231	19 10	99,867	10 5
Metropolitan	56,308	12 5	57,589	9 6	Newcastle	3,872	17 8	1,917	7 3
Newcastle	3,459	15 3	3,996	19 5	Wollongong	46	8 9		
Wollongong	752	1 10	884	19 1	Total	£ 106,151	6 3	101,784	17 8
	60,520	9 6	62,471	8 0	Distribution of Service Licence Fees—				
Recoup from Road Transport and Traffic Fund of Total Advances in previous years—					Metropolitan	23,899	6 5	21,342	10 4
Metropolitan	96,984	0 0			Newcastle	2,945	1 8	3,229	6 1
Newcastle	9,773	0 0			Wollongong	1,133	10 0	1,218	5 4
	106,707	0 0			Total	£ 27,977	18 1	25,790	1 9
Total, other Public Vehicles	£ 187,227	9 6	62,471	8 0	Balances in Fund at 30th June—				
Service Licence Fees—					Tax—				
Metropolitan	23,970	11 2	21,574	11 0	Motor Omnibuses—				
Newcastle	2,967	2 8	2,968	0 0	Metropolitan	34,697	15 3	37,171	15 10
Wollongong	1,132	14 0	1,186	7 1	Newcastle	4,816	3 9	6,145	2 9
Total, Service Licence Fees	£ 28,070	7 10	25,678	18 1	Wollongong	2,377	6 0	2,177	5 2
					Commonwealth Grant—				
Grand Total	£ 645,724	17 11	558,421	19 11	Metropolitan	22,676	9 9	22,297	11 3
					Newcastle	3,210	12 0	3,597	11 3
					Wollongong	1,362	18 3	1,354	17 6
					Other Public Vehicles—				
					Metropolitan	125,740	19 6	74,730	6 11
					Newcastle	35,400	11 1	26,040	13 6
					Wollongong	3,635	19 0	2,930	5 11
					Service Licence Fees—				
					Metropolitan	3,374	2 7	3,302	17 10
					Newcastle	624	9 9	602	8 9
					Wollongong	64	14 0	65	10 0
						£ 237,982	0 11	180,416	6 8
					Grand Total	£ 645,724	17 11	558,421	19 11

Audited and found correct.

A. C. TUCKERMAN,
Deputy Auditor-General of New South Wales.
Sydney, 9th October, 1959.

R. A. BRADLEY,
Chief Accountant,
20th July, 1959.

Appendix 5

**DISTRIBUTIONS FROM THE PUBLIC VEHICLES FUND TO MUNICIPAL AND
SHIRE COUNCILS AND AUTHORITIES DURING THE YEAR ENDED 30th
JUNE, 1959, AND A COMPARISON WITH THE PREVIOUS YEAR**

Council or Authority	Distributions during Financial Year			
	1958-59		1957-58	
Metropolitan Transport District—	£	s. d.	£	s. d.
Ashfield.....	4,918	3 5	4,976	5 9
Auburn.....	4,907	0 0	4,565	0 0
Bankstown.....	12,057	0 0	11,129	0 0
Baulkham Hills.....	665	0 0	581	0 0
Blacktown.....	2,257	0 0	1,745	0 0
Botany.....	2,439	0 0	2,486	0 0
Burwood.....	5,341	0 0	5,413	0 0
*Camden.....	114	0 0	115	0 0
*Campbelltown.....	601	0 0	596	0 0
Canterbury.....	15,456	0 0	14,948	0 0
City of Sydney.....	60,595	0 0	48,500	0 0
Concord.....	3,787	0 0	4,585	0 0
Drummoyne.....	3,339	0 0	3,324	0 0
Fairfield.....	5,213	0 0	4,839	0 0
Holroyd.....	3,756	0 0	3,625	0 0
Hornsby.....	1,236	0 0	1,249	0 0
Hunter's Hill.....	731	0 0	724	0 0
Hurstville.....	7,340	0 0	7,336	0 0
Kogarah.....	4,726	0 0	4,916	0 0
Ku-ring-gai.....	3,115	0 0	3,169	0 0
Lane Cove.....	2,159	0 0	1,999	0 0
Leichhardt.....	6,086	0 0	4,970	0 0
Liverpool.....	1,595	0 0	1,590	0 0
Manly.....	2,888	0 0	2,962	0 0
Marriickville.....	6,995	0 0	6,089	0 0
Mosman.....	2,512	0 0	1,642	0 0
North Sydney.....	6,042	0 0	4,845	0 0
Parramatta.....	6,053	0 0	5,757	0 0
Penrith.....	399	0 0	521	0 0
Randwick.....	12,144	0 0	11,722	0 0
Rockdale.....	8,672	0 0	8,797	0 0
Ryde.....	3,795	0 0	3,681	0 0
Strathfield.....	3,728	0 0	3,753	0 0
Sutherland.....	4,111	0 0	4,052	0 0
Warringah.....	4,778	0 0	4,860	0 0
Waverley.....	5,379	0 0	4,588	0 0
Willoughby.....	8,712	0 0	4,689	0 0
Windsor.....	280	0 0	272	0 0
*Wollondilly.....	43	0 0	66	0 0
Woollahra.....	7,150	0 0	7,687	0 0
Authorities—				
Railway Department.....	28	0 0	28	0 0
Public Health Department.....	175	0 0	203	0 0
Necropolis Trustees.....	163	0 0	178	0 0
National Park Trust.....	25	0 0	27	0 0
Total.....	236,505	3 5	213,799	5 9
Capital Debt Reduction.....	11,949	13 2	10,671	5 2
Grand Total (Metropolitan).....	248,454	16 7	224,470	10 11
Newcastle Transport District—				
Newcastle.....	28,431	4 4	26,991	12 11
Port Stephens.....	924	0 0	879	0 0
Lake Macquarie.....	6,622	0 0	6,144	0 0
Lower Hunter.....	308	0 0	293	0 0
Stroud.....	69	0 0	66	0 0
Total.....	36,354	4 4	34,373	12 11
Capital Debt Reduction.....	1,472	10 10	1,614	13 0
Grand Total (Newcastle).....	37,826	15 2	35,988	5 11
Wollongong Transport District—				
Campbelltown.....	3	0 0	3	0 0
Camden.....	2	0 0	2	0 0
Kiama.....	25	0 0	26	0 0
Shellharbour.....	1,090	0 0	1,127	0 0
Wollondilly.....			10	0 0
Wollongong.....	14,189	19 0	14,593	18 9
Grand Total (Wollongong).....	15,309	19 0	15,761	18 9
Combined Grand Total.....	301,591	10 9	£276,220	15 7

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

STATE TRANSPORT (CO-ORDINATION) FUND

[illegible]

R. A. BRADLEY,
Chief Accountant,
20th July, 1959.

Appendix 7

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

From 1st July, 1958, to 30th June, 1959

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

Head of Expenditure—	£	s.	d.
Salaries	171,491	13	4
Pay Roll Tax	4,251	12	3
Travelling Expenses and Allowances	10,560	2	4
Maintenance and Running of Motor Vehicles.....	4,241	17	6
Postage and Telegrams	8,433	18	10
Telephone Charges	589	13	8
Printing and Stationery	7,490	13	2
Office Stores	1,123	9	5
Light and Power	384	1	1
Maintenance of Buildings	2,192	14	0
Maintenance of Office Furniture and Machines	140	18	2
Erection of Buildings	17,200	18	8
Purchase of Office Furniture and Equipment.....	2,794	19	7
Legal Costs	783	13	8
Sundries	323	3	5
Total.....	£232,003	9	1

R. A. BRADLEY,
Chief Accountant,
20th July, 1959.

Appendix 8

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1959

Month	Interstate vehicles	Intrastate vehicles	Total
1958—	£	£	£
July	26,288	159,697	185,985
August	29,868	142,824	172,692
September	32,123	183,526	215,649
October	38,017	191,452	229,469
November	31,776	164,020	195,796
December	26,659	173,524	200,183
1959—			
January	25,168	166,652	191,820
February	22,124	159,473	181,597
March	19,978	142,852	162,830
April	32,612	186,359	218,971
May	36,161	180,076	216,237
June	42,455	174,113	216,568
Total	363,229	2,024,568	2,387,797

Appendix 9

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

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.	4,867	776	109	10	2,652	208	...	...	505	315	25
Interstate—											
N.S.W.	1,127	533	...	...	440	8	...	...	121	51	3
Victoria	169	53	...	...	47	...	...	...	25	7	...
Q'land	11	2	...	...	3	...	...	...	4	...	...
S.A.	51	57	...	...	4	...	...	...	2	1	...
W.A. ....	...	...	...	...	...	...	...	...	...	...	...
A.C.T.	3	9	...	...	...	...	...	...	3	...	...
Totals	1,361	654	...	...	494	8	...	...	155	59	3
Grand Totals	6,228	1,430	109	10	3,146	216	...	...	660	374	28

Appendix 10

MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT

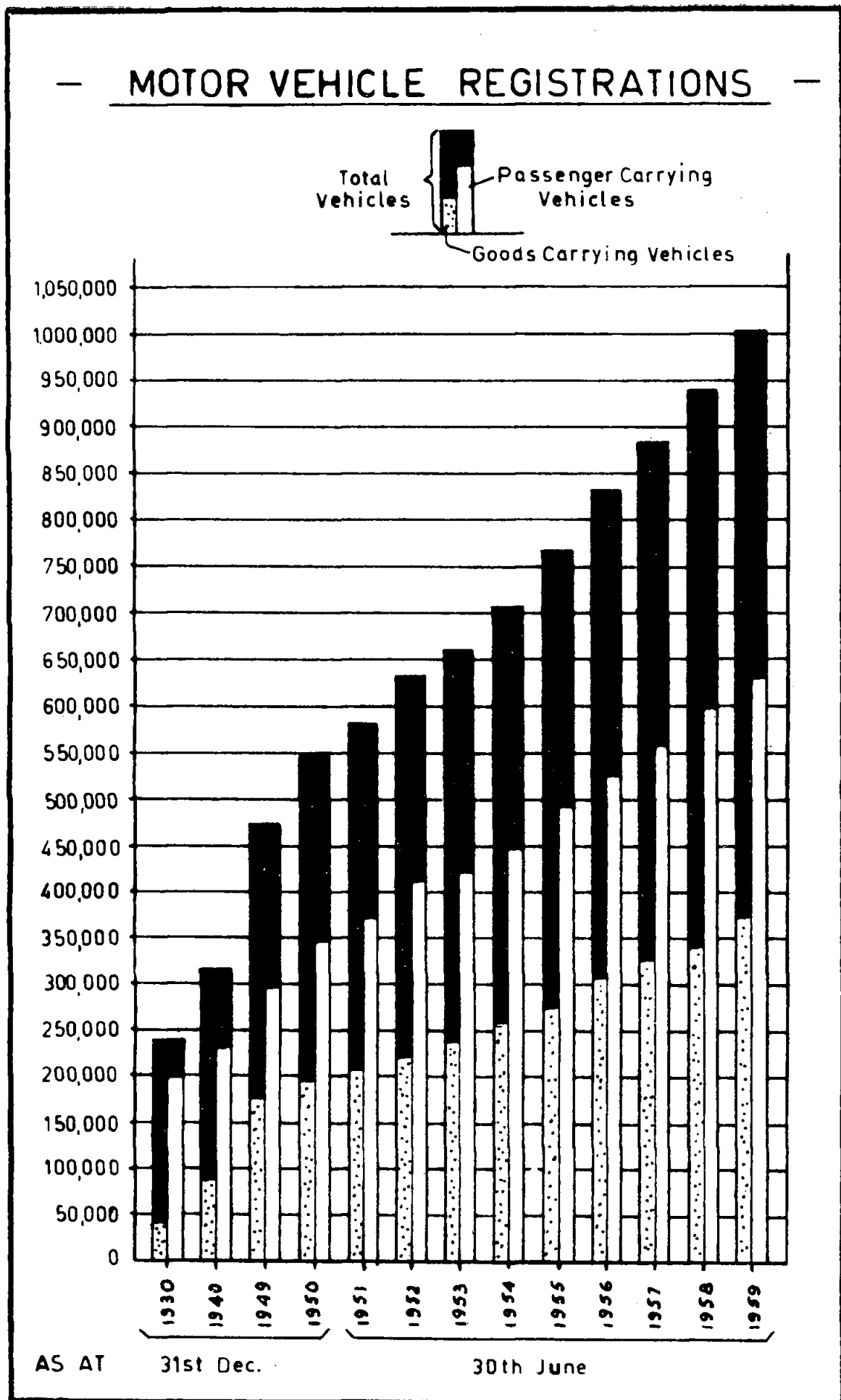
At end of Year or Month	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles.			Traders' Plates	All Vehicles
	Cab	Van	Bus	Private † Hire Car	Car	Lorry ‡	Cycle		
1911	175	3	4	.....	3,975	.....	2,788	.....	6,945
1916	268	32	12	.....	14,175	845	7,070	254	22,656
1921	407	376	180	.....	28,665	3,524	11,291	413	44,856
1926	779	1,723	486	.....	104,675	22,986	25,424	1,320	157,393
1927	997	2,016	525	.....	129,985	30,517	28,054	1,803	193,897
1928	1,173	2,126	565	.....	155,403	37,129	30,882	1,940	229,218
1929	1,364	2,274	612	.....	170,039	42,594	30,655	2,022	249,560
1930	1,221	2,186	523	.....	164,169	42,278	27,258	1,593	239,228
1931†	1,091	1,967	776	.....	144,749	37,259	23,124	458	209,424
1932§	1,068	1,861	360	.....	147,043	40,036	23,037	429	213,834
1933	1,052	1,985	450	.....	152,851	44,630	22,751	492	224,211
1934	1,053	2,067	488	.....	161,342	50,514	22,793	655	238,912
1935	1,063	2,085	526	.....	172,156	57,529	23,119	776	257,254
1936	1,155	2,036	567	.....	183,406	65,221	23,418	909	276,712
1937	1,194	1,914	672	.....	198,925	74,227	24,049	1,075	302,056
1938	1,260	1,782	733	.....	212,002	81,643	24,353	1,167	322,940
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
1950—June	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1950—December	1,942	1,641	1,912	509	295,075	201,825	44,531	2,403	549,838
1951—June	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952—June	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953—June	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010
1954—June	2,321	1,398	2,064	489	397,090	256,773	42,451	2,850	705,436
1955—June	2,479	1,403	2,123	368	440,603	276,734	39,787	3,088	766,585
1956—June	2,567	1,453	2,122	331	482,068	299,858	37,039	3,343	828,781
1957—June	2,624	1,445	2,197	318	514,587	321,895	35,567	3,463	882,096
1958—June	2,745	1,604	2,466	288	552,919	343,487	34,581	3,603	941,693
1959—June	2,759	1,745	2,551	286	588,175	373,209	32,575	3,823	1,005,123

* Wollongong included from 1st July, 1957. † Private hire cars included in cars before June, 1944.

‡ Figures adjusted on a new basis as from 1st October, 1931, to show actual number of vehicles on the road.—Numbers slightly deflated as a result.

§ Government vehicles included for the first time. Approximately 1,700 vehicles added.

¶ Includes tractors and trailers.



Appendix 12

**BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES
DURING THE TEN YEARS ENDED ON 30th JUNE, 1959**

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total
1950	43,971	22,758	8,659	75,388
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
	494,372	316,868	44,668	855,908

These figures show that approximately 85 per cent of the motor vehicles on the road are not over ten years old.

Appendix 13

MOTOR TRAFFIC BREACHES

(NOTE.—In each of the following statements of the total number of convictions, disqualifications, cancellations, suspensions and refusals, the number of appeals allowed is included.)

**STATEMENT OF CHARGES FOR OFFENCES FOR WHICH CONVICTION
INVOLVED AUTOMATIC DISQUALIFICATION DURING THE YEAR ENDED
30th JUNE, 1959**

Type of Offence	Convicted	Discharged (Section 556A, Crimes Act, 1900, as amended)	Unlicensed Drivers Involved
Drive whilst under the influence	2,544	1,593	55
Drive in manner or speed dangerous	393	51	6
Not stop after accident—Section 8 (1)	17	1	...
Drive whilst disqualified—Section 7A (2) ...	376	5	381
Culpable driving	10	...	...
By negligent act cause grievous bodily harm	7	...	...
Manslaughter	1	...	...
Total	3,348	1,650	442

**PERIOD OF DISQUALIFICATION BY REASON OF THE
ABOVEMENTIONED CONVICTIONS**

Type of Offence	Six Months	One Year	Three Years	Additional Periods	Total
Drive whilst under the influence.....	...	2,152	302	90	2,544
Drive in manner or speed dangerous ...	...	318	19	56	393
Not stop after accident—Section 8 (1) ...	...	13	3	1	17
Drive whilst disqualified—Section 7A (2)	332	...	...	44	376
Culpable driving .....	...	7	...	3	10
By negligent act cause grievous bodily harm	...	6	1	...	7
Manslaughter .....	...	1	...	...	1
Total	332	2,497	325	194	3,348

Appendix 13—continued

**APPEALS AGAINST CONVICTIONS INVOLVING AUTOMATIC
DISQUALIFICATION**

Type of Offence	Appeal dismissed, conviction confirmed	Appeal allowed, conviction quashed	Appeal dismissed, defendant discharged (Section 556A, Crimes Act, 1900, as amended)	
			Uncondition- ally	Conditionally
Drive whilst under the influence...	280	45	2	209
Drive in manner or speed dangerous	51	11	...	19
Not stop after accident—Section 8 (1)	...	...	...	...
Drive whilst disqualified—Sec- tion 7A (2)	6	1	...	...
Culpable Driving .....	...	...	...	...
By negligent act cause grievous bodily harm .....	...	...	...	...
Total	337	57	2	228
			230	

**STATEMENT OF SUSPENSIONS AND CANCELLATIONS OF LICENCES AND
APPLICATIONS FOR LICENCES REFUSED BY THE COMMISSIONER**

Reason	Licences Suspended or Cancelled	Applications Refused
Drinking habits	19	187
Criminal convictions	41	48
Traffic convictions	415	34
Criminal and traffic convictions	20	82
Convictions in other States	22	3
Physical Disabilities	72	146
Miscellaneous	24	2
Total	613	502

**APPEALS AGAINST THE COMMISSIONER'S DECISION TO CANCEL,
SUSPEND OR REFUSE A LICENCE**

Suspensions and Cancellations.		Refusals.	
Allowed	Disallowed	Allowed	Disallowed
1	1	1	...

**STATEMENT OF OTHER SERIOUS OFFENCES AND CASES WHERE
DISQUALIFICATION, OR SUSPENSION OF LICENCE WAS ORDERED
BY COURTS**

Type of Offence	Convicted	Discharged (Section 556A, Crimes Act, 1900, as amended)	Suspensions or Disqualifications Ordered by Courts
Exceed speed limit	36,108	505	378
Negligent Driving	7,709	623	153
Fail to stop after accident (Section 8 (3) and 8 (4))	259	12	8
Other offences (cross centre lines, etc.)	41,544	...	196
Total	85,620	1,140	735

**APPEALS AGAINST SUSPENSIONS OR DISQUALIFICATIONS ORDERED
BY COURTS FOR THE ABOVEMENTIONED OFFENCES**

Allowed— Disqualifications or Suspensions Raised	Dismissed— Disqualifications or Suspensions to Stand
38	22

Appendix 13—continued

STATEMENT OF SUSPENSION OR CANCELLATION OF MOTOR VEHICLE REGISTRATIONS, AND APPLICATIONS FOR REGISTRATIONS REFUSED BY THE COMMISSIONER

Reason	Registrations Suspended	Registrations Cancelled	Applications Refused
Criminal convictions of registered owner, or use of vehicle in commission of crime.....	Nil	Nil	Nil

Appendix 14

REVENUE COLLECTED AT DISTRICT MOTOR REGISTRIES STAFFED BY OFFICERS OF THE DEPARTMENT OF MOTOR TRANSPORT

District Motor Registry	Revenue Collected During Financial Year—	
	1958-59	1957-58
	£	£
Albury	62,102	61,309
Armidale.....	43,036	43,651
Bathurst	70,205	65,641
Broken Hill	55,726	52,258
Casino	48,022	47,066
Cessnock	80,739	79,359
Chullora	369,343	321,626
Cooma	50,953	42,538
Cowra	31,957	33,493
Dubbo	62,598	58,641
† Five Dock	464,110	299,480
Forbes	40,213	40,844
Glen Innes	40,091	41,952
Gosford	59,524	52,894
Goulburn	91,469	85,476
Grafton	69,898	65,762
Griffith	51,375	49,140
Inverell	35,144	39,248
Katoomba	35,186	32,719
Kempsey	46,306	44,073
Kogarah	453,102	402,835
Leeton.....	37,985	38,461
Lismore	100,918	102,835
Lithgow	55,757	64,748
Liverpool	158,605	140,211
Maitland	78,303	74,044
Manly	128,485	109,540
Moree	36,204	36,993
Murwillumbah	48,168	45,059
Newcastle	929,097	864,155
North Sydney	371,988	312,894
Nowra	64,567	61,255
Orange	104,702	107,288
Parkes	30,208	26,431
Parramatta	710,516	676,999
Penrith	60,939	60,453
Queanbeyan	41,171	39,305
* Richmond	42,728	8,815
† Rosebery	1,955,376	.....
‡ Tamworth	93,698	87,647
Taree	60,640	53,843
Wagga Wagga	86,823	80,827
Waitara	152,244	136,927
Wollongong	436,830	396,543
Young	43,382	43,373
Total	£ 8,090,433	5,528,651

* Richmond opened 24th March, 1958.

† Five Dock formerly known as Burwood.

‡ Figures not previously included. Rosebery (Head Office).

Appendix 15

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN THE
METROPOLITAN TRANSPORT DISTRICT (EXCLUDING WOLLONGONG) FOR
THE YEAR ENDED 30th JUNE, 1959, COMPARED WITH THE YEAR ENDED
30th JUNE, 1958**

Item	Year ended 30th June—	
	1959	1958
Number of operators	127	129
Number of services	198	198
Number of omnibuses—		
In service	688	708
In reserve	123	114
Total	811	822
Number of petrol omnibuses	393	438
Number of diesel omnibuses	418	384
Total	811	822
Number of single-deck omnibuses	778	795
Number of double-deck omnibuses	33	27
Total	811	822
Number of employees	1,199	1,330
Omnibus mileage	19,940,458	19,454,106
Passengers carried	77,008,494	78,181,212
	£	£
Book value of plant	1,201,192	1,216,053
Revenue	2,841,270	2,869,970
Expenditure	2,670,257	2,567,555
Nett Profit	171,013	302,415
Included in Expenditure—	£	£
Owners' wages	108,300	118,928
Depreciation	222,937	206,344
Interest payments on loans, etc.	26,220	23,627
	d.	d.
Revenue per mile	34.202	35.406
Expenditure per mile	32.138	31.675
Nett profit per mile	2.064	3.731

Notes:—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930–1956.
- (ii) Operators who were actively engaged in the services have been included as employees also.

Appendix 16

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN THE
NEWCASTLE AND DISTRICT TRANSPORT DISTRICT FOR THE YEAR ENDED
30th JUNE, 1959, COMPARED WITH THE YEAR ENDED 30th JUNE, 1958**

Item	Year ended 30th June—	
	1959	1958
Number of operators	16	16
Number of services	26	26
Number of omnibuses—		
In service	94	70
In reserve	6	14
Total	100	84
Number of petrol omnibuses	42	48
Number of diesel omnibuses	58	36
Total	100	84
Number of single-deck omnibuses	75	64
Number of double-deck omnibuses	25	20
Total	100	84
Number of employees	91	117
Omnibus mileage	1,918,203	1,871,418
Passengers carried	4,612,546	4,513,426
	£	£
Book value of plant	96,588	98,704
Revenue	282,626	264,903
Expenditure	265,242	258,810
Nett profit	17,384	6,093
Included in Expenditure—	£	£
Owners' wages	5,344	13,204
Depreciation	17,637	8,690
Interest payments on loans, etc.	3,138	3,001
	d.	d.
Revenue per mile	35.361	33.8
Expenditure per mile	33.186	33.1
Nett profit per mile	2.175	.7

Notes:

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930–1956.
- (ii) Operators who were actively engaged in the services have been included as employees also.

Appendix 17

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN
THE WOLLONGONG DISTRICT FOR THE YEAR ENDED 30th JUNE, 1959,
COMPARED WITH THE YEAR ENDED 30th JUNE, 1958**

Item	Year ended	
	30th June, 1959	30th June, 1958
Number of operators	15	15
Number of services	18	18
Number of omnibuses—		
In service	134	123
In reserve	8	15
Total	142	138
Number of petrol omnibuses	36	35
Number of diesel omnibuses	106	103
Total	142	138
Number of single-deck omnibuses	115	108
Number of double-deck omnibuses	27	30
Total	142	138
Number of employees	255	257
Omnibus mileage	3,637,244	4,059,230
Passengers carried	13,836,295	14,108,815
	£	£
Book value of plant	287,977	268,922
Revenue	597,341	586,655
Expenditure	560,331	549,079
Net Profit	37,010	37,576
Included in Expenditure—		
Owner's wages	21,769	21,908
Depreciation	43,379	38,701
Interest payments on loans, etc.	4,891	6,015
	d.	d.
Revenue per mile	39.414	34.680
Expenditure per mile	36.972	32.448
Net profit per mile	2.442	2.232

Notes:—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-1956.
- (ii) Operators who are actively engaged in the services have been included as employees also.

Appendix 18

**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	409
Drive and operate unlicensed public motor vehicle	132
Not observe conditions of permit	19
Miscellaneous offences	6

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	6
Fail to obscure or display vacant sign	107
Refuse hiring	20
Overcharging passengers	3
Incivility to passengers	8
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	46
Incorrect operation of other taxi-cab stands	52
Multiple hiring	162
Drive taxi-cab in prohibited area	67
Soliciting for passengers, attracting notice by calling	69
Omnibus time table offences	30
Permit omnibus passenger on back platform	12
Miscellaneous offences	16

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

Fail to renew registration or return number plates	1,091
Unlawful possession of number plates	7
Fail to return number plate on request	3
Drive unregistered vehicle and permit unregistered vehicle to be driven	152
Drive whilst unlicensed and permit unlicensed person to drive	5
Fail to carry or provide record of driving hours (log book)	49
Fail to produce log book for inspection and endorsement	31
Exceed aggregate weight permitted	195
Fail to stop on request	17
Fail to drive into lorry checking station	7
Miscellaneous offences	3

Road Maintenance (Contribution) Act, 1958—

Fail to furnish return	3,249
Fail to pay charges	199

Other Acts—

Miscellaneous offences	5
------------------------------	---

Appendix 19

ROAD ACCIDENTS IN NEW SOUTH WALES

STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1959

This statement has been prepared from information furnished in Police road accident reports. It covers all accidents reported to the Police involving the death or injury of any person and/or damage to property in excess of £10.

The number of accidents reported in the year under review was 47,856 (increase of 8·4 per cent. over 1957-58). The number of persons killed was 833 (4·8 per cent. increase), and the number of persons injured was 19,854 (2·5 per cent. increase). In the same period the number of motor vehicles registered increased by 6·7 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	208
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

* Note:—As all States of the Commonwealth do not require the registration of trailers, tractors and Traders' vehicles, it was agreed in March, 1958, at a conference of Police Commissioners in Melbourne that these registrations should be omitted from the total registrations figure for the purpose of comparison of road casualties. Accordingly, in the accident rates, as shown in the Table above for 1959, the registrations for these classes of vehicles have been excluded.

Comment:—The number of accidents, persons killed and injured increased during the year ended 30th June, 1959.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION

Quarter	Area	Accidents		Persons Killed		Persons Injured	
		1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
July- September.	City of Sydney	614	605	1	1	181	166
	Suburbs of Sydney ...	6,219	5,297	106	95	2,505	2,348
	Remainder of State...	4,734	4,593	99	93	1,899	1,863
	Sub-Total	11,567	10,495	206	189	4,585	4,377
October- December.	City of Sydney	644	544	4	4	182	151
	Suburbs of Sydney ...	6,588	5,773	93	84	2,795	2,597
	Remainder of State...	5,429	4,941	114	111	2,393	2,257
	Sub-Total	12,661	11,258	211	199	5,370	5,005
January- March.	City of Sydney	566	534	2	2	165	154
	Suburbs of Sydney ...	5,317	5,293	67	80	2,303	2,408
	Remainder of State...	4,970	4,705	107	112	2,149	2,296
	Sub-Total	10,853	10,532	176	194	4,617	4,858
April-June ...	City of Sydney	757	639	5	...	227	180
	Suburbs of Sydney ...	6,585	6,045	115	97	2,731	2,674
	Remainder of State...	5,433	5,195	120	116	2,324	2,284
	Sub-Total	12,775	11,879	240	213	5,282	5,138
	Grand Total	47,856	44,164	833	795	19,854	19,378

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

52·8 per cent. of the fatalities occurred outside the County of Cumberland.

Appendix 19—continued

AGE AND SEX OF PERSONS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Under 5	10	19	11	10	363	332	230	256
5 and under 7	8	12	5	2	283	252	162	174
7 " 17	36	43	11	17	1,580	1,518	845	807
17 " 21	85	72	9	23	2,586	2,343	734	747
21 " 30	129	128	19	19	3,417	3,290	840	876
30 " 40	93	93	18	12	2,111	2,218	799	785
40 " 50	83	72	16	14	1,500	1,553	765	751
50 " 60	68	66	21	27	988	969	578	587
60 and over ...	138	107	70	58	934	876	704	710
Not stated	1	...	2	1	246	201	189	133
Totals	651	612	182	183	14,008	13,552	5,846	5,826

Comment—The 60 years and over age group incurred the greatest number of road deaths. 78 per cent. of the killed and 71 per cent. of the injured were males.

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Drivers of motor vehicles	212	180	16	12	4,999	4,725	601	522
Motor cyclists	67	60	1	...	1,778	1,845	53	51
Pedal cyclists	34	30	...	...	1,059	1,147	124	148
Passengers (all types)	141	161	87	89	3,920	3,699	3,803	3,891
Pedestrians ...	196	180	75	81	2,220	2,080	1,257	1,177
Other classes ...	1	1	3	1	32	56	8	37
Totals	651	612	182	183	14,008	13,552	5,846	5,826

Comment—During the year deaths of drivers of motor vehicles increased by 18·7 per cent.

TYPES OF ACCIDENTS

Types of Accidents	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Collisions between vehicles	31,354	29,243	275	249	9,946	9,854
Vehicles overturning or leaving roadway	7,724	7,650	233	228	4,522	4,700
Vehicles colliding with fixed objects...	4,066	2,791	42	49	1,545	1,266
Vehicles colliding with animal(s).....	888	969	4	3	163	160
Collisions between vehicles and pedestrians	3,488	3,288	263	253	3,389	3,196
* Passenger accidents	301	219	12	12	268	200
Other accidents	35	4	4	1	21	2
Total	47,856	44,164	833	795	19,854	19,378

* 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 65·5 per cent. of all accidents and 49·4 per cent. of the total casualties. Casualties resulting from vehicles overturning or leaving the roadway decreased by 3·5 per cent.

Appendix 19—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	32,659	68.24	474	56.90	11,197	56.40
Riders of motor cycles	1,040	2.17	59	7.08	852	4.29
Pedal cyclists	603	1.26	13	1.56	598	3.01
Riders of horses and drivers of horse-drawn vehicles	7	.01	1	.12	4	.02
Trams	68	.14	...	...	22	.11
Pedestrians	2,238	4.68	143	17.17	2,150	10.83
Passengers	302	.63	12	1.44	268	1.35
Parties not involved	1,425	2.98	10	1.20	589	2.97
Railway Employees	12	.03	...	...	7	.04
Riders of billycarts, tricycles, etc.	23	.05	4	.48	19	.10
Total human failure	38,377	80.2	716	85.9	15,706	79.1
B. Defective equipment of—						
Motor vehicles	3,452	7.21	47	5.64	1,506	7.59
Motor cycles	109	.23	2	.24	111	.56
Pedal cycles	100	.21	4	.48	101	.51
Animal-drawn vehicles	3	.01	...	...	2	.01
Trams	8	.02	...	...	4	.02
Total defective equipment	3,672	7.7	53	6.4	1,724	8.7
C. Miscellaneous factors—						
Animals (including animals which vehicles swerve to avoid)	1,144	2.39	7	.84	251	1.26
Road conditions	4,307	9.00	54	6.48	2,008	10.11
Weather	353	.74	3	.36	163	.82
Other	3	.01	...	...	2	.01
Total miscellaneous factors	5,807	12.1	64	7.7	2,424	12.2
GRAND TOTAL	47,856	100	833	100	19,854	100

Comment—Human failure was responsible for 80 per cent. of the accidents, 86 per cent. of the fatalities and 79 per cent. of the persons injured. Drivers of motor vehicles were responsible for 68 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	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Excessive speed	1,835	1,673	115	117	1,174	1,162
Not keeping to the left	2,468	2,174	57	38	1,061	950
Not giving right of way to other vehicle at intersection	8,799	7,524	42	39	2,779	2,396
Failing to make right-hand turn at intersection with due care	2,329	1,936	13	8	820	710
Intoxicated	1,820	1,779	33	52	717	670
Inexperience	657	487	3	8	321	261
Inattentive driving	6,658	7,006	102	90	2,090	2,447
Reversing without due care	812	746	3	1	87	108
Overtaking improperly	1,260	1,000	18	32	358	397
Following other vehicle too closely ...	1,562	1,252	1	1	193	185
Infirmity of driver	109	92	9	3	80	63
Driver asleep or drowsy	373	351	30	20	243	227
Dazzled by lights of an approaching vehicle	383	449	10	5	214	263
No hand signal or incorrect signal ...	210	125	...	...	43	29
Pulling out from kerb suddenly or without warning	1,082	892	...	...	142	97
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	916	607	13	6	454	346
Crossing railway level crossing without due care	46	22	6	6	15	13
Hit-run drivers (not elsewhere classifiable)	345	340	4	3	111	113
Other causes	995	783	15	27	295	203
Total	32,659	29,238	474	456	11,197	10,640
Variation	+12%		+16%		+5%	

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

Appendix 19—*continued*

Average Motor Vehicles Registered

	1958-59	1957-58
Number	937,791	878,904
Variation	+6.7%	

2. *Accidents attributed to Riders of Motor Cycles*

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Excessive speed	95	91	12	15	85	91
Not keeping to the left	72	85	13	2	59	85
Not giving right of way to other vehicle at intersection	264	285	5	5	158	216
Failing to make right-hand turn at intersection with due care	35	37	1	...	31	28
Intoxicated	13	24	1	3	9	22
Inexperience	104	97	4	...	104	93
Inattentive riding	224	337	12	7	200	317
Overtaking improperly	89	72	6	1	72	68
Following other vehicle too closely ...	45	36	1	...	35	30
Infirmity of rider	4	2	...	...	4	2
Driver asleep or drowsy	4	6	...	1	4	3
Dazzled by lights of an approaching vehicle	14	8	...	...	17	11
No hand signal or faulty signal	4	2	...	1	5	...
Pulling or swinging out from kerb suddenly or without warning	3	4	...	...	2	1
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	39	36	1	...	38	29
Crossing railway level crossing without due care	4	2	1	1	3	2
Hit-run drivers (not elsewhere classifiable)	4	8	...	...	3	7
Other causes	23	37	2	1	23	40
Total	1,040	1,169	59	37	852	1,045
Variation	-11%		+59%		-18%	

Average Motor Cycles Registered

	1958-59	1957-58
Number	33,863	35,224
Variation	-4%	

Comment—Accidents and casualties attributed to riders decreased during 1958-59 with a corresponding decrease in registrations of motor cycles.

Excessive speed, not keep left and inattentive riding were responsible for 62.7 per cent. of the total deaths attributed to motor cyclists.

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

Appendix 19—continued

3. Accidents attributed to Pedal Cyclists

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Excessive speed having regard to conditions	14	5	...	...	14	7
Not keeping to the left	58	50	2	4	55	53
Not giving right of way to other vehicle at intersection	82	90	...	...	86	90
Failing to make right-hand turn at intersection with due care	62	44	2	3	60	40
Intoxicated	5	3	...	1	5	4
Inexperience	28	25	1	...	28	28
Inattentive riding	179	244	1	2	183	248
Overtaking improperly	21	22	...	2	19	21
Following other vehicle too closely ...	11	12	1	...	9	12
Infirmity of rider	7	6	1	...	6	6
Dazzled by lights of an approaching vehicle .....	...	...	...	...	...	...
Failing to signal intention of turning or stopping, or giving incorrect signal.....	19	29	...	...	20	30
Pulling or swinging out from kerb suddenly or without warning	25	18	1	2	25	16
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	6	7	...	...	6	8
Hit-run riders (not elsewhere classifiable) .....	...	1	...	...	...	...
Other causes	86	66	4	4	82	70
Total	603	622	13	18	598	633
Variation	-3%		-28%		-6%	

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

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Intoxicated	1	...	1	...	...	...
Inattentive driving	2	2	...	...	2	...
Other causes	4	13	...	...	2	11
Total	7	15	1	...	4	11
Variation	-53%		...		-64%	

5. Accidents attributed to Pedestrians.*

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Walking across roadway without due care	713	843	52	53	687	818
Running across roadway	430	324	22	21	416	315
Passing behind or in front of moving or stationary vehicle or object.....	268	189	25	10	250	183
Stepping off kerb without due care ...	32	22	2	3	31	19
Intoxicated	248	197	16	17	233	184
Infirmity (including aged)	23	18	8	6	15	15
Sudden illness	7	2	...	...	7	2
Child (7 years of age and over) playing on roadway	26	21	4	1	22	21
Child under 7 years of age not under, or breaking away from the supervision of an older person	455	417	14	19	449	405
Boarding vehicle on wrong side	5	3	...	...	5	3
Boarding vehicle in motion	12	18	...	...	12	18
Other causes	42	52	4	12	42	44
Total	2,261	2,106	147	142	2,169	2,027
Variation	+7%		+4%		+7%	

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

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

Children under the age of 7 years were responsible for 20 per cent. of pedestrian accidents and casualties.

Appendix 19—continued

6. Accidents attributed to Passengers

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
Alighting from vehicle in motion ...	47	44	...	5	47	41
Falling from vehicle in motion	86	54	3	3	87	50
Riding improperly	20	13	4	1	16	13
Alighting from vehicle on wrong side	5	9	...	...	4	9
Intoxicated	38	10	2	...	23	11
Infirmity	4	6	1	...	3	4
Interfering with driver's control	31	32	1	2	26	26
Other causes	71	51	1	1	62	46
Total	302	219	12	12	268	200
Variation	+38%		...		+34%	

7. Accidents caused by Defective Equipment of Vehicles

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
7. Motor Vehicle Defects (Other than Motor Cycles)—						
Defective brakes	1,041	964	4	8	362	308
Defective steering	645	589	11	5	344	343
Tyre blowout	924	838	10	12	463	468
Inadequate or no headlamps	96	93	4	1	42	46
Defective or absence of rear lamp	48	26	1	2	34	16
Excessive height or weight of loading	19	14	...	1	3	1
Loose, insecure or projecting loading	84	75	...	1	32	26
Other motor vehicle defects	595	636	17	12	226	241
Total	3,452	3,235	47	42	1,506	1,449
Variation	+6%		+12%		+4%	
8. Motor Cycle Defects—						
Defective brakes	23	17	...	1	22	18
Defective steering	9	4	...	...	7	6
Tyre blowout	27	19	1	...	30	22
Inadequate or no headlamp	16	21	1	2	15	18
Defective or absence of rear lamp	1	...	...	...	1	...
Other motor cycle defects	33	47	...	4	36	42
Total	109	108	2	7	111	106
Variation	+1%		- 71%		+59%	
9. Pedal Cycle Defects—						
Defective or absence of brakes ...	22	33	...	...	22	33
Defective steering	1	4	...	1	2	3
Inadequate or no headlamp	42	37	2	...	41	38
Rear lamp defective or no reflector	21	15	2	1	21	14
Other pedal cycle defects	14	13	...	...	15	14
Total	100	102	4	2	101	102
Variation	- 2%		+100%		- 1%	
10. Animal-drawn Vehicle Defects—						
No side or rear lamps	2	...	...	...	1	...
Other	1	1	...	...	1	2
Total	3	1	...	...	2	2
Variation .....	...		...		...
Total accidents caused by defective equipment	3,664	3,446	53	51	1,720	1,659
Variation	+6%		+4%		+4%	

Comment—Accidents and casualties attributed to defective equipment increased in 1958-59.

Appendix 19—continued

Miscellaneous Causes

Cause	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
11. <i>Accidents attributed to Animals—</i>						
Horse, cow, etc., straying in roadway.....	662	819	2	3	78	108
Animals (in vehicle) falling, shying or bolting	17	9	...	...	8	3
Animal (ridden) falling, shying or bolting	34	21	2	1	21	17
Dog, cat, etc., crossing roadway...	119	48	1	...	50	23
Other animal causes	23	10	...	...	13	5
Total	855	907	5	4	170	156
Variation	-6%		+25%		+9%	
12. <i>Accidents attributed to Road Conditions—</i>						
Road surface loosely gravelled ...	1,291	1,534	19	21	685	847
Road in bad repair	262	253	2	5	169	137
Road surface wet or slippery ...	1,920	2,183	22	14	764	949
Obstruction in road	197	161	...	5	107	83
Stationary vehicle dangerously placed	23	14	...	...	8	3
Other road faults	614	363	11	9	275	131
Total	4,307	4,508	54	54	2,008	2,150
Variation	-4%		...		-7%	
13. <i>Accidents attributed to Weather—</i>						
Vision obscured by rain, snow, fog, mist, dust, etc.	211	182	1	2	97	100
Glaring sun	109	74	2	1	50	43
Attributed to cyclone, hurricane, wind or rain, etc.	52	18	...	1	16	8
Other weather causes	1	...	...	...	...	...
Total	353	274	3	4	163	151
Variation	+29%		-25%		+8%	
14. <i>Accidents attributed to parties not involved—</i>						
Swerving to avoid vehicle	1,253	1,064	10	5	542	493
Swerving to avoid pedestrian ...	109	96	...	4	30	32
Swerving to avoid animal or straying stock	279	281	2	3	81	113
Stopping suddenly to avoid collision	65	65	...	...	13	19
Other accidents attributed to parties not involved	8	20	...	...	4	4
Total	1,714	1,526	12	12	670	661
Variation	+12%		...		+1%	
15. <i>Other Causes—</i>						
(a) <i>Trams Responsible—</i>						
Brakes failing on tram	8	8	...	...	4	...
Other tram defects .....	...	3	...	...	...	1
Tram started before passenger properly boarded, alighted or seated	5	11	...	1	6	11
Error of judgment by tram driver	8	11	...	...	2	6
Inattentive driving	47	78	...	2	9	20
Other causes	8	9	...	...	5	2
Total	76	120	...	3	26	40
Variation	-37%		...		-35%	
(b) <i>Railways Responsible—Level Crossing—</i>						
Gatekeeper omitting to close gate, etc.	7	6	...	2	7	2
Other causes	5	8	...	...	...	3
Total	12	14	...	2	7	5
Variation	-14%		...		+40%	
(c) <i>Other causes</i>	3	...	...	...	2	...
Grand Total All Causes	47,856	44,164	833	795	19,854	19,378
Variation	+8.4%		+4.8%		+2.5%	

Comment.—The majority of accidents attributed to animals were caused by straying stock. Accidents and casualties attributed to road conditions dropped slightly. Accidents caused by weather conditions increased sharply. Accidents and casualties attributed to parties not involved increased in 1958/9, the greatest single cause being attempts to avoid collisions with vehicles. Trams and/or their drivers caused less accidents than last year.

Appendix 19—continued

Features of Roadways on which Accidents Occurred

Location	Accidents		Persons Killed		Persons Injured	
	1958-59	1957-58	1958-59	1957-58	1958-59	1957-58
<i>At Intersection—</i>						
Controlled by Police	136	157	...	2	39	37
Controlled by Traffic Lights	1,072	965	5	2	284	319
Uncontrolled	18,860	15,930	174	177	6,938	6,003
Sub-Total	20,068	17,052	179	181	7,261	6,359
<i>Other than at Intersection—</i>						
Straight Road	18,738	18,302	405	378	7,969	8,404
Bend or Curve—						
View open	6,065	5,965	165	141	3,207	3,138
View obscured	1,288	884	33	29	636	473
Bridge, culvert or causeway	663	752	18	27	266	306
Steep hill	352	590	8	15	142	311
Crest of hill	205	269	8	10	104	134
Railway level crossing—						
Guarded by gates	73	95	2	3	20	29
Guarded by lights	7	9	1	1	2	1
Unguarded	73	75	3	5	34	100
Other locations	312	156	10	5	210	116
Location not stated	12	15	1	...	3	7
Total	47,856	44,164	833	795	19,854	19,378

Comment—42 per cent. of all accidents took place at intersections replacing straight roads as the main feature of roadways at which accidents occurred.

Accidents and casualties at intersections increased sharply.

Appendix 20

LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1959

Parramatta Road and Rawson and Duck Streets, *Auburn*.

Parramatta Road and Berry Street, *Granville*.

Mitchell Road and Buckland Street, *Alexandria*.

Kiora Road and The Kingsway, *Miranda*.

Mitchell Road, Huntley and Coulson Streets, *Alexandria*.

Victoria and Park Roads, *Rydalmere*.

Hunter, Hannell and National Park Streets, Wickham, *Newcastle*.

Pacific Highway, south of Victoria Avenue, *Chatswood*.

Wicks Road, south-west of Cox's Road, *North Ryde*.

Princes Highway, north of Cox's Lane, *Corrimal*.

Stanmore Road, west of Holt Street, *Stanmore*.

Bexley Road, north of Eulabah Avenue, *Clempton Park*.

Bondi Road, west of Wellington Street, *Bondi*.

Woodville Road, north of William Street, *South Granville*.

Canterbury Road, north-east of Acton Street, *Canterbury*, in the vicinity of Canterbury Public School.

Victoria Road, *Gladesville*, outside the Riverside Domestic Science School,

King Georges Road, north-west of Maher Street, *South Hurstville*.

Appendix 21

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1959**

Metropolitan Transport District

	Motor Omnibuses	Taxi-cabs	Private Hire Cars	Totals
Vehicles registered as at 30th June, 1959	811	2,564	262	3,637
Inspections made	5,328	14,545	443	20,316
Repair Notices issued	1,148	1,822	25	2,995
"Not To Use" Notices issued*	91	509	5	605

Newcastle Transport District

	Motor Omnibuses	Taxi-cabs	Private Hire Cars	Totals
Vehicles registered as at 30th June, 1959	100	95	17	212
Inspections made	641	263	13	917
Repair Notices issued	51	20	1	72
"Not To Use" Notices issued*	17	6	...	23

City of Greater Wollongong Area

	Motor Omnibuses	Taxi-cabs	Private Hire Cars	Totals
Vehicles registered as at 30th June, 1959	142	100	7	249
Inspections made	439	462	29	930
Repair Notices issued	147	76	1	224
"Not To Use" Notices issued*	29	9	...	38

Country Districts

	Motor Omnibuses †	Taxi-cabs	Private Hire Cars	Totals
Inspections made	3,169	2,319	396	5,884
Repair Notices issued	612	341	51	1,004
"Not To Use" Notices issued	61	20	5	86

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

† Includes motor omnibuses, service vehicles and tourist vehicles.

Murwillumbah

The map shows the Pacific Highway (A1) in New South Wales, Australia. The route is marked with a red line and includes the following locations from west to east:

- Mollongong
- Richmond
- Sydney
- Gosford
- Newcastle
- Maitland
- Dungog
- Stroud
- Bulah Delah
- Taree
- Cooperbrook

Other locations shown include Kiamia, Wollongong, Gosford, Richmond, Sydney, Newcastle, Maitland, Dungog, Stroud, Bulah Delah, Taree, Cooperbrook, Wingham, Gloucester, Muswellbrook, and Greta. The Pacific Ocean is labeled to the east of the highway. An inset map is indicated by the text "See Inset".

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A map of the North Atlantic Ocean showing the coastline of North America and Europe. A red line indicates the Labrador Current flowing south from the Arctic region. A black line with arrows indicates the study area, which is located in the Labrador Current off the coast of Newfoundland and Labrador.

