

1958

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PARLIAMENT OF NEW SOUTH WALES

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# REPORT

OF THE

## COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED  
30th JUNE, 1958

BY COMMAND

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# REPORT

OF THE

## COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED 30TH JUNE, 1958

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Office of the Commissioner for Motor Transport,  
Sydney, 9th December, 1958.

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 financial year ended 30th June, 1958.

### 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, 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 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, 1958, numbered 1,488, an increase of 282 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 report for the financial year ended 30th June, 1957, 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, 1958 (details of which appear elsewhere in this report) are as follows: —

	Totals
Drivers licensed .. .. .	1,149,472
Motor Vehicles Registered .. .. .	941,693
Net revenue collections .. .. .	£18,383,953
Road Accidents .. .. .	44,164
Persons killed in road accidents .. .. .	795
Persons injured in road accidents .. .. .	19,378
District Motor Registries .. .. .	240
Authorised Inspection Stations .. .. .	2,829
Traffic Control Light Signals .. .. .	193
Other traffic facilities (provided and maintained by this Department) .. .. .	47,632

### 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, 5 and 7.



## SECTION ONE

### REGISTRATION OF MOTOR VEHICLES AND LICENSING OF DRIVERS

#### Tax—Main Roads Act, 1924-1958

The revenue of this Fund derives from motor tax imposed by the Motor Vehicles (Taxation) Act, 1951, collected on all motor vehicles which are not exempt from motor taxation and with the exception also of public motor vehicles registered as motor omnibuses, taxi-cabs, private hire cars and motor vans in Metropolitan and Newcastle Transport Districts.

Since 9th June, 1955, in accordance with a judgment of the High Court, motor vehicles which are used exclusively for the purposes and in the course of interstate trade are exempt from motor taxation. In the view of this Department these vehicles still had to be registered, for which only the normal registration fee was chargeable, and they should comply with requirements generally as to construction, equipment, roadworthiness, etc. Distinguishing number plates of the ISA series with letters and figures of red colour on a white ground, were required to be displayed on the front and rear of such vehicles. The number of vehicles so registered at 30th June, 1958, was 2,226 and the amount of motor vehicle tax lost was £202,462

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, 1958, the revenue totalled £8,403,562, the refunds amounted to £125,534, and the administrative expenses for road charges to £28,596, so that the net revenue was £8,249,432. This amount was £349,526 more than the net revenue for 1956-1957, representing an increase of 4.42 per cent.

In view of the abovementioned exemption from motor vehicles taxation of vehicles engaged in interstate trade, it is appropriate here to report on the introduction of an Act which brought certain vehicles of this class into a road maintenance contribution scheme.

#### 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 4 tons, to pay a charge towards compensation for wear and tear caused to the public streets in New South Wales by the operation of their vehicles. The Act applies both to interstate and intrastate operators.

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.

As at 30th June, 1958, the number of commercial goods vehicles with a carrying capacity exceeding 4 tons recorded as being subject to the Road Maintenance (Contribution) Act, 1958, was as follows:—

Intrastate vehicles .. .. .	35,311
Interstate vehicles .. .. .	3,486
<b>Total .. .. .</b>	<b>38,797</b>

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.

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.

The Department was obliged to erect a building on its premises at Rosebery to accommodate a clerical staff of about 150 to administer the Act, and to engage additional staff, including about fifty men for outdoor duties. The building, motor cars and office equipment, costing approximately £88,000 (met by the Road Transport and Traffic Fund) and the bulk of the additional staff were ready when the Act commenced on 1st May, 1958.

It was estimated that, under normal and favourable conditions, charges due under the Act would amount to approximately £3,000,000 a year, of which about £2,200,000 would derive from owners of intrastate vehicles and about £800,000 in respect of interstate vehicles. Costs of administration (apart from the cost of providing the building, motor cars and office equipment) were estimated not to exceed £250,000 per annum.

Charges for the initial month of May, 1958, received by the 30th June, 1958, totalled £140,978, notwithstanding strong opposition to the Act and a campaign to have the Act either repealed or amended to provide for a wide range of exemptions therefrom.

Costs of administration of the Act to 30th June, 1958, totalled £28,596, as detailed in Appendix No. 4.

### 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 £3,069,486, representing an increase of £283,039 over the previous year.

After meeting the various expenses chargeable to the Fund (including £1,543,901 of 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 the provision of a building, motor cars and office equipment for the administration of the Road Maintenance (Contribution) Act, 1958, which cost £88,547); a credit balance of £19,846 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 £1,588,901 for the year, of which £45,000 was debited to the State Transport (Co-ordination) Fund.

Details of receipts and payments from the Road Transport and Traffic Fund for 1957-1958 and 1956-1957 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. During 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 in the same way 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. 6.

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 a separate Transport District under the Transport Act. The Public Vehicles Fund revenue derived from public vehicles in the recently included 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 the 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, 1958, and 30th June, 1957, is shown in Appendix No. 5.

### MOTOR REGISTRATION STATISTICS

At 30th June, 1958, there were 941,693 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1957, an increase in registrations of 59,597, or 6.8 per cent., has been recorded.

Details of registrations current at 30th June, 1958 and 1957, are as follows:—

Classification	30th June, 1958	30th June, 1957
Cars .....	549,900	511,350
Lorries .....	264,810	250,350
Tractors .....	16,318	16,682
Trailers .....	62,359	54,863
Cycles—		
Solo .....	28,137	28,661
Sidecar .....	6,444	6,906
Omnibuses—		
Sydney .....	2,042	1,901
Newcastle .....	292	296
Wollongong .....	132	128
Country Districts .....	1,383	1,360
Vans—		
Sydney .....	1,488	1,336
Newcastle .....	115	109
Wollongong .....	1	...
Taxi-cabs—		
Sydney .....	2,551	2,530
Newcastle .....	95	94
Wollongong .....	99	99
Country Districts .....	1,192	1,187
Private Hire Cars—		
Sydney .....	265	301
Newcastle .....	15	17
Wollongong .....	8	8
Country Districts .....	363	376
Tourist Vehicles—		
Sydney .....	40	40
Newcastle .....	3	3
Wollongong .....	5	5
Country Districts .....	33	31
Traders' Registrations—		
Cars .....	3,492	3,355
Cycles .....	111	108
<b>Total .....</b>	<b>941,693</b>	<b>882,096</b>

Details of the classes of registrations in New South Wales at intervals since 1911 are given in Appendix No. 8.

The growth of motor transport in this State since 1930 is illustrated graphically in Appendix No. 9.

### BRAND NEW VEHICLES REGISTERED

In the twelve months ended 30th June, 1958, 98,582 new vehicles were registered in New South Wales, compared with 86,150 in the previous year. Details of the new vehicles registered are as follows:—

Classification	Year ended—	
	30th June, 1958	30th June, 1957
Passenger Vehicles—		
Cars .....	56,752	51,255
* Taxi-cabs (Sydney and Newcastle and Wollongong) .....	559	319
* Omnibuses (Sydney and Newcastle and Wollongong) .....	112	84
Total .....	57,423	51,658
Goods Vehicles—		
Lorries and Tractors .....	28,036	23,647
* Vans (Sydney and Newcastle and Wollongong) ...	111	57
Trailers .....	9,900	7,853
Total .....	38,047	31,557
Motor Cycles .....	3,112	2,935
Grand Total .....	98,582	86,150

\* Taxi-cabs and omnibuses outside the Metropolitan and Newcastle Transport Districts are included with cars. Figures for Wollongong for the year ended 30th June, 1958, have been included under Wollongong which previously were included in Country Districts.

At 30th June, 1958, approximately 84 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. 10.

### PERMITS TO CERTIFY TO THE FITNESS OF NEW MOTOR VEHICLES

The practice of issuing permits to motor vehicle distributors to certify to the fitness of new motor vehicles for registration purposes has been continued. During the year this facility was extended to 21 additional motor trading firms, bringing the total number of certifying firms to 110.

Permits issued authorise the certification of 107 vehicles of different makes and body styles of 1957 year model and 101 vehicles of different makes and body styles of 1958 year model.

### TAXATION ON MOTOR VEHICLES WITH DIESEL ENGINES

As from the 1st December, 1957, the motor vehicles tax payable on diesel vehicles was reduced by 50 per cent., *i.e.*, to the same rate as for petrol driven vehicles. This reduction followed to the imposition by the Commonwealth Government of a tax of 1s. per gallon on diesel fuel. Previously the motor vehicles tax on diesel driven vehicles had been double the amount

payable on petrol driven vehicles, as the owners of diesel vehicles did not make any contribution to road construction and maintenance by means of a fuel tax as did the owners of petrol driven vehicles.

### **CONCESSIONS GRANTED IN RESPECT OF VEHICLES AFFECTED BY THE ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958**

Consequent upon the proclamation of the Road Maintenance (Contribution) Act, 1958, two important concessions were granted to the owners of vehicles subject to the Act as follows:—

(1) Co-ordination Act charges on vehicles subject to Road Maintenance (Contribution) Act, 1958.

Approval was given to the effect that road maintenance charges would not be payable in addition to Co-ordination Act charges in respect of those vehicles operating on intrastate journeys of more than 50 miles in competition with the railways. To implement this decision arrangements were made for the amount of road maintenance charges payable in respect of the competitive portion of a particular journey to be deducted from the Co-ordination Act charges payable before the issue of a Co-ordination Act permit in respect of the particular journey.

(2) Motor vehicles tax in respect of primary producers' vehicles subject to Road Maintenance (Contribution) Act, 1958.

For some years past the amount of motor vehicles tax payable in respect of primary producers' motor lorries has been 90 per cent. of the normal rates of lorry tax. To offset the effects of the Road Maintenance (Contribution) Act, 1958, approval was given for the amount of motor vehicles tax payable on primary producers' motor lorries affected by the Act to be reduced to 50 per cent. of the normal rates of lorry tax.

The approval is being applied to original registrations and renewals of registrations of primary producers' motor lorries effected on or after the 1st May, 1958, the date upon which the Road Maintenance (Contribution) Act, 1958, came into force.

### **MECHANISATION OF RECORDS OF LICENCES AND REGISTRATIONS**

As reported previously, a commencement was made in the conversion of the manual records, comprising approximately 5,500,000 cards to a punched card system and all renewal notices and payments for licences which expired on and after 1st May, 1957 were dealt with by the mechanised process.

During the year the balance of the records kept under the old system for the various classes of driver and rider licences were converted to a punched card system. This task involved the punching of more than 1,400,000 cards for the chronological record. From these punched cards a further 1,149,472 were produced by automatic machine processes to provide a separate alphabetical record for each licensee.

In the case of licenses the information contained in the records generally is not subject to change and the fees payable are standard. However, in the case of motor vehicle registrations, there is a wide range of possible combinations of fees, tax and third party premiums payable and this factor allied with the need for action in respect of numerous transfers of registrations, exchanges of number plates and alterations in construction or usage renders the conversion of the vehicle registrations record to a mechanical system much more complex than was the case with the licences. Nevertheless, the stage has been reached where the mechanised processes are employed in respect of transactions relating to (a) all motor cycles, Government-owned vehicles and vehicles registered under the Transport Act, 1930-1958, (b) car registrations effective from 1st May, 1958.

One of the sorting machines has been replaced and action is in hand to replace other sorting machines with the latest model machines which have a sorting capacity speed of approximately 50 per cent. faster than the previous models.

### WITHDRAWAL OF OBSOLETE TYPE NUMBER PLATES

To achieve greater uniformity and to assist the Police in identifying motor vehicles, every endeavour is being made to eliminate number plates which consist of numerals only and the general issue of which was discontinued many years ago.

The total number of vehicles bearing such plates is now less than 5,000 and in cases where they change hands the surrender of the plates in exchange for plates of the current series is insisted upon.

No action is, however, being taken for the time being in the direction of withdrawing obsolete type plates in cases where they remain in the possession of owners who have held them for extended periods or where any change of ownership is to a member of the family of the vendor or other like person who can establish prior association with the plates over a long period.

### MOTOR VEHICLE REGISTRATION LABELS

During the year, a new type of windscreen label was introduced in respect of registrations of motor vehicles expiring on and after the 1st January, 1958. Such labels are water transfers so that the use of methylated spirits required to attach the old type labels is eliminated. It is expected that the new type labels will prove to be much more satisfactory to the public, particularly in regard to adhesive qualities, durability and facility of attachment.

### 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 2 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 2 tons unladen and are hauling a pole trailer or trailer with more than one axle.

*Class E Licences:* This type of licence was introduced on the 1st April, 1957, and authorises the holder thereof to drive articulated vehicles, large trailer combinations comprising motor lorries weighing more than 2 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.

It is necessary for the drivers of taxi-cabs in the Metropolitan and Newcastle Transport Districts to hold a special type of licence; a separate type of licence is also required by the riders of motor cycles.

A new applicant is entitled to a licence (Class A) to drive a motor car or light lorry if he is at least 17 years of age, and passes an appropriate eye-sight test and a driving test on a motor vehicle other than a motor cycle.

As carriers and primary producers were still experiencing considerable difficulty in obtaining drivers for their motor lorries weighing in excess of 2 tons unladen, approval was continued, as a temporary measure to reduce the minimum age for the holder of a "C" class driving licence from 21 years to 19 years. Such licences do not permit persons under the age of 21 years to drive articulated vehicles or combinations of motor lorries and trailers, for which type of driving a class "E" licence is required.

Before a person between the age of 19 years and 21 years can obtain a class "C" licence he must have held a driving licence for at least twelve months, have passed a competency test on a motor lorry weighing more than 2 tons unladen and must be in possession of a written offer of employment as a driver of a motor lorry weighing more than 2 tons unladen, not being an articulated vehicle.

During the twelve months ended 30th June, 1958, 1,149,472 drivers' and riders' licences were issued compared with 1,091,467 in 1957, an increase of 58,005 or 5.3 per cent.

The different classes of licences in issue were: —

Class	30th June, 1958	30th June, 1957
A .....	851,290	809,043
B .....	3,325	3,026
C .....	180,679	188,520
D .....	17,462	12,256
*E .....	26,462	6,241
†Taxi-cab drivers .....	8,978	8,652
Motor cycle riders .....	61,276	63,729
Total .....	1,149,472	1,091,467

\* The first issue of "E" class licenses was on 1st April, 1957.

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

### MOTOR TRAFFIC BREACHES

Breaches of the Regulations made under the Motor Traffic Act, 1909, as amended, are reported chiefly by traffic police and other officers charged with the enforcement thereof so far as pertains to vehicles utilising the public roads.

Records of convictions and cautions against licensees for breaches of the above Regulations, as well as those made under the Transport Act, 1930, as amended, and sundry other Acts are maintained by this Department. Details of such records are furnished to the Police authorities, as required, to assist them to adjudicate in individual breach reports, and also to conduct cases before the courts.

During the twelve months ended 30th June, 1958, the total number of breach reports submitted which necessitated the supply of these particulars to the Police authorities numbered 662,303, compared with 777,674 for the preceding year

The great majority (522,647) of breaches reported were in respect of parking or other minor offences (e.g., fail to produce licence, etc.). Nevertheless, there were 139,656 cases of major offences, many of which involved



consideration of the licensees' fitness to drive motor vehicles, and the question as to whether, in the interests of road safety, the licences should not be cancelled or suspended.

Particulars of serious offences involving disqualification of persons from holding licences, and appeals against decisions of the Courts, and the refusal, suspension and/or cancellation of licences by the Commissioner for Motor Transport during the twelve months ended 30th June, 1958, are set out in Appendix No. 11.

The Minor Traffic Offences Regulations were amended in April, 1958. A major feature of these amendments was the transfer of responsibility for reported traffic breaches to the registered owners of the vehicles involved. As a result, the considerable clerical work formerly required to establish the identity of the drivers concerned was substantially reduced. Office procedures were streamlined, and the resultant economies were reflected in a considerable saving in staff, as well as the elimination of much of the former delay in reaching finality in such cases.

### **DISTRICT MOTOR REGISTRIES**

There are 240 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, 1942, the State Transport (Co-ordination) Act, 1931-1956, and the Road Maintenance (Contribution) Act, 1958.

The work at the majority of the District Motor Registries is performed on behalf of this Department by members of the Police Force in conjunction with their other duties, but in the Metropolitan and Newcastle districts, and the larger country towns, the Motor Registries are controlled and staffed by this Department. There are forty-four such Motor Registries and the revenue collected by officers of this Department during the twelve months ended 30th June, 1958, totalled £5,528,651. The figures for each Registry are shown in Appendix No. 12.

A map of New South Wales showing the locations of District Motor Registries in relation to the railways and principal roads is included as Appendix No. 20.

### **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, 1958.

During the year the Motor Vehicles (Third Party Insurance) Regulations were amended to provide for an increase in the amounts recoverable by hospitals in respect of hospital treatment in third party insurance cases.

At the 30th June, 1958, there were eighty-three insurance companies authorised to transact third party insurance business in terms of the Act. During the year no new companies were approved as authorised insurers, but one authorised insurer withdrew from the third party insurance business.

The Government Insurance Office of New South Wales handles approximately 84 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, 1958, such collections totalled £5,274,409, after the deduction of £79,196 commission by this Department.

## SECTION TWO

### REGULATION OF PUBLIC MOTOR VEHICLES

In the regulation of public motor vehicle services, the various Acts administered by the Department were applied, as far as practicable, so as to permit motor vehicles to operate on roads or in areas according to the public needs and, as necessary, to co-ordinate road activities with rail, air and shipping services.

The vehicles were licensed as goods motor vehicles, motor omnibuses, taxi-cabs, private hire cars, tourist vehicles or motor vans and each licence was conditioned according to the policy laid down for each type of service.

Vehicles engaged solely in interstate trade were not subject to licensing and regulation (except as concerns the provisions of the Motor Traffic Act in so far as they relate to road safety). Other vehicles were similarly free of control when engaged in an occasional interstate journey.

### 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, 1958, receipts of the State Transport (Co-ordination) Fund from goods and passenger charges, licence fees, permit and miscellaneous fees, Police Court penalties, totalled £13,855,999. Goods charges accounted for £11,764,864 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, £1,866,537, 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), £35,134, and, refunds on claims by interstate hauliers totalling £271,879.

During the financial year ended 30th June, 1958, the net receipts of the State Transport (Co-ordination) Fund were £1,336,469, principally derived from charges in respect of the conveyance of goods on journeys competitive with railway services for more than 50 miles, viz., a net £1,142,191. These charges related only to journeys wholly within the State. The Department's expenses in the administration of the Act totalled £214,461; the payment to the Police Department for services in connection with the supervision of the Act amounted to £45,000; payments in settlement of claims for refunds of charges, etc., paid in respect of interstate journeys made prior to the Privy Council decision in November, 1954, totalled £235,879; payments to the Railways Department totalled £750,000 and to the Department of Government Transport, £1,297. The Fund had a credit balance of £855,818 on 30th June, 1958.

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, 1958, is included as Appendix No. 7.



### GOODS MOTOR VEHICLES

The number of motor vehicles registered and licensed as trucks and trailers was 345,091 at the 30th June, 1958, as compared with 323,340 at 30th June, 1957. The former figure represented 36 per cent. of the total vehicles registered. In previous years the number of trucks and trailers, in proportion to the total number of vehicles registered, represented 36 per cent. at 30th June for each of the years 1955, 1956 and 1957; 26 per cent. at 30th June, 1938; and 20 per cent. at 30th June, 1932.

During the year the established policy in the administration of the Act as outlined in my previous Reports was continued in relation to goods motor transport. Licences were issued in respect of all registered goods motor vehicles (except those vehicles registered for use solely in interstate trade) authorising the carriage of goods generally on intrastate journeys not in competition with the railways for more than 50 miles.

Permits under the Act were issued authorising the operation of journeys exceeding 50 miles not covered by licences.

As mentioned in my last Report a general review of exemptions and partial exemptions from charges previously allowed on various commodities was made in 1956, resulting in a number of exemptions being withdrawn or the rate of charges increased up to the maximum charges prescribed under the Act. This was necessary in order to encourage the fullest practicable use of essential rail services, which, in many cases, had been running with substantially less than capacity loadings whilst increasing quantities of suitable rail traffic had been diverted to road services that had developed in duplication of rail facilities. The effect of the Department's action, although it is not possible to gauge the actual extent, resulted in some additional traffic being diverted from road to rail.

Exemption from the payment of charges was continued in respect of the carriage of a wide range of commodities, including the following:—

Fresh milk, cream, fish, eggs, poultry, honey.

Calves and lambs under six months of age, pigs, bees and bee-farming equipment.

Seedlings and ornamental plants.

Fertilisers, shellgrit.

— Cement or terra cotta roofing tiles, asbestos cement pipes and sheets, gyprock, fibrous plaster sheets.

Zinc oxide, carbon black.

Show exhibits, commercial travellers' samples.

Where goods, not classified as exempt, were carried on journeys competitive with the railways for more than 50 miles, permits authorising such journeys were conditioned to require the payment of charges at rates ranging up to the prescribed maximum depending upon the degree of competition with rail services.

The maximum charge is one calculated at the rate per mile of 3d. per ton of the aggregate of the unladen weight of the vehicle and the weight of loading it is capable of carrying. In a considerable number of cases reductions

in the maximum charges were granted on consideration of special features associated with the loading to be carried and special circumstances as disclosed in applications for permits.

Particulars of road journeys authorised by permits for the transport of goods for more than 50 miles in competition with the railways during the twelve months ended 30th June, 1958, on payment of charges at mileage rates, and the tonnages so carried, are as follows:—

Distance and Route	Ton Mile Basis							
	*		*		*		*	
	1d. Ton Mile		1½d. ton mile		2d. Ton Mile		Full Charges	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
N.S.W. Only—								
Up to 100 miles .....	5,427	22,593	4,990	39,347	221	1,326	21,324	146,671
101—200 miles .....	6,831	33,164	1,687	14,311	273	1,481	32,305	238,717
Over 200 miles .....	3,115	15,600	205	2,004	42	243	4,188	27,981
Totals .....	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 to the figures shown above, 4,668 permits were issued subject to charges payable on a flat rate basis. These include permits issued for varying periods to hawkers, showmen, contractors, 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, but the tonnages shown above refer to actual weights of loading carried.

The following is a statement showing the number of individual journeys operated by goods motor vehicles exempt from charges, during the year 1st July, 1957, to 30th June, 1958.

Journeys	Trips	Tons Carried
N.S.W. Only—		
Up to 100 miles .....	9,356	54,486
101—200 miles .....	15,322	94,059
Over 200 miles .....	4,385	27,168
Totals .....	29,063	175,713

In addition to the figures shown above, 2,833 permits available for periods of one month or more were issued for the carriage of exempt goods. Particulars of the number of trips operated, etc., on the authority of these permits are not available.

Charges collected under the Act during the year 1957-1958 in respect of the carriage of goods by road amounted to £1,142,191 compared with £1,027,343 for the year 1956-1957, representing an increase of £114,848. The increase in collections is attributable to a slight degree to a growth in volume of road haulage on intrastate journeys but mainly owing to the fact that, as mentioned above, a number of exemptions were withdrawn whilst in some cases the rate of charges was increased to the prescribed maximum rate.

As mentioned in my Report for 1955-1956, the Privy Council's decision of 17th November, 1954, in the Hughes and Vale Appeal, rendered the provisions of the State Transport (Co-ordination) Act inoperative so far as motor vehicles engaged on journeys in the course of interstate trade are concerned, and the position was not changed during 1957-1958. However, the

Road Maintenance (Contribution) Act, 1958, became effective as from the 1st May, 1958, imposing on owners of heavy commercial goods vehicles a charge as a contribution to the maintenance of public streets, irrespective of whether such vehicles operate interstate or intrastate. In the case of the heavy vehicles operated on intrastate journeys of more than 50 miles for the carriage of goods in competition with the railways in respect of which charges under the State Transport (Co-ordination) Act are imposed, the latter charge is reduced by deducting therefrom the amount of the road maintenance charge due for the competitive distance of the loaded journey on which a permit is issued.

The number of goods motor vehicle registrations increased in the year by 21,751 and this would correspondingly increase the amount of traffic moving on the roads. The bulk of goods moved by road was for distances up to 50 miles. The quantity of goods carried on the roads for distances exceeding 50 miles in competition with the railways on intrastate journeys was also very large. This, coupled with the free interstate movement of goods, considerably affected the revenue of the Department of Railways. The heaviest road movements were those commencing or terminating in Sydney and, although much of the road traffic could have been accommodated on the railways in services which have been expanded and accelerated with the introduction of additional modern locomotives and other types of new rolling stock and equipment, there was an increasing tendency to use road transport to carry from door to door and so reduce packaging, casing, crating and handling costs, in addition to expediting deliveries.

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

Many road operators, during the year, disregarded or endeavoured to evade the provisions of the Act by operating without permits; carrying goods subject to a higher rate of charges than that for which permits were obtained; carrying goods to places more distant than those authorised by permits; or loading their vehicles considerably in excess of the licensed capacity. Road patrols by authorised officers of the Department were continued and intensified, resulting in the detection of a considerable number of breaches and in 855 cases legal proceedings were instituted and convictions recorded by the Courts.

### **WEIGHBRIDGES**

The Motor Registry and Permit Issuing Office situated on the Hume Highway at Chullora includes a large weighbridge (80 tons capacity) and facilitates the issue of permits for the transport of goods by road on journeys exceeding 50 miles in competition with the railways and the weighing of vehicles and their loads.

Other weighbridges regularly availed of for the purpose of weighing vehicles and their loads en route, to ensure that charges under the State Transport (Co-ordination) Act were not evaded by overloading vehicles, were the railway departmental weighbridges at Marulan, Goulburn, Lithgow, Newcastle and Honeysuckle and a public weighbridge at Gosford.

The Department has a weighing station under construction on a site adjacent to the Hume Highway at Marulan where it is proposed to install a 40-ton capacity weighbridge to test weigh all types of loaded vehicles passing through that point to detect breaches of the aggregate weight provisions of Regulation 120A under the Motor Traffic Act and ensure that charges under the State Transport (Co-ordination) Act are not evaded by overloading of vehicles.

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

Omnibuses employed in the privately operated services in the Metropolitan (including Wollongong) and Newcastle Transport Districts are registered under the Motor Traffic Act, 1909-1956, and the Transport Act, 1930-1958, and are licensed under the State Transport (Co-ordination) Act, 1931-1956.

The number of such vehicles at 30th June, 1958, compared with the number at 30th June, 1957, was as follows: —

	Petrol		Diesel		Total	
	1958	1957	1958	1957	1958	1957
Metropolitan (excluding Wollongong)	438	432	384	359	822	791
Wollongong .....	35	33	103	95	138	128
Newcastle .....	39	39	60	57	99	96
	512	504	547	511	1,059	1,015

As prescribed in the Motor Vehicles Taxation Act, 1951, tax is assessed on the unladen weight of omnibuses, and during the year under review collections amounted to £55,994 15s. 8d. for Sydney Metropolitan services, £12,277 17s. 11d. for Wollongong services and £6,523 7s. 1d. for Newcastle services. The revenue in respect of these three districts, together with the sums of £103,462 8s. 8d. and £18,172 14s. 6d. paid by the Department of Government Transport as the equivalent of motor tax on its omnibuses operated in the Metropolitan and Newcastle Transport Districts, respectively, was paid into the Public Vehicles Fund. Further, of the grant received by the State from the Commonwealth Government since November, 1957, under the Commonwealth Aid Roads (Special Assistance) Act, 1957, amounts of £52,027 12s. 11d., £3,161 7s. 6d. and £8,394 6s. 3d., 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 Metropolitan and Newcastle services and the whole of the service licence fees in respect of Wollongong services, motor omnibus tax and the money from the Commonwealth Grant were distributed (as set out in Appendix No. 6) to Municipal and Shire Councils and other Authorities for use in the construction and maintenance of omnibus routes.

With the exception of 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 and Newcastle Transport Districts were operated under the authority of annual service licences issued in accordance with the provisions of the Transport Act, 1930-1958. 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 1957-1958 the maximum rate of fee imposed was £2 per passenger and was as low as 4s. per passenger in the less remunerative services with three of such services assessed at the nominal rate of £2 per service.

Annual service licence fees paid during the year aggregated £10,513 17s. 6d. in the Sydney Metropolitan area (individual fees ranging from £2 to £396 5s. 0d.), £1,136 7s. 1d. in the Wollongong area (ranging from £2 to £200), and £763 5s. 0d. in the Newcastle Transport District) ranging from

£11 10s. 0d. to £130). The Department of Government Transport also paid, as the equivalent of such fees, the sums of £11,060 13s. 6d. and £2,204 15s. 0d. for its Metropolitan and Newcastle omnibus services respectively. In respect of the Metropolitan and Newcastle Districts, the half of the service licence fees remaining 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 increased from 193 at 30th June, 1957, to 198 at 30th June, 1958. This is accounted for by the issue of licences in respect of five services previously authorised by permits. Transfers of service licences were approved in twenty-two cases and the number of holders of service licences increased from 128 to 129.

A new service between Ryde and Herring-road, Marsfield, was commenced under authority of a permit and a regular service was introduced between Terry Hills and Narrabeen in lieu of a former service operated mainly for school children. An additional service was also commenced between Blacktown and Seven Hills Railway Stations, through the newly developed Housing Commission area south of Lucas-road, Seven Hills.

During the year, thirty-four extensions or diversions of existing routes were authorised, largely for the provision of additional school services. Eight operators commenced the operation of services supplementary to their existing services, mainly in off-peak periods for shoppers, but four of these were withdrawn because of lack of patronage.

In the Wollongong area the number of service licences in issue increased from seventeen to eighteen by reason of the issue of a licence for a service formerly authorised by permit. The number of operators (fifteen) comprising eleven individuals and four companies remained the same. There were no major alterations in the manner in which the services were provided.

One service licence in the Newcastle Transport District was surrendered when the holder found that a decrease in patronage had rendered the service uneconomical—this reduced the number of service licences in issue to twenty-six. Nine transfers of service licences were effected and the number of operators at 30th June, 1958, was seventeen. There were no major alterations in the manner of operation of any of these omnibus services but minor amendments to routes were effected in four cases.

### **Fares**

During the year under review more stable economic conditions made it unnecessary for operators to seek general fare increases as granted in each of the two previous years, but individual applications in respect of thirty-nine services in the Metropolitan and Newcastle Districts were considered and variations involving minor adjustment of section points, increases in adults' and children's concession fares and increases of 1d. per journey daily were approved. The position in the Wollongong area was unchanged.

The maximum cash fare for omnibus travel in any of the Transport Districts remained at 6d. for one section, plus (generally) 2d. for each additional section.

### **Standard of Service**

All omnibuses were inspected regularly and frequently by Departmental qualified mechanical examiners, and those found not to comply with mechanical and structural standards laid down by the Department were suspended from service until such time as necessary repairs or adjustments were effected.

Routine checks were also made to ascertain whether time-tables were adequate and were being maintained, and special investigations were arranged where complaints were made to the Department. Where shortcomings were revealed, action was taken to remedy the position. Because of the competitive nature of the services between Wollongong-Austinmer (five services plying over a common route) and Wollongong-Shellharbour (two services), special attention was paid to ensure that authorised time-tables were strictly adhered to.

One again the small number of complaints received from the travelling public bore out the contention that the services in the three districts were operated to a reasonable standard of efficiency.

The location of omnibus stopping places, the movement of omnibuses at termini and the suitability of certain roadways for omnibus traffic were determined at inspections made in conjunction with 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 in accordance with the provisions of the State Transport (Co-ordination) Act, 1931-1956, were imposed in three services, and in the remaining six cases the picking up and setting down of passengers along the competitive portion of the routes was prohibited. Seven services in the Wollongong area were regarded as operating in partial competition with train services, charges being imposed in each case, whilst in the Newcastle area four services were subjected to payment of charges. No industrial omnibuses operating through Newcastle areas served by Government omnibuses were 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, 1931-1956, at the maximum rate of 1d. per passenger mile, but these charges were reduced or waived where the Government services were not regarded as entirely suitable of where there were special circumstances, e.g., journeys of a religious or educational nature, Sunday School picnics, etc.

### **Financial Position of Operators**

The general financial position of operators remains reasonably stable as indicated by the certified returns received in respect of omnibus services. The net profit per mile increased by a very small margin in the Metropolitan and Newcastle Districts. In Newcastle, patronage diminished slightly causing a lower return of revenue, but this was offset by reduced operating costs and expenditure. In the Metropolitan District all items showed a slight increase indicating that the services generally are in a healthy state following the stabilisation of the basic wage and the benefits derived from the general fare increases authorised during the preceding financial year.

In the Wollongong District revenue increased by £56,898 compared with the previous financial year and similarly the number of passengers carried increased by 2,663,876. Expenditure also increased by £68,313 compared with the previous year due mainly to increased operating costs of maintaining a larger fleet of omnibuses.



### Passengers Carried

A comparison of the grand total of passengers carried and the financial results at 30th June, in the years 1958 and 1957 is set out hereunder (fuller statistics will be found in Appendices Nos. 13, 14 and 15).

	Year ended 30th June		Increase	Decrease
	1958	1957		
Passengers carried—				
Metropolitan .....	78,181,212	77,407,141	774,071	.....
Wollongong .....	14,108,815	11,444,939	2,663,876	.....
Newcastle .....	4,513,426	4,908,654	.....	395,228
Total passengers carried .....	96,803,453	93,760,734	3,042,719	.....
Revenue—	£	£	£	£
Metropolitan .....	2,869,970	2,853,431	16,539	.....
Wollongong .....	586,655	529,757	56,898	.....
Newcastle .....	264,903	293,301	.....	28,398
Total Revenue .....	3,721,528	3,676,489	45,039	.....
Expenditure—				
Metropolitan .....	2,567,555	2,562,755	4,800	.....
Wollongong .....	549,079	480,766	68,313	.....
Newcastle .....	258,810	287,731	.....	28,921
Total Expenditure .....	3,375,444	3,331,252	44,192	.....
Nett Profit—				
Metropolitan .....	302,415	290,676	11,739	.....
Wollongong .....	37,576	48,991	.....	11,415
Newcastle .....	6,093	5,570	523	.....
Total Nett Profit .....	346,084	345,237	847	.....

### TAXI-CABS AND PRIVATE HIRE CARS

#### Metropolitan

At 30th June, 1958, there were 2,551 taxi-cabs operating in the Metropolitan Transport District (excluding Wollongong) comprising 1,781 licensed to operate from any stand in the Metropolitan Transport District (referred to as "unrestricted" taxi-cabs), 744 restricted to stand for hire at specified suburban stands or zones and 26 restricted to operate only from Central Railway Station. The figures at 30th June, 1957, were a total of 2,530 taxi-cabs comprising 1,784 unrestricted, 720 restricted suburban and 26 Central Railway Station cabs.

The decrease of three in the number of unrestricted taxi-cabs was due to the recall of three licences upon the death of the licensee, who in each case left no dependent beneficiary. The increase of 24 in the number of restricted suburban taxi-cabs was due to the conversion of 16 private hire cars to radio taxi-cabs, the issue by ballot of nine additional licences for suburban radio taxi-cabs and the temporary surrender of one licence.

At 30th June, 1958, there were 265 private hire cars compared with 301 at 30th June, 1957. As mentioned earlier, 16 private hire cars were converted to taxi-cabs, seven licences were cancelled because the holder was not providing a satisfactory service and 23 licences were surrendered (16 temporarily). During the year seven licences were issued to existing operators to enable them to meet increased demands, one licence which had been temporarily surrendered was re-issued and two additional licences were issued by ballot to provide facilities at Regentville and Baulkham Hills.

### Wollongong

In the Wollongong area there were 99 taxi-cabs and eight hire cars licensed at 30th June, 1958, these figures being the same as the 30th June, 1957

### Newcastle

At 30th June, 1958, there were 95 taxi-cabs and 15 private hire cars licensed in the Newcastle Transport District compared with 94 taxi-cabs and 17 private hire cars as at 30th June, 1957. During the year the licence for the Marks Point taxi-cab was surrendered, an additional taxi-cab was licensed at Wallsend and a private hire car at Glendale was converted to a radio taxi-cab.

In addition to the conversion of the Glendale private hire car to a taxi-cab the licence for one private hire car in Newcastle was surrendered.

### Two-way Radio

By 30th June, 1958, the two-way radio system had expanded to the extent that over half of the taxi-cabs operating in the Sydney Metropolitan District were equipped with two-way radio. The total number of radio cabs was 1,359 and the following table gives a comparison with the position at 30th June, 1957:—

Organisation	Taxi-cabs fitted with two-way radio	
	30th June, 1958	30th June, 1957
A.B.C. Radio Taxi Service (Lower North Shore) .....	41	39
Cumberland Cabs Co-op. Ltd. (Outer Western Suburbs)	110	107
De Luxe and Red Cabs Co-op. Ltd. (Metropolitan Area)	271	224
Ex-Servicemen's Cabs Co-op. Ltd. (Metropolitan Area)	192	138
Green Cabs Service Pty. Ltd. (Metropolitan Area) .....	46	46
Legion Cabs Co-op. Ltd. (Metropolitan Area).....	240	207
Manly Cabs (Trading) Co-op. Ltd. ....	62	53
Northern Districts Radio Taxi Co-op. Ltd.....	46	44
Penrith Radio Cabs Co-op. Ltd. ....	9	9
Reliable Radio Cabs Co-op. Ltd. (Inner Western Suburbs)	101	84
Royal Cab Service (Metropolitan Area) .....	10	20
St. George Radio Cabs Co-op. Ltd. ....	95	73
*Sutherland Shire Radio Cabs Co-op. Ltd.....	.....	7
Southern Districts Radio Cabs Co-op. Ltd. (Liverpool Area including Garards Radio Cabs).	44	41
Sydney Radio Taxi Co-op. Ltd. ....	64	48
Sundry independent operators .....	28	24
	1,359	1,164

\* Taxicabs previously operating with Sutherland Shire Radio Cabs have transferred to other Co-operatives.

In addition 115 private hire cars were equipped with two-way radio, this figure being the same as at 30th June, 1957.

Of the 99 taxi-cabs and eight private hire cars in the Wollongong area 87 taxi-cabs and three private hire cars were providing service by means of two-way radio.

At Newcastle 71 of the 95 taxi-cabs were operating as units of four two-way radio organisations.

In each district the vehicles were regularly and frequently inspected by Departmental qualified mechanical examiners and appropriate action was taken where it was found that the vehicles did not conform with requirements.

The service provided was generally of a satisfactory standard and adequate for normal requirements. The Department made regular surveys and investigated means of improving the service in any case where it was considered that additional facilities were warranted by public demand.

### **"All Suburbs" Taxi-cabs**

Commencing 13th January, 1958, for a trial period of six months, those restricted suburban taxi-cabs which on 1st January, 1952, were being operated from stands within a 7-mile radius of Central Railway Station were permitted to stand for hire on all taxi-cab stands in the Metropolitan Transport District, except those taxi-cab stands located in the area of the Council of the City of Sydney. However, it was a condition that the taxi-cabs must first be fitted with two-way radio and operated by this means. As a result 137 taxi-cabs previously restricted to a suburban stand or zone are now being operated as "all suburbs" taxi-cabs, but the owners of 14 taxi-cabs otherwise eligible had not as at 30th June, 1958, fitted their vehicles with two-way radio and taken advantage of the wider operating conditions.

### **Multiple Hiring in Taxi-cabs**

Concurrent with the licensing of the "all suburbs" taxi-cabs it was decided to extend the ban on multiple hirings to all journeys wholly or partly within a radius of 7 miles from Central Railway Station, instead of a radius of 5 miles as previously.

The position now is that where the whole of a journey lies outside a radius of 7 miles from Central Railway Station no objection is taken to a taxi-cab being used for multiple hirings provided the driver obtains the original hirer's consent and charges each hirer not more than the equivalent of flag fall and mileage charge calculated on the shortest practicable route from the point where he enters the cab to the point where his hiring terminates. However, even outside the 7-mile radius multiple hiring is prohibited where competition with regular or special omnibus services is involved or in respect of journeys to and from sports and race meetings.

The Department circularised each taxi-cab owner concerning the multiple hiring regulations and, in conjunction with the Police Force, continued its efforts to eliminate the practice in the City and inner suburbs. In most cases where a conviction for multiple hiring was obtained the licence of the driver was suspended for a short period and the operator of the taxi-cab was also impressed with his obligation to ensure that his drivers abided by the Regulations and warned that if the drivers insisted in accepting illegal multiple hirings the Department would consider withdrawing the taxi-cab registration and licence.

### **Prosecutions against Public Vehicle Operators and Drivers**

Particulars of convictions on prosecutions undertaken by the Department against public vehicle operators and drivers for all breaches of the Public Vehicle Regulations are included in Appendix No. 16.

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

The Taxi-cab Stands Committee, comprising representatives of the Police Traffic Branch, Council of the City of Sydney, Metropolitan Taxi Council (which represents the majority of taxi-cab operators), Transport Workers' Union (which represents taxi-cab drivers) and this Department, met as required to deal with amendments suggested or found necessary in respect of taxi-cab stands in the area of the Council of the City of Sydney and certain suburban stands. The majority of City taxi-cab stands are now defined by kerbside notices instead of by the previous method of yellow road markings and this has proved to be more effective in keeping the positions clear of parked vehicles.

Representations have been made to the Department during the year for certain modifications to the Prohibited Area Regulations which control the movement of taxi-cabs in the Sydney City Area—these suggestions are being examined.

### **Taxi-cab Lost Property**

During the year 1,447 articles which had been left by hirers in taxi-cabs were handed into the Lost Property Office of the Department or surrendered at Police Stations or Motor Registries for forwarding to that Office. The respective owners claimed 658 of the articles, paid cloak room charges amounting to £52 15s. 6d. and paid a total of £179 7s. 2d. compensation to the taxi-cab drivers surrendering the articles.

The cloak room charge, to meet Departmental cost of handling the lost property, is 9d. per week or part thereof. Lost property which is not claimed by the owner may be claimed by the finder after three months—articles not claimed by the owner or finder are disposed of through the periodical auctions of lost property conducted by the Railways Department.

The amount of compensation which the Department requires the owner of lost property to pay for transmission to the driver who returns the property is 3s. 0d. This amount is intended to repay the driver for the time and petrol involved in driving to the Lost Property Office, Police Station or District Motor Registry. In some cases where the article returned was valuable the owner voluntarily paid an amount of compensation in excess of the 3s. 0d.

### **Motor Vans**

The number of motor vans registered in the Metropolitan Transport District at 30th June, 1958, was 1,488 compared with 1,336 at 30th June, 1957. In the Newcastle Transport District there were 115 motor vans registered at 30th June, 1958, compared with 109 at 30th June, 1957. One motor van is registered in the Wollongong area.

A vehicle constructed for the conveyance of goods is required to be registered and licensed as a motor van if it plies for hire in a public street or is used for the conveyance of furniture or luggage for hire or for any consideration.

## **PASSENGER SERVICES IN COUNTRY DISTRICTS**

Public passenger-carrying vehicles operating outside the boundaries of the Metropolitan (including Wollongong) and Newcastle Transport Districts are required to be licensed under the Local Government Act by the local Municipal or Shire Council, in addition to being registered by this Department under the Motor Traffic Act, 1909-1956, and licensed under the State Transport (Co-ordination) Act, 1931-1956.

It is the policy of the Department to seek the views of the Councils with regard to applications for new licences, and on matters relating to the operation of services, such as timetables, fares, etc. During the year it was found possible in all cases to reach agreement with the local Councils as to the action which should be taken.

### **Motor Omnibus Services**

The following statement shows the number of motor omnibus services operating in country districts and the number of omnibuses employed therein, at 30th June, in the years 1958 and 1957:—

At 30th June, 1958			At 30th June, 1957		
Services	Omnibuses	Other types of passenger vehicles	Services	Omnibuses	Other types of passenger vehicles
1,916	1,383	845	1,873	1,360	866

The other types of passenger vehicles are cars and lorries which are employed mainly for the carriage of mails and occasional passengers on mail routes.

Charges under the State Transport (Co-ordination) Act, 1931-1956, were imposed in the case of those passenger services which were operated in competition with the Railways.

Fares were reviewed in only a small number of services throughout the year, this being an indication of comparatively stable economic conditions in the industry.

Permits were issued for the operation of omnibuses on journeys off their normal routes for sporting bodies, dance and picnic parties, etc., subject to the payment of charges under the State Transport (Co-ordination) Act, 1931-1956. The maximum rate is 1d. per passenger per mile, but charges were applied at a reduced rate, or were waived, where adequate rail facilities were not available for both forward and return journeys or where there were special circumstances, *e.g.*, journeys of a religious and educational nature, Sunday School picnics, etc.

### **Taxi-cabs and Private Hire Cars in Country Districts**

At 30th June, 1958, there were 1,192 taxi-cabs and 363 private hire cars operating in country districts, compared with 1,187 taxi-cabs and 376 private hire cars as at 30th June, 1957. During the year 5 additional taxi-cab licences were issued and 8 additional private hire cars were licensed, but the licences for 21 private hire cars were surrendered.

The vehicles concerned are licensed to operate free of charges on journeys which are not competitive with the Railways for more than 50 miles, but permits are issued for journeys beyond this limit and in the majority of cases of the latter kind, charges are imposed under the State Transport (Co-ordination) Act, 1931-1956.

In country districts, where the provision of additional facilities is considered by this Department and the local Council to be necessary additional licences are allotted by ballot after applications have been publicly invited by the Council concerned.

### **Two-way Radio**

The Department continued to encourage the installation, where practicable, of two-way radio communication in country taxi-cabs and the Postmaster-General's Department and local Councils extended their full co-operation. 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 not only does the adoption of the two-way radio system result in operating economies, but the increased use of existing vehicles may obviate any 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, 1958, 312 country taxi-cabs and private hire cars were fitted with two-way radio compared with 253 twelve months earlier, an increase of 59.

The system was introduced in ten more towns during the year under review and is now operating in the following fifty-seven towns: —

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

### **TOURIST SERVICES IN METROPOLITAN AND COUNTRY DISTRICTS**

At 30th June, 1958, there were 81 tourist vehicles licensed to operate for the carriage of passengers at separate fares on recognised motor tours. Forty of these vehicles were operated from Sydney, three from Newcastle five from Wollongong, 19 from Blue Mountains towns, and 14 from other country towns. The licences for tourist vehicles prescribed the tours which may be operated and in the case of tours which compete with the Railways for distances greater than 50 miles, charges are imposed in accordance with the provisions of the State Transport (Co-ordination) Act, 1931-1956.

### **MOTOR OMNIBUS AND TOURIST SERVICES OPERATING INTERSTATE**

The provisions of the Motor Vehicles (Taxation) Act, 1951, and the State Transport (Co-ordination) Act, 1931-1956, cannot be applied to motor omnibuses and tourist vehicles when used solely for the carriage of passengers between States. Accordingly no permits or licences were issued in respect of these vehicles, nor was taxation imposed, but they were registered under the Motor Traffic Act, 1909-1956, and issued with distinctive number plates coloured white with red letters.

### **AGENTS AND PROPRIETORS OF RECEIVING DEPOTS**

As provided for under the State Transport (Co-ordination) Act, 1931-1956, the persons or firms acting as agents for the operators of public motor vehicles, or as agents in respect of the carriage of persons or goods otherwise than by ships, or as the proprietors of receiving depots, were required to be licensed during the year.

At 30th June, 1958, there were 128 licences of this nature in issue, compared with 137 at 30th June, 1957.

## SECTION THREE

### ROAD SAFETY

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.

### ROAD ACCIDENT STATISTICS

The road accident statistics are compiled from information contained in Police reports of road accidents involving death or injury to any person and/or damage to property in excess of £10. The statistics are widely distributed to Government Departments, authorities, motoring and other interested organisations and use is made of the statistics in various forms of publicity per medium of the press, radio, television and films.

The statistics are also used to assist in selecting intersections and other places where traffic control light signals should be installed; in deciding whether particular areas or sections of road should be brought within the scope of the 30 m.p.h. speed limit; in selecting intersections for the installation of "Stop" or "Slow—15" signs and in gauging the effect of various amendments of the Motor Traffic Regulations, procedures adopted or traffic facilities or other devices installed or approved.

### ROAD ACCIDENTS IN NEW SOUTH WALES

During the year ended 30th June, 1958, 44,164 road accidents in which 795 persons were killed and 19,378 were injured, were reported by the Police to have occurred in New South Wales. These figures compared with the previous year, represent increases of 4,439 (11.2 per cent.) in accidents, 21 (2.7 per cent.) in fatalities and 2,057 (11.9 per cent.), in persons injured.

Tables on the road accident statistics together with comments on such tables, are shown in Appendix No. 17.

Special points of interest from the tables are as follows: —

- (1) The number of road accidents, persons killed and injured increased during the year ended 30th June, 1958.
- (2) The highest number of accidents and casualties was recorded in the June quarter.
- (3) Saturday was the worst day for accidents and casualties.
- (4) Fifty-five point nine per cent. of the accidents and 54.7 per cent. of the casualties occurred inside the County of Cumberland. Fifty-four per cent. of the road deaths, however, occurred outside the County of Cumberland.
- (5) Forty-one per cent. of the accidents in which 48 per cent. of the deaths occurred took place on straight roads.
- (6) Human failure was responsible for 79 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 66 per cent. of the accidents and 55 per cent. of the casualties.

- (7) Collisions between vehicles represented 66 per cent. of all accidents and 50 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: —
  - (i) Not yield right of way at intersections.
  - (ii) Inattentive driving.
  - (iii) Not keep left.
 Excessive speed accounted for most fatalities.
- (9) Accidents and casualties attributed to motor cyclists decreased during the year with a corresponding decrease in registrations.
- (10) The number of accidents and casualties caused by pedestrians remained static. Failure to cross the roadway with due care caused 40 per cent. of the accidents attributed to pedestrians.
- (11) The number of persons killed and injured each day averaged 2.2 and 53 respectively. Thirty-two point eight per cent. of the persons killed were pedestrians.

### ROAD SAFETY COUNCIL

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

Outstanding features were as follows: —

- (a) An exhibit at the Sydney Motor Show from 16th to the 24th August, 1957. The exhibit attracted thousands of motorists, many of whom were enrolled as members.
- (b) Courtesy Week, from 29th September to the 5th October, 1957 by the Junior Chamber of Commerce in co-operation with the Council. The accent of the Week on this occasion was on the education of children and adults.
- (c) The Christmas-New Year Campaign. This campaign was officially opened by the Premier, the Honourable J. J. Cahill, M.L.A., on 3rd December, 1957, and continued through to the New Year holiday weekend.
- (d) An exhibit at the Health Week Exhibition held in the Sydney Town Hall from 22nd to 26th October, 1957, featuring an attractive display of static media.
- (e) An exhibit at the Royal Agricultural Society's 1958 Easter Show. As in former years this exhibit was conducted in conjunction with that of the Police School Lecturers. The central feature was a large map of New South Wales on which were illuminated those suburbs in the Metropolitan Area of Sydney and cities and towns in the State where there are branches of the Road Safety Council. Other interesting features were illuminated glass panels showing right and wrong behaviour at intersections, an automatic slide projector screening various road safety slides, two electrically operated models demonstrating the correct procedure for drivers and pedestrians at pedestrian crossings and the correct method of making a "right hand turn" at intersections and demonstrations by Officers of the Council of the Motor Traffic Regulations and road safety activities with the aid of a magnetic blackboard and a flannelgraph.
- (f) A Convention of the Northern and North-western Branches was held at Tweed Heads from the 5th to the 7th October, 1957, and of the Southern and South-western Branches at Bathurst from 31st October to 2nd November, 1957.



- (g) The Commissioner of Police continued to make available, the full-time service of an experienced Traffic Police Officer as a travelling field officer to stimulate interest in road safety, particularly in regard to developing co-operation between Branches and the Police and Local Government bodies in country districts. This experiment has proved very successful.
- (h) In the course of the year, the Department spent £29,775 on behalf of the Road Safety Council of New South Wales, against which was set off grants totalling £26,250 by the Commonwealth Government.

The cost of the Police School Lecturers on road safety and behaviour represented an additional substantial expenditure which, however, was included in the charge for Police services in the control of road traffic, generally, in accordance with the established practice.

### NATIONAL CONGRESS OF THE AUSTRALIAN ROAD SAFETY COUNCIL

The 15th Annual Congress of the Australian Road Safety Council was held in Sydney from 11th to 15th November, 1957. The theme of the Congress was "Education". The Congress was officially opened by the Premier, the Honourable J. J. Cahill, M.L.A., in the presence of a distinguished gathering, including prominent educationalists and guest speakers from every State of the Commonwealth. A wide variety of papers on educational aspects of road safety were read and the opportunity taken by the various representatives to exchange views on developments in road safety education in the various States. As Executive Vice-president of the Road Safety Council I delivered an address on "Road Safety Organisation and Educational Developments in New South Wales".

A civic reception was tendered to the delegates by the Lord Mayor of Sydney, the Rt. Hon. Ald. H. F. Jensen.

### DRIVER TRAINING

There is a growing realisation in the community that the road toll stems in no small measure from unskilled driving, that many bad faults originate in the training period and that too little attention is paid to developing in such learners a correct attitude towards the use of his vehicle and his responsibilities to other road users.

With the increase in motor vehicle registrations and consequential density of traffic on the roads there has developed a marked demand for expert tuition on driving. To some extent this demand is being met by driver training schools which have been established through the State. It is estimated that approximately 200 schools are carrying on the business of teaching people to drive motor vehicles. The changed road traffic conditions are such that authoritative opinion both Governmental and private, here and abroad, is adopting the view that the Authorities should no longer be concerned merely with tests to ensure that an applicant is competent to drive before being issued with a licence. Such tests are necessary and must be maintained at a high standard of proficiency; but where a prospective driver in search of competency seeks the aid of an instructor who holds himself out publicly as an instructor, there should be some guarantee that such instructor is a man of good character, can drive and is qualified to demonstrate and teach the art of driving. This situation calls for the setting up of minimum standards of instruction and facilities available to obtain such instruction for instructors employed by driving schools.

At the present time from the viewpoint of the general public and departmental administration, the arrangements for tuition at driving training schools leave much to be desired. There is no supervision over such schools

or their equipment and there is no safeguard that instructors of such schools are of good character or are reasonably competent to teach the art of driving or explain the mechanism of a motor vehicle.

Information from overseas shows that similar problems have been tackled by the introduction of driver training schemes.

In the United States of America, the schemes generally set up a central training authority to approve authoritative manuals and text books, arrange classes, fix standards and rules for training at public and private schools.

These matters were considered during the year by a Committee comprising representatives of the Department of Motor Transport, the Police Department, the Government Insurance Office, Department of Education and the Department of Technical Education under the Chairmanship of the Commissioner for Motor Transport.

This Committee considered that it would be advisable that a scheme suitable to circumstances in this State should be drawn up and that the work could best be taken in hand by the Director of Technical Education acting in collaboration with the Department of Motor Transport, Police and other interested Authorities.

Subsequently, the Director of Technical Education advised that a "Pilot" course for training driving instructors would be held during 1958 at the Sydney Technical College. The object of the course would be to train a group of approximately twenty persons as teachers. The group would be drawn from the Education, Police and Motor Transport Departments, the Road Safety Council and private motoring schools and would be chaired by the State Supervisor of Automotive Engineering Trades with specialists in each section to deliver talks. The Course would comprise twenty sessions after which trainee instructors would be examined and be available, if required and suitable, for employment by the Department of Technical Education as part-time teachers.

The Director also approved of the setting up of an Advisory Committee, to be known as the New South Wales Driver Education Committee, and that the personnel of such Committee should include representatives from the various Government Departments concerned, the N.R.M.A., Motor Vehicle Manufacturers and Distributors, Fire and Accident Underwriters' Association, Non-Tariff Insurance Companies and the Government Insurance Office. This Advisory Committee would continue the work of the Inter-departmental Committee referred to previously.

The "Pilot" course commenced on 18th September, 1958, and includes representatives from this Department and the Road Safety Council.

## **TRAFFIC ENGINEERING**

A function of this Department is to provide and maintain traffic facilities for the promotion of road safety and the efficient and expeditious movement of traffic on the roads.

### **School of Traffic Engineering at the University of New South Wales**

Following on Professor W. R. Blunden's appointment to the Foundation Chair of Traffic Engineering at the University of New South Wales, an inaugural course in "Traffic Planning and Control" was conducted at the University during the last term of 1957. The course extended over a period of twelve weeks and was attended by nineteen practising traffic engineers and other officers engaged in traffic planning and control activities, including a senior engineer from my Department.

The second course, attended by fifteen engineers and other officers, including the Chief Engineer and another senior engineer from my Department, was conducted in the second term of 1958.

All students successfully completed the courses.

The Foundation Chair has filled a long felt want in the development of traffic engineering in Australia. The course focuses attention on the importance of the function of this Department in providing traffic facilities in the interests of road safety and the efficient movement of traffic. These courses are of advantage also in enabling my senior engineers to exchange views and knowledge at first hand with other senior engineers engaged in similar type of work in New South Wales, other States of the Commonwealth and in New Zealand.

### **Traffic Facilities**

This Department, broadly, is concerned with works and signs related to risks to pedestrians and motorists due to other traffic, whereas the Department of Main Roads is responsible for, *inter alia*, works and signs relating to physical conditions of/or concerning roads.

The more important traffic facilities provided, maintained and/or paid for by this Department are as follows: —

Traffic Control Light Signals;

Pedestrian bridges;

Tramway safety zones and pedestrian safety refuges;

Improvement to lighting at street intersections where Police control traffic;

Traffic signs, *e.g.*, speed limit, school, halt (now being replaced by "stop"), slow-15, one-way traffic, traffic domes;

Pedestrian crossing lines and other short markings of a special nature.

The total expenditure on traffic facilities during the year ended 30th June, 1958, was £203,025, which was £25,327 more than that for the previous year. The installation, maintenance and lighting of traffic control light signals, most of which are kept in continuous operation, cost £101,785, and the provision and maintenance of all other types of traffic facilities cost the balance of £101,240.

### **Traffic Control Light Signals**

Additional traffic control light signals were installed at sixteen locations (details are set down in Appendix No. 18), bringing the total number of installations in this State to 193.

Plans are being prepared for 15 additional signal installations in positions selected in collaboration with the Police Authorities for installation during the ensuing year.

### **School Signals**

Four sets of school signals were provided during the year at sites selected in association with the Police Authorities to safeguard children crossing main roads fronting schools. Provision has been made for the installation of seven additional sets of such signals during the ensuing year.

Signals of this type normally only operate during certain hours of the day, being automatically switched on and off by a time clock but in some instances the operation of such signals has been extended to 6.30 p.m. to assist pedestrians during the evening peak traffic period. When the signals

are first switched on, a flashing amber warning is given to drivers; thereafter the normal signal sequence is maintained. The signals are painted with blue and white alternate bands to distinguish them from those which are in continuous operation.

### **Co-ordination of Signals**

The school signals installed on the Princes Highway outside the Cook Boys' and Girls' High School on the Old Moorefield Racecourse and those outside St. Patrick's Convent School at Kogarah, were linked together. These signals are 832 feet apart and if they operated as independent units motorists would very often have had to stop twice on this short length of road. By linking the signals together motorists proceeding in either direction along the Highway are not, once they have secured the right of way, called upon to stop at the second set of signals.

This is the first co-ordinated signal installation carried out by the Department and the experience gained by the Department's engineers in the development and design of this installation will be valuable in determining the practicability of providing similar installations at other locations which have possibilities for signal co-ordination.

### **Special Traffic Signal Installation**

Because of the unusual width of the carriageway in William Street and the large amount of background lighting, both under-awning and overhead, it was not possible to signal the Palmer Street intersection in an orthodox way either by the provision of kerbside signals or the suspension of signals on a mast arm over the carriageway, and the double set of tram tracks in William Street created a further difficulty.

The studies made of the conditions at this intersection indicated that if motorists were to be able readily to distinguish the traffic signal indications from the multiplicity of background neon lighting, traffic signals would need to be installed as near as possible to the centre of William Street.

To meet the position, arrangements were made, with the co-operation of the City Council and the Department of Government Transport to define by a concrete kerb and a pipe rail fence, an area alongside the tram tracks



**Traffic Signal Installation in William Street, Sydney.**

on both sides of the street that would serve as a safety zone for tramway passengers and at the same time safeguard the necessary traffic signal pedestals.

The construction of these safety zones and their illumination were specially designed to minimise the possibility of motorists colliding with them.

The installation was brought into service on the 24th March to coincide with the introduction of one-way traffic in a southerly direction in Palmer Street as a part of the recently developed alternative route from the Circular Quay overhead roadway to the Eastern Suburbs.

### **Temporary Traffic Signals**

For some years past this Department maintained a set of manually operated traffic signals on the old Holdsworthy Bridge, which was a long narrow timber structure capable of carrying only one line of traffic in one direction at a time. These signals were normally only operated during peak periods when it was necessary to regulate the right of way. During the year the Cleveland Bridge and Engineering Co. completed the construction of a new bridge. In the final stages of its construction, the old wooden bridge had to be closed and the flow of traffic confined to a narrow "Bailey" bridge connecting the eastern and western portions of the new bridge whilst the middle section was built. To facilitate the flow of traffic in one direction at a time across the "Bailey" bridge, temporary traffic signals were provided and maintained by the Department. The signals were designed to regulate automatically the right of way whilst the volume of traffic was much the same in either direction but when the flow was mainly in one direction, provision was made for the signals to be manually operated.

A similar signalling arrangement was provided by the Department whilst the railway overhead bridge in River Road, Wollstonecraft was being re-constructed by the Railway Department.

At the request of the Department of Main Roads, a set of traffic signals was maintained to control the flow of traffic over the Palma Creek Bridge (south of Nowra) whilst this timber structure was being reconditioned.

### **Marked Foot Crossings**

Substantial progress was made during the year in the erection of symbol pedestrian crossing signs reflectorised with "Scotchlite" at marked footcrossings and 1,232 such signs have now been erected. These signs are of material 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.

### **Marked Footcrossing Committee**

During the year a Committee, comprised of representatives of the Police Department, the Department of Main Roads, the Department of Government Transport, the Sydney City Council, the National Roads and Motorists' Association and this Department was set up to review the existing provisions of the Motor Traffic Regulations relating to marked footcrossings and the methods employed to define them.

The Committee has decided upon a programme of experiments along the lines of marking the crossings on the "zebra" pattern in conjunction with the provision of flashing amber lights, median islands and centrally located warning signs, at the following six locations: —

Parramatta Road at St. Mary's Convent School.

Pacific Highway near St. Johns Road, Gordon.

Victoria Road and Monash Street, Gladesville.

Rushcutter's Bay in New South Head Road near Mona Road.

Parramatta Road, Stanmore, at Percival Road.

Princes Highway, St. Peters, at Victoria Street.

Similar experiments will also be carried out at the cost of the City Council in: —

City Road, Darlington, at Codrington street, and in Pyrmont Bridge Road, Camperdown, outside the Royal Alexandra Hospital for Children.

It is anticipated that the experiments will extend over a period of six months and from the "before" and "after" studies that will be made of driver and pedestrian behaviour, it is hoped to be able to establish the combination that will best ensure the safety of pedestrians and facilitate the flow of vehicular traffic.

It should also be added that the Authorities represented on the Committee have in many ways given tangible evidence of their wholehearted willingness to co-operate in finding a satisfactory solution of this problem.

### **Speed Limit Signs**

At the request of the local government authorities, the 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 for Transport declared 37 lengths of road totalling 26 miles and 46 chains built-up areas, notwithstanding the absence of street lighting.

The average length of the sections of road on which the speed limit was applied is 57 chains.

To define these areas and bring the sign-posting of street lighted areas up to date 155 speed limit signs were provided by this Department which also met the cost of their erection in country districts.

### **School Signs**

Further progress was made in connection with the provision of uniform "School" signs, 145 of which were provided during the year bringing the total number of such signs during the last ten years to 6,106.

In addition to the "School" signs a number of other facilities including marked footcrossings, road safety barriers, "Children Crossing" flags and "Watch for School Children" signs have been provided in the interest of the safety of school children.

### **New Parking Signs**

Substantial progress has been made in connection with the introduction of loading zones, parking meters and tow-away action in certain streets in the City of Sydney and similar arrangements were introduced during the year in the City of Newcastle.

The signs installed for the guidance of motorists as to the conditions which apply on the different lengths of kerb, are of rectangular shape and have been affixed to steel stems set in the footpath; the signplates face oncoming traffic at an angle of approximately 30 degrees.

To assist motorists readily to distinguish between the areas where parking is permitted and those where it is prohibited, the wording of the signs is painted green and red respectively and the tow-away inscription is painted

black. The cost of the signs, of which 1,926 have been provided to date, is shared between the Department of Motor Transport and the Local Government Authority concerned.

### **Other Traffic Facilities**

During the year 3,018 additional facilities including marked foot-crossings, traffic domes and such signs as "Stop" and "One-Way Traffic" were provided. These figures included a number of domes and traffic signs supplied by the Department to Local Authorities for installation in country districts. The Department is now responsible for the maintenance of 47,632 traffic facility items.

### **General**

Numerous suggestions made by Local Authorities Branches of the Road Safety Council, Progress Associations and Parents and Citizens' Associations and the public in the interests of road safety have been examined in company with the Police Department and other authorities. In many cases it was possible to arrange for improvements by appropriate traffic engineering treatment.

## **MECHANICAL FITNESS OF MOTOR VEHICLES**

### **Private Motor Vehicles**

The Motor Traffic law requires that a motor vehicle shall comply with a certain standard of mechanical fitness when used upon the public streets and this Department will not register or renew the registration of any motor vehicle unless it does in fact comply with such standard of mechanical fitness.

Most brand-new cars and utility-type lorries are covered by a scheme under which approved motor vehicle distributors are permitted to certify that the vehicles comply with the required standard of fitness. Whenever a new model appears on the market the distributor submits a sample vehicle to the Department, which inspects the vehicle and gives the distributor an authority to certify as to the fitness of any vehicle which is in all respects similar to the sample vehicle. Some of the smaller distributors, however, have not been authorised to certify to the fitness of brand new vehicles. When such vehicles are sold by these distributors they must be submitted for inspection by a Departmental motor vehicle examiner.

In the case of second-hand motor vehicles submitted at a Motor Registry, other than Head Office, for registration after a lapse of the previous registration or on application for the annual renewal of registration, a certificate as to the vehicle's roadworthiness must be produced. These certificates are obtainable at those public motor garages which have the appropriate testing facilities, equipment and qualified personnel and which have been authorised for that purpose by this Department.

At the 30th June, 1958, there were 2,829 authorised inspection stations and 5,214 examiners authorised to inspect motor vehicles at such stations. These figures represent increases for the year of 154 and 252 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.

During the year the Department continued to exercise strict supervision in order to ensure that the rules were closely observed and defective vehicles repaired or put out of use. Five Departmental officers were engaged

in checking the activities of the authorised inspection stations, concentrating in particular on those stations located in the Metropolitan area and the larger Country towns and cities. A number of complaints were also investigated.

### **Committee of Review for Authorised Inspection Stations**

During the year a Committee of Review, comprised of representatives of Motor Organisations, considered reports of serious breaches of the rules governing the inspection scheme and, following its recommendation, the appointment of forty authorised inspection stations and the authorities of forty-seven authorised examiners were cancelled, whilst the appointment of seventeen other stations and the authorities of nineteen other examiners were suspended for periods up to six months. In eleven cases the whole or part of the security of £10 required to be lodged on appointment of an authorised inspection station was forfeited.

### **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 certain repairs to be effected. Defects are classified as major or minor.

Where the defect is of a major, *i.e.*, a serious nature, *e.g.*, faulty brakes or steering, the defect notice requires that until specified repairs have been effected and the vehicle has been inspected and found fit, it must not be used upon a public street. In particularly bad cases, the notice may state that the vehicle must be put out of commission immediately and the driver be required to make arrangement for the vehicle to be towed or conveyed to the place where it is to be repaired.

Notices referring to defects of a minor, *i.e.*, not a particularly serious nature, *e.g.*, a defective windscreen wiper, require that within twenty-one days the defect must be adjusted and the vehicle submitted for inspection at an Authorised Inspection Station. In the meantime, the vehicle may continue to be used.

During the year ended 30th June, 1958, there were 1,346 notices dealing with major defects and 2,570 notices covering minor defects, issued either by the Police or Authorised Officers directing certain repairs to be effected to motor vehicles. The corresponding figures for the previous year were 1,604 and 3,357.

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

Passenger-carrying public motor vehicles operated by private operators, particularly in the Metropolitan, Newcastle and Wollongong districts, are subjected to more stringent tests at frequent intervals by Departmental qualified mechanical examiners.

There are twenty-one mechanical examiners engaged on this work under the supervision of two engineers. These examiners also test private cars and lorries and special motor vehicles under certain circumstances. Thirteen are located at the Department's head office in Sydney, two are attached to each of the District Motor Registries at Newcastle and Parramatta, and one each to the District Motor Registries at Burwood, Kogarah, North Sydney and Wollongong.

### **Conditions of Fitness of Public Vehicles**

Regular inspections were made by Departmental Officers of the privately-operated omnibuses and taxi-cabs registered to operate in the Metropolitan and Newcastle Transport Districts to ensure that such vehicles were maintained in a thoroughly serviceable condition.

Details of the inspections made are set out in Appendix No. 19.



### **Devices for Use on Motor Vehicles**

Specimen vehicles of new model cars and trucks brought on to the market are carefully examined by Departmental engineers and any items regarded as unsatisfactory from the point of view of road safety are brought to the notice of the manufacturers, either directly or through the local distributors.

Reflections in curved windscreens, the presence of sharp or pointed projections and ornaments, and other matters have been taken up with the makers of different types of vehicles.

Accessories have been examined and, in appropriate cases, have been tested under normal traffic conditions.

Advice has been given to physically handicapped persons in connection with alterations to their motor vehicles so as to enable them to operate the controls, and special driving aids designed to assist them have been examined by the Department's engineers.

### **Maximum Loaded Weights of Motor Lorries**

On the 4th October, 1957, a new Motor Traffic Regulation No. 120A was gazetted with a view to preventing motor lorries from being loaded beyond their safe limits.

The Regulation puts into effect a scheme which was considered by the New South Wales Motor Vehicles Standards Committee and the Australian Motor Vehicles Standards Committee before being approved by the Australian Transport Advisory Council for adoption throughout Australia on a uniform basis.

The Regulation lays down a formula for the calculation of the aggregate weights of motor lorries, and provides that the prescribed aggregate weight for a motor lorry shall be displayed on the side of the vehicle and that the vehicle shall not be driven upon a public street in New South Wales if the weight of the vehicle and its loading exceeds the prescribed aggregate weight by more than 10 per cent.

Action has been taken within the Department to check the aggregate weights of all registered motor lorries and, where necessary, to re-assess such aggregate weights in accordance with the formula laid down in the Regulations.

### **Enforcement**

As was mentioned in section one of this Report, under the heading of Motor Traffic Breaches, the enforcement of the laws and regulations dealing with motor vehicle traffic rests largely with the Police, and the punishment of persons who are convicted of certain major offences, which seriously involve road safety, such as "drive whilst under the influence" and "drive in a manner or speed dangerous" is inflicted by the Courts.

In the course of reviews of the fitness of particular persons to hold licence for various reasons, such as "drinking habits", this Department has taken a serious view in those cases where the information indicated that it would not be in the interests of road safety for the persons concerned to have licences.

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## SECTION FOUR

### GENERAL

#### 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, 1931-1956. 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.

At the 30th June, 1958, 187 aircraft were licensed, of which 48 were licensed to fly in regular services and 139 for charter hirings and/or aerial work.

The corresponding figures for the previous year were 190 aircraft licensed, of which 53 were licensed to fly in regular services and 137 for charter hirings and/or aerial work.

#### Privately Operated Passenger Ferry Services in Sydney

All ferries (other than Government owned craft which are operated by the Sydney Harbour Transport Board) in the Port of Sydney are required to be licensed under the State Transport (Co-ordination) Act, 1931-1956.

At 30th June, 1958, there were 43 ferries licensed under the Act, this number being the same as the previous year.

#### Legal Proceedings and Enforcement

Particulars of convictions and prosecutions launched by the Department to enforce the various Acts and Regulations administered by it are shown in Appendix No. 16. These particulars do not include any convictions which may have resulted from proceedings instituted by the Police Department.

The figures as compared with the previous year show a slight increase in the number of offences detected under the State Transport (Co-ordination) Act. Enforcement measures were confined, of course, to vehicles operated for the carriage of goods or passengers within the State.

The close check on taxi-cab operators was continued throughout the year and in a number of cases, following complaints from members of the public, it was found necessary to prosecute drivers for acts of incivility and for over-charging and refusing hirings. However, the number of serious irregularities complained of was comparatively few and it was found that in the main operators and drivers were giving good service. The multiple hiring ban gave rise to a large number of prosecutions.

The enforcement of the Motor Traffic laws is mainly a matter for the Police, but in some instances where other measures failed, it was found necessary to proceed against persons for such matters as failing to return number plates to the Department and for not registering or transferring the registration of vehicles. To assist in the enforcement of the important provisions of the Act limiting in the interests of public safety the hours during which heavy motor vehicles may be driven, checks were made on some of the main highways and a number of prosecutions were launched against owners and drivers for failing to provide or carry the necessary records.

## LEGISLATION BROUGHT INTO FORCE OR ENACTED DURING THE YEAR

### **Second-hand Motor Dealers Act, 1956**

Reference was made in last year's report to the passage of the Second-hand Motor Dealers Act, 1956, designed to ensure that persons dealing in second-hand motor vehicles, parts and accessories are of good character and keep proper records. As was foreshadowed in that report, administrative details and supporting regulations were worked out in consultation with the Police Department and the motor trade and the legislation was brought into force as from the 1st March, 1958.

This Act introduced a licensing system for dealers in second-hand motor vehicles and certain 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.

A period of three months was allowed from the 1st March, 1958, so that dealers could obtain licences and enable them to become familiar with the provisions of the law. At the 30th June, 1958, there were 2,248 dealers licensed in this State and 1,698 applications for such licences were still under consideration. At that time, one application for a second-hand motor dealer's licence had been refused.

### **Motor Traffic and Local Government (Amendment) Act, 1957**

The effect of this legislation was that where a motor vehicle is parked illegally the owner of the vehicle, who may not necessarily be the driver at the time, is responsible for the parking offence. An important clause in the legislation enables an owner who was not the driver to readily free himself of any liability if the vehicle was a stolen one or if he supplies the name and address of the driver or establishes that he did not know, and could not with reasonable diligence have ascertained, the driver's identity.

The new legislation completely eliminates the costly and cumbersome practice, hitherto unavoidable because almost invariably the driver is not intercepted in parking offences, of writing to the registered owner in every case and requiring him to name the driver.

### **Speedway Racing (Public Safety) Act, 1957**

Included in this legislation, the main provisions of which are about speedway racing off the public streets and are administered by the Chief Secretary's Department, are amendments to the Motor Traffic Act and the Metropolitan Traffic Act which will give the Commissioner of Police similar powers over motor vehicle reliability trials to those he has exercised for some time over trials of speed and other contests between motor vehicles on the streets.

The development of the reliability trial in recent years has necessitated a measure of control along these lines in the interests of public safety.

Because of administrative details yet to be completed by the Chief Secretary's Department in relation to the control of speedway racing, the legislation has not yet been brought into force but it is expected that this will be done in the near future.

### **Government Railways and Transport (Amendment) Act, 1957**

The abovementioned legislation included amendments to the Transport Act affecting the conditions of employment of officers of the Department. The Commissioner for Motor Transport has been given wider powers to determine conditions and examinations for admission to the Department and promotion of officers. Special provisions were also made for appointments to executive positions in the Department.

### **Road Maintenance (Contribution) Act, 1958**

This Act imposed a charge on the owners of commercial goods vehicles which have a load capacity of more than 4 tons. The charge is a ton mileage charge based on the unladen weight of the vehicle plus 40 per cent. of its carrying capacity and is at the rate of one-third of a penny per ton per mile travelled on New South Wales roads. The Act was brought into force on the 1st May, 1958.

It is a requirement in the legislation that the proceeds of the charge be used entirely on road maintenance.

The Act applies to both interstate and intrastate operators. It is based on similar legislation in Victoria which in 1957 withstood a challenge in the High Court on the question of its application to commercial goods vehicles operating interstate.

Further details regarding the administration of this Act are set out in Section One of this report.

## **REGULATIONS MADE DURING THE YEAR**

### **Second-hand Motor Dealers Regulations**

Regulations were made prescribing a variety of matters necessary to enable full effect to be given to the licensing of dealers in second-hand motor vehicles and certain parts and accessories provided for by the Second-hand Motor Dealers Act, 1956, referred to earlier in this report.

Matters prescribed include lists of the parts and accessories to which provisions of the Act and Regulations are to apply, records to be kept by dealers, exemptions from some requirements, some minor additional duties for dealers and a number of machinery provisions.

### **Owner-Responsibility in Parking Offences**

Further to the introduction of owner-responsibility in parking offences reported earlier, a number of consequential amendments to the Minor Traffic Offences Regulations under the Transport Act were made.

This was necessary because parking offences are in the main dealt with by way of Penalty Notice by post under authority of these Regulations.

### **Application of Registration Provisions of the Motor Traffic Act to Unregistered Vehicles from other States**

The fundamental requirement of the Motor Traffic Act and Regulations that any vehicle used on the public streets must be registered was found to be ineffective in its application to unregistered vehicles operated in the course of interstate trade, because of certain features of the Motor Traffic Regulations which led the High Court of Australia to uphold an appeal against a conviction for using an unregistered vehicle.

Action was therefore taken to correct the Regulations where necessary and it is expected that any challenge to the requirement to register a vehicle being operated interstate can now be successfully withstood.

The main aspects dealt with were recognition in New South Wales of registration in another State, authority for unregistered vehicles from another State to travel in New South Wales until a convenient motor registry open for business is reached and limitation to safety factors of discretionary powers to refuse registrations and licences in the cases of interstate vehicles.

### **Speed Limits for Omnibuses and Tourist Vehicles**

The Motor Traffic Regulations were amended to introduce a speed limit of 40 miles per hour outside built-up areas for omnibuses and tourist vehicles, which hitherto were subject, in common with other vehicles, to the general *prima facie* speed limit of 50 miles per hour outside built-up areas.

The object was to promote greater safety on the roads.

### **Limitations on the Weights of Loads for Motor Lorries**

A Regulation under the Motor Traffic Act was made to restrict the weight of loading on motor lorries from a safety point of view.

A formula was inserted in the Regulations for assessing the aggregate weight of a motor lorry (*i.e.*, the tare weight plus the load it can safely carry). The formula is that recommended for this purpose by the Australian Motor Vehicles Standards Committee and adopted by the Australian Transport Advisory Council. It is, broadly, the maximum loaded weight of a lorry as recommended by the manufacturer of the vehicle plus 10 per cent. in the case of a heavy lorry (over 49 hundredweight tare weight) and 5 per cent. in the case of a light lorry.

Over and above this, a tolerance of 10 per cent. is provided for in the new regulation in that it has been made an offence if the aggregate weight of a motor lorry exceeds by more than 10 per cent. that assessed under the formula.

Provision was made to avoid any inconsistency between the regulation and the terms of Local Government and Main Roads Ordinances which restrict loads on vehicles from a different viewpoint, namely, the prevention of damage to roads and bridges.

### **Minimum Distance between Large Vehicles**

A new Motor Traffic Regulation was made prohibiting motor lorries weighing more than 3 tons unladen and vehicles drawing caravan trailers from following each other too closely, the object being to afford other vehicles an opportunity of passing them with safety.

The big vehicles in question are required to keep at least 100 yards apart on any road less than thirty feet wide outside built-up areas.

Provision was made for the big vehicles to lawfully overtake and pass each other.

### **Lengthy Vehicles in City Streets of Sydney**

With the object of reducing traffic congestion, restrictions were imposed by means of a Motor Traffic Regulation on the driving of lengthy vehicles in the city streets mainly in the centre of Sydney during busy week-day periods.

The restrictions apply to articulated vehicles and combinations of vehicle and trailer which exceed 33 feet in length.

The free movement of these vehicles is now permitted in certain streets only at specified times and their travel in other streets is restricted to specific purposes.

If there are special circumstances, the Police can authorise a lengthy vehicle to use a prohibited street.

The Department distributed a leaflet explaining the restrictions to those likely to be affected.

### **Fares for Taxi-cab Hirings in Wollongong**

Fares for the hirings of taxi-cabs in the Wollongong area were prescribed by way of a Public Vehicles Regulation under the Transport Act. Hitherto such fares had been fixed by means of a condition of the licence for the vehicle under the State Transport (Co-ordination) Act, a method which is cumbersome and not as satisfactory as prescribing them by regulations.

No alterations in existing fares were involved.

### **Amounts Recoverable by Hospitals in Motor Vehicle Accident Cases**

The Motor Vehicles Third Party Insurance Regulations prescribe amounts recoverable by hospitals in respect of hospital treatment of motor vehicle third party insurance cases.

The regulations were amended to adjust such amounts so as to make them the same as those approved for workers' compensation cases under the Workers' Compensation Act.

The amendment did no more than regularise a position which in practice had existed for some time.

### **Parking Matters**

On the recommendation of the Parking Advisory Committee, the Motor Traffic Regulations and the General Traffic Regulations were amended to permit where possible the reservation of kerbside spaces for the parking for limited periods of motor cars being used for business purposes; to permit, in suitable circumstances, angle parking of vehicles at an angle other than 45 degrees; and to avoid any limitation on the powers under the Regulations of the Commissioner of Police to lay down parking restrictions in those cases where traffic conditions at a particular location necessitate some variation of specific restrictions set forth in the Regulations.

### **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.

## **AUSTRALIAN TRANSPORT ADVISORY COUNCIL**

A meeting of the Australian Transport Advisory Council was held in Perth, Western Australia, on 14th and 17th March, 1958. Consideration was given to a number of major problems affecting transport throughout the Commonwealth including a national roads construction programme; basic principles of uniform legislation relating to interstate transport; uniform legislation governing the liability of carrier by land transport and standardisation of railway gauges.

## **AUSTRALIAN ROAD TRAFFIC CODE AND MOTOR VEHICLE STANDARDS COMMITTEES**

The Australian Road Traffic Code Committee and the Australian Motor Vehicle Standards Committee, on both of which this Department has representation, are two standing Committees functioning under the Australian

Transport Advisory Council. Meetings were held by each Committee during the year and, in the case of the former Committee, the principal matters dealt with were: —

- (a) Traffic Control Light Signals;
- (b) Traffic lane regulations;
- (c) Turn prohibition and yield right of way signals;
- (d) Flashing red signals;
- (e) Prohibited standing places; and
- (f) International Driving Permits.

In regard to the Australian Motor Vehicle Standards Committee a very active part has been taken in the work of the main Committee and of the Sub-committees, and the most important matters which were considered concerned the following: —

- (g) Braking standards;
- (h) Signalling devices;
- (i) Vehicle dimensions; and
- (j) Air and vacuum hose standards.

The main work of this Committee has been completed but there remain some problems which require further research. In this connection, it is essential that information on developments in major manufacturing countries be kept up to date and suitable modifications applied to existing practice as circumstances demand. As the motor trade is advancing rapidly in techniques in common with other branches of engineering it would appear that the Committee will have a continuing function for years to come and obviously this Department must take a leading part as the Authority most vitally concerned.

### **PARKING ADVISORY COMMITTEES**

The Commissioner for Motor Transport (or his nominee) is a member of the Parking Advisory Committee for Sydney, Newcastle and a number of suburban centres which have serious parking problems. Each Committee enables the traffic 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, the Committee for North Sydney continued discussions of a preliminary nature concerning on-street and off-street parking in its area, and the Manly Committee held its inaugural meeting. The Sydney and Newcastle Committees (which have been in existence for longer) made further progress with the revision of restrictions in their respective districts. As a result new arrangements, designed to strike a balance between the opposing needs of through traffic (including public passenger transport services) and vehicles wishing to stand at the kerbside for various purposes, have been introduced in sections of these two Cities.

In each case the general pattern is the same. "No Standing" restrictions apply at all times where standing vehicles would cause danger; or at certain times only (for example, in peak traffic periods) where a section of a street must be kept clear of standing vehicles at particular times in the interests of moving traffic. "Loading Zones" and "Commercial Car Parking Spaces" are provided for lorries and business cars respectively, whilst time-limit parking (regulated in many cases by parking meters) is permitted to the maximum practicable extent. Tow away procedure applies in the enforcement of the restrictions.

The Sydney Committee has given attention also to a number of special problems, including arrangements related to the replacement of trams by buses on many routes and the completion of the overhead roadway across Circular Quay.

The Department of Motor Transport is represented on the Technical Sub-Committees which support each of the Parking Advisory Committees and, in the case of the Sydney Sub-Committee, provides the Chairman and Secretary and carries out much of the clerical and investigation work necessary to enable the Sub-Committee to function. All of the traffic signs required in order to give effect to arrangements introduced as a result of decisions made by Parking Advisory Committees have been made and (except at Newcastle) erected by the Department of Motor Transport.

### **CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES**

The Eighth Annual Conference of State Road Transport Authorities was held in Melbourne from 6th to 8th May, 1958.

The Conference dealt with a number of problems which were common to the States, and information and views were exchanged on other matters more or less peculiar to individual States, but which could become of active interest to other States.

In view of the fact that the Queensland "The Roads (Contribution to Maintenance) Act, 1957-1958" had commenced on 1st February, 1958, and had been amended as from 1st May, 1958, and the New South Wales "Road Maintenance (Contribution) Act, 1958" had commenced on 1st May, 1958, Conference devoted a considerable amount of time to discussions on administration and enforcement aspects of these Acts in the light of experience in such matters with the Victorian Commercial Goods Vehicles Act, which had been in force since 1st April, 1956. It was decided to explore the possibility of reciprocity between States in enforcement of any legislative provisions covering interstate operations and to this end it was arranged that a conference of senior officers representing Queensland, New South Wales and Victoria should be held with a view to recommending particular courses which might be followed to bring about reciprocal arrangements as between those States and, generally, closer co-operation in ensuring conformity with existing State transport laws. Such conference was held in August, 1958, and further conferences will be held.

### **COMMITTEE OF TRANSPORT ECONOMIC RESEARCH**

The Committee of Transport Economic Research, on which this Department is represented by the Chief Accountant, presented the Commonwealth Minister for Shipping and Transport in February, 1958, with Part II of its Report, viz., "Railway Costs and Co-ordinating Summary", which is complementary with Part I of its Report on "Road Transport Costs and Road Construction and Maintenance", which was presented in September, 1956.

The Committee had been set up in 1955 at the request of the Conference of State Road Transport Authorities to the Australian Transport Advisory Council.

Part II of the Report, like Part I, is so comprehensive and detailed as to be beyond the scope of my own departmental report except to acknowledge its undoubted value and to quote its concluding paragraph, No. 175, as follows:—

"175. As a result of its investigations into the economics of rail and road transport, the Committee is of the opinion that, under present conditions of operation in Australia, it is not possible to devise any generally applicable rules for demarcating the appropriate roles of road and rail transport on the basis of costs of providing services.

Were it possible for railway operations to be based on the economic principles which would apply to private enterprise, without regard to the development of the country and the obligations which have



arisen from this, the choice of the form of transport in the competitive field could well be left to the user, who would evaluate all the factors involved, including relative freight or fare charges and the disadvantages or benefits of each transport medium which are not always measurable in monetary terms.

The Committee considers that in the long term the minimum of regulation and achievement of freedom of choice by the user are desirable, provided unnecessary capital investment and wastage of resources are avoided. Until conditions can be provided which would permit free and unregulated competition on a purely economic basis, each particular problem of the co-ordination of road and rail transport services must be dealt with on its merits, based on the fullest possible assessment of the costs and other factors involved."

The Report was accepted by the Australian Transport Advisory Council at its meeting in Perth in March, 1958, and authorised to be published by the Department of Shipping and Transport.

The Australian Transport Advisory Council also requested the Committee to report on:—

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

The Committee has taken some action in compliance with this request.

### OFFICE ACCOMMODATION AND NEW BUILDINGS

The major building project completed during the year was the erection, within fourteen weeks, of an office block in contemporary curtain wall style in the grounds of the main Administrative Building. The new building was urgently required to house staff engaged on the administration of the Road Maintenance (Contribution) Act, 1958, and comprises approximately 10,000 square feet of office space at a cost of £57,870.

The new building is confined to a basement and one floor but the foundations are constructed to carry an additional nine stories and the general design makes provision for any future expansion as might be necessary. Provision has been made in the basement of this building to house the Stores Section of the Department which had become congested due to the rapid growth of the Department's activities.

In accordance with the policy outlined in the last report, new motor registry buildings were completed during the year at Newcastle, Five Dock, Manly and Liverpool at a cost of £35,738, £13,261, £9,113, £11,190, respectively. The total cost was met from Departmental funds. The new registries replaced rented premises which were unsuitable for the transaction of Departmental business.

The volume of Departmental business handled at Kogarah and Chullora Registries has expanded rapidly during recent years. It was, therefore, necessary to extend these buildings at a cost of £3,506 and £8,224, respectively.

The metropolitan area is now well catered for in the way of motor registry offices conveniently placed to provide reasonable facilities for the public and it is, therefore, intended to concentrate departmental resources on improving country offices which in many cases are below standard. To this end, land was acquired at Penrith, Gosford and Wagga during the year and it is proposed to build motor registries on these sites in the forthcoming year.

Land was also acquired at Marulan and Berowra for the purpose of building checking stations for motor lorries. The checking stations will incorporate electronic weighbridges and will enable Departmental officers

to test weigh, off the main highways, all types of loaded vehicles passing through those points to detect breaches of the "Aggregate Weight" and "Hours of Driving" provisions of the Motor Traffic Act and Regulations and to ensure that charges payable under the State Transport (Co-ordination) Act are not evaded by the overloading of motor vehicles. These checking stations will also facilitate the checking of vehicles for defective equipment and for payment of road charges under the Road Maintenance (Contributions) Act, 1958.

It is anticipated that the Marulan Checking Station will be completed and in operation towards the end of 1958.



Newcastle District Motor Registry

### STAFF AMENITIES

Membership of the Department of Motor Transport Institute as at the 30th June, 1958, totalled 1,076, representing 72 per cent. of the total staff employed.

The Institute provides a library containing over 5,000 fictional and educational books.

Members wishing to study transport administration, accountancy, bookkeeping, English, mathematics, shorthand and typing, attend Technical College Classes and the Institute meets half the fees.

First Aid Classes are conducted during lunch breaks and are popular with staff. About fifty officers attend each course of instruction.

Sporting activities are encouraged and financially assisted by the Institute, members having a wide choice, including football (rugby and soccer), cricket, basketball and swimming. Table Tennis equipment and dart boards are provided, where practicable, for use by members during their lunch breaks.

An active Social Club functions, arranges theatre parties, regular dances and "smokos", the Departmental Canteen generally being used for the latter mentioned purposes.

A Committee on which there are representatives of the male and female officers assists in determining policy for the operation of the Institute.

## CANTEEN

A further amenity is provided in the form of a Staff Canteen, equipped with modern facilities for preparing and serving expeditiously light meals under hygienic and attractive conditions and surroundings. It is established on the top floor of the Head Office building and hot and cold meals are dispensed at reasonable cost to the staff, and sandwiches, cakes, cool drinks, sweets, cigarettes, etc., also are sold. Patronage has been high and constant and the canteen is used in some form each day by the great majority of officers in the building.

The canteen is Departmentally operated and controlled, assisted by a committee on which there is staff representation.



## TRAINING SCHEMES AND GRADE EXAMINATIONS

Classes in Supervision are conducted in the Department. A lecturer from the School of Management, Sydney Technical College, is made available to give the instruction. The course is comprised of groups of about fifteen selected officers and cover twelve lectures each of one and a half hours' duration once weekly. Up to the present seventy-five officers have obtained instruction which has proved to be beneficial and resulted in an improvement in the quality of supervision. It is proposed to continue the classes to embrace officers who shortly will be aspirants for positions involving supervision of staff.

Instruction in shorthand writing is also given to a limited number of female officers in Departmental time. Each course of tuition is restricted to about twelve officers who are selected from those attending courses in stenography in their own time and have shown aptitude for this subject. Classes are of one and a half hours' duration, twice weekly and the instructor is an officer of the Department who is a qualified teacher of Pitman's shorthand.

The object of the instruction is to supplement training in officers' own time so as to bring them quickly to a standard of efficiency where they can be utilised as shorthand writers in the Department. The result of the additional tuition has been gratifying.

In December, 1957, Section 103 of the Transport Act, 1930, was amended to confer power on the Commissioner to determine conditions and examinations for entry to the service and for promotion to higher grades within the service.

Following the amendment of the Act preparatory work has begun with a view to the introduction of a grade examination system similar to that which has applied in the State Public Service for many years. The stage has now been reached where a draft scheme is being considered and it is expected that the first training class for the grade examinations will be commenced within the next twelve months.

## APPRECIATION

This report would not be complete without expressing my sincere appreciation and thanks to all members of the staff for their loyalty, co-operation and industry during the year.

W. A. WALSH,

Commissioner for Transport.

## SECTION FIVE

## APPENDICES

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## Appendix 1

The number of staff in the Department at 30th June, 1958, was as follows :—

	Metropolitan		Newcastle		Country		Total		Grand Total
	Salary	Wages	Salary	Wages	Salary	Wages	Salary	Wages	
Male Staff ...	781	117	13	...	50	...	844	117	961
Female Staff ...	510	10	5	...	2	...	517	10	527
Grand Total ...	1,291	127	18	...	52	...	1,361	127	1,488

## Appendix 2

## SUMMARY OF COLLECTIONS BY THE DEPARTMENT OF MOTOR TRANSPORT

From 1st July, 1957, to 30th June, 1958

	£	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 .....	8,403,562	3	2			
Less Refunds .....	125,533	18	10			
(paid into Main Roads Funds) .....				8,278,028	4	4
(b) Public motor vehicles in the Metropolitan (including Wollongong) and Newcastle Transport Districts (paid into Public Vehicles Fund) .....				258,902	11	10
Total net collections of motor vehicles taxation .....				8,536,930	16	2
Ton-mileage Charges on—						
Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds) .....				140,978	11	7
Fees for motor vehicle registrations, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund) .....				3,069,486	10	4
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942, as amended .....				5,274,409	6	7
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) .....				25,678	18	1
Charges in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc. ....	1,340,085	2	9			
Less Refunds (intrastate only) .....	3,616	9	8			
				1,336,468	13	1
Grand Total .....				£ 18,383,952	15	10

**Statement of Receipts and Payments for the Year ended 30th June, 1958, and a comparison with 1957.**

R. A. BRADLEY,  
Chief Accountant,  
25th July, 1958.

R. A. BRADLEY,  
Chief Accountant,  
25th July, 1958.

## Appendix 4

## ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Details of Expenditure Incurred to 30th June, 1958

CAPITAL ITEMS (ASSETS)				
<i>Road Transport and Traffic Fund</i>				
Head of Expenditure—		£	s.	d.
Purchase and erection of buildings .....		61,218	10	0
Purchase of motor vehicles .....		16,755	0	0
Purchase of furniture and machines .....		8,492	2	3
Compilation of Addressograph Index .....		2,081	1	9
Total .....		88,546	14	0
OTHER ITEMS				
<i>Main Roads Fund—Special Deposits Account No. 91</i>				
Head of Expenditure—				
Salaries .....		23,401	4	7
Tea Money .....		332	10	0
Travelling Expenses and Allowances .....		659	19	6
Office Stores .....		1,028	16	0
Printing and Stationery .....		1,508	2	11
Postage and Telegrams .....		929	17	3
Advertising .....		72	2	11
Pay Roll Tax .....		350	15	0
Sundries .....		312	18	9
Total .....		28,596	6	11

R. A. BRADLEY,  
Chief Accountant,  
25th July, 1958.

## Appendix 5

## PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1958, and a comparison with the previous year

Receipts			Expenditure and Distributions		
	1958	1957		1958	1957
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balances brought forward—			Distribution to Municipalities, Shires and other Authorities—		
From 30th June, 1957 .....	210,257 3 4		Tax—		
" 30th June, 1956 .....		235,977 6 7	Motor Omnibuses—		
Tax—			Metropolitan .....	173,397 18 11	200,659 14 9
Motor Omnibuses—			Newcastle .....	27,962 4 10	35,249 7 6
Metropolitan .....	159,457 4 4	200,565 10 7	Wollongong .....	12,737 3 5	15,185 8 10
Newcastle .....	24,696 1 7	35,526 8 10	Totals .....	£ 214,097 7 2	
Wollongong .....	12,277 17 11	14,741 17 0	Commonwealth Aid Roads (Special Assistance) Act, 1957 Grant—		
£ 196,431 3 10			Metropolitan .....	29,730 1 8	
Commonwealth Aid Roads (Special Assistance) Act, 1957 Grant—			Newcastle .....	4,796 15 0	
Allocated—			Wollongong .....	1,806 10 0	
Metropolitan .....	52,027 12 11		Totals .....	36,333 6 8	
Newcastle .....	8,394 6 3		Totals .....	£ 250,430 13 10	251,094 11 1
Wollongong .....	3,161 7 6				
£ 63,583 6 8			Expenditure from Receipts of Tax on other Public Vehicles—		
Totals, Motor Omnibuses .....	£ 260,014 10 6	250,833 16 5	Improved Traffic Facilities—		
Other Public Vehicles—			Metropolitan .....	99,867 10 5	84,058 3 7
Metropolitan .....	57,589 9 6	56,898 12 2	Newcastle .....	1,917 7 3	3,847 2 6
Newcastle .....	3,996 19 5	4,236 0 0	Wollongong .....		
Wollongong .....	884 19 1	845 9 3	Totals .....	£ 101,784 17 8	87,905 6 1
Totals, other Public Vehicles .....	£ 62,471 8 0	61,980 1 5	Distribution of Service Licence Fees—		
Service Licence Fees—			Metropolitan .....	21,342 10 4	18,495 6 2
Metropolitan .....	21,574 11 0	18,941 1 4	Newcastle .....	3,229 6 1	3,023 0 6
Newcastle .....	2,968 0 0	2,937 5 2	Wollongong .....	1,218 5 4	1,165 19 0
Wollongong .....	1,136 7 1	1,271 15 3	Totals .....	£ 25,790 1 9	22,684 5 8
Totals, Service Licence Fees .....	£ 25,678 18 1	23,150 1 9	Balances on Fund at 30th June—		
			Tax—		
			Motor Omnibuses—		
			Metropolitan .....	37,171 15 10	51,112 10 5
			Newcastle .....	6,145 2 9	9,411 6 0
			Wollongong .....	2,177 5 2	2,836 10 8
			Commonwealth Grant—		
			Metropolitan .....	22,297 11 3	
			Newcastle .....	3,597 11 3	
			Wollongong .....	1,354 17 6	
			Other Public Vehicles—		
			Metropolitan .....	74,730 6 11	117,008 7 10
			Newcastle .....	26,040 13 6	23,961 1 4
			Wollongong .....	2,930 5 11	2,045 6 10
			Service Licence Fees—		
			Metropolitan .....	3,302 17 10	3,070 17 2
			Newcastle .....	602 8 9	863 14 10
			Wollongong .....	65 10 0	147 8 3
			£ 180,416 6 8		
Grand Totals .....	£ 558,421 19 11	571,941 6 2	Grand Totals .....	558,421 19 11	571,941 6 2

R. A. BRADLEY,  
Chief Accountant,  
25th July, 1958.



## Appendix 6

**DISTRIBUTIONS FROM THE PUBLIC VEHICLES FUND TO MUNICIPAL AND  
SHIRE COUNCILS AND AUTHORITIES DURING THE YEAR ENDED 30th  
JUNE, 1958, AND A COMPARISON WITH THE PREVIOUS YEAR**

Council or Authority	Distributions during Financial Year—			
	1957-58		1956-57	
Metropolitan Transport District—	£	s. d.	£	s. d.
Ashfield.....	4,976	5 9	5,236	7 10
Auburn .....	4,565	0 0	4,626	0 0
Bankstown .....	11,129	0 0	10,913	0 0
Baulkham Hills .....	581	0 0	609	0 0
Blacktown .....	1,745	0 0	1,716	0 0
Botany .....	2,486	0 0	2,598	0 0
Burwood .....	5,413	0 0	5,857	0 0
*Camden .....	115	0 0	126	0 0
*Campbelltown .....	596	0 0	631	0 0
Canterbury .....	14,948	0 0	15,211	0 0
Concord .....	4,585	0 0	4,942	0 0
Drummoyne .....	3,324	0 0	2,982	0 0
Fairfield .....	4,839	0 0	4,440	0 0
Holroyd .....	3,625	0 0	4,022	0 0
Hornsby .....	1,249	0 0	1,342	0 0
Hunter's Hill .....	724	0 0	838	0 0
Hurstville .....	7,336	0 0	7,630	0 0
Kogarah .....	4,916	0 0	5,451	0 0
Ku-ring-gai .....	3,169	0 0	3,317	0 0
Lane Cove .....	1,999	0 0	2,102	0 0
Leichhardt .....	4,970	0 0	4,762	0 0
Liverpool .....	1,590	0 0	1,594	0 0
Manly .....	2,962	0 0	3,158	0 0
Marrickville .....	6,089	0 0	4,507	0 0
Mosman .....	1,642	0 0	1,808	0 0
North Sydney .....	4,845	0 0	5,171	0 0
Parramatta .....	5,757	0 0	5,785	0 0
Penrith .....	521	0 0	549	0 0
Randwick .....	11,722	0 0	10,221	0 0
Rockdale .....	8,797	0 0	9,565	0 0
Ryde .....	3,681	0 0	3,886	0 0
Strathfield .....	3,753	0 0	4,373	0 0
Sutherland .....	4,052	0 0	4,254	0 0
Sydney, City of .....	48,500	0 0	41,320	0 0
Warringah .....	4,860	0 0	5,114	0 0
Waverley .....	4,588	0 0	5,058	0 0
Willoughby .....	4,689	0 0	5,136	0 0
Windsor .....	272	0 0	301	0 0
*Wollondilly .....	66	0 0	59	0 0
Woollahra.....	7,687	0 0	8,193	0 0
Authorities—				
Railway Department .....	28	0 0	30	0 0
Public Health Department .....	203	0 0	218	0 0
Neoropolis Trustees .....	178	0 0	233	0 0
National Park Trust .....	27	0 0	33	0 0
Total .....	213,799	5 9	209,907	7 10
Capital Debt Reduction .....	10,671	5 2	9,247	13 1
Grand Total (Metropolitan) .....	224,470	10 11	219,155	0 11
Newcastle Transport District—				
Newcastle .....	26,991	12 11	31,104	17 9
Port Stephens .....	879	0 0	952	0 0
Lake Macquarie .....	6,144	0 0	4,317	0 0
Lower Hunter .....	293	0 0	316	0 0
Stroud .....	66	0 0	71	0 0
Total .....	34,373	12 11	36,760	17 9
Capital Debt Reduction .....	1,614	13 0	1,511	10 3
Grand Total (Newcastle) .....	35,988	5 11	38,272	8 0
Wollongong Transport District—				
Campbelltown .....	3	0 0	3	0 0
Camden.....	2	0 0	3	0 0
Kiama .....	26	0 0	30	0 0
Shellharbour .....	1,127	0 0	1,112	0 0
Wollondilly .....	10	0 0	11	0 0
Wollongong .....	14,593	18 9	15,192	7 10
Grand Total (Wollongong) .....	15,761	18 9	16,351	7 10
Combined Grand Total .....	£276,220	15 7	273,778	16 9

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

## Appendix 7

### STATE TRANSPORT (CO-ORDINATION) FUND

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

[illegible]

R. A. BRADLEY,  
Chief Accountant,  
25th July, 1958.

## Appendix 8

## 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

\* Wollongong included from 1st July, 1957

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

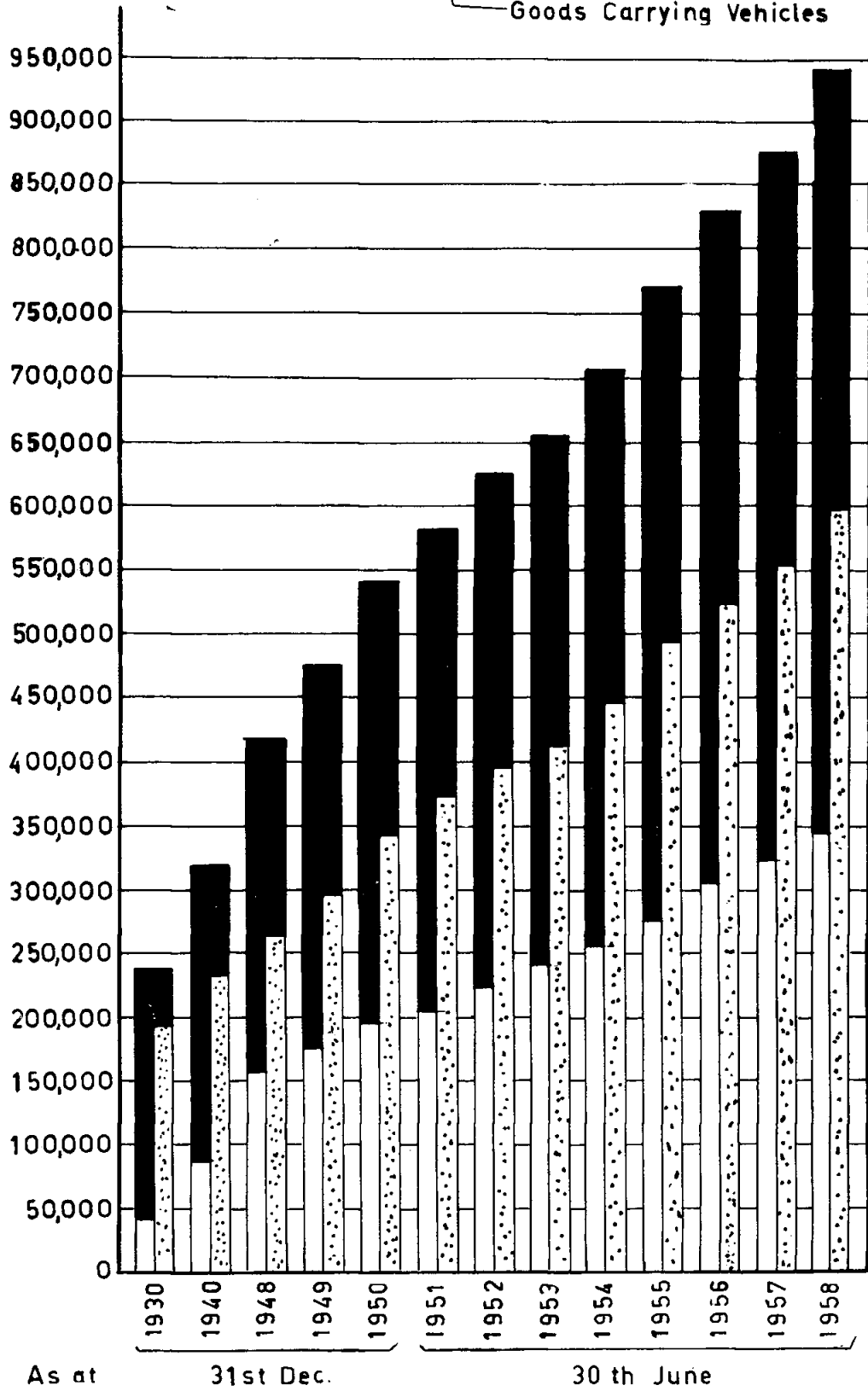
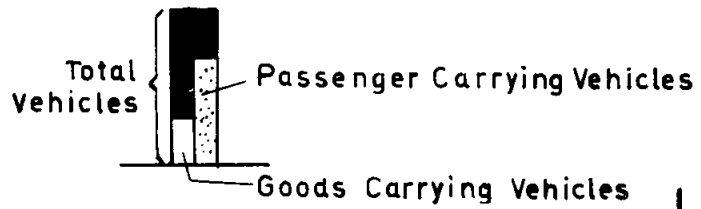
‡ Figures adjusted on a new basis as from 1st October, 1931, to show actual number of vehicles on the road.—Numbers slightly deflated as a result.

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

¶ Includes tractors and trailers.

# — MOTOR VEHICLE REGISTRATIONS —

LEGEND:-



## Appendix 10

**BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES  
DURING THE TEN YEARS ENDED ON 30th JUNE, 1958**

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total
1949 .....	25,991	15,851	7,442	49,284
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
	461,838	286,437	49,420	797,695

These figures show that approximately 84 per cent of the motor vehicles on the road are not over ten years old.

## Appendix 11

**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, 1958**

Type of Offence	Convicted	Discharged (Section 556A, Crimes Act, 1900, as amended)	Unlicensed Drivers Involved
Drive whilst under the influence .....	2,572	1,510	53
Drive in manner or speed dangerous .....	423	59	...
Not stop after accident—Section 8 (1) .....	22	...	...
Drive whilst disqualified—Section 7A (2) ...	355	12	367
Culpable driving .....	13	2	...
By negligent act cause grievous bodily harm	4	...	...
Manslaughter .....	1	...	...
Total .....	3,390	1,583	420

**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.....	...	2,176	279	117	2,572
Drive in manner or speed dangerous ...	...	353	21	49	423
Not stop after accident—Section 8 (1) ...	...	15	5	2	22
Drive whilst disqualified—Section 7A (2)	339	...	...	16	355
Culpable Driving .....	...	9	2	2	13
By negligent act cause grievous bodily harm	...	2	...	2	4
Manslaughter .....	...	1	...	...	1
Total .....	339	2,556	307	188	3,390

## Appendix 11—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...	344	36	5	286
Drive in manner or speed dangerous	42	10	...	26
Not stop after accident—Section 8 (1)	...	...	...	...
Drive whilst disqualified—Sec- tion 7A (2) .....	15	1	...	1
Culpable Driving .....	...	...	...	...
By negligent act cause grievous bodily harm .....	...	...	...	...
Total .....	401	47	5	313
			318	

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

Reason	Licences Suspended or Cancelled	Applications Refused
Drinking habits .....	14	173
Criminal convictions .....	92	116
Traffic convictions .....	241	22
Criminal and traffic convictions .....	24	120
Convictions in other States .....	19	4
Physical Disabilities .....	194	156
Miscellaneous .....	32	18
Total .....	616	609

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

Suspensions and Cancellations.		Refusals.	
Allowed	Disallowed	Allowed	Disallowed
6	3	3	6

**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 .....	28,942	283	152
Negligent Driving .....	7,698	399	86
Fail to stop after accident (Section 8 (3) and 8 (4)) .....	361	5	4
Other offences (cross centre lines, etc.).....	36,395	...	122
Total .....	73,396	687	364

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

Allowed— Disqualifications or Suspensions Raised	Dismissed— Disqualifications or Suspensions to Stand
20	44

## Appendix 11—continued

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

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

## Appendix 12

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

District Motor Registry	Revenue Collected During Financial Year—	
	1957-58	1956-57
	£	£
Albury .....	61,309	50,562
Armidale.....	43,651	50,641
Bathurst .....	65,641	64,013
Broken Hill .....	52,258	45,748
Casino .....	47,066	45,229
Cessnock .....	79,359	73,874
Chullora .....	321,626	254,238
Cooma .....	42,538	34,280
Cowra .....	33,493	36,049
Dubbo .....	58,641	54,186
†Five Dock .....	299,480	193,131
Forbes .....	40,844	40,812
Glen Innes .....	41,952	41,071
Gosford .....	52,894	49,400
Goulburn .....	85,476	80,898
Grafton .....	65,762	67,567
Griffith .....	49,140	45,795
Inverell .....	39,248	44,513
Katoomba .....	32,719	30,857
Kempsey .....	44,073	42,091
Kogarah .....	402,835	348,281
Leeton.....	38,461	36,118
Lismore .....	102,835	99,359
Lithgow .....	64,748	63,057
Liverpool .....	140,211	111,111
Maitland .....	74,044	62,653
Manly .....	109,540	90,639
Moree .....	36,993	36,507
Murwillumbah .....	45,059	43,354
Newcastle .....	864,155	779,775
North Sydney .....	312,894	194,805
Nowra .....	61,255	57,361
Orange .....	107,288	93,251
Parkes .....	26,431	27,146
Parramatta .....	676,999	595,215
Penrith .....	60,453	57,864
Queanbeyan .....	39,305	38,096
*Richmond .....	8,815	.....
Tamworth .....	87,647	82,075
Taree .....	53,843	49,556
Wagga Wagga .....	80,827	74,980
Waitara .....	136,927	114,293
Wollongong .....	396,543	314,491
Young .....	43,373	42,702
Total .....	5,528,651	4,757,644

\* Richmond opened 24th March, 1958.

† Five Dock formerly known as Burwood

## Appendix 13

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN THE  
METROPOLITAN TRANSPORT DISTRICT (EXCLUDING WOLLONGONG) FOR  
THE YEAR ENDED 30th JUNE, 1958, COMPARED WITH THE YEAR ENDED  
30th JUNE, 1957**

Item	Year ended 30th June—	
	1958	1957
Number of operators .....	129	128
Number of services .....	198	193
Number of omnibuses—		
In service .....	708	648
In reserve .....	114	143
Total .....	822	791
Number of petrol omnibuses .....	438	432
Number of diesel omnibuses .....	384	359
Total .....	822	791
Number of single-deck omnibuses .....	795	760
Number of double-deck omnibuses .....	27	31
Total .....	822	791
Number of employees .....	1330	1,246
Omnibus mileage .....	19,454,106	18,819,392
Passengers carried .....	78,181,212	77,407,141
	£	£
Book value of plant .....	1,216,053	1,065,404
Revenue .....	2,869,970	2,853,431
Expenditure .....	2,567,555	2,562,755
Nett Profit .....	302,415	290,676
Included in Expenditure—		
Owners' wages .....	118,928	106,384
Depreciation .....	206,344	165,276
Interest payments on loans, etc. ....	23,627	20,538
	d.	d.
Revenue per mile .....	35.406	36.388
Expenditure per mile .....	31.675	32.682
Nett profit per mile .....	3.731	3.707

## NOTES—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-1958.  
(ii) Operators who were actively engaged in the services have been included as employees also.

## Appendix 14

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN  
THE WOLLONGONG DISTRICT FOR THE YEAR ENDED 30th JUNE, 1958,  
COMPARED WITH THE YEAR ENDED 30th JUNE, 1957**

Item.	Year ended	
	30th June, 1958.	30th June, 1957.
Number of operators .....	15	15
Number of services .....	18	17
Number of omnibuses—		
In service .....	123	118
In reserve .....	15	10
Total .....	138	128
Number of petrol omnibuses .....	35	33
Number of diesel omnibuses .....	103	95
Total .....	138	128
Number of single-deck omnibuses .....	108	102
Number of double-deck omnibuses .....	30	26
Total .....	138	128
Number of employees .....	257	240
Omnibus mileage .....	4,059,230	3,697,111
Passengers carried .....	14,108,815	11,444,939
	£	£
Book value of plant .....	268,922	257,541
Revenue .....	586,655	529,757
Expenditure .....	549,079	480,766
Nett Profit .....	37,576	48,991
Included in Expenditure—		
Owner's wages .....	21,908	18,747
Depreciation .....	38,701	29,373
Interest payments on loans, etc. ....	6,015	4,212
	d.	d.
Revenue per mile .....	34.68	34.392
Expenditure per mile .....	32.448	31.209
Nett profit per mile .....	2.232	3.183

## NOTES—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-1958.  
(ii) Operators who are actively engaged in the services have been included as employees also.



## Appendix 15

**STATISTICS OF PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES IN  
THE NEWCASTLE TRANSPORT DISTRICT FOR THE YEAR ENDED 30th  
JUNE, 1958, COMPARED WITH THE YEAR ENDED 30th JUNE, 1957**

Item	Year ended 30th June—	
	1958	1957
Number of operators .....	16	17
Number of services .....	26	27
Number of omnibuses—		
In service .....	70	82
In reserve .....	14	14
Total .....	84	96
Number of petrol omnibuses .....	48	39
Number of diesel omnibuses .....	36	57
Total .....	84	96
Number of single-deck omnibuses .....	64	81
Number of double-deck omnibuses .....	20	15
Total .....	84	96
Number of employees .....	117	149
Omnibus mileage .....	1,871,418	1,932,864
Passengers carried .....	4,513,426	4,908,654
	£	£
Book value of plant .....	98,704	100,712
Revenue .....	264,903	293,301
Expenditure .....	258,810	287,731
Nett profit .....	6,093	5,570
Included in Expenditure—	£	
Owners' wages .....	13,204	12,925
Depreciation .....	8,690	10,478
Interest payments on loans, etc. ....	3,001	3,145
	d.	d.
Revenue per mile .....	33.8	36.418
Expenditure per mile .....	33.1	35.727
Nett profit per mile .....	.7	.691

## NOTES—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930–1958.
- (ii) Operators who were actively engaged in the services have been included as employees also.

## Appendix 16

**STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE  
COMMISSIONER FOR MOTOR TRANSPORT FOR THE YEAR ENDED  
30th JUNE, 1958**

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

Drive and operate contrary to terms of licence .....	687
Drive and operate unlicensed public motor vehicle .....	144
Not observe conditions of permit .....	17
Miscellaneous offences .....	7

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

Fail to set taxi-meter in motion and to keep in motion when hired .....	6
Fail to obscure or display vacant sign .....	93
Refuse hiring .....	18
Overcharging passengers .....	3
Incivility to passengers .....	5
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand .....	19
Incorrect operation of other taxi-cab stands .....	34
Multiple hiring .....	125
Drive taxi-cab in prohibited area .....	40
Soliciting for passengers .....	15
Omnibus time table offences .....	15
Fail to renew registration or return number plates .....	15
Miscellaneous offences .....	20

*Motor Traffic Act, 1909, as amended, and Regulations—Motor Vehicles Taxation Management Act, 1949, as amended—*

Fail to renew registration or return number plates .....	129
Unlawful possession of number plates .....	20
Fail to return number plate on request .....	12
Drive unregistered vehicle and permit unregistered vehicle to be driven .....	22
Fail to apply for transfer of registrations or to return number plates .....	10
Drive whilst unlicensed and permit unlicensed person to drive .....	7
Fail to carry or provide record of driving hours .....	16
Miscellaneous offences .....	11

## Appendix 17

## ROAD ACCIDENTS IN NEW SOUTH WALES

## STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1958

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 44,164 (increase of 11.2 per cent. over 1956/57.) The number of persons killed was 795 (2.7 per cent. increase), and the number of persons injured was 19,378 (11.9 per cent. increase). In the same period the number of motor vehicles registered increased by 6.8 per cent.

## ROAD ACCIDENTS IN RELATION TO MOTOR VEHICLES REGISTERED

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

Year ended 30th June	Vehicles Registered (Average)	Accidents		Persons Killed		Persons Injured	
		Number	Rate	Number	Rate	Number	Rate
1949 .....	423,200	14,150	334	564	13.3	9,253	218
1950 .....	475,780	16,189	340	561	11.8	10,405	219
1951 .....	550,665	19,878	360	699	12.7	11,817	215
1952 .....	613,752	22,662	369	741	12.1	12,637	206
1953 .....	645,964	24,382	377	663	10.3	12,459	193
1954 .....	684,186	29,514	431	728	10.6	14,660	214
1955 .....	739,372	35,315	478	798	10.8	15,959	216
1956 .....	803,630	38,823	483	808	10.1	17,047	212
1957 .....	858,488	39,725	462	774	9.0	17,321	202
*1958 .....	838,553	44,164	527	795	9.5	19,378	231

\* 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 1958, 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, 1958.

## ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION

Quarter	Area	Accidents		Persons Killed		Persons Injured	
		1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
July- September.	City of Sydney .....	605	523	1	3	166	139
	Suburbs of Sydney ...	5,297	4,605	95	91	2,348	2,017
	Remainder of State...	4,593	3,994	93	95	1,863	1,651
	Sub-Total .....	10,495	9,122	189	189	4,377	3,807
October- December.	City of Sydney .....	544	639	4	2	151	179
	Suburbs of Sydney ...	5,773	5,175	84	93	2,597	2,474
	Remainder of State...	4,941	4,604	111	113	2,257	2,112
	Sub-Total .....	11,258	10,418	199	208	5,005	4,765
January- March.	City of Sydney .....	534	541	2	6	154	121
	Suburbs of Sydney ...	5,293	4,693	80	78	2,408	2,170
	Remainder of State...	4,705	4,414	112	84	2,296	1,879
	Sub-Total .....	10,532	9,648	194	168	4,858	4,170
April-June ...	City of Sydney .....	639	598	...	4	180	200
	Suburbs of Sydney ...	6,045	5,161	97	103	2,674	2,403
	Remainder of State...	5,195	4,778	116	102	2,284	1,976
	Sub-Total .....	11,879	10,537	213	209	5,138	4,579
	Grand Total .....	44,164	39,725	795	774	19,378	17,321

Comment—The highest number of accidents and casualties was recorded in the June quarter. 54 per cent. of the fatalities occurred outside the County of Cumberland.

## Appendix 17—continued

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

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Under 5 .....	19	15	10	6	332	319	256	219
5 and under 7 .....	12	8	2	2	252	200	174	132
7 " 17 .....	43	42	17	14	1,518	1,452	807	709
17 " 21 .....	72	88	23	10	2,343	2,175	747	590
21 " 30 .....	128	118	19	13	3,290	3,031	876	721
30 " 40 .....	93	92	12	16	2,218	1,926	785	686
40 " 50 .....	72	73	14	23	1,553	1,337	751	661
50 " 60 .....	66	61	27	19	969	886	587	505
60 and over ...	107	107	58	58	876	798	710	635
Not stated .....	...	8	1	1	201	166	133	173
Totals .....	612	612	183	162	13,552	12,290	5,826	5,031

*Comment*—The 60 years and over age group incurred the greatest number of road deaths. 77 per cent. of the killed and 70 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	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Drivers of motor vehicles .....	180	180	12	8	4,725	3,861	522	464
Motor cyclists .....	60	88	...	...	1,845	1,879	51	38
Pedal cyclists .....	30	33	...	1	1,147	1,147	148	126
Passengers (all types) .....	161	137	89	71	3,699	3,342	3,891	3,231
Pedestrians .....	180	168	81	82	2,080	2,039	1,177	1,166
Other classes ...	1	6	1	...	56	22	37	6
Totals .....	612	612	183	162	13,552	12,290	5,826	5,031

*Comment*—During the year deaths of motor cyclists involved in road accidents decreased by 32 per cent.

## TYPES OF ACCIDENTS

Types of Accidents	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Collisions between vehicles .....	29,243	25,631	249	260	9,854	8,691
Vehicles overturning or leaving roadway .....	7,650	6,614	228	180	4,700	3,780
Vehicles colliding with fixed objects...	2,791	3,159	49	64	1,266	1,363
Vehicles colliding with animal(s).....	969	804	3	4	160	139
Collisions between vehicles and pedestrians .....	3,288	3,202	253	248	3,196	3,112
* Passenger accidents .....	219	262	12	18	200	218
Other accidents .....	4	53	1	...	2	18
Total .....	44,164	39,725	795	774	19,378	17,321

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

*Comment*—Collisions between vehicles represented 66 per cent. of all accidents and 50 per cent. of the total casualties.

Casualties resulting from vehicles overturning or leaving the roadway increased by 24 per cent. during the year.

**Appendix 17—continued**  
**RESPONSIBILITY FOR ROAD ACCIDENTS**  
*Analysis of Responsible Factors*

Attributed	Accidents		Persons Killed		Persons Injured	
	Number	%	Number	%	Number	%
<b>A. Human failure on part of—</b>						
Drivers of motor vehicles .....	29,238	66.20	456	57.36	10,640	54.90
Riders of motor cycles .....	1,169	2.64	37	4.66	1,045	5.39
Pedal cyclists .....	622	1.40	18	2.27	633	3.26
Riders of horses and drivers of horse-drawn vehicles .....	15	.03	...	...	11	.05
Trams .....	109	.24	3	.38	39	.20
Pedestrians .....	2,092	4.73	141	17.73	2,012	10.38
Passengers .....	219	.50	12	1.51	200	1.03
Parties not involved .....	1,526	3.50	12	1.51	661	3.40
Railway Employees .....	14	.03	2	.26	5	.02
Riders of Billycarts, tricycles, etc. ....	14	.03	1	.12	15	.07
<b>Total human failure .....</b>	<b>35,018</b>	<b>79.3</b>	<b>682</b>	<b>85.8</b>	<b>15,261</b>	<b>78.7</b>
<b>B. Defective equipment of—</b>						
Motor vehicles .....	3,235	7.32	42	5.28	1,449	7.49
Motor cycles .....	108	.24	7	.87	106	.56
Pedal cycles .....	102	.23	2	.25	102	.52
Animal-drawn vehicles .....	1	...	...	...	2	.02
Trams .....	11	.01	...	...	1	.01
<b>Total defective equipment .....</b>	<b>3,457</b>	<b>7.8</b>	<b>51</b>	<b>6.4</b>	<b>1,660</b>	<b>8.6</b>
<b>C. Miscellaneous Factors—</b>						
Animals (including animals which vehicles swerve to avoid) .....	907	2.06	4	.50	156	.81
Road conditions .....	4,508	10.21	54	6.80	2,150	11.10
Weather .....	274	.63	4	.50	151	.79
Other .....	...	...	...	...	...	...
<b>Total Miscellaneous Factors .....</b>	<b>5,689</b>	<b>12.9</b>	<b>62</b>	<b>7.8</b>	<b>2,457</b>	<b>12.7</b>
<b>GRAND TOTAL .....</b>	<b>44,164</b>	<b>100</b>	<b>795</b>	<b>100</b>	<b>19,378</b>	<b>100</b>

*Comment*—Human failure was responsible for 79 per cent of the accidents, 86 per cent of the fatalities and 79 per cent of persons injured. Drivers of motor vehicles were responsible for 66 per cent. of the accidents and 55 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	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Excessive speed .....	1,673	1,695	117	119	1,162	1,091
Not keeping to the left .....	2,174	1,895	38	39	950	797
Not giving right of way to other vehicle at intersection .....	7,524	6,374	39	34	2,396	2,036
Failing to make right-hand turn at intersection with due care .....	1,936	1,683	8	6	710	632
Intoxicated .....	1,779	1,575	52	35	670	576
Inexperience .....	487	403	8	3	261	218
Inattentive driving .....	7,006	6,387	90	148	2,447	2,204
Reversing without due care .....	746	606	1	1	108	79
Overtaking improperly .....	1,000	778	32	11	397	283
Following other vehicle too closely ...	1,252	1,177	1	1	185	164
Infirmity of driver .....	92	90	3	3	63	63
Driver asleep or drowsy .....	351	325	20	19	227	180
Dazzled by lights of an approaching vehicle .....	449	366	5	8	263	195
No hand signal or incorrect signal ...	125	112	...	...	29	22
Pulling out from kerb suddenly or without warning .....	892	811	...	1	97	103
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	607	477	6	5	346	260
Crossing railway level crossing without due care .....	22	13	6	2	13	5
Hit-run drivers (not elsewhere classifiable) .....	340	434	3	4	113	118
Other causes .....	783	756	27	7	203	193
<b>Total .....</b>	<b>29,238</b>	<b>25,957</b>	<b>456</b>	<b>446</b>	<b>10,640</b>	<b>9,219</b>
<b>Variation .....</b>	<b>+13%</b>		<b>+2%</b>		<b>+15%</b>	

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

## Appendix 17—continued

## Average Motor Vehicles Registered

Number .....	1957-58 878,904	1956-57 822,026
Variation .....	+6.9	

## 2. Accidents attributed to Riders of Motor Cycles

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Excessive speed .....	91	151	15	22	91	144
Not keeping to the left .....	85	98	2	8	85	97
Not giving right of way to other vehicle at intersection .....	285	258	5	8	216	191
Failing to make right-hand turn at intersection with due care .....	37	35	...	...	28	30
Intoxicated .....	24	26	3	2	22	17
Inexperience .....	97	90	...	2	93	93
Inattentive riding .....	337	394	7	22	317	353
Overtaking improperly .....	72	64	1	7	68	51
Following other vehicle too closely ...	36	55	...	...	30	36
Infirmity of rider .....	2	6	...	...	2	6
Driver asleep or drowsy .....	6	1	1	...	3	...
Dazzled by lights of an approaching vehicle .....	8	16	...	...	11	17
No hand signal or faulty signal .....	2	5	1	...	...	6
Pulling or swinging out from kerb suddenly or without warning .....	4	9	...	...	1	6
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	36	27	...	...	29	31
Crossing railway level crossing without due care .....	2	2	1	...	2	2
Hit-run drivers (not elsewhere classifiable) .....	8	6	...	...	7	3
Other causes .....	37	30	1	...	40	31
Total .....	1,169	1,273	37	71	1,045	1,114
Variation .....	-8%		-48%		-6%	

## Average Motor Cycles Registered

Number .....	1957-58 35,224	1956-57 36,462
Variation .....	-3.4%	

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

Excessive speed was responsible for 41 per cent of the total deaths attributed to motor cyclists.

Inattentive riding was the greatest single cause of accidents and casualties.

**Appendix 17—continued**  
**3. Accidents attributed to Pedal Cyclists**

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Excessive speed having regard to conditions .....	5	22	...	...	7	25
Not keeping to the left .....	50	45	4	2	53	44
Not giving right of way to other vehicle at intersection .....	90	84	...	3	90	81
Failing to make right-hand turn at intersection with due care .....	44	62	3	2	40	61
Intoxicated .....	3	7	1	1	4	6
Inexperience .....	25	24	...	1	28	26
Inattentive riding .....	244	285	2	13	248	274
Overtaking improperly .....	22	19	2	1	21	17
Following other vehicle too closely ...	12	11	...	...	12	11
Infirmity of rider .....	6	2	...	...	6	2
Dazzled by lights of an approaching vehicle .....	...	4	...	...	...	5
Failing to signal intention of turning or stopping, or giving incorrect signal.....	29	22	...	1	30	25
Pulling or swinging out from kerb suddenly or without warning .....	18	9	2	...	16	11
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver .....	7	7	...	...	8	7
Hit-run riders (not elsewhere classifiable) .....	1	...	...	...	...	...
Other causes .....	66	74	4	1	70	74
<b>Total .....</b>	<b>622</b>	<b>677</b>	<b>18</b>	<b>25</b>	<b>633</b>	<b>669</b>
<b>Variation .....</b>	<b>- 8%</b>		<b>- 28%</b>		<b>- 5%</b>	

*Comment*—Accidents and casualties caused by pedal cyclists decreased.  
Inattention was the major cause of these accidents and casualties.

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

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Intoxicated .....	...	3	...	...	...	...
Inattentive driving .....	2	3	...	...	...	3
Other causes .....	13	6	...	...	11	...
<b>Total .....</b>	<b>15</b>	<b>12</b>	<b>...</b>	<b>...</b>	<b>11</b>	<b>3</b>
<b>Variation .....</b>	<b>+ 25%</b>		<b>...</b>		<b>+ 267%</b>	

**5. Accidents attributed to Pedestrians.\***

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Walking across roadway without due care .....	843	855	53	61	818	805
Running across roadway .....	324	326	21	19	315	310
Passing behind or in front of moving or stationary vehicle or object.....	189	144	10	7	183	142
Stepping off kerb without due care ...	22	15	3	2	19	13
Intoxicated .....	197	207	17	26	184	191
Infirmity (including aged) .....	18	12	6	1	15	12
Sudden illness .....	2	3	...	...	2	...
Child (7 years of age and over) playing on roadway .....	21	22	1	2	21	21
Child under 7 years of age not under, or breaking away from the supervision of an older person .....	417	428	19	16	405	415
Boarding vehicle on wrong side .....	3	2	...	...	3	2
Boarding vehicle in motion .....	18	29	...	1	18	29
Other causes .....	52	55	12	2	44	54
<b>Total .....</b>	<b>2,106</b>	<b>2,098</b>	<b>142</b>	<b>137</b>	<b>2,027</b>	<b>1,997</b>
<b>Variation .....</b>	<b>+ 4%</b>		<b>+ 4%</b>		<b>+ 1.5%</b>	

\* Including billycarts, 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 17—continued

## 6. Accidents attributed to Passengers

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
Alighting from vehicle in motion ...	44	60	5	4	41	56
Falling from vehicle in motion .....	54	83	3	6	50	78
Riding improperly .....	13	11	1	3	13	8
Alighting from vehicle on wrong side .....	9	5	...	...	9	5
Intoxicated .....	10	19	...	...	11	19
Infirmity .....	6	3	...	...	4	2
Interfering with driver's control .....	32	35	2	3	26	21
Other causes .....	51	46	1	2	46	29
Total .....	219	262	12	18	200	218
Variation .....	-16%		-33%		-8%	

## 7. Accidents caused by Defective Equipment of Vehicles

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
7. Motor Vehicle Defects (Other than Motor Cycles)—						
Defective brakes .....	964	936	8	7	308	306
Defective steering .....	589	633	5	7	343	377
Tyre blowout .....	838	711	12	9	468	385
Inadequate or no headlamps .....	93	64	1	...	46	26
Defective or absence of rear lamp .....	26	18	2	...	16	7
Excessive height or weight of loading .....	14	13	1	...	1	6
Loose, insecure or projecting loading .....	75	93	1	...	26	24
Other motor vehicle defects .....	636	579	12	9	241	242
Total .....	3,235	3,047	42	32	1,449	1,373
Variation .....	+6.2%		+31.3%		+5.5%	
8. Motor Cycle Defects—						
Defective brakes .....	17	26	1	...	18	24
Defective steering .....	4	5	...	...	6	4
Tyre blowout .....	19	21	...	1	22	22
Inadequate or no headlamp .....	21	22	2	2	18	18
Defective or absence of rear lamp .....	...	1	...	...	...	...
Other motor cycle defects .....	47	49	4	3	42	41
Total .....	108	124	7	6	106	109
Variation .....	-12.9%		-16.6%		-2.8%	
9. Pedal Cycle Defects—						
Defective or absence of brakes ...	33	31	...	...	33	30
Defective steering .....	4	4	1	...	3	3
Inadequate or no headlamp .....	37	43	...	...	38	45
Rear lamp defective or no reflector .....	15	8	1	1	14	8
Other pedal cycle defects .....	13	20	...	...	14	19
Total .....	102	106	2	1	102	105
Variation .....	-3.8%		+100%		-2.8%	
10. Animal-drawn Vehicle Defects—						
Other .....	1	3	...	...	2	2
Total .....	1	3	...	...	2	2
Variation .....	...		...		...	
Total accidents caused by defective equipment .....	3,446	3,280	51	39	1,659	1,589
Variation .....	+5%		+30.8%		+4.4%	

Comment—Fatalities attributed to defective equipment increased in 1958.

Tyre blowouts caused most casualties in this category.

## Appendix 17—continued

## Miscellaneous Causes

Cause	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
<b>11. Accidents attributed to Animals—</b>						
Horse, cow, etc., straying in roadway.....	819	695	3	3	108	98
Animals (in vehicle) falling, shying or bolting .....	9	20	...	...	3	7
Animal (ridden) falling, shying or bolting .....	21	21	1	...	17	17
Dog, cat, etc., crossing roadway...	48	23	...	1	23	18
Other animal causes .....	10	11	...	...	5	1
Total .....	907	770	4	4	156	141
Variation .....	+17.8%		...		+10.6%	
<b>1 Accidents attributed to Road Conditions—</b>						
Road surface loosely gravelled ...	1,534	1,259	21	10	847	667
Road in bad repair .....	253	412	5	2	137	220
Road surface wet or slippery ...	2,183	1,515	14	10	949	631
Obstruction in road .....	161	123	5	...	83	62
Stationary vehicle dangerously placed .....	14	19	...	...	3	8
Other road faults .....	363	312	9	4	131	94
Total .....	4,508	3,640	54	26	2,150	1,682
Variation .....	+23.8%		+ over 100%		+27.8%	
<b>13. Accidents attributed to Weather—</b>						
Vision obscured by rain, snow, fog, mist, dust, etc. ....	182	145	2	3	100	55
Glaring sun .....	74	85	1	2	43	43
Attributed to cyclone, hurricane, wind or rain, etc. ....	18	20	1	...	8	11
Other weather causes .....	...	11	...	...	...	4
Total .....	274	261	4	5	151	113
Variation .....	+5%		-20%		+33.6%	
<b>14. Accidents attributed to parties not involved—</b>						
Swerving to avoid vehicle .....	1,064	883	5	...	493	318
Swerving to avoid pedestrian ...	96	81	4	1	32	41
Swerving to avoid animal or straying stock .....	281	225	3	...	113	88
Stopping suddenly to avoid collision .....	65	101	...	...	19	23
Other accidents attributed to parties not involved .....	20	13	...	...	4	8
Total .....	1,526	1,303	12	1	661	478
Variation .....	+17.1%		+ over 100%		+38.3%	
<b>15. Other Causes—</b>						
<b>(a) Trams Responsible—</b>						
Brakes failing on tram .....	8	17	...	...	...	5
Other tram defects .....	3	1	...	...	1	...
Tram started before passenger properly boarded, alighted or seated .....	11	13	1	...	11	13
Error of judgment by tram driver .....	11	13	...	...	6	4
Inattentive driving .....	78	115	2	...	20	68
Other causes .....	9	19	...	...	2	3
Total .....	120	178	3	...	40	93
Variation .....	-32.6%		+ over 100%		-57%	
<b>(b) Railways Responsible—Level Crossing—</b>						
Gatekeeper, omitting to close gate, etc. ....	6	4	2	1	2	...
Other causes .....	8	9	...	1	3	5
Total .....	14	13	2	2	5	5
Variation .....	+7.7%		...		...	
<b>(c) Other causes .....</b>	...	1	...	...	...	...
<b>Grand Total All Causes .....</b>	<b>44,164</b>	<b>39,725</b>	<b>795</b>	<b>774</b>	<b>19,378</b>	<b>17,321</b>
<b>Variation .....</b>	<b>+11.2%</b>		<b>+2.7%</b>		<b>+11.9%</b>	

*Comment.*—The majority of accidents and casualties attributed to animals were caused by straying stock.

Accidents and casualties attributed to road conditions rose sharply.

Accidents caused by weather conditions increased slightly on previous figures.

Accidents and casualties attributed to parties not involved increased in 1958. The greatest single cause being attempts to avoid collisions with vehicles.

Trams and/or their drivers caused less accidents than last year.



## Appendix 17—continued

## Features of Roadways on which Accidents Occurred

Location	Accidents		Persons Killed		Persons Injured	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
<i>At Intersection—</i>						
Controlled by Police .....	157	92	2	...	37	22
Controlled by Traffic Lights .....	965	825	2	7	319	274
Uncontrolled .....	15,930	13,029	177	137	6,003	5,226
Sub-Total .....	17,052	13,946	181	144	6,359	5,522
<i>Other than at Intersection—</i>						
Straight Road .....	18,302	18,076	378	407	8,404	7,882
Bend or Curve—						
View open .....	5,965	5,553	141	166	3,138	2,897
View obscured .....	884	636	29	14	473	334
Bridge, culvert or causeway .....	752	532	27	11	306	207
Steep hill .....	590	604	15	16	311	310
Crest of hill .....	269	245	10	9	134	132
Railway level crossing—						
Guarded by gates .....	95	46	3	2	29	8
Guarded by lights .....	9	14	1	1	1	1
Unguarded .....	75	70	5	4	100	26
Other locations .....	156	1	5	...	116	1
Location not stated .....	15	2	...	...	7	1
Total .....	44,164	39,725	795	774	19,378	17,321

*Comment.*—41 per cent. of all accidents occurred on straight roads and accounted for 48 per cent. and 43 per cent. respectively of the killed and injured persons. There is of course, a much greater mileage of straight road than any other type of roadway.

Accidents and casualties at intersections increased sharply.

Accidents and casualties on bridges, culverts and at railway level crossings increased.

## Appendix 18

LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE  
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1958

Wentworth Avenue and Page Street, *East Botany*.

Devlin Street and Blaxland Road, *Ryde*.

King Georges Road at *Beverly Hills North Public School*.

Victoria Road between Station Road and Mons Avenue, *Ryde*.

Railway Terrace and West Street, *Lewisham*.

Princes Highway at Cook High School and at St. Patricks Convent School *Kogarah*. (2 co-ordinated sets).

Princes Highway at *Fairy Meadow Public School*.

Sydenham and Lavington Roads and Frazer Street, *Marrickville*.

Marion and Foster Streets, *Leichhardt*.

Gardeners Road, Dalmeny Avenue and Maloney Street, *Mascot*.

Canterbury Road opposite *Canterbury Railway Station*.

Palmer and William Streets, *Sydney*.

Conservatorium Road at the *Off Loading Ramp of the Circular Quay Overhead Roadway*.

New Canterbury and Marrickville Roads and Dulwich Street, *Dulwich Hill*.

Victoria Road and Day Street, *Drummoyne*.

## Appendix 19

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED  
30th JUNE, 1958**

**Metropolitan Transport District**

Item	Motor Omnibuses	Taxi-cabs	Totals
Vehicles registered as at 30th June, 1958 .....	822	2,551	3,373
Inspections made .....	5,980	14,877	20,857
Repair notices issued .....	1,205	1,971	3,176
"Not to Use" notices issued* .....	50	803	853

**Newcastle Transport District**

Vehicles registered as at 30th June, 1958 .....	99	95	194
Inspections made .....	377	324	701
Repair notices issued .....	54	31	85
"Not to Use" notices issued* .....	6	7	13

**City of Greater Wollongong Area**

Vehicles registered as at 30th June, 1958 .....	138	99	237
Inspections made .....	530	487	1,017
Repair notices issued .....	116	79	195
"Not to Use" notices issued* .....	27	10	37

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

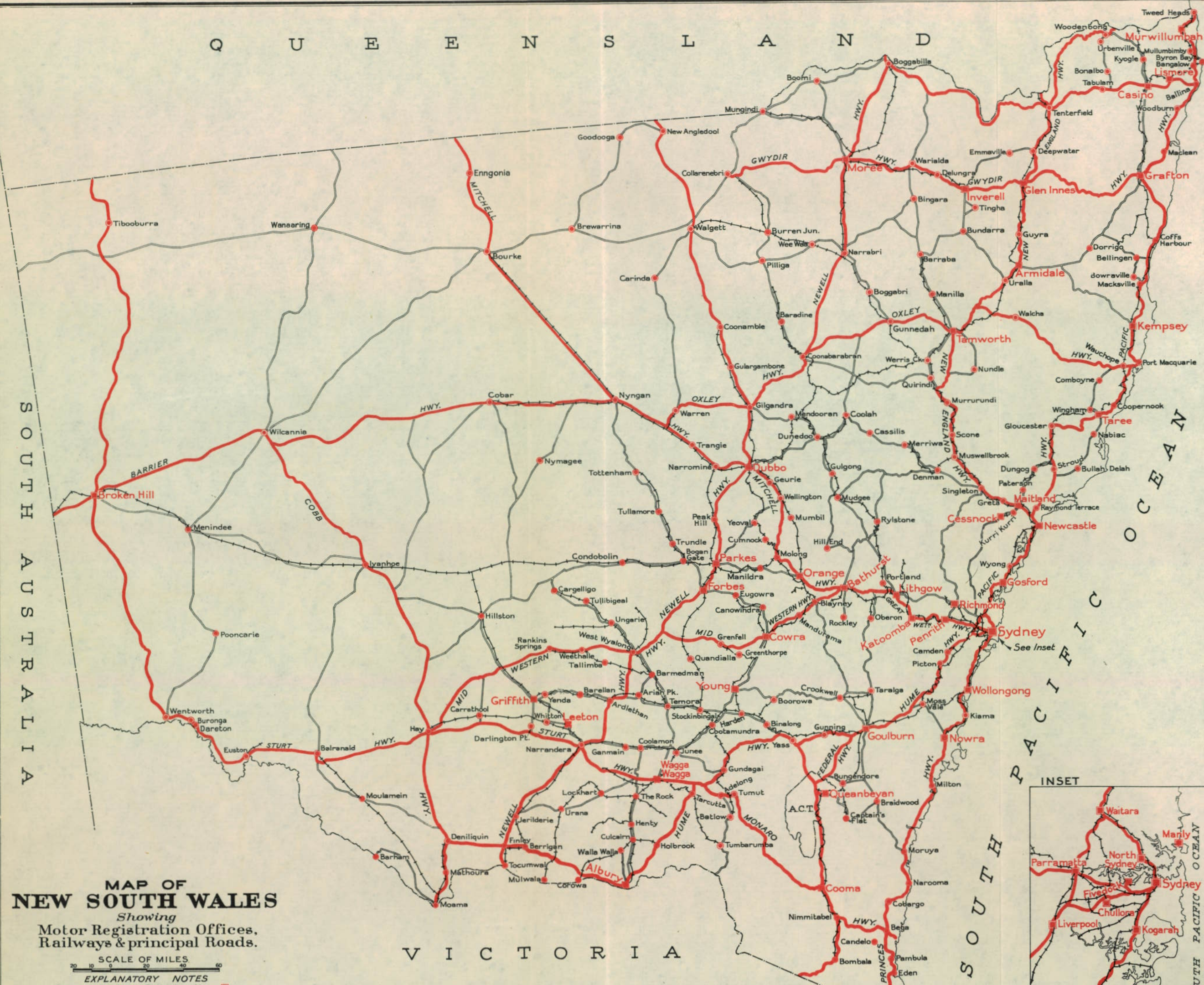
**Country Districts**

Item	Motor Omnibuses	Taxi-cabs	Hire-cars	Totals
Inspections made .....	3,122†	2,240	402	5,764
Repair notices issued .....	523†	366	52	941
"Not to Use" notices issued † .....	63†	49	9	121

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

‡ Includes motor omnibuses, service vehicles and tourist vehicles.





MAP OF  
NEW SOUTH WALES

Showing  
Motor Registration Offices,  
Railways & principal Roads.

SCALE OF MILES  
0 10 20 30 40 50 60

EXPLANATORY NOTES  
Departmental Motor Registries, thus

