

1955

PARLIAMENT OF NEW SOUTH WALES

REPORT
OF THE
COMMISSIONER FOR MOTOR
TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1955

BY COMMAND

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INDEX.

	PAGE.
Accidents—Statistics	29
Acts administered by the Department	7
Agents and Proprietors of Receiving Depots	28
Air Services	37
Australian Transport Advisory Council	39
Australian Motor Vehicles Standards Committee	36
Australian Road Traffic Code Committee	39
Authorised Inspection Stations for Motor Vehicles	34
Breaches—Motor Traffic	13
Conference—State Road Transport Authorities	40
Co-operative Societies—Taxi-cabs	24
District Motor Registries	13
Drivers' Licences	12
Engine Number Register	41
Engineering—Mechanical Fitness of Motor Vehicles	34
Engineering—Traffic Facilities, Signs, Signals, etc.	31 to 33
Fees—Motor Registration and Driver Licence, etc.	9
Fees—Omnibus Service Licence	10, 18
Ferry Services in Port of Sydney—Privately Operated	37
Funds Administered by Department—	
Motor Tax—Main Roads Act, 1924	9
Public Vehicles Fund	10
Road Transport and Traffic Fund	9
State Transport (Co-ordination) Fund	15
Goods Motor Vehicles—	15
Charges Imposed for Competition with Railways	16
Commodities Carried Exempt from Charges	15
Interstate and Intrastate Operations	16 to 18
Licensing under State Transport (Co-ordination) Act	16
Permits for Journeys not Covered by Licences	15
Weighbridges for Weighing Vehicles and Loads	18
Inspection of Motor Vehicles—	
Authorised Inspection Stations	34
New Motor Vehicles	11
Public Motor Vehicles	35
Insurance—Third Party—Motor Vehicles	14
Interstate Road Transport	40
Legal Proceedings and Enforcement	37
Legislation Enacted	38
Licences—Drivers and Riders	12
Lost Property—Taxi-cabs	24
Main Roads Fund	9
Motor Omnibus Services—Privately Operated—	
Country Districts	25
Metropolitan and Newcastle Transport Districts	18
Metropolitan Transport District	20
Competitive Services	20
Passengers Carried and Financial Results	21
Standard of Service	21

INDEX—*continued.*

	PAGE.
Motor Omnibus Services—Privately Operated— <i>continued.</i>	
Newcastle Transport District	21
Competitive Services	22
Passengers Carried and Financial Results	22
Standard of Service	22
Service Licence Fees	10, 18
Motor Registries—District	13
Motor Registration Statistics	10
Motor Registration Tax	9
Motor Traffic Breaches	13
Motor Vans	25
Motor Vehicles—	
Brand New, Registered	11
Certification of Fitness	11
Defective, on Streets	35
Engine Number Register	41
Goods Motor Vehicles	15 to 18
Inspection at Authorised Inspection Stations	34
Mechanical Fitness	34
Number Registered	10
Parking	39
Quarterly Registration	11
Safety Devices for Use On	36
Third Party Insurance	14
New Motor Vehicles—	
Number Registered	11
Certification of Fitness	11
Office Accommodation—New Buildings	41
Parking Committee	41
Passenger Services—	
Competition with Railways... ..	20, 22, 27
Country Districts	25
Metropolitan Transport District	20
Newcastle Transport District	21
Police, Traffic—Cost of	9
Private Hire Cars. (See Taxi-cabs).	
Public Motor Vehicles—	
Country Districts	25
Inspection of	35
Metropolitan Transport District	20
Newcastle Transport District	21
Regulation of... ..	15 to 28
Public Vehicles Fund—	
Distribution to Councils	9
Registration of Motor Vehicles and Licensing of Drivers	9 to 14
Regulation of Public Motor Vehicles	15 to 28
Regulations—	
Breaches and Enforcement	13, 36, 37
Traffic Generally—Amendments Regarding	39

INDEX—*continued.*

	PAGE.
Revenue—	
Motor Registry	13
Summary of Collections	8
Riders' Licences	12
Road Accident Statistics for New South Wales	29
Road Safety	29 to 36
Road Safety Council of New South Wales	30
Road Safety Legislation and Regulations—	
Drivers' Working Hours	41
Rear Reflectors	39
Road Traffic—Uniform Code	39
Road Transport—	
Interstate—Problems, Data, Uniform Policy	40
Conference of State Road Transport Authorities	40
Road Transport and Traffic Fund	9
School Traffic Control Light Signals	31
Spit Bridge Traffic Control Light Signals	32
Staff—Number of	7
State Transport (Co-ordination) Act—Validity challenged	37
State Transport (Co-ordination) Fund	15
Statistics—	
Motor Registration	10
Road Accident	29
Taxi-cabs and Private Hire Cars—	
Co-operative Societies	24
Country Districts	26
Lost Property	24
Metropolitan Transport District	23
Newcastle Transport District	25
Two-way Radiocommunication	23
Tax—Motor Registration	9
Third Party Insurance	14
Tourist Services	26
Traffic Breaches	13
Traffic Engineering—Facilities—Signs, Signals, etc.	31 to 33
Traffic Police	36
Two-way Radiocommunication for Taxi-cabs	23
Uniform Code for Road Traffic	39
Vans—Motor	25
Weighbridges	18
Wollongong—Proposed Transport District	19

APPENDICES.

	No.	PAGE.
Convictions on Prosecutions of Public Vehicle Operators and Drivers ...	14	55
District Motor Registries—Departmental Revenue Collections ...	10	52
District Motor Registries—Map Showing Locations ...	18	68
Inspections of Public Motor Vehicles ...	17	67
Motor Registration and Taxation Revenue Collections ...	2	44
Motor Traffic Breaches ...	9	50 to 52
Motor Vehicles Registered—		
Numbers of, in New South Wales ...	6	48
Graph ...	7	49
Brand New Motor Vehicles ...	8	50
Privately Operated Motor Omnibus Services—		
Metropolitan Transport District—Statistics ...	12	54
Newcastle Transport District—Statistics ...	13	54
Public Vehicles Fund—		
Receipts, Expenditure and Distribution ...	4	46
Distribution to Councils ...	5	47
Road Accident Statistics for New South Wales ...	15	55 to 66
Road Transport and Traffic Fund—Receipts and Payments ...	3	45
Staff—Number of ...	1	44
State Transport (Co-ordination) Fund—Receipts and Payments ...	11	53
Traffic Control Light Signals Installed ...	16	67

REPORT

OF THE

COMMISSIONER FOR MOTOR TRANSPORT

FOR THE YEAR ENDED 30th JUNE, 1955.

Office of the Commissioner for Motor Transport,

Sydney, 15th November, 1955.

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, 1955.

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, 1909-1954, 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, 1949-1951, which impose tax on motor vehicles, the State Transport (Co-ordination) Act, 1931-1954, which provides for the licensing of commercial motor vehicles, and the Motor Vehicles (Third Party Insurance) Act, 1942-1951.

This Department is also responsible for the registration under the Transport Act, 1930-1954, of public vehicles in the Metropolitan and Newcastle Transport Districts, and the licensing of the drivers and conductors thereof.

Under provisions of the State Transport (Co-ordination) Act, 1931-1954, 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, 1955, numbered 1,035, an increase of ninety in the year. Details are shown in Appendix No. 1.

I have the honour and the pleasure of acknowledging the action of the Government in December, 1954, in changing my designation from Superintendent of Motor Transport to Commissioner for Motor Transport and appointing me to the latter position for a period of seven years.

SCHEME OF REPORT.

The information in this report has been collated in similar style to my report for the financial year ended 30th June, 1954, 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.

SUMMARY OF STATISTICS.

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

The following salient features of the statistics for the year ended 30th June, 1955 (details of which appear elsewhere in this report) are as follows :—

	Totals.
Drivers licensed	999,751
Motor Vehicles registered	766,585
Net revenue collections	£10,946,321
Road accidents	35,315
Persons killed in road accidents	798
Persons injured in road accidents	15,959
District Motor Registries	235
Authorised Inspection Stations	2,369
Traffic Control Light Signals	141
Other traffic facilities	38,362
(provided and maintained by this Department).	

REVENUE.

The following table sets out in summarised form the net revenue collections for the year ended 30th June, 1955, compared with the previous financial year, arising from all phases of the registration and licensing of motor vehicles, the licensing of motor vehicle drivers, the regulation of public motor vehicles and other incidental matters :—

	Year ended 30th June—			
	1955.		1954.	
	£	£	£	£
Tax—				
Main Roads Act, 1924	7,353,419		6,756,288	
Public Vehicles Fund	290,468		281,975	
		7,643,887		7,038,263
Registration, Licensing and Miscellaneous Fees and Charges—				
Road Transport and Traffic Fund	1,921,763		1,744,361	
Public Vehicles Fund	20,812		19,538	
State Transport (Co-ordination) Fund...	1,359,859		1,952,259	
		3,302,434		3,716,158
Grand Totals		10,946,321		10,754,421

A significant feature of these figures is that the only reduction in revenue was that arising from the enforcement of the State Transport (Co-ordination) Act, 1931. This was because of the decision of the Privy Council in November, 1954, that that Act was inapplicable to vehicles operated for the purposes of and in the course of interstate trade.

The serious effect of this decision and of subsequent judgments by the High Court of Australia upon certain of the revenues collected by this Department, is indicated in this report, but the full effect will not be felt until the financial year 1955-1956 is completed.

SECTION ONE

REGISTRATION OF MOTOR VEHICLES AND LICENSING OF DRIVERS.

Tax—Main Roads Act, 1924-1955.

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 the 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. It is estimated that about 1,400 large trucks which previously represented about £200,000 motor tax per annum will be involved. These vehicles still have to be registered, for which only the normal registration fee is chargeable, and they must comply with requirements generally as to construction, equipment, road worthiness, etc.

Net collections of motor tax, that is after payment of refunds in respect of surrendered registrations has been made, are paid to the Treasury and form part of the funds provided for the Department of Main Roads.

For the year ended 30th June, 1955, the revenue totalled £7,439,236 and the refunds amounted to £85,817 so that the net revenue was £7,353,419. This amount was £597,131 more than the net revenue for 1953-1954, representing an increase of 8.83 per cent.

ROAD TRANSPORT AND TRAFFIC FUND.

The Road Transport and Traffic Fund receives all fees, in respect of the registration of motor vehicles and the licensing of motor drivers, collected under the Motor Traffic Act, 1909-1954, the Transport Act, 1930-1955, and the Motor Vehicles Taxation Management Act, 1949-1951, 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 and fees in respect of the appointment of Authorised Inspection Stations.

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, 1931-1954); 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, apart from a grant of £15,749 by the Commonwealth Government for road safety purposes, was £1,921,763 and after meeting the various expenses chargeable to the Fund (including £1,031,850 for the cost during the year for Police services in respect of the supervision and control of road transport and traffic and the registration of vehicles and licensing of drivers) there was no credit balance available for transfer to the credit of the Country Main Roads Fund in accordance with section 202 of the Transport Act, 1930-1955.

Details of receipts and payments from the Road Transport and Traffic Fund for 1954-1955 and 1953-1954 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.

The omnibus tax and half of the service licence fees are distributed to Municipal and Shire Councils (within or outside the Transport Districts) in whose areas the omnibuses operate, and to such other Authorities as the Commissioner for Motor Transport shall determine, who maintain wholly or partly from their own funds, roads (within or outside the Transport Districts) on which the omnibuses operate. See Appendix No. 5.

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

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

The cost of providing and maintaining traffic facilities in the Metropolitan and Newcastle Transport Districts, notably traffic control light signals, is met from the tax derived from the registration of taxi-cabs, private hire cars and motor vans in those Districts.

A statement of receipts and payments from this Fund for the years ended 30th June, 1954, and 30th June, 1955, is shown in Appendix No. 4.

MOTOR REGISTRATION STATISTICS.

At 30th June, 1955, there were 766,585 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1954, an increase in registrations of 61,149 or 8.7 per cent. has been recorded.

Details of registrations current at 30th June, 1955, and 1954, are as follows:—

Classification.	30th June, 1955.	30th June, 1954.
Cars	437,372	393,919
Lorries	222,273	208,744
Tractors	12,105	10,176
Trailers	42,356	37,853
Cycles—		
Solo	32,135	34,466
Sidecar	7,652	7,985
Omnibuses—		
Sydney	1,822	1,762
Newcastle	301	302
Country Districts	1,443	1,404
Vans—		
Sydney	1,305	1,311
Newcastle	98	87
Taxi-cabs—		
Sydney	2,393	2,238
Newcastle	86	83
Country Districts	1,274	1,244
Private Hire Cars—		
Sydney	348	470
Newcastle	20	19
Country Districts	403	406
Tourist Vehicles—		
Sydney	53	63
Newcastle	6	2
Country Districts	52	52
Traders' Registrations—		
Cars	2,985	2,748
Cycles	103	102
Total	766,585	705,436

Details of the classes of registrations in New South Wales at intervals since 1911 are given in Appendix No. 6.

The growth of motor transport in this State since 1930 is illustrated graphically in Appendix No. 7.

QUARTERLY REGISTRATIONS.

Of the total number of motor vehicles registered in New South Wales as at 30th June, 1955 and 1954, the number in each class registered on a quarterly basis was as follows:—

Classification.	30th June, 1955.	30th June, 1954.
Cars	2,337	3,051
Lorries, tractors and trailers	6,083	5,421
Cycles	77	130
Omnibuses*	82	79
Vans*	48	45
Taxi-cabs* .....	...	1
Private Hire Cars* .....	...	1
Total	8,627	8,728
Percentage of total vehicles registered	1.1%	1.3%

* Inside Metropolitan and Newcastle Transport Districts only.

New registrations, on a quarterly basis, are allowed only for motor omnibuses and for lorries weighing not less than 2 tons unladen.

BRAND NEW VEHICLES REGISTERED.

In the twelve months ended 30th June, 1955, 92,099 new vehicles were registered in New South Wales, compared with 74,184, in the previous year. Details of the new vehicles registered are as follows:—

Classification.	Year ended 30th June, 1955.	Year ended 30th June, 1954.
Passenger Vehicles—		
Cars	55,944	43,174
*Taxi-cabs (Sydney and Newcastle)	339	445
*Omnibuses (Sydney and Newcastle)	59	117
Total	56,342	43,736
Goods Vehicles—		
Lorries and Tractors	26,398	22,479
Vans (Sydney and Newcastle)	114	81
Trailers	5,808	4,939
Total	32,320	27,499
Motor Cycles	3,437	2,949
Grand Total	92,099	74,184

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

At 30th June, 1955, approximately 75 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. 8.

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 seven additional motor trading firms, including three in Wollongong, bringing the total number of certifying firms to 66.

Permits issued authorise the certification of 99 vehicles of different makes and body styles of 1954 year model 86 vehicles of different makes and body styles of 1955 year model.

PRIMARY PRODUCERS' REBATE OF MOTOR TAX.

The motor tax on a motor lorry or tractor which is a primary producer's vehicle and is used solely or principally for purposes connected with his primary production activities, is 90 per cent. of the motor tax otherwise payable. To obtain the benefit of the 10 per cent. rebate of motor tax it is necessary for a person claiming the concession to complete a form of declaration as to the correctness of the statements in the claim. A requirement that this declaration be certified correct by local Police was dispensed with during the year in order to relieve primary producers and Police of inconvenience and work which were often quite disproportionate to the small amount of money involved.

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 four different classes (A, B, C and D) and authorise the licensee to drive motor vehicles as follows:—

Class A licences: Private cars, light lorries (i.e. those weighing not more than two tons unladen) and tractors.

Class B licences: Private hire cars, service cars, car-type tourist vehicles and country taxi-cabs and also private cars, light lorries and vans, and tractors.

Class C licences: Lorries of any weight, private cars and tractors.

Class D licences: Motor omnibuses, tourist vehicles of any type and all other motor vehicles, except taxi-cabs in the Metropolitan and Newcastle Transport Districts 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 eyesight test and a driving test on a motor vehicle other than a motor cycle.

A new applicant for a licence to drive a heavy motor lorry (Class C) or a public passenger vehicle (Class B or D) is not eligible to receive the licence unless he is at least 21 years of age, has held a licence to drive motor cars for at least twelve months and passes an eyesight test and a driving test on the appropriate type of vehicle.

During the twelve months ended 30th June, 1955, 999,751 driver's and rider's licences were issued compared with 914,239 in 1954, an increase of 85,512 or 9.3 per cent.

The different classes of licences in issue were:—

Class.	30th June 1955.	30th June, 1954.
A	736,232	670,341
B	4,357	3,805
C	167,932	150,292
D	14,548	15,135
*Taxi-cab drivers	7,536	6,568
Motor cycle riders	69,146	68,098
Total	999,751	914,239

* Metropolitan and Newcastle Transport Districts only.

MOTOR TRAFFIC BREACHES.

Motor traffic breaches are reported principally by the Police in the course of their control of traffic upon the public streets.

The records of convictions and cautions against licensees for breaches of the Motor Traffic Act, 1909-1954, the Transport Act, 1930-1955, and sundry other Acts, are maintained by this Department and details of any such record are furnished to the Police Authorities to assist them in their adjudications in connection with breach reports, and also in the conduct of cases before the Courts.

During the twelve months ended 30th June, 1955, the total number of breach reports submitted by the Police and necessitating the supply of these particulars to the Police was 646,000 compared with 550,359 for the previous year.

The great majority of the breaches reported were in respect of parking or minor offences (e.g., not produce licence). Nevertheless, there were 121,206 breaches for major offences which involved consideration of the licensee's fitness to drive a motor vehicle and the question of whether in the interest of road safety, he should be deprived of, or refused a licence.

Conviction of certain offences by the Courts automatically involves the person concerned in periods of disqualification from holding a licence. In addition, the Commissioner for Motor Transport is empowered to refuse, suspend or cancel licences under certain circumstances.

Particulars of serious offences involving disqualification of persons from holding licences, and appeals against decisions of the Courts and the refusal, suspension and cancellation of licences by the Commissioner for Motor Transport during the year ended 30th June, 1955, are set out in Appendix No. 9.

DISTRICT MOTOR REGISTRIES.

There are 235 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 and the State Transport (Co-ordination) Act.

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-two such Motor Registries (Cooma Registry having been taken over from the Police Department during the year) and the revenue collected by officers of this Department during the twelve months ended 30th June, 1955, totalled £3,815,100. The figures for each Registry are shown in Appendix No. 10.

Action is proceeding for the taking over of further Motor Registries, the actual dates being contingent on suitable premises becoming available.

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. 18.

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 person arising out of its use. 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 and during the year ended 30th June, 1955, the premium rates, with minor exceptions, were increased as from 1st October, 1954. In this regard, a Premiums Advisory Committee appointed by the Minister for Transport reviews the financial position of the Authorised Insurers from time to time and submits recommendations regarding premium rates for the decision of the Minister.

At the 30th June, 1955, there were eighty-seven insurance companies authorised to transact insurance business in terms of the Act. During the year no new companies were approved as insurers nor did any authorised insurer withdraw from third party insurance business.

The Government Insurance Office of New South Wales handles approximately 80 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, 1955, the Department received £61,582 2s. commission in this respect.

Legislation came into force in the Northern Territory of Australia in September, 1953, providing for third party insurance for motor vehicles and granting exemption from such requirement in the case of a motor vehicle insured under the law of New South Wales and temporarily in the Northern Territory. Reciprocal arrangements were made during the year ended 30th June, 1955, in respect of any vehicle insured under the law of the Northern Territory of Australia and temporarily in New South Wales. The effect of this reciprocal agreement is that every State and Territory on the mainland now recognises a third party insurance policy issued in any of these States or Territories and it is not now necessary for a motorist who has effected third party insurance in one of these States or Territories to take out additional third party insurance cover in respect of his motor vehicle whilst visiting another of these States or Territories.

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.

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 imposed under the provisions of the State Transport (Co-ordination) Act, 1931-1954.

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.

A statement of receipts and payments from this Fund is shown in Appendix No. 11.

GOODS MOTOR VEHICLES.

The number of motor vehicles registered and licensed as trucks and trailers was 278,137 at the 30th June, 1955. This represented 36 per cent. of the total number of vehicles registered compared with 37 per cent. at 30th June, 1954, 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 was continued in relation to goods motor transport as outlined in my previous reports. Licences were issued in respect of all registered goods motor vehicles authorising the carriage of goods generally on journeys not in competition with the railways for more than 50 miles and for the carriage, direct from farm to market on journeys of any distance, of fresh fruit, vegetables, eggs or poultry.

Permits under the Act were issued for journeys not authorised by the licences.

Exemption was allowed from the charges prescribed under the Act in respect of the carriage of a wide range of commodities, including the following:—

Milk, cream, eggs, fish, rabbits, poultry, fruit, vegetables, honey.

Pedigreed stock (excluding racehorses and trotting horses from race meetings), pigs, calves and lambs under six months old, bees and bee farming equipment.

Seedlings, ornamental plants.

Fertilisers, shellgrit, coke, charcoal, lime.

Cement and terra cotta roofing tiles, bricks, asbestos cement sheets and pipes, gyprock, fibrous plaster sheets, concrete tubs and cisterns and earthenware pipes.

Zinc oxide, carbon black, ground manganese, bulk nitric, sulphuric and hydrochloric acids.

Daily newspapers, returned empty containers.

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

Particulars of road journeys authorised for the transport of goods for more than 50 miles in competition with the railways during the twelve months ended 30th June, 1955, on payment of charges at mileage rates, and the tonnages so carried, are as follows:—

Journeys.	* 1d. ton mile.		* 1½d. ton mile.		* 2d. ton mile.		* 3d. ton mile.	
	Trips.	Tons Carried.	Trips.	Tons Carried.	Trips.	Tons Carried.	Trips.	Tons Carried.
N.S.W. only—								
Up to 100 miles	5,488	21,152	1,039	6,423	207	1,149	14,402	92,022
101–200 miles	9,096	46,284	1,065	5,259	184	1,016	16,826	117,179
Over 200 miles	4,022	20,828	422	1,960	87	561	2,329	17,578
N.S.W. to Victorian Border—								
Up to 100 miles	8	30	2	9	...	...	72	439
101–200 miles	12	77	...	...	...	...	1	9
Over 200 miles	1,217	12,062	528	5,557	...	...	1,827	19,460
Victorian Border to N.S.W.—								
Up to 100 miles	47	263	...	...	...	...	243	2,570
101–200 miles	43	363	6	60	...	...	12	130
Over 200 miles	640	5,231	205	2,226	...	...	1,376	14,868
N.S.W. to Queensland Border—								
Up to 100 miles	10	36	...	...	...	...	1	5
101–200 miles	7	27	...	...	...	...	19	153
Over 200 miles	398	3,573	147	1,482	...	...	347	3,623
Queensland Border to N.S.W.—								
Up to 100 miles	1	5	...	...	...	...	44	655
101–200 miles	1	5	...	...	...	...	5	23
Over 200 miles	117	606	33	338	...	...	51	481
Totals	21,107	110,542	3,447	23,314	478	2,726	37,555	269,195
1953–54	24,365	138,024	3,640	28,413	475	2,678	45,764	344,337
1952–1953	20,468	116,693	2,554	19,590	216	1,606	40,257	292,702

NOTE.—In addition to the figures shown, 8,653 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.

Charges collected under the Act during the year in respect of the carriage of goods by road amounted to £1,231,781 compared with £1,801,005 for the year 1953–1954, a decrease of £569,224.

This decrease in the amount of charges collected is attributable to the fact that during the year the validity of the State Transport (Co-ordination) Act was successfully challenged before the Privy Council by road transport interests so far as it affected interstate operations.

The Privy Council decision of the 17th November, 1954, upheld the appeal and declared, in effect, that because of section 92 of the Constitution of the Commonwealth of Australia, the existing provisions

of the Act requiring all public motor vehicles to be licensed, subject to the Administration's power to grant or refuse licences, and consequential provisions imposing ton mile or passenger mile charges which were used to compensate the Government railway, tramway and omnibus services for competition from road operators, were inapplicable to vehicles operated for the purposes and in the course of interstate trade. The Privy Council, however, indicated that the State could regulate such vehicles and impose a reasonable fee for the use of its traffic facilities.

As a result of this decision motor trucks engaged in interstate operations were not subject to the payment of charges as from 17th November, 1954.

With the object of providing a licensing system for interstate operators which would be within the State's constitutional powers, and would enable a reasonable charge to be imposed for the use of the roads and the costs of administration, and the net proceeds to be spent on roads, the State Transport (Co-ordination) Amendment Act was passed in December, 1954.

The validity of this Act and other relevant Acts was challenged before the High Court, and pending the Court's judgment no charges were imposed in respect of the operation of motor vehicles on interstate journeys, nor were licences issued although a large number of operators formally applied for interstate licences. The High Court on 5th June, 1955, declared invalid the provisions of the legislation so far as they applied to vehicles engaged in interstate trade and the operators of such vehicles. The problem is receiving further attention as indicated in Part Four of this Report.

The inability of the State to impose charges upon interstate operators under the provisions of the State Transport (Co-ordination) Act, means the reduction of revenue from that source amounting to approximately £1,200,000 per annum, based on the position which existed in November, 1954, when the Privy Council's judgment was given.

From the commencement of the State Transport (Co-ordination) Act in November, 1931, until 30th June, 1955, receipts of the fund arising from goods and passenger charges, licence fees, permit and miscellaneous fees, Police Court penalties, totalled £10,399,796. Goods charges accounted for £8,753,463 of this total amount. Departmental records do not enable an exact dissection to be made to show the exact amounts of revenue derived from interstate and intrastate journeys.

The receipts have been applied £1,162,469 for administrative costs, £8,856,631 in payments to Government Railways Fund and £30,918 to the Department of Government Transport (which operates tramway and omnibus services). The balance on the State Transport (Co-ordination) Fund at 30th June, 1955, was £349,778.

It should be mentioned that another Act passed in December, 1954, viz., The State Transport Co-ordination (Barring of Claims and Remedies) Act, which was designed to avoid refunds of charges, etc., to interstate operators, was declared invalid by the High Court in June, 1955, and, while the legal issue has not yet been finally determined, refunds of several million pounds may be involved.

The increase in the number of goods motor vehicle registrations correspondingly increased 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 was also very large and with the free movement of goods by road on interstate journeys since November, 1954, the revenue of the Department of Railways was

*Since held by the
Privy Council to
be invalid JTB*

affected to a considerable extent. The heaviest road movements were those commencing or terminating in Sydney and although much of this 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 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 provision of the Act by operating without permits or carrying goods subject to a higher rate of charges than that for which permits were obtained. Road patrols by authorised officers of this Department were continued and resulted in the detection of a considerable number of breaches and in 663 cases Court proceedings were instituted and convictions recorded by the Courts.

WEIGHBRIDGES.

A 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 the 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 Act were not evaded by overloading of vehicles were the Railway departmental weighbridge at Goulburn and a public weighbridge at Gosford.

The Albury railway weighbridge was utilised up to the 9th June, 1955, for the purpose of weighing interstate vehicles and their loads but following the High Court decision regarding interstate operations the use of this weighbridge was discontinued.

PRIVATELY OPERATED MOTOR OMNIBUS SERVICES—METROPOLITAN AND NEWCASTLE TRANSPORT DISTRICTS.

Under the Transport Act, 1930, as amended, privately operated motor omnibus services in the Metropolitan and Newcastle Transport Districts are operated subject to conditions of motor omnibus service licences which are reviewed and issued annually in accordance with the provisions of that Act. Small temporary services are covered by the issue of permits, suitably conditioned and usually of three months currency.

A service licence fee assessed according to the nature and extent of the benefit enjoyed by the operator of the service, the nature of the route traversed and the effect on any Government Transport services, is payable upon the issue of each licence, and may be paid yearly, half yearly or quarterly. The Act provides for a maximum fee of £4 per annum for each passenger each omnibus is authorised to carry, and permits the fixation of a nominal rate for experimental, developmental and unprofitable services. A permit fee of 6s. for each omnibus employed is payable in respect of the small temporary services not covered by service licences.

The various rates of fees assessed in respect of the service licences issued during the year ended 30th June, 1955, are set out in the following schedule:—

Rate of Service Licence Fee.	Number of Services.	
	Metropolitan.	Newcastle.
2s. 0d. per passenger	1	...
2s. 6d. "	10	7
3s. 0d. "	2	2
4s. 0d. "	3	1
5s. 0d. "	66	5
6s. 0d. "	1	2
7s. 0d. " .....	...	2
7s. 6d. "	28	1
8s. 0d. " .....	...	1
10s. 0d. "	39	6
12s. 6d. "	17	...
15s. 0d. "	9	...
20s. 0d. "	4	...
22s. 6d. "	1	...
25s. 0d. "	2	...
40s. 0d. "	1	...
50s. 0d. "	1	...
Total	185	27

The highest service licence fees in the respective Transport Districts were £376 17s. 6d. for the Parramatta-West Ryde service on Route No. 173 (Metropolitan) and £127 for the Wallsend-Toronto service on Route No. 26N (Newcastle). Service licence fees collected in respect of privately operated services aggregated £8,472 0s. 5d. for the Metropolitan services and £654 8s. 6d. for the Newcastle services. In addition, the Department of Government Transport paid, as the equivalent of service licence fees, the sum of £9,293, 12s. 5d. for its Metropolitan omnibus services and £2,391 18s. 9d. for its Newcastle services.

Motor omnibuses operating in the Metropolitan and Newcastle Transport Districts are required to be registered under the Transport Act, 1930, as amended, and the Motor Traffic Act, 1909-1954, and licensed under the State Transport (Co-ordination) Act, 1931-1954. Tax on motor omnibuses, assessed according to the unladen weight of the vehicle, is paid at the rate prescribed by the Motor Vehicles (Taxation) Act, 1951.

Omnibus tax from the private operators aggregated £60,479 2s. 8d. for the Metropolitan services and £10,628 18s. 8d. for the Newcastle services whilst the Department of Government Transport paid amounts of £130,091 10s. and £24,617 16s. 2d. as the equivalent of motor tax on its omnibuses operated in the Metropolitan Transport District and the Newcastle Transport District, respectively.

In accordance with the provisions of the Transport Act, 1930-1955, all the omnibus tax and half of the service licence fees available after reserving enough for possible refunds, were distributed during the year to Municipal and Shire Councils and other authorities in the Metropolitan and Newcastle Transport Districts for use by them on the reconstruction, renewal, repair and maintenance of the public roads which are used by registered motor omnibuses. The remaining half of the service licence fees available was paid into Consolidated Revenue in reduction of the capital indebtedness of the Department of Government Transport. The distribution was as set out in Appendix No. 5.

Towards the end of the year action was being taken to include the whole of the area of the City of Greater Wollongong in the Metropolitan Transport District. It is proposed eventually to create a

separate Transport District to be known as the Wollongong Transport District. As from the date of inclusion motor omnibuses and other public vehicles and the drivers and conductors thereof in the Greater Wollongong area would be subject to the provisions of the Transport Act, 1930-1955, and the Regulations made thereunder, but the motor tax and omnibus service licence fees will not be merged in the Metropolitan Public Vehicles Fund but will be used exclusively in the Greater Wollongong area.

At the present time there are 123 omnibus vehicles employed in seventeen services provided by fourteen operators in the City of Greater Wollongong area and surrounding district which will come within the scope of the abovementioned Act and Regulations. In addition there are ninety-four taxi-cabs and six private hire cars, and a small number of motor vans operating in the area.

METROPOLITAN TRANSPORT DISTRICT.

At 30th June, 1955, the number of motor omnibus services licensed to operate in the Metropolitan Transport District was 185, the same as twelve months previous. Transfers of nineteen service licences were approved during the year. In two cases this involved transfers from operators already holding more than one service licence to individual operators not already holding service licences, thereby increasing the number of operators from 118 to 120.

Approval was given in seven cases for the extension or diversion of existing services whilst a number of other similar applications received consideration but were deferred due to the condition of the roadways to be traversed or for various other reasons. Applications to institute new services were received, and in order to provide transport facilities for residents of the North Yagoona area a service was authorised to operate to and from Yagoona Railway Station in a circuit extending to Bruncker-road. Approval was given for the discontinuance of the Eastwood Railway Station—Chelmsford Avenue supplementary service due to insufficient patronage.

During the year there was evidence of a reasonable degree of economic stability in the financial position of the privately operated omnibus services generally, which was reflected in the small number of applications received from operators for time-table and fare variations. It may be expected that the anticipated granting of marginal increases in the wages of omnibus employees, in conjunction with increasing costs generally, would disturb the present level of operational expenditure and may necessitate an increase in fares or a curtailment of the present services.

Services in Competition with Government Transport Services.

As in the previous year, charges in accordance with the provisions of the State Transport (Co-ordination) Act, 1931-1954, were imposed in one service only, and in four other cases the question of competition with the Government transport services was met by the prohibition on the picking up or setting down of passengers along the competitive portions of the routes.

In respect of permits issued authorising special journeys by omnibuses off their normal routes for the carriage of sporting bodies and the like, where competition with Government-owned services was involved, the amount of £4,798 10s. 1d. was collected in the form of charges under the Act.

Passengers Carried and Financial Results.

Certified returns submitted by operators indicated that during the year the services in the Metropolitan Transport District generally had been operated more profitably than in the previous year. However, there were indications of a gradual increase in operating costs towards the end of the year which would be accelerated by an anticipated substantial marginal increase in the award wages of omnibus employees. This development was being closely watched as the year ended and it was proposed to investigate and review the question of fares in the omnibus services generally when the full extent of the increase in operational expenditure is known.

A comparison of the grand total of passengers carried and the financial results at 30th June, in the years 1954 and 1955, as disclosed by operators' returns, is set out hereunder:—

	Year ended 30th June—		Increase.
	1955.	1954.	
Passengers carried	No. 84,407,500	No. 83,294,750	No. 1,112,750
Revenue	£ 2,288,386	£ 2,179,500	£ 108,886
Expenditure	2,112,116	2,025,647	86,469
Nett Profit	176,270	153,853	22,417

Statistics relating to the privately-operated motor omnibus services in the Metropolitan Transport District are contained in Appendix No. 12.

Standard of Service.

At 30th June, 1955, there were 745 omnibuses in service of which 432 were petrol-driven and 313 were fitted with compression ignition engines. Compared with the previous year these figures show that petrol-driven omnibuses had increased by only two while diesel omnibuses had increased by twenty-nine. Of the 745 omnibuses, 719 were single-deck vehicles and twenty-six were double-deck vehicles, representing an increase of thirty-five single-deck and a decrease of four double-deck omnibuses.

In order to ensure that the standard of the structural and mechanical condition of omnibuses was maintained at a sufficiently high level, regular and frequent inspections were carried out by officers of the Department during the year. In 119 cases vehicles were suspended from service until the necessary repairs were carried out.

Routine checks were made to ascertain whether the authorised time-tables were adequate and were being maintained, and special investigations were made upon the receipt of complaints regarding particular services. Where it was revealed that the existing time-tables were inadequate or were not being adhered to, action was taken to ensure that appropriate remedial measures were adopted.

The manner of the operation of omnibuses at termini, the suitability of roadways for omnibus traffic, and the location of omnibus stopping places necessitated numerous inspections by officers of the Department in conjunction with the Traffic Police and officers of Local Government Authorities concerned.

NEWCASTLE TRANSPORT DISTRICT.

At 30th June, 1955, there were 91 omnibuses engaged in 27 privately operated motor omnibus services in the Newcastle Transport District. During the year transfers of three service licences were effected and, as two cases involved the transfers from operators who

already held more than one service licence to operators who did not hold service licences, the number of operators increased from 14 to 16.

During the year, the Stockton-Raymond Terrace via Tomago omnibus service, Route No. 2, was discontinued due to insufficient patronage and a special school service, subsidised by the Department of Education, was commenced between Kooindah and Raymond Terrace via Williamtown for the school children along this route. Minor variations in time-tables and fares were authorised, and during the flood period, operators were advised and assisted in the organisation of emergency services.

Services in Competition with Government Transport Services.

Four services continued to operate during the year in partial competition with the Government transport services, and were subject to the payment of charges under the State Transport (Co-ordination) Act, 1931-1954. In addition, several industrial services operated through territory which is served by Government omnibus services and, in order to obviate competition with the lattermentioned services, restrictions were imposed on the taking up and setting down of passengers between certain points along the routes of the privately operated services concerned. In respect of permits issued authorising special journeys by omnibuses off their normal routes for the carriage of sporting bodies and the like, those which were competitive with Government-owned services resulted in the amount of £1,263 10s. being collected in the form of charges under the Act.

Passengers Carried and Financial Results.

Certified returns submitted by the operators indicated that, during the year, the services in the Newcastle Transport District were operated at only a small margin of profit. Moreover, it may be expected that the gradual increase in operational costs which had been in evidence and the anticipated wage marginal increase for omnibus employees will necessitate an early investigation and a probable review of omnibus fares generally in the near future when the full extent of the increase in operational expenditure is known.

A comparison of the grand total of passengers carried, and the financial results at 30th June, in the years 1954 and 1955, as disclosed in operators' returns, is set out hereunder:—

	Year ended 30th June.		Increase.	Decrease.
	1955.	1954.		
	No.	No.	No.	No.
Passengers Carried	5,100,061	5,343,900	.....	243,839
	£	£	£	£
Revenue	247,913	246,846	1,067	.....
Expenditure	246,748	242,989	3,759	.....
Nett Profit.....	1,165	3,857	.....	2,692

Statistics relating to the privately operated motor omnibus services in the Newcastle Transport District are contained in Appendix No. 13.

Standard of Service.

Of the 91 omnibuses in service at 30th June, 1955, 35 were fitted with petrol engines and 56 with compression ignition engines, a decrease of 4 petrol and an increase of 3 diesel vehicles since the previous year. Of the 91 omnibuses, 79 vehicles were the single-deck type and 12 were the double-deck type, the latter being a decrease of one compared with the previous year.

During the year, officers of the Department carried out regular and frequent inspections of the mechanical and structural condition of motor omnibuses, and in three cases vehicles were temporarily suspended from service pending repairs.

Checks of the services were made in order to ensure that there were no grounds for complaint in regard to the adequacy of the services and the punctual operation of journeys. Special investigations were made upon the receipt of complaints, and appropriate remedial measures were adopted where the complaints were found to be justified.

TAXI-CABS AND PRIVATE HIRE CARS.

Metropolitan Transport District.

The number of taxi-cabs licensed to operate in the Metropolitan Transport District at 30th June, 1955, was 2,393 compared with 2,238 at 30th June, 1954. Of the 2,393 taxi-cabs, 1,789 were licensed to operate from any stand in the Metropolitan Transport District, 576 were restricted to stand for hire in specified suburban stands, and 28 to operate only from Central Railway Station.

During the year, no additional licences for unrestricted taxi-cabs were issued, but 13 additional taxi-cabs were licensed to operate from suburban stands. These were allotted after ballots had been held among suitable applicants. In addition, 146 private hire cars were converted to restricted taxi-cabs and licensed to operate from stands in the areas wherein they previously operated. The licences of two taxi-cabs were surrendered following upon the death of the operators, and the licences of two others were cancelled because of the failure of the operators to comply with the conditions of the licence.

At 30th June, 1955, there were 348 private hire cars licensed to operate in the Metropolitan Transport District compared with 470 at 30th June, 1954. During the year, 59 additional private hire car licences were issued mostly in respect of the sparsely populated districts. Thirty-five licences were surrendered and, as mentioned previously, 146 private hire cars were converted to taxi-cabs.

Two-way Radiocommunication for Taxi-cabs.

In recent years there has been a trend in the taxi-cab and private hire car industry to provide service to the public by means of two-way radiocommunication. This trend has been encouraged by the Department and numerous conferences have been held with groups of operators and senior officers of the Wireless Branch of the P.M.G's Department with the view of obtaining the most suitable grouping of operators and location of base stations having regard to the limited number of radio frequencies available for use by this industry.

At 30th June, 1955, in the Metropolitan Transport District there were 413 taxi-cabs equipped with two-way radio, representing 17 per cent. of the total taxi-cabs. Details of the groups of operators providing radio-controlled taxi-cabs were as follows:—

Organisation.	No. of taxi-cabs fitted with two-way radio.
Green Cab Service Pty. Ltd. (Sydney and Suburbs)	42
Ex-Servicemen's Cabs Co-op. Ltd. (Metropolitan Area).....	78
Manly-Warringah Cabs Co-op. Ltd.	32
Cumberland Cabs Co-operative Ltd.	60
Garards Radio Cabs Pty. Ltd. (Liverpool Area).....	4
A.B.C. Radio Taxi Service (Lower North Shore)	39
Reliable Radio Cabs Co-op. Ltd. (Western Suburbs)	57
St. George Radio Cabs Co-op. Ltd.	32
Legion Cabs Co-operative Ltd. (Metropolitan Area)	54
De Luxe Red Cabs Co-operative Ltd. (Metropolitan Area)	5
Sutherland Shire Radio Cabs Co-op. Ltd.	10

Several of these organisations were still in process of formation at the close of the financial year and all gave promise of expansion.

One effect of the development of two-way radiocommunication for taxi-cabs was that private hire car operators who have built up efficient and substantial businesses over many years by providing telephone hire car services were being seriously affected because many people ceased using a private hire car when they found that they could hire by telephone a taxi-cab at a cheaper rate of fare. Disengaged private hire cars, on the other hand, may not be hired in the streets like taxi-cabs, and accordingly have a much higher proportion of empty running than have taxi-cabs.

As a means of alleviating, to some extent, the plight of a number of private hire car operators who had given satisfactory service for lengthy periods, and in recognition of the growing public demand for the taxi-cab type of hire vehicle facility, the Department, after careful consideration, decided to approve of the conversion of private hire cars to taxi-cabs in certain cases and subject to stringent conditions.

In order that the maximum benefit might be obtained by the public, the Department has made it a condition of the conversion of private hire cars to taxi-cabs that the operators shall equip the taxi-cabs for two-way radiocommunication and provide service by this means as units of approved two-way radiocommunication co-operative societies, designed to give practically continuous service.

Under the foregoing policy considerable progress has been made in suburban areas towards solving the problem of hiring taxi-cabs by telephone from the homes of the people while still ensuring the provision of reasonable taxi-cab facilities for those persons who have a need to hire taxi-cabs at railway stations and other public centres. The programme of conversion of private hire cars to taxi-cabs had not been extended to the operators of such vehicles in the City area or Eastern Suburbs by June, 1955.

Standard of Service.

Regular and frequent inspections of the mechanical and structural condition of taxi-cabs and private hire cars were carried out by officers of the Department and appropriate action was taken where such inspections revealed the need for improvement in this regard.

The position in respect of the adequacy and the standard of the service provided by taxi-cabs and private hire cars was closely observed and, where it was ascertained that the existing facilities were inadequate, approval was given for the licensing of additional vehicles, although, as indicated above, the additional facilities mostly took the form of taxi-cabs in substitution for private hire cars.

Details of the convictions which resulted from prosecutions undertaken by the Department against the operators and drivers of taxi-cabs and private hire cars as a result of action to enforce the Public Vehicles Regulations are included in Appendix No. 14.

Property Found in Taxi-cabs.

During the year, 1,919 articles which had been left by hirers in taxi-cabs were handed into the Lost Property Office of the Department, located at 4 Brisbane Street, Sydney. The respective owners claimed 939 of the articles and paid cloakroom charges amounting to £60 13s. 5d., and compensation amounting to £198 18s. 6d. to the taxi-cab drivers who found the articles and brought them to the Department.

The cloak-room charge is 9d. per week or part thereof to meet the departmental cost of handling the lost property. Lost property which is not claimed by the owner or the finder after three months is 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. This amount is intended to repay the driver for the lost time and petrol used in driving to the Lost Property Office. In some cases where the article returned was rather valuable the owner voluntarily paid an amount as compensation in excess of the 3s.

NEWCASTLE TRANSPORT DISTRICT.

The numbers of taxi-cabs and private hire cars licensed to operate in the Newcastle Transport District at 30th June, 1955, were eighty-six and twenty, respectively, compared with eighty-three and nineteen, respectively, at 30th June, 1954. During the year three additional taxi-cabs and one additional private hire car were licensed following upon investigations into the adequacy of the existing service, and were allotted by means of ballot.

In the Newcastle District at 30th June, 1955, fifty-six of the eighty-six taxi-cabs were equipped for two-way radiocommunication and were included in three co-operative societies and were providing a satisfactory service by this means.

MOTOR VANS.

The number of motor vans registered in the Metropolitan Transport District at 30th June, 1955, was 1,305 compared with 1,321 at 30th June, 1954, a decrease of sixteen. In the Newcastle Transport District there were ninety-eight motor vans registered at the 30th June, 1955, an increase of ten during the year under review.

PASSENGER SERVICES IN COUNTRY DISTRICTS.

Public passenger carrying vehicles operating outside the boundaries of the Metropolitan and Newcastle Transport Districts are required to be licensed under the Local Government Act (by the local Municipal or Shire Council), and also by this Department under the State Transport (Co-ordination) Act, 1931-1954. The policy was continued throughout the year of co-operating with local Councils in all matters such as the establishment of new services and alterations to routes, time-tables and fares, and it was found possible in all cases to determine these in a manner acceptable both to the Councils concerned and this Department.

Number plates of the alpha-numerical series "MO", "TC", "TV", "HV", and "SV" are distinctively coloured as denoted hereunder and reserved for issue in respect of motor omnibuses, taxi-cabs, private hire cars and service vehicles in the country districts and tourist vehicles in the Metropolitan and country districts:—

Series.	Colour.		Issued for—
	Background.	Letters and Figures.	
MO	Yellow	Black.....	Motor Omnibuses.
TC	Blue	White	Taxi-cabs.
TV	Black.....	Yellow	Tourist Vehicles.
HV	Black.....	White	Private Hire Cars.
SV	Black.....	White	Service Vehicles.

A Service Vehicle is a motor vehicle constructed principally to carry passengers (seating not more than eight persons) and used for the conveyance of passengers, mails and goods on a regular route.

Motor Omnibus Services.

Details of the number of passenger carrying services operating in the country districts and the omnibuses and other vehicles employed therein, at 30th June, in the years 1954 and 1955, are as follows:—

At 30th June, 1955.			At 30th June, 1954.		
Services.	Omnibuses.	Other types of passenger vehicles.	Services.	Omnibuses.	Other types of passenger vehicles.
1,773	1,443	818	1,700	1,404	668

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

Charges under the State Transport (Co-ordination) Act, 1931-1954, were imposed in the case of those passenger motor services which were operated in competition with the railways.

Tourist Services.

The number of tourist vehicles licensed at 30th June, 1955, to operate for the carriage of passengers at separate fares on recognised motor tours was 111. Of this number, 53 were operated from Sydney, 6 from Newcastle, 26 from Blue Mountain towns and 26 from other country towns.

The licences for tourist vehicles prescribe the tours which may be operated, and in cases where competition with the railways for more than 50 miles is involved, charges under the State Transport (Co-ordination) Act, 1931-1954, were imposed.

Motor Omnibus and Tourist Services Operating Interstate.

In view of a decision by the Privy Council during the year, the provisions of the State Transport (Co-ordination) Act, 1931-1954, cannot be applied to motor omnibuses and tourist vehicles when used solely for the carriage of passengers between States. Consequently, no permit or licence is required and no charges under the Act are payable in respect of such journeys.

Private Hire Cars and Taxi-cabs in Country Districts.

The numbers of tax-cabs and private hire cars licensed to operate in the country districts at 30th June, 1955, were 1,274 and 403, respectively. In common with taxi-cabs and private hire cars in the Metropolitan and Newcastle Transport Districts, these vehicles are licensed to operate without the payment of charges under the State Transport (Co-ordination) Act, 1931-1954 on journeys none of which is competitive with the railways for more than 50 miles. During the year, permits were issued authorising certain journeys beyond the limit of 50 miles, and in the majority of these cases charges under the Act were imposed.

In accordance with past procedure, representations for the licensing of additional vehicles were investigated and, in approved cases, new licences were allocated by ballot after applications had been invited publicly. A total of thirty additional taxi-cab licences was issued during the year while the number of private hire car licences decreased by three.

There were few applications for increases in taxi-cab fares, and in the majority of cases these were granted after reference to the local Councils concerned.

During the year under review there was a marked increase in the number of taxi-cabs and private hire cars which were equipped for two-way radiocommunication. The number of vehicles so equipped at 30th June, 1955, was 98, comprising 93 taxi-cabs and 5 private hire cars compared with 35 and 3, respectively, at 30th June, 1954.

The towns in which the system has been adopted are as follows:—

Town.	Operator.	No. of Vehicles Equipped.
Albury	Albury Radio Taxis	8
Bathurst	Association Ever Ready Taxis	6
Bathurst	Radio Taxi Co-operative	5
Bathurst	L. R. Shaw	1
Branxton	B. Colton	1
Broken Hill	Argent Cabs	5
Broken Hill	City Radio Cabs.....	8
Cessnock	De Luxe Cabs.....	7
Coff's Harbour	Coff's Harbour Radio Cabs	6
Cootamundra	A. W. Starr.....	1
Kurri Kurri	J. L. Britton	1
Maitland	E. W. Lovett	5
Orange	Orange Radio Taxis	6
Queanbeyan	A. L. Kaye	4
Tamworth	W. G. Taylor	1
Tamworth	A. S. Ainsworth	1
Taree	O. M. Brown	1
The Entrance	G. W. Littlefield	4
Wagga Wagga.....	Radio Cabs of Wagga	5
Wagga Wagga.....	McMullen's Taxi Service	7
Wellington	Logue's Radio Taxis	4
Wollongong	Radio Cabs of Wollongong	11

Each operator uses a separate base station and, even where the owner of a single taxi-cab has borne the considerable expense of installing the whole of the two-way radio apparatus, reports indicate that the expenditure has been justified.

The Department has encouraged the installation of two-way radiocommunication in country taxi-cabs wherever practicable, and the Postmaster-General's Department and local Councils have extended their full co-operation. In a number of country centres when conducting surveys of local passenger transport conditions, Departmental officers have pointed out to taxi-cab operators the advantages and economies arising out of the installation of two-way radiocommunication and the system has subsequently been adopted as an alternative to licensing additional taxi-cabs in the districts concerned. A considerable improvement in the taxi-cab services has invariably resulted, and in several towns taxi-cab operators have benefited themselves and the local public by combining in co-operative societies.

EXEMPTIONS AND REDUCTIONS IN CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT, 1931-1954—PASSENGERS.

The policy was continued during the year of issuing permits free of charges in respect of the carriage by omnibuses of sporting bodies, dance and picnic parties, and for other like purposes, where adequate rail facilities were not available in the country districts for both forward and return journeys. In certain other cases in the country and also in the Metropolitan and Newcastle Transport Districts, permits were issued on payment of charges assessed at a reduced rate.

Agents and Proprietors of Receiving Depots.

The State Transport (Co-ordination) Act, 1931-1954, prescribes that 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 ship, or as the proprietors of receiving depots are required to be licensed.

There were 146 licences of this nature in issue at 30th June, 1955, an increase of 9 over the previous year.

SECTION THREE

ROAD SAFETY.

This Department has continued to co-operate with the Department of Main Roads, the Police Department 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.

REGULATION FOR ROAD SAFETY.

Because of the danger of very serious accidents occurring at night time through collisions with parked vehicles without lighted tail-lamps, a regulation was made requiring every vehicle other than a solo motor cycle to be fitted with a red reflector on each side of the rear. A solo motor cycle must have one red reflector on the rear.

ROAD ACCIDENT STATISTICS.

The Police Department supplies this Department with copies of all Police reports of road accidents involving death or injury to any person and/or damage to property in excess of £10, from which are compiled detailed analyses of road accident statistics. Practical use is made of these statistics in various forms of publicity per medium of the press, radio, Government Departments and authorities and motoring and other interested organisations.

The statistics are 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, 1955, 35,315 road accidents in which 798 persons were killed and 15,959 were injured, were reported by the Police to have occurred in New South Wales. These figures compared with the previous year represent increases of 5,801 (19.7 per cent.) in accidents, and 70 (9.6 per cent.) in persons killed and 1,299 (8.9 per cent.) in persons injured.

Tables on the road accident statistics, together with comments on such tables, are shown in Appendix No. 15.

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

- (1) The number of accidents, persons killed and persons injured are the highest on record.

The killed and injured rates per 10,000 vehicles registered are slightly higher than those for the previous year. The accident rate is considerably greater than that for any previous year.

- (2) Accidents and persons killed during the June, 1955, quarter constituted records and in April, 1955, 90 persons were killed.
- (3) Saturday was the worst day for accidents and casualties, followed by Friday.

- (4) 57.2 per cent. of the accidents and 55.7 per cent. of the casualties occurred inside the County of Cumberland. 52.8 per cent. of the road deaths, however, occurred outside the County of Cumberland.
- (5) 45 per cent. of the accidents in which 54 per cent. of the deaths occurred, took place on straight roads.
- (6) Human failure was responsible for more than 80 per cent. of the accidents and casualties. Almost 65 per cent. of the accidents and over 50 per cent. of the casualties were caused by the drivers of motor vehicles.
- (7) Collisions between vehicles represent 63 per cent. of the total accidents and caused 46 per cent. of all casualties. Nearly 33 per cent. of the road deaths followed collisions between pedestrians and vehicles.
- (8) Inattention was the greatest single cause of accidents and casualties followed by failure to yield right of way at intersections. Excessive speed was the second highest single cause of death.
- (9) Accidents and casualties attributed to motor cyclists were reduced, particularly the number of persons killed.
- (10) The number of accidents and casualties caused by pedestrians increased. Failure to cross the roadway with due care caused 61 per cent. of the accidents attributed to pedestrians.
- (11) The number of persons killed and injured each day averaged 2.2 and 43.7 respectively. 34 per cent. of the persons killed were pedestrians.

ROAD SAFETY COUNCIL.

The Department gave continued support in conjunction with the Police Department to 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 during August, 1954, when over 1,000 new members were enrolled.
- (b) A Road Safety and Courtesy Week from the 25th September to 2nd October, 1954, which was conducted by the Sydney Junior Chamber of Commerce with the assistance of the Council.
- (c) Conventions of Northern and Southern Branches of the Council were held at Lismore and Orange, respectively, during October, 1954.
- (d) Intensified road safety campaigns were conducted immediately prior to the Christmas-New Year holiday period and for a period of eight weeks, commencing on the 4th April, 1955.
- (e) A Road Safety Exhibit at the Royal Agricultural Society's Easter Show, Sydney, was held in conjunction with an exhibit by the Police School Lecturers, when over 2,300 new members were enrolled.
- (f) The Annual Congress of the Australian Road Safety Council, at which the Department was represented, was held in Hobart in November, 1954.
- (g) In the course of the year the Department spent £21,528 on behalf of the Road Safety Council of New South Wales, against which was set off grants totalling £15,749 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.

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.

Traffic Facilities.

This Department, broadly, is concerned with works and signs related to risks to pedestrians and motorists, due to other traffic on the roads, whereas the Department of Main Roads is responsible for, inter alia, works and signs related 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.

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 lines of a special nature.

The total expenditure on traffic facilities during the year ended 30th June, 1955, was £153,743, which was £792 less 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 £78,489, and the provision and maintenance of all other types of traffic facilities cost the balance of £75,254.

Traffic Control Light Signals.

Ten additional traffic control light signals were installed and put into service during the year and this brought the total number of such installations to 141; of which 136 are in the Metropolitan Transport District and five are in the Newcastle Transport District.

Plans are being prepared for thirty-six additional signal installations in positions selected in collaboration with the Police Authorities.

On 1st May, 1955, the staff that had been employed by the Department of Government Transport on the installation and maintenance of traffic control light signals and the Signals Workshop and Store at Burwood, were taken over by this Department.

School Signals.

The experimental set of signals installed at a mid-block location in Bunnerong Road outside the Daceyville Public School was originally designed to be switched on by a member of the teaching staff. It was found that many children arrived at the school ahead of their teachers, and steps were accordingly taken to have the equipment modified in such a way that the signals are now automatically placed in service for three periods of each week-day at times when the children have been found to cross the road.

During the year, a survey was made of the traffic conditions in the vicinity of a considerable number of other schools fronting busy roads where Police supervision cannot be provided, and a selection was made of the schools where it was thought that the greatest benefit would be derived from the provision of the signals of the school design.

The Police Authorities have endorsed the provision of signals at the ten schools selected to form the initial programme. Work on several of these installations, namely, in Hume Highway outside the Bankstown North Public School, in Concord Road, for the Concord West Public School and in Victoria Road, Rozelle, adjacent to the Rozelle Convent School, was in hand at the end of June, 1955.

Judging by the number of requests coming to hand from Parents and Citizens' Associations, there is every reason to believe that the school signals will be very popular. Whilst the Department appreciates the need for these signals the rate at which they can be installed will largely be determined by the Department's ability to secure the services of trained staff to carry out this kind of work. Unfortunately, the possibilities of securing such staff are not bright at present.

Spit Bridge Traffic Control Light Signals.

The Spit Bridge, with its approaches, is 1,500 feet long and it is only wide enough to carry one lane of traffic in either direction. At times, the flow of traffic in one direction or the other is so heavy that serious congestion occurs.

The only practical way of relieving the congestion pending the completion of a new bridge, which is under construction, is to make both lanes on the bridge available for the major flow of traffic for the maximum periods possible without causing undue congestion to traffic waiting to proceed in the opposite direction. This system of control has been applied by the Police Authorities for some time, but since it involves the employment of five Constables who cannot be made available as often as the need arises, this Department undertook to design a system of traffic control light signals that could be manually operated by a Constable stationed at an elevated vantage point on the bridge.

The broad features of the scheme that was subsequently developed are that warning signs will be displayed on the approaches to the bridge, standard traffic signals will be employed to control the entry of traffic on to the bridge, overhead lane signals will be used to facilitate the flow of traffic across the bridge, and drivers will be prohibited from changing lanes on the bridge.

The traffic signals and the overhead lane signals have been electrically interlocked to make it impracticable for drivers to be signalled simultaneously to proceed in opposite directions in the same lane and as a further precaution, all of the signals displayed at the various points of the system will be clearly visible on a panel facing the signal controller in his elevated cabin.

The signal control unit that had to be specially designed to cater for the various movements that are possible, including the passage of watercraft whilst the bridge span is open, is a highly complicated piece of electrical mechanism and necessarily took some time to develop because of its novel character. This unit is being manufactured by a private organisation under contract to the Department.

The installation has now been substantially completed except for the assembly of the control unit which is expected to be available in sufficient time to enable the installation to be put into service by

October, 1955. The estimated cost of the installation is £5,000 and the Warringah Shire Council and the Manly Municipal Council have agreed to bear half the installation cost between them. This Department will be responsible for half of the installation cost and the whole of the maintenance and operating costs.

The installation is largely in the nature of an experiment and if it proves successful, it will open up possibilities of employing similar equipment on other long narrow bridges where serious congestion regularly occurs.

Marked Foot Crossings.

Nearly 300 symbol "Pedestrian Crossing" signs reflectorised with "Scotchlite" have been displayed at marked foot crossings and these signs have proved very popular with the public.

A considerable number of other crossings have been surveyed for the erection of the signs and they are being erected as rapidly as other traffic facility demands on the Department's staff will permit.

Speed Limit Signs.

At the request of Local Government bodies, the traffic conditions on a number of roads were reviewed during the year and on the recommendation of the Police Department and this Department, the Minister for Transport declared sixty lengths of road, totalling 37 miles and 17 chains, built-up areas within the meaning of the Motor Traffic Act.

The average length of the sections of road on which the speed limit of 30 miles per hour was applied is 49.6 chains.

The necessary speed limit signs were supplied by this Department which also met the cost of their erection in country districts.

"School" Signs.

An additional 141 "School" signs were provided during the year, which brought the total number of such signs erected throughout the State to 5,580.

Apart from "School" signs, a number of other facilities, including marked foot crossings, road safety barriers, "Children Crossing" flags and "Watch for School Children", signs have been provided in the interests of the safety of school children.

Other Traffic Facilities.

The total number of facilities provided during the year, including traffic signals, and such signs as "Slow—15", "One Way Traffic", etc., traffic domes, traffic direction lines and marked foot crossings was 2,351. This figure includes 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 38,362 traffic facility items.

General.

A variety of suggestions made by Local Government Authorities, Progress and Parents and Citizens' Associations and members of 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 bring about 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 vehicles examiner.

In the case of second-hand motor vehicles submitted for registration after a lapse of previous registration or on application for the annual renewal of registration, a certificate as to the vehicle's road-worthiness, issued by a qualified person at an Authorised Inspection Station, must be produced. In most cases the inspections of such motor vehicles are carried out at public motor garages, which must have proper testing facilities and equipment and which have been authorised for the purpose by this Department.

At the 30th June, 1955, there were 2,369 Authorised Inspection Stations and 4,427 examiners authorised to inspect motor vehicles at such stations. These figures represent increases for the year of ninety-six and 230 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 such Rules were closely observed and defective vehicles repaired or put out of use. Four Departmental Inspectors 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.

Having regard to wage increases granted to motor garage mechanics during the year, approval was given for the fee for the inspection of a motor vehicle to be increased, as from the 1st March, 1955, from 6s. to 7s. in all cases other than where a trailer or motor cycle was inspected. The fees for the inspection of a trailer or motor cycle remain unaltered at 5s. and 3s. respectively.

Committee of Review for Authorised Inspection Stations.

During the year a Committee of Review, comprised of representatives of interested organisations, considered reports of serious breaches of the Rules governing the inspection scheme and, following its recommendations, the appointment of nineteen Authorised Inspection Stations and the authorities of thirty-one Authorised

Examiners were cancelled, whilst the appointment of nine other Stations and the authorities of ten other Examiners were suspended for periods up to six months. In thirty-nine 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 arrangements 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 21 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, 1955, there were 1,116 notices dealing with major defects and 3,327 notices covering minor defects, issued either by the Police or Authorised Officers directing certain repairs to be effected to motor vehicles.

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 nineteen 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 the District Motor Registry at Newcastle and one each to the District Motor Registries at Burwood, Kogarah, Parramatta and Wollongong.

Condition of Fitness of Public Vehicles.

Regular inspections were made by Departmental Officers of the 836 privately-operated omnibuses and 2,479 taxi-cabs registered to operate in the Metropolitan and Newcastle Transport Districts to ensure that such vehicles were maintained in a thoroughly serviceable condition. During the year thirty new omnibus registrations and 158 new taxi-cab registrations were issued.

Details of the inspections made are set out in Appendix No. 17.

Safety Devices for Use on Motor Vehicles.

Several devices aimed at increased safety in the use of motor vehicles have been inspected in conjunction with Police officers and some have been approved.

Many persons handicapped by physical disabilities were advised on alterations to motor vehicles to enable them to pass driving tests, and to obtain a licence, the continued use of which is subject to observance of a special condition appropriate to the case.

In conjunction with the introduction of a regulation requiring the provision of rear reflectors on all motor vehicles, testing has been organised and some eighty different types of reflectors and kinds of material have been submitted for test at the National Standards Laboratory, Sydney.

Australian Motor Vehicle Standards Committee.

The Department is represented on the Motor Vehicle Standards Committee and has the task of organising and controlling the New South Wales Branch of this Committee. The Department is also represented on a number of specialised sub-committees of this committee.

The ultimate objective is to secure uniformity among Controlling Authorities throughout Australia in respect of essential items of motor vehicle construction in so far as they refer to safety aspects. At the same time the Committee will endeavour to keep abreast of overseas developments in order that prompt steps can be taken to ensure that progress of motor vehicle development is not hampered by unnecessary restrictions.

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 licences 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.

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, 1931-1954. 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, 1955, 153 aircraft were licensed, of which 55 were licensed to fly in regular services and 98 for charter hirings or aerial works.

The corresponding figures for the previous year were 143 aircraft licensed, of which 55 were licensed to fly in regular services and 88 for charter hirings or aerial work.

Privately Operated Passenger Ferry Services in Sydney.

All ferries (other than those operated by the Sydney Harbour Transport Board, which operates Government-owned ferries) operating in the Port of Sydney are required to be licensed under the State Transport (Co-ordination) Act, 1931-1954.

At 30th June, 1955, there were 44 ferries licensed under the Act, the same number as for 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. 14. 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 some reduction in the number of offences detected under the State Transport (Co-ordination) Act. This is mainly due to the fact that in November, 1954, the Privy Council ruled that the licensing provisions of the Act have no application to vehicles operated for the purposes and in the course of interstate trade.

The close check on taxi-cab operations 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 overcharging 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 and through intensified checks every endeavour has been made to reduce the abuses associated with this practice.

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 registrations of vehicles.

LEGISLATION ENACTED DURING THE YEAR ENDED 30TH JUNE, 1955.**State Transport (Co-ordination) Amendment Act, 1954.****State Transport Co-ordination (Barring of Claims and Remedies) Act, 1954.**

During the year legislation was enacted to deal with the position which arose following the Privy Council decision of the 17th November, 1954, in the appeal of Hughes and Vale Pty. Ltd. That decision made it clear that the existing provisions of the State Transport (Co-ordination) Act, requiring all public motor vehicles to be licensed under a system of licensing which afforded an unfettered discretion to grant or refuse licences and the consequential provisions imposing mileage charges, used to compensate the Railways and other Government Transport services for competition from road operators, had no application to vehicles operated for the purposes and in the course of interstate trade. At the same time it was indicated that the State could regulate such vehicles and charge a reasonable fee for the use of its traffic facilities.

In an attempt to meet the position which arose, the State Transport (Co-ordination) Amendment Act and the State Transport Co-ordination (Barring of Claims and Remedies) Act were passed.

The first Act was designed to introduce for interstate operators a licensing system which would be within the State's constitutional powers as laid down by the Privy Council and would enable a reasonable charge to be imposed as a recompense for the use made by their vehicles of the roads, such charge to be devoted to road-making funds. Payments from these sources to Railways or other Government Transport Funds were totally impracticable. This Act also contained provisions altering the designation of the Superintendent of Motor Transport to the Commissioner for Motor Transport and providing for his term of office to be a period of seven years.

The second measure was directed at barring any action, suit or proceedings which would otherwise be maintainable by interstate operators for the recovery of charges paid under the State Transport (Co-ordination) Act or in respect of any act, matter or thing done, or purporting to have been done, under that Act. Special provisions were made to ensure that the rights of Hughes and Vale Pty. Ltd., the successful litigants before the Privy Council, were not affected.

Subsequently, on the 9th June, 1955, however, the High Court declared invalid the provisions of the abovementioned legislation so far as they applied to vehicles engaged in interstate trade and the operators of such vehicles.

Attention is at present being given, in consultation with the Crown Solicitor and Transport and Legal authorities of other States, to the steps which can now be taken to require interstate operators to make some contribution towards the upkeep of the roads they use. There is no doubt that the State can exercise a measure of control over interstate traffic in conjunction with its control over all traffic on streets. For example, it can control the dimensions, loading, speeds, and the lights, brakes and other equipment of vehicles; driving hours; parking; traffic congestion; records to be kept; documents to be used; and other matters incidental to all transportation. Some of these incidents of transportation are, in fact, already regulated and consideration is being given at present to what further regulatory measures may be necessary in the light of the situation which has arisen.

As regards the Barring of Claims and Remedies legislation, it is felt that the amounts involved are such and the implications of the decisions so far-reaching that an appeal to the Privy Council would be justified. This course was recommended and the State is applying for leave to appeal.

*Privy Council
has since held that this legislation is invalid*

REGULATIONS MADE DURING THE YEAR ENDED 30TH JUNE, 1955.

The more important Regulations made during the year were as follows:—

Reflectors on All Motor Vehicles.

A Regulation was made under the Motor Traffic Act requiring every motor vehicle, other than a solo motor cycle, to be fitted with a red reflector on each side of the rear. A solo motor cycle must have one red reflector on the rear. These reflectors are in addition to the ordinary red rear lamp which must be fitted to all vehicles.

The Regulation implemented a recommendation of the Australian Motor Vehicles Standards Committee which the Australian Transport Advisory Council had recommended for adoption by all States.

The reflectors have a definite road safety value and will do much to overcome the serious danger caused when, despite existing Regulations, a vehicle is parked at night without a lighted tail lamp.

Extension of Minor Traffic Offences Regulations.

The Minor Traffic Offences Regulations which provide for the imposition of fines by post in respect of parking offences were extended to include a further type of offence which comes within the same category as parking offences, namely, that of "not parking as near as practicable, and parallel to, the kerb".

Consequential Amendments to Co-ordination Regulations.

A number of consequential amendments were made to the Regulations under the State Transport (Co-ordination) Act arising from the legislation, referred to earlier in this Report, which dealt with the matter of vehicles operated interstate and which was subsequently declared invalid by the High Court.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL.

A meeting of the Australian Transport Advisory Council was held in Perth on 24th-25th January, 1955, when a number of major problems affecting Australian transport were considered.

Matters examined included the implications of the decision of the Privy Council in the Hughes and Vale interstate transport case; a comprehensive report on the costs of transport operation in Australia; a proposal to establish a Chair of Traffic Engineering in an Australian University; the liability of carriers engaged in interstate transport in regard to loss or damage of goods carried and reports on activities of the Australian Road Safety Council, the Australian Motor Vehicle Standards Committee and the Australian Road Traffic Code Committee.

AUSTRALIAN ROAD TRAFFIC CODE AND MOTOR VEHICLE STANDARDS COMMITTEES.

The Australian Road Traffic Code Committee and the Australian Motor Vehicle Standards Committee are two standing Committees functioning under the Australian Transport Advisory Council. The Committees held meetings during the year and a summary of the principal matters on which recommendations were made is as follows:—

- (a) Uniform scheme for the operation of child safety patrols.
- (b) Uniform marking of foot crossings and legal obligations associated therewith.

- (c) Drivers of vehicles not to cross the centre line at a grade, curve or intersection.
- (d) Minimum space to be left between heavy motor vehicles when they are travelling on roads outside built-up areas.
- (e) Braking standards.
- (f) "Blinking light" turn indicators.
- (g) Acceptance of beaded fabric or other reflectorised surfaces as reflectors when affixed to motor vehicles as prescribed.
- (h) Headlamp illumination requirements in respect of low powered motor cycles.
- (i) Specifications for trailer couplings and associated fittings.
- (j) Specifications for tyres and rims.

In addition to the foregoing, the Australian Motor Vehicles Standards Committee examined, at the direction of the Australian Transport Advisory Council, matters raised by the Commissioner for Government Transport, New South Wales, in respect of the application of a number of the proposed standards to omnibuses.

At the next meeting of the Australian Transport Advisory Council it is expected that draft codes covering uniform traffic laws and motor vehicle standards will be submitted for endorsement.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES.

The Fifth Annual Conference of State Road Transport Authorities was held in Brisbane, Queensland, from 10th to 12th May, 1955.

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.

However, a number of the more important items on the agenda related to matters regarding the regulation of interstate road transport and to recent legislation thereon by several States, the validity of which, at the time the Conference met, was awaiting pronouncement by the High Court. It had been hoped, in arranging the Conference agenda and date that the legal position would have been clarified before the representatives of the States met, but, as it transpired, the High Court did not deliver its judgments on the various cases until 9th June, 1955.

Accordingly, the agenda items to which reference has just been made, could only be discussed tentatively without decisions being reached, and it was recognised that these matters might require early consideration by the Australian Transport Advisory Council when the judgments of the High Court were given. Such a meeting was found to be necessary in view of the effect and implications of the judgments, and the Council met in Brisbane on 25th and 26th July, 1955.

Regarding agenda matters on which the Conference of State Road Transport Authorities could reach a conclusion the more important dealt with:—

- (a) the need for the Committee on Transport Economic Research, as soon as the result of present litigation concerning interstate transport became known, to intensify its operations and be assisted therein by all the States undertaking to facilitate the submission of data for the Committee's deliberations.

- (b) unsatisfactory features of the operation of large trucks engaged in long hauls on both interstate and intrastate journeys, which emphasise the need for uniformly firm enforcement of legislation regulating the hours of driving heavy vehicles, and such other matters as the standing of these vehicles on public streets, unattended and insufficiently indicated by lights and reflectors at night time.

MOTOR VEHICLE ENGINE NUMBER REGISTER.

The checking of motor vehicle engine numbers, which was undertaken for the purpose of compiling a separate record of engine numbers of motor vehicles in New South Wales and which was commenced in September, 1953, was completed during the year.

The Engine Number Register is proving of considerable assistance to this Department and to the Police in the identification of motor vehicles which are unregistered or of which the registration numbers are unknown. The Register has been of great value to the Police in combating car thieves.

PARKING ADVISORY COMMITTEE.

A Parking Advisory Committee was established by the Government in September, 1954, to consider and make recommendations concerning proposed legislation and other proposals related to both "off-street" and "on-street" parking.

The Under Secretary for Local Government is Chairman of the Parking Advisory Committee, and the other members are the Lord Mayor of the City of Sydney, the Commissioner for Road Transport, the Commissioner for Government Transport and the Superintendent of Traffic, Police Department.

OFFICE ACCOMMODATION AND NEW BUILDINGS.

As outlined in my last Annual Report, in order to relieve the acute shortage of accommodation, the Government approved of the purchase at a cost of £250,000 of the premises owned by Parke, Davis Ltd., at 50 Rothschild Avenue, Rosebery, for use as a Head Office for the Department. The premises were taken over on the 7th October, 1954.

The premises, which comprised a large building with several smaller detached buildings, had been used, in the main, as a factory and required extensive alterations before being suitable for office use. Plans were drawn up providing for a main office block with detached workshops, garage and stores buildings, whilst still allowing ample space for a registration yard, including a weighbridge, inspection pits, brake testing area, etc.

Tenders for the work were called and the successful tenderer for the main job was Robert Wall and Sons Pty. Ltd., at a price of £390,000, with completion in June, 1956. Reconstruction work has proceeded according to plan and there is every hope that the buildings will be ready for occupation by the contract date.

A separate contract for £12,844 was let to Howie Moffat and Co. Pty. Ltd. for the conversion of a large building previously used by Parke, Davis Ltd. as a bulk store into a workshop to accommodate the Traffic Facilities Workshop where road signs, standards, etc., are

made and maintained. The completed building was taken over in April, 1955, and adequate provision is now provided for signwriters, painters and carpenters, with proper provision for safekeeping of stores. In addition, a first-class amenities block with meal room, showers, etc., has been provided for the workshop staff.

The total overall cost of the reconstruction of the buildings, new work, provision of equipment and installation of services, etc., will be approximately £450,000, which is being provided from General Loan Account by the Government, as was the purchase price of £250,000 for the land and buildings. The total estimated cost of the completed project is therefore £700,000, which professional advisers have shown represents a saving of several hundred thousand pounds on the cost of a similar group of new buildings.

The two acres of land in Joynton Avenue, Rosebery, also referred to in my last Report, being no longer required for the erection of a new head office for the Department, was profitably sold for £30,000 during the year.

The policy of improving facilities for the public and the staff at District Motor Registries, maintained by the Department, has been continued and during the year action has been instituted in the direction of obtaining sites for the erection of motor registries to replace out-moded offices at Waitara (Hornsby), North Sydney, Wollongong, Newcastle and Moss Vale. Action has also been taken to improve the accommodation at other registries held under tenancy agreements.

APPRECIATION.

In concluding this Report of the activities of the Department for the financial year ended 30th June, 1955, I desire to express grateful appreciation of the continued loyal and efficient service rendered by officers of the Department.

W. A. WALSH,

Commissioner for Motor Transport.

SECTION FIVE

APPENDICES.

	No.	Page.
Staff—Number of	1	44
Motor Registration and Taxation Revenue Collections	2	44
Road Transport and Traffic Fund—Receipts and Payments	3	45
Public Vehicles Fund—		
Receipts, Expenditure and Distribution	4	46
Distribution to Councils	5	47
Motor Vehicles Registered—		
Numbers of, in New South Wales	6	48
Graph	7	49
Brand-new Motor Vehicles	8	50
Motor Traffic Breaches.....	9	50-52
District Motor Registries—Departmental—Revenue Collections	10	52
State Transport (Co-ordination) Fund—Receipts and Payments.....	11	53
Privately Operated Motor Omnibus Services—		
Metropolitan Transport District—Statistics	12	54
Newcastle Transport District—Statistics	13	54
Convictions on Prosecutions of Public Vehicle Operators and Drivers	14	55
Road Accident Statistics for New South Wales	15	55-56
Traffic Control Lights Signals Installed	16	67
Inspections of Public Motor Vehicles	17	67
District Motor Registries—Map Showing Location.....	18	68

Appendix 1.

The number of staff in the Department at 30th June, 1955, was as follows :—

	Metropolitan.		Newcastle.		Country.		Total.		Grand Total.
	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	
Male Staff ...	534	89	11	...	42	...	587	89	676
Female Staff ...	355	...	3	...	1	...	359	...	359
Grand Total ...	889	89	14	...	43	...	946	89	1,035

Appendix 2.

MOTOR REGISTRATION AND TAXATION REVENUE.

Summary of Total Collections for the Year 1st July, 1954 to 30th June, 1955.

	£	s.	d.	£	s.	d.
Tax—						
Special Deposits Account—Main Roads Act, 1924—						
Motor Vehicles (other than Public Motor Vehicles).....	7,439,236	11	9			
Less Refunds	85,817	13	11			
				7,353,418	17	10
Special Deposits Account—Public Vehicles Fund—						
Public Motor Vehicles	292,343	1	6			
Less Refunds	1,874	18	8			
				290,468	2	10
Total Tax				7,643,887	0	8
Fees (and Sundries)—						
Road Transport and Traffic Fund—						
Motor Traffic Act, 1909-1954	1,815,691	9	11			
Transport Act, 1930-1955	22,283	2	6			
Motor Vehicles Taxation Management Act, 1949-1951	2,586	17	6			
	1,840,561	9	11			
Less Refunds	1,134	0	10			
				1,839,427	9	1
Sundries—						
Search Fees, Exchange, etc.	5,213	8	9			
Unclaimed Moneys	663	5	6			
Compulsory Vehicle Examination—Service Station Fees	2,393	14	3			
Commission on Insurance Premiums collected	61,582	2	0			
Miscellaneous	12,483	8	8			
				82,335	19	2
Special Deposits Account—Public Vehicles Fund—						
Service Licence Fees	20,812	0	1			
Less Refunds						
				20,812	0	1
State Transport (Co-ordination) Fund—						
Fees and other Charges	1,385,074	16	3			
Less Refunds	25,216	3	4			
				1,359,858	12	11
Total Fees and Sundries				3,302,434	1	3
Grand Total				10,946,321	1	11

Appendix 3.

ROAD TRANSPORT AND TRAFFIC FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1955, and a comparison with 1954.

Receipts.				Payments.					
	Year ended 30th June, 1955.		Year ended 30th June, 1954.			Year ended 30th June, 1955.		Year ended 30th June, 1954.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Motor Traffic Act, 1909-1954	1,815,691	9 11	1,649,817	10 3	Salaries and Wages	566,922	17 8	517,819	19 9
Motor Vehicles Taxation Management Act, 1949-1951	2,586	17 6	2,375	7 6	Pay Roll Tax	14,611	13 3	13,805	3 7
Transport Act, 1930-1955	22,283	2 6	20,746	8 3	Travelling Concessions to Employees	10,171	5 4	12,199	9 6
					Travelling Expenses	5,795	3 4	6,587	16 11
Less Refunds	1,840,561	9 11	1,672,939	6 0	Contribution to Railway Superannuation Account	3,831	18 3	2,253	13 1
	1,134	0 10	1,054	2 4	Gratuities (Transport Act)	2,334	18 0	1,886	11 0
Exchange, Search Fees, etc.	1,839,427	9 1	1,671,885	3 8	Institute	53,824	19 9	2,011	10 9
Unclaimed Moneys	5,213	8 9	3,407	6 2	Postal and Telegraph Service	11,908	9 11	53,095	1 3
Miscellaneous	663	5 6	778	2 0	Telephone Charges	13,311	0 10	12,497	19 3
	12,483	8 8	11,699	2 7	Purchase and Maintenance of Motor Vehicles	29,994	13 4	4,135	15 7
	1,857,787	12 0	1,687,769	14 5	Printing and Stationery	21,528	13 0	34,904	11 8
Commission on Insurance Premiums collected	61,582	2 0	54,287	8 0	Road Safety Council	9,301	5 9	20,566	7 11
					Rent	4,102	11 4	8,997	0 1
Compulsory Vehicle Examination Service Station Fees	2,393	14 3	2,303	9 8	Office Stores	6,454	9 1	5,349	4 3
					Purchase and Maintenance of Office Furniture and Equipment	7,070	2 9	8,104	15 6
					Alterations and Maintenance of Buildings	2,954	11 6	10,889	19 2
					Freight and Cartage	4,094	2 0	2,718	11 10
					Exchange	3,660	16 1	3,114	13 7
					Electric Light and Power	Cr. 27,553	7 9	3,603	2 4
					Purchase of Land	527	14 11	10,702	9 8
					Erection of Buildings	3,219	12 11	2,246	4 1
					Minor Expenses	7,000	0 0		
					Interest, Exchange-Sinking Fund				
						£ 755,067	11 3	737,448	0 9
Contributions by Commonwealth Government—									
Road Safety Council	15,000	0 0	15,000	0 0	Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers			895,999	13 6
Towards the Cost of preparing special information	749	7 3	1,107	0 0	Less Amount recouped from State Transport (Co-ordination) Fund	30,000	0 0	30,000	0 0
	15,749	7 3	16,107	0 0		1,031,850	3 5	865,999	13 6
					Motor Vehicle Registration Labels	2,570	16 1	2,937	15 5
					Motor Vehicle Number Plates	32,093	17 11	24,370	13 7
					Provision of Traffic Facilities	75,254	5 4	65,505	2 5
					Surface Maintenance adjoining Tram Tracks	40,676	1 6	63,208	6 5
						£ 1,937,512	15 6	1,760,467	12 1
					Payment to Country Main Roads Fund under Section 202 Transport Act, 1930-55				
						£ 1,937,512	15 6	1,760,467	12 1
Unclaimed Wages—					Unclaimed Wages—				
Balance brought from 30th June	86	14 0	55	6 9	Refunds	384	12 2	303	12 9
Receipts	406	8 6	285	0 0	Balance at 30th June	58	10 4	36	14 0
Security Deposits—					Security Deposits—				
Balance brought from 30th June	6,745	0 0	6,584	0 0	Refunds	1,598	5 0	1,602	5 0
Receipts	1,420	0 0	1,763	5 0	Balance at 30th June	6,566	15 0	6,745	0 0
	£ 1,946,120	18 0	1,769,155	3 10		£ 1,946,120	18 0	1,769,155	3 10

Audited and found correct,

F. J. CREASY,
Deputy Auditor-General of N.S.W.,
Sydney, 5th October, 1955.

R. A. BRADLEY,
Accountant,
4th August, 1955.

Appendix 5.

DISTRIBUTIONS FROM THE PUBLIC VEHICLES FUND TO MUNICIPAL AND SHIRE COUNCILS AND AUTHORITIES DURING THE YEAR ENDED 30th JUNE, 1955, AND A COMPARISON WITH THE PREVIOUS YEAR.

Council or Authority.	Distributions During Financial Year—			
	1954-55.		1953-54.	
	£	s. d.	£	s. d.
Metropolitan Transport District				
Ashfield.....	5,015	19 8	4,864	16 6
Auburn.....	4,340	0 0	4,135	0 0
Bankstown.....	9,203	0 0	8,681	0 0
Baulkham Hills.....	634	0 0	575	0 0
Blacktown.....	1,492	0 0	1,346	0 0
Botany.....	2,574	0 0	2,482	0 0
Burwood.....	5,857	0 0	6,198	0 0
Camden.....	174	0 0	208	0 0
Campbelltown.....	463	0 0	439	0 0
Canterbury.....	14,808	0 0	14,092	0 0
Concord.....	5,276	0 0	5,747	0 0
Drummoyne.....	2,677	0 0	1,861	0 0
Fairfield.....	3,743	0 0	3,452	0 0
Holroyd.....	3,816	0 0	3,500	0 0
Hornsby.....	1,315	0 0	1,302	0 0
Hunter's Hill.....	894	0 0	887	0 0
Hurstville.....	7,004	0 0	6,471	0 0
Kogarah.....	5,816	0 0	5,749	0 0
Ku-ring-gai.....	3,516	0 0	3,292	0 0
Lane Cove.....	2,045	0 0	1,998	0 0
Leichhardt.....	2,494	0 0	1,324	0 0
Liverpool.....	1,461	0 0	1,375	0 0
Manly.....	3,070	0 0	3,019	0 0
Marrickville.....	4,042	0 0	3,655	0 0
Mosman.....	1,465	0 0	1,355	0 0
North Sydney.....	4,319	0 0	4,233	0 0
Parramatta.....	5,349	0 0	4,971	0 0
Penrith.....	353	0 0	329	0 0
Randwick.....	9,656	0 0	8,839	0 0
Rockdale.....	9,182	0 0	9,125	0 0
Ryde.....	3,705	0 0	3,445	0 0
Strathfield.....	4,466	0 0	4,457	0 0
Sutherland.....	3,073	0 0	2,837	0 0
Sydney.....	40,729	0 0	38,448	0 0
Warringah.....	4,580	0 0	4,436	0 0
Waverley.....	4,651	0 0	4,183	0 0
Willoughby.....	4,847	0 0	4,662	0 0
Windsor.....	240	0 0	229	0 0
Wollondilly.....	116	0 0	109	0 0
Wollongong.....	167	0 0	178	0 0
Woolahra.....	8,081	0 0	7,763	0 0
Authorities				
Railways Department.....	27	0 0	26	0 0
Public Health Department.....	202	0 0	195	0 0
Necropolis Trustees.....	214	0 0	216	0 0
National Park Trust.....	41	0 0	41	0 0
Total.....	197,192	19 8	186,774	16 6
Capital Debt Reduction.....	8,587	2 10	8,147	2 8
Grand Total (Metropolitan).....	£205,780	2 6	£194,921	19 2
Newcastle Transport District—				
Newcastle.....	31,243	11 3	32,319	4 5
Port Stephens.....	887	0 0	790	0 0
Wyong.....			7	0 0
Lake Macquarie.....	4,226	0 0	3,847	0 0
Lower Hunter.....	295	0 0	268	0 0
Stroud.....	84	0 0	70	0 0
Total.....	36,735	11 3	37,301	4 5
Capital Debt Reduction.....	1,355	5 8	1,406	8 9
Grand Total (Newcastle).....	38,090	16 11	38,707	13 2
COMBINED GRAND TOTAL.....	£243,870	19 5	£233,629	12 4

Appendix 6.

MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT.

At End of Year or Month.	Public Vehicles (Metropolitan and Newcastle*).				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	.....	183,408	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

*Newcastle included from 1st October, 1930

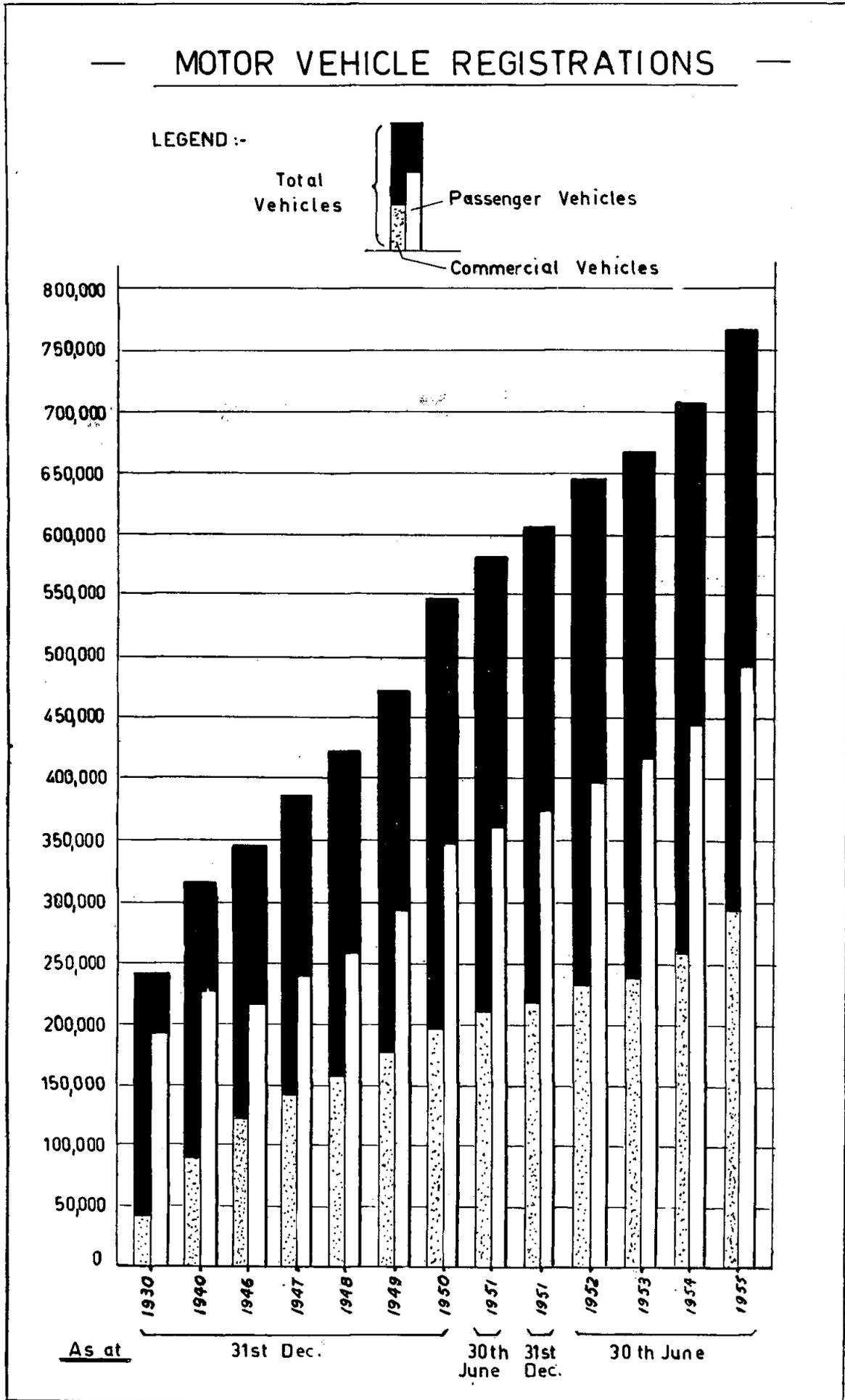
† Private hire cars included in cars before June, 1944.

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

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

¶ Includes tractors and trailers.

Appendix 7



* 36195-4 K5084

Appendix 8.

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES.
During the ten years ended on 30th June, 1955.

Year ended 30th June—	Passenger Vehicles.	Goods Vehicles.	Motor Cycles.	Total.
1946	580	5,165	681	6,426
1947	8,111	8,690	2,850	19,651
1948	17,121	12,600	4,451	34,172
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
	322,310	209,138	48,384	579,832

These figures show that approximately 75% of the motor vehicles on the road are not over ten years old.

Appendix 9.

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, 1955.**

Type of Offence.	Convicted.	Discharged (Section 556A, Crimes Act, 1900, as amended).	Unlicensed Drivers Involved.
Drive whilst under the influence	2,745	1,278	257
Drive in manner or speed dangerous	305	39	20
Not stop after accident—Section 8 (1)	55	6	10
Drive whilst disqualified—Section 7A (2)	262	8	270
Culpable driving	5	...	...
By negligent act cause grievous bodily harm	10	...	...
Total	3,382	1,331	557

**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.....	...	2,360	320	65	2,745
Drive in manner or speed dangerous ...	...	240	40	25	305
Not stop after accident—Section 8 (1) ...	...	37	14	4	55
Drive whilst disqualified—Section 7A (2) ...	248	...	...	14	262
Culpable Driving .....	...	3	1	1	5
By negligent act cause grievous bodily harm .....	...	7	3	...	10
Total	248	2,647	378	109	3,382

Appendix 9—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).	
			Unconditionally.	Conditionally.
Drive whilst under the influence...	327	43	17	275
Drive in manner or speed dangerous	45	3	2	12
Not stop after accident—Section 8 (1)	6	1	...	1
Drive whilst disqualified—Section 7A (2)	14	1	...	...
Culpable Driving	...	...	...	...
By negligent act cause grievous bodily harm	...	1	...	...
Total	392	49	19	288
			307	

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

Reason.	Licences Suspended or Cancelled.	Applications Refused.
Drinking habits	12	255
Criminal convictions	55	129
Traffic convictions	196	54
Criminal and traffic convictions	11	40
Convictions in other States	20	8
Physical Disabilities	154	188
Miscellaneous	25	31
Total	473	705

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

Suspensions and Cancellations.		Refusals.	
Allowed.	Disallowed.	Allowed.	Disallowed.
15	7	6	13

**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	18,446	330	172
Negligent Driving	7,038	645	53
Fail to stop after accident (Section 8 (3) and 8 (4))	428	17	5
Other offences (cross centre lines, etc.)	33,974	...	69
Total	59,886	992	299

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

Allowed— Disqualifications or Suspensions Raised.	Dismissed— Disqualifications or Suspensions to Stand.
26	28

Appendix 9—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 10.

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

District Motor Registry.	Revenue Collected During Financial Year—	
	1954-55.	1953-54.
	£	£
Albury	186,239	375,930
Armidale.....	38,774	36,587
Bathurst	54,577	42,912
Broken Hill	47,081	38,280
Burwood	196,196	205,642
Casino	40,625	33,218
Cessnock	59,901	49,486
*Cooma	17,939	.....
Cowra	31,512	27,962
†Dubbo	45,109	53,593
*Forbes	36,308	24,870
Glen Innes	38,854	39,662
Gosford	53,402	45,881
Goulburn	65,792	58,227
Grafton	67,301	54,134
Griffith	36,373	35,102
Hornsby	70,834	54,004
Inverell	43,116	40,519
Katoomba	25,988	24,779
Kempsey	38,111	34,617
Kogarah	258,033	262,416
Leeton.....	35,206	30,204
Lismore	91,400	79,512
Lithgow	64,536	46,876
*Liverpool	76,138	33,587
Maitland	47,966	40,028
Manly	58,047	53,430
Moree	32,772	29,696
Murwillumbah	40,342	34,690
Newcastle	678,478	567,496
North Sydney	124,207	124,067
Nowra	45,957	38,511
Orange	55,543	47,098
Parkes	27,383	26,237
Parramatta	429,904	349,935
Penrith	41,288	34,311
Queanbeyan	34,433	41,398
Tamworth	76,223	66,058
Taree	43,980	41,843
Wagga Wagga	65,839	55,135
Wollongong	252,634	194,405
Young	40,759	35,879
Total	3,815,100	3,508,217

* Cooma taken over 8th December, 1954. Forbes taken over 24th August, 1953. Liverpool taken over 23rd November, 1953.

† Records prior to 7th March, 1955, lost in floods.

Appendix 12.

STATISTICS OF PRIVATELY OPERATED MOTOR OMNIBUS SERVICES IN THE METROPOLITAN TRANSPORT DISTRICT FOR THE YEAR ENDED 30th JUNE, 1955, COMPARED WITH THE YEAR ENDED 30th JUNE, 1954.

Item.	Year ended 30th June—	
	1955.	1954.
Number of Operators	120	118
Number of Services	185	185
Number of Omnibuses—		
In Service	579	566
In Reserve	166	148
Total	745	714
Number of petrol omnibuses	432	430
Number of diesel omnibuses	313	284
Total	745	714
Number of single deck omnibuses	719	684
Number of double deck omnibuses	26	30
Total	745	714
Number of employees	1,162	1,188
Omnibus Mileage	18,603,693	18,114,540
Passengers Carried	84,407,500	83,294,750
	£	£
Book value of Plant	924,555	870,785
Revenue	2,288,386	2,179,500
Expenditure	2,112,116	2,025,647
Nett Profit	176,270	153,853
Included in Expenditure—		
Owners' Wages	100,569	89,659
Depreciation	135,449	140,795
Interest payments on loans, etc.	12,550	19,665
	d.	d.
Revenue per mile	29.521	28.876
Expenditure per mile	27.248	26.838
Nett profit per mile	2.274	2.038

NOTES—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-55.
(ii) Operators who were actively engaged in the services have been included as employees also.

Appendix 13.

STATISTICS OF PRIVATELY OPERATED MOTOR OMNIBUS SERVICES IN THE NEWCASTLE TRANSPORT DISTRICT FOR THE YEAR ENDED 30th JUNE, 1955, COMPARED WITH THE YEAR ENDED 30th JUNE, 1954.

Item.	Year ended 30th June—	
	1955.	1954.
Number of Operators	16	14
Number of Services	27	28
Number of Omnibuses—		
In Service	76	76
In Reserve	15	16
Total	91	92
Number of petrol omnibuses	35	39
Number of diesel omnibuses	56	53
Total	91	92
Number of single deck omnibuses	79	79
Number of double deck omnibuses	12	13
Total	91	92
Number of employees	178	181
Omnibus Mileage	1,983,762	2,080,000
Passengers Carried	5,100,061	5,343,900
	£	£
Book value of Plant	107,045	118,938
Revenue	247,913	246,846
Expenditure	246,748	242,989
Nett Profit	1,165	3,857
Included in Expenditure—		
Owners' Wages	12,100	11,404
Depreciation	11,893	15,859
Interest Payments on Loans, etc.	4,700	4,829
	d.	d.
Revenue per mile	29.993	28.481
Expenditure per mile	29.852	28.037
Nett profit per mile .....	.141	.444

NOTES—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-55.
(ii) Operators who were actively engaged in the services have been included as employees also.

Appendix 14.

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

<i>State Transport (Co-ordination) Act, 1931, as amended, and Regulations—</i>	
Drive and operate contrary to terms of licence	541
Drive and operate unlicensed public motor vehicle	99
Not observe conditions of permit	19
Miscellaneous offences	4
<i>Transport Act, 1930, as amended, and Regulations for Public Vehicles—Metropolitan Transport District and Newcastle Transport District—</i>	
Fail to set taxi-meter in motion and to keep in motion when hired	6
Fail to stop taxi-meter on the termination of a hiring	5
Set taxi-meter in motion before hired	3
Refuse hiring	21
Overcharging passengers	16
Incivility to passengers	14
Overload taxi-cab	1
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	9
Multiple hiring (permitting persons to enter taxi-cabs otherwise than as necessary to carry out hirings)	215
Drive taxi-cab in a prohibited area	54
Omnibus time table offences	15
Fail to renew registration or return number plates	29
Miscellaneous offences	8
<i>Motor Traffic Act, 1909, as amended, and Regulations—Motor Vehicles Taxation (Management) Act, 1949, as amended—</i>	
Fail to renew registration or return number plates	93
Unlawful possession of number plates	11
Drive unregistered vehicle and permit unregistered vehicle to be driven	12
Fail to apply for transfer of registrations or to return number plates	11
Fail to notify disposal of registered motor vehicle	10
Drive whilst unlicensed and permit unlicensed person to drive	3
Miscellaneous offences	8
<i>Vagrancy Act, 1902, as amended—</i>	
Use insulting words	4

Appendix 15.

ROAD ACCIDENTS IN NEW SOUTH WALES.
STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1955.

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 35,315 (an increase of 19.7 per cent. over 1953-54), the number of persons killed was 798 (9.6 per cent. increase), and the number of persons injured was 15,959 (8.9% increase). In the same period the number of motor vehicles registered increased by 8.1 per cent.

ROAD ACCIDENTS IN RELATION TO MOTOR VEHICLES REGISTERED.

The following table shows the trend since 1934/35 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.
1935	244,428	8,786	359	408	16.6	6,486	265
1937	286,342	11,460	400	543	19.0	7,684	268
1939	327,628	11,906	363	545	16.6	8,388	256
1941	313,962	10,458	333	471	15.0	7,471	238
1943	268,673	7,085	264	429	16.0	5,096	188
1945	293,083	7,889	269	370	12.6	5,351	183
1947	344,002	12,996	378	508	14.8	8,752	254
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

Comment.—The numbers of accidents, persons killed and persons injured were the highest on record.

The killed and injured rates per 10,000 vehicles registered are slightly higher than those for the previous year. The accident rate is considerably greater than that for any previous financial year,

Appendix 15—continued.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION.

Quarter.	Area.	Accidents.		Persons Killed.		Persons Injured.	
		1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
July- September.	City of Sydney	619	411	6	3	195	156
	Suburbs of Sydney	4,106	3,490	87	71	1,898	1,691
	Remainder of State...	3,477	2,792	109	115	1,588	1,288
	Sub-Total	8,202	6,693	202	189	3,681	3,135
October- December.	City of Sydney	682	490	3	4	216	150
	Suburbs of Sydney	4,664	3,865	80	64	2,271	2,004
	Remainder of State...	3,866	3,259	97	99	1,914	1,742
	Sub-Total	9,212	7,614	180	167	4,401	3,896
January- March.	City of Sydney	590	471	6	4	167	170
	Suburbs of Sydney	4,127	3,421	86	61	1,946	1,809
	Remainder of State...	3,701	3,219	114	112	1,765	1,659
	Sub-Total	8,418	7,111	206	177	3,878	3,638
April-June ...	City of Sydney	717	499	7	3	182	176
	Suburbs of Sydney	4,694	4,012	102	90	2,076	2,080
	Remainder of State...	4,072	3,585	101	102	1,741	1,735
	Sub-Total	9,483	8,096	210	195	3,999	3,991
	Grand Total ...	35,315	29,514	798	728	15,959	14,660

Comment.—Increases occurred in accidents and casualties for each quarter in all areas. The figures for persons killed set new records in all quarters except the October-December quarter.

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

	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Under 5	19	21	11	14	266	311	214	200
5 and under 7	11	11	6	2	245	218	137	124
7 " 17	46	29	23	11	1,235	1,201	606	522
17 " 21	77	74	17	8	1,780	1,630	441	371
21 " 30	131	130	17	13	2,984	2,809	705	620
30 " 40	84	97	12	18	1,813	1,669	628	536
40 " 50	86	70	12	12	1,234	1,085	598	495
50 " 60	69	51	13	15	721	717	435	427
60 and over ...	98	104	61	48	883	773	588	486
Not stated ...	5	...	...	...	301	299	145	167
Totals	626	587	172	141	11,462	10,712	4,497	3,948

Comment.—Over three and half times as many males were killed as females during 1954-55. Of the females killed, 1 in 2·8 was over 60 whereas with males the ratio was 1 in 6·4.

Appendix 15—continued.

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS.

Type of Road User.	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Drivers of motor vehicles	137	130	10	2	3,250	2,730	317	267
Motor cyclists	116	124	...	...	2,025	2,145	15	13
Pedal cyclists	41	30	3	3	988	989	117	97
Passengers (all types)	151	141	72	76	3,087	2,828	2,883	2,525
Pedestrians.....	181	160	87	60	2,079	1,974	1,162	1,043
Other classes .....	...	2	...	...	33	46	3	3
Totals	626	587	172	141	11,462	10,712	4,497	3,948

Comment.—Increases occurred in casualties to all classes of road users with the exception of motor cyclists who recorded welcome decreases in both killed and injured.

TYPES OF ACCIDENTS.

Type of Accidents.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Collisions between vehicles	22,524	17,961	256	216	7,481	6,810
Vehicles overturning or leaving roadway	5,530	5,014	172	200	3,527	3,289
Vehicles colliding with fixed objects	2,990	2,516	83	71	1,320	1,082
Vehicles colliding with animal(s) ...	691	665	5	6	129	165
Collisions between vehicles and pedestrians	3,267	3,025	263	216	3,215	3,003
* Passenger Accidents	307	318	19	18	284	296
Other Accidents	6	15	...	1	3	15
Total	35,315	29,514	798	728	15,959	14,660

* 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 increased by 25 per cent. and represent 63 per cent. of the total accidents. They caused 46 per cent. of the total casualties.

Accidents in which vehicles collided with fixed objects increased considerably.

Nearly 33 per cent. of the deaths followed collisions between vehicles and pedestrians.

Appendix 15—continued.

RESPONSIBILITY FOR ROAD ACCIDENTS.

Analysis of Responsible Factors.

Attributed.	Accidents.		Persons Killed.		Persons Injured.	
	Number.	%	Number.	%	Number.	%
A. Human failure on part of—						
Drivers of motor vehicles	22,904	64.9	405	50.8	7,992	50.1
Riders of motor cycles	1,370	3.9	93	11.7	1,207	7.5
Pedal Cyclists	560	1.6	25	3.1	542	3.4
Riders of horses and drivers of horse-drawn vehicles	25	0.1	2	0.2	8	...
Trams	184	0.5	1	0.1	82	0.5
Pedestrians	2,265	6.4	153	19.2	2,206	13.9
Passengers	307	0.8	19	2.4	286	1.8
Parties not involved	1,093	3.1	4	0.5	459	2.9
Railway Employees	9	...	...	...	5	...
Riders of billycarts, tricycles, etc. .....	...	...	...	...	...	...
Total, human failure	28,717	81.3	702	88.0	12,787	80.1
B. Defective equipment of—						
Motor Vehicles	2,420	6.9	51	6.4	1,215	7.6
Motor Cycles	117	0.3	1	0.1	105	0.7
Pedal Cycles	83	0.2	2	0.3	89	0.5
Animal-drawn vehicles .....	...	...	...	...	...	...
Trams	16	0.1	...	...	11	0.1
Total defective equipment ...	2,636	7.5	54	6.8	1,420	8.9
C. Miscellaneous Factors—						
Animals (including animals which vehicles swerved to avoid) ...	650	1.8	4	0.5	130	0.8
Road conditions	3,108	8.8	33	4.1	1,499	9.4
Weather	202	0.6	5	0.6	123	0.8
Other.....	2	...	...	...	...	...
Total Miscellaneous Factors ...	3,962	11.2	42	5.2	1,752	11.0
GRAND TOTAL	35,315	100%	798	100%	15,959	100%

Comment.—Human failure was responsible for more than 80 per cent. of the accidents and casualties.

Nearly 65 per cent. of the accidents and over 50 per cent. of the casualties were caused by the drivers of motor vehicles.

The percentages for casualties were much higher than the percentages for accidents caused by motor cyclists and pedestrians.

Road conditions caused 8.8 per cent. and defective equipment 7.5 per cent. of the accidents.

Appendix 15—continued.

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.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Excessive speed	1,976	1,568	87	85	1,100	954
Not keeping to the left	1,790	1,562	30	29	712	684
Not giving right of way to other vehicle at intersection	4,755	3,824	20	9	1,480	1,246
Failing to make right-hand turn at intersection with due care	1,618	1,422	16	5	593	609
Intoxicated	1,521	1,297	44	43	633	574
Inexperience	326	285	5	7	169	152
Inattentive driving	5,276	3,834	140	82	1,854	1,449
Reversing without due care	743	625	2	3	87	100
Overtaking improperly	879	733	19	10	256	227
Following other vehicle too closely	1,076	868	1	...	146	117
Infirmity of driver	69	73	2	7	53	49
Driver asleep or drowsy	293	251	13	11	197	169
Dazzled by lights of an approaching vehicle.....	253	247	5	6	142	131
No hand signal or incorrect signal	159	164	3	...	29	37
Pulling out from kerb suddenly or without warning	882	558	...	...	101	53
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	448	398	2	2	237	228
Crossing railway level crossing without due care	25	19	2	5	10	5
Hit-run drivers (not elsewhere classifiable)	188	186	5	6	53	70
Other causes	627	528	9	13	140	147
Total	22,904	18,442	405	323	7,992	7,001
Variation	+ 24.2%		+ 25.4%		+ 14.2%	

Average Motor Vehicles Registered.

	1954-55.	1953-54.
Number	698,035	640,258
Variation	+ 9%	

Comment.—Inattentive driving caused more accidents and casualties than any other single cause followed by failure to yield right of way.

Other driver faults which resulted in numerous accidents were, in numerical order, excessive speed, not keep left; incorrect right hand turns and intoxication.

Excessive speed was the second highest single cause of death.

Appendix 15—continued.

2. Accidents attributed to Riders of Motor Cycles.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Excessive speed	190	221	42	42	180	189
Not keeping to the left	90	103	9	11	80	94
Not giving right of way to other vehicle at intersection	248	235	6	7	171	168
Failing to make right-hand turn at intersection with due care	55	54	2	2	40	47
Intoxicated	34	45	2	4	30	44
Inexperience	87	92	4	5	76	87
Inattentive riding.....	417	392	22	20	393	366
Overtaking improperly	104	129	3	11	102	127
Following other vehicle too closely	45	59	...	...	34	51
Infirmity of rider .....	...	4	...	...	...	4
Driver asleep or drowsy	4	5	...	...	5	5
Dazzled by lights of an approaching vehicle.....	22	18	1	2	25	22
No hand signal or faulty signal ...	4	9	...	...	2	10
Pulling or swinging out from kerb suddenly or without warning ...	6	5	...	...	3	4
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	29	50	...	...	26	48
Crossing railway level crossing without due care .....	...	...	...	...	...	...
Hit-run drivers (not elsewhere classifiable)	5	2	...	...	5	2
Other Causes	30	36	2	5	35	31
Total	1,370	1,459	93	109	1,207	1,299
Variation	- 6.1%		- 14.7%		- 7.1%	

Average Motor Cycles Registered.

	1954-55	1953-54
Number.....	41,337	43,928
Variation	- 5.9%	

Comment.—Accidents and casualties attributed to motor cyclists were considerably reduced.

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

Excessive speed again resulted in 42 deaths although the number of accidents were fewer than in 1953-54.

Appendix 15—continued.

3. Accidents attributed to Pedal Cyclists.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Excessive speed having regard to conditions	18	24	1	...	19	26
Not keeping to the left	48	43	3	...	44	46
Not giving right of way to other vehicle at intersection	79	80	6	3	69	78
Failing to make right-hand turn at intersection with due care	58	31	2	...	56	34
Intoxicated	9	5	1	...	8	5
Inexperience	20	19	...	2	20	17
Inattentive riding	184	190	4	2	183	191
Overtaking improperly	11	24	1	...	10	23
Following other vehicle too closely	13	9	...	...	14	9
Infirmity of rider	10	10	...	1	10	9
Dazzled by lights of an approaching vehicle	1	2	...	...	2	2
Failing to signal intention of turning or stopping, or giving incorrect signal	24	30	1	...	24	31
Pulling or swinging out from kerb suddenly or without warning	12	9	...	...	13	9
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	7	14	...	...	7	17
Hit-run riders (not elsewhere classifiable)	6	...	...	...	6	...
Other causes	60	76	6	3	57	79
Total	560	566	25	11	542	576
Variation	- 1.1 %		+ 127.3%		- 5.9%	

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

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Intoxicated	8	4	...	...	3	2
Inattentive driving	2	...	...	...	1	...
Other Causes	15	11	...	1	4	5
Total	25	15	...	1	8	7
Variation	+ 66.6%		- 100%		+ 14.3%	

Comment.—Although accidents and casualties caused by pedal cyclists were less than the previous year the number of persons killed was more than double. Inattention was again the major cause, followed by failure to yield right of way.

Whilst relatively few, accidents attributed to animal drawn vehicle drivers and the riders of animals increased considerably.

Appendix 15—continued.

5. Accidents attributed to Pedestrians.*

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Walking across roadway without due care	773	692	55	54	749	660
Running across roadway	314	302	16	11	315	309
Passing behind or in front of moving or stationary vehicle or object...	264	260	17	20	255	248
Stepping off kerb without due care	38	41	1	3	37	38
Intoxicated	272	243	26	14	261	238
Infirmity (including aged)	11	19	1	1	10	18
Sudden illness	5	3	1	...	4	3
Child (7 years of age and over) playing on roadway	40	28	4	1	38	29
Child under 7 years of age not under, or breaking away from the supervision of an older person	422	456	16	21	414	442
Boarding vehicle on wrong side	5	3	...	...	5	3
Boarding vehicle in motion	40	33	5	...	36	33
Other causes	81	94	11	10	82	91
Total	2,265	2,174	153	135	2,206	2,112
Variation	+ 4.2%		+ 13.3%		+ 4.4%	

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

6. Accidents attributed to Passengers.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
Alighting from vehicle in motion...	59	96	2	1	55	96
Falling from vehicle in motion.....	89	93	7	12	86	84
Riding improperly	21	20	3	1	20	19
Alighting from vehicle on wrong side	17	10	...	...	20	10
Intoxicated	29	28	1	2	29	25
Infirmity.....	9	4	1	...	9	4
Interfering with driver's control ...	28	15	2	1	22	11
Other Causes	55	52	3	1	45	47
Total	307	318	19	18	286	296
Variation	- 3.5%		+ 5.6%		- 3.4%	

Comment.—Failure on the part of pedestrians to cross the roadway with due care caused 61 per cent. of the accidents and of the casualties attributed to this class of road user.

Children under seven years of age and intoxicated pedestrians were again responsible for large numbers of accidents and casualties.

Accidents and casualties caused by passengers were reduced.

Appendix 15—continued.

7. Accidents caused by Defective Equipment of Vehicles.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
7. Motor Vehicle Defects (Other than Motor Cycles)—						
Defective brakes	757	559	18	9	274	197
Defective steering	523	521	5	15	352	335
Tyre blowout	432	400	12	12	276	251
Inadequate or no headlamps ...	110	82	1	8	62	48
Defective or absence of rear lamp	40	31	...	...	16	17
Excessive height or weight of loading	7	7	1	...	3	2
Loose, insecure or projecting loading	86	61	1	4	30	22
Other motor vehicle defects ...	465	453	13	10	202	209
Total	2,420	2,114	51	58	1,215	1,081
Variation	+ 14.5%		- 12.1%		+ 12.4%	
8. Motor Cycle Defects—						
Defective brakes	20	23	...	...	17	29
Defective steering	4	8	1	1	3	5
Tyre blowout	22	23	...	...	21	26
Inadequate or no headlamp ...	21	29	...	2	20	34
Defective or absence of rear lamp	1	1	...	...	...	1
Other motor cycle defects	49	38	...	1	44	36
Total	117	122	1	4	105	131
Variation	- 4.1%		- 75%		- 19.8%	
9. Pedal Cycle Defects—						
Defective or absence of brakes	25	30	...	2	25	29
Defective steering	1	2	...	...	1	3
Inadequate or no headlamp ...	31	39	1	3	35	41
Rear lamp defective or no reflector	11	15	...	1	13	15
Other pedal cycle defects	15	10	1	...	15	10
Total	83	96	2	6	89	98
Variation	- 13.5%		- 66.7%		- 9.2%	
10. Animal-drawn Vehicle Defects—						
No side or rear lamps .....	...	5	...	...	...	3
Total .....	...	5	...	...	...	3
Variation	—		—		—	
Total accidents caused by defective equipment	2,620	2,337	54	68	1,409	1,313
Variation	+ 12.1%		- 20.6%		+ 7.3%	

Comment.—Whilst the number of accidents and casualties attributed to defective equipment increased the number of persons killed was reduced.

Faulty brakes, steering and tyre blowouts were the major causes of accidents and casualties.

Appendix 15—continued.

Miscellaneous Causes.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
11. Accidents attributed to Animals—						
Horse, cow, etc., straying in roadway	566	517	3	4	82	108
Animals (in vehicle) falling, shying or bolting	24	22	1	1	6	9
Animal (ridden) falling, shying or bolting	21	23	...	1	16	12
Dog, cat, etc., crossing roadway	28	33	...	1	23	28
Other animal causes	11	19	...	...	3	5
Total	650	614	4	7	130	162
Variation	+ 5.9%		- 42.9%		- 19.8%	
12. Accidents attributed to Road Conditions—						
Road surface loosely gravelled...	844	699	13	17	478	464
Road in bad repair	259	182	4	2	149	114
Road surface wet or slippery	1,472	985	12	12	629	476
Obstruction in road	126	103	1	1	76	77
Stationary vehicle dangerously placed	20	72	1	2	8	38
Other road faults	387	274	2	4	159	113
Total	3,108	2,315	33	38	1,499	1,282
Variation	+ 34.3%		- 13.2%		+ 16.9%	
13. Accidents attributed to Weather—						
Vision obscured by rain, snow, fog, mist, dust, etc.	125	149	1	6	75	78
Glaring Sun	50	39	2	1	39	15
Attributed to cyclone, hurricane, wind or rain, etc.	23	13	1	5	9	10
Other weather causes	4	4	1	...	...	1
Total	202	205	5	12	123	104
Variation	- 1.5%		- 58.3%		+ 18.2%	

Comment.—Straying stock was responsible for a large number of accidents, although the casualties resulting therefrom were fewer than for the previous year.

Wet or slippery, and loosely gravelled road surfaces were the causes of the majority of accidents and casualties attributed to road conditions.

The number of persons killed because of weather conditions was considerably reduced.

Appendix 15—continued.

Miscellaneous Causes—continued.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
14. <i>Accidents attributed to parties not involved—</i>						
Swerving to avoid vehicle	697	494	2	2	306	241
Swerving to avoid pedestrian	79	81	1	...	31	32
Swerving to avoid animal or straying stock	142	155	1	...	71	67
Stopping suddenly to avoid collision	158	142	...	...	43	44
Other accidents attributed to parties not involved	17	10	...	...	8	3
Total	1,093	882	4	2	459	387
Variation	+ 23·9%		+ 100%		+ 18·6%	
15. <i>Other Causes—</i>						
(a) <i>Trams Responsible—</i>						
Brakes failing on tram ...	14	7	...	...	8	6
Other tram defects	2	2	...	...	3	...
Tram started before passenger properly boarded, alighted or seated	7	11	1	...	7	11
Error of judgment by tram driver	31	25	...	...	14	2
Inattentive driving.....	120	96	1	...	58	68
Other Causes	26	24	1	...	3	20
Total	200	165	3	...	93	107
Variation	+ 21·2%		+ 300%		- 13·1%	
(b) <i>Railways Responsible—Level Crossings—</i>						
Gatekeeper omitting to close gate, etc.	5	7	...	3	3	6
Other Causes	5	6	...	...	2	2
Total	10	13	...	3	5	8
Variation	- 23·1%		- 300%		- 37·5%	
(c) <i>Other Causes</i>	1	9	...	1	...	6
Grand Total All Causes ...	35,315	29,514	798	728	15,959	14,660
Variation	+ 19·7%		+ 9·6%		+ 8·9%	

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

Trams and/or their drivers caused more accidents but fewer casualties than last year.

Reductions were recorded in accidents and casualties attributed to Railways.

Appendix 15—continued.

FEATURES OF ROADWAYS ON WHICH ACCIDENTS OCCURRED.

Location.	Accidents.		Persons Killed.		Persons Injured.	
	1954-55	1953-54	1954-55	1953-54	1954-55	1953-54
<i>At Intersection—</i>						
Controlled by Police	107	117	...	...	24	44
Controlled by Traffic Lights	604	496	6	7	185	195
Uncontrolled	13,063	11,095	171	136	5,287	4,832
Sub-Total	13,774	11,708	177	143	5,496	5,071
<i>Other than at Intersection—</i>						
Straight Road	15,952	13,298	428	367	7,428	7,023
Bend or Curve—View open	3,887	2,991	138	153	2,147	1,862
View obscured	541	445	16	14	345	238
Bridge, Culvert or Causeway	502	449	8	13	198	191
Steep hill	418	365	15	15	214	194
Crest of hill	99	108	7	7	77	41
<i>Railway level crossing—</i>						
Guarded by gates	66	63	2	3	21	20
Guarded by lights	8	8	...	...	1	1
Unguarded	57	52	7	11	29	12
Other Locations	10	24	...	1	3	6
Location not stated	1	3	...	1	...	1
Total	35,315	29,514	798	728	15,959	14,660

Comment.—45 per cent. of all accidents occurred on straight roads and accounted for 54 per cent. and 46 per cent. respectively of the deaths 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 and on bends or curves have increased.

Appendix 16.

**LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1955.**

Darlinghurst Road, Macleay Street and Elizabeth Bay Road, POTTS POINT.

Salisbury and Missenden Roads, CAMPERDOWN.

Princes Highway and Forest Road, ARNCLIFFE.

Wattle and William Henry Streets, ULTIMO.

Botany Road and Coward Street, MASCOT.

King Georges and Stoney Creek Roads, BEVERLY HILLS.

Parramatta Road at Flemington Saleyards, FLEMINGTON.

Harris, Union and Miller Streets, PYRMONT.

Pacific Highway and Longueville Road, LANE COVE.

Princes Highway, King Georges Road and Stuart Street, BLAKEHURST.

Appendix 17.

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1955.**

Metropolitan Transport District.

Item.	Motor Omnibuses.	Taxi-cabs.	Private Hire Cars.	Totals.
Vehicles registered at 30th June, 1955.....	745	2,393	348	3,486
Inspections made	4,936	8,744	442	14,122
Repair Notices issued	1,041	560	1	1,602
"Not to Use" Notices issued*	119	371	...	490

Newcastle Transport District.

Vehicles registered at 30th June, 1955	91	86	20	197
Inspections made	635	629	53	1,317
Repair Notices issued	85	51	8	144
"Not to Use" Notices issued*	3	2	...	5

City of Greater Wollongong Area.

Inspections made	652	416	113	1,181
Repair Notices issued	46	92	3	141
"Not to Use" Notices issued*	3	18	1	22

Country Districts.

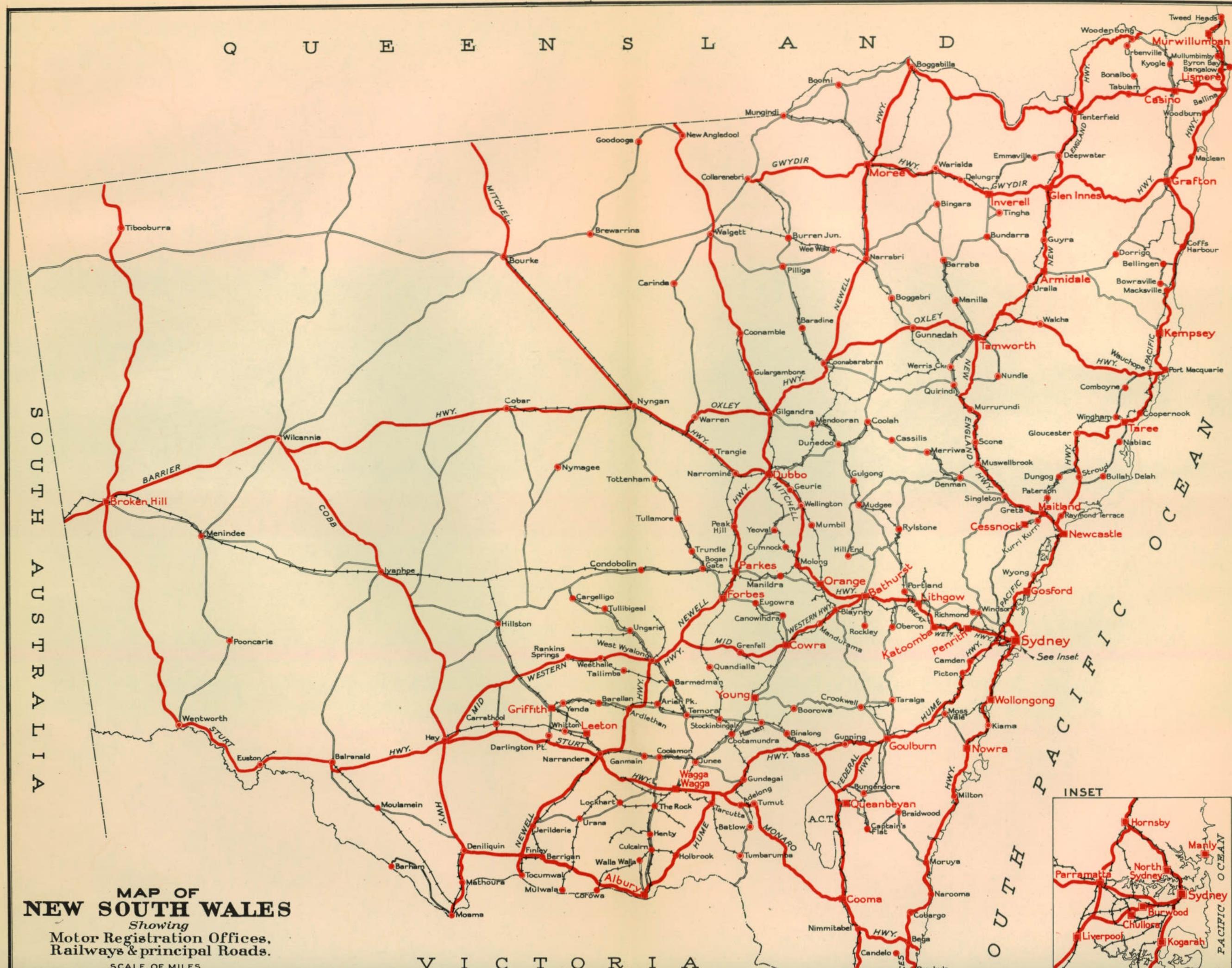
Inspections made	2,332†	2,184†	...	4,516
Repair Notices issued	319†	243†	...	562
"Not to Use" Notices issued*	28†	23†	...	51

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

‡ Includes motor omnibuses, service vehicles and tourist vehicles.

† Includes taxi-cabs and private hire cars.

A MAP OF NEW SOUTH WALES SHOWING THE LOCATIONS OF DISTRICT MOTOR REGISTRIES IN RELATION TO THE RAILWAYS AND PRINCIPAL ROADS



MAP OF NEW SOUTH WALES
 Showing Motor Registration Offices, Railways & principal Roads.
 SCALE OF MILES



Q U E E N S L A N D

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

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

V I C T O R I A