

1954

(SECOND SESSION)

PARLIAMENT OF NEW SOUTH WALES

REPORT
OF THE
SUPERINTENDENT OF MOTOR
TRANSPORT

(Together with Map)

FOR THE YEAR ENDED

30th JUNE, 1954

BY COMMAND

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1955



VIEW OF THE MAIN BUILDING IN ROTHSCHILD AVENUE, ROSEBERY, PURCHASED
FOR A HEAD OFFICE OF THE DEPARTMENT OF MOTOR TRANSPORT



The building stands on approximately three acres of land bounded by Rothschild, Cressy and Mentmore Avenues, Rosebery. The main building will be converted to modern offices capable of accommodating the whole of the administrative sections of the Department whilst ample space is available for registration yard and workshops.

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REPORT

OF THE

SUPERINTENDENT OF MOTOR TRANSPORT

FOR THE YEAR ENDED 30th JUNE, 1954.

Office of the Superintendent of Motor Transport,

Sydney, 18th November, 1954.

To the Honourable the Minister for Transport.

Sir,—

In accordance with the provisions of section 207 of the Transport Act, 1930-1953, and section 50 of the State Transport (Co-ordination) Act, 1931-1952, section 3 of the Transport (Division of Functions) Amendment Act, 1952, and section 6 of the Transport (Division of Functions) Further Amendment Act, 1952, I have the honour to submit a report covering the operations of the Department of Motor Transport for the year ended 30th June, 1954.

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, and the Motor Vehicles Taxation Management Act, 1949-1951, which impose tax on motor vehicles, the State Transport (Co-ordination) Act, 1931-1952, 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, 1930-1953, of public vehicles in the Metropolitan and Newcastle Transport Districts, and the licensing of the drivers and conductors thereof.

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

The staff employed in the Department as at 30th June, 1954, totalled 945, an increase of 34 in the year. Details are shown in Appendix No. 1.

SCHEME OF REPORT.

As far as practicable the information in this report has been collated as follows:—

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 THE STATISTICS.

The importance motor transport has assumed in the life of community can be gauged from the fact that, on averages, in New South Wales, one person in every four is the holder of a 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, 1954 (details of which are shown elsewhere in this Report) are as follows:—

	Totals.
Drivers' licensed	914,239
Motor vehicles registered	705,436
Revenue collected (fees, motor tax, charges, etc.)	£10,754,421
Brand new vehicles registered	74,184
Proportion of motor vehicles registered not more than 10 years old ...	70%
Number of transactions	2,502,597
Transfers of motor registrations	254,722
Road accidents	29,514
Persons killed	728
Persons injured	14,660
Motor Registries	234
Authorised Inspection Stations	2,273
Traffic Control Light Signals	131
Other traffic facilities (provided and maintained by the Department)	35,750

REVENUE.

The following table sets out in summarised form the revenue collections, for the year ended 30th June, 1954, 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:—

Revenue Collections.

	Year ended 30th June—			
	1954.		1953.	
	£	£	£	£
Tax—				
Main Roads Act, 1924	6,756,288		6,405,639	
Public Vehicles Fund	281,975		277,083	
	<hr/>	7,038,263	<hr/>	6,682,722
Registration, Licensing and Miscellaneous				
Fees and Charges—				
Road Transport and Traffic Fund ...	1,744,361		1,636,807	
Public Vehicles Fund (Service Licence Fees)	19,538		19,153	
State Transport (Co-ordination) Fund	1,952,259		1,613,649	
	<hr/>	3,716,158	<hr/>	3,269,609
Grand Totals		£10,754,421		£9,952,331

Details are set out in Appendices Nos. 2, 3, 4 and 11.

SECTION ONE

REGISTRATION OF MOTOR VEHICLES AND LICENSING OF DRIVERS.

Tax—Main Roads Act, 1924-1954.

The revenue of this fund derives from motor tax imposed by the Motor Vehicles (Taxation) Act, 1951, collected on all registered motor vehicles with the exception of public motor vehicles registered as motor omnibuses, taxi-cabs, private hire cars and motor vans in the Metropolitan and Newcastle Transport Districts.

The net revenue, after the payment of refunds in respect of surrendered registrations, is paid to the Treasury and forms part of the funds provided for the Department of Main Roads.

For the year ended 30th June, 1954, the revenue totalled £6,836,011 and the refunds amounted to £79,723 so that the net revenue was £6,756,288. This amount was £350,649 more than the net revenue for 1952-1953.

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, 1930-1953 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, 1931-1952); 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 £16,107 by the Commonwealth Government for road safety purposes, was £1,744,361 and after meeting the various expenses chargeable to the Fund (including £866,000 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, 1930-1953.

Details of receipts and payments from the Road Transport and Traffic Fund for 1953-1954 and 1952-1953 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 Superintendent of 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, 1953, and 30th June, 1954, is shown in Appendix No. 4.

MOTOR REGISTRATION STATISTICS.

At 30th June, 1954, there were 705,436 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1953, an increase in registrations of 46,426 or 7 per cent. has been recorded.

Details of registrations current at 30th June, 1954, and 1953, are as follows:—

Classification.	30th June, 1954.	30th June, 1953.
Cars	393,919	360,573
Lorries	208,744	198,437
Tractors	10,176	8,622
Trailers	37,853	34,173
Cycles—		
Solo	34,466	36,893
Sidecar	7,985	8,207
Omnibuses—		
Sydney	1,762	1,716
Newcastle	302	287
Country Districts	1,404	1,414
Vans—		
Sydney	1,311	1,354
Newcastle	87	79
Taxi-cabs—		
Sydney	2,238	2,222
Newcastle	83	82
Country Districts	1,244	1,236
Private Hire Cars—		
Sydney	470	483
Newcastle	19	20
Country Districts	406	421
Tourist Vehicles—		
Sydney	63	66
Newcastle	2	3
Country Districts	52	54
Traders' Registrations—		
Cars	2,748	2,562
Cycles	102	106
Total	705,436	659,010

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, 1954 and 1953, the number in each class registered on a quarterly basis was as follows:—

Classification.	30th June, 1954.	30th June, 1953.
Cars	3,051	5,268
Lorries, tractors and trailers	5,421	4,985
Cycles	130	340
Omnibuses*	79	77
Vans*	45	41
Taxi-cabs*	1	2
Private Hire Cars*	1	1
Total	8,728	10,714
Percentage of total vehicles registered	1.3%	1.7%

* Inside the 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 two tons unladen.

BRAND NEW VEHICLES REGISTERED.

In the twelve months ended 30th June, 1954, 74,184 new vehicles were registered in New South Wales, compared with 58,753 in the previous year. Details of the new vehicles registered are as follows:—

Classification.	Year ended 30th June, 1954.	Year ended 30th June, 1953.
Passenger Vehicles—		
Cars	43,174	30,989
*Taxi-cabs (Sydney and Newcastle)	445	509
*Omnibuses (Sydney and Newcastle)	117	124
Total	43,736	31,622
Goods Vehicles—		
Lorries and Tractors	22,479	19,212
Vans (Sydney and Newcastle)	81	93
Trailers	4,939	4,784
Total	27,499	24,089
Motor Cycles	2,949	3,042
Grand Total	74,184	58,753

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

At 30th June 1954, nearly 70 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 ten additional motor trading firms, bringing the total number of certifying firms to fifty-nine.

Permits issued authorise the certification of ninety-three vehicles of different makes and body styles of 1953 year model and seventy-one vehicles of different makes and body styles of 1954 year model.

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 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.

Licences of all types issued during the twelve months ended 30th June, 1954, comprise the following:—

Class of Licence.	Number.
A	670,341
B	3,805
C	150,292
D	15,135
Motor Cycle Riders	68,098
*Taxi-cab Drivers	6,568
Total	914,239

* Metropolitan and Newcastle Transport Districts, only.

The total number of licences in issue, viz., 914,239 compared with 876,220 in issue as at 30th June, 1953, represents an increase of 4 per cent.

The new system for licensing of motor vehicle drivers according to classes came into operation on the 1st September, 1952. Accordingly, it is not practicable to show a comparison between licences issued for each class of driver during the years ended the 30th June, 1954, and the 30th June, 1953, respectively.

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, 1930-1953, 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, 1954, the total number of breach reports submitted by the Police and necessitating the supply of these particulars to the Police was 550,359 compared with 474,049 for the previous year.

The great majority of the breaches reported were in respect of parking or minor offences (e.g., such as not produce licence). Nevertheless, there were many 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 persons concerned in periods of disqualification from holding a licence. In addition, the Superintendent of 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 Superintendent of Motor Transport during the year ended 30th June, 1954, are set out in Appendix No. 9.

DISTRICT MOTOR REGISTRIES.

There are 234 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-one such Motor Registries (Liverpool and Forbes Registries 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, 1954, totalled £3,508,217. 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.

Provision is made under the Motor Vehicles (Third Party Insurance) Act, 1942, as amended, whereby a motor vehicle must be insured against liability in respect of bodily injury to any third party arising out of its use on the public streets. The insurance must be effected with an insurer approved by the Minister for Transport, or with the Government Insurance Office, and the maximum insurance premium rates are prescribed.

A Premiums Advisory Committee appointed by the Minister for Transport to review the premium rates comprises the Government Actuary, as Chairman, and representatives of this Department, the Government Insurance Office and other authorised insurers, and private and commercial motorists. At the close of the financial year, the question of increasing the rates which had applied since 27th June, 1953, was still under consideration. Increases in the rates appear inevitable in view of the continued serious road accident toll, and the increasing upward trend in the amounts of damages awarded claimants by juries.

At the 30th June, 1954, there were eighty-seven insurance companies authorised to transact insurance business in terms of the Act, including two companies which were approved during the year. During the same period, four companies withdrew from such business.

During the year an Authorisation Committee appointed by the Minister for Transport reviewed the financial standing of the authorised insurers to ensure that each of the authorised insurers, either through its own assets or under reinsurance agreements with other companies, was in a position to meet any substantial claims. In no case was it found necessary to recommend to the Minister that the authorisation at present in force should be revoked.

The Government Insurance Office of New South Wales handles approximately 76 per cent. of the business under the Motor Vehicles (Third Party Insurance) Act and this Department collects the premiums in respect of such business on behalf of that Office. In the year ended 30th June, 1954, the Department received £54,287 commission in this respect.

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, 1931-1952.

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 258,171 at the 30th June, 1954. This comprised 37 per cent. of the total number of vehicles registered compared with 26 per cent. at 30th June, 1938, and 20 per cent. at 30th June, 1932.

Administration of the Act in relation to motor transport was carried on during the year in accordance with established policy as outlined in my last report. Every registered goods motor vehicle was licensed to operate for the carriage of goods generally on any journey not in competition with the railways for more than 50 miles, and for the carriage of fresh fruit, vegetables, eggs or poultry direct from farm to market on journeys of any distance.

Journeys not covered by the licences were authorised by the issue of permits under the Act. Permits exempt from charges were issued for the conveyance 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 to and from race meetings), pigs, bees and bee farming equipment, calves and lambs under six months old.

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.

Permits authorising journeys for the carriage of goods not classified as exempt were conditioned to require payment of charges at rates ranging up to the prescribed maximum according to the degree of competition with rail services. The maximum charge is one calculated at the rate per mile of 3d. per ton of the aggregate of the unladen

weight of the vehicle and the weight of loading it is capable of carrying. In many instances reductions in the maximum charge were granted on consideration of special circumstances as disclosed in the applications for permits.

Details of trips in competition with the railways for more than 50 miles which were authorised on payment of charges at mileage rates, and the tonnages so carried, are as follows:—

Journeys of Distances.	1d.*		1½d.*		2d.*		3d.*	
	Trips.	Tons.	Trips.	Tons.	Trips.	Tons.	Trips.	Tons.
Up to 100 miles ...	5,811	22,297	366	1,651	186	1,043	15,617	96,997
101 to 200 miles ...	8,532	43,171	961	4,008	220	1,211	16,564	111,023
Over 200 miles ...	3,936	21,862	267	1,318	69	424	2,575	17,403
N.S.W. to Victorian Border—								
Up to 100 miles ...	52	243	2	13	...	...	105	637
101 to 200 miles ...	32	183	...	...	...	...	12	79
Over 200 miles ...	3,092	28,453	1,038	10,610	...	...	4,630	50,715
Victorian Border to N.S.W.—								
Up to 100 miles ...	127	589	...	...	...	...	635	6,088
101 to 200 miles ...	60	317	...	...	...	...	24	195
Over 200 miles ...	1,446	11,500	570	6,639	...	...	3,555	39,858
N.S.W. to Queensland Border—								
Up to 100 miles ...	35	121	...	...	...	...	109	811
101 to 200 miles ...	7	25	...	...	...	...	84	597
Over 200 miles ...	933	7,697	360	3,430	...	...	1,252	12,668
Queensland Border to N.S.W.—								
Up to 100 miles ...	5	16	...	...	...	...	370	5,126
101 to 200 miles ...	2	6	...	...	...	...	8	59
Over 200 miles ...	295	1,544	76	744	...	...	224	2,081
Totals—								
1953-54 ...	24,365	138,024	3,640	28,413	475	2,678	45,764	344,337
1952-53 ...	20,468	116,693	2,554	19,590	216	1,606	40,257	292,702
Per cent. increase over								
1953-54 over								
1952-53 ...	19	18	42	45	120	67	13.7	17.6

NOTE.—In addition to the figures shown, 12,021 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.

Charges collected under the Act during the year in respect of the carriage of goods by road amounted to £1,801,005 compared with £1,479,693 for the year 1952-53.

On interstate routes, the main activities of road services were between Sydney and Melbourne and Sydney and Adelaide. The challenge by road transport interests to the validity of the State Transport (Co-ordination) Act as it affects interstate operations is still before the Privy Council.

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

There was a tendency, during the year, on the part of many road operators to disregard or evade the provisions of the Act relating to the operation of their vehicles. Checks on the roads by Authorised Officers of this Department were continued and resulted in the detection

of a considerable number of breaches and in 843 cases Court proceedings were instituted and convictions recorded by the Courts.

WEIGHBRIDGES.

The Permit Issuing Office at Chullora was opened for business on the 30th November, 1953. This office includes a large weighbridge (80 tons capacity) and facilities for the issue of permits for the transport of goods by road for distances exceeding 50 miles in competition with the railways. Other weighbridges regularly availed of for the purpose of weighing vehicles and their loads en route to ensure that charges under the Act are not evaded by overloading of the vehicles were the Railway departmental weighbridges at Albury and Goulburn and a Public Weighbridge at Gosford.

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

Motor omnibuses operating in the Metropolitan and Newcastle Transport Districts are required to be registered under the Transport Act, 1930-1953, and the Motor Traffic Act, 1909-1954, and licensed under the State Transport (Co-ordination) Act, 1931-1952. Tax on motor omnibuses is paid at the rate prescribed by the Motor Vehicles (Taxation) Act, 1951.

With the exception of a relatively small number of special services which for a variety of reasons are operated under the authority of quarterly permits (the only fee payable being 6s. for each omnibus employed), private omnibus services in the Metropolitan and Newcastle Transport Districts are operated under the authority of a service licence issued annually in accordance with the provisions of the Transport Act, 1930-1953. A fee (assessed having regard to the nature and extent of the benefit enjoyed by the holder by the operation of the service, the nature of the route traversed and the effect of any Government transport services) is payable upon the issue of each service licence, the Act providing for a maximum fee of £4 per annum for each passenger each omnibus is authorised to carry, and permitting the fixation of a nominal rate for experimental, developmental or unprofitable services.

The incidence of fees payable in respect of the service licences issued during the year under review is set out in the following schedule:—

Rate of Service Licence Fee.		Number of Services.	
		Metropolitan.	Newcastle.
s.	d.		
2	0	1	...
2	6	12	7
3	0	2	2
4	0	5	1
5	0	66	6
6	0	3	2
7	0	...	2
7	6	24	1
8	0	...	1
10	0	38	6
12	6	18	...
15	0	7	...
20	0	5	...
25	0	2	...
40	0	2	...
Total		185	28

The highest service licence fees in the respective Transport Districts were £345 for the Parramatta-West Ryde service on Route No. 173 (Metropolitan) and £125 10s. for the Wallsend-Toronto service on Route No. 26N (Newcastle).

Service licence fees aggregated £8,159 16s. for the Metropolitan Services and £651 5s. 6d. for the Newcastle Services. In addition, the Department of Government Transport paid, as the equivalent of service licence fees, the sums of £8,615 17s. 10d. for its Metropolitan omnibus services and £2,358 for its Newcastle services. Following the practice of previous years, the Department of Government Transport also paid amounts of £123,358 0s. 10d. and £25,692 13s. 4d. as the equivalent of motor tax on its omnibuses operated in the Metropolitan Transport District and Newcastle Transport District, respectively.

In accordance with the provisions of the Transport Act, 1930-1953, all the omnibus tax and half the service licence fees available were distributed to Municipal and Shire Councils and other authorities in the Metropolitan and Newcastle Transport Districts. 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.

At the end of the year consideration was being given to a request of the Council of the City of Greater Wollongong for the constitution of that Council's area as a Transport District under the provisions of the Transport Act, 1930-1953, the purpose being to enable motor omnibuses and other public vehicles and the drivers and conductors of them to be regulated and controlled in the same way as they are at present in the Metropolitan and Newcastle areas. At present such vehicles, drivers and conductors in the City of Greater Wollongong are licensed and controlled by the local Council under the Local Government Act and to some extent by this Department under the licensing provisions of the State Transport (Co-ordination) Act, 1931-1952.

Public vehicles in the Greater Wollongong area comprise 109 omnibuses engaged in 20 services, 92 taxi-cabs, 7 hire cars and a number of motor vans.

METROPOLITAN TRANSPORT DISTRICT.

At 30th June, 1954, the number of privately operated motor omnibuses registered in the Metropolitan Transport District compared with the previous year, had risen from 704 to 714. The number of service licences in issue had decreased from 186 to 185 as, although one service was divided into two, two others were merged into existing services. Transfers of twelve service licences were effected. In three cases this involved transfer from an individual proprietor to an operator already holding service licences, thereby reducing the number of operators from 121 to 118.

During the year approval was given in eight cases for the extension of existing services, whilst other applications received consideration but were deferred due to the condition of the roadways to be traversed and various other reasons. Applications to institute new services were also received, and the following services, operating under the authority of permits as a preliminary to the issue of service licences, were commenced:—

Merrylands-Mays Hill (On the completion of certain road-works it is proposed to extend this service to Wentworthville).

Chester Hill Station-Bass Hill.
Lindfield-Roseville-Chatswood (The Lindfield-Roseville section of this service was previously portion of the Bradfield Park-Lindfield-Roseville service).

Only minor timetable and fare variations were authorised during the year, and the decline in the number of applications received from operators in this regard indicates that the services are on a more stable basis than was the case in recent years.

Services in Competition with Government Transport Services.

There was no variation of the position in regard to services which can be regarded as operating in competition with Government Transport services. Only in one service are charges imposed in accordance with the provisions of the State Transport (Co-ordination) Act, 1931-1952, but in four other cases the position is met by the prohibition on the picking up or setting down of passengers along the competitive portion of the route.

Passengers Carried and Financial Results.

Certified returns submitted by the operators indicated that generally privately operated motor omnibus services were carried on in the Metropolitan Transport District with better results during the year ended 30th June, 1954, than for the previous year. A comparison of grand total figures is set out hereunder:—

	Year ended 30th June—		Increase.	Decrease.
	1954.	1953.		
	No.	No.	No.	No.
Passengers carried	83,294,750	81,924,000	1,370,750	...
	£	£	£	£
Revenue	2,179,500	2,122,864	56,636	...
Expenditure	2,025,647	2,040,750	...	15,103
Nett Profit	153,853	82,114	71,739	...

Statistics relating to privately operated motor omnibus services are contained in Appendix No. 12.

Standard of Service.

Of the 714 omnibuses in service on 30th June, 1954, 430 were petrol driven and 284 were fitted with compression ignition engines. The vehicles comprised 684 single-deck and 30 double-deck omnibuses.

Regular and frequent inspections of motor omnibuses were carried out by officers of the Department during the year. In 80 cases vehicles were suspended from service pending repairs.

During the year, routine checks were carried out to ascertain whether the timetables authorised in respect of the various services were adequate and were being maintained. Upon receipt of complaints regarding any service, special investigations were arranged. In cases where shortcomings were revealed, action was taken to ensure that appropriate remedial measures were adopted.

In addition, numerous inspections were made in conjunction with the Traffic Police concerning the location of omnibus stopping places, the manner of operation of omnibuses at termini, and the suitability for omnibus traffic of roadways involved in existing or proposed services.

NEWCASTLE TRANSPORT DISTRICT.

At 30th June, 1954, there were 92 omnibuses being used by 14 private operators in 28 services in the Newcastle Transport District, representing an increase of four in the number of omnibuses and a decrease of one in the number of operators. The latter position was brought about by the transfer of one service licence from an individual proprietor to an existing operator.

During the year a new service was introduced between Maitland and Tomago and the Mayfield—Raymond Terrace service, Route No. 21, was extended to Seaham. Minor variations in timetables and fares were effected for existing services. The stability of the overall position in this regard indicates that adequate transport is provided by the established services.

Services in Competition with Government Transport Services.

Four small services continued to operate during the year in partial competition with Government Transport services and were subject to the payment of charges under the State Transport (Co-ordination) Act, 1931-1952, which in each case was calculated at a flat rate.

In addition, several industrial services in the Newcastle area operate through territory which is also served by Government omnibus services and, in order to obviate competition with the latter services, restrictions have been imposed on the taking up and setting down of passengers between certain points along the routes of the private services concerned.

Passengers Carried and Financial Results.

Certified returns submitted by the operators indicated that in the Newcastle Transport District, privately operated motor omnibuses during the year ended 30th June, 1954, carried slightly fewer passengers than in the previous year, but the over-all financial result was better.

A comparison of grand total figures is as follows:—

	Year ended 30th June—		Increase.	Decrease.
	1954.	1953.		
	No.	No.	No.	No.
Passengers carried	5,343,900	5,350,000	...	6,100
	£	£	£	£
Revenue	246,846	224,620	22,226	...
Expenditure	242,989	231,674	11,315	...
Nett Loss ... ..	...	7,054	...	...
Nett Profit	3,857	...	10,911	...
			*	

* Improvement, from loss to profit.

Statistics relating to privately operated motor omnibus services are contained in Appendix No. 13.

Standard of Service.

Of the 92 omnibuses in service, 39 were petrol driven and 53 were fitted with compression ignition engines. The vehicles comprised 79 single-deck omnibuses and 13 double-deck omnibuses.

Regular and frequent inspections of motor omnibuses were carried out by Officers of the Department during the year. In six cases vehicles were temporarily suspended from service pending repairs.

The services were also kept under surveillance in order to ensure that there were no grounds for complaint in regard to the adequacy of the services and punctual operation of journeys.

TAXI-CABS AND PRIVATE HIRE CARS.

Metropolitan Transport District.

At 30th June, 1954, there were 2,238 taxi-cabs operating in the Metropolitan Transport District compared with 2,222 at 30th June, 1953. Of the 2,238 taxi-cabs, 1,791 were licensed to operate from any stand in the Metropolitan Transport District (these are referred to as "unrestricted" taxi-cabs) 419 were restricted to stand for hire at specified suburban stands, and 28 to operate only from Central Railway Station.

No additional licences for unrestricted taxi-cabs were issued during the year, but 21 additional taxi-cabs were licensed to operate from suburban stands. These were allotted after ballots had been held among suitable applicants. The licences of five taxi-cabs were cancelled because of the failure of the operators to comply with the conditions of the licence.

There were 470 private hire cars licensed to operate in the Metropolitan Transport District at 30th June, 1954, compared with 480 at 30th June, 1953.

During the year 45 additional private hire car licences were issued while 55 licences were surrendered.

The position with regard to the service provided by taxi-cabs and private hire cars, particularly in suburban areas, is constantly under surveillance, and where it is ascertained that adequate facilities are not provided, approval is given for the licensing of additional vehicles. A review of all suburban taxi-cab stands was also commenced during the year.

Particulars of convictions on prosecutions undertaken by the Department against public vehicle operators and drivers are included in Appendix No. 14.

Introduction of Queue System at St. James Road Rank.

In order to eliminate certain undesirable features associated with the operation of taxi-cabs at the St. James Road Rank, queue barriers were erected on the footpath and are proving of assistance in the orderly hiring and loading of taxi-cabs.

Newcastle Transport District.

Taxi-cabs and private hire cars in the Newcastle Transport District at 30th June, 1954, numbered 83 and 19 respectively, compared with 82 and 21 as at 30th June, 1953.

During the year the licence of one taxi-cab was surrendered and approval was given for two private hire cars to be converted to taxi-cabs.

Two-way Communications for Taxi-cabs and Private Hire Cars.

A development in the taxi-cab and private hire car industry is the trend towards providing service by means of two-way radio communication between base stations and mobile stations in the vehicles.

So far as the Metropolitan Transport District is concerned there are 90 taxi-cabs and 66 private hire cars equipped for two-way radio communication, and in the Newcastle District 49 of the 83 taxi-cabs are similarly equipped.

Motor Vans.

At the 30th June, 1954, there were 1,321 motor vans registered in the Metropolitan Transport District compared with 1,364 a year before, a decrease of 43; the corresponding figures for the Newcastle Transport District were 88 and 80, an increase of 8 in the course of the year.

Amendments to the Public Vehicle Regulations concerning Taxi-cabs and Private Hire Cars.

The more important of the amendments to the Public Vehicle Regulations, which are applicable to the Metropolitan and Newcastle Transport Districts, made during the year under review, were as follows:—

Stands for Taxi-cabs.

The portion of the Public Vehicle Regulations wherein is prescribed the public stands for the accommodation of taxi-cabs waiting for hire in the Sydney City Area and immediate environs was brought up to date and obsolete references therein to horse-drawn cabs were deleted.

Alterations to Taxi-meters Arising Out of Increased Taxi-cab Fares.

In May, 1953, taxi-cab fares in the Metropolitan Transport District were increased by raising the flag fall, or hiring, charge from 1s. to 1s. 6d. Action to require adjustment of taxi-meters and alteration of rates of fare displayed on the windscreens, rear windows and taxi-meters, was deferred at the time in view of the then possibility of a further increase being made in the fares. (The taxi-cabs were required to display a card indicating the increased fare.)

No further increase in fares was made, however, and regulations were gazetted therefore to require the abovementioned adjustments and alterations to be affected within a period of fifteen months.

Manipulation of Taxi-meters.

A requirement was inserted in the Public Vehicles Regulations that on termination of a hiring, the driver of a taxi-cab must raise the flag arm of the taxi-meter to a vertical position so that the meter will register the flag fall charge or zero.

The object was to prevent manipulation of the taxi-meter in such a way that the amount recorded in respect of one hiring could be retained on the meter at the commencement of the next hiring, it having come under notice that some taxi-cab drivers had overcharged hirers by adopting this practice.

At the same time a further requirement was inserted in the Regulations that whenever a taxi-cab is delayed from a cause for which the driver is not entitled to charge waiting time, the driver must place the meter arm in the "Stop" position for so long as is necessary to prevent the meter from registering an amount for waiting time.

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, 1931-1952. 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 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 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.

The following statement shows the number of passenger carrying services operating in country districts and the omnibuses and other vehicles utilised therein, at 30th June, in the years 1953 and 1954:—

At 30th June, 1953.			At 30th June, 1954.		
Services.	Omnibuses.	Other Types of Passenger Vehicles.	Services.	Omnibuses.	Other Types of Passenger Vehicles.
1,603	1,414	599	1,700	1,404	668

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

In the case of eighty-seven passenger motor services which operate on routes competitive with the railways, the licences provide for the payment of charges under the State Transport (Co-ordination) Act, 1931-1952.

Tourist Services.

At 30th June, 1954, 117 tourist vehicles were licensed to operate in tourist services for the carriage of passengers at separate fares on recognised motor tours.

The licences for tourist vehicles prescribe the tours which may be operated. In the case of tours which compete with the railways for more than 50 miles, charges are imposed. Of the 117 vehicles licensed at 30th June, 1954, sixty-three were operated from Sydney, two from Newcastle, thirty-one from Blue Mountains towns, and twenty-one from other country towns.

Private Hire Cars and Taxi-cabs in Country Districts.

At 30th June, 1954, there were 1,244 taxi-cabs and 406 private hire cars licensed to operate in country districts. These vehicles (in common with taxi-cabs and private hire cars in the Metropolitan and Newcastle Transport Districts), are licensed to operate free of charges on journeys none of which is competitive with the railways for more than 50 miles. During the year, however, 2,513 permits were issued for journeys beyond this 50 miles limit, and in the majority of cases charges were imposed.

The practice of allocating new licences by ballot after applications have been publicly invited was continued throughout the year. A total of seventeen additional taxi-cab and twenty-one additional private hire car licences was issued during the year. Of the thirty-eight licences allocated, twenty-two were granted to ex-servicemen. Nine taxi-cab licences and thirty-six private hire car licences were surrendered.

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

EXEMPTIONS AND REDUCTIONS IN CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT, 1931-1952—PASSENGERS.

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

Agents and Proprietors of Receiving Depots.

Persons or firms acting as agents for operators of public motor vehicles and booking passengers for passenger services, or carrying on business as proprietors of receiving depots are required to be licensed under the State Transport (Co-ordination) Act, 1931-1952.

At the 30th June, 1954, there were 137 such licences in issue.

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.



Road Safety Council's Exhibit, Royal Easter Show, 1954.

LEGISLATION FOR ROAD SAFETY.

During the year, two laws with road safety objectives came into force. One law placed limitations on the working hours of drivers of heavy motor vehicles. The other law conferred legal status upon School Patrols in controlling motor traffic in the vicinity of schools and like places where children congregate and have to cross the roads.

These matters are referred to in more detail in Section Four—General—of this Report.

ROAD ACCIDENT STATISTICS.

The Police Department supplies this Department with copies of all Police reports of road accidents involving death or injury of 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, 1954, 29,514 road accidents in which 728 persons were killed and 14,660 were injured, were reported by the Police to have occurred in New South Wales. These figures compared with the previous year, represent increases of 1,532 (21 per cent.) in accidents, and 65 (9.8 per cent.) in persons killed and 2,201 (17.7 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 rate per 10,000 motor vehicles increased from 377 in 1952-1953 to 431 in 1953-1954 in accidents; from 10.2 to 10.6 in killed; and from 193 to 214 in injured.
- (2) The number of accidents was the highest ever recorded. Whilst the number of persons killed was exceeded in 1951-1952, the number of persons injured was a record.
- (3) Accidents and casualties during the quarter ended June, 1954, were greater than for any previous three months.
- (4) The downwards trend in persons killed which commenced last year failed to continue, and all classes of road users, with the exception of pedal cyclists, sustained higher fatal figures.
- (5) Collisions between vehicles represented 60 per cent. of all accidents and resulted in 45 per cent. of all casualties. Considerable increases in accidents and casualties were recorded involving vehicles and fixed objects and vehicles and pedestrians.
- (6) The greatest single cause of accidents and casualties was inattentive driving.

There were slightly fewer accidents and casualties caused by excessive speed during 1953-1954 than in the previous year.

Failure to yield right of way at intersections resulted in large numbers of accidents and casualties.

- (7) Intoxicated drivers and riders were responsible for 47 road deaths and 574 injuries.
- (8) Failure on the part of pedestrians to exercise care in crossing the roadway resulted in 88 deaths. Children under 7 years of age and intoxicated pedestrians were again responsible for large numbers of accidents and casualties.
- (9) Considerable increases in accidents and casualties, particularly in road deaths were attributed to defective vehicles. Brakes, steering and tyres were the items of equipment principally responsible.
- (10) The presence of straying stock upon the roads again caused many accidents.

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) A public meeting of motor cyclists was held in the Sydney Town Hall on the 22nd September, 1953, at which over 1,200 persons were present, to draw attention to the gravity of the road accident problem, particularly in so far as it concerned motor cyclists.
- (b) Intensified road safety campaigns were conducted throughout the State immediately prior to the Christmas-New Year holiday period, and during the Royal Visit in 1954.
- (c) 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.
- (d) A national conference to consider the question of "Youth and Road Safety", convened by the Australian Road Safety Council, was held in Melbourne in May, 1954.
- (e) The Annual Congress of the Australian Road Safety Council, at which the Department was represented, was held in Brisbane in October, 1953.
- (f) In the course of the year the Department spent £20,566 on behalf of the Road Safety Council of New South Wales against which was set off grants totalling £16,107 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 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, 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, 1954, was £154,535. This figure represents a decrease of £70,143 on the expenditure of £224,678 for the previous financial year, during which period the bulk of the equipment for the traffic control light signals was purchased and paid for. An appreciable proportion of the expenditure in 1953-1954 on traffic facilities was incurred in the installation of traffic control light signals and the cost of electric current consumed by these signals which are kept in operation for 24 hours each day. Maintenance costs incurred are also heavy because it is essential that they be kept in the highest degree of efficiency.

Traffic Control Light Signals.

Additional traffic control light signals were installed at 30 intersections (details are set out in Appendix No. 16) bringing the total of such signal installations in the State to 131.

Plans are being prepared for 41 additional signal installations in positions selected in collaboration with the Police Authorities. The work of installing the new signals is being carried out on behalf of this Department by the Department of Government Transport at an average rate of about three per month.

An experimental set of pedestrian operated traffic control light signals was installed at a mid-block location in Bunnerong Road near the Daceyville Public School on the 3rd December, 1953. These signals are intended to be operated only during certain hours of the day, the school authorities being supplied with control keys. When the signals are switched on a flashing amber warning is given to drivers. They have been painted with blue and white alternate bands to distinguish them from those which are in continuous operation.

The signals have since functioned satisfactorily but experience has shown that a substantial number of children arrive at the school before the signals can be switched on by a member of the teaching staff. Steps have accordingly been taken to have certain modifications made to the design of the equipment that will have the effect of causing the signals to be automatically placed in operation during the periods the children have been found to cross the road.

A survey is in hand of the traffic conditions at a number of other schools on main roads with a view to determining the suitability of similar signal equipment near those schools.

Bridge Traffic Control Light Signals.

The Holdsworthy Bridge, across the Georges River near Liverpool Railway Station, is long and very narrow, there being room for one line of traffic only from either direction at the one time.

Under normal traffic conditions, drivers approaching the bridge from either end readily yielded the right-of-way to each other, but whenever the flow of traffic was heavy, it was found necessary to station a Police Officer at each end of the bridge to control the traffic. Owing to the length of the bridge the Police Officers found it difficult to co-ordinate their signals.

During the year traffic control light signals were provided at the approaches to this bridge for manual operation by Police from a central point on the bridge.

The signalling arrangement has solved the problem pending the completion by the Department of Main Roads of a new bridge over the Georges River which is at present under construction.

There are certain other narrow bridges, notably at The Spit, where traffic congestion occurs in the peak traffic periods. At this site the flow of vehicular traffic is at times so heavy in one direction that it is necessary to make both traffic lanes on the bridge available for such traffic for the maximum periods possible without causing undue inconvenience to traffic waiting to proceed in the opposite direction.

The Spit Bridge and its approaches is approximately 1,500 feet in length and a scheme of signalling the movement of traffic across the bridge is being designed for manual operation from a selected point on the bridge. Provision will also be made to forewarn drivers on the winding section of road on the northern side of the bridge whether they are to form one or two lanes on the approach to the bridge.

The proposed installation will be largely in the nature of an experiment and if it proves successful, consideration will be given to the provision of similar equipment on other suitable narrow bridges.



Traffic control light signals at Holdsworth Bridge, illustrating the remote manual operation.

Marked Foot Crossings.

The marked improvement in driver observance that initially resulted at two of the three crossings that were experimentally repainted on the "Zebra" pattern at the close of last year led to seven additional crossings being similarly marked during the year with the object of further testing the efficacy of this form of marking.

The subsequent studies, however, proved disappointing. It has been established that the striping of the crossings has not had the desired effect of inducing drivers to give way more readily to pedestrians using such crossings, or, in inducing pedestrians to make greater use of them.

The indications are that the limited added benefits derived from this expensive method of marking the crossings may disappear as the novelty of the marking wears off.

As an alternative to marking the crossing in this manner the possibilities of otherwise increasing the value of marked footcrossings are being thoroughly examined.

As an initial step in this direction, steps have been taken to provide two black parallel strips approximately 18 inches wide, consisting of "Emoleum" impregnated with blue metal screenings, across a number of concrete roads and painting broken yellow lines on this foundation. This gives a much better contrast between the yellow lines and the black strips and between the black strips and light tone of the concrete pavements than was formerly the case when the yellow lines were painted directly on to the concrete surface.

A quantity of "Scotchlite" which has reflective properties superior to anything that has hitherto been offered to the Department, has also been purchased. This material will be employed in the fabrication of the new type symbol "Pedestrian Crossing" signs. These

signs will be provided as rapidly as possible in the immediate vicinity of those marked footcrossings where it is thought that they should be helpful in attracting drivers' attention to the presence of the crossing.

Speed Limit Signs.

One hundred and fifty-three additional speed-limit signs were provided during the year. The majority of these were supplied to country Councils for erection to define 60 lengths of road, totalling 39 miles and 40 chains, that were proclaimed built-up areas by the Minister for Transport, notwithstanding the absence of street lighting. The balance were employed to bring the signposting of street-lighted areas up-to-date.

"School" Signs.

Further progress was made in connection with the provision of uniform "School" signs, 215 of which were provided, bringing the total number of such signs supplied during the past six years to 5,439.

Other Traffic Facilities.

During the year 2,023 additional facilities including marked foot-crossings, traffic domes and such signs as "Halt", "Slow-15", "One-way Traffic", etc., were provided. This figure includes a number of domes and traffic signs supplied by the Department to local authorities for installation in country districts.

General.

A variety of suggestions made by local authorities, Progress Associations and Parents and Citizens' Associations and the public in the interests of road safety have been examined in company with the New South Wales Police Department and other authorities. In many cases, it was possible to arrange 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 re-registration after a lapse of a previous registration, or for the annual renewal of such registration, a certificate as to the vehicle's mechanical fitness, issued by a qualified person at an Authorised Inspection Station must be produced. In this State most of the inspections of such motor vehicles are carried out by private motor garages or motor repair shops which have been authorised for the purpose by this Department. Before an inspection station is authorised, the proprietor is required to show that he has proper facilities for testing brakes and headlights and

that the mechanics employed by him have had reasonably adequate training and experience. Each Authorised Inspection Station is issued with a book of Rules indicating what items of equipment must be inspected and setting out the standard of fitness required.

At the 30th June, 1954, there were 2,273 Authorised Inspection Stations and 4,197 authorised examiners. These figures represent increases for the year of 133 and 241 respectively.

The great majority of motor vehicles submitted for inspection comply with the Rules and are issued with a certificate of fitness which must be produced prior to the registration or renewal of the registration of the vehicle. In some cases the vehicle is found to be defective and the station issues a certificate of rejection unless the defect can be remedied immediately. During the year ended 30th June, 1954, a total of 584 such certificates of rejection were issued. In most cases the defects were subsequently remedied and the renewal of the registration effected. In other cases the defective vehicles were put out of use.

The Department exercised strict supervision in order to ensure that the Rules for Authorised Inspection Stations were closely observed and defective vehicles repaired or put out of use. Four Departmental Inspectors were engaged in checking the activities of such stations located throughout the State, concentrating in particular on those stations operating in the Metropolitan area and the larger country towns and cities. A number of complaints were also investigated.

Committee of Review for Authorised Inspection Stations.

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 22 Authorised Inspection Stations and the authorities of 33 Authorised Examiners were cancelled. In 44 cases the whole or part of the security 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, 1954, there were 782 notices dealing with major defects and 1,135 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 18 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. Twelve 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 in the Metropolitan and Newcastle Transport Districts.

Regular inspections were made by Departmental examiners of the 806 privately operated omnibuses and 2,321 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 14 new omnibus registrations and 17 new taxi-cab registrations were issued.

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

Devices for Use on Motor Vehicles.

As in past years a number of devices were submitted for inspection in order to determine their suitability for attachment to motor vehicles. These consisted mainly of signalling devices, anti-glare devices and reflectors with special reference to the use of reflective sheeting. Those devices which complied with well-established requirements were approved immediately and others having novel features were referred to the Australian Motor Vehicle Standards Committee with a recommendation for or against their use as appeared desirable.

Designers of some devices were fully advised as to the general requirements where there appeared to be a lack of knowledge. All persons submitting such ideas were encouraged to continue where there appeared to be any possibility of assisting in safety on the roads either directly or indirectly.

Australian Motor Vehicle Standards Committee.

The Department was represented on the Motor Vehicle Standards Committee at a Conference held in Melbourne earlier in the year and was allotted 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. A sub-committee on braking problems which met in Brisbane in order to discuss certain matters of particular concern of the Queensland authorities was also attended by a Departmental representative.

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, 1931-1952. 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, 1954, 143 aircraft were licensed, of which 55 were licensed to fly in regular services and 88 for charter hirings or aerial works.

In the corresponding period of the previous year, 152 aircraft were licensed, of which 62 were licensed to fly in regular services and 90 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, 1931-1952.

At 30th June, 1954, there were 44 ferries licensed under the Act compared with 43 licensed last year.

The additional ferry was licensed to operate between Circular Quay—Milson's Point—Kirribilli—McMahon's Point and Lavender Bay.

Legal Proceedings and Enforcement.

Particulars of convictions on 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.

Throughout the year the system of intensified road patrols resulted in the detection of a large number of breaches of the State Transport (Co-ordination) Act, 1931-1952, and where circumstances indicated that operators were endeavouring to avoid taking out permits and paying charges, prosecutions were launched.

The validity of the State Transport (Co-ordination) Act, 1931-1952, in relation to interstate transport, has been again challenged on constitutional grounds. In April, 1953, the Full Bench of the High Court, by a majority decision, followed its earlier rulings on the Act and upheld its validity. The Privy Council later granted an application for leave to appeal from this decision. The hearing of the appeal commenced in April, 1954, and judgment was reserved.

A close check has been maintained on taxi-cab operations to ensure that the vehicles are giving efficient service. Members of the public have been encouraged to assist the Department in this respect

by reporting serious irregularities such as overcharging, incivility or refusing hirings. In a number of instances drivers have been prosecuted following complaints received from the public. It has been found, however, that serious irregularities of this kind are comparatively few in number and that the majority of drivers and operators are co-operating with the Department and are giving good service.

Particular attention has been given to the enforcement of the ban on multiple hiring with the result that abuses associated with this practice have diminished.

The enforcement of the motor traffic laws rests largely with the Police. So far as the Department of Motor Transport is concerned, several prosecutions under the Motor Traffic Act and Regulations have been necessary against persons using unregistered vehicles and driving whilst unlicensed, but most of the proceedings have related to the failure of persons to return to the Department number plates after registrations have expired and the usual notices requiring them to do so have not been satisfactorily answered.

LEGISLATION ENACTED OR BROUGHT INTO FORCE DURING THE YEAR ENDED 30TH JUNE, 1954.

Hours of Driving Heavy Motor Vehicles.

The Motor Traffic (Amendment) Act, 1952, imposing limitations on the hours of driving of certain heavy motor vehicles, was proclaimed to commence on the 16th October, 1953.

The main provisions of the Act prohibit any person from driving a motor vehicle having an unladen weight in excess of two tons for more than five consecutive hours without a period for rest and refreshment, or for more than 12 hours in any 24, or unless he has had at least 10 consecutive hours for rest in the preceding 24 hours.

To facilitate policing, the Act requires drivers of heavy vehicles to carry a record card showing particulars of hours of driving and of periods taken for rest and refreshment.

Exemption from the limitations imposed upon the hours of driving and from the keeping of records, was granted by Regulation in respect of any motor vehicle being used—

- (a) as an ambulance vehicle;
- (b) for urgent purposes arising from drought, flood, fire or a similar emergency;
- (c) for the carriage of perishable primary produce on a direct journey not exceeding one hundred miles; or
- (d) on a journey wholly within a radius of fifty miles from the vehicle's depot.

Crown and semi-Government vehicles were also exempted by Regulation from the keeping of records but not from the limitations on driving hours.

Legal Status of School Patrols.

The Motor Traffic (Amendment) Act, 1954, designed to afford legal status to school patrols, came into force on the 14th April, 1954.

The Act empowers the Commissioner of Police to give authority for schemes intended to assist children to cross public streets with safety and has the effect of requiring drivers and riders of vehicles, bicycles or horses to stop when so directed by means of a "Stop" sign properly displayed by an authorised patrol.

The Act enables regulations to be made providing for "Stop" signs and the exhibition thereof, the placement of barriers, the wearing of insignia and other matters necessary or convenient to be prescribed for the purpose of carrying out an authorised scheme.

The preparation of suitable regulations has not yet been completed but it is expected that they will be gazetted shortly.

REGULATIONS MADE DURING THE YEAR ENDED 30TH JUNE, 1954.

Driver Pulling Out from the Boundary of the Carriageway.

Regulations under the Motor Traffic Act and the Metropolitan Traffic Act were made, imposing on the driver or rider of a vehicle, horse or bicycle drawing out from the boundary of the carriageway an obligation, in addition to giving the prescribed hand signal, to cause his vehicle, horse or bicycle to stand if necessary to avoid a collision.

Minor Traffic Offences Regulations.

With a view to relieving Court congestion and permitting of the more effective enforcement of parking and standing restrictions, Regulations, to come into effect on the 1st July, 1954, were made under the Transport Act, 1930, as amended.

The effect of these Regulations is that where a driver is alleged to have committed a parking offence, the Police Department may send him a notice stating that he may, as an alternative to Court proceedings, forward to that Department a prescribed amount of penalty, which will be 10s. for a first offence, 15s. for a second offence and £1 for a third or subsequent offence. In assessing penalties, offences committed more than twelve months previously will not be taken into account.

If the alleged offender does not desire to be dealt with under the Regulations the matter will be referred to a Court for determination.

Amounts collected by the Police Department by way of penalties under the Regulations will be paid to Consolidated Revenue as is done now with penalties inflicted by the Courts in respect of parking offences.

Police Vehicles Sounding Sirens.

The Regulations under the Motor Traffic Act and the Metropolitan Traffic Act were amended to include Police vehicles with fire and ambulance vehicles in those provisions of the Regulations which require other vehicles to give them free passage when sounding their sirens whilst proceeding on urgent duty, and exempt them, when so engaged, from all provisions of the Regulations.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL.

At the meeting of the Australian Transport Advisory Council held on 25th-27th May, 1953, major problems of Australian transport were considered including the incidence of rising costs on the community. It was decided to arrange to carry out further research and obtain full economic data on Australian transport.

This problem was considered in part also at the Annual Conference of Road Transport Authorities held in Perth, Western Australia, on 11th-13th May, 1954. Details regarding the deliberations of the Conference are set out further on in this Report.

AUSTRALIAN ROAD TRAFFIC CODE AND MOTOR VEHICLE STANDARDS COMMITTEES.

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

- (a) Rules concerning the right of way—
 - (i) at intersections generally;
 - (ii) vehicles entering a major road from a side street.
- (b) Speed limits for heavy motor vehicles.
- (c) Pedestrian crossings (including "Zebra" crossings) and the right of way of pedestrians on such crossings.
- (d) Signals to be given by drivers and riders of motor vehicles.
- (e) Specifications for trailer couplings.
- (f) Provision of mudguards on motor vehicles and specifications in relation thereto.
- (g) Limitation on the weight of trailers in relation to the weight of the hauling unit where such is a motor car.
- (h) Tyres to be of a size capable of carrying with safety the gross vehicle weight of the vehicle concerned as established by the manufacturer of the vehicle.
- (i) Consolidation of all decisions of the Australian Motor Vehicle Standards Committee in the form of a set of draft regulations to be submitted for the information of the various State Authorities responsible for the implementation of such decisions.

These recommendations will be considered at the next meeting of the Australian Transport Advisory Council.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES.

The Annual Conference of State Road Transport Authorities this year was held in Perth, Western Australia, from 11th to 13th May, 1954.

Views were exchanged on problems which were common to the States and on others of a domestic nature. Conference confirmed the view that maximum practicable uniformity in principles and procedure of the co-ordination of the various forms of transport should be the aim as envisaged by the Australian Transport Advisory Council and agreed that the present State policies did in fact follow a uniform pattern in that the objective was to protect in varying degrees the services provided by rail from unnecessary road motor competition in the carriage of goods and passengers. Conference appreciated also that the policy must to a degree be flexible and have regard not only to the availability of railway services but also to the needs of various types of traffic on different routes.

Conference decided also to appoint a Committee of Inquiry to ascertain further details relating to the true economics of transport costs to assist in determining the relative spheres of road and rail transport. The resolution adopted by Conference was as follows:—

"That this Conference, realising that the discharge of the obligations imposed upon transport regulating and co-ordinating authorities in determining the relative spheres of road and rail transport, requires a complete knowledge of the true economics of each form of transport, including data relating to costs of road construction and maintenance with particular reference to their bearing on vehicular operation so as to bring out clearly the cost per ton mile of operation, recommends the appointment of a com-

mittee comprising two representatives of State road constructing authorities, two representatives of State transport regulating authorities and one representative of the Commonwealth Government to take all action required to secure the necessary data and furnish a report thereon. The executive work of such committee to be undertaken by the Commonwealth Government in conjunction with other transport research now being undertaken for the Australian Transport Advisory Council."

The Committee, on which this Department is represented, has now been appointed and will function through the general machinery provided by the Commonwealth Government for the activities of the Australian Transport Advisory Council.

ESTABLISHMENT OF MOTOR VEHICLE ENGINE NUMBER REGISTER.

As foreshadowed in the last Annual Report, the establishment of a register of motor vehicle engine numbers was commenced on 1st September, 1953. This register is being compiled in collaboration with the Police Department and involves the physical check of over 500,000 motor vehicles. The register when completed will readily enable motor vehicles (whether registered or unregistered) to be identified by their make and engine number and will prevent the existence concurrently of more than one registration of the same vehicle. To date, as a direct result of the engine number check over 100 stolen motor vehicles have been recovered and restored to their rightful owners.

When completed the register will assist the Police Department very materially in combating car thieves and others engaged in appropriating motor vehicles unlawfully.

OFFICE ACCOMMODATION AND NEW BUILDINGS.

The rapid growth in the use of motor transport has caused a corresponding increase in the volume of work in the Department and over the last two years this has been reflected in an acute shortage of accommodation, particularly at Head Office.

For some time the space occupied by the Department at 99 Macquarie Street, City, has been inadequate, necessitating the transfer of certain activities to other premises with the result that in addition to the main office, staff are located at the Palladium Building in Yurong Street, and premises at 71-79 Macquarie Street, Brisbane Street and Taylor Square, City.

The dispersal of staff in five different locations in the City has not been satisfactory and as the activities of the Department have continued to expand in close ratio to the increase of motor vehicles and drivers, the problem of providing more space for staff and records has become acute, and the desirability of concentrating them in one area has become a virtual necessity.

In 1952 two acres of land were purchased in Joynton Avenue, Rosebery, and consideration was being given to the erection on this site of a multi-storied building as the Head Office of the Department. However, in April, 1954, before the Public Buildings Advisory Committee had determined the case for the erection of a new building, commodious premises formerly occupied by Parke Davis Ltd., in Rothchild Avenue, Rosebery, became available for purchase. These comprise a main building with several out-buildings on approximately three acres of land. An inspection disclosed that they could be converted to modern up-to-date offices and workshops with ample space for a registration yard and future expansion.

Estimates furnished showed that the cost of purchase and conversion would be considerably less than the cost of erecting new premises and that the Department could expect to be in occupation of the complete premises within 18 months, whereas a period of at least four years would elapse before new premises could be erected.

In view of all the circumstances, the Government decided to purchase the property from Parke Davis Ltd. for administrative offices to accommodate all sections of the Department. The purchase was effected in June, 1954, with vacant possession by 1st October, 1954, at a cost of £250,000. (See frontispiece).

New premises to cope with the increased volume of business and to provide better facilities to the public have also been constructed at Parramatta, Albury and Chullora.

At Parramatta, a modern building has been erected in George Street to facilitate the handling of the increased volume of business. Better facilities have been provided for the public and for the staff, an inspection pit constructed and reasonable parking facilities provided for vehicles requiring to be brought to the Registry.

The premises at Chullora have been constructed with a view to providing facilities for the issue of permits for the transport of goods by road for distances exceeding 50 miles in competition with the railways. Features at these premises are the exceptionally large weigh-bridge provided to weigh heavy motor lorries and their loads and the access roads constructed to enable large goods carrying vehicles to be fully accommodated within the Registry grounds and avoid possible congestion on Hume Highway. The premises at Chullora have been designed to enable them to be extended for use, at a later stage, as a full District Motor Registry.

The registry premises at Young Street, Albury, were completed during the year and opened for business on 2nd April, 1954. These are modern commodious premises providing full facilities for the public with ample space for vehicles to be checked and tested within the Registry grounds.

At both Chullora and Albury, the offices are open for business on every day of the week for lengthy periods so as to meet the convenience of road hauliers in particular.

APPRECIATION.

I desire to record my deep appreciation of the loyal and efficient service rendered by the staff during the year.

W. A. WALSH,
Superintendent of Motor Transport.

SECTION FIVE

APPENDICES.

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Appendix 1.

The number of staff in the Department at 30th June, 1954, was as follows :—

	Metropolitan.		Newcastle.		Country.		Total.		Grand Total.
	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	
Male Staff ...	505	52	10	...	40	...	555	52	607
Female Staff ...	334	...	3	...	1	...	338	...	338
Grand Total ...	839	52	13	...	41	...	893	52	945

Appendix 2.

MOTOR REGISTRATION AND TAXATION REVENUE.

Summary of Total Collections for the Year 1st July, 1953 to 30th June, 1954.

	£	s.	d.	£	s.	d.
Tax—						
Special Deposits Account—Main Roads Act, 1924—						
Motor Vehicles (other than Public Motor Vehicles).....	6,836,010	13	9			
Less Refunds	79,722	12	11			
				6,756,288	0	10
Special Deposits Account—Public Vehicles Fund—						
Public Motor Vehicles	283,111	16	7			
Less Refunds	1,136	17	4			
				281,974	19	3
Total Tax				7,038,263	0	1
Fees (and Sundries)—						
Road Transport and Traffic Fund—						
Motor Traffic Act, 1909–1954	1,649,817	10	3			
Transport Act, 1930–1953	20,746	8	3			
Motor Vehicles Taxation Management Act, 1949–1951	2,375	7	6			
	1,672,939	6	0			
Less Refunds	1,054	2	4			
				1,671,885	3	8
Sundries—						
Search Fees, Exchange, etc.	3,407	6	2			
Unclaimed Moneys	778	2	0			
Compulsory Vehicle Examination—Service Station Fees	2,303	9	8			
Commission on Insurance Premiums collected	54,287	8	0			
Miscellaneous	11,699	2	7			
				72,475	8	5
Special Deposits Account—Public Vehicles Fund—						
Service Licence Fees	19,538	8	10			
Less Refunds						
				19,538	8	10
State Transport (Co-ordination) Fund—						
Fees and other Charges	1,961,146	7	3			
Less Refunds	8,887	4	1			
				1,952,259	3	2
Total Fees and Sundries				3,716,158	4	1
Grand Total				10,754,421	4	2

Appendix 3.

ROAD TRANSPORT AND TRAFFIC FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1954, and a comparison with 1953.

Receipts.			Payments.							
	Year ended 30th June, 1954.		Year ended 30th June, 1953.		Year ended 30th June, 1954.		Year ended 30th June, 1953.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Motor Traffic Act, 1909-1954	1,649,817	10 3	1,548,129	6 1	Salaries and Wages	517,819	19 9	504,538	17 8	
Motor Vehicles Taxation Management Act, 1949-1951	2,375	7 6	2,520	12 6	Pay Roll Tax	18,805	3 7	18,844	7 2	
Transport Act, 1930-1953	20,746	8 3	22,721	0 8	Travelling Concessions to Employees	12,199	9 6	13,918	14 2	
					Travelling Expenses	6,567	16 11	9,155	9 1	
<i>Less Refunds</i>	1,672,939	6 0	1,573,370	18 10	Contribution to Railway Superannuation Account	2,253	13 1	1,668	14 10	
	1,054	2 4	1,873	18 6	Gratuities (Transport Act)	1,880	11 0	1,184	17 2	
					Institute	2,011	10 9	2,410	0 0	
Exchange, Search Fees, etc.	1,071,885	3 8	1,571,497	0 4	Postal and Telegraph Service	53,095	1 3	52,585	10 2	
Unclaimed Moneys	3,407	6 2	2,625	4 11	Telephone Charges	12,497	19 3	10,000	8 0	
Miscellaneous	778	2 0	748	18 5	Purchase and Maintenance of Motor Vehicles	4,185	15 7	6,428	5 7	
	11,699	2 7	8,119	19 10	Printing and Stationery	34,904	11 8	36,558	8 0	
					Road Safety Council	20,566	7 11	19,952	3 4	
Commission on Insurance Premiums collected	1,087,769	14 5	1,582,991	3 6	Rent	8,997	0 1	8,808	6 11	
					Office Stores	5,349	4 3	7,290	16 5	
	54,287	8 0	61,665	5 5	Purchase and Maintenance of Office Furniture and Equipment	8,104	15 6	8,253	2 0	
					Alterations and Maintenance of Buildings	10,869	19 2	7,584	11 7	
Compulsory Vehicle Examination Service Station Fees	2,303	9 8	2,151	0 1	Freight and Cartage	2,716	11 10	2,320	14 9	
					Exchange	3,114	13 7	2,745	4 8	
					Electric Light and Power	3,603	2 4	2,615	18 5	
					Purchase of Land			18,084	0 2	
					Erection of Buildings	10,702	9 8	4,493	17 3	
					Minor Expenses	2,246	4 1	2,323	6 1	
						£ 787,448	0 9		786,865	8 0
Contributions by Commonwealth Government—					Recoup of value of Police services in respect of supervision of Traffic, Registration of Vehicles and Licensing of Drivers			833,500	16 8	
Road Safety Council	15,000	0 0	11,719	0 0	<i>Less</i> Amount recouped from State Transport (Co-ordination) Fund ...	30,000	0 0	20,000	0 0	
Towards the Cost of preparing special information	1,107	0 0	671	0 0					818,500	16 8
	16,107	0 0	12,390	0 0						
					Motor Vehicle Registration Labels	2,937	15 5	2,877	17 11	
					Motor Vehicle Number Plates	24,370	13 7	19,280	9 3	
					Provision of Traffic Facilities	68,505	2 5	44,520	3 7	
					Surface Maintenance adjoining Tram Tracks	63,206	6 5	32,152	13 7	
						£ 1,760,467	12 1		1,649,197	9 0
					Payment to Country Main Roads Fund under Section 202 Transport Act, 1930-53					
	£ 1,760,467	12 1	1,649,197	9 0		£ 1,760,467	12 1		1,649,197	9 0
Unclaimed Wages—					Unclaimed Wages—					
Balance brought from 30th June	55	6 9			Refunds	303	12 9	19	18 6	
Receipts	286	0 0	75	5 3	Balance at 30th June	36	14 0	55	6 9	
Security Deposits—					Security Deposits—					
Balance brought from 30th June	6,584	0 0	5,825	0 0	Refunds	1,602	5 0	1,119	2 0	
Receipts	1,763	5 0	1,878	2 0	Balance at 30th June	6,745	0 0	6,584	0 0	
	£ 1,769,155	3 10	1,658,975	16 3		£ 1,769,155	8 10		1,656,975	16 8

Audited and found correct,

W. J. CAMPBELL,
Auditor-General of N.S.W.,
Sydney, 30th August, 1954.

R. A. BRADLEY,
Accountant,
4th August, 1954.

Appendix 4.

PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT).

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1954, and a comparison with the previous year.

Receipts.			Expenditure and Distributions.						
Head of Receipt.	1954.		1953.			1954.		1953.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balances brought forward—					Distribution of tax on Motor Omnibuses to Municipalities, Shires and other Authorities—				
From 30th June, 1953	272,314	0 6			Metropolitan	178,627	13 10	168,067	14 2
„ 30th June, 1952			380,420	3 5	Newcastle	35,894	15 8	35,322	1 3
					Totals	£ 214,522	9 6	203,389	15 5
Tax—					Expenditure from Receipts of Tax on other Public Vehicles—				
Motor Omnibuses—					Improved Traffic Facilities—				
Metropolitan	181,992	10 1	173,143	9 2	Metropolitan	86,876	5 7	176,132	1 5
Newcastle	35,928	19 10	36,129	2 9	Newcastle	1,153	16 9	4,116	0 8
Totals, Motor Omnibuses	£ 217,921	9 11	209,272	11 11	Totals	£ 88,030	2 4	180,248	2 1
Other Public Vehicles—					Distribution of Service License Fees—				
Metropolitan	59,659	1 9	63,308	6 7	Metropolitan	16,294	5 4	17,281	4 4
Newcastle	4,394	7 7	4,502	5 4	Newcastle	2,812	17 6	3,422	13 2
Totals, other Public Vehicles	£ 64,053	9 4	67,810	11 11	Totals	£ 19,107	2 10	20,703	17 6
Service License Fees—					Balances on Fund at 30th June—				
Metropolitan	16,736	15 10	16,026	8 6	Tax—				
Newcastle	2,801	13 0	3,126	5 9	Motor Omnibuses—				
Totals	£ 19,538	8 10	19,152	14 3	Metropolitan	46,892	4 11	43,527	8 8
					Newcastle	8,790	4 11	8,756	0 9
Grand Totals	£ 573,827	14 7	676,656	1 6	Other Public Vehicles—				
					Metropolitan	172,965	19 9	200,183	3 7
					Newcastle	20,032	0 10	16,791	10 0
					Service License Fees—				
					Metropolitan	2,878	1 8	2,435	11 2
					Newcastle	609	7 10	620	12 4
					Totals	£ 252,167	19 11	272,314	6 6
					Grand Totals	£ 573,827	14 7	676,656	1 6

Audited and found correct,
W. J. CAMPBELL,
Auditor-General of N.S.W.,
Sydney, 30th August, 1954.

R. A. BRADLEY,
Accountant,
4th August, 1954.

Appendix 5.

DISTRIBUTIONS FROM THE PUBLIC VEHICLES FUND TO MUNICIPAL AND SHIRE COUNCILS AND AUTHORITIES DURING THE YEAR ENDED 30th JUNE, 1954. AND A COMPARISON WITH THE PREVIOUS YEAR.

Council or Authority.	Distributions During Financial Year—			
	1953-54.		1952-53.	
	£	s. d.	£	s. d.
Metropolitan Transport District—				
Ashfield.....	4,864	16 6	4,778	0 0
Auburn.....	4,135	0 0	3,822	0 0
Bankstown.....	8,681	0 0	7,320	0 0
Baulkham Hills.....	575	0 0	569	0 0
Blacktown.....	1,346	0 0	1,111	0 0
Botany.....	2,482	0 0	2,038	0 0
Burwood.....	6,193	0 0	5,980	0 0
Camden.....	208	0 0	209	0 0
Campbelltown.....	439	0 0	344	0 0
Canterbury.....	14,092	0 0	12,848	0 0
Concord.....	5,747	0 0	5,028	0 0
Drummoyne.....	1,861	0 0	1,776	0 0
Fairfield.....	3,452	0 0	3,106	0 0
Holroyd.....	3,500	0 0	3,110	0 0
Hornsby.....	1,302	0 0	1,426	0 0
Hunter's Hill.....	887	0 0	889	0 0
Hurstville.....	6,471	0 0	5,675	0 0
Kogarah.....	5,749	0 0	5,464	0 0
Ku-ring-gai.....	3,292	0 0	2,992	0 0
Lane Cove.....	1,998	0 0	1,877	0 0
Leichhardt.....	1,324	0 0	1,197	0 0
Liverpool.....	1,375	0 0	1,371	0 0
Manly.....	3,019	0 0	3,642	0 0
Marrickville.....	3,655	0 0	3,414	0 0
Mosman.....	1,355	0 0	1,320	0 0
North Sydney.....	4,233	0 0	4,588	0 0
Parramatta.....	4,971	0 0	4,581	0 0
Penrith.....	329	0 0	349	0 0
Randwick.....	8,839	0 0	8,041	0 0
Rockdale.....	9,125	0 0	8,034	0 0
Ryde.....	3,445	0 0	3,038	0 0
Strathfield.....	4,457	0 0	4,296	0 0
Sutherland.....	2,837	0 0	2,319	0 0
Sydney.....	38,448	0 0	38,569	0 0
Warringah.....	4,486	0 0	3,998	0 0
Waverley.....	4,183	0 0	4,029	0 0
Willoughby.....	4,662	0 0	4,855	0 0
Windsor.....	229	0 0	219	0 0
Wollondilly.....	109	0 0	94	0 0
Wollongong.....	178	0 0	177	0 0
Woollahra.....	7,763	0 0	7,763	0 0
Authorities—				
Railways Department.....	26	0 0	19	0 0
Public Health Department.....	195	0 0	184	0 0
Necropolis Trustees.....	216	0 0	209	0 0
National Park Trust.....	41	0 0	40	6 4
Total	186,774	16 6	176,708	6 4
Capital Debt Reduction.....	8,147	2 8	8,640	12 2
Grand Total (Metropolitan)	194,921	19 2	185,348	18 6
Newcastle Transport District—				
Newcastle.....	32,319	4 5	32,087	7 10
Port Stephens.....	790	0 0	784	0 0
Wyong.....	7	0 0	7	0 0
Lake Macquarie.....	3,847	0 0	3,819	0 0
Lower Hunter.....	268	0 0	266	0 0
Stroud.....	70	0 0	70	0 0
Total	37,301	4 5	37,033	7 10
Capital Debt Reduction.....	1,406	8 9	1,711	6 7
Grand Total (Newcastle)	38,707	13 2	38,744	14 5
COMBINED GRAND TOTAL	233,629	12 4	224,093	12 11

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	.....	183,406	65,221	23,418	909	276,712
1937	1,194	1,914	672	.....	198,925	74,227	24,049	1,075	302,056
1938	1,260	1,782	733	.....	212,002	81,643	24,353	1,167	322,940
1939	1,341	1,765	825	.....	216,443	83,977	23,009	1,194	328,554
1940	1,357	1,641	870	.....	207,446	82,767	21,275	1,007	316,363
1941	1,359	1,534	881	.....	188,561	82,977	18,946	901	295,159
1942	1,350	1,260	901	.....	171,967	77,964	14,818	651	268,911
1943	1,348	1,157	911	.....	177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	39,575	1,959	473,256
1950—June	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1950—December	1,942	1,641	1,912	509	295,075	201,825	44,531	2,403	549,838
1951—June	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952—June	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953—June	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010
1954—June	2,321	1,398	2,064	489	397,090	256,773	42,451	2,850	705,436

*Newcastle included from 1st October, 1930

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

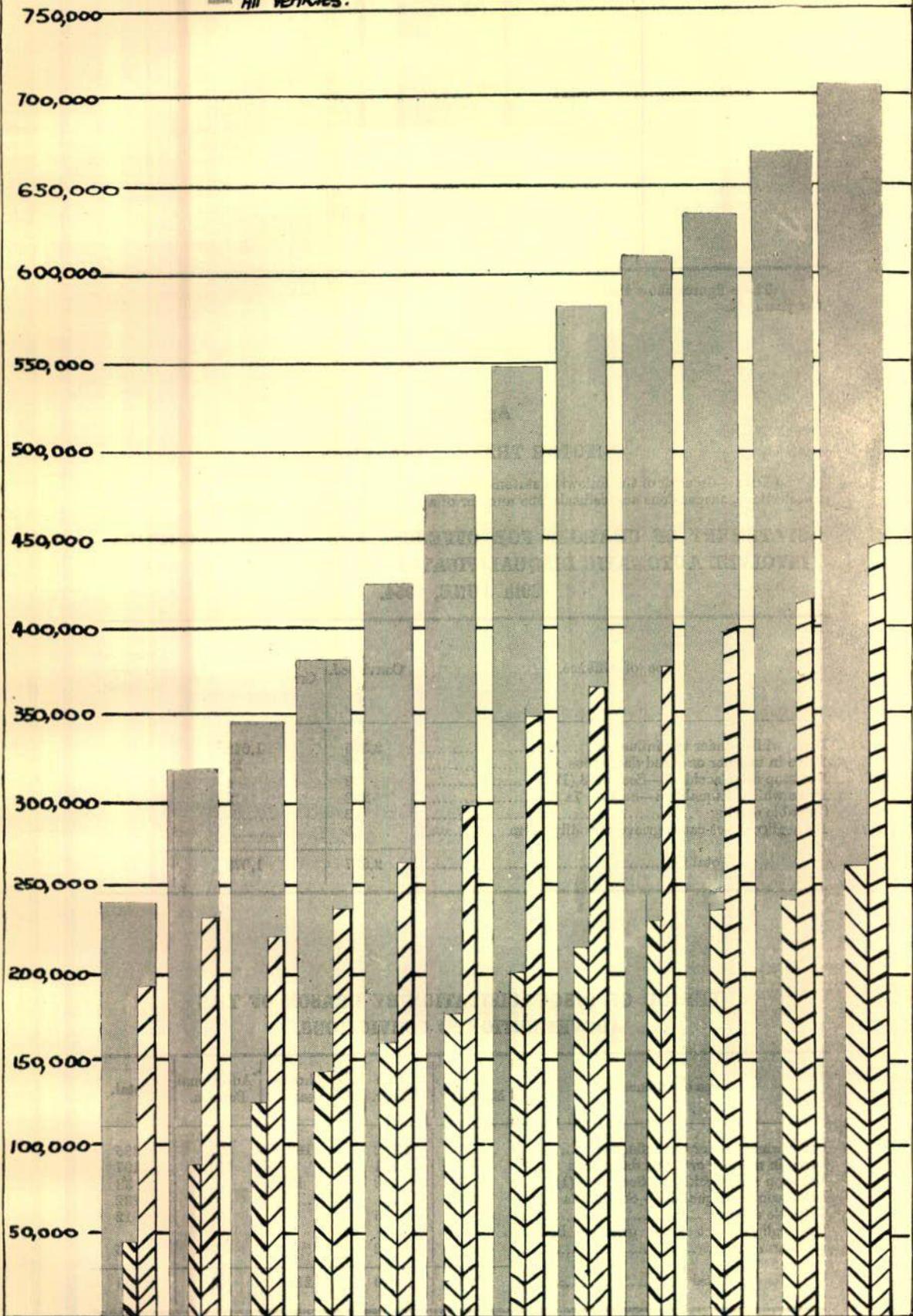
‡ Figures adjusted on a new basis as from 1st October, 1931, to show actual number of vehicles on the road—Numbers slightly deflated as a result.

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

¶ Includes tractors and trailers.

MOTOR VEHICLE REGISTRATIONS

Goods Vehicles.
 Passenger Vehicles.
 All Vehicles.



{ 1930 1940 1946 1947 1948 1949 1950 } 1951 1951 { 1952 1953 1954 }
 as at 31st December { 30th June 31st Dec. } as at 30th June



Appendix 8.

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES.
 During the ten years ended on 30th June, 1954.

Year ended 30th June.	Passenger Vehicles.	Goods Vehicles.	Motor Cycles.	Total.
1945.....	330	3,833	105	4,268
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
	266,298	180,651	45,052	492,001

These figures show that more than two-thirds 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, 1954.**

Type of Offence.	Convicted.	Discharged. (Section 556A, Crimes Act, 1900 as amended).	Unlicensed Drivers Involved.
Drive whilst under the influence	2,395	1,048	194
Drive in manner or speed dangerous	197	25	15
Not stop after accident—Section 8 (1)	32	4	6
Drive whilst disqualified—Section 7A (2)	232	2	234
Culpable driving	12	.....	...
By negligent act cause grievous bodily harm	5	.....	...
Total	2,837	1,079	449

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

Type of Offence.	Six Months.	One Year.	Three Years.	Additional Periods.	Total.
Drive whilst under the influence .....	...	2,152	189	54	2,395
Drive in manner or speed dangerous .....	...	171	6	20	197
Not stop after accident—Section 8 (1) .....	...	19	13	...	32
Drive whilst disqualified—Section 7A (2)...	226	...	...	6	232
Culpable driving .....	...	5	3	4	12
By negligent act cause grievous bodily harm .....	...	2	1	2	5
Total	226	2,349	212	86	2,873

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	221	33	3	251
Drive in manner or speed dangerous ...	25	2	...	14
Not stop after accident—Section 8 (1)	2	1	...	...
Drive whilst disqualified—Section 7A (2)	5	...	...	1
Culpable driving .....	...	...	...	...
By negligent act cause grievous bodily harm .....	...	...	...	...
Total	253	36	3	265
			268	

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

Reason.	Licences Suspended or Cancelled.	Applications Refused.
Drinking habits	29	275
Criminal convictions	77	108
Traffic convictions	245	60
Criminal and Traffic convictions	41	89
Convictions in other States	17	7
Physical disabilities	101	154
Miscellaneous	27	32
Total	537	725

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

Suspensions and Cancellations.		Refusals.	
Allowed.	Disallowed.	Allowed.	Disallowed.
10	10	18	4

**STATEMENT OF SERIOUS OFFENCES WHICH DO NOT INVOLVE
AUTOMATIC DISQUALIFICATION, AND 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.....	19,321	187	300
Negligent driving	6,764	525	60
Fail to stop after accident (Section 8 (3) and 8 (4))	395	19	6
Other offences (cross centre lines, etc.)	27,343	...	83
Total	53,823	731	449

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

Allowed— Disqualifications or Suspensions Raised.	Dismissed— Disqualifications or Suspensions to Stand.
49	30

Appendix 9—continued.

STATEMENT OF SUSPENSION AND CANCELLATION OF MOTOR VEHICLE REGISTRATIONS, AND APPLICATIONS FOR REGISTRATIONS REFUSED BY THE SUPERINTENDENT.

Reasons.	Registrations Suspended.	Registrations Cancelled.	Applications Refused.
Criminal convictions of registered owner, or use of vehicle in commission of crime.....	Nil.	4 cars*	Nil.

* No appeals were made to the Courts in respect of these cancellations.

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—	
	1953-54.	1952-53.
	£	£
Albury	375,930	314,943
Armidale	36,587	27,881
Bathurst	42,912	34,025
Broken Hill	38,280	33,688
Burwood	205,642	199,905
Casino	33,218	29,588
Cessnock	49,486	40,813
Cowra	27,962	23,923
Dubbo	53,593	41,046
*Forbes	24,870	.....
Glen Innes	39,662	31,145
Gosford	45,881	41,625
Goulburn	58,227	50,437
Grafton	54,134	39,688
Griffith	35,102	31,312
Hornsby	54,004	43,745
Inverell	40,519	34,216
Katoomba	24,779	26,920
Kempsey	34,617	29,082
Kogarah	262,416	204,915
Lecton	30,204	26,873
Lismore	79,512	62,242
Lithgow	46,876	40,208
†Liverpool	33,587	.....
Maitland	40,028	37,400
Manly	53,430	43,428
Moree	29,696	29,590
Murwillumbah	34,690	27,258
Newcastle	567,496	433,946
North Sydney	124,067	96,852
Nowra	38,511	33,269
Orange	47,098	36,906
Parkes	26,237	20,406
Parramatta	349,935	276,240
Penrith	34,311	31,579
Queanbeyan	41,398	33,362
Tamworth	66,058	54,352
Taree	41,843	34,497
Wagga Wagga	55,135	46,416
Wollongong	194,405	150,436
Young	35,879	32,332
Totals	£3,508,217	£2,826,489

* Revenue collected since the Registry taken over on 24th August, 1953.

† Revenue collected since the Registry taken over on 23rd November, 1953.

Appendix 12.

STATISTICS OF PRIVATELY OPERATED MOTOR OMNIBUS SERVICES IN THE METROPOLITAN TRANSPORT DISTRICT FOR THE YEAR ENDED 30th JUNE, 1954, COMPARED WITH THE YEAR ENDED 30th JUNE, 1953.

Item.	Year ended 30th June.	
	1954.	1953.
Number of operators	118	121
Number of services	185	186
Number of omnibuses—		
In service	566	560
In reserve	148	144
Total	714	704
Number of petrol omnibuses	430	436
Number of diesel omnibuses	284	268
Total	714	704
Number of single deck omnibuses	684	680
Number of double deck omnibuses	30	24
Total	714	704
Number of employees.....	1,188	1,270
Omnibus mileage.....	18,114,540	18,500,000
Passengers carried	83,294,750	81,924,000
	£	£
Book value of plant	870,785	847,483
Revenue	2,179,500	2,122,864
Expenditure	2,025,647	2,040,750
Nett Profit	153,853	82,114
Included in Expenditure—		
Owners' Wages	89,659	86,079
Depreciation	140,795	145,090
Interest payments on loans, etc.	19,665	21,777
	d.	d.
Revenue per mile	28.876	27.528
Expenditure per mile	26.838	26.472
Nett profit per mile	2.038	1.056

Notes—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-1953.
- (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, 1954, COMPARED WITH THE YEAR ENDED 30th JUNE, 1953.

Item.	Year ended 30th June.	
	1954.	1953.
Number of operators	14	15
Number of services	28	28
Number of omnibuses—		
In service	76	68
In reserve	16	20
Total	92	88
Number of petrol omnibuses	39	39
Number of diesel omnibuses	53	49
Total	92	88
Number of single deck omnibuses	79	76
Number of double deck omnibuses	13	12
Total	92	88
Number of employees.....	181	177
Omnibus mileage.....	2,080,000	2,113,000
Passengers carried	5,343,900	5,350,000
	£	£
Book value of plant	118,938	102,995
Revenue	246,846	224,620
Expenditure	242,989	231,674
Nett loss .....	.....	7,054
Nett profit	3,857	.....
Included in Expenditure—		
Owners' Wages	11,404	8,339
Depreciation	15,859	20,134
Interest payments on loans, etc.	4,829	4,841
	d.	d.
Revenue per mile	28.481	25.521
Expenditure per mile	28.037	26.184
Nett profit per mile .....	.444	.....
Nett loss per mile .....	.....	.672

Notes—

- (i) These figures have been compiled from data supplied by operators in returns furnished under the Transport Act, 1930-1953.
- (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 SUPERINTENDENT OF MOTOR TRANSPORT.

<i>State Transport (Co-ordination) Act, 1931, as amended, and Regulations.</i>	
Drive and operate contrary to terms of licence	649
Drive and operate unlicensed public motor vehicle	159
Not observe conditions of permit	31
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 it in motion when hired	23
Fail to stop taxi-meter on the termination of a hiring	25
Refuse hiring	19
Overcharging passengers	6
Incivility to passengers	7
Overload taxi-cab	2
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	76
Multiple hiring (permitting persons to enter taxi-cabs otherwise than as necessary to carry out hirings)	153
Drive taxi-cab in a prohibited area	58
Miscellaneous offences	26
<i>Motor Traffic Act, 1909, as amended, and Regulations—Motor Vehicles Taxation (Management) Act, 1949, as amended.</i>	
Failure to renew registration or return number plates	170
Unlawful possession of number plates	13
Drive unregistered vehicle and permit unregistered vehicle to be driven	8
Fail to apply for transfer of registrations or to return number plates	12
Drive whilst unlicensed and permit unlicensed person to drive	3
Miscellaneous offences	12
<i>Motor Vehicles (Third Party Insurance) Act and miscellaneous Acts.</i>	
Miscellaneous offences	3

Appendix 15.

ROAD ACCIDENTS IN NEW SOUTH WALES.
STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1954.

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 29,514 (an increase of 21 per cent. over 1952-53), the number of persons killed was 728 (9.8 per cent. increase), and the number of persons injured was 14,660 (17.7 per cent. increase). In the same period the number of motor vehicles registered increased by 5.9 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

Comment.—The number of accidents and the accident rate per 10,000 vehicles registered, were the highest ever recorded. Whilst the number of persons killed was exceeded in 1951-52, the number of persons injured was a record.

The downwards trend in casualties failed to continue (see above).

Appendix 15—continued.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION.

Quarter.	Area.	Accidents.		Persons Killed.		Persons Injured.	
		1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
July-September	City of Sydney	411	413	3	5	156	142
	Suburbs of Sydney ...	3,490	2,828	71	54	1,691	1,479
	Remainder of State...	2,792	2,314	115	91	1,288	1,217
	Sub-total	6,693	5,555	189	150	3,135	2,838
October-December...	City of Sydney	490	385	4	4	150	152
	Suburbs of Sydney ...	3,865	3,197	64	74	2,004	1,586
	Remainder of State...	3,259	2,631	99	87	1,742	1,460
	Sub-total	7,614	6,213	167	165	3,896	3,198
January-March	City of Sydney	471	332	4	2	170	106
	Suburbs of Sydney ...	3,421	3,077	61	74	1,809	1,586
	Remainder of State...	3,219	2,518	112	88	1,659	1,369
	Sub-total	7,111	5,927	177	164	3,638	3,061
April-June	City of Sydney	499	434	3	5	176	143
	Suburbs of Sydney ...	4,012	3,418	90	78	2,080	1,696
	Remainder of State...	3,585	2,835	102	101	1,735	1,523
	Sub-total	8,096	6,687	195	184	3,991	3,362
	Grand Total	29,514	24,382	728	663	14,660	12,459

Comment.—Compared with the previous year the number of accidents increased each quarter, particularly during the October-December and April-June quarters.

Accidents and casualties recorded for the quarter ended June, 1954, were the highest on record

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

	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Under 5	21	19	14	11	311	279	200	164
5 and under 7.....	11	12	2	3	218	220	124	119
7 " " 17.....	29	25	11	16	1,201	871	522	431
17 " " 21.....	74	75	8	10	1,630	1,356	371	327
21 " " 30.....	130	132	13	11	2,809	2,490	620	509
30 " " 40.....	97	58	18	9	1,669	1,392	536	457
40 " " 50.....	70	61	12	15	1,085	873	495	443
50 " " 60.....	51	47	15	12	717	633	427	329
60 and over	104	102	48	44	773	723	486	455
Not stated .....	...	1	...	...	299	260	167	128
Totals	587	532	141	131	10,712	9,097	3,948	3,362

Comment.—More than four times as many males were killed than females during 1953-54. Seventy-three per cent. of all persons killed and injured were males.

Appendix 15—continued.

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS.

Type of Road Users.	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Drivers of motor vehicles	130	116	2	5	2,730	2,135	267	197
Motor cyclists	124	103	...	1	2,145	1,918	13	19
Pedal cyclists	30	39	3	2	989	850	97	112
Passengers (all types)	141	135	76	65	2,828	2,485	2,525	2,033
Pedestrians	160	138	60	58	1,974	1,664	1,043	996
Other classes	2	1	...	...	46	45	3	5
Totals	587	532	141	131	10,712	9,097	3,948	3,362

Comment.—The downward trend in persons killed, which commenced last year, was not sustained.

All classes of road users, with the exception of pedal cyclists, recorded higher fatal figures.

The numbers of all classes of road users injured, except "others", increased considerably during 1953-54, particularly passengers and drivers of motor vehicles.

FEATURES OF ROADWAYS ON WHICH ACCIDENTS OCCURRED.

Location.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
At Intersection—						
Controlled by Police	117	122	...	...	44	42
Controlled by traffic lights	496	270	7	3	195	97
Uncontrolled	11,095	9,231	136	156	4,832	4,240
Sub-total	11,708	9,623	143	159	5,071	4,379
Other than at Intersections—						
Straight road	13,298	10,554	367	305	7,023	5,516
Bend or Curve—						
View open	2,991	2,773	153	135	1,862	1,817
View obscured	445	282	14	23	238	187
Bridge, culvert or causeway	449	349	13	10	191	184
Steep hill	365	578	15	12	194	283
Crest of hill	108	95	7	5	41	35
Railway level crossing—						
Guarded by gates	63	45	3	1	20	10
Guarded by lights	8	8	...	1	1	3
Unguarded	52	45	11	9	12	33
Other locations	24	9	1	...	6	3
Location not stated	3	21	1	3	1	9
Total	29,514	24,382	728	663	14,660	12,459

Comment.—Accidents, persons killed and persons injured on straight roads represent 45 per cent., 50 per cent. and 48 per cent. respectively of the totals.

Accidents and casualties at such location, increased considerably compared with the previous years.

At intersections, increases were recorded in accidents and casualties. However, deaths resulting from accidents at uncontrolled intersections were reduced.

At bends or curves increases in both accidents and casualties are recorded.

Appendix 15—continued.

TYPES OF ACCIDENTS.

Type of Accident.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Collisions between vehicles.....	17,961	14,959	216	201	6,810	5,673
Vehicles overturning or leaving roadway	5,014	4,305	200	191	3,289	3,003
Vehicles colliding with fixed objects	2,516	1,537	71	53	1,082	674
Vehicles colliding with animal(s)	665	629	6	10	165	168
Collisions between vehicles and pedestrians	3,025	2,590	216	186	3,003	2,600
*Passenger accidents	318	348	18	21	296	330
Other accidents	15	14	1	1	15	11
Total	29,514	24,382	728	663	14,660	12,459

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

Comment.—Collisions between vehicles represented 60 per cent. of the total accidents and resulted in 45 per cent. of all casualties.

Considerable increases in accidents and casualties are recorded involving vehicles and fixed objects and vehicles and pedestrians.

Passenger accidents and casualty figures were less than for the previous year.

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	18,442	62.5	323	44.4	7,001	47.8
Riders of motor cycles	1,459	5.0	109	15.0	1,299	8.9
Pedal cyclists	566	1.9	11	1.5	576	3.9
Riders of horses and drivers of horse-drawn vehicles	15	...	1	.1	7	...
Trams	156	.5	...	...	101	.7
Pedestrians	2,160	7.4	135	18.6	2,096	14.3
Passengers	318	1.1	18	2.5	296	2.0
Parties not involved	727	2.5	2	.2	320	2.2
Railway employees	13	...	3	.4	8	...
Riders of billycarts, tricycles, etc.	14	...	...	...	16	.1
Total human failure	23,870	80.9	602	82.7	11,720	79.9
B. Defective equipment of—						
Motor vehicles	2,114	7.2	58	8.0	1,081	7.4
Motor cycles.....	122	.4	4	.5	131	.9
Pedal cycles	96	.3	6	.8	98	.7
Animal-drawn vehicles	5	...	...	...	3	...
Trams	9	...	...	...	6	...
Total defective equipment.....	2,346	7.9	68	9.3	1,319	9.0
C. Miscellaneous factors—						
Animals (including animals which vehicles swerved to avoid).....	769	2.6	7	1.0	229	1.7
Road conditions	2,315	7.9	38	5.2	1,282	8.7
Weather	205	.7	12	1.7	104	.7
Other.....	9	...	1	.1	6	...
Total miscellaneous factors	3,298	11.2	58	8.0	1,621	11.1
GRAND TOTAL	29,514	100%	728	100%	14,660	100%

Comment.—Human errors resulted in more than 80 per cent. of road accidents and the casualties arising from these accidents.

Drivers of motor vehicles were responsible for 82.5 per cent. of the accidents and 48 per cent. of the casualties.

Pedestrians caused 7.4 per cent. of the accidents and 15 per cent. of all casualties.

Riders of motor cycles accounted for 5 per cent. of the accidents and 15 per cent. of the road deaths.

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.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Excessive speed	1,568	1,528	85	91	954	936
Not keeping to the left	1,562	1,170	29	26	684	555
Not giving right of way to other vehicle at intersection	3,824	2,882	9	15	1,246	920
Failing to make right-hand turn at intersection with due care	1,422	1,045	5	8	609	437
Intoxicated	1,297	1,106	43	37	574	515
Inexperience	285	320	7	9	152	180
Inattentive driving	3,834	2,701	82	59	1,449	983
Reversing without due care	625	512	3	4	100	78
Overtaking improperly	733	763	10	7	227	217
Following other vehicle too closely	868	721	...	...	117	123
Infirmity of driver	73	75	7	3	49	54
Driver asleep or drowsy	251	201	11	7	169	143
Dazzled by lights of an approaching vehicle	247	167	6	1	131	105
No hand signal or incorrect signal	164	243	...	1	37	68
Pulling out from kerb suddenly or without warning	558	499	...	...	53	58
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	398	305	2	3	228	134
Crossing railway level crossing without due care	19	25	5	1	5	6
Hit-run drivers (not elsewhere classifiable)...	186	153	6	3	70	55
Other causes	528	459	13	27	147	152
Total	18,442	14,875	323	302	7,001	5,719
Variation	+ 23.9%		+ 6.9%		+ 22.4%	

Average Motor Vehicles Registered.

	1953-54.	1952-53.
Number	640,258	599,658
Variation	+ 6.8%	

Comment.—Accidents and casualties attributed to excessive speed increased although the number of road deaths decreased.

Inattentive driving resulted in the greatest number of accidents and casualties attributed to any one cause. Then followed failure to yield right of way.

Not keeping left and intoxication were also responsible for large numbers of accidents and casualties.

Appendix 15—continued.

2. Accidents attributed to Riders of Motor Cycles.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Excessive speed	221	249	42	31	189	220
Not keeping to the left	103	84	11	5	94	84
Not giving right of way to other vehicle at intersection	235	211	7	8	168	154
Failing to make right-hand turn at intersection with due care	54	41	2	1	47	32
Intoxicated	45	47	4	6	44	51
Inexperience	92	118	5	5	87	121
Inattentive riding	392	292	20	14	366	262
Overtaking improperly	129	126	11	6	127	112
Following other vehicle too closely	59	52	...	...	51	46
Infirmity of rider	4	3	...	...	4	3
Driver asleep or drowsy	5	1	...	1	5	1
Dazzled by lights of an approaching vehicle	18	11	2	...	22	14
No hand signal or faulty signal	9	9	...	...	10	6
Pulling or swinging out from kerb suddenly or without warning	5	6	...	...	4	6
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	50	35	...	...	48	30
Crossing railway level crossing without due care .....	...	3	...	...	...	3
Hit run drivers (not elsewhere classifiable)...	2	5	...	...	2	5
Other causes	36	22	5	4	31	22
Total	1,459	1,315	109	81	1,299	1,172
Variation	+ 10.9%		+ 34.6%		+ 10.8%	

Average Motor Cycles Registered.

	1953-54.	1952-53
Number	43,928	46,422
Variation	- 5.4%	

Comment.—Despite the reduction in the average number of motor cycles registered accidents and casualties caused by this class of road user increased.

Excessive speed was the greatest single cause of road deaths, but inattentive riding resulted in more accidents and casualties.

Failure to yield right of way at intersections, overtaking improperly and not keeping to the left were amongst the principal causes of accidents and casualties.

Appendix 15—continued.

3. Accidents attributed to Pedal Cyclists.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Excessive speed having regard to conditions	24	12	...	2	20	10
Not keeping to the left	43	43	...	4	46	44
Not giving right of way to other vehicle at intersection	80	54	3	4	78	51
Failing to make right-hand turn at intersection with due care	31	38	...	1	34	34
Intoxicated	5	6	...	...	5	6
Inexperience	19	22	2	...	17	22
Inattentive riding	190	147	2	3	191	147
Overtaking improperly	24	17	...	1	23	17
Following other vehicle too closely	9	7	...	...	9	6
Infirmity of rider	10	5	1	...	9	6
Dazzled by lights of an approaching vehicle	2	...	...	...	2	...
Failing to signal intention of turning or stopping, or giving incorrect signal	30	27	...	1	31	26
Pulling or swinging out from kerb suddenly or without warning	9	10	...	...	9	10
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	14	6	...	...	17	6
Other causes	76	62	3	4	79	60
Total	566	456	11	20	576	445
Variation	+ 24.1%		— 45%		+ 29.4%	

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

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Intoxicated	4	4	...	...	2	2
Inattentive driving .....	...	5	...	...	...	4
Other causes	11	15	1	1	5	6
Total	15	24	1	1	7	12
Variation	— 37.5%		.....		— 41.7%	

Comment.—Increases were recorded in accidents and casualties caused by pedal cyclists, although considerable improvement was noted in the road death figures.

The greatest single cause of accidents and casualties was inattentive riding and failure to yield right of way at intersections resulted in comparatively large numbers of accidents and casualties.

Considerable improvement is noted in the figures relating to Animal-drawn Vehicle Drivers and Riders of Animals.

Appendix 15—continued.

5. Accidents attributed to Pedestrians.—

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Walking across roadway without due care ...	692	706	54	45	660	690
Running across roadway	302	183	11	10	309	187
Passing behind or in front of moving or stationary vehicle or object	260	212	20	11	248	210
Stepping off kerb without due care	41	16	3	2	38	15
Intoxicated	243	197	14	13	238	191
Infirmity (including aged)	19	40	1	9	18	32
Sudden illness	3	2	...	...	3	2
Child (7 years of age and over) playing on roadway	28	21	1	...	29	23
Child under 7 years of age not under, or breaking away from the supervision of an older person	456	379	21	17	442	369
Boarding vehicle on wrong side	3	11	...	1	3	10
Boarding vehicle in motion	33	34	...	3	33	31
Other causes	94	98	10	7	91	98
Total	2,174	1,899	135	118	2,112	1,858
Variation	+ 14.5%		+ 14.4%		+ 13.7%	

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

6. Accidents attributed to Passengers.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
Alighting from vehicle in motion	96	91	1	5	96	87
Falling from vehicle in motion	93	110	12	11	84	105
Riding improperly	20	23	1	2	19	22
Alighting from vehicle on wrong side	10	19	...	...	10	19
Intoxicated	28	34	2	1	25	34
Infirmity	4	4	1	1	4	4
Interfering with driver's control	15	24	1	...	11	21
Other causes	52	42	1	1	47	37
Total	318	347	18	21	296	329
Variation	-8.4%		-14.3%		-10.0%	

Comment.—Failure on the part of pedestrians to exercise care in crossing the roadway resulted in almost 60 per cent. of the road accidents and more than 50 per cent. of the casualties attributed to this class of road user.

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

Appendix 15—continued.

7. Accidents caused by Defective Equipment of Vehicle.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
7. Motor vehicle defects (other than motor cycles)—						
Defective brakes	559	462	9	9	197	169
Defective steering	521	394	15	4	335	276
Tyre blowout	400	301	12	11	251	170
Inadequate or no headlamps	82	144	8	5	48	113
Defective or absence of rear lamp	31	39	...	1	17	14
Excessive height or weight of loading ...	7	13	...	1	2	6
Loose, insecure or projecting loading ...	61	43	4	...	22	17
Other motor vehicle defects	453	318	10	7	209	149
Total	2,114	1,714	58	38	1,081	914
Variation	+ 23.3%		+ 52.6%		+ 18.3%	
8. Motor cycles defects—						
Defective brakes	23	28	...	...	29	28
Defective steering	8	11	1	...	5	12
Tyre blowout	23	22	...	1	26	29
Inadequate or no headlamp	29	38	2	3	34	41
Defective or absence of rear lamp	1	4	...	...	1	3
Other motor cycle defects	38	37	1	3	36	32
Total	122	140	4	7	131	145
Variation	- 12.9%		- 42.9%		- 9.7%	
9. Pedal cycle defects—						
Defective or absence of brakes	30	30	2	2	29	30
Defective steering	2	3	...	...	3	3
Inadequate or no headlamp	39	35	3	4	41	31
Rear lamp defective or no reflector ...	15	11	1	1	15	10
Other pedal cycle defects	10	19	...	...	10	19
Total	96	98	6	7	98	93
Variation	- 2.0%		- 14.3%		+ 5.4%	
10. Animal-drawn vehicle defects—						
Defective harness .....	...	1	...	...	...	1
No side or rear lamps	5	4	...	...	3	1
Other defects .....	...	3	...	...	...	2
Total	5	8	...	...	3	4
Variation	- 37.5%		.....		- 25%	
Total accidents caused by defective equipment	2,337	1,960	68	52	1,313	1,156
Variation	+ 19.2%		+ 30.8%		+ 13.6%	

Comment.—Considerable increases in accidents and casualties, particularly in road deaths have been recorded.

Brakes, steering and tyres were the items responsible for the majority of accidents and casualties attributed to defective equipment.

Appendix 15—continued.

Miscellaneous Causes.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
11. Accidents attributed to animals—						
Horse, cow, etc., straying in roadway ...	517	473	4	7	108	90
Animals (in vehicle) falling, shying or bolting	22	32	1	1	9	13
Animal (ridden) falling, shying or bolting	23	26	1	1	12	17
Dog, cat, etc., crossing roadway	33	45	1	2	28	36
Other animal causes	19	13	...	1	5	7
Total	614	589	7	12	162	163
Variation	+ 4.2%		— 41.7%		— 0.6%	
12. Accidents attributed to road conditions—						
Road surface loosely gravelled	699	565	17	21	464	421
Road in bad repair	182	240	2	8	114	155
Road surface wet or slippery	985	699	12	10	478	313
Obstruction in road	103	79	1	...	77	50
Stationary vehicle dangerously placed...	72	39	2	1	38	15
Other road faults	274	278	4	1	113	174
Total	2,315	1,900	38	41	1,282	1,128
Variation	+ 21.8%		— 7.3%		+ 13.6%	
13. Accidents attributed to weather—						
Vision obscured by rain, snow, fog, mist, dust, etc.	149	104	6	4	78	57
Glaring sun	39	65	1	2	15	29
Attributed to cyclone, hurricane, wind or rain, etc.	13	13	5	1	10	5
Other weather causes	4	2	...	...	1	1
Total	205	184	12	7	104	92
Variation	+ 11.4%		+ 71.4%		+ 13.0%	

Comment.—The presence of straying stock upon the public streets has again caused large numbers of accidents and casualties, regard being had to the totals recorded in this section.

Wet or slippery road surfaces and those loosely gravelled caused over 70 per cent. of the accidents and casualties attributed to road conditions.

Increased accidents and casualties have been caused by weather conditions principally through the vision of drivers being obscured.

Appendix 15—continued.

Miscellaneous Causes—continued.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1953-54.	1952-53.	1953-54.	1952-53.	1953-54.	1952-53.
14. Accidents attributed to parties not involved—						
Swerving to avoid vehicle	494	302	2	1	241	147
Swerving to avoid pedestrian	81	80	...	2	32	28
Swerving to avoid animal or straying stock	155	111	...	1	67	50
Stopping suddenly to avoid collision ...	142	131	...	...	44	39
Other accidents attributed to parties not involved	10	5	...	...	3	...
Total	882	629	2	4	387	264
Variation	+ 40.2%		— 50%		+ 46.6%	
15. Other Causes—						
(a) Trams responsible—						
Brakes failing on tram	7	20	...	...	6	11
Other tram defects	2	7	...	...	...	6
Tram started before passenger properly boarded, alighted or seated	11	15	...	...	11	16
Error of judgment by tram driver ...	25	41	...	...	2	7
Inattentive driving	96	96	...	3	68	63
Other causes	24	5	...	...	20	8
Total	165	184	...	3	107	111
Variation	— 10.3%		— 300%		— 3.6%	
(b) Railways responsible—level crossings—						
Gatekeeper omitting to close gate, etc.	7	5	3	1	6	1
Other causes	6	...	...	...	2	...
Total	13	5	3	1	8	1
(c) Other causes.....	9	15	1	...	6	9
GRAND TOTAL ALL CAUSES ...	29,514	24,382	728	663	14,660	12,459
Variation	+ 21.0%		+ 9.8%		+ 17.7%	

Comment.—Accidents and casualties resulting from attempts to avoid collisions increased considerably.

Through faulty road behaviour on the part of other drivers, 494 accidents occurred and 243 persons were killed or injured during 1953-54.

Reductions have been recorded in accidents and casualties for which trams and their drivers have been held responsible.

Appendix 16.

**LOCATIONS AT WHICH TRAFFIC CONTROL LIGHT SIGNALS WERE
INSTALLED DURING THE YEAR ENDED 30th JUNE, 1954.**

Bronte Road and Birrell Street, WAVERLEY.

Parramatta Road and Norton Street, LEICHHARDT.

Balmain, Austenham and Abattoir Roads, LEICHHARDT.

Bronte Road, Ebley and Brisbane Streets, WAVERLEY.

Parramatta, Missenden and Lyons Road, CAMPERDOWN.

Alison Road and Avoca Street, RANDWICK.

Wyndham and Buckland Streets, ALEXANDRIA.

Avoca Street, Belmore Road and High Street, RANDWICK.

New Canterbury Road, Crystal Street and Stanmore Road, PETERSHAM.

Victoria Road and Darling Street, ROZELLE.

Miller and Bank Streets, PYRMONT.

Hume Highway at YAGOONA RAILWAY STATION.

Parramatta Road and Knight Street, HOMEBUSH.

Prince's Highway and Railway Road, ST. PETERS.

Pacific Highway, Ryde Road and Mona Vale Road, PYMBLE.

Bunnerong Road opposite DACEYVILLE PUBLIC SCHOOL.

Belmore and Alison Roads and Cook Street, RANDWICK.

Holdsworthy Bridge, LIVERPOOL.

Miller and Ernest Streets, NORTH SYDNEY.

Great Western Road, Church and Junction Streets, PARRAMATTA.

Prince's Highway and Park Road, KOGARAH.

Fitzroy, Bourke and Foveaux Streets, SURRY HILLS.

Oxford, Dowling and Victoria Streets and Barcom Avenue, DARLINGHURST.

Old Botany Road and Coward Street, MASCOT.

Pacific Highway and Rocklands Road, NORTH SYDNEY.

Bexley Road and William Street, CLEMTON PARK.

Parramatta Road and Walker Street, FIVE DOCK.

Crown and Campbell Streets, SURRY HILLS.

Burwood Road and Lakemba Street, BELMORE.

Botany Road, Buckland and Wellington Streets, ALEXANDRIA.

Appendix 17.

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1954.**

Metropolitan Transport District.

Item.	Motor Omnibuses.	Taxi-cabs.	Private Hire Cars.	Totals.
Vehicles registered at 30th June, 1954	714	2,238	470	3,422
Inspections made	5,347	8,490	491	14,328
Repair notices issued	1,016	537	5	1,558
"Not to Use" notices issued*	80	420	1	501
Vehicles passed as fit after repairs	74	419	5	498

Newcastle Transport District.

Vehicles registered at 30th June, 1954	92	83	19	194
Inspections made	576	479	54	1,109
Repair notices issued	176	90	5	271
"Not to Use" notices issued*	6	5	...	11
Vehicles passed as fit after repairs	5	5	5	15

City of Greater Wollongong Area.

Inspections made	336	617†	...	953
Repair notices issued	47	87†	...	134
"Not to Use" notices issued*	3	18†	...	21

Country Districts.

Inspections made‡ .....	.....	.....	.....	4,698
Repair notices issued .....	.....	.....	.....	631
"Not to Use" notices issued* .....	.....	.....	.....	57

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

† Includes private hire cars.

‡ This figure covers motor omnibuses, taxi-cabs, private hire cars, service vehicles and tourist vehicles.

