

1962
(SECOND SESSION)

PARLIAMENT OF NEW SOUTH WALES

REPORT
OF THE
COMMISSIONER FOR MOTOR
TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1962

Ordered to be printed, 13 November, 1962

Wholly set up and printed in Australia by
VICTOR C. N. BLIGHT, GOVERNMENT PRINTER, SYDNEY, NEW SOUTH WALES

1963

This report is furnished, pursuant to law, to inform the Parliament and people of New South Wales of the activities, in the tenth year of its separate existence, of the Department of Motor Transport and to convey an understanding of continuing works designed to give effect to public policies regarding road transport administration and control, provision of traffic facilities, and road safety.

A brief history of these matters appears on page 67.



Sydney, 31st October, 1962.

The Hon. J. M. A. McMahon, M.L.A.,
Minister for Transport,
Parliament House, Sydney.

Dear Mr. McMahon,

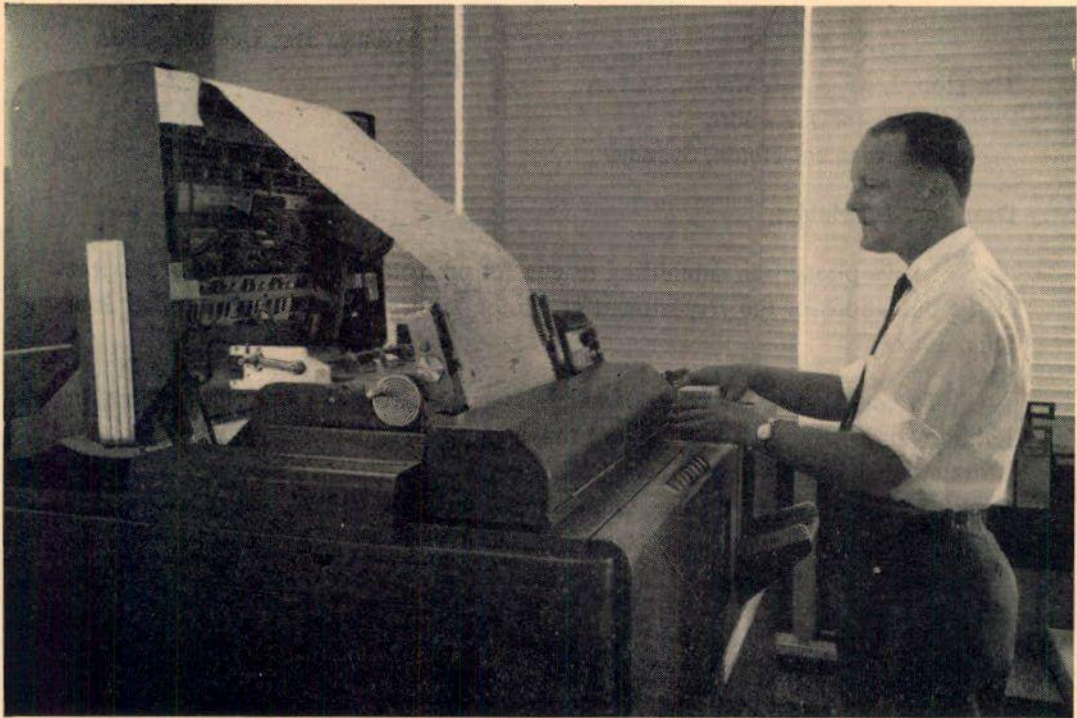
I have pleasure in submitting to you for presentation to Parliament a report of the operations of the Department of Motor Transport for the year ended 30th June, 1962.

To convey a better understanding of my Department's work this report, in addition to describing in some detail the work of the year under review, includes information which provides a background of the Department's responsibilities and functions. The report, as usual, is arranged in sections, each of which is preceded by a summary of its main features.

That the Department's responsibilities have been met and its functions successfully carried out reflects on officers at all levels considerable credit which it is my pleasure to acknowledge.

Yours faithfully,

W. A. Baer
Commissioner.



Huge increases in routine clerical operations resulting from ever-increasing numbers of vehicles and drivers have been matched by increasing use of modern office machinery. An extensive installation of punched-card equipment has been established, and advantage is being taken of further advances in electronic data-processing techniques. The equipment shown is preparing renewal notices at the rate of 40 per minute and can record up to 900 payments per hour.

TABLE OF CONTENTS

	Page
INTRODUCTION—	
Summary of Administrative Functions of Department of Motor Transport	6
SECTION ONE—FINANCE—	
Nature and Purpose of Various Funds; Total Revenue; Results for each Fund	7
SECTION TWO—VEHICLES AND DRIVERS—	
Legal requirements; Motor Registries; Third Party Insurance; Statistics; Traffic Breaches	12
SECTION THREE—PUBLIC TRANSPORT SERVICES—	
General Policy; Goods Vehicle Operations; Buses, Taxi-cabs, Private Hire Cars and Tourist Vehicles; Ferries; Aircraft	14
SECTION FOUR—LEGAL AND ADMINISTRATIVE—	
New Acts and Regulations; Legal Proceedings; National Traffic Code; various Standing Committees and Conferences	21
SECTION FIVE—ROAD SAFETY—	
General Policy; the Year's Work; Road Accident Statistics; Traffic Signals and Traffic Engineering; Vehicle Fitness	26
SECTION SIX—PREMISES, EQUIPMENT AND STAFF—	
Building Activity; New IBM Computer; Two-way Radio; Staff Training and Amenities	34
SECTION SEVEN—APPENDICES—	
Information in Detail, particularly Statistics	39
(An Index to Appendices appears on page 39)	

MAIN ADMINISTRATIVE FUNCTIONS AND TITLES OF RELATED ACTS OF PARLIAMENT

Registration of motor vehicles and licensing of drivers—

Motor Traffic Act, 1909-61

Collection of tax payable in connection with registration of vehicles—

Motor Vehicles Taxation Act, 1951-59

Motor Vehicles Taxation (Management) Act, 1949-56

Administration of compulsory third-party insurance scheme and collection of premiums for insurance effected with Government Insurance Office—

Motor Vehicles (Third Party Insurance) Act, 1942-57

Collection of road maintenance charges payable on journeys by certain heavy motor lorries—

Road Maintenance (Contribution) Act, 1958

Regulation of commercial goods-carrying and passenger-carrying road services; licensing of commercial intrastate aircraft, and of passenger ferries operating in Port Jackson—

Transport Act, 1930-60

State Transport (Co-ordination) Act, 1931-56

Provision of traffic control light signals, traffic signs, roadmarkings and other traffic facilities; road safety activities—

Transport Act, 1930-60

Motor Traffic Act, 1909-61

Licensing of dealers in second-hand motor vehicles and parts—

Second-hand Motor Dealers Act, 1956

Licensing of paid motor vehicle driving instructors—

Motor Vehicle Driving Instructors Act, 1961

SECTION ONE

FINANCIAL RESULTS

EXPLANATION

Names and Purposes of Various Funds

Amounts collected by the Department of Motor Transport are, by law, paid into separate Funds of the Treasury as described later.

They are applied as prescribed, usually on activities closely related to traffic control and roads, and to meet administrative costs.

Subsequent paragraphs describe each Fund, summarise results for the report year and indicate Appendices containing detailed figures.

Interstate Trade

Vehicles used exclusively for the purposes and in the course of interstate trade are not, by decision of the High Court, subject to the ordinary vehicle registration *tax*.

Similarly, charges under the State Transport (Co-ordination) Act in respect of road journeys in competition with the railways are not payable on interstate operations.

However, vehicles so used must comply with roadworthiness and safe-driving requirements, must be registered and are subject to the Road Maintenance (Contribution) Act, described in some detail later. The vehicles are distinguished by special number plates with the prefix "IS" and, on 30th June, 1962, numbered 1586.

Total Collections

The total of all collections this year was £28,398,675—£1,554,730 more than last year.

Appendix 2 summarises results under main headings (for example, tax, ton-mileage charges and registration fees).

MAIN ROADS FUND

Sources of Revenue

★ Tax (as distinct from fees—see Road Transport and Traffic Fund) paid upon registration of motor vehicles other than public vehicles in the Transport Districts. (The tax paid on these public vehicles is paid into the Public Vehicles Fund—see page 8); and

★ All ton-mileage charges collected under the Road Maintenance (Contribution) Act—see page 10.

Application

The Fund meets, from the tax collected upon registration (and *not* from the ton-mileage charges), the cost of administering the Road Maintenance (Contribution) Act. The balance, plus all ton-mileage charges then forms part of the income of the Department of Main Roads.

Results for the Year

	£	£
Tax received (After Refunds)	9,308,768	
Less—Administrative Costs (Road Maintenance) ..	295,968	
Net Tax Proceeds		9,012,800
Ton Mileage Charges (after Refunds)		3,602,579
Total (Paid to Roads Funds)		£12,615,379

Tax revenue and ton-mileage charges were higher than last year by 4·7 per cent. and 2·5 per cent. respectively.

For information in detail, see:—

- ★ Appendix 2 for tax collections (including tax on public vehicles).
- ★ Appendices 7 and 8 for administrative costs of Road Maintenance (Contribution) Act and collections thereunder month by month.

ROAD TRANSPORT AND TRAFFIC FUND

Sources of Revenue

All fees (as distinct from tax—see page 7) for vehicle registrations; fees for driving licences; and miscellaneous fees and charges, including the commission paid by the Government Insurance Office on third-party insurance premiums collected on its behalf by this Department.

Application

Payments are principally towards administrative costs of the Department of Motor Transport and of Police services on traffic and Motor Registry duties.

Other expenditure is on traffic facilities and road safety activities. Pursuant to Section 202 of the Transport Act, any unexpended balance is paid to the Country Main Roads Fund.

Results for the Year

Note.—An audited detailed statement appears as Appendix 3.

★ <i>Receipts:—</i>								£
Registration, Licence and other Fees	..	..	..	..	..	..	..	3,855,986
Commission (on G.I.O. premiums)	..	..	..	..	..	..	..	109,393
Sundry	..	..	..	..	..	..	..	90,190
Total..	..	..	..	..	..	..	..	<u>£4,055,569</u>
★ <i>Payments:—</i>								£
Administrative Costs (D.M.T.)	..	..	..	..	..	..	..	1,749,951
Police Services	..	..	..	..	..	..	..	1,918,712
Traffic Facilities	..	..	..	..	..	..	..	358,384
Sundry	..	..	..	..	..	..	..	28,522
Total..	..	..	..	..	..	..	..	<u>£4,055,569</u>

Notes

Cost of Police Services not Fully Met—The agreed cost of Police services was £2,186,136. £153,030 of this was debited to the State Transport (Co-ordination) Fund and £61,138 was offset by contributions from certain Councils for parking meter enforcement costs.

However the balance of the charge (£1,971,968) exceeded the amount available from the Road Transport and Traffic Fund and a deficiency of £53,256 resulted. There was, of course, no unexpended balance for transfer to the Country Main Roads Fund.

Other Expenditure on Administrative Costs.—The amount shown above as “Administrative costs (D.M.T.)” does not cover all the Department’s operating expenses.

Further expenditure, for particular activities, is met from the Main Roads Fund (see previous paragraphs and Appendix 7) and the State Transport (Co-ordination) Fund (see later paragraphs and Appendix 6).

PUBLIC VEHICLES FUND

Explanatory

Under the Transport Act, buses, taxi-cabs, private cars and vans in specified areas adjacent to Sydney, Newcastle and Wollongong (known as “Transport Districts”) are subject to an additional registration as well as other special requirements. These measures and the three Transport Districts are described in Section 3.

Sources of Revenue

- ★ Tax paid on registration of the public vehicles in Transport Districts.
- ★ An allocation, from the Commonwealth road funds grant, to offset loss to this Fund resulting from reduction in registration tax on diesel buses. (See paragraph headed “Notes”.)
- ★ Fees for licences for the bus services. (These licences are distinct from the licences for the buses themselves and are termed “service licences”.)

Application

★ Reduction of capital debt of services operated by the Department of Government Transport. (Equal to half the service licence fees for the Metropolitan and Newcastle bus services.)

★ Assistance to authorities (usually Councils) responsible for roads used by the buses. (This accounts for all the bus tax and the balance of the service licence fees.)

★ Payments towards cost of traffic signals of amount received as registration tax on public vehicles other than buses. (For particulars of other amounts spent on traffic signals see paragraph headed "Notes".)

Results for the Year

Note.—An audited detailed statement appears as Appendix 4.

★ Receipts:—								£
Tax (Buses)	..	..	..	..	..	..	..	187,306
Allocation from Federal Roads Grant	..	..	..	..	..	..	..	109,000
Tax (Other Vehicles)	..	..	..	..	..	..	..	53,300
Service Licence Fees	..	..	..	..	..	..	..	33,144
Total..	..	..	..	..	..	..	..	£382,750
★ Payments:—								£
Capital Debt Reduction (Government Transport Services)	..	..	..	..	..	..	..	15,542
Assistance to Road Authorities	..	..	..	..	..	..	..	311,563
Traffic Signals	..	..	..	..	..	..	..	56,973
Total..	..	..	..	..	..	..	..	£384,078

A balance of £103,692 brought forward from 1960-61 was held in the Fund at the start of the year; and a balance of £102,364 remained as at 30th June, 1962.

Notes

Allocation from Commonwealth Roads Grant.—The Federal tax on motor fuel, which is a major source of the funds granted to the States for roads, did not apply to diesel fuel until several years ago. Registration tax on diesel vehicles was therefore higher than for petrol vehicles.

Following extension of the fuel tax to diesel fuel, the registration tax on diesel vehicles was reduced to the level for petrol vehicles, the loss to State revenue being offset by increased Federal grants.

An allocation from such grants, based on buses in service, is made to the Public Vehicles Fund and is treated as bus tax.

Traffic Signals Expenditure.—The amount available from the Public Vehicles Fund for traffic signals was insufficient to meet the greatly accelerated installation programmes of this and the previous year. Consequently substantial allocations from the Road Transport and Traffic Fund were made.

Section 5 (Traffic Facilities) gives particulars of this work and Appendix 3 contains details of such allocations.

STATE TRANSPORT (CO-ORDINATION) FUND

Explanatory

The State Transport (Co-ordination) Act regulates commercial passenger-carrying and goods-carrying transport services and imposes charges on certain journeys in competition with Government transport services (rail and bus).

The Act, and administrative policies in regard to it, are dealt with fully in Section 3.

By decision of the High Court, the Act does not apply to vehicles operating exclusively in the course and for the purposes of interstate trade. In consequence, substantial amounts of charges paid on interstate journeys prior to the Court's decision have had to be refunded. Further similar payments are expected and a substantial reserve has been retained in the Fund to provide for them.

Sources of Revenue

The Fund receives the fees for licences and permits under the Act, charges on competitive journeys and fines and Court awards arising from breaches of the Act and Regulations.

Application

After the cost of administering the Act has been met (and the above reserve for refunds has been provided), the balance is paid to the Government Railway and Bus Revenue. The Act enables similar payments to the country section of the Main Roads Fund.

Results for the Year

Note.—An audited detailed statement appears as Appendix 6.

★ Receipts:—										£
Fees	..	..	..	..	..	..	..	..	..	183,980
Charges (Goods)	..	..	..	..	..	..	..	..	..	1,358,070
Charges (Passengers)	..	..	..	..	..	..	..	..	..	26,715
Other	..	..	..	..	..	..	..	..	..	10,618
Total..	..	..	..	..	..	..	..	..	..	£1,579,383
★ Payments:—										
Administrative Costs—										£ £
Dept. of Motor Transport	..	..	..	..	..	..	..	..	..	300,951
Police	..	..	..	..	..	..	..	..	..	153,030
										453,981
Payments to Revenue of—										
Railways	..	..	..	..	..	..	..	..	..	1,000,000
Government Buses	..	..	..	..	..	..	..	..	..	980
										1,000,980
Refunds on Interstate Journeys	..	..	..	..	..	..	..	..	..	152,640
Total..	..	..	..	..	..	..	..	..	..	£1,607,601
★ Balance (Including Reserve for Refunds)										£842,177

ROAD MAINTENANCE CHARGES

Requirements of Road Maintenance (Contribution) Act

Mileage Charge Payable.—The Act, which commenced on 1st May, 1958, requires owners of commercial lorries with a load capacity exceeding 4 tons to pay a charge towards compensation for wear and tear caused by the vehicles to the public roads. It applies to interstate as well as intrastate journeys and to empty as well as loaded running.

Returns and "Arrangements".—Returns of journeys and mileages must be lodged each month, and the charges paid by the 14th day of the following month. However "arrangements"—enabling simpler records and less frequent payments—may be entered into provided the amount of charge is not reduced or payment postponed for more than three months.

Rate of Charge.—The rate per mile is one-third of a penny per ton of the sum of the tare of the vehicle plus 40 per cent. of its load capacity. Fractions of hundredweights and of miles are disregarded.

Proceeds Used for Roads.—One-fifth of the charges received is paid into the County of Cumberland section of the Main Roads Fund and four-fifths to the country section of that Fund—see page 7. This money may be used only on maintenance of streets which are, respectively, inside and outside the County of Cumberland.

Administrative Charges not Deducted.—Administrative costs are *not* paid for out of road maintenance charge collections. They are met (in proportions of one-fifth and four-fifths, respectively) from vehicle registration tax paid, as explained on page 7, into the County of Cumberland section and the country section of the Main Roads Fund.

Concession for Vehicles Subject to this Act

Motor registration tax was halved—as from commencement of the Act for primary producers' vehicles and as from 1st January, 1960, for other liable vehicles.

Charges under the State Transport (Co-ordination) Act for journeys in competition with the railways are reduced by the amount of road maintenance charge for the competitive distance.

Validity of Act Upheld

During the year the legislation withstood a further challenge, by way of High Court action, to its validity. Certain operators, who withheld payment of charges pending this decision, are now meeting their obligations under the Act.

Enforcement

Close attention to enforcement continued. Checks of records of operators working under "Arrangements" or in particular industries disclosed errors and evasions which led to cancellation of 31 "Arrangements" and collection of £75,000 for undisclosed mileage.

Increased checking of vehicles generally, including more patrols which also extended to remote parts of the State, is indicated by the submission of well over 1,000,000 "sighting" reports as compared to 750,000 last year.

Reciprocal arrangements with authorities in other States assisted in this work, and with action leading to collection of substantial amounts of evaded charges and prosecution of offenders. Execution of commitment warrants against residents of other States for unpaid fines was facilitated by the full-time services of a member of the Police Force.

Stepped-up enforcement, more effective means for dealing with interstate cases and the failure of a further challenge to the validity of the Act (mentioned earlier) are expected to promote a more satisfactory attitude towards the relatively small number of persons who attempt to evade the Act.

Convictions numbered 10,273 (10,713 last year). Appendix 9 gives details.

Results for the Year

★ Vehicles and Receipts:—		At 30th June	
		1961	1962
Liable vehicles recorded—			
Intrastate		37,374 (86 per cent.)	37,557 (85 per cent.)
Interstate		6,165 (14 per cent.)	6,601 (15 per cent.)
Total		<u>43,539</u>	<u>44,158</u>
		Year ending 30th June	
		1961	1962
Charges received (including "Arrangement" cases)—		£	£
Intrastate		2,558,713 (72·6 per cent.)	2,620,550 (72·5 per cent.)
Interstate		966,102 (27·4 per cent.)	992,899 (27·5 per cent.)
Total		<u>3,524,815</u>	<u>3,613,449</u>

Appendix 8 shows receipts, month by month.

★ "Arrangement" Cases—	No. in force	Vehicles covered	Charges paid £
This year	933	11,293	1,440,929 (41·5 per cent.)
Last year	911	11,341	1,369,546 (48·8 per cent.)

The charges paid are included in the total shown in the previous table. These figures do not include primary producers' and certain other vehicles (5,115 this year; 4,341 last year) covered by "arrangements" but making little use of public streets.

★ Administrative Costs—

	£
This year	295,968—equal to 8·2 per cent. of collections.
Last year	286,344—equal to 8·1 per cent. of collections.

This compares favourably with results in other States and is satisfactorily constant taking into account the appointment this year of 10 additional inspectors and the resultant increase in revenue.

Appendix 7 gives details of administrative costs for this year and last year.

SECTION TWO

VEHICLES AND DRIVERS

REGISTRATION OF VEHICLES AND LICENSING OF DRIVERS

Requirements Summarised

Vehicles.—Under the Motor Traffic Act, all motor vehicles (except a few exempt classes of vehicles) must be registered. Other laws require that, before registration can be completed, motor vehicle tax must be paid and third-party (bodily injury) insurance (as described in a later paragraph) must be effected.

Drivers.—The Motor Traffic Act also requires all motor vehicle drivers (except a few exempt classes of drivers) to be licensed. The licence system provides for learner's permits and several different classes of licences which (as detailed in Appendix 14) distinguish between vehicles according to whether they are light or heavy or in private or public use.

A practical driving test and eyesight test must be passed before an original licence of any class can be obtained. Oral tests of knowledge of the traffic regulations are given to persons obtaining licences for the first time and some types of licences (e.g. for public vehicles) are issued only to experienced drivers.

Motor Registries

Local Facilities Provided.—Motor Registries are established throughout the State to provide most areas with facilities for local transaction of most classes of registration and licence business and attention to requirements under the State Transport (Co-ordination) Act and the Road Maintenance (Contribution) Act.

Number and Location.—The 254 suburbs and country centres with Registries are listed in Appendix 10.

Two additional Registries (at Ryde and Tambar Springs) were appointed this year, and a Registry was established at Lightning Ridge when the Police Station and Registry at New Angledool was closed.

Registry Operations.—Most Registries are at Police Stations and the work is handled in conjunction with other Police duties.

However, the Registries in Sydney suburbs and most of the larger country centres (some of which are substantial establishments) are conducted by officers of this Department. For the sake of convenience they are often referred to as "Departmental" Registries.

"Departmental" Registries now number 48 and are estimated to attend to between 85 per cent. and 90 per cent. of all business transacted at Registries. Collections at them—which this year totalled £11,892,710, an increase of £1,425,331 for the year—are given in detail in Appendix 11.

Registries are inspected frequently in the interests of efficiency.

30 "Departmental" Registries are now equipped with cash registers.

Third Party Insurance

Scope of Insurance.—The insurance required under the Motor Vehicles (Third Party Insurance) Act (and mentioned earlier) is against the liability of the owners and drivers for damages payable to other persons for injuries caused by the vehicle or arising from its use. The insurance must be effected with an "authorised insurer" under the Act.

Role of Government Insurance Office.—Although there were, on June 30th 1962, 78 authorised insurers, the Government Insurance Office continued to conduct the bulk of third-party insurance business (approximately 90 per cent.).

The premiums may be (and usually are) paid to this Department at the same time as other amounts due for registration. Net collections made in this way on behalf of the Government Insurance Office this year totalled £9,625,245. A commission of £109,393 was received in this connection.

Premium Rates.—Regulations under the Act prescribe *maximum* premiums. Adverse claims experience by insurers during the year obliged the Government to amend the Regulations to increase, as from 1st June, 1962, the premiums in most classifications. The rates previously prevailing had been in force since 1st January, 1960.

Other Amendments to Regulations.—Section 4 describes the effect of other changes in the Regulations during the year.

Statistics

Detailed Statistics.—Appendix 12 gives information in detail as to registrations now current and in force at intervals since 1910; and of brand-new vehicle registrations. Appendix 14 contains corresponding information as to drivers' licences.

Total Vehicle Registrations in Force.—On 30th June, 1962, motor vehicle registrations had risen to the further record level of 1,201,765—an increase for the year of 59,526.

The rate of increase (at 5·2 per cent.) was again less than for the previous year (6·1 per cent.) and continued the slight but definite down-turn noted since 1959-60, when the increase rate stood at 7·1 per cent.

Brand New Vehicles.—A total of 121,571 brand-new vehicles were registered in New South Wales in the twelve months of this report—3,638 fewer than last year; 67,884 were passenger vehicles, 52,298 were goods vehicles and 1,389 were motor cycles. The drop in motor cycle registrations, evident now for some years, was much sharper than last year.

Drivers' Licences.—On June 30th, 1962, 1,419,660 drivers' licences (including cycle riders' licences) were in force—an increase of 60,844 or 4·5 per cent. Particulars of the numbers of licences in each class (and some details as to the scope of the various types) are given in Appendix 14.

Enforcement of Traffic Regulations

Functions of Police and Motor Transport Departments.—For the most part, enforcement of the Motor Traffic Act and Regulations is the responsibility of the Traffic Police but authorised officers of this Department enforce particular rules, for example those limiting laden weights of lorries. Records of offences committed by individual persons are kept by this Department. Proceedings taken by this Department are described on page 23.

Breach Reports and "Infringement Notices".—On 1st April, 1962, the Police Department introduced arrangements (described in Section 4) whereby many driving offences and almost all parking offences are dealt with by service of "infringement notices" instead of the submission of breach reports.

As a result, this Department ceased to receive the large numbers of driving and parking breach reports formerly referred to it by the Police for particulars of the previous records or (in parking cases) the names and addresses of the vehicle owners.

This change did not take effect until the last quarter of the year. Consequently the number of breach reports handled, although less than previously, was substantial nevertheless. Totalling 736,415, they comprised 237,137 for more serious offences and 499,278 for parking and other minor offences (such as fail to produce licence).

Action Against Offenders

Powers of Disqualification.—Drivers convicted of specified major offences (such as drunken driving) are, by law, disqualified automatically for specified periods unless the Courts order shorter periods of disqualification.

Courts may, for offences of other types, fix and impose periods of disqualification. Cases also occur where a driver's record raises a doubt whether, in the interest of public safety, a driver's licence should remain in issue, and the Commissioner reviews the question of withdrawing the licence.

Action by Commissioner.—The exercise by the Commissioner of these powers (which have operated for many years) needs to be seen against the background of the appalling road accident toll, the efforts (on lines described in Section 5) to foster road safety attitudes, and the less severe preliminary action designed to caution offenders of the possible consequences of repeated breaches.

As a first step, every person reported for a serious offence is reminded of the seriousness of the road accident position, and asked to avoid further breaches. If convictions for further serious offences occur, warnings or final warnings are administered and only if serious offences still continue will action be commenced which may result in suspension of the licence.

Disqualifications Imposed.—During the year the Courts found proved 5,994 offences of types which result in automatic disqualification unless the Court otherwise orders. 724 of the offenders were discharged (without conviction) under Section 556A of the Crimes Act, but the remainder (5,270) were convicted. The automatic period of disqualification operated in 1,744 of these instances but in the remaining 3,526 the Courts imposed other (almost always shorter) periods of disqualification.

In 1,244 cases of less serious (but nevertheless important) types of offences, Courts revoked licences of drivers they had convicted. This was an increase of 227 over the previous year.

The Commissioner issued a total of 22,559 cautions, 49,451 warnings and 8,996 final warnings. A total of 2,135 licences were suspended (usually for short periods) or cancelled on the ground of traffic offences, and a further 370 licences were suspended or cancelled on other grounds, including drinking habits or physical disabilities.

Appendix 15 gives information in more detail.

SECTION THREE

PUBLIC TRANSPORT SERVICES

BACKGROUND

General Policy

The Acts relating to public motor vehicle services are applied so as to regulate services according to public needs and to co-ordinate road services with other forms of transport.

Vehicle Licences Necessary

Vehicles are licensed as: goods vehicles, omnibuses, taxi-cabs, private hire cars, tourist vehicles and service vehicles. Licence conditions reflect the general policy but may vary to suit individual circumstances.

Interstate Trade

By Court decisions, vehicles performing journeys in the course and for the purposes of interstate trade are not subject to licensing and regulation except that they must comply with roadworthiness and other safe-driving requirements. Interstate lorries are on the same footing as their intrastate counterparts as regards Road Maintenance charges (see page 10).

GOODS VEHICLES

Policy

Features of established policy as regards goods vehicles are:—

- ★ Licences confer a general authority to convey goods on journeys of any length which do not compete with the railways, and on competitive journeys up to 50 miles in length.
- ★ Permits for competitive journeys of more than 50 miles are issued upon payment of charges for most classes of goods, but are refused (and the journeys thus prohibited) for commodities the railways are specially equipped to handle, for example wool and cement.
- ★ Exemptions and concessions allowed generally for particular commodities have been withdrawn from time to time in recent years, as railway services have improved. Extra loading was thereby diverted to rail transport. However exemptions continued for other commodities not particularly suited to rail transport—for example, fresh milk and cream; bricks, roofing tiles and asbestos cement products; seedlings; and show exhibits.

Charges Payable

The maximum charge for a competitive journey is 3d. per ton of the tare plus carrying capacity of the vehicle for each competitive mile, but reduction or total exemption is allowed in cases presenting special features.

A further concession for vehicles subject to the Road Maintenance (Contribution) Act—see page 10—is that the Co-ordination Act charges are reduced by the amount of Road Maintenance charge for the competitive distance.

Evasion and Enforcement

Attempts to evade charges (by, for example, operating without permits or carrying heavier or more highly taxable loads than were authorised) were countered by energetic enforcement including:—

Intensive road patrols.

Weighing vehicles en route, notably at the special Departmental lorry checking stations at Marulan and Berowra. These were described in detail in my last report.

These measures secure revenue which would otherwise be lost and also assist to deter further offences.

The Year's Results

Goods Vehicles Registered.—Goods vehicle registrations in force on 30th June, totalled 471,091 an increase of 25,613.

These have equalled 36 to 38 per cent. of registrations for some years as against 26 per cent. in 1938, and 20 per cent. in 1932.

Taxable Journeys under Permit.—The following figures show how more journeys and greater tonnages were recorded for all main levels in the charges scale. More details are given in Appendix 16:—

* Charge per ton-mile	1d.	1½d.	2d.	3d.	Totals
Trips—					
1961-62	13,600	13,626	251	63,093	90,570
1960-61	12,885	11,968	242	61,616	86,711
Tonnages—					
1961-62	69,716	109,470	2,259	543,015	724,460
1960-61	62,988	94,917	1,897	474,499	634,301

* That is, the tax per ton of the *aggregate of tare plus carrying capacity* for each competitive mile.

A total of 6,469 permits subject to flat rate charges were issued for varying periods to itinerant carriers (showmen and metal dealers for example) and for individual loads of car bodies. The number last year was 5,675.

Charges Collected.—The increase in journeys was reflected in the rise in charges paid.

Year ending 30th June		Collections	Increase on previous Year
		£	£
1962		1,358,070	98,373
1961		1,259,697	5,705
1960		1,253,992	98,227

“Exempt” Journeys under Permit.—There was a further, but smaller, fall in permits for individual journeys with goods exempt from charges (26,766 journeys with 201,518 tons this year as against 27,621 and 206,403 last year). Permits current for one month or more to convey these goods rose from 4,785 to 5,867.

Further details appear in Appendix 17.

Scope of Operations.—Most journeys did not compete with rail, or were competitive for 50 miles or less. However substantial competitive operations continued despite availability of rail services and imposition of Co-ordination Act charges.

The main movement was of goods in the higher rail-freight categories in the area within 200 miles of Sydney.

“Border Hopping”.—Once again much wool was taken from north-western New South Wales to Sydney and Newcastle, without payment of charges, under arrangements whereby one carrier first moved the wool across the border to a Queensland depot and another carrier later moved it from the depot to Sydney or Newcastle. The High Court has ruled that such journeys are interstate journeys.

Motor Vans.—Hire lorries which carry furniture or luggage or ply for hire on the street in Transport Districts must be registered as motor vans under the Transport Act and the drivers, because of their access to the property of others, must be of good character particularly as regards honesty. On 30th June, 1962, there were 1,927, 153 and 1 motor vans in the Metropolitan, Newcastle and Wollongong Transport Districts, respectively. A year previously the numbers were 1,893, 150 and 1.

PASSENGER SERVICES (SYDNEY, NEWCASTLE AND WOLLONGONG AREAS)

Special Requirements in These Areas

Transport Act Applies.—Under the Transport Act, 1930, three “Transport Districts” (Metropolitan, Newcastle and Wollongong) have been appointed as areas in which public passenger services are subject to the Transport Act and the Regulations for Public Vehicles in addition to the Motor Traffic Act and State Transport (Co-ordination) Act.

Transport Districts Defined.—Each Transport District comprises the city concerned and its adjacent area. Specifically:—

- ★ *The Metropolitan Transport District* comprises the County of Cumberland and the Parish of Cowan in the County of Northumberland.

★ *The Newcastle and District Transport District* comprises the City of Greater Newcastle and the Parishes of Teralba and Kahibah and part of the Parish of Wallarah in the Shire of Lake Macquarie.

★ *The Wollongong Transport District* comprises the City of Greater Wollongong.

Bus Services

Service Licences Necessary.—In addition to the licences for the buses themselves, licences for the services are required by private (that is non-Government) bus operators in the Transport Districts.

Service licence fees are assessed individually according to the return to the operator, the nature of the service and its effect, if any, on Government Transport operations.

The legal maximum is £4 per seat of the total seating capacity of the buses, but in the report year and many previous years this maximum was not approached. Rates per passenger varied from £1 5s. to 2s. and individual fees from £245 to £2. Total fees amounted to £14,863.

Motor Vehicles Tax.—Tax payable on registration of buses is levied at special “bus” rates prescribed by the Motor Vehicles (Taxation) Act and applied for maintenance of bus routes, as described in a following paragraph.

An allocation by the State Treasury from roads funds received from the Commonwealth is similarly applied.

Receipts from both sources, details of which appear in Appendix 4, totalled £296,306.

Contribution by Government Bus Services.—Although legally obliged to pay the service licence fees only (but not the motor vehicles tax), the Department of Government Transport, as a matter of Government policy, contributes amounts calculated (and subsequently distributed) on the same basis as the fees and tax received from private bus services.

The amounts so contributed this year totalled £135,375.

Revenue Distributed for Roadworks.—Most of the funds received from the above sources are distributed, on a proportionate basis, to authorities (usually Councils) required to maintain road the buses use.

Appendix 5 describes the basis of distribution and lists individual amounts paid.

Services Operating.—No major changes in the scale or nature of bus operations occurred but there were normal minor alterations to cater for school children or new industrial or residential development.

A summary of operating statistics is given later. More detailed particulars appear in Appendix 18.

Competition with Government Transport.—No services are permitted to operate in direct duplication of Government transport services.

However a small number which compete in less degree operate in each District under restrictive conditions or on payment of Co-ordination Act charges. These services total 21.

Fares.—Fares remained at stable levels, general increases having been effected in 1959-60.

However, certain changes necessary to adapt fare scales to “silver coin” ticket machines caused minor increases and decreases but did not materially alter the basic fare structures.

Standard of Service.—Frequent checks by Departmental technicians ensured maintenance of proper vehicle standards.

Routine checks of timetable observance and adequacy of services were made, and corrective action was taken on the few complaints made.

The practice continued of consulting the Traffic Police and, in important cases, Councils in regard to bus stops and suitability of roads for bus traffic.

Special Journeys.—Special journeys, for sporting and social purposes and the like, were authorised by permits, and Co-ordination Act charges were imposed, reduced or waived according to the facts of each case.

Trading Experience of Operators.—Returns submitted by operators pursuant to law provide detailed statistics as to passengers carried, financial results and plant and personnel engaged.

The inability of operators to complete returns promptly after 30th June necessitated the adoption, early in 1961 of the twelve months ended 31st March, each year as the statistical period.

Figures for the first complete new year (to 31st March, 1962), are given in Appendix 18, but, because of the change described, a comparison with the previous year is not available.

The change will be of benefit and future reports will, as formerly, provide current and comparative figures for periods of one year.

Summary of Statistics

		On (or in year ending) 30th June:	
		1961	1962
★ Buses—			
Metropolitan	892	943—up 51	
Newcastle	117	122—up 5	
Wollongong.....	160	168—up 8	
Total.....	1,169	1,233—up 64	
★ Service Licences—			
Metropolitan	204	205—up 1	
Newcastle	24	24—unchanged	
Wollongong.....	20	21—up 1	
Total.....	248	250—up 2	
★ Revenue (Licence Fees, Tax, etc.)—	£	£	
Metropolitan	269,988	278,170	
Newcastle	33,747	33,943	
Wollongong.....	16,519	17,338	
Total.....	320,254	329,451	
★ Funds Distributed for Roads—	£	£	£
Metropolitan	253,393	261,342	up 7,949
Newcastle	34,025	32,837	down 1,188
Wollongong.....	16,171	17,382	up 1,211
Total.....	303,589	311,561	up 7,972

For statistics in detail see—

Appendix 18 as to numbers and types of buses in service, passengers carried and trading results.

Appendix 5 as to details of amounts distributed for roadworks.

Appendix 4 as to details of revenue receipts.

Taxi-Cabs and Private Hire Cars

Registration under Transport Act.—Taxi-cabs and private hire cars in the Transport Districts are subject to registration under the Transport Act as well as registration and licensing under the Motor Traffic and State Transport (Co-ordination) Acts. “Car” rates of motor vehicles tax apply.

Tax Revenue Expended on Traffic Facilities.—Motor vehicles tax paid on taxi-cabs and private hire cars is paid into the Public Vehicles Fund and assists to pay for improved traffic facilities, particularly traffic control lights, as described in Section 1.

Categories of Taxi-Cabs.—In the Metropolitan and Newcastle Transport Districts some of the taxi-cabs (termed “unrestricted”) may stand for hire on *any* stand in the particular District. About two-thirds of Sydney taxi-cabs and three-quarters of Newcastle taxi-cabs are unrestricted.

Other taxi-cabs (termed “restricted”) and all Wollongong Transport District taxi-cabs are, when standing for hire, limited to particular stands or zones. Restricted taxi-cabs may, within close limits, accept hirings offered when returning vacant to their home stands.

Private Hire Car Operations.—All private hire cars are permitted to stand for hire only at points specified in the licences. The great majority of stands are off the streets. Private hire cars cater extensively for pre-arranged (and usually longer) hirings including weddings, funerals and contract work.

Standard of Service.—Service of high standard is fostered by policies which require owners to have sole control and management of the taxi-cabs and to own and drive them as their sole or principal means of employment. Part-time employment in taxi-cab driving is closely controlled to a minimum number of special cases.

New licences are issued only as necessary and then are allocated by ballots confined to experienced taxi-cab drivers.

29 additional “restricted” taxi-cabs were licensed. Of these, 17 were in the Metropolitan District and 12 in the Wollongong District.

Enforcement.—Frequent and close inspections by Departmental technicians contribute towards the high standard of Sydney's taxi-cab and private hire car fleets.

City and suburban patrols were maintained to enforce the Regulations, and all complaints were investigated. Court proceedings were taken where necessary in cases enumerated in Appendix 19.

Radio Control.—As a result of a deliberate Departmental policy in recent years, the majority of taxi-cabs and many private hire cars in the Transport Districts are fitted with two-way radio. A substantial increase in installations took place during the year. Appendix 20 contains more details on this subject.

Fares.—Taxi-cab fares are fixed by Regulation. There was no change in them during the year. Private hire car fares are not controlled.

Stands Committee.—The Taxi-cab Stands Committee, which includes representatives of taxi-cab owners and drivers, continued as an aid to the solution of problems concerning stands and other taxi-cab matters.

Summary of Statistics (on 30th June)

	Metropolitan		Newcastle		Wollongong	
	1962	1961	1962	1961	1962	1961
★ Taxi-cabs—						
Restricted.....	842	828	25	25	116	100
Unrestricted.....	1,775	1,776	74	74	..	..
Total	2,617	2,604	99	99	116	100
★ Private Hire Cars	253	258	15	7	5	15
★ Radio-controlled Vehicles—						
Taxi-cabs	1,953	1,699	91	82	112	95
Private Hire Cars	144	138	7	7	4	3
Total	2,097	1,837	98	89	116	98

Further statistics about radio-control appear in Appendix 20.

PASSENGER SERVICES (COUNTRY AREAS)

Co-operation with Councils

Most public passenger vehicles outside the Transport Districts (see page 15) are licensed by local Councils as well as being registered and licensed by this Department. The established policy of close collaboration with Councils concerning current services or the need for additional licences continued throughout the year.

Vehicles on Fixed Routes

Services Operating.—On 30th June, 1962, 1,969 regular passenger-carrying services were operating in country districts. 1,499 buses and 881 other vehicles were employed in them, the latter usually being cars or lorries carrying occasional passengers on mail routes or school children in isolated areas.

Competition with Railways.—The policy applied in regard to the Transport Districts operates for country services also. Services in direct duplication are not permitted but services competing in less degree are authorised subject to restrictive conditions or payment of Co-ordination Act charges.

57 such services were operating as at 30th June, 1962.

Fares.—Increases in fares were authorised on 40 services after joint consideration by the Department and the local Councils of the applications received.

The Department of Education was also consulted where travel subsidy for school children was involved.

Special Journeys.—Special journeys for sporting and social purposes and the like were authorised by permits. Co-ordination charges were imposed, reduced or waived according to the facts of each case.

Taxi-cabs and Private Hire Cars

Scope of Licences.—Country taxi-cabs may ply for hire only within the Municipalities (or, if in Shires, the towns or villages) for which the licences were issued and which are specified in the licences. Country private hire cars may stand for hire only at places specified in the licences.

Both types of licence authorise journeys in competition with the railways for up to 50 miles as well as non-competitive journeys of any length. Permits for longer competitive journeys were issued, usually upon payment of Co-ordination Act charges.

	1962	1961
<i>Vehicles in Service (on 30th June):—</i>		
Taxi-cabs	1,194	1,197
Private Hire Cars	349	357

Ballots for New Licences.—New licences considered by the Department and local Councils to be necessary are allocated by ballots for which applications are invited by the Councils.

Two-way Radio.—A notable change in recent years has been the advent of radio-control for country hire vehicles. With the assistance of the Postmaster General's Department and local Councils the Department has promoted provision of this service which, generally, is conducted by operator co-operatives.

Four more centres (Junee, Mcama, Moree and Narrabri) received the service during the year bringing to 76 and 547, respectively, the number of centres and vehicles. These centres are listed in Appendix 20.

TOURIST VEHICLES

Services Operating

Tourist vehicles operate from specified tourist resorts for the carriage of passengers on tours described in the licences. 42 operate from Sydney, 5 from Newcastle, one from Wollongong, 17 from Blue Mountains resorts, and 19 from other country towns.

INTERSTATE BUS AND TOURIST SERVICES

Regulation Limited by Constitution

Like other interstate operations (see page 7), buses and tourist vehicles engaged on interstate trade are not subject to motor vehicles tax or Co-ordination Act charges.

They must be registered, however, and the vehicles and drivers must comply with safety requirements (for example, vehicle equipment and limits on hours of driving).

MISCELLANEOUS PUBLIC PASSENGER TRANSPORT MATTERS

Agents and Receiving Depots

Booking agents and proprietors of receiving depots connected with public passenger- and goods-carrying services must be licensed.

A total of 122 such licences (compared with 118 last year) were in issue on 30th June.

Photographs on Taxi-cab Drivers' Licences

To minimise possibility of impersonation, every taxi-cab driver's licence issued after 1st January, 1962 (including renewals) displays a photograph of the licensee.

Taxi-cab Lost Property

Articles left in taxi-cabs by hirers must be surrendered to the Department by the drivers. A fixed amount of compensation for the drivers is collected by the Department from owners who claim their property.

Less than half of these articles are claimed, the residue being sold through the Railways Department's regular lost property auction sales.

Ferries in Port Jackson

Privately-operated (i.e., non-Government) passenger ferries operating in Port Jackson must be licensed under the State Transport (Co-ordination) Act. A total of 34 vessels are so licensed.

AIR SERVICES

Licensing under State Transport (Co-ordination) Act

Licences Necessary.—Commercial aircraft used within the State must be licensed under the State Transport (Co-ordination) Act. These licences are additional to those issued by the Department of Civil Aviation under Commonwealth law.

Competition with Railways.—The provisions of the State Transport (Co-ordination) Act which enable charges to be imposed on transport operations which compete with the Railways have not been applied to aircraft.

Number of Licences.—A total of 284 aircraft, of which 54 operate in regular services and 230 on itinerant work (such as charter, photography and topdressing), were licensed on 30th June, 1962, 11 more than a year previously.

Intrastate Air Services Policy.—In October, 1961, the Government adopted the plan put forward by Mr. J. Borthwick for the re-allocation of intrastate air routes to ensure that, in accordance with the Government's policy, there will be at least two intrastate commercial airlines operating independently of each other in New South Wales.

The plan gives a distribution of estimated traffic of approximately 51 per cent. to Airlines of N.S.W. Pty. Ltd. and 49 per cent. to East West Airlines Ltd. It provides that routes operated by Airlines of N.S.W. Pty. Ltd. between Sydney and Narrabri, Moree, Scone, Forster, Kempsey, Coff's Harbour, Casino and Dubbo will be transferred, in stages, to East West Airlines Ltd. and that routes serviced by East West Airlines Ltd. between Sydney and Orange, Cowra, Condobolin, Lake Cargelligo, West Wyalong and Temora will be transferred, in stages, to Airlines of N.S.W. Pty. Ltd.

In November, 1961, Airlines of N.S.W. Pty. Ltd. made an application to the High Court of Australia for an injunction to prevent the re-allocation of air routes and an undertaking was given by the Government that no action would be taken to implement its proposals pending determination of the case by the High Court. As at 30th June, 1962, the matter had not been heard by the Court.

SECTION FOUR

LEGAL AND ADMINISTRATIVE

NEW LEGISLATION ENACTED

Motor Vehicle Driving Instructors Act, 1961

Effect.—This new Act requires professional teachers of motor vehicle driving to be licensed.

Main Purpose.—More and more new drivers receive their initial training from professional instructors and the aim is to raise the standard of such training by ensuring that the instructors are highly competent drivers, know the traffic laws thoroughly, are able to impart their knowledge and skill, are of good character and use safe, properly-equipped vehicles.

Commencement.—The Act commenced on 1st June, 1962. It allows three months for licences to be obtained and thus commences effectively on 1st September, 1962.

Regulations.—Wide regulation-making powers are included but, for the initial period at least, the regulations will provide only for the ordinary matters necessary to give effect to the Act.

These include requirements as to medical fitness of instructors, photographs on licences and dual controls on training vehicles.

NEW REGULATIONS MADE

Heavy Lorries on Main Highways near Sydney at Week-ends

The Problem.—The huge volumes of week-end traffic on the outer approaches to Sydney raised the question whether, in the interests of safety and convenience, some restriction should be placed on heavy lorries at these places and times.

Effect of New Regulation.—After prolonged consideration of many viewpoints a new Motor Traffic Regulation was made which prohibits lorries (or lorry/trailer combinations) with load capacity over 4 tons from being driven towards Sydney between 3 p.m. and 7 p.m. on Sundays and Public Holidays on:—

- ★ Princes Highway, between Stanwell Park turn-off and Tom Ugly's Bridge.
- ★ Hume Highway, between Picton and Liverpool.
- ★ Great Western Highway, between the Nepean River and Parramatta.
- ★ Pacific Highway, between Gosford and Hornsby.

Permits.—The Regulation enables exceptional circumstances necessitating journeys during the restricted hours to be met by the issue of Police permits.

Interstate Journeys.—The Regulation applies to interstate as well as intrastate vehicles and, as a reasonable control of traffic, is not thought to conflict with Section 92 of the Constitution.

“ On-the-Spot ” Traffic Offences Infringement Notice System

Effect of Regulations.—The new Regulations prescribed the offences and penalties for the purposes of amendments to the Motor Traffic Act (reported last year) providing for service of notices, “ on-the-spot ” or by post.

Object of System.—The aims are to reduce Court congestion and release Police from duty as Court witnesses so that more of their time may be spent on their more important traffic control and road patrol duties.

Procedure.—Police who detect parking or pedestrian breaches or traffic offences which involve simple questions of fact and have no aggravating circumstances, serve notices on the spot. Other types of offences and more serious cases are examined by experienced Police Adjudicating Officers who decide whether notices will be served by post or ordinary Court action taken.

Rights Preserved.—Recipients of notices may ignore them. The matter then proceeds to a Court hearing.

Examples of Penalties.—Examples of penalties (in the five categories) are:—

- ★ £10 Exceed general 30 m.p.h. speed limit by more than 15 m.p.h.
Exceed special speed limit (e.g., for heavy lorries) by more than 10 m.p.h.
Disobey traffic light.
Not yield to pedestrian or overtake vehicle stopped at marked footcrossing.
- ★ £5 Exceed above speed limits by lesser margins.
Unlicensed driver.
Not keep left.
Not give way on right.
Disobey “ Stop ” sign.
- ★ £3 Park at bus stop.
Disobey Police direction.
- ★ £2 Most parking offences.
- ★ £1 Exceed parking time limit (including overstay metered time).
Not notify or apply for transfer of registration.
Not produce licence.
Pedestrian offences.
Not notify change of address.
Not return number plate on expiry.

Traffic Penalties Increased

The maximum penalty for an offence under the Motor Traffic Regulations was increased to £50 by a new Regulation made pursuant to a 1961 amendment of the Motor Traffic Act.

The new maximum recognises changes in money values and follows general increases (also provided for in the amending Act) in penalties for offences under the Motor Traffic Act itself.

Wollongong Transport District

Pursuant to a previous amendment to the Transport Act, a separate Transport District for Wollongong (described on page 16) was established.

A considerable number of consequential amendments to the Public Vehicles Regulations were also made in conjunction with numerous adjustments of a minor nature many of which merely deleted or revised obsolete items.

Traders' Plates and Tow-trucks

Conditions Revised.—New Regulations, effective from 1st January, 1962, altered conditions governing the use of traders' plates.

The main change was that traders' plates may no longer be used on tow trucks. Other provisions preclude the use of the plates on traders' ancillary vehicles or (with minor exceptions) vehicles carrying goods.

Tax Concession for Tow-trucks.—Concurrently with the above, the ordinary rate of registration tax for tow trucks not suitable for carrying loading was reduced by 50 per cent. for tow-trucks in the Transport Districts and by 75 per cent. for tow-trucks elsewhere.

Registration and insurance procedure simplified.—Other changes, including amendments to the Motor Vehicles (Third Party Insurance) Regulations, dispensed with registration formalities regarding unregistered vehicles being hauled by tow-trucks and extended the third party insurance policies to these unregistered vehicles.

Implement Trailers

Also commencing on 1st January, 1962, new Motor Vehicles (Third Party Insurance) Regulations extended the insurance of *any* vehicle to any unregistered *implement* trailer being towed by it. An “implement trailer” is defined and includes a plough, rotary hoe and various other machinery and apparatus.

Trailers of these types travel on the roads infrequently and the new Regulations introduce a desirable simplification of insurance requirements.

Construction and Equipment of Motor Vehicles

Changes in these provisions were made on the recommendation of the Australian Motor Vehicles Standards Committee (see page 25) and to keep New South Wales in line with latest developments.

Main features were:—

- ★ Flashing turn signals to be compulsory on all new vehicles after 1st June, 1963.
- ★ Exemption from fitting of lamps in approved cases authorised.
- ★ As from 1st June, 1963, no motor car or station waggon to tow a trailer with a laden weight exceeding the tare of towing vehicle.
- ★ Flashing warning lights permitted on emergency vehicles.
- ★ Specifications varied for: clearance and other special types of lamps; signalling devices; electrical wiring; fire extinguishers and emergency exits in omnibuses.
- ★ Removal of limitation on the number of red rear lamps.
- ★ Approval required for two-way radio in taxi-cabs and hire cars.

New "De-Restricting" (End of Speed Limit) Sign

Uniformity of Australian traffic signposting was advanced by providing in the Regulations for the sign, as embodied in the Uniform Road Signs Code, to designate the point where a speed limit ceases.

The new sign will use words and figures, for example "END 30 SPEED", in place of the familiar black diagonal bar symbol. It is regarded as more informative and effective.

Miscellaneous

As usual, amendments of a minor nature were made. They related to matters such as one-way streets, parking and standing restrictions, appointment of new Motor Registries and erection of certain traffic signs.

Other matters, mentioned specifically in other parts of this report, were the display of photographs on taxi-cab drivers' licences and increases in third party insurance premiums.

LEGAL PROCEEDINGS AND ENFORCEMENT

Statistical Details

Details as to the numbers and descriptions of offences for which the Department instituted Court proceedings appear in Appendix 19.

Road Maintenance (Contribution) Act

Prosecutions under this Act remained at a high figure. A total of 10,273 convictions were recorded this year as against 10,713 last year.

The large number of convictions does not establish (as might appear to be the case) widespread disregard of the law by a large number of operators.

A return for each vehicle subject to the Act is required each month. Thus a small number of operators can quite easily be responsible for numerous offences.

Motor Traffic Regulations

Mainly for offences in connection with transfers and non-renewals of registration, these proceedings related also to limitations of laden weights of motor lorries and the requirements to carry log books and call at lorry checking stations.

There were fewer such prosecutions this year.

Public Vehicles

These convictions arose mainly from the operation of taxi-cabs and were on much the same level as last year. Offences under the State Transport (Co-ordination) Act increased slightly.

DEALERS IN SECOND-HAND VEHICLES

Dealers Must be Licensed

The Second-hand Motor Dealers Act requires dealers in second-hand motor vehicles, parts and accessories to be licensed. On 30th June, 5,034 dealers were licensed, 6 less than a year previously.

Effect of Licensing System

The object of the licensing scheme is to assist the Police to control motor vehicle thefts and to prevent disposal of stolen vehicles and parts. Only persons of good character are licensed and they are required to keep proper records of their business transactions. 4 applications for licences were refused this year and 3 licences were cancelled.

PARKING ADVISORY COMMITTEES

Constitution and Functions

Parking Advisory Committees have been appointed under the Local Government Act for several areas with special traffic and parking problems to furnish recommendations to the Ministers for Transport and Local Government.

They comprise representatives of the local Council and the Government Departments, including this Department, concerned with traffic and parking and, by regular round-table discussion, expedite examination of and decision on the various viewpoints.

Districts with Committees

Committees have been appointed for Sydney, Newcastle, Manly, North Sydney and Wollongong.

Achievements

The Committees make balanced allocations of street use as between the competing interests of moving traffic and the various types of kerbspace users.

Thorough examination as to the requirements of the premises and traffic in a street precede the allocation, in close detail, of the kerbside for purposes ranging from total prohibition on the standing of vehicles, through less severe restrictions on standing to the appointment of bus stops, loading zones and time-limit parking places, including metered areas.

Parking Meters and Tow-Away

In Sydney and Newcastle much of the time-limit parking is enforced by parking meters the proceeds from which, by law, must be used for parking stations. In these two areas also vehicles parked illegally so as to cause danger or serious traffic obstruction are liable to be towed away.

Parking Signs

The large number of signs necessary to indicate the parking arrangements are made, and generally are erected, by this Department. The arrangements provide for the Councils to contribute towards the cost of the signs.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL (AND COMMITTEES)

Council

Constitution and Functions.—The Australian Transport Advisory Council provides Commonwealth-wide contact, at Ministerial level, on major problems of transport and traffic administration.

The chairman is the Federal Minister for Transport, and the respective State Ministers for Transport are members.

Meetings this Year.—The Council met twice during the year—at Canberra on 23rd October, 1961, and in Darwin on 12th and 13th June, 1962.

The discussions embraced such important topics as recent developments in interstate road transport; hours of driving of heavy vehicles; uniform liability of road carriers; the liability of air service operators for loss or injury; and adoption of a National Road Code (see below).

Subordinate Committees.—This Department represents New South Wales on two Committees established by the Council namely the Australian Road Traffic Code Committee and the Australian Motor Vehicles Standards Committee. Descriptions of their work follow.

Australian Road Traffic Code Committee

Uniform Code Completed.—A National Traffic Code completed in April, 1962, by this Committee was adopted in June by the Australian Transport Advisory Council.

The Code has been a major task of the Committee and its completion was considerably assisted by a special drafting sub-committee which, in the report year, met in the preceding September and November.

Features of the Code.—Generally speaking the Code does not depart substantially from New South Wales practice but important points of difference are:—

- ★ General speed limits of 35 m.p.h. inside built-up areas and 60 m.p.h. elsewhere. These contrast with the present 30 m.p.h. definite limit inside built-up areas and 50 m.p.h. “prima facie” limit elsewhere.
- ★ Right-hand turns at intersections to be made by the “short” (sometimes called “diamond”) method whereby right-turning vehicles pass in front of, and not behind, one another.
- ★ A signal by a brake lamp (“stop light”) will be sufficient indication of intention to stop.
- ★ A prohibition on turning across unbroken lines; and certain road marking practices at footcrossings.

Prospects for Adoption.—It is thought likely that individual States and Territories will, as opportunity offers, bring their laws into line with the Code as far as possible.

In New South Wales the various points of difference will be examined in turn and, wherever practicable, the Code’s principles will be adopted with such modifications as are necessary because of local conditions.

Other Work of this Committee this Year.—At its April meeting in Brisbane the Committee also considered proposals for uniform accident report forms; the “points” system for persistent traffic offenders; and the exchange of information between States as to disqualified drivers.

Future Work.—Similar questions, as well as periodical review of the working of the National Traffic Code, are expected to occupy the Committee for some time.

Australian Motor Vehicles Standards Committee

Functions of Committee.—Continuous development in vehicle construction and changes in their operation call for uninterrupted contact, as provided by this Committee, between trade interests and Government authorities concerned with motor vehicles.

The cordial relationship engendered by contacts at Committee level are of assistance to Departmental officers concerned with the complex technical matters concerning motor vehicles.

Subjects considered this year.—The Committee met from 23rd to 27th March, 1962. Matters discussed included:—

- Braking performance requirements and safeguards against hydraulic brake failure.
- Safety belt anchorages.
- Portable signs to give warning of disabled heavy vehicles.
- Question of varying permissible dimensions of heavy buses and lorries.
- Safety chains for trailers.

Outlook.—Linked as it is with the ever-developing technology of motor vehicles, the Committee’s work is of a continuing nature.

This Department, as the largest registration authority in the Commonwealth, will continue to be expected to take a leading part.

CONFERENCES OF STATE ROAD TRANSPORT AUTHORITIES

Annual Meetings

It is established practice for representatives of State road transport authorities to meet each year to consider developments and problems of common interest with a view to developing and maintaining uniform administrative practices.

This Year’s Conference

At the 12th annual conference, held from 1st to 3rd May, 1962, subjects discussed included changes in legislation; legal decisions on administrative practices related to interstate road transport; and road maintenance contribution systems.

The subject of limitations on hours of driving of heavy lorries, mentioned specifically in my last Report, was referred for examination and report by a special sub-committee of representatives of the States with particular interest in this matter.

SECTION FIVE

ROAD SAFETY

GENERAL POLICY

Basis and Purpose

Almost all of the Department's main functions are connected in some degree with factors which affect safety on the roads. Consequently, an important item of established policy has been to promote, and encourage others to promote, action designed to reduce road risks.

Aims include improvement of drivers' attitudes and standards of skill; providing statistical data as a basis for remedial action in the fields of education, engineering and enforcement; elimination of dangers disclosed by experience; and revising and enforcing standards of vehicle fitness.

It also assists with staff and funds the educational work of the State's Road Safety Council.

ACTIVITY THIS YEAR

"Respect the Road Rules" Campaign, 1962-63

Each year since 1959, motorists have been urged, by letters sent with their driving licences, to assist to reduce traffic dangers.

The 1959 campaign stressed the importance of basic traffic laws. Special advice about turns at intersections in 1960, was followed, in 1961, by the suggestion that the N.R.M.A. booklet "Driving is an Art" and the Department's Motor Traffic Handbook be studied by every driver in critical re-appraisal of his driving habits.

A further campaign emphasising particular driving laws is planned for 1962-63.

Films for Television

Once again films presenting short and forceful road safety messages were made and distributed to all television channels, including the new channels at Newcastle, Wollongong and Orange.

Generous display time and favourable comment was given in each case.

Waratah Spring Festival Float

The road safety message was again attractively presented by a float in the annual Waratah Festival procession which, this year, specially recognised the 50th Anniversary of the R.A.N.

Reflecting the prevailing naval motif, the Department's float presented traffic signs as "Silent Servants of the Road". It combined a vivid floral display with a road scene, vehicles and animated road signs. The entire project was designed, made, decorated and manned by Departmental personnel.

Some hundreds of thousands of persons, including television viewers, are estimated to have witnessed the display.

Co-operation with Road Safety Council of New South Wales

Assistance Provided.—Departmental facilities and staff, together with financial assistance, were again made available to the Council which, in another active year, energetically promoted varied displays, campaigns, competitions and rallies and distributed extensive publicity material.

Expenditure.—£50,114 (including a £12,500 Commonwealth grant) was spent on behalf of the Road Safety Council. To this should be added the substantial cost (included in the overall charge for Police traffic services) of Police who visit and lecture on road safety to schools, clubs and the like.

ROAD ACCIDENT STATISTICS

Scope and Source of Information

The official New South Wales road accident statistics are compiled by this Department from Police reports of accidents which cause death or injury or property damage worth £25 or more.

Presentation

The facts collected are analysed and tabulated under general headings, for example, as to type of vehicle or road-user responsible. In addition, summaries linked to specified sections of road enable details as to types and times of accidents at the particular localities to be ascertained.

NEW TRAFFIC SIGNALS

45 installations were completed during the year and 333 sets are now in service. Many are complex and complement intersection reconstruction work by the Department of Main Roads.

□

SIGNAL DESIGN DEVELOPMENT

Developmental work is carried out in modern, well-equipped premises. Some benefits obtained through design advances are described on page 29.

□

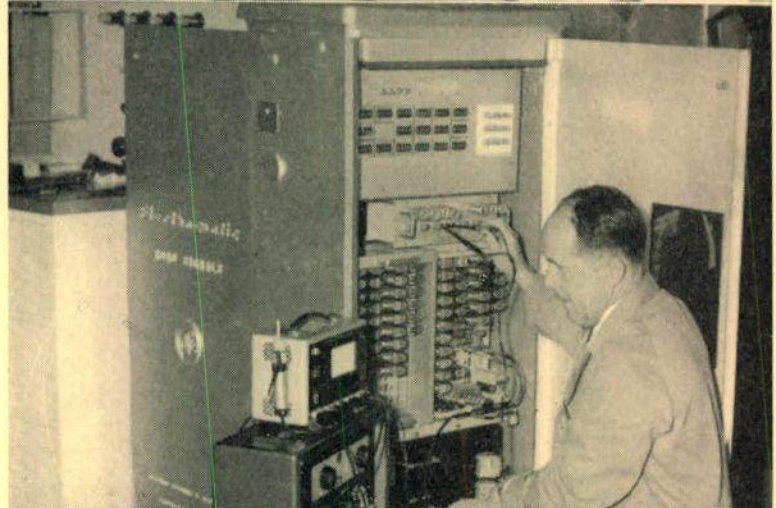
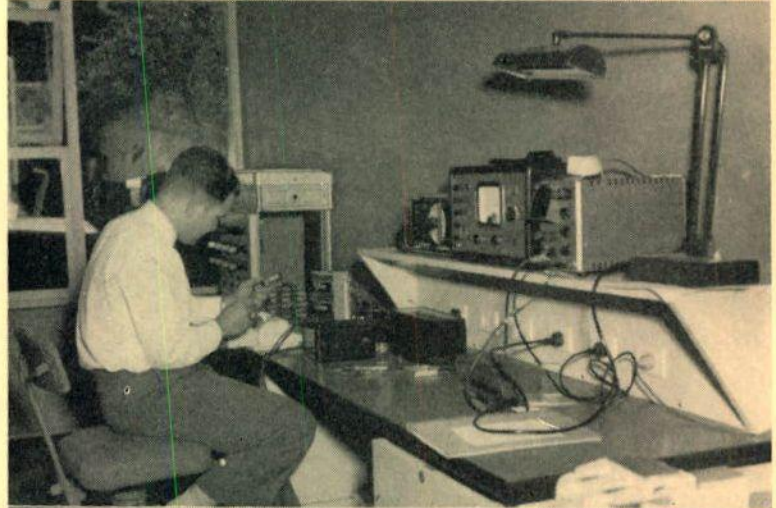
CHECKING AND TESTING

Reliability of complex signal equipment is maintained by thorough pre-installation checks as well as continuous field maintenance of signals in service.

□

ENGINEERING DRAWING OFFICE

Individual designs for each site, and other engineering design work are prepared by drawing office staff working under good conditions.



Distribution and Use

The statistics are distributed widely to Government and civic bodies and motorists' and motor-trade organisations, and are used as a basis for publicity, evaluation of proposed amendments to the law and to pinpoint dangerous localities for engineering and enforcement measures.

Main Figures for This Year

In the year ended 30th June, 1962, 47,857 accidents in which 887 persons were killed and 19,886 injured were reported.

These are decreases in every instance—1,578 (3·2 per cent.) fewer accidents; 47 (5 per cent.) fewer deaths; and 2,358 (10·6 per cent.) fewer persons injured.

Detailed analyses appear in Appendix 21, but the following are the principal points:—

There were significantly less accidents, deaths and injuries (despite an increase in vehicles registered) but, on the average 2·4 persons were killed and 54 injured each day.

Saturday remained the worst day and the December quarter was again the worst quarter. 59 per cent. of accidents were in the County of Cumberland but those outside it (41 per cent.) accounted for 50 per cent. of the deaths.

36 per cent. of accidents, accounting for 43 per cent. of deaths, occurred on straight roads.

Human failure, principally on the part of drivers, caused 83 per cent. of accidents, 87 per cent. of fatalities and 81 per cent. of injuries. Pedestrians caused fewer accidents.

Collisions predominated and principal causes were unchanged. They are—not yield right-of-way at intersection; inattentive driving; follow other vehicle too closely.

Most deaths resulted from inattentive driving.

DRIVER TRAINING

Driving Instructors to be Licensed

Information as to the enactment of the Motor Vehicle Driving Instructors Act, which provides for the licensing of paid driving instructors, is given on page 29.

Introduction of this requirement follows on moves initiated by this Department, and mentioned in previous years, to raise the standard of driving by improving the skill of driving instructors.

TRAFFIC ENGINEERING

Department's Responsibilities

The Department's main responsibility in the traffic engineering field is to provide means, particularly traffic control lights, which regulate conflicting traffic types and movements so as to promote safe and convenient passage of pedestrians and vehicles.

It does not construct roads or bridges or provide signs or roadmarkings related to their physical features such as curves, grades and confined clearances.

Features of Year's Work

The report year, like the preceding year, was notable for considerable achievement both in works completed, new developments and forward planning.

Dealt with individually later, the work done was in fields of traffic signal development, new signal installations and speed limit research as well as extensive signposting on established lines.

To 30th June—	Expenditure	
	1961 £	1962 £
Traffic Signals (including electricity)	234,038	225,122
Facilities of other types	164,192	190,236
Total	398,230	415,358—up 17,128

Traffic Signals

Traffic Lights Plan for Inner City.—My last report described how the growing need for some form of unified system of traffic signals for areas of the central area of Sydney led to comprehensive overseas investigations by the Chief Traffic Engineer of work in this highly specialized field.

Development of a detailed proposal, applying overseas experience to the local situation, is now well advanced. The system envisages 80 sets of traffic signals operated by a single control-officer so as to meet the changing traffic situation as seen through 12 closed television circuits.

To mitigate the impact of cost and at the same time enable any further advances in design to be incorporated as the work progresses, the design provides for installation in four separate, but integrated, stages.

The questions of funds, equipment and personnel were receiving close attention as the year ended.

Advance in Design of Control Equipment.—Much developmental work culminated this year in an important improvement in signal-controller design which incorporated the latest advances in electronic circuits.

Too technical for detailed description here, the new design will further expedite smooth traffic movement by more flexible apportionment of "green" time to suit varying traffic volumes.

Signal Installations Completed.—45 installations completed brought to 333 the total number of sets of traffic signals now operating. The works completed this year are listed in Appendix 22.

Once again much of the effort benefited pedestrians, including school children. 27 of this year's new installations were provided solely for this purpose. Concurrently, push-button equipment and "Walk" and "Don't Walk" lanterns were added to many installations already in service.

Much of the installation work was done by contractors working to the Department's designs and specifications. However, some of the more complex new jobs, major signal alterations resulting from road reconstruction and all maintenance were handled by the Department's technical staff.

Pedestrian Safety

Flashing Overhead Symbol Signs.—Installation of these signs, which are confined to selected marked footcrossings, began last year. 60 more were installed this year and the number in service, including 25 in country centres, is now 85.

New Road Marking Material at Crossings.—In keeping with the established policy of taking advantage of improvements in materials and techniques, extensive use was made of special plastics to mark 76 selected foot-crossings at heavily trafficked City locations.

Substantial savings in initial and maintenance costs are expected. The work is carried out under contract.

Speed Limit Policy

Speed Zoning.—The value, as an ideal situation, of individually-determined speed limits based on local conditions, and varying with them, is clear. However this approach raises the questions as to whether and to what extent such a system is feasible having regard to the extensive surveys and signposting called for.

Studies which will guide further action in this field were completed for the sections of the Princes, Pacific, Great Western and Hume Highways within 60 to 100 miles of Sydney. The results will be evaluated in collaboration with other interested authorities.

40 m.p.h. Limits in Selected Built-up Areas.—Further experience, including accident rates, indicated that it would be safe to retain permanently the 40 m.p.h. speed limits previously applied in selected street-lighted areas where the ordinary 30 m.p.h. limit seemed unrealistically low in the particular circumstances.

Introduction of further such limits is being held in abeyance pending a decision on the question (referred to in more detail on page 25) whether New South Wales should adopt the 35 m.p.h. limit in built-up areas included in the National Traffic Code. This and other questions of speed limit policy are expected to be the subject of a consolidated recommendation to the Minister in the forthcoming year.

Traffic Signs, Domes and Other Facilities Provided

Substantial numbers of signs, traffic domes, marked footcrossings and other types of traffic facilities were provided. Totalling about 8,000, they brought to over 78,000 the total number of items for which the Department is responsible.

The new works included:—

- ★ Signs to reduce danger of serious accident to pedestrians by imposing speed limits on sections of main roads passing through 19 small settlements where, in the absence of street lighting, the 30 m.p.h. "built-up" area limit did not apply automatically.
- ★ Substantial numbers of signs giving effect to decisions by Parking Advisory Committees. (These Committees are dealt with in more detail on page 24).
- ★ Safety measures considered necessary by the Traffic Police, including special safeguards (e.g., flags and barriers) near schools; marked footcrossings; and "Stop", "One-Way" and other types of traffic signs.



WARATAH FESTIVAL FLOAT

Huge audiences watch the annual Waratah Festival Processions in Sydney. For several years colourful floats, made and manned by Departmental Staff, have attractively presented the road safety message.



MANUFACTURE OF TRAFFIC SIGNS

Regulation of traffic and parking, including designation of parking spaces, necessitates preparation of signs to guide drivers. Much of this work is done in Departmental workshops.



LINE MARKINGS ON ROADS

Versatile equipment, made to the Department's design, is used to carry out line markings associated with traffic signals and on roads other than main roads.



TRAFFIC FACILITIES STORES

Diverse traffic facilities work requires a wide range of stores. Local depots enable prompt and efficient execution of work.

MECHANICAL ENGINEERING

Vehicle Fitness Policy

The influence on road risks of the condition of vehicles is recognised by policies aimed at regular inspections of vehicles in use or about to be put on the road, and means for requiring the repair of vehicles found defective.

These policies act through the agencies of skilled Departmental inspecting and supervisory staff and a State-wide network of motor service stations authorised to check vehicles before renewal of registration.

More specific information follows.

Passenger-carrying Public Vehicles

Buses, taxi-cabs, private hire cars and other types of hire vehicles carrying passengers are subject to strict inspection at intervals varying from one to six months according to locality and vehicle type.

Technical personnel making these inspections visit all parts of New South Wales except one or two of the more remote regions.

Statistics appear in Appendix 23.

Private Vehicles

New Vehicles about to be Registered.—Most brand-new cars and light commercial vehicles are covered by arrangements whereby distributors submit samples of new-model vehicles and then receive authority to certify to the fitness for registration of further vehicles identical with the sample.

This arrangement is of considerable advantage to the Department and the motor trade. It operates in Sydney and 15 of the larger country centres, and extends to 201 distributors and 179 different types of 1962 model vehicles.

Used Vehicles about to be Re-registered.—Vehicles about to be re-registered after lapse of a previous registration must be inspected at an Authorised Inspection Station (as described later) or a Motor Registry where a qualified technical officer of the Department is stationed.

Renewals of Registration.—Steps to check the condition of private vehicles prior to renewal of registration are described in the next paragraph.

Authorised Inspection Station Scheme

Outline and Purpose of Scheme.—In most parts of the State, motor service stations with the necessary facilities have been appointed as Authorised Inspection Stations, and qualified members of the staff have been appointed as authorised examiners, to carry out inspections of motor vehicles for registration purposes.

A bond of £10 or acceptable guarantee must be lodged by the proprietor of every Authorised Inspection Station.

The great majority of inspections made are annual checks made of specified items of equipment immediately prior to renewal of registration.

Authorities were in force on 30th June for 3,316 stations and 6,165 examiners, increases of 133 and 319, respectively.

Supervision and Disciplinary Measures.—Strict supervision is exercised by 6 inspectors to ensure that as far as practicable defective vehicles are not passed by Authorised Inspection Stations as fit.

Reports of laxity or departure from proper standards are considered by a Committee of Review comprising representatives of motor-trade organisations and a Departmental chairman.

On the Committee's recommendation 76 stations and 112 examiners were disqualified during the year either indefinitely or for periods of up to two years. In 32 cases all or part of the £10 security bond was forfeited. Less serious cases were dealt with by issue of warnings.

Liaison with Proprietors and Examiners.—Meetings were arranged in a number of areas during the year to enable Inspection Station proprietors and authorised examiners to discuss the working of the scheme with senior Departmental engineers. Attendance was high and the constructive purpose of the meetings was achieved.

Defective Vehicles on Streets

“Defect” Notices.—Under Motor Traffic Regulation 94B, Police or authorised officers of this Department may issue notices directing that vehicles used on the street in defective condition be repaired.

Serious defects (e.g., faulty brakes or steering) result in the notices prohibiting the use of the vehicle until specified repairs have been effected and the vehicle passed as fit. In particularly bad cases, the notices direct that the vehicle be put out of commission forthwith.

Less serious defects are met by requiring the repairs to be effected and the vehicle submitted to an Authorised Inspection Station within 21 days. Its use in the meantime is permitted.

Number of Notices Issued.—A further substantial increase over previous years, illustrated by the following figures, reflects the increased attention it has been possible for this matter to receive.

Notices for—	1959-60	1960-61	1961-62
★ Serious Defects	2,775	3,967	5,825
★ Minor Defects	5,001	10,580	20,701
Total	7,776	14,547	26,526

HEAD OFFICE EXTENSIONS

Overcrowding in the Main Building of Head Office was relieved by extensions (foreground) completed on 7th August, 1961.

□

INSPECTIONS BEFORE REGISTRATION

Thorough checking of vehicles presented for registration is facilitated by comprehensive facilities at Head Office and principal Registries.

□

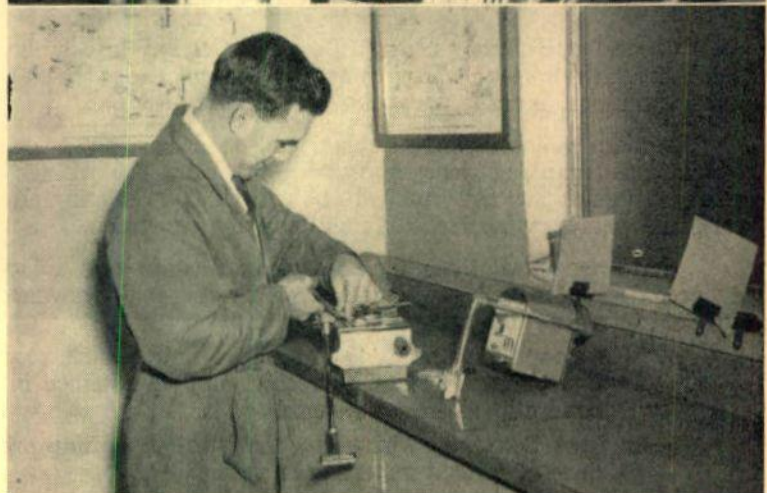
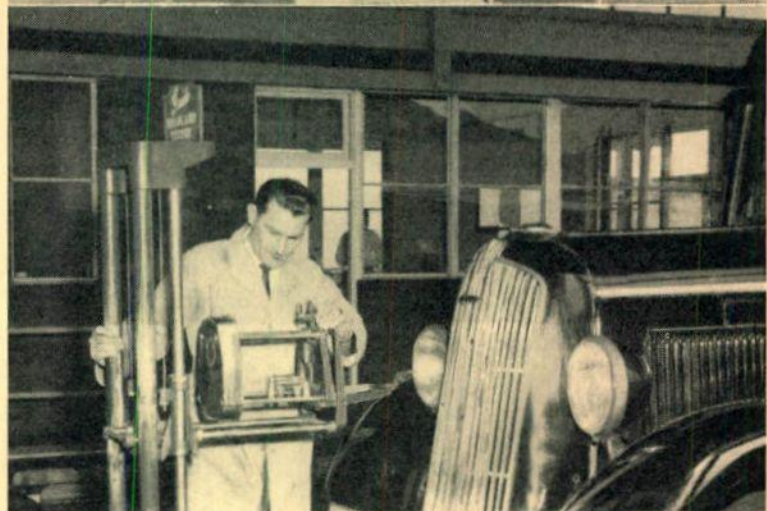
OTHER INSPECTIONS

Other vehicles inspected include registered vehicles brought under notice by checks on Inspection Stations or issue of Defect Notices (see page 32).

□

TAXIMETER CHECKING

Regular testing of taximeters, as well as sealing after installation, assists to ensure fair charges for taxi-cab service.



SECTION SIX

PREMISES, EQUIPMENT AND STAFF

LAND AND BUILDINGS

Head Office

Last year's report mentioned how steep increases in vehicle registrations and driving licences and widening of the Department's responsibilities had necessitated extensions to the Road Charges Building of Head Office.

This work was completed on 7th August, 1961. Substantial re-allocation of accommodation to ease overcrowding in the Main Building followed.

Motor Registries

Premises Construction Policy.—9 years ago a policy was adopted of providing modern, specially designed and properly located Registry buildings to replace old, inadequate and rented premises or to establish new Registries required by increased public demand.

21 new buildings have now been constructed under that policy.

Developments this Year

Buildings.—New Registries were completed at Ryde, Bega, Nowra, Goulburn, Forbes and Parkes at costs of £28,622, £13,141, £14,564, £13,880, £15,724 and £15,826, respectively. The sum of £884 was spent on improving premises purchased at Broken Hill for £5,000 to fit them for use as a Registry.

At the close of the year tenders had been received for erection in the ensuing year of premises for a new Registry to be established at Beverly Hills.

Sites.—Land was acquired this year at Beverly Hills, Broken Hill and Maitland and action to secure a site at Blacktown was commenced.

Traffic Facilities Depots

Construction in recent years of suburban depots for staff and material has enabled substantial savings in time and vehicle running in connection with the Department's widespread traffic facilities work in the Metropolitan Area.

The new Ryde Registry mentioned above includes a further traffic facilities depot, as will the Registry to be built at Beverly Hills next financial year.

Maintenance

All Departmental properties are regularly inspected and were maintained in first class condition.

EQUIPMENT

Office Machinery

Clerical operations of massive scale are clearly inseparable from the work of handling over 2,400,000 registrations and licences and the complications which arise from other requirements such as tax variations, licences under several Acts and the like.

Modern punched-card machines and an extensive range of other equipment is employed to advantage as regards efficiency and savings in cost. This includes plant to handle the Department's huge mail (which has now reached about 6,750,000 outgoing and 3,150,000 incoming articles each year), and photographic recording and copying equipment.

Improvement of the punched-card installation was achieved by substituting a collator of advanced design for earlier-type machines. Further major advances expected next year in connection with vehicle registration records are:—

- ★ "Kardveyer" installations to house certain vehicle record cards (over 1,200,000) in such a way that any desired record may be obtained in a fraction of the time taken with conventional drawer systems.
- ★ An IBM Computer which uses the latest processing principles and has an output of 600 lines of printed material per minute.

MAIL DESPATCH

The Department's huge outward mail (6,750,000 items a year) is efficiently handled by modern folding and enveloping equipment.

□

PRINTING MACHINERY

Although on a small scale, the Department's printing equipment is a valuable aid in meeting a very wide range of stationery requirements.

□

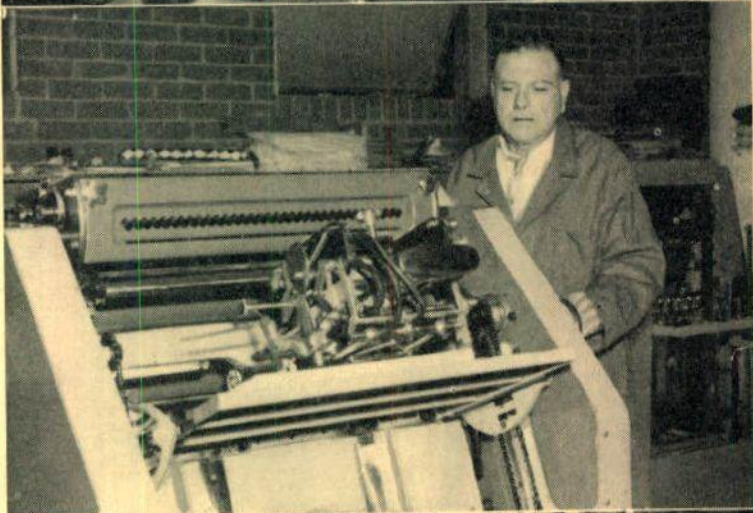
ACCOUNTING EQUIPMENT

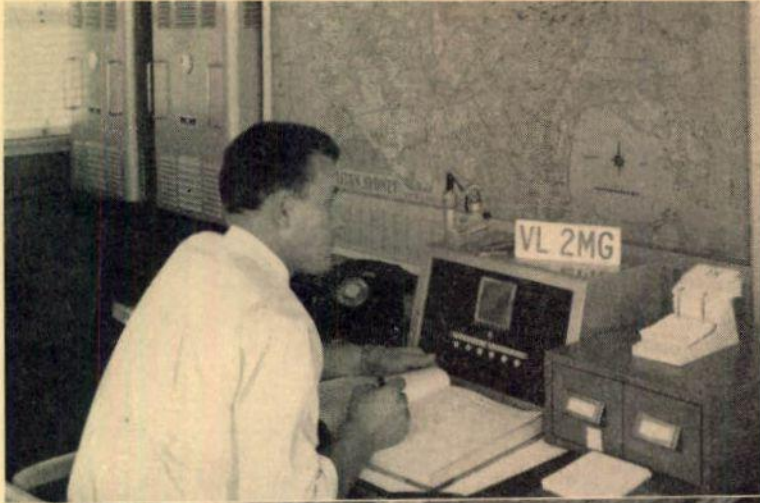
Modern electric accounting machines (two of which are shown) give fast and accurate results on a wide range of book-keeping and other accounting functions.

□

SORTING "SIGHTING" REPORTS

Important in enforcing Road Maintenance requirements, reports of sightings of liable vehicles are received in huge numbers. This machine sorts up to 3,000 reports into as many as 31 divisions each hour.





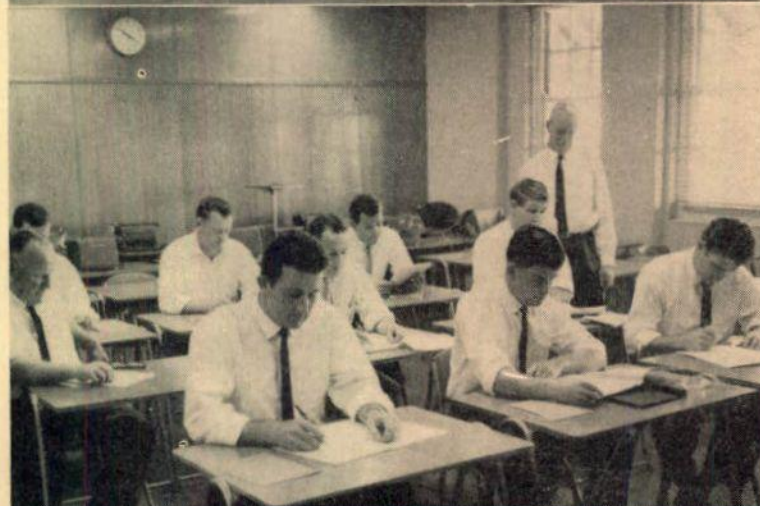
TWO-WAY RADIO STATION

Important gains in time and efficiency have been made possible by two-way radio. The station is in 24-hour operation. 77 vehicles are radio equipped.



FLEET MAINTENANCE

The Department's extensive fleet of motor vehicles is carefully maintained in first-class condition. Much maintenance work is done in the Department's own workshops.



STAFF TRAINING

Staff training is described on page 37. The group shown is of intermediate grade and is receiving tuition in supervision.



INSTITUTE LIBRARY

The library, supported by staff contributions, is a valued amenity and is maintained at about 5,000 volumes.

Two-way Radio

Efficiency of the Department's outdoor staff is enhanced by two-way radio communication from a base station at Head Office. The system is never closed down and functioned efficiently throughout the year.

77 Departmental motor vehicles are now radio-equipped.

STAFF

Number of Employees.—On June 30th, 1,754 persons were employed in the Department. Appendix 1 sets out details as to the composition of the staff.

Staff Training

Extensive training aimed at increased efficiency was again given in many fields including:—

- ★ Participation by an officer of executive status in the administrative staff courses conducted at the University of New South Wales by the Public Service Board.
- ★ Courses of lectures in supervision for employees who are, or are likely to become, responsible for directing the work of others.
- ★ Shorthand training on two levels—firstly, to develop to high-speed and deputation standard the skill of girls with established above-average shorthand ability; and secondly to supplement training undertaken in their own time by girls with good potential as stenographers.
- ★ Typing courses designed to adapt and develop typing skill to Departmental procedures.
- ★ Lectures on Departmental topics including general instruction on its functions and procedures as well as more specialised training in particular aspects which is designed to increase the efficiency and versatility of the staff.
- ★ Instruction for electrical fitters in the specialised applications to traffic signals of applied electronics and switching circuitry.

Amenities

Canteen.—The well-equipped canteen operated by the Department with the assistance of a committee which includes staff representation continued as a valued staff amenity.

It provides comprehensive meal and refreshment services. Patronage remained at high levels.

Institute.—The Institute covers a wide variety of social, educational and sporting activities for the staff. Its policy is decided by a committee which includes representatives of male and female officers. Membership, at 1,168, is equivalent to 66·5 per cent. of the staff.

The services are provided at very modest cost and include:—

- ★ Arrangement of and financial assistance for evening class instruction in many subjects including transport administration, accountancy, English, shorthand and typing.
- ★ A lending library of over 5,000 books catering for all tastes.
- ★ Lunch-time first aid classes.
- ★ Promotion and financial assistance for an extensive range of sporting clubs.
- ★ An active Social Club which arranges theatre parties and other social outings and also provides each year two Christmas parties for children—one for disabled or handicapped children in the care of an organised charity, and the other for children of employees.

The services of the Institute assist to unify the large number of individuals employed by the Department and do much to promote a co-operative spirit among employees and between them and the administration.

Credit Union.—The Motor Transport Employees' Credit Union Co-operative Limited (established 1953) operates within the Department to encourage systematic saving and as a source of cash loans at equitable interest rates for provident purposes. Membership exceeds 500.

The Credit Union is a registered co-operative society. Business is transacted, outside working hours, by honorary office bearers.

SECTION SEVEN

APPENDICES

INDEX TO APPENDICES

No.	Topic	Page
1	Staff—Number Employed	40
2	Summary of Revenue Collections	40
3	Road Transport and Traffic Fund	41
4	Public Vehicles Fund	42
5	Payments to Councils from Public Vehicles Fund	43
6	State Transport (Co-ordination) Fund	44
7	Road Maintenance (Contribution) Act—Administrative Costs	45
8	Road Maintenance Charges—Collections Month by Month	45
9	Road Maintenance (Contribution) Act—Convictions	46
10	Motor Registries in Operation	47
11	“Departmental” Motor Registries—Revenue Collections	48
12	Registrations Current at Intervals since 1910	49
13	Brand-new Vehicles Registered in Last Ten Years	49
14	Driving Licences in Issue—Different Licence Types described	50
15	Cancellation, Suspension and Refusal of Driving Licences	51
16	State Transport (Co-ordination) Act—Taxable Journeys under permit (Goods)	52
17	State Transport (Co-ordination) Act—Competitive Journeys with Goods exempt from Charges	53
18	Privately-Operated Bus Services in Transport Districts	53
19	Convictions on Prosecutions Instituted by Department	55
20	Two-way Radio Taxi-cab and Private Hire Car Services	56
21	Road Accident Statistics	57
22	Traffic Light Installations Completed	65
23	Inspections of Public Motor Vehicles	66

Appendix 1

The number of staff in the Department as at 30th June, 1962, was as follows:—

	Metropolitan		Newcastle		Country		Total		Grand Total
	Salary	Wages	Salary	Wages	Salary	Wages	Salary	Wages	
Male Staff ...	989	143	12	...	68	...	1,069	143	1,212
Female Staff ...	514	10	3	...	15	...	532	10	542
Grand Total ...	1,503	153	15	...	83	...	1,601	153	1,754

Appendix 2

SUMMARY OF COLLECTIONS BY THE DEPARTMENT OF MOTOR TRANSPORT

From 1st July, 1961, to 30th June, 1962

	£	s.	d.	£	s.	d.
Motor Vehicle Taxation on—						
(a) Motor vehicles, other than public motor vehicles in the Metropolitan Wollongong and Newcastle Transport Districts	9,488,682	3	5			
Less Refunds	179,913	19	5			
(Paid into Main Roads Funds)				9,308,768	4	0
(b) Public motor vehicles in the Metropolitan Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)				240,606	3	0
Total net collections of motor vehicles taxation				9,549,374	7	0
Ton-mileage Charges on—						
Commercial goods vehicles of more than four tons carrying capacity (paid into Main Roads Funds)	3,613,448	15	3			
Less Refunds	10,869	15	10	3,602,578	19	5
Fees for motor vehicle registrations, driver and rider licences, etc., and miscellaneous collections (paid into Road Transport and Traffic Fund)				4,008,948	16	9
Insurance Premiums (net) for Government Insurance Office under Motor Vehicles (Third Party Insurance) Act, 1942-51 ...				9,625,245	9	2
Service Licence Fees in respect of Government and Private motor omnibus services in the Metropolitan Wollongong and Newcastle Transport Districts (paid into Public Vehicles Fund)				33,144	0	9
Charges in respect of the carriage of goods and passengers on journeys in competition with Government transport services; licence and permit fees, etc.	1,584,845	4	9			
Less Refunds (intrastate only)	5,461	18	0			
(Paid into State Transport (Co-ordination) Fund)				1,579,383	6	9
Grand Total				£ 28,398,674	19	10

Statement of Receipts and Payments for the Year ended 30th June, 1962, and a comparison with 1961

Audited and found correct.
W. J. CAMPBELL,
Auditor-General of New South Wales,
Sydney, 17th October, 1962.

ROBERT A. BRADLEY,
Chief Accountant,
26th July, 1962.

Appendix 4

PUBLIC VEHICLES FUND (SPECIAL DEPOSITS ACCOUNT)

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1962, and a comparison with 1961

Receipts				Expenditure and Distributions									
	Year ended 30th June, 1962			Year ended 30th June, 1961				Year ended 30th June, 1962			Year ended 30th June, 1961		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
1st July—Balance brought forward	103,691	11	7	237,058	8	2	Distribution to Municipalities, Shires and other Authorities—						
Motor Omnibuses—							Motor Omnibuses—						
Tax—							Tax—						
Metropolitan	157,484	6	0	151,358	18	5	Metropolitan	155,486	10	9	148,725	9	9
Newcastle	19,530	15	9	19,173	9	2	Newcastle	19,677	10	7	19,325	10	7
Wollongong	10,291	8	4	9,750	16	10	Wollongong	10,354	12	1	9,499	10	1
	187,306	10	1	180,283	4	5		185,518	13	5	177,550	10	5
Commonwealth Aid Roads Act, 1959							Commonwealth Aid Roads Act, 1959						
Grant—							Grant—						
Allocated—							Metropolitan	91,662	4	0	91,751	14	0
Metropolitan	91,751	12	6	91,729	6	6	Newcastle	11,811	16	0	11,854	6	0
Newcastle	11,736	12	0	11,843	13	6	Wollongong	5,526	0	0	5,394	0	0
Wollongong	5,511	15	6	5,427	0	0		109,000	0	0	109,000	0	0
	109,000	0	0	109,000	0	0	Total	£ 294,518	13	5	286,550	10	5
Total, Motor Omnibuses	£ 296,306	10	1	289,283	4	5	Expenditure from Receipts of Tax on other Public Vehicles—						
Other Public Vehicles—							Improved Traffic Facilities—						
Tax—							Metropolitan	49,406	11	4	170,131	7	4
Metropolitan	49,646	10	1	50,502	13	1	Newcastle	7,091	12	2	15,421	17	9
Newcastle	2,671	5	9	2,683	18	10	Wollongong	475	6	5	5,023	2	5
Wollongong	981	17	1	873	18	11	Total	£ 56,973	9	11	190,576	7	6
Total, other Public Vehicles	£ 53,299	12	11	54,060	10	10	Distribution of Service Licence Fees—						
Service Licence Fees—							Metropolitan	28,388	1	8	26,432	3	5
Metropolitan	28,933	16	8	26,899	12	3	Newcastle	2,695	18	0	2,845	0	5
Newcastle	2,675	7	7	2,729	16	6	Wollongong	1,501	17	6	1,277	10	6
Wollongong	1,534	16	6	1,341	11	8	Total	£ 32,585	17	2	30,554	14	4
Total, Service Licence Fees	£ 33,144	0	9	30,971	0	5	Balances in Fund at 30th June—						
							Motor Omnibuses—						
							Tax—						
							Metropolitan	41,706	10	4	39,708	15	1
							Newcastle	4,595	2	7	4,741	17	5
							Wollongong	2,454	12	0	2,517	15	9
							Commonwealth Grant—						
							Metropolitan	23,004	19	6	22,915	11	0
							Newcastle	2,877	15	0	2,952	19	0
							Wollongong	1,367	5	6	1,381	10	0
							Other Public Vehicles—						
							Tax—						
							Metropolitan	1,250	11	2	1,010	12	5
							Newcastle	19,280	12	9	23,700	19	2
							Wollongong	688	19	4	182	8	8
							Service Licence Fees—						
							Metropolitan	4,573	16	4	4,028	1	4
							Newcastle	466	10	2	487	0	7
							Wollongong	97	0	2	64	1	2
								£ 102,363	14	10	103,691	11	7
Grand Total	£ 486,441	15	4	611,373	3	10	Grand Total	£ 486,441	15	4	611,373	3	10

Audited and found correct.

W. J. CAMPBELL,
Auditor-General of New South Wales,
Sydney, 17th October, 1962.

ROBERT A. BRADLEY,
Chief Accountant,
26th July, 1962.

Appendix 5

PAYMENTS FROM PUBLIC VEHICLES FUND—

- ★ To Councils and Other Authorities required to Maintain Roads used by Bus Services
 ★ In Reduction of Capital Debt of Government Train and Bus Services

Paid to	Distributions during year ended 30th June—	
	1961	1962
(1) Metropolitan Transport District—		
(a) Councils—	£	£
Ashfield.....	4,290	4,350
Auburn.....	5,622	5,440
Bankstown.....	13,677	13,515
Baulkham Hills.....	840	839
Blacktown.....	4,110	4,082
Botany.....	2,043	2,188
Burwood.....	4,446	4,301
*Camden.....	86	85
*Campbelltown.....	793	899
Canterbury.....	15,083	13,572
Concord.....	3,487	3,364
Drummoyne.....	2,700	2,649
Fairfield.....	5,784	5,771
Holroyd.....	4,071	4,284
Hornsby.....	2,347	1,480
Hunter's Hill.....	740	849
Hurstville.....	6,548	6,363
Kogarah.....	4,151	4,075
Ku-ring-gai.....	2,872	3,047
Lane Cove.....	2,124	1,915
Leichhardt.....	7,931	7,847
Liverpool.....	2,020	2,030
Manly.....	3,354	2,929
Marrickville.....	6,484	6,303
Mosman.....	2,673	2,610
North Sydney.....	5,294	4,683
Parramatta.....	7,131	7,003
Penrith.....	478	469
Randwick.....	17,744	18,821
Rockdale.....	6,168	5,933
Ryde.....	3,797	3,885
Strathfield.....	2,928	3,223
Sutherland.....	4,329	4,285
Sydney.....	69,914	81,286
Warringah.....	4,500	5,900
Waverley.....	7,210	6,723
Willoughby.....	8,204	6,946
Windsor.....	251	250
Wollondilly.....	64	63
Woollahra.....	7,069	6,754
(b) Authorities—		
Department of Railways.....	29	29
Department of Health.....	237	235
National Park Trust.....	19	18
Neeropolis Trustees (Rookwood).....	51	49
Total.....	253,693	261,342
(c) Capital Debt Reduction.....	13,216	14,194
Grand Total (Metropolitan).....	266,909	275,536
(2) Newcastle Transport District—		
(a) Councils—		
Newcastle.....	25,057	25,314
Lake Macquarie.....	6,339	6,268
Port Stephens.....	1,068	1,115
Stroud.....	138	140
Total.....	32,602	32,837
(b) Capital Debt Reduction.....	1,423	1,347
Grand Total (Newcastle).....	34,025	34,184
(3) Wollongong Transport District—		
Wollongong.....	14,982	16,126
Shellharbour.....	1,157	1,222
Camden.....	3	3
Campbelltown.....	3	3
Kiama.....	26	28
Grand Total (Wollongong).....	16,171	17,382
Combined Grand Total.....	317,105	327,102

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

Notes

(a) The amount each Council receives reflects the number and weight of the buses and the amount of timetabled running.

(b) The amounts applied as "Capital Debt Reduction" is half of the service licence fees for services in the respective Transport Districts.

Appendix 6

STATE TRANSPORT (CO-ORDINATION) FUND

Statement of Receipts and Payments for the Year ended 30th June, 1962, and a comparison with 1961

Receipts	Year ended 30th June, 1962		Year ended 30th June, 1961		Payments	Year ended 30th June, 1962		Year ended 30th June, 1961	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
1st July—Balance brought forward			870,394	6 8				962,129	0 10
State Transport (Co-ordination) Act, 1931–1956 Licence Fees	172,352	14 0		164,437 6 0					
Less Refunds	295	12 10		275 6 0					
Miscellaneous Fees	11,928	6 0	172,057	1 2				164,162	0 0
Less Refunds	4	18 0		11,228 14 0					
Police Court Penalties } Legal Costs Recovered }			11,923	8 0				11,223	4 0
				5 10 0					
Revenue in respect of the carriage of pas- sengers	26,716	14 1	10,618	4 3				9,741	12 3
Less Refunds	2	0 0		29,416 8 4					
			26,714	14 1				29,416	8 4
Revenue in respect of the carriage of goods	1,363,229	6 5		1,264,491 15 7					
Less Refunds	5,159	7 2		4,794 12 11					
			1,358,069	19 3				1,259,697	2 8
			1,579,383	6 9				1,474,240	7 3
Security Deposits— Balance from previous year	1,010	0 6		1,577 0 6					
Receipts—year	75	0 0		60 0 0					
			1,085	0 6				1,637	0 6
Less Refunds			120	0 0				627	0 0
			965	0 6				1,010	0 6
£			2,450,742	13 11				2,437,379	8 7
					Administrative Expenses— Salaries and Wages	184,000	12 11	168,779	17 8
					General Expenses	116,950	13 4	119,467	2 6
						300,951	6 3	288,247	0 2
					Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act...	153,030	0 0	121,362	0 0
					£	453,981	6 3	409,609	0 2
					Payments in Settlement of Claims for Refund of Charges, etc., in respect of Interstate Journeys	152,639	14 4	155,026	17 6
					Payments to Commissioner for Railways and Commissioner for Government Transport under the provisions of section 26 (7) of the State Transport (Co-ordination) Act of Revenue collected in respect of the carriage of passengers and goods— Railways— Passenger charges	24,000	0 0	24,000	0 0
					Goods charges	976,000	0 0	976,000	0 0
					Tramways— Passenger charges	979	12 11	1,339	3 9
					£	1,000,979	12 11	1,001,339	3 9
					Security Deposits held at 30th June	965	0 6	1,010	0 6
					Balance in Fund at 30th June	842,176	19 11	870,394	6 8
					£	2,450,742	13 11	2,437,379	8 7

Audited and found correct.
W. J. CAMPBELL,
Auditor-General of New South Wales,
Sydney 17th October, 1962.

ROBERT A. BRADLEY,
Chief Accountant,
26th July, 1962.

Appendix 7

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

From 1st July, 1961, to 30th June, 1962, and a comparison with 1961

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

	Year Ended 30th June, 1962			Year ended 30th June, 1961		
	£	s.	d.	£	s.	d.
Head of Expenditure—						
Salaries	231,014	11	6	202,311	17	11
Pay Roll Tax	6,027	2	5	5,242	8	10
Travelling Expenses and Allowances	17,802	13	9	13,528	1	5
Maintenance and Running of Motor Vehicles.....	6,884	12	6	8,907	18	2
Postage and Telegrams	10,517	18	2	10,679	17	10
Telephone Charges	1,353	5	4	1,136	14	2
Printing and Stationery	3,704	7	7	2,957	15	8
Office Stores	903	1	3	784	7	10
Light and Power	1,384	8	4	1,124	15	6
Maintenance of Buildings	3,310	1	5	2,917	8	8
Maintenance of Office Furniture and Machines	825	1	4	305	13	1
Erection of Buildings	8,786	15	5	28,132	10	1
Purchase of Office Furniture and Equipment.....	1,688	5	7	7,205	4	5
Legal Costs	1,440	3	3	620	10	0
Sundries	325	18	7	489	1	4
Total	295,968	6	5	286,344	4	11

ROBERT A. BRADLEY,
Chief Accountant,
26th July, 1962.

Appendix 8

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958

Monthly Receipts of Ton-Mileage Charges for the Year ended 30th June, 1962, and a comparison
with 1961

Month	Interstate Vehicles		Intrastate Vehicles		Totals	
	1961-62	1960-61	1961-62	1960-61	1961-62	1960-61
	£	£	£	£	£	£
July	77,621	78,960	222,942	219,370	300,563	298,330
August	81,937	78,086	221,527	208,421	303,464	286,507
September	74,968	80,766	215,025	210,749	289,993	291,515
October	89,943	94,936	224,094	203,207	314,037	298,143
November	73,210	85,071	231,125	216,484	304,335	301,555
December	83,520	107,020	198,816	213,196	282,336	320,216
January	95,877	67,581	212,392	213,104	308,269	280,685
February	72,291	69,706	195,358	191,916	267,649	261,622
March	83,990	81,333	230,934	217,300	314,924	298,633
April	73,824	60,170	197,425	201,221	271,249	261,391
May	90,235	83,892	240,890	240,645	331,125	324,537
June	95,483	78,581	230,022	223,100	325,505	301,681
Total	992,899	966,102	2,620,550	2,558,713	3,613,449	3,524,815

ROBERT A. BRADLEY,
Chief Accountant,
26th July, 1962.

Appendix 9

ROAD MAINTENANCE (CONTRIBUTION) ACT, 1958—PROSECUTION STATISTICS FOR YEAR ENDED 30th JUNE, 1962

Classification of Vehicles	Prosecutions taken for Fail to—				Total Prosecutions	Convictions for Fail to—				Total Convictions	Withdrawn at Court	Dismissed
	Deliver Return	Pay Charges	Keep Record	Show Journey		Deliver Return	Pay Charges	Keep Record	Show Journey			
Intrastate	3,181	1,847	41	54	5,123	2,519	1,660	3	36	4,218	550	24
Interstate—												
New South Wales	1,092	1,202	...	14	2,308	888	1,445	...	22	2,355	498	9
Victoria	1,290	742	...	30	2,062	1,009	686	...	15	1,710	123	11
Queensland	577	138	...	3	718	440	128	...	1	569	75	3
South Australia	1,275	917	...	10	2,202	680	517	...	6	1,203	247	8
Western Australia	136	20	...	2	158	90	5	...	2	97	11	...
Australian Capital Territory	53	56	...	...	109	70	44	...	...	114	7	...
Northern Territory	3	...	...	...	3	...	...	...	...	...	...	...
Tasmania	8	1	...	...	9	7	...	...	...	7	...	...
Total	4,434	3,076	...	59	7,569	3,184	2,825	...	46	6,055	961	31
Grand Total	7,615	4,923	41	113	12,692	5,703	4,485	3	82	10,273	1,511	55

Note.—A number of the convictions and withdrawals related to prosecutions actually instituted during the *preceding* twelve months.

Appendix 10

MOTOR REGISTRIES IN OPERATION AS AT 30th JUNE, 1962

Adaminaby	Coonamble	LEETON	Raymond Terrace
Adelong	Coopernook	Lightning Ridge	RICHMOND
ALBURY	Cootamundra	LISMORE	Rockley
Ardlethan	Corowa	LITHGOW	RYDE
Ariah Park	COWRA	LIVERPOOL	Rylstone
ARMIDALE	Crookwell	Lockhart	Scone
Ashford	Culcairn	Macksville	Singleton
Ballina	Cumnock	Maclean	Stockinbingal
Balranald	Dareton	MAITLAND	Stroud
Bangalow	Darlington Point	Mandurama	SYDNEY (ROSEBERY)
Baradine	Deepwater	Manildra	Tabulam
Barellan	Delungra	Manilla	Tallimba
Barham	Deniliquin	MANLY	Tambar Springs
Barmedman	Denman	Mathoura	TAMWORTH
Barraba	Dorrigo	Mendooran	Taralga
BATHURST	DUBBO	Menindie	Tareutta
Batlow	Dunedoo	Merriwa	TAREE
BEGA	Dungog	Milton	Temora
Bellingen	Eden	MIRANDA	Tenterfield
Berrigan	Emmaville	MITTAGONG	The Rock
Binalong	Enngonia	Moama	Tibooburra
Bingara	Eugowra	Molong	Tingha
Binnaway	Euston	MOREE	Tocumwal
Blayney	Finley	Moruya	Tooraweenah
Bogan Gate	FIVE DOCK	Moss Vale	Tottenham
Boggabilla	FORBES	Moulamein	Trangie
Boggabri	Ganmain	Mudgee	Trundle
Bombala	Geurie	Mullumbimby	Tullamore
Bonalbo	Gilgandra	Mulwala	Tullibigeal
Boomi	GLEN INNES	Mumbil	Tumbarumba
Boorowa	Gloucester	Mungindi	Tumut
Bourke	Goodooga	Murrurundi	Tweed Heads
Bowraville	Goolgowi	MURWILLUMBAH	Ungarie
Braidwood	GOSFORD	Muswellbrook	Uralla
Brewarrina	GOULBURN	Nabiac	Urana
BROKEN HILL	GRAFTON	Narooma	Urbenville
Bullahdelah	Greenethorpe	Narrabri	WAGGA WAGGA
Bundarra	Grenfell	Narrandera	WAITARA
Bungendore	Grêta	Narromine	Walbundrie
Buronga	GRIFFITH	NEWCASTLE	Walcha
Burren Junction	Gulgong	Nimmitabel	Walgett
Byron Bay	Gundagai	NORTH SYDNEY	Walla Walla
Camden	Gunnedah	NOWRA	Wanaaring
Candelo	Gunning	Nundle	Warialda
Canowindra	Guyra	Nymagee	Warren
Captain's Flat	Harden	Nyngan	Wauchope
Cargelligo	Hay	Oaklands	Weethalle
Carinda	Henty	Oberon	Wee Waa
Carrathool	Hill End	ORANGE	Wellington
CASINO	Hillston	Pambula	Wentworth
Cassilis	Holbrook	PARKES	Werris Creek
CESSNOCK	INVERELL	PARRAMATTA	West Wyalong
CHULLORA	Ivanhoe	Paterson	Whitton
Cobar	Jerilderie	Peak Hill	Wilcannia
Cobargo	June	PENRITH	Wingham
Coff's Harbour	Kandos	Picton	WOLLONGONG
Collarenebri	KATOOMBA	Pilliga	Woodburn
Comboyne	KEMPSEY	Pooncarie	Woodenbong
Condobolin	Khancoban	Portland	Wyang
Coolah	Kiama	Port Macquarie	Yass
Coolamon	KOGARAH	Quandialla	Yenda
COOMA	Kurri Kurri	QUEANBEYAN	Yeoval
Coonabarabran	Kyogle	Quirindi	Yetman
		Rankin's Springs	YOUNG

★ Registry closed during 1961-62: New Angledool

★ Registries established during 1961-62: Lightning Ridge, Ryde, Tambar Springs

★ Registries in capital letters are conducted by officers of the Department of Motor Transport. The remainder are conducted by Police in conjunction with other Police duties.

Appendix 11

**REVENUE COLLECTED AT MOTOR REGISTRY SECTION OF HEAD OFFICE
AND DISTRICT MOTOR REGISTRIES CONDUCTED BY THE DEPARTMENT**

District Motor Registry	Revenue Collected During Financial Year—	
	1960-61	1961-62
	£	£
Head Office (Motor Registry Section)	2,260,736	2,329,000
Albury	82,719	89,161
Armidale	55,940	59,269
Bathurst	90,969	111,457
*Bega .....	.....	6,074
Broken Hill	113,148	119,548
Casino	50,265	53,565
Cessnock	97,986	108,494
Chullora	558,690	731,857
Cooma	44,834	52,679
Cowra	43,422	46,760
Dubbo	70,663	75,697
Five Dock	612,386	715,930
Forbes	44,906	52,245
Glen Innes	44,144	44,928
Gosford	80,581	99,556
Goulburn	102,178	107,805
Grafton	84,196	90,403
Griffith	57,973	66,171
Inverell	39,879	46,328
Katoomba	41,826	45,771
Kempsey	57,518	65,628
Kogarah	580,413	587,794
Leeton	40,553	47,942
Lismore	115,646	130,171
Lithgow	67,121	74,820
Liverpool	271,557	347,190
Maitland	106,372	124,251
Manly	206,603	235,549
Miranda	107,984	243,287
Mittagong	30,099	39,258
Moree	41,904	46,147
Murwillumbah	52,210	55,509
Newcastle	1,079,122	1,271,198
North Sydney	507,464	518,138
Nowra	67,973	77,893
Orange	138,438	159,405
Parkes	36,227	42,977
Parramatta	960,614	997,431
Penrith	107,866	130,474
Queanbeyan	50,526	55,139
Richmond	55,069	65,495
†Ryde .....	.....	207,799
Tamworth	122,915	145,318
Taree	75,783	78,480
Wagga Wagga	107,181	129,302
Waitara	203,495	215,293
Wollongong	655,535	699,870
Young	43,750	48,254
Total	10,467,379	11,892,710

* Bega Registry, previously conducted by Police, was taken over by the Department on 14th May, 1962.

† Ryde Registry opened 11th September, 1961.

Appendix 12

MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT

As at—	Public Vehicles Metropolitan, Newcastle and Wollongong*				Other Vehicles			Traders' Plates	All Vehicles
	Cabs	Vans	Buses	Private † Hire Cars	Cars	Lorries ‡	Cycles		
31st December—									
1910§									4,374
1911	175	3	4		3,975		2,788		6,945
1916	268	32	12		14,175	845	7,070	254	22,656
1921	407	376	180		28,665	3,524	11,291	413	44,856
1926	779	1,723	486		104,675	22,986	25,424	1,320	157,393
1931	1,091	1,967	776		144,749	37,259	23,124	458	209,424
1936	1,155	2,036	567		183,406	65,221	23,418	909	276,712
1939||	1,341	1,765	825		216,443	83,977	23,009	1,194	328,554
1940	1,357	1,641	870		207,446	82,767	21,275	1,007	316,363
1941	1,359	1,534	881		188,561	82,977	18,946	901	295,159
1942	1,350	1,260	901		171,967	77,964	14,818	651	268,911
1943	1,348	1,157	911		177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	39,575	1,959	473,256
30th June—									
1950	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1951	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010
1954	2,321	1,398	2,064	489	397,090	256,773	42,451	2,850	705,436
1955	2,479	1,403	2,123	368	440,603	276,734	39,787	3,088	766,585
1956	2,567	1,453	2,122	331	482,068	299,858	37,039	3,343	828,781
1957	2,624	1,445	2,197	318	514,587	321,895	35,567	3,463	882,096
1958	2,745	1,604	2,466	288	552,919	343,487	34,581	3,603	941,693
1959	2,759	1,745	2,551	286	558,175	373,209	32,575	3,823	1,005,123
1960	2,775	1,902	2,709	275	626,562	409,322	28,773	4,009	1,076,327
1961	2,803	2,034	2,882	280	662,433	443,444	24,396	3,967	1,142,239
1962	2,832	2,081	2,890	273	699,523	469,010	21,749	3,407	1,201,765

* Wollongong included from 1st July, 1957

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

‡ Includes tractors and trailers.

§ Total figure only available.

|| Pre-war peak.

Appendix 13

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES
DURING THE TEN YEARS ENDED 30th JUNE, 1962

Year ended 30th June—	Passenger Vehicles	Goods Vehicles	Motor Cycles	Total
1953	31,622	24,089	3,042	58,753
1954	43,736	27,499	2,949	74,184
1955	56,342	32,320	3,437	92,099
1956	56,259	34,150	2,971	93,380
1957	51,658	31,557	2,935	86,150
1958	57,423	38,047	3,112	98,582
1959	58,525	46,282	2,690	107,497
1960	69,637	56,309	2,211	128,157
1961	69,074	55,105	2,030	126,209
1962	67,884	52,298	1,389	121,571
Total	562,160	397,656	26,766	986,586

Appendix 14

PART A—LICENCES IN ISSUE TO DRIVERS OF MOTOR VEHICLES AND RIDERS OF MOTOR CYCLES

Date	Number	Date	Number
31st December—		30th June—	
1910	5,471	1946	518,644
1911	8,840	1951	748,343
1916	32,000	1952	827,355
1921	68,653	1953	870,048
1926	225,908	1954	914,239
1931	313,327	1955	999,751
1936	380,461	1956	1,048,901
*1940	*474,881	1957	1,091,467
1941	446,639	1958	1,149,472
		1959	1,227,564
		1960	1,275,245
		1961	1,358,822
		1962	1,419,666

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

PART B—DISSECTION OF LICENCES BY CLASS AND TYPE

Class or Type	On 30th June—	
	1961	1962
A	1,036,674	1,086,467
B	4,061	4,485
C	199,925	209,379
D	19,937	24,049
E	35,664	38,422
Taxi-cab driver's (Transport Districts)	9,649	8,873
Motor cycle rider's	52,912	47,991
Total	1,358,822	1,419,666

PART C—CONDITIONS APPLICABLE TO VARIOUS LICENCES

Drivers' licences in New South Wales (other than those to drive taxi-cabs in the Transport Districts, which are of a special type) are of five different classes (A, B, C, D, and E) and authorise the driving of vehicles as follows:—

- ★ *Class A Licence:* Private cars, light lorries (i.e., those weighing not more than 2 tons unladen), tractors, and implements.
- ★ *Class B Licence:* Private Hire Cars, service cars, car-type tourist vehicles and country taxi-cabs and also private cars, light lorries and vans, tractors and implements.
- ★ *Class C Licence:* Private cars, tractors, implements and any type of motor lorry (except an articulated vehicle and a motor lorry which weighs more than two tons unladen and is hauling a pole trailer or a trailer with more than one axle).
- ★ *Class D Licence:* Motor omnibuses, tourist vehicles of any type, and any other type of vehicle (except a taxi-cab in a Transport District, a motor cycle, an articulated vehicle, and a motor lorry which weighs more than two tons unladen and is hauling a pole trailer or trailer with more than one axle).
- ★ *Class E Licence:* Articulated vehicles, large trailer combinations (comprising motor lorries weighing more than two tons unladen towing pole or jinker trailers or load-carrying trailers having more than one axle), and all other types of motor vehicles excepting public passenger motor vehicles and motor cycles.

A separate type of licence is required to ride a motor cycle. The minimum age for a Class A licence or cycle rider's licence is 17, and applicants must pass an oral test of knowledge of the traffic regulations in addition to the driving and eye-sight tests mentioned below.

Applicants for all other types of licences must have held a driving licence for at least twelve months previously. The normal minimum age is 21 but, to assist carriers and primary producers to overcome present difficulties in obtaining the services of persons to drive heavy lorries, the practice was continued of granting Class C licences to persons between 19 and 21 who are otherwise eligible and have been offered employment requiring a Class C licence.

Appendix 15

CANCELLATION, SUSPENSION AND REFUSALS OF DRIVING LICENCES

Table I—Offences Entailing Automatic Disqualification

Type of Offence	Decision of Court		Disqualifications Imposed					Appeals			
	Convicted	Discharged Section 556A*	Six Months	One Year	Three Years	Variations Ordered by Courts †	Total	Dismissed (Con- viction confirmed)	Allowed (Con- viction quashed)	*Dismissed, but defendant discharged	
										Uncon- ditionally	Condition- ally
Drive whilst under influence	4,166	695	...	940	160	3,066	4,166	276	34	2	50
Drive in manner or at speed dangerous	620	16	...	241	10	369	620	67	11	...	3
Not stop after accident (Section 8 (1))	36	...	...	7	10	19	36	7	1	...	...
Drive whilst disqualified (Section 7A (2))	424	13	355	...	...	69	424	28	2	...	1
Culpable driving	15	...	...	12	3	...	15	1	...	...	...
By negligent act cause grievous bodily harm	6	...	...	3	1	2	6	...	...	...	...
Manslaughter	3	...	...	1	1	1	3	...	...	...	...
Total	5,270	724	355	1,204	185	3,526	5,270	379	48	2	54

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

† In these cases the Courts exercised their discretion (new in the case of shorter periods) to disqualify drivers for periods other than the specific terms which, under the Motor Traffic Act, operate automatically in the absence of a specific order by the Court.

Table II—Convictions and Disqualifications Imposed by Courts for Serious Offences Not Involving Automatic Disqualification

Type of Offence	Decision by Court		
	*Discharged	Convicted	Disqualification or Suspension Imposed
Exceed speed limit	3,134	40,694	671
Negligent driving	1,009	10,129	240
Not stop after accident (Section 8 (3) or 8 (4))	2	116	8
Other offences. (Cross double line, etc.)	2,129	46,544	325
Total	6,274	97,483	1,244

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

Appeals to higher Courts were heard in 112 cases, 43 were allowed, and 69 dismissed.

Table III—Action by Commissioner for Motor Transport to Suspend or Cancel Licences or Refuse Applications therefor, and Appeals Against Such Decisions

Grounds	Licence suspended or cancelled	Application refused
Drinking habits	39	249
Criminal convictions	75	155
Traffic convictions	2,135	5
Criminal and traffic convictions	29	37
Physical disabilities	218	268
Other grounds	9	21
Total	2,505	735

There were 36 appeals to courts of Petty Sessions in respect of the abovementioned suspensions and cancellations; 26 were allowed and 10 were disallowed. In respect of refusals, there were five appeals; one was allowed and 4 were disallowed.

Appendix 16

PARTICULARS OF ROAD JOURNEYS DURING THE YEAR ENDED 30TH JUNE, 1962, FOR THE TRANSPORT OF GOODS FOR MORE THAN 50 MILES IN COMPETITION WITH THE RAILWAYS SUBJECT TO CHARGES PURSUANT TO THE STATE TRANSPORT (CO-ORDINATION) ACT

Distance in Miles	* 1d. per ton mile		* 1½d. per ton mile		* 2d. per ton mile		* 3d. per ton mile		Totals	
	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried	Trips	Tons Carried
Up to 100 miles	4,740	24,093	5,918	56,138	98	731	24,891	208,732	35,647	289,694
101-200 miles	5,383	26,200	6,821	47,291	152	1,521	34,983	309,626	47,339	384,638
Over 200 miles	3,477	19,423	887	6,041	1	7	3,219	24,657	7,584	50,128
Totals	13,600	69,716	13,626	109,470	251	2,259	63,093	543,015	90,570	724,460
1960-61	12,885	62,988	11,968	94,917	242	1,897	61,616	474,499	86,711	634,301
1959-60	13,139	58,801	12,063	98,719	188	1,499	62,085	512,017	87,475	671,036
1958-59	14,787	64,973	9,862	84,158	249	1,651	59,365	473,384	84,263	624,166
1957-58	15,373	71,357	6,882	55,662	536	3,050	57,817	413,369	80,608	543,438
1956-57	15,618	66,741	4,504	28,351	402	1,987	48,617	308,603	69,141	405,682
1955-56	19,892	94,573	3,835	23,389	646	3,776	40,231	279,781	64,604	401,519
1954-55	18,606	88,264	2,526	13,642	478	2,726	33,557	226,779	55,167	331,411

In addition, 6,469 permits subject to flat rate charges were issued for varying periods to itinerant carriers (showmen and metal dealers for example) and for individual loads of car bodies. The number last year was 5675.

* Denotes the tax per ton of the *aggregate of tare plus carrying capacity* for each competitive mile.

Appendix 17

PARTICULARS OF ROAD JOURNEYS DURING THE YEAR ENDED 30TH JUNE, 1962 FOR THE TRANSPORT OF GOODS FOR MORE THAN 50 MILES IN COMPETITION WITH THE RAILWAYS EXEMPT FROM THE PAYMENT OF CHARGES UNDER THE STATE TRANSPORT CO-ORDINATION ACT

Journeys	Trips	Tons Carried
Up to 100 Miles	7,092	44,988
101-200 Miles	14,071	108,198
Over 200 Miles	5,603	48,332
Totals	26,766	201,518

In addition, 5,867 permits available for periods of one month or more were issued for the carriage of exempt goods but particulars of the number of journeys made and the tonnages carried are not available.

Appendix 18

PRIVATELY OPERATED OMNIBUS SERVICES IN THE TRANSPORT DISTRICTS

- (a) Numbers of operators, services, employees and vehicles as at 30th June, 1961 and 30th June, 1962, respectively.
- (b) Particulars of operating and financial experience for *nine months* ended 31st March, 1961 and for the *year* ended 31st March, 1962.

Part I—Metropolitan Transport District

	On 30th June—	
	1961	1962
Operators	125	123
Services	204	205
Omnibuses	892	943
In Service	751	896
In reserve	141	47
Petrol-powered	409	422
Diesel-powered	483	521
Single Deck	861	915
Double Deck	31	28
Employees	1,227	1,216
	For Period ended 31st March—	
	*1961	*1962
Omnibus Mileage	16,067,120	20,351,646
Passengers Carried	59,952,639	63,390,351
	£	£
Book Value of Plant	1,440,882	1,553,286
Revenue	2,533,209	3,165,473
Expenditure	2,159,621	2,939,038
Net Profit	373,588	226,435
Included in Expenditure—		
Owners' Wages	83,465	109,231
Depreciation	208,579	274,623
Interest Payments	22,979	38,234
	pence	pence
Revenue per Mile	37·839	37·329
Expenditure	32·259	34·659
Net Profit per Mile	5·580	2·670

* Period ended 31st March, 1961, is of nine months whilst period ended 31st March, 1962, is of one year because of change in statistical year explained in Section 3.

Note—Information in the Appendix is based on operators' returns. Operators actively engaged in the services have been included as employees. Particulars for Newcastle and Wollongong Transport Districts appear on following pages.

Appendix 18—continued

Part II—Newcastle Transport District

	On 30th June—	
	1961	1962
Operators	16	16
Services	24	24
Omnibuses	117	122
In Service	111	118
In Reserve	6	4
Petrol-powered	49	52
Diesel-powered	68	70
Single Deck	91	94
Double Deck	26	28
Employees	178	106
For Period ended 31st March—		
	*1961	*1962
Omnibus Mileage	1,739,827	1,911,542
Passengers Carried	4,517,870	4,836,121
	£	£
Book Value of Plant	110,700	100,399
Revenue	224,968	294,800
Expenditure	213,632	286,031
Net Profit	11,336	8,769
Included in Expenditure—		
Owners' Wages	8,341	9,568
Depreciation	15,940	19,264
Interest Payments	1,069	3,102
	pence	pence
Revenue per Mile	31.033	37.01
Expenditure	29.469	35.91
Net Profit per Mile	1.564	1.1

Part III—Wollongong Transport District

	On 30th June—	
	1961	1962
Operators	13	13
Services	19	20
Omnibuses	160	168
In Service	149	157
In Reserve	11	11
Petrol-powered	32	34
Diesel-powered	128	134
Single Deck	134	145
Double Deck	26	23
Employees	257	271
For Period ended 31st March—		
	*1961	*1962
Omnibus Mileage	2,804,415	4,071,938
Passengers Carried	11,686,824	15,296,742
	£	£
Book Value of Plant	295,021	309,458
Revenue	530,108	733,409
Expenditure	496,142	698,465
Net Profit	33,966	34,944
Included in Expenditure—		
Owners' Wages	18,131	23,560
Depreciation	37,882	51,765
Interest Payments	4,569	3,059
	pence	pence
Revenue per Mile	45.366	43.227
Expenditure	42.459	41.167
Net Profit per Mile	2.906	2.060

* Period ended 31st March, 1961, is of nine months whilst period ended 31st March, 1962, is of one year because of change in statistical year explained in Section 3.

Note—Information in the Appendix is based on operators' returns. Operators actively engaged in the services have been included as employees.

Appendix 19

**STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE
DEPARTMENT OF MOTOR TRANSPORT**

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

Drive and operate contrary to terms of licence	420
Drive and operate unlicensed public motor vehicle	76
Not observe conditions of permit	9
Fail to stop for enquiry	1

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

Fail to operate taxi-meter correctly	40
Fail to obscure or display vacant sign	113
Refuse hiring or fail to carry out hiring punctually	46
Overcharging passengers	6
Incivility to passengers	16
Fail to comply with the rules governing the operation of taxi-cabs on the St. James Road stand	9
Incorrect operation of other taxi-cab stands	31
Multiple hiring	135
Drive taxi-cab in prohibited area	78
Soliciting for passengers, attracting notice by calling	33
Omnibus time-table offences	38
Miscellaneous offences	11

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

Fail to renew registration or return number plates	971
Unlawful possession of number plates	24
Fail to apply for transfer of registration	145
Fail to notify disposal	56
Drive unregistered vehicle	11
Fail to carry record of driving hours (log book)	9
Fail to produce log book for inspection and endorsement	1
Fail to record in log book	11
False statement in log book	7
Lorry driver not have required rest	25
Exceed aggregate weight permitted	411
Fail to stop on request	5
Fail to drive into lorry checking station	5
Miscellaneous offences	3

Road Maintenance (Contribution) Act, 1938:—

Fail to furnish return	5,703
Fail to pay charges	4,485
Fail to keep record	3
Omit item from record	82

Vagrancy Act:—

Obscene language	1
-------------------------	---

Appendix 20

TWO-WAY RADIO TAXI-CAB AND PRIVATE HIRE CAR SERVICES

Part I—Metropolitan, Newcastle and Wollongong Transport Districts

★ Metropolitan—		As at 30th June—	
		1961	1962
Taxi-cabs		1,699	1,953
Private Hire Cars		138	144
Total		1,837	2,097

Note—The table hereunder shows the names of the taxi-cab radio organisations and the numbers of taxi-cabs associated with each:—

★ Newcastle—			
Taxi-cabs		82	91
Private Hire Cars		7	7
Total		89	98

★ Wollongong—			
Taxi-cabs		95	112
Private Hire Cars		3	4
Total		98	116

Particulars of radio organisations in Metropolitan Area.

Organisation's Name—	Taxi-cabs associated on 30th June—	
	1961	1962
A.B.C. Radio Taxi Service (Lower North Shore)	51	53
Cumberland Cabs Co-op. Ltd. (Outer Western Suburbs)	134	148
De Luxe & Red Cabs Co-op. Ltd. (Metropolitan Area)	309	348
Ex-Servicemen's Cabs Co-op. Ltd. (Metropolitan Area)	270	314
Green Cabs Service Pty. Ltd. (Metropolitan Area)	51	51
Legion Cabs Co-op. Ltd. (Metropolitan Area)	318	352
Manly Cabs (Trading) Co-op. Ltd.	79	82
Northern District Radio Taxi Co-op. Ltd.	58	61
Penrith Radio Cabs Co-op. Ltd.	9	9
Reliable Radio Cabs Co-op. Ltd. (Inner Western Suburbs)	119	122
Royal Cab Service (Metropolitan Area)	8	4
St. George Radio Cabs Co-op. Ltd.	122	124
Southern Districts Radio Cabs Co-op. Ltd. (Liverpool Area)	49	46
Sydney Radio Taxi Co-op. Ltd.	80	93
Yellow Cabs of Australia Pty. Ltd.	1	104
Sundry Independent Operators	41	42
Total	1,699	1,953

Part II—Country Districts

Two-way radio service is provided in the 83 centres named below. The vehicles (taxi-cabs and private hire cars) now total 547, an increase of 39 since 30th June, 1961.

Centres with an asterisk received the service in the report period.

Albury	Gundagai	Murwillumbah
Armidale	Guyra	Muswellbrook
Ballina	Harden-Murrumburrah	*Narrabri
Bathurst	*Junee	Nambucca Heads
Bowral	Inverell	Narrandera
Branxton	Katoomba	North Haven
Broken Hill	Kempsey	Nowra
Byron Bay	Kempsey Heights	Orange
Casino	Klarna	Parkes
Cessnock	Kingscliff	Port Macquarie
Coffs Harbour	Kurri Kurri	Queanbeyan
Cooma	Kyogle	Quirindi
Coonabarabran	Laurieton	Raymond Terrace
Cootamundra	Lavington	Singleton
Corowa	Leeton	Tamworth
Cowra	Leura	Taree
Crookwell	Lismore	The Entrance
Deniliquin	Lithgow	Tumut
Dubbo	Maclean	Tweed Heads
Ettalong	Maitland	Umina
Forbes	Maitland East	Wagga Wagga
Glenbrook	Mittagong	Wauchope
Glen Innes	*Moama	Wellington
Gosford	*Moree	Weston
Gosford East	Morisset	Woy Woy
Goulburn	Morpeth	Yass
Grafton	Moss Vale	Young
Griffith	Mudgee	

Appendix 21

ROAD ACCIDENTS IN NEW SOUTH WALES

STATISTICAL STATEMENT, YEAR ENDED 30th JUNE, 1962

These statistics were compiled from reports by the police of all road accidents which resulted in the death or injury of a person or property damage in excess of £10 (or since 1st May, 1960, £25).

The total number of such accidents was 47,857 (3·2 per cent. decrease over 1960-61). The number of persons killed was 887 (5 per cent. decrease) and the number of persons injured was 19,886 (10·6 per cent. decrease). In the same period the number of vehicles increased by 5·2 per cent.

ROAD ACCIDENTS IN RELATION TO MOTOR VEHICLES REGISTERED

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

Year ended 30th June	Vehicles Registered (Average)	Accidents		Persons Killed		Persons Injured	
		Number	Rate	Number	Rate	Number	Rate
1949	423,200	14,150	334	564	13·3	9,253	218
1950	475,780	16,189	340	561	11·8	10,405	219
1951	550,665	19,878	360	699	12·7	11,817	215
1952	613,752	22,662	369	741	12·1	12,637	206
1953	645,964	24,382	377	663	10·3	12,459	193
1954	684,186	29,514	431	728	10·6	14,660	214
1955	739,372	35,315	478	798	10·8	15,959	216
1956	803,630	38,823	483	808	10·1	17,047	212
1957	858,488	39,725	462	774	9·0	17,321	202
1958	838,553	44,164	527	795	9·5	19,378	231
1959	890,153	47,856	538	833	9·4	19,854	223
1960	947,609	52,151	550	939	9·9	22,330	236
1961	1,008,684	49,435	490	934	9·3	22,244	220
1962	1,073,634	47,857	446	887	8·3	19,886	185

Note—Commencing with the figures for 30th June, 1958, registrations of trailers, tractors and traders' plates have been omitted to enable accurate comparison of statistics for all Australian States, some of which do not effect such registrations.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION

Quarter	Area	Accidents		Persons Killed		Persons Injured	
		1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
July- September.	City of Sydney	671	613	5	6	208	199
	Suburbs of Sydney ...	6,668	6,568	153	133	2,838	2,754
	Remainder of State...	4,837	4,692	103	125	2,216	2,157
	Sub-Total	12,176	11,873	261	264	5,262	5,110
October- December.	City of Sydney	686	668	2	1	231	217
	Suburbs of Sydney ...	7,518	7,142	104	99	3,331	3,106
	Remainder of State...	5,173	5,374	115	102	2,512	2,498
	Sub-Total	13,377	13,184	221	202	6,074	5,821
January- March.	City of Sydney	522	495	5	3	138	142
	Suburbs of Sydney ...	5,746	5,680	86	90	2,631	2,249
	Remainder of State...	4,944	4,579	110	109	2,346	1,950
	Sub-Total	11,212	10,754	201	202	5,115	4,341
April-June ...	City of Sydney	610	592	5	6	164	141
	Suburbs of Sydney ...	6,865	6,433	115	95	3,058	2,435
	Remainder of State...	5,195	5,021	131	118	2,571	2,038
	Sub-Total	12,670	12,046	251	219	5,793	4,614
	Grand Total	49,435	47,857	934	887	22,244	19,886

Comment—The December quarter was again the worst quarter. 49·9% of casualties occurred outside the County of Cumberland.

Appendix 21—continued
RESPONSIBILITY FOR ROAD ACCIDENTS
Analysis of Responsible Factors

Attributed	Accidents		Persons Killed		Persons Injured	
	Number	%	Number	%	Number	%
A. Human failure on part of—						
Drivers of motor vehicles	34,757	72.63	544	61.33	12,242	61.56
Riders of motor cycles	563	1.18	29	3.27	505	2.54
Pedal cyclists	487	1.02	17	1.92	473	2.38
Riders of horses and drivers of horse-drawn vehicles	7	.02	...	...	4	.02
Trams .....	...	...	...	...	...	...
Pedestrians	2,059	4.30	156	17.59	1,945	9.78
Passengers	198	.41	10	1.13	182	.92
Parties not involved	1,705	3.56	5	.56	784	3.94
Railway employees	5	.01	7	.79	4	.02
Riders of billycars, tricycles, etc.	10	.02	...	...	10	.05
Total human failure	39,791	83.15	768	86.59	16,149	81.21
B. Defective equipment of—						
Motor vehicles	3,277	6.85	52	5.86	1,597	8.03
Motor cycles	53	.11	2	.23	55	.28
Pedal cycles	68	.14	2	.23	66	.33
Animal-drawn vehicles .....	...	...	...	...	...	...
Trams .....	...	...	...	...	...	...
Total defective equipment	3,398	7.10	56	6.32	1,718	8.64
C. Miscellaneous factors—						
Animals (including animals which vehicles swerve to avoid)	700	1.46	5	.56	135	.68
Road conditions	3,685	7.7	43	4.84	1,734	8.72
Weather	270	.56	15	1.69	141	.71
Other	13	.03	...	...	9	.04
Total miscellaneous factors	4,668	9.75	63	7.09	2,019	10.15
GRAND TOTAL	47,857	100	887	100	19,886	100

Comment—Human failure was responsible for 83.2 per cent. of accidents, 86.6 per cent. of fatalities and 81.2 per cent. of injuries. Drivers of motor vehicles were responsible for 72.6 per cent. of accidents and 61.4 per cent. of casualties.

CLASSIFICATION OF ACCIDENTS AND CASUALTIES ACCORDING TO CAUSE

1. Accidents attributed to Drivers of Motor Vehicles (other than Motor Cycles)

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Excessive speed	2,100	1,368	133	109	1,343	934
Not keeping to the left	2,937	2,669	74	57	1,651	1,419
Not giving right of way to other vehicle at intersection	10,199	10,006	43	50	3,442	3,003
Failing to make right-hand turn at intersection with due care	2,620	2,718	9	10	870	812
Intoxicated	1,862	1,805	47	36	694	615
Inexperience	538	535	10	15	330	275
Inattentive driving	6,461	7,525	112	159	2,439	2,666
Reversing without due care	549	512	5	3	124	100
Overtaking improperly	1,119	1,032	33	31	364	273
Following other vehicle too closely ...	3,079	2,924	1	2	636	565
Infirmity of driver	132	121	3	11	106	70
Driver asleep or drowsy	441	396	38	16	330	243
Dazzled by lights of an approaching vehicle	422	366	3	4	279	215
No hand signal or incorrect signal ...	123	44	...	...	26	5
Pulling out from kerb suddenly or without warning	969	827	3	2	136	108
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	977	1,006	16	24	652	654
Crossing railway level crossing without due care	57	43	13	5	18	14
Hit-run drivers (not elsewhere classifiable)	212	311	12	4	109	125
Other causes	525	549	10	6	152	146
Total	35,322	34,757	565	544	13,701	12,242
Variation	-1.6%		-3.7%		-10.6%	

Comment—The principal causes were:—(a) Not yield right of way at intersection; (b) Inattentive driving; (c) Following other vehicle too closely. Inattentive driving accounted for most fatalities.

Appendix 21—continued

*Average Number of Motor Vehicles (excluding Motor Cycles)

	1960-61	1961-62
Number	1,094,293	1,142,561

2. Accidents attributed to Riders of Motor Cycles

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Excessive speed	60	27	10	8	63	24
Not keeping to the left	52	51	1	3	46	51
Not giving right of way to other vehicle at intersection	162	121	3	3	127	88
Failing to make right-hand turn at intersection with due care	30	31	...	...	24	24
Intoxicated	8	8	1	...	7	8
Inexperience	74	64	2	3	72	60
Inattentive riding	151	144	7	7	139	147
Overtaking improperly	54	32	3	4	42	31
Following other vehicle too closely ...	55	36	2	...	48	29
Infirmity of rider	2	...	...	...	2	...
Driver asleep or drowsy	1	3	...	...	1	3
Dazzled by lights of an approaching vehicle	4	4	...	...	4	3
No hand signal or faulty signal	1	...	...	...	...	...
Pulling or swinging out from kerb suddenly or without warning	2	4	...	...	1	4
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	15	18	...	1	17	17
Crossing railway level crossing without due care	2	...	...	...	3	...
Hit-run drivers (not elsewhere classifiable)	1	6	...	...	1	5
Other causes	7	12	2	...	6	10
Total	681	563	31	29	603	505
Variation	-17.3%		-6.5%		-16.3%	

Average Number of Motor Cycles Registered

	1960-61	1961-62
Number	26,450	22,879

Comment—Accidents and casualties caused by riders of motor cycles again decreased with the continued decline in the number of motor cycles registered.

Appendix 21—continued

3. Accidents attributed to Pedal Cyclists

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Excessive speed having regard to conditions	10	6	...	...	11	6
Not keeping to the left	46	44	2	5	44	39
Not giving right of way to other vehicle at intersection	89	98	4	5	85	91
Failing to make right-hand turn at intersection with due care	50	51	...	...	53	54
Intoxicated	7	4	...	...	7	3
Inexperience	29	23	...	...	31	24
Inattentive riding	141	154	1	3	145	152
Overtaking improperly	10	17	1	1	9	15
Following other vehicle too closely ...	13	6	1	...	13	5
Infirmity of rider	2	5	...	...	2	5
Dazzled by lights of an approaching vehicle	2	3	...	...	2	3
Failing to signal intention of turning or stopping, or giving incorrect signal.....	15	4	...	1	15	3
Pulling or swinging out from kerb suddenly or without warning	40	19	2	...	38	19
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	9	8	1	1	8	8
Hit-run riders (not elsewhere classifiable) .....	...	...	...	...	...	...
Other causes	38	45	3	1	39	46
Total	501	487	15	17	502	473
Variation	-2.8%		+13.3%		-5.8%	

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

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Intoxicated .....	...	2	...	...	...	1
Inattentive driving	2	2	1	...	1	2
Other causes	8	3	...	...	4	1
Total	10	7	1	...	5	4
Variation	-30.0%		-100%		-25%	

5. Accidents attributed to Pedestrians.*

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Walking across roadway without due care	789	715	62	55	748	669
Running across roadway	346	358	22	24	337	345
Passing behind or in front of moving or stationary vehicle or object.....	245	159	30	24	221	144
Stepping off kerb without due care ...	11	23	1	5	10	18
Intoxicated	277	252	31	16	258	246
Infirmity (including aged)	24	90	8	12	16	80
Sudden illness	2	9	1	1	1	6
Child (7 years of age and over) playing on roadway	24	13	5	1	20	12
Child under 7 years of age not under or breaking away from the supervision of an older person	510	405	25	14	487	394
Boarding vehicle on wrong side	1	2	...	...	1	2
Boarding vehicle in motion	12	15	2	1	10	14
Other causes	30	28	4	3	26	25
Total	2,271	2,069	191	156	2,135	1,955
Variation	-8%		-18.3%		-8.4%	

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

Comment—Pedestrian fatalities decreased by 18.3 per cent. 20 per cent of pedestrian casualties were suffered by children under 7.

Appendix 21—continued

6. Accidents attributed to Passengers

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Alighting from vehicle in motion ...	24	25	...	1	25	23
Falling from vehicle in motion	83	77	3	6	84	72
Riding improperly	4	6	...	2	5	5
Alighting from vehicle on wrong side	3	2	...	...	2	...
Intoxicated	15	2	1	...	14	2
Infirmary	3	6	...	...	3	5
Interfering with driver's control	37	25	1	1	35	24
Other causes	32	55	3	...	35	51
Total	201	198	8	10	203	182
Variation	- 1.5%		+25%		- 10.3%	

7. Accidents caused by Defective Equipment of Vehicles

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
7. Motor Vehicle Defects (Other than Motor Cycles)—						
Defective brakes	1,049	1,026	13	12	384	385
Defective steering	582	520	5	9	380	336
Tyre blowout	1,010	915	23	13	616	488
Inadequate or no headlamps	57	59	2	1	33	13
Defective or absence of rear lamp	54	32	2	2	37	22
Excessive height or weight of loading	9	4	...	...	7	1
Loose, insecure or projecting loading	110	74	...	2	39	24
Other motor vehicle defects	654	634	11	13	345	328
Total	3,525	3,277	56	52	1,841	1,597
Variation	- 7%		- 7.1%		- 13.3%	
8. Motor Cycle Defects—						
Defective brakes	20	11	...	...	17	12
Defective steering	1	2	...	...	1	2
Tyre blowout	12	13	...	...	12	15
Inadequate or no headlamp	8	8	1	1	11	7
Defective or absence of rear lamp .....	...	...	...	...	...	...
Other motor cycle defects	14	19	...	1	12	19
Total	55	53	1	2	53	55
Variation	- 3.6%		+ 100%		- 3.8%	
9. Pedal Cycle Defects—						
Defective or absence of brakes ...	27	28	1	...	26	28
Defective steering	1	...	...	...	1	...
Inadequate or no headlamp	32	20	3	2	30	19
Rear lamp defective or no reflector	18	8	1	...	16	8
Other pedal cycle defects	11	12	...	...	12	11
Total	89	68	5	2	85	66
Variation	- 23.6%		- 60%		- 22.4%	
10. Animal-drawn Vehicle Defects—						
No side or rear lamps	4	...	1	...	1	...
Other .....	...	...	...	...	...	...
Total	4	...	1	...	1	...
Variation	- 100%		- 100%		- 100%	
Total accidents caused by defective equipment	3,673	3,398	63	56	1,980	1,718
Variation	- 7.5%		- 11.1%		- 13.2%	

Appendix 21—continued

Miscellaneous Causes

Cause	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
11. <i>Accidents attributed to Animals—</i>						
Horse, cow, etc., straying in roadway.....	612	626	...	1	72	98
Animals (in vehicle) falling, shying or bolting	7	10	1	...	5	1
Animal (ridden) falling, shying or bolting	15	26	...	3	8	13
Dog, cat, etc., crossing roadway...	14	24	...	1	13	12
Other animal causes	12	14	...	...	4	11
Total	660	700	1	5	102	135
Variation	+6.1%		+400%		+32.4%	
12. <i>Accidents attributed to Road Conditions—</i>						
Road surface loosely gravelled ...	1,404	1,270	15	10	798	635
Road in bad repair	188	136	2	2	104	91
Road surface wet or slippery ...	1,841	1,735	10	13	825	729
Obstruction in road	193	203	5	...	90	98
Stationary vehicle dangerously placed	4	4	2	6	4	...
Other road faults	293	337	10	12	159	181
Total	3,923	3,685	44	43	1,980	1,734
Variation	-6.1%		-2.3%		-12.4%	
13. <i>Accidents attributed to Weather—</i>						
Vision obscured by rain, snow, fog, mist, dust, etc.	305	194	4	10	134	84
Glaring sun	58	61	...	3	34	41
Attributed to cyclone, hurricane, wind or rain, etc.	15	13	...	2	10	15
Other weather causes	2	2	...	...	1	1
Total	380	270	4	15	179	141
Variation	-28.9%		+275%		-21.2%	
14. <i>Accidents attributed to parties not involved—</i>						
Swerving to avoid vehicle	1,375	1,338	6	4	638	629
Swerving to avoid pedestrian ...	73	76	1	...	41	24
Swerving to avoid animal or straying stock	317	270	2	1	154	121
Stopping suddenly to avoid collision	20	14	...	...	7	9
Other accidents attributed to parties not involved	6	7	...	...	4	1
Total	1,791	1,705	9	5	844	784
Variation	-4.8%		-44.4%		-7.1%	
15. <i>Other Causes—</i>						
(a) <i>Trams Responsible—</i>						
Brakes failing on tram .....	...	...	...	...	...	...
Other tram defects .....	...	...	...	...	...	...
Tram started before passenger properly boarded, alighted or seated	2	...	...	...	2	...
Error of judgment by tram driver .....	...	...	...	...	...	...
Inattentive driving	4	...	...	...	1	...
Other causes .....	...	...	...	...	...	...
Total	6	...	...	...	3	...
Variation	-100%		...		-100%	
(b) <i>Railways Responsible—Level Crossing—</i>						
Gatekeeper omitting to close gate, etc.	2	5	1	7	...	4
Other causes	4	...	...	...	2	...
Total	6	5	1	7	2	4
Variation	-16.7%		+600%		+100%	
(c) <i>Other causes</i>	10	13	1	...	5	9
Grand Total All Causes	49,435	47,857	934	887	22,244	19,886
Variation	-3.2%		-5%		-10.6%	

Comment—Straying stock was responsible for most accidents caused by animals. Fewer accidents were caused by road conditions, but fatalities due to weather increased sharply.

Note—Tram services in New South Wales ceased on 25th February, 1961.

Appendix 21—continued

AGE AND SEX OF PERSONS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Under 5	10	14	24	12	476	312	390	246
5 and under 7	9	2	3	4	274	247	150	153
7 " 17	55	57	23	15	1,627	1,547	961	870
17 " 21	87	77	8	17	2,836	2,582	942	973
21 " 30	133	120	16	17	3,679	3,234	1,007	944
30 " 40	110	94	14	20	2,408	2,047	873	755
40 " 50	83	85	25	22	1,696	1,537	938	828
50 " 60	86	75	23	25	1,198	1,004	688	583
60 and over ...	144	153	81	74	1,085	956	791	726
Not stated .....	...	3	...	1	153	209	72	133
Totals	717	680	217	207	15,432	13,675	6,812	6,211

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS

	Persons Killed				Persons Injured			
	Males		Females		Males		Females	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Drivers of motor vehicles	272	239	11	18	6,395	5,911	855	906
Motor cyclists	38	43	2	...	1,166	970	69	53
Pedal cyclists	25	30	6	2	939	879	108	87
Passengers (all types)	149	146	77	108	4,427	3,651	4,457	3,962
Pedestrians ...	233	222	121	78	2,489	2,251	1,315	1,195
Other classes ...	...	...	...	1	16	13	8	8
Totals	717	680	217	207	15,432	13,675	6,812	6,211

TYPES OF ACCIDENTS

Types of Accidents	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
Collisions between vehicles	32,890	31,935	297	285	11,498	10,037
Vehicles overturning or leaving roadway	8,424	7,052	173	177	5,116	4,070
Vehicles colliding with fixed objects...	3,314	4,487	105	112	1,564	2,089
Vehicles colliding with animal(s).....	671	675	1	2	104	125
Collisions between vehicles and pedestrians	3,928	3,495	350	300	3,750	3,374
* Passenger accidents	201	198	8	10	203	182
Other accidents	7	15	...	1	9	9
Total	49,435	47,857	934	887	22,244	19,886

* 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.

Appendix 21—continued

Features of Roadways on which Accidents Occurred

Location	Accidents		Persons Killed		Persons Injured	
	1960-61	1961-62	1960-61	1961-62	1960-61	1961-62
<i>At Intersection—</i>						
Controlled by police	150	124	...	1	41	35
Controlled by traffic lights	1,207	1,246	12	6	427	428
Uncontrolled	20,610	20,016	220	197	7,859	7,019
Sub-Total	21,976	21,386	232	204	8,327	7,482
<i>Other than at Intersection—</i>						
Straight road	17,893	17,164	402	385	8,267	7,387
Bend or curve—						
View open	6,604	6,072	194	159	3,956	3,369
View obscured	1,202	1,284	38	33	687	623
Bridge, culvert or causeway	624	600	20	42	309	292
Steep hill	323	404	16	15	188	194
Crest of hill	175	185	9	9	120	82
Railway level crossing—						
Guarded by gates	56	55	3	9	16	22
Guarded by lights	12	11	3	...	3	3
Unguarded	90	62	11	5	37	31
Other locations	479	624	6	26	334	393
Location not stated	1	10	...	...	...	8
Total	49,435	47,857	934	887	22,244	19,886

Comment—Accidents at intersections predominated being equal to 45 per cent. of the total.

Appendix 22

**TRAFFIC CONTROL LIGHT SIGNAL INSTALLATIONS COMPLETED
DURING THE YEAR ENDED 30th JUNE, 1962**

Sydney and Suburbs

*ASQUITH.....	Pacific Highway at Railway Station—26th July, 1961.
BANKSTOWN	Canterbury Road and Chapel Road—4th January, 1962.
BROADWAY	Parramatta Road and Wattle Street—14th December, 1961.
CABRAMATTA	Cabramatta Road near Cabramatta Public School—18th June, 1962.
CARLTON	Princes Highway and Jubilee Avenue—23rd November, 1961.
CROWS NEST	Pacific Highway and Falcon Street—8th November, 1961.
CROYDON PARK	Georges River Road and Brighton Avenue—2nd January, 1962.
*EPPING	Carlingford Road near Epping West Public School—21st June, 1962.
*FORESTVILLE	Warringah Road east of Darley Street—20th February, 1962.
*GLEBE	Parramatta Road north-east of Derwent Street—12th September, 1961.
GORDON.....	Pacific Highway and St. Johns Avenue—23rd January, 1962.
LANDSOWNE	Hume Highway and Henry Lawson Drive—25th June, 1962.
LIVERPOOL	Hume Highway and Terminus Street—10th July, 1961.
*MAROUBRA	Anzac Parade north of Storey Street—27th July, 1961.
*MARRICKVILLE	Victoria Road near Marrickville Public School—6th June, 1962.
*NARRABEEN	Pittwater Road south-east of Devitt Street—31st July, 1961.
NEUTRAL BAY	Military Road and Ben Boyd Road—30th January, 1962.
*NEWTOWN	King Street south-east of Holt Street—3rd August, 1961.
NEWTOWN	King Street and Enmore Road—18th December, 1961.
NORTHMEAD	Church Street south-east of North Rocks Road—14th August, 1961.
*NORTH PARRAMATTA ..	Pennant Hills Road outside Burnside Homes—2nd November, 1961.
*NORTH RYDE	Lane Cove Road north-east of Kent Road—9th August, 1961.
NORTH RYDE	Lane Cove Road and Epping Road—16th November, 1961.
NORTH SYDNEY.....	Miller and Falcon Streets—20th September, 1961.
*PARRAMATTA	Victoria Road north-east of Wandsworth Street—15th August, 1961.
*PARRAMATTA	MacArthur Street south of Harvey Street—15th August, 1961.
PARRAMATTA	Church Street and Pennant Hills Road—26th February, 1962.
*PEAKHURST	Bonds Road near Peakhurst Primary School—5th June, 1962.
*PENRITH	Great Western Highway near the Primary and High Schools—2nd August, 1961.
*PYMBLE	Ryde Road south of Shaddock Avenue—8th August, 1961.
RAMSGATE	Ramsgate Road and Rocky Point Road—20th December, 1961.
REDFERN	Gibbons and Lawson Streets—15th January, 1962.
REDFERN	Lawson Street at the Railway Station—15th January, 1962.
	<i>Note</i> —The two Redfern installations are linked with one another.
*ST. IVES	Mona Vale Road north-east of Rosedale Road—4th August, 1961.
*ST. MARYS	Great Western Highway east of Princess Mary Street—2nd August, 1961.
ST. PETERS	Princes Highway and Campbell Street—5th December, 1961.
*TEMPE	Unwins Bridge Road near Tempe Public School—6th June, 1962.
WATERLOO	Bourke and Elizabeth Streets—27th March, 1962.
WOOLLOOMOOLOO	Cahill Expressway and Sir John Young Crescent—1st March, 1962.

Newcastle District

*CHARLESTOWN	Pacific Highway north of Frederick Street—4th January, 1962.
--------------------	--

Wollongong District

*BULLI	Princes Highway north of Hobart Street—16th August, 1961.
*FAIRY MEADOW	Princes Highway south of Townsend Avenue—16th August, 1961.
*FAIRY MEADOW	Princes Highway south of Lysaght Street—17th August, 1961.
*WEST WOLLONGONG ..	Crown Street east of Powell Street—17th August, 1961.
*WEST WOLLONGONG ..	Crown Street east of Gilmore Street—17th August, 1961.

The dates shown are of the first day in service of each installation.

* Equipment provided primarily in the interests of pedestrians generally, but usually with special emphasis on safety of school children.

Appendix 23

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1962**

Metropolitan Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1962	943	2,618	253	3,814
Inspections made	5,653	10,810	516	16,979
Repair Notices issued	885	859	57	1,801
*"Not To Use" Notices issued	21	75	...	96

Newcastle Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1962	122	99	15	236
Inspections made	675	315	19	1,009
Repair Notices issued	23	22	1	46
*"Not To Use" Notices issued	6	17	...	23

Wollongong Transport District

	Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Vehicles registered as at 30th June, 1962	168	116	6	290
Inspections made	620	517	19	1,156
Repair Notices issued	25	10	...	35
*"Not To Use" Notices issued .....	...	5	...	5

Country Districts

	† Motor Omnibuses	Taxi-cabs	Hire Cars	Totals
Inspections made	3,175	2,320	384	5,879
Repair Notices issued	551	329	23	903
*"Not To Use" Notices issued	46	26	5	77

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

† Includes motor omnibuses, service vehicles and tourist vehicles.

In New South Wales registration of road motor vehicles and licensing of their drivers became compulsory as from 1st January, 1910. By the end of that year 4,374 vehicles were registered and 5,471 drivers licensed. The work was done by the Police Department which already had traffic responsibilities related to pedestrians, bicycles and horse-drawn vehicles.

By 1930, the increasing volume and complexity of transport administration, coupled with the close relationship of many of its aspects with transport services operated by the Government, necessitated the establishment of a new Department—the Department of Road Transport and Tramways—which took over registration and licensing work from the Police Department and the operation of tram services from the Railways Department, and established the Government-operated bus services.

Further diversification of road transport administration and enormous increases in vehicle registrations and drivers' licences in the post-war period led to the separation of these and all regulatory functions from the work of actually operating the Government's bus and tram services, and an independent Department, now the Department of Motor Transport, was formed on 1st June, 1952. Mr. W. A. Walsh was appointed the first Commissioner for Motor Transport and, with the submission of this report, completes his tenth year as head of the Department.
