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(SECOND SESSION)

PARLIAMENT OF NEW SOUTH WALES

REPORT

OF THE

SUPERINTENDENT OF MOTOR TRANSPORT

FOR THE YEAR ENDED
30th JUNE, 1953

BY COMMAND

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A SCENE SYMBOLISING THE CONNECTION
OF MOTOR TRANSPORT
AND INDUSTRY.



Motor lorries, motor omnibuses, taxi cabs and business and private motor cars are depicted crossing Pyrmont Bridge, Sydney; Shipping wharves and railway goods yards are shown in the foreground and White Bay Power House, wheat silos and numerous factories in the background.

INDEX.

	PAGE.
Accidents—Statistics	26
Air Services	32
Australian Transport Advisory Council	28, 35, 36
Australian Motor Vehicles Standards Committee	35
Authorised Inspection Stations	31
Breaches—Motor Traffic	13
Conference—State Road Transport Authorities	36
Consultative Committee	38
Drivers' Licences	12
Engineering—Traffic Facilities	28
Fees—Registration and Licence... ..	9
Ferry Services in Sydney—Privately Operated	33
Funds Administered by Department—	
Motor Tax—Main Roads Act, 1924	9
Public Vehicles Fund	9
Road Transport and Traffic Fund... ..	9
State Transport (Co-ordination) Fund	15
Goods Motor Vehicles	15
Inspection of Motor Vehicles—	
Authorised Inspection Stations	31
New Motor Vehicles	12
Public Motor Vehicles	31
Insurance—Third Party—Motor Vehicles	14
Interstate Road Transport	35
Legal Proceedings	33
Legislation Enacted	33
Licences—Drivers and Riders	12
Main Roads Fund... ..	9
Motor Omnibus Services—Privately Operated—	
Country Districts	24
Metropolitan and Newcastle Transport Districts	17
Regulations—Amendments to	21
Metropolitan Transport District	18
Competitive Services	18
Passengers Carried and Financial Results	18
Standard of Service	19
Stopping Places... ..	19
Newcastle Transport District	19
Competitive Services	20
Passengers Carried and Financial Results	20
Standard of Service	20
Motor Registries—District	13
Motor Registration Statistics	10
Motor Registration Tax	9
Motor Traffic Breaches	13
Motor Vans	21

INDEX—continued.

	PAGE
Motor Vehicles—	
Brand New, Registered	11
Certification of Fitness	12
Engine Number Register	38
Goods Motor Vehicles	15
Inspection at Authorised Inspection Stations	31
Mechanical Fitness	31
Quarterly Registration	11
Safety Devices for Use On	32
Third Party Insurance	14
New Motor Vehicles—	
Number Registered	11
Certification of Fitness	12
Office Accommodation	31
Passenger Services—Country Districts	24
Public Motor Vehicles—	
Country Districts	24
Inspection of	31
Metropolitan Transport District	18
Newcastle Transport District	19
Regulation of... ..	14 to 26
Public Vehicles Fund	9
Registration of Motor Vehicles and Licensing of Drivers	9 to 14
Regulation of Public Motor Vehicles	14 to 26
Regulations—Amendments Regarding—	
Breaches and Enforcement	13, 32, 33
Public Vehicles	21, 23
Traffic Generally	34
Revenue—	
Motor Registry	14
Summary of Collections	8
Riders' Licences	12
Road Accident Statistics	26
Road Safety	26 to 32
Road Safety Council	27
Road Traffic—Uniform Code	35
Road Transport—	
Goods Motor Vehicles	15
Interstate	35
Conference of Interstate Authorities	36
Consultative Committee	38
Road Transport and Traffic Fund	9
State Transport (Co-ordination) Fund	15
Statistics—	
Motor Registration	10
Road Accident	26

INDEX—continued.

	PAGE.
Taxi-Cabs and Private Hire Cars—	
Country Districts	25
Metropolitan Transport District	21
Newcastle Transport District	21
Regulations—Amendments to	23
Tax—Motor Registration	9
Third Party Insurance	14
Tourist Services	25
Traffic Breaches	13
Traffic Facilities	28
Uniform Code for Road Traffic	35
Vans—Motor	21

APPENDICES.

	No.	PAGE.
Convictions on Prosecutions of Public Vehicle Operators and Drivers ...	14	52
District Motor Registries—Departmental—Revenue Collections	10	49
Electromatic Traffic Control Signals Installed	16	62
Inspections of Public Motor Vehicles	17	63
Motor Vehicles Registered—		
Numbers of, in New South Wales	6	45
Graph	7	46
Brand-New Motor Vehicles	8	47
Motor Traffic Beaches	9	47
Privately Operated Motor Omnibus Services—		
Metropolitan Transport District—Statistics	12	51
Newcastle Transport District—Statistics	13	51
Public Vehicles Fund—		
Receipts, Expenditure and Distribution	4	43
Distribution to Councils	5	44
Revenue Collections, Summary of	2	41
Road Accident Statistics	15	52
Road Transport and Traffic Fund—		
Receipts and Payments	3	42
Staff—Number of	1	41
State Transport (Co-ordination) Fund—		
Receipts and Payments	11	50

PHOTOGRAPHS.

	PAGE.
Motor Transport over Pymont Bridge	Frontispiece
St. James Road Taxi-Cab Rank (Continuous Positions)	22
Central Railway Station Taxi-Cab Rank (Grouping by Destinations)	22
New Type of "Pedestrian Crossing" Sign	30
Pedestrian Overbridge at Bexley Central Public School	30

REPORT

OF THE

SUPERINTENDENT OF MOTOR TRANSPORT

FOR THE YEAR ENDED 30th JUNE, 1953.

Office of the Superintendent of Motor Transport,

Sydney, 16th November, 1953.

To the Honourable the Minister for Transport.

Sir,—

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

At the 1st July, 1952, the Department was known as the Department of Transport and Highways, and was administered by the Director of Transport and Highways within the framework of the New South Wales Transport and Highways Commission.

On the 1st September, 1952, the Commission was suspended and the administration of the Department of Transport and Highways was vested in the Minister for Transport until 27th October, 1952, when in accordance with the provisions of the Transport (Division of Functions) Further Amendment Act, 1952 *inter alia*, the name of the Department was changed to the Department of Motor Transport, and the position of Superintendent of Motor Transport was created to take over the administration of that Department. I had the honour to be appointed Superintendent of Motor Transport, as from 27th October, 1952.

The Department of Motor Transport is responsible for the administration of a number of Acts of Parliament which apply to motor vehicles in all parts of the State. These Acts include the Motor Traffic Act, 1909-1952, so far as it relates to the registration of motor vehicles and the licensing of drivers, the Motor Vehicles (Taxation) Act, 1951, and the Motor Vehicles Taxation Management Act, 1949-1951, which impose tax on motor vehicles, the State Transport (Co-ordination) Act, 1931-1952, which provides for the licensing of commercial motor vehicles, and the Motor Vehicles (Third Party Insurance) Act, 1942-1951.

This Department is also responsible for the registration under the Transport Act, 1930-1952, of public vehicles in the Sydney and Newcastle Transport Districts, and the licensing of the drivers and conductors thereof.

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

The staff employed in the Department as at 30th June, 1953, totalled 911, a decrease of 19 in the year. Details are shown in Appendix No. 1.

SCHEME OF REPORT.

As may be gathered from a reference to the list of Acts administered by this Department, and the facts that, for the year under review, its various revenue collections totalled nearly ten million pounds, over 650,000 motor vehicles were registered and nearly 900,000 persons were licensed to drive motor vehicles, this Department's activities are many and varied, and directly affect a very large proportion of the population of New South Wales.

While some types of transactions are relatively simple, such as the licensing of a person to drive an ordinary motor vehicle and the treatment of the licence fee, other types of transactions, such as the inspection, registration, licensing and regulation of a motor omnibus for use in a service in the Metropolitan Transport District, and the treatment of the relevant motor tax and several fees, involve a number of co-related actions by different sections of the Department.

For the sake of convenience and, as far as practicable, having regard to the foregoing remarks, the information in this Report regarding the activities of the Department for the year ended 30th June, 1953, has been collated as follows:—

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

SECTION TWO—Regulation of Public Motor Vehicles.

SECTION THREE—Road Safety.

SECTION FOUR—General.

SECTION FIVE—Appendices relating to Sections One to Four.

REVENUE.

As a preliminary to a consideration of the following Sections, there is set out below a comparative summary of the revenue collections for the years ended 30th June, 1953, and 1952, arising from all phases of the registration and licensing of motor vehicles, the licensing of motor vehicle drivers, the regulation of public motor vehicles, and a variety of incidental matters.

Revenue Collections.

	Year ended 30th June—			
	1953.		1952.	
	£	£	£	£
Tax—				
Main Roads Act, 1924	6,405,639		5,210,905	
Public Vehicles Fund	277,083		239,015	
		6,682,722		5,449,920
Registration, Licensing and Miscellaneous Fees and Charges—				
Road Transport and Traffic Fund ...	1,636,807		1,588,791	
Public Vehicles Fund (Service Licence Fees)	19,153		25,196	
State Transport (Co-ordination) Fund	1,613,649		1,643,269	
		3,269,609		3,257,256
Grand Totals		£9,952,331		£8,707,176

For details see Appendices Nos. 2, 3, 4 and 11.

SECTION ONE

REGISTRATION OF MOTOR VEHICLES AND LICENSING OF DRIVERS.

Tax—Main Roads Act, 1924.

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

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

For the year ended 30th June, 1953, the revenue totalled £6,498,299 and the refunds amounted to £92,660, so that the net revenue was £6,405,639. This was £1,194,734 more than the net revenue for 1951-52; the increase is mainly attributable to the increased rates of motor tax which became effective on 1st February, 1952.

ROAD TRANSPORT AND TRAFFIC FUND.

The Road Transport and Traffic Fund receives all fees, in respect of the registration of motor vehicles and the licensing of motor drivers, collected under the Motor Traffic Act, 1909-1952, the Transport Act, 1930-1952, and the Motor Vehicles Taxation Management Act, 1949-1951, and a number of miscellaneous fees and charges, the most substantial being the commission received from the Government Insurance Office of New South Wales in respect of premiums under the Motor Vehicles (Third Party Insurance) Act, 1942-1951, collected on behalf of that Office, and fees in respect of the appointment of Authorised Inspection Stations.

Payments from the Fund cover administrative and other expenses of the Department (excluding those expenses in respect of the administration of the State Transport (Co-ordination) Act, 1931-1952); the cost of Police supervision and control of road transport and traffic; Police services in connection with the registration of vehicles and the licensing of drivers; traffic facilities; road safety activities; and half the cost of maintenance by the Department of Government Transport of road pavements between tramways rails and for a space of 18 inches on either side of the rails.

The total revenue collected during the year, apart from a grant of £12,390 by the Commonwealth Government for road safety purposes, was £1,636,807, and after meeting the various expenses chargeable to the Fund (including £813,501 for the cost in the year for Police services in respect of the supervision and control of road transport and traffic and the registration of vehicles and the licensing of drivers) there was no credit balance available for transfer to the credit of the Country Main Roads Fund in accordance with section 202 of the Transport Act, 1930-1952.

Details of receipts and payments from the Road Transport and Traffic Fund for 1952-1953 and 1951-1952 are shown in Appendix No. 3.

PUBLIC VEHICLES FUND.

The Public Vehicles Fund receives tax collected in respect of the registration of motor omnibuses, taxi-cabs, private hire cars and motor vans registered in the Metropolitan and Newcastle Transport Districts, and service licence fees for omnibus services operating in such Districts.

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

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

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

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

The statement of receipts and payments from this Fund for the years 1952-1953 and 1951-1952 is shown in Appendix No. 4.

MOTOR REGISTRATION STATISTICS.

At 30th June, 1953, there were 659,010 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1952, an increase in registrations of 26,709 or 4.2 per cent. has been recorded.

Details of registrations current at 30th June, 1953, and 1952, are as follows:—

Classification.	30th June, 1953.	30th June, 1952.
Cars	360,573	338,640
Lorries	198,437	194,591
Tractors	8,622	7,771
Trailers	34,173	31,429
Cycles—		
Solo	36,893	39,362
Sidecar	8,207	8,190
Omnibuses—		
Sydney	1,716	1,663
Newcastle	287	291
Country Districts	1,414	1,475
Vans—		
Sydney	1,354	1,563
Newcastle	79	141
Taxi-cabs—		
Sydney	2,222	2,203
Newcastle	82	82
Country Districts	1,236	1,233
Private Hire Cars—		
Sydney	483	499
Newcastle	20	20
Country Districts	421	437
Tourist Vehicles—		
Sydney	66	81
Newcastle	3	3
Country Districts	54	58
Traders' Registrations—		
Cars	2,562	2,436
Cycles	106	133
Total	659,010	632,301

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

The remarkable growth of motor transport in this State since 1930, and particularly in the period between the end of the Second World War and 1953 when the number of motor vehicles registered was nearly doubled, is illustrated graphically in Appendix No. 7.

QUARTERLY REGISTRATIONS.

Of the total number of motor vehicles registered in New South Wales at 30th June, 1953 and 1952, the number in each class registered on a quarterly basis was as follows:—

Classification.	30th June, 1953.	30th June, 1952.
Cars	5,268	8,648
Lorries, tractors and trailers	4,985	5,153
Cycles	340	1,033
Omnibuses*	77	58
Vans*	41	42
Taxi-cabs*	2	2
Private Hire Cars*	1	1
Total	10,714	14,937
Percentage of total vehicles registered	1.7%	2.4%

* Inside the Metropolitan and Newcastle Transport Districts only.

From 1st October, 1951, quarterly registrations were confined to renewals of quarterly registrations in force at that date. However, the registration on a quarterly basis of motor omnibuses and lorries of not less than two tons unladen weight was re-introduced on 10th September, 1952.

BRAND NEW VEHICLES REGISTERED.

In the twelve months ended 30th June, 1953, 58,753 new vehicles were registered in New South Wales, compared with 79,270 in the previous year. Details of the new vehicles registered are as follows:—

Classification.	Year ended 30th June, 1953.	Year ended 30th June, 1952.
Passenger Vehicles—		
Cars	30,989	41,451
*Taxi-cabs (Sydney and Newcastle)	509	267
Omnibuses (Sydney and Newcastle)	124	127
Total	31,622	41,845
Goods Vehicles—		
Lorries and Tractors	19,212	26,336
Vans (Sydney and Newcastle)	93	105
Trailers	4,784	4,886
Total	24,089	31,407
Motor Cycles	3,042	6,018
Grand Total	58,753	79,270

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

As at 30th June, 1953, approximately two-thirds of the motor vehicles registered in this State were not more than ten years old.

The numbers of brand-new motor vehicles registered during the past ten years are shown in Appendix No. 8.

PERMITS TO CERTIFY THE FITNESS OF NEW MOTOR VEHICLES.

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

Permits issued authorise the certification of one hundred and ten vehicles of different makes and body styles of 1952 year model and fifty-four vehicles of different makes and body styles of 1953 year model.

DRIVERS AND RIDERS LICENSED.

During the year a new system for the licensing of motor vehicle drivers was introduced with the object of enabling stricter qualifications to be imposed for the drivers of heavy lorries and public passenger carrying vehicles in all parts of the State.

Drivers' licences which were issued or renewed on or after the 1st September, 1952, are of four different classes (A, B, C, or D) and authorise the licensees to drive motor vehicles as follows:—

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

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

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

Class D licences: Motor omnibuses, tourist vehicles of any type and all other motor vehicles, except taxi-cabs in the Metropolitan and Newcastle Transport Districts and motor cycles.

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

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

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

Special arrangements were made to enable persons holding old-type licences becoming due for renewal on or after 1st September, 1952, to obtain new-type licences of the appropriate class. In the

ten months which had elapsed by the 30th June, 1953, 676,685 new-type licences had been issued, both as replacements of old-type licences and as new licences, as follows:—

Class of Licence.	Number.	Proportion of Total.
		Per cent.
A	543,365	80.3
B	2,924	0.4
C	118,532	17.5
D	11,863	1.8

At the 30th June, 1953, there were in issue 800,946 motor vehicle drivers' licences (Classes A, B, C, D and old-type), 69,102 motor cycle riders' licences, and 6,172 licences to drive taxi-cabs in the Sydney and Newcastle Transport Districts. Corresponding figures for 30th June, 1952, are 761,223 drivers (an increase of 39,723 or 5.2 per cent.), 66,132 riders (an increase of 2,970 or 4.5 per cent.) and 5,886 taxi-cab drivers (an increase of 286 or 4.8 per cent.).

MOTOR TRAFFIC BREACHES.

Intimately connected with the work of licensing drivers are activities arising from reports of breaches of the Motor Traffic Act, 1909-1952, the Transport Act, 1930-1952, and sundry other Acts, and the Regulations made under these Acts, reported principally by the Police in the course of their control of traffic upon the public streets.

The records of convictions and cautions against licensees for breaches of the Acts and Regulations indicated above, are administered by this Department, and details of any such record are furnished to the Police Authorities to assist them in their adjudications in connection with breach reports, and also in the conduct of cases before the Courts.

The number of reports submitted by the Police and necessitating the supply of these particulars to the Police in the twelve months ended 30th June, 1953, was 474,049 as compared with 332,716 reports submitted in the corresponding twelve months for the previous year.

While the great majority of the breaches reported were not of a very serious nature and related largely to offences connected with traffic congestion (e.g., parking) or of a technical nature (e.g., not produce licence), there were a substantial number of breaches of very serious kinds which involved consideration of the licensee's fitness to drive a motor vehicle and the question of whether in the interest of road safety he should be deprived of or refused a licence.

Conviction of certain offences by the Courts involves the persons concerned in periods of disqualification from holding licences. In addition the Superintendent of Motor Transport is empowered to refuse, suspend or cancel licences under certain circumstances.

Particulars of serious offences involving disqualification of persons from holding licences, and appeals against decisions of the Courts and the refusal, suspension and cancellation of licences by the Superintendent of Motor Transport during the year ended 30th June, 1953, are contained in Appendix No. 9.

DISTRICT MOTOR REGISTRIES.

Throughout the State there are 234 District Motor Registries where Police or Departmental officers are stationed for the purpose of dealing with practically all matters relating to the registration and

taxation of motor vehicles, the licensing of drivers and the riders thereof, Traders' Plates, visiting motor vehicles, and requirements under the Motor Vehicles (Third Party Insurance) Act and the State Transport (Co-ordination) Act.

The work at the great majority of the District Motor Registries is performed by members of the Police Force in conjunction with other duties but in the Metropolitan and Newcastle districts and the larger country centres the Motor Registries (totalling 39) are directly controlled and staffed by this Department. These 39 Registries were responsible for the collection of £2,826,489 in revenue during the year ended 30th June, 1953. The revenue collected at individual Registries is shown in Appendix No. 10.

The taking over of several additional District Motor Registries is in progress, the actual dates being contingent on suitable premises becoming available.

THIRD PARTY INSURANCE.

The Motor Vehicles (Third Party Insurance) Act, 1942, as amended, provides that before a motor vehicle may be registered or used on the public streets it must be insured against liability in respect of bodily injury to any third party arising out of its use. The insurance must be effected with an Insurer approved by the Minister for Transport, or with the Government Insurance Office, and the maximum insurance rates are prescribed.

An Insurer cannot avoid liability under the policy because of any act or omission by the owner or the driver of the vehicle.

In order to protect persons injured by "hit-run drivers" or by uninsured vehicles, a fund has been created and the injured party may proceed against a "Nominal Defendant" in these cases. The fund is maintained by contributions from the various Authorised Insurers.

A Premiums Advisory Committee appointed by the Minister for Transport reviews the financial results of the Authorised Insurers from time to time and submits recommendations regarding premium rates for the decision of the Minister. During the year ended 30th June, 1953, premium rates, with minor exceptions, were increased as from 15th July, 1952, and again as from 27th June, 1953.

At the 30th June, 1953, there were 89 insurance companies authorised to undertake insurance business in terms of the Motor Vehicles (Third Party Insurance) Act, 1942, as amended. During the year four companies withdrew from such business.

The Government Insurance Office of New South Wales handles approximately 75 per cent. of the business under this Act and this Department collects the premiums in respect of such business on behalf of the Government Insurance Office. For the year ended 30th June, 1953, the Department received £51,665 commission in this respect.

SECTION TWO

REGULATION OF PUBLIC MOTOR VEHICLES.

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

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

STATE TRANSPORT (CO-ORDINATION) FUND.

The State Transport (Co-ordination) Fund receives licence and permit fees on vehicles registered to operate as public motor vehicles, and charges in respect of the carriage of goods or passengers on journeys in competition with the railways or tramways as imposed under the provisions of the State Transport (Co-ordination) Act, 1931-1952.

The cost of administration of the Act is payable from the Fund and the balance is distributed to the credit of railway and tramway revenue.

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

GOODS MOTOR VEHICLES.

At 30th June, 1953, the number of motor vehicles registered and licensed as trucks and trailers (242,665) was greater than ever before. They comprised 37 per cent. of the total vehicles registered as compared with 26 per cent. at 30th June, 1938, and 20 per cent. at 30th June, 1932.

Goods motor vehicle operations must be authorised by a licence or a permit issued under the State Transport (Co-ordination) Act, 1931-1952, and there is power in that Act either to exempt the operator from any requirement to pay charges or to include in the licence or permit a condition that he shall pay charges not exceeding the maximum amount fixed by the Act. Section 17 (3) of the Act provides that applications for licences may be declined. So far as goods transport is concerned, this power has not been exercised.

In the regulation of goods motor vehicle activities, the policy is based on the view that after taking into account the needs of the public in relation to transport of goods and the extent to which services are run regularly on rail and sea routes, the most economical field for road services is in the transport and delivery of goods for distances up to 50 miles, and for longer distances where rail or shipping services are not reasonably available, or the nature of the goods or arrangements for marketing create circumstances which give road services a substantial advantage over other forms of transport.

Accordingly, it has been the practice during the year to authorise by exempt licences or permits under the State Transport (Co-ordination) Act, 1931-1952, the free use of motor vehicles for any type of loading on journeys not in competition with the railways for more than 50 miles and on any journey for the carriage of a wide range of goods including the following:—

- Milk, cream, eggs, fish, rabbits, poultry, fruit, vegetables, honey.
- Pedigreed stock, pigs, calves, lambs, bees and bee-farming equipment.
- Seedlings, ornamental plants.
- Fertiliser, shellgrit, coke, charcoal.
- Cement and terra-cotta roofing tiles; asbestos cement, gyprock, and fibrous plaster sheets; concrete tubs, cisterns, septic tanks.
- Zinc oxide, ground manganese, nitric acid, hydrochloric acid.
- Daily newspapers, returned empty containers.

Road operators are not required to furnish returns of goods carried on journeys exempt from charges under the Act. Consequently, information is not available as to tonnages carried on authority of such licences or permits.

Where vehicles were used in the carriage of goods not classified as exempt on journeys competitive with the railways for more than 50 miles, charges were imposed as a condition of licences or permits. The

maximum charge is one calculated at the rate per mile of 3d. per ton of the weight of the vehicle and the weight of loading it is capable of carrying. However, reductions from the maximum charge were allowed in many instances on consideration of special features which were disclosed in applications for permits. Details of trips authorised on payment of charges at mileage rates and tonnages carried in competition with the railways for more than 50 miles are as follows:—

Journeys of Distances.	* 1d.		* 1½d.		* 2d.		* 3d.	
	Trips.	Tons.	Trips.	Tons.	Trips.	Tons.	Trips.	Tons.
Up to 100 miles ...	4,455	17,198	227	1,009	12	56	14,036	81,666
101 to 200 miles ...	7,291	37,392	778	3,139	113	737	14,600	93,226
Sydney to Albury ...	2,732	25,538	820	8,628	4	51	4,833	52,752
Albury to Sydney ...	1,236	9,419	366	4,155	5	61	3,950	44,484
Sydney to Northern Border ...	688	5,021	119	1,068	...	...	679	5,960
Northern Border to Sydney ...	184	1,028	49	526	...	...	156	1,320
Other journeys over 200 miles ...	3,882	21,097	195	1,065	82	701	2,003	13,294
Totals ...	20,468	116,693	2,554	19,590	216	1,606	40,257	292,702

NOTE.—In addition to the figures shown, 9,751 permits were issued subject to charges payable on a flat rate basis. These include permits issued for varying periods to hawkers, showmen, contractors, dealers and individual journeys for the carriage of motor car bodies.

* Denotes the rate per ton mile based on the aggregate of the weight of the vehicle unladen and the weight of loading it is capable of carrying.

Charges under the Act collected during the year in respect of carriage of goods by road mounted to £1,479,693; for the year 1951-1952 the corresponding figure was £1,499,352.

With the steep increase in the number of goods motor vehicle registrations there has been corresponding increase in the movement of traffic on the roads. At present, the bulk of the goods moving for distances up to 50 miles is being carried by road. Traffic on the roads for distances exceeding 50 miles in competition with the railways is also relatively heavy and causing concern to the Department of Railways as much of this road traffic can be accommodated on the railways in services which have been expanded and accelerated following the introduction of additional modern locomotives and other types of new equipment. A significant feature of the position is that by far the heaviest road movements are those commencing or terminating in Sydney.

On interstate routes, road services are most active between Sydney and Melbourne and Sydney and Adelaide. The powers to apply the State Transport (Co-ordination) Act, 1931-1952, to interstate operations has been challenged by road transport interests and the matter is to come before the Privy Council shortly.

Intrastate road journeys are most frequent on routes between Sydney and Newcastle, Bathurst and Orange and other points distant up to 200 miles. Much of the loading on vehicles operating from Sydney consists of general merchandise and other goods in the higher rail freight classification.

During the year, many road operators have shown a tendency to disregard or evade the provisions of the Act in relation to the operation of their vehicles. Resulting from checks taken on the roads by Authorised Officers of this Department, proceedings were instituted in respect of 1,129 cases for breaches of the Act and convictions were recorded by the Courts.

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

Motor omnibuses operating in the Metropolitan and Newcastle Transport Districts are required to be registered under the Transport Act, 1930-1952, and the Motor Traffic Act, 1909-1952, and licensed under the State Transport (Co-ordination) Act, 1931-1952.

Tax on motor omnibuses is paid at the rate prescribed by the Motor Vehicles (Taxation) Act, 1951.

Service Licences authorising the operation of privately operated omnibus services are issued by authority of the Transport Act, 1930-1952, and for each licence issued an annual fee is payable. The fee is based upon the nature and extent of the benefit enjoyed by the holder of the Service Licence, the nature of the route traversed and the effect on any Government Transport Services. The Act provides that the Service Licence Fee shall not exceed an amount equivalent to £4 0s. 0d. per annum for each passenger each omnibus is authorised to carry and may be a nominal rate for experimental, developmental or unprofitable services.

Rates of Annual Service Licence Fees, ranging from 2s. to 40s. for each passenger each omnibus is authorised to carry, were applied as follows:—

Rate of Service Licence Fee.				Number of Services.	
				Metropolitan.	Newcastle.
s. d.					
2 0	per passenger	...	...	2	...
2 6	"	...	...	10	7
3 0	"	...	...	4	2
4 0	"	...	...	4	1
5 0	"	...	...	64	6
6 0	"	...	...	1	1
7 0	"	...	...	1	2
7 6	"	...	...	29	2
8 0	"	...	...	...	2
10 0	"	...	...	38	3
12 0	"	...	...	1	...
12 6	"	...	...	13	...
15 0	"	...	...	7	1
17 6	"	...	...	2	...
20 0	"	...	...	4	1
25 0	"	...	...	1	...
30 0	"	...	...	3	...
40 0	"	...	...	2	...
Total				186	28

The highest Service Licence Fees in the respective Transport Districts were £299 2s. 0d. for the Parramatta-Kellyville route No. 200 service and £125 10s. 0d. for the Wallsend-Toronto route No. 26 N service.

Service Licence Fees aggregated £7,714 15s. 6d. for the Metropolitan Services and £643 15s. 6d. for the Newcastle Services.

Incidentally, in accordance with the provisions of the Transport Act, 1930-52, the Department of Government Transport paid, as the equivalent of Service Licence Fees, in respect of its motor omnibus services the sums of £8,288 for the Metropolitan services and £2,483 for the Newcastle services. In accordance with practice, the Depart-

ment of Government Transport also paid the equivalent of motor tax on its motor omnibuses, totalling £116,560 for the Metropolitan omnibuses and £25,372 for the Newcastle omnibuses.

In accordance with the provisions of the Transport Act, 1930-1952, tax and Service Licence Fees are paid into the Public Vehicles Fund. All the tax and half the Service Licence Fees are distributed to Municipal and Shire Councils and other Authorities in the Metropolitan and Newcastle Transport Districts. The remaining half of the Service Licence Fees is paid into Consolidated Revenue in the reduction of the capital indebtedness of the Department of Government Transport.

Particulars of the distribution of the Fund for the year are contained in Appendix No. 5.

METROPOLITAN TRANSPORT DISTRICT.

At the 30th June, 1953, there were 704 motor omnibuses being used by 121 operators in 186 privately-operated omnibus services in the Metropolitan Transport District, representing reductions of eighteen omnibuses, seven operators and five services compared with the 30th June, 1952.

This position is accounted for by the absorption of two services into the Government Omnibus Transport system, viz., the Maroubra-Maroubra Junction route No. 145 service, and the Kensington-Botany route No. 138 service; also the discontinuance or amalgamation of five services and the institution of two new services.

During the year, extensions of nineteen services were approved and, in several cases, proposed extensions were deferred pending roadways being put in a suitable condition for use by motor omnibuses.

A number of minor amendments to timetables and fares were authorised during the year and the practice was followed of allowing the elimination of poorly patronised journeys and sections of the timetables to assist the operators to reduce working expenses rather than to increase fares.

During the year, approval was given for the transfer of the service licences of sixteen services.

During the year a number of applications were received for permission to operate omnibus services. Applications were granted for services between Killara Station and Gordon Station and between Richmond R.A.A.F. Station and Windsor Post Office.

Services in Competition with Government Transport Services.

The State Transport (Co-ordination) Act, 1931-1952, provides for the payment of charges in respect of services which are in competition with State-owned transport services. At the 30th June, 1953, only one service in the Metropolitan district was operating in a way which justified the imposing of charges as a condition of the licence.

Passengers Carried and Financial Results.

Certified returns of operations as furnished by the operators show that during the year 81,924,000 passengers were carried on privately-operated motor omnibus services compared with an estimate of 89,416,500 passengers in the previous year, a decrease of approximately 7,492,500 passengers.

A summary of the financial results of privately-operated services in the Metropolitan Transport District for the year ended 30th June, 1953, compared with the previous financial year is set out hereunder:—

	Year ended 30th June—		Increase.	Decrease.
	1953.	1952.		
	£	£	£	£
Revenue	2,122,864	2,114,480	8,384	.....
Expenditure	2,040,750	2,078,866	.....	38,116
Excess of Revenue over Expenditure	82,114	35,614	46,500	.....

Included in the expenditure of £2,040,750 for the year ended 30th June, 1953, are amounts of £86,079 representing wages drawn by operators, £145,090 reserved by operators for depreciation of omnibuses and equipment and £21,777 for payment of interest in respect of the purchase of omnibuses and for business loans.

Statistics concerning private omnibus services for the last two financial years are contained in Appendix No. 12.

Standard of Service.

Of the 704 motor omnibuses in service on 30th June, 1953, 436 were petrol driven and 268 were fitted with compression-ignition engines. The vehicles comprised 680 single-deck motor omnibuses and 24 double-deck motor omnibuses.

Regular and frequent inspections of motor omnibuses were carried out by officers of the Department during the year. In sixty cases vehicles were suspended from service pending repairs but in no case was it found necessary to prosecute for failure to maintain vehicles in a fit and proper condition as required by the Regulations.

Numerous inspections were carried out, some in response to complaints, to see whether the timetables were being adhered to and that overloading of omnibuses was not of a serious nature or a regular feature.

Motor Omnibus Stopping Places.

The practice of appointing and signposting stopping places was followed in respect of a number of services after consultation with the operators concerned, the Police Authorities and the Local Government Authorities. Observations have shown that the appointment of recognised stopping places has materially assisted the maintenance of timetable running and has reduced the obstruction to vehicular traffic generally along the routes.

NEWCASTLE TRANSPORT DISTRICT.

At the 30th June, 1953, there were 88 motor omnibuses being used by 15 operators in 28 services, representing decreases of three motor omnibuses, one operator and two services as compared with the figures for the preceding year.

Two services were amalgamated between Waratah and Georgetown and the works of the Broken Hill Proprietary Co. Ltd. at Port Waratah. A service between Wallsend-Wallsend Hospital and Summer Hill was discontinued, but the Wallsend-Summer Hill portion of the service was absorbed into the Wallsend-Minmi service, Route No. 27N.

No applications were received during the year for the introduction of new services. Inquiries made from time to time during the year indicated that generally, the requirements in the area were reasonably met by established transport services.

Services in Competition with Government Transport Services.

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

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

Amendments to Fares, Etc.

Small increases were granted in the rates of fare for five services and a few minor reductions of timetable were approved. The Service Licences for three services were transferred.

Passengers Carried and Financial Results.

Certified returns of operations as furnished by the operators show that during the year 5,350,000 passengers were carried on privately-operated motor omnibus services compared with an estimated 5,500,000 passengers for the previous year, a decrease of approximately 150,000 passengers.

A summary of the financial results of privately-operated omnibus services in the Newcastle Transport District for the year ended the 30th June, 1953, compared with the previous year is as follows:—

	Year ended 30th June—		Increase.	Decrease.
	1953.	1952.		
	£	£	£	£
Revenue	224,620	227,084	.....	2,464
Expenditure	231,674	239,603	.....	7,929
Excess of Expenditure over Revenue	7,054	12,519	.....	5,465

Further statistics relating to the services are shown in Appendix No. 13.

Standard of Service.

Of the 88 motor omnibuses in service, 39 were petrol driven and 49 were fitted with compression-ignition engines. The vehicles comprised 76 single-deck omnibuses and 12 double-deck omnibuses.

Regular and frequent inspections of motor omnibuses were carried out by officers of the Department during the year. In 13 cases vehicles were temporarily suspended from service pending repairs but in no case was it found necessary to prosecute an owner for failure to maintain his vehicles in a fit and proper condition as required by the Regulations.

The loading and punctuality of operation of the omnibuses were checked frequently and action was taken to rectify any unsatisfactory conditions.

AMENDMENTS TO THE PUBLIC VEHICLE REGULATIONS CONCERNING OMNIBUSES.

Appointment of Omnibus Stopping Places.

A provision was inserted in the Regulations enabling the Superintendent of Motor Transport to appoint stopping places for omnibuses on any omnibus route and compel operators to provide signs indicating such stopping places.

The Regulations also provide that on routes where stopping places for motor omnibuses are indicated by stopping place signs, an omnibus shall not be stopped to take up or set down passengers except where such signs are displayed, and that any directions conveyed by such signs shall be strictly observed.

Standing on Rear Platforms of Omnibuses.

The Regulations were amended to introduce, in respect of privately-operated omnibuses, a similar prohibition on the standing of passengers on the rear platforms as applies to Government-operated omnibuses.

TAXI-CABS AND PRIVATE HIRE CARS.

Metropolitan Transport District.

At the 30th June, 1953, there were 2,222 taxi-cabs operating in the Metropolitan Transport District compared with 2,203 at the end of June, 1952. Of the 2,222 taxi-cabs, 1,793 were licensed to operate from stands throughout the Metropolitan Transport District, 399 to stand for hire on suburban stands and 30 to operate only from Central Railway Station.

Twenty-six additional taxi-cabs were licensed during the year, of which 24 resulted from the holding of a ballot among suitable applicants for suburban taxi-cab licences and two were in substitution for private hire cars. The licences of four taxi-cabs were cancelled because of the failure of the operators to comply with the conditions of the licences and the licences of three taxi-cabs were surrendered.

There were 480 private hire cars operating in the Metropolitan Transport District at the 30th June, 1953, compared with 499 at the 30th June, 1952.

During the year 13 additional private hire car licences were issued as a result of a ballot among suitable applicants, two private hire cars were converted to restricted taxi-cabs and 30 licences were surrendered.

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

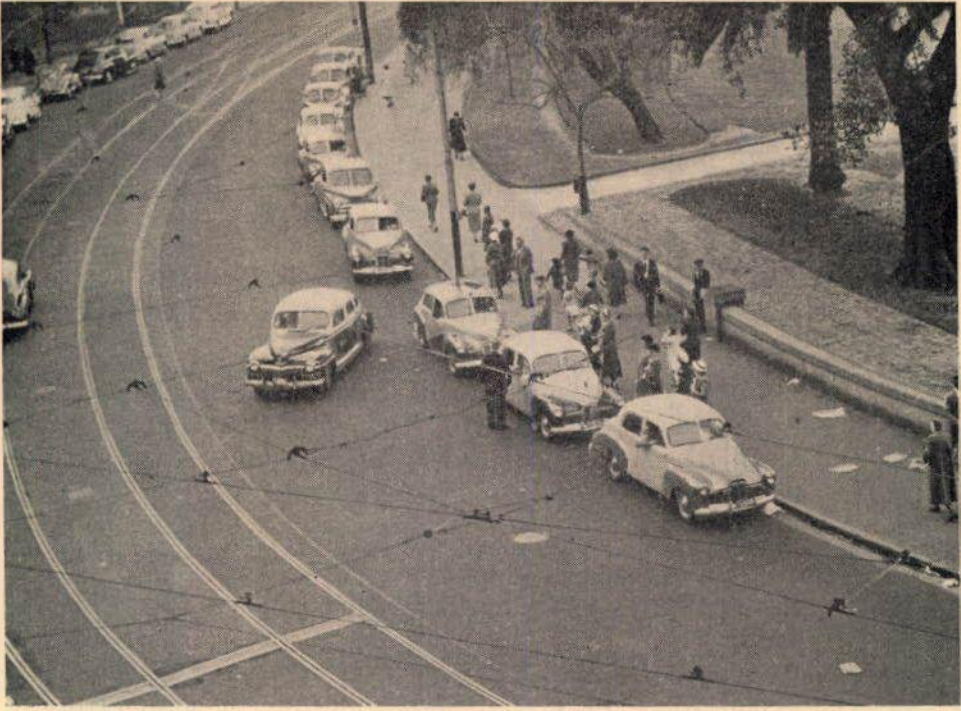
Newcastle Transport District.

Taxi-cabs and private hire cars in the Newcastle Transport District at the 30th June, 1953, numbered 82 and 21 respectively, compared with 82 and 20 at the 30th June, 1952.

A new private hire car licence was granted for the introduction of a service for passengers travelling to or from Williamtown Aerodrome.

MOTOR VANS.

At the 30th June, 1953, there were 1,364 motor vans registered in the Metropolitan Transport District as compared with 1,573 a year before, a decrease of 209; the corresponding figures for the Newcastle Transport District were 80 and 142, a decrease of 62 in the course of the year.



ST. JAMES ROAD TAXI RANK

With the object of ensuring that the taxi-cabs are operated in an orderly manner and that people standing at the head of the rank would not be kept waiting as a result of approaching cabs being intercepted by other persons, taxi-cabs may only be hired from the leading positions of the St. James Road Tax-cab rank.



CENTRAL RAILWAY STATION TAX-CAB RANK

In order to ensure that travellers arriving at Central Railway Station are provided with taxi-cab facilities to travel to any suburb, and to induce taxi-cab operators to meet all country trains, taxi-cabs are directed to wait at hiring points for fares to groups of destinations, and hirers may share taxi-cabs.

AMENDMENTS TO THE PUBLIC VEHICLE REGULATIONS CONCERNING TAXI-CABS AND PRIVATE HIRE CARS.

The Public Vehicles Regulations, applicable to the Metropolitan and Newcastle Transport Districts, were amended in a number of respects, the more important of such amendments being as follows:—

Multiple Hiring of Taxi-cabs.

The Regulations were strengthened to enable more effective action to be taken to suppress multiple hirings of taxi-cabs except where expressly permitted. Chief features of the amended Regulations are:—

- (1) a taxi-cab driver shall, forthwith after the vehicle is hired, proceed to complete such hiring and shall not, except as is necessary for the purpose, allow any person to be carried in the vehicle;
- (2) a taxi-cab driver shall not do anything designed to result in any person being carried in contravention of the Regulations.

Journey by Taxi-cab to Picking-up Point.

Regulations were made to the effect that, in the case of a hiring of a taxi-cab arranged by telephone, radio or similar means—

- (1) certain records must be kept of the booked hiring;
- (2) the "Vacant" sign must be obscured whilst the cab is travelling to the picking-up point, and the taxi-meter must not be set in motion until a passenger enters the vehicle;
- (3) a maximum surcharge of 1s. 6d. may be made for the journey to the picking-up point.

Increase in Flag Fall—Metropolitan Transport District.

Provision was made for an increase in the flag fall charge for hirings of taxi-cabs in the Metropolitan Transport District from 1s. to 1s. 6d. as from the 8th May, 1953.

Hirer May Vary Hiring Or Instruct Driver To Wait.

The Regulations were amended in order to:—

- (1) make it clear that the driver of a taxi-cab, private hire car or cab must comply with a reasonable request by a hirer to be taken to a destination other than that originally specified by the hirer; and
- (2) provide that where the driver of a taxi-cab is requested by the hirer to wait for a specified period not exceeding fifteen minutes and his fare (including the fare for waiting time) is paid, he shall comply with such request.

St. James Road Taxi-cab Rank.

Regulations were made with the object of ensuring that the St. James Road Taxi-cab Rank, Sydney, would be worked in an orderly manner and that people standing at the head of the rank would not be kept waiting as a result of approaching cabs being intercepted by other persons.

Unauthorised Lights on Taxi-cabs.

The Regulations were amended to prohibit the display of any lamp or device capable of projecting or reflecting light visible from the front of a taxi-cab resembling a light usually used to illuminate the "Vacant" sign.

The amended Regulation is designed to overcome an undesirable practice adopted by some taxi-cab drivers of displaying an interior light while the taxi-cab was hired with the intention to mislead the public into believing that the taxi-cab was "Vacant" and was available for hire, thereby facilitating multiple hirings.

"Vacant" Signs and Suburb Name Plates On Newcastle Taxi-cabs.

As from the 1st August, 1952, in the Newcastle Transport District—

- (1) a taxi-cab which is available for hire must display a "Vacant" sign;
- (2) a restricted taxi-cab must display on the front of the vehicle a plate indicating the suburb or place at which the cab is authorised to stand when available for hire.

Similar requirements have been in force for many years in the Metropolitan Transport District.

PASSENGER SERVICES IN COUNTRY DISTRICTS.

Public passenger carrying vehicles operating outside the boundaries of the Metropolitan and Newcastle Transport Districts, are required to be licensed under the Local Government Act (by the local Municipal or Shire Council) and also by this Department under the State Transport (Co-ordination) Act, 1931-52. To secure uniformity of action by the Councils and the Department in the licensing and control of commercial motor vehicles used for the carriage of passengers in country districts, it is the policy of the Department to seek the views of the Councils with regard to applications for licences under the State Transport (Co-ordination) Act, 1931-52, and on matters relating to the operation of the services, such as timetables, fares, etc. Conditions appropriate to the circumstances of each case are included in the licence.

Number plates of the alpha-numerical series "M.O.", "T.C." and "T.V." and "H.V." are distinctively coloured as denoted hereunder and reserved for issue in respect of motor omnibuses, taxi-cabs and private hire cars in country districts and tourist vehicles in the metropolitan and country districts:—

Series.	Colour.		
	Background.	Letters and Figures.	Issued for—
"M.O."	Yellow ...	Black	Motor omnibuses.
"T.C."	Blue	White	Taxi-cabs.
"T.V."	Black	Yellow	Tourist vehicles.
"H.V."	Black	White	Private hire cars.

Motor Omnibus Services.

The following statement shows the number of motor omnibus services operating in country districts over feeder routes and the omnibuses utilised thereon at the 30th June in the years 1953 and 1952:—

As at 30th June, 1953.			As at 30th June, 1952.		
Services.	Omni-buses.	Other Types of Passenger Vehicles.	Services.	Omni-buses.	Other Types of Passenger Vehicles.
1,603	1,414	599	1,640	1,475	616

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

In the case 87 passenger motor services which operate on routes competitive with the railways, the licences provide for the payment of charges under the State Transport (Co-ordination) Act.

Tourist Services.

At 30th June, 1953, 123 tourist vehicles were licensed to operate in tourist services for the carriage of passengers at separate fares on recognised motor tours.

The licences for tourist vehicles prescribe the tours which may be operated. In the case of tours which compete with the Railways for more than 50 miles, charges are imposed. Of the 123 vehicles licensed at the 30th June, 1953, 66 were operated from Sydney, three from Newcastle, 30 from Blue Mountains towns and 24 from other country towns.

Private Hire Cars and Taxi-cabs in Country Districts.

At the 30th June, 1953, there were 1,236 taxi-cabs and 421 private hire cars licensed to operate in country districts. These vehicles (in common with private hire cars and taxi-cabs in the Metropolitan and Newcastle Transport Districts) are licensed to operate free of charges on journeys none of which is competitive with the railways for more than 50 miles. During the year, however, 2,931 permits were issued for journeys beyond the limit set by the licences.

Since the 1st November, 1950, it has been the practice, where practicable, to allocate new licences by ballot after applications have been publicly invited. A total of 32 taxi-cabs and 27 private hire car licences was granted during the twelve months ended 30th June, 1953. Of the total of 59 licences allocated, 28 were granted to ex-servicemen.

At the request of Municipal Councils, taxi-cab licences in a number of country centres have been conditioned to require the proprietors of taxi-cabs to install taxi-meters in their vehicles calibrated to register a fare determined by the council. The following statement shows the municipalities in which the taxi-cabs are equipped with meters and fares as authorised for the services:—

Municipality.	Flagfall Rate.	Mileage Rate.
	s. d.	s. d.
Broken Hill	2 0	1 6
Goulburn	1 3	1 3
Katoomba and Leura ...	2 0	1 0
Lithgow	1 3	1 0
Maitland	1 0	2 0
Port Kembla and Wollongong	1 0	1 3
Wagga Wagga	1 6	1 4

EXEMPTIONS AND REDUCTIONS IN CHARGES UNDER THE STATE TRANSPORT (CO-ORDINATION) ACT, 1931-52—PASSENGERS.

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

Agents and Proprietors of Receiving Depots.

At the 30th June, 1953, there were 206 persons or firms licensed under the State Transport (Co-ordination) Act, 1931-52, to act as agents for persons operating public motor vehicles or to carry on business as proprietors of receiving depots.

SECTION THREE

ROAD SAFETY.

The heavy toll of accidents arising from the use of motor vehicles on the roads of this State is a matter of unceasing concern and involves this Department in activities which are shared in varying degrees with a number of other Departments and organisations. For the purpose of promoting a better sense of road behaviour, the policy provides for the compilation and discussion of accident statistics, the provision of traffic facilities, enforcement of approved standards of mechanical fitness and publicity on various aspects of road safety.

Statistics.

It is the practice of this Department to collate, analyse and publish road accident statistics based upon Police reports of road accidents involving the death or injury of any person and/or damage to property in excess of £10.

Practical use is made of the road accident statistics in various forms of publicity per medium of newspapers, radio stations, Government Departments, Authorities and motoring and other interested organisations.

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

Road Accidents in New South Wales.

During the year ended 30th June, 1953, 24,382 road accidents, in which 663 persons were killed and 12,459 were injured, were reported by the Police to have occurred in New South Wales. These figures compared with the previous year, represent an increase of 1,720 (7.6 per cent.) in accidents, and decreases of 78 (10.5 per cent.) and 178 (1.4 per cent.) respectively, in persons killed and injured.

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

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

- (1) The rate per 10,000 motor vehicles increased from 369 in 1951-52 to 377 in 1952-53 in accidents, and decreased from 12.1 to 10.2 in killed, and from 206 to 193 in injured.
- (2) In 5,842 road accidents involving 244 road deaths and 3,677 injuries, one motor vehicle only was concerned. These accidents were caused by the vehicle failing to take a bend in the road, overturning, or colliding with telegraph poles or similar fixed objects.
- (3) 196 pedestrians (30 per cent. of the total) were killed and 2,660 (21 per cent. of the total) injured. Over 63 per cent. of the pedestrian casualties were males.

- (4) Motor cyclists killed totalled 104, representing a reduction of 49 compared with the figures for the previous year. The number injured was 1,937, representing a reduction of 284. There is little doubt that these striking improvements were in no small measure the result of a special campaign to educate motor cyclists in the essential features of good traffic behaviour and also to the co-operation in this respect of motor cycle organisations.
- (5) Persons in the 21-29 age group, as in previous years, sustained the greatest number of casualties. The 60 and over age group, at 146, showed the highest total for fatalities.
- (6) The greatest single cause of road deaths was excessive speed, followed by careless driving and intoxication. The most prolific causes of accidents, however, were "fail to yield right of way at an intersection", "careless driving", "excessive speed", and "not keep to the left".
- (7) Intoxicated drivers and riders were responsible for 43 road deaths and 574 injuries.
- (8) Pedestrians crossing the road heedless of oncoming traffic, stepping into traffic from between parked cars and intoxication on the part of this class of road user were major causes of accidents and casualties.
- (9) The dangers arising from allowing children of a tender age (under 7 years of age) to wander on to the road is clearly shown by the statistics. There were 379 accidents arising from this cause, which resulted in 17 deaths and 369 injuries. In the previous year there were 356 accidents in this group in which 24 lives were lost and 337 persons injured.
- (10) Straying stock, as in previous years, was also a prolific cause of accidents.

ROAD SAFETY COUNCIL.

A wide range of educational and publicity activities was carried on throughout the year in conjunction with the Police Department within the framework of the Road Safety Council of New South Wales.

Outstanding features were as follows:—

(a) An intensified campaign on road safety throughout the State during the Christmas-New Year holiday period was conducted by means of public addresses and radio broadcasts by prominent citizens and administrators, articles and cartoons in the Metropolitan and Country press, screening of Road Safety films, exhibition of posters, etc.

(b) A road safety exhibition at the Royal Agricultural Society's Easter Show, Sydney, was held in co-operation with the Police School Lecturers.

(c) A national conference to consider motor cycle accidents was convened by the Australian Transport Advisory Council in Melbourne in June, 1953, and a number of decisions were reached which will provide a sound basis for the campaign to reduce still further the accident toll.

In the course of the year the Department spent £19,952 on behalf of the Road Safety Council of New South Wales, against which was set off a grant of £11,719 by the Commonwealth Government.

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

Annual Congress of the Australian Road Safety Council.

The Annual Congress of the Australian Road Safety Council, at which the Department was represented, was held in Adelaide in November, 1952. A number of addresses were given at such Congress on various subjects falling under the three "Es" of road safety, viz., "Education, Engineering and Enforcement." The discussions which followed such addresses were very helpful in an interchange of views by the various State delegates on methods and procedures adopted by each State in tackling what has become a grave national problem.

ENGINEERING.

In the field of traffic engineering, this Department has the two-fold function of providing and maintaining traffic facilities for the promotion of road safety and the efficient and expeditious movement of traffic on the roads.

Traffic Facilities.

It may be stated in broad terms in regard to traffic facilities that this Department is responsible for works and signs related to risks to pedestrians and motorists, due to other traffic on the roads, and the Department of Main Roads is responsible for, *inter alia*, works and signs related to physical conditions of or concerning roads.

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

Electromatic traffic control signals.

Pedestrian bridges.

Tramway safety zones and pedestrian safety refuges.

Improvement to lighting at street intersections.

Traffic signs, e.g., speed limit, school, halt, slow-15, domes.

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

Expenditure by this Department on traffic facilities during the year ended 30th June, 1953, totalled £224,678, an increase of £104,257 over the expenditure of £120,511 for the 1951-52 financial year. This increase in expenditure was caused mainly by the payment for a large part of the equipment purchased for the installation of 100 electromatic traffic control light signals and the cost of installing a number of such signals. Also, as every signal installed adds to the cost of electric current consumed, because the signals are kept in operation for 24 hours each day and also to maintenance costs, for it is essential that the signals be kept in the highest degree of efficiency, there has been a substantial increase in these costs.

Electromatic Traffic Control Signals.

During the year, additional electromatic traffic control light signals were installed at 29 intersections (for particulars see Appendix No. 16) bringing the total of such signal installations in the State to 101.

Plans are in hand for a further 71 signal installations in positions selected in collaboration with the Police Authorities. The Department of Government Transport, whose Engineering Branch installs and maintains the signals on behalf of this Department, expects to be able to complete these installations at an average rate of three per month.

To safeguard school children crossing main highways, an experimental design is being prepared of a simple form of pedestrian operated traffic control signal for use at mid-block locations.

The signal is intended to be operated only during certain hours of the day and the school authorities will be supplied with control keys. Provision will be made in the design for a flashing amber warning to be given to drivers when the signal is switched on and to enable drivers to identify them as school signals, they will be painted a distinctive colour.

The site selected for the trial installation is in Bunnerong Road near the Daceyville Public School.

"Zebra" Crossings.

Just before the year ended, three marked footcrossings were experimentally repainted on the "Zebra" pattern to determine the value of this method of marking.

These crossings are situated in Macquarie Street at King Street, City; at the top of William Street, King's Cross; and in Alison Road, near Doncaster Avenue, Kensington.

"Pedestrian Crossing" Signs.

A new sign that has been designed by this Department for display on the approaches to marked footcrossings has been accepted by the Road Signs Committee of the Standards Association for incorporation in the Road Signs Code which is followed by signposting authorities throughout the Commonwealth.

The design of the sign follows the overseas trend of conveying the message by symbols and depicts two trousered legs walking between a pair of parallel broken lines. A photograph of this type of sign is shown on page 30.

Speed Limit Signs.

Seven hundred and twenty additional speed limit signs were provided during the year. Of these, 560 were supplied to country Councils for erection in revised positions to bring the signposting of street lighted areas up-to-date; the balance were employed to define the 40 lengths of road totalling 26 miles and 4 chains that were proclaimed "built-up" areas by the Minister for Transport notwithstanding the absence of street lighting.

"School" Signs.

Further progress was made in connection with the provision of uniform "School" signs, 640 of which were provided, bringing the total number of such signs supplied during the past five years to 5,224.

Pedestrian Overbridge.

On the 27th March, 1953, the Minister for Transport officially opened a bridge that was constructed over Forest Road to provide for the safety of children attending the Bexley Central Public School which extends along both sides of this wide and busy thoroughfare.

The bridge was designed and constructed by the Department of Main Roads on behalf of the Department of Motor Transport and the Rockdale Municipal Council which shared the cost.

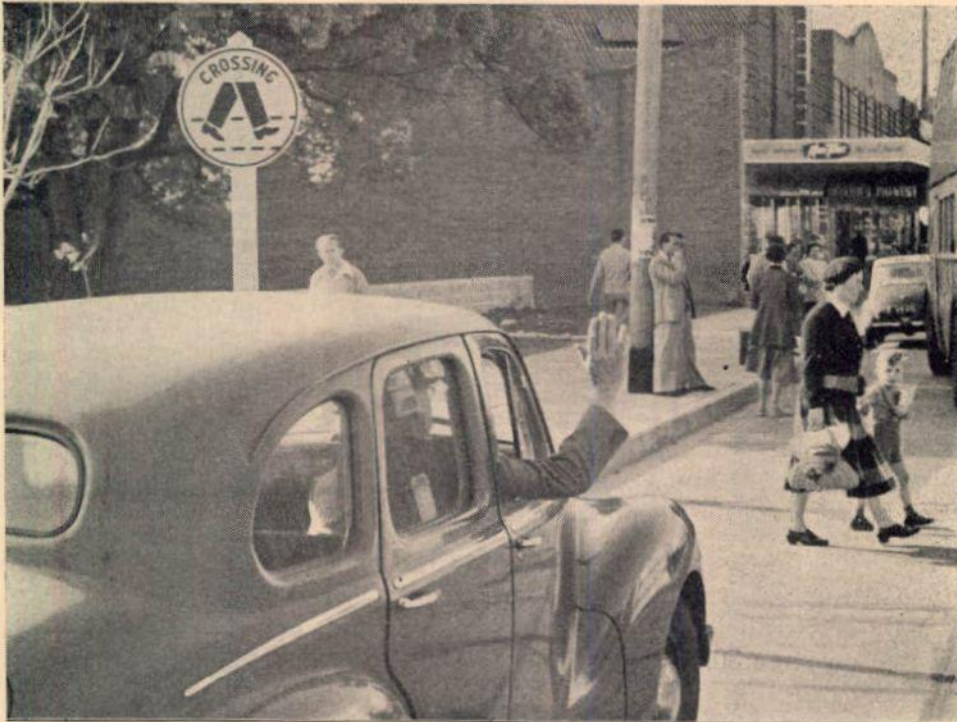
A photograph of this bridge is shown on page 30.

Other Traffic Facilities.

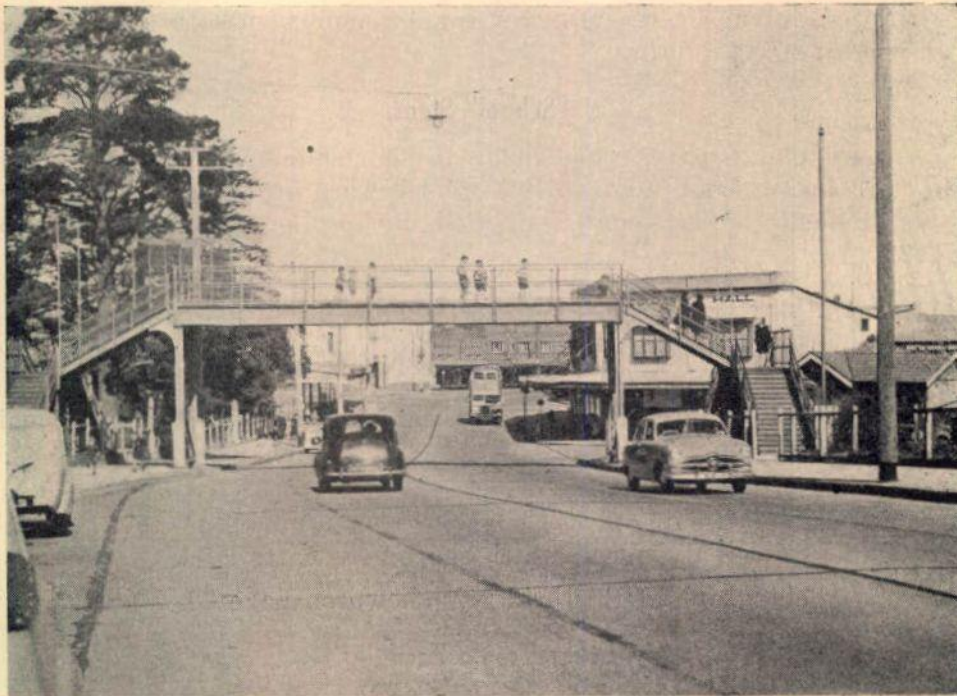
During the year, 2,319 additional facilities including marked footcrossings, traffic domes, and such signs as "Halt", "Slow-15" "One-way Traffic", etc., were provided. This figure includes a number of domes and traffic signs supplied by the Department to local authorities for installation in country districts.

General.

A variety of suggestions made by local authorities, Progress Associations, Parents and Citizens' Associations and the public in the interests of road safety have been examined in company with the Police and other authorities. In many cases, it was possible to bring about improvements by appropriate traffic engineering treatment.



New Type of "Pedestrian Crossing" Sign.



Pedestrian Overbridge at Bexley Central Public School.

MECHANICAL FITNESS OF MOTOR VEHICLES.

An important factor in road safety is the maintenance of motor vehicles in a satisfactory state of mechanical fitness, apart from their compliance with certain standards as to construction, design and equipment, all of which are matters of direct concern to this Department.

The original registration of a brand new vehicle may be dealt with in one of two ways, viz., certain motor firms have permission to certify as to the mechanical fitness and identification particulars of such a vehicle, but otherwise the vehicle must be produced at a motor registry for identification and, if thought desirable, it may be inspected.

In practically all cases, the original registration of a second-hand motor vehicle and the annual renewal of registrations of a motor vehicle, involves the production of a certificate as to the vehicle's mechanical fitness issued by a qualified person at an Authorised Inspection Station.

Passenger carrying public motor vehicles operated by private operators, particularly in the Metropolitan, Newcastle and Wollongong districts, are subjected to more stringent tests at frequent intervals by departmental qualified mechanical examiners. These examiners also test private cars and lorries and special motor vehicles under certain circumstances.

Engaged in this inspection work, under the supervision of two Engineers, there are 14 mechanical examiners at the Department's Head Office in Sydney, one each attached to the District Motor Registries at Parramatta, Burwood, Kogarah and Wollongong and two at the Newcastle District Motor Registry.

CONDITION OF FITNESS OF PUBLIC VEHICLES.

Regular inspections were made by departmental officers of the 792 privately-operated omnibuses and 2,304 taxi cabs registered to operate in the Metropolitan and Newcastle Transport Districts to ensure that such vehicles were maintained in a thoroughly serviceable condition. During the year the registrations of 21 omnibuses were allowed to lapse and 19 new taxi cab registrations were issued.

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

INSPECTION OF MOTOR VEHICLES AT AUTHORISED INSPECTION STATIONS.

Action was maintained during the year to ensure that the Rules for Authorised Inspection Stations were closely observed and defective vehicles repaired or put out of use.

Four Departmental Inspectors were engaged in checking the activities of the Authorised Inspection Stations. Every Station (with the exception of a few in the remote areas of the State) was inspected at least once during the year. A number of complaints were also investigated.

A Committee of Review, comprised of representatives of interested organisations, considered reports of serious breaches of the Rules governing the inspection scheme and, following its recommendations, the appointments of twenty Authorised Inspection Stations and the authorities of thirty four Authorised Examiners were cancelled. In twenty-seven cases the whole or part of the security required to be lodged on appointment of an Authorised Inspection Station was forfeited.

There were 2,140 Authorised Inspection Stations and 3,956 Approved Examiners at the 30th June, 1953, which represent increases for the year of 99 and 229 respectively.

DEVICES FOR USE ON MOTOR VEHICLES.

During the year a number of inventions and ideas having as their objective reduction of the road accident toll were submitted for consideration of the Department. These included a variety of signalling devices, speed limiting equipment, sundry devices to reduce glare from headlamps, various types of lights, painted designs, reflectors and similar materials to make the rear of trucks and other motor vehicles more clearly visible at night, also bumper bars and shields of various descriptions were suggested as protection at the rear of semi-trailers. Several items of equipment were also demonstrated, some for purely decorative purposes and others to assist drivers.

All these devices and ideas were investigated by Departmental Engineers and in many cases demonstrations were attended by officers of this Department and officers of the Police Department. Where the merits of the inventions and devices justified such action and the terms of the Motor Traffic Regulations were not infringed, approval was given for their use on motor vehicles. In some cases, applicants were advised to make certain modifications to improve the device.

ENFORCEMENT.

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

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

SECTION FOUR

GENERAL.

Air Services.

In accordance with the provisions of the State Transport (Co-ordination) Act, 1931-1952, all aircraft which are used in the course of trade or business for the carriage of goods and/or passengers are required to be licensed.

At the 30th June, 1953, 152 aircraft were licensed, of which 62 were licensed to fly in regular services and 90 for charter hirings or aerial work. In the corresponding period for the previous year 120 aircraft were licensed—68 to fly in regular services and 52 for charter hirings or aerial work. The increase in the number of aircraft licensed for charter work was brought about mainly by extension in the use of aircraft for agricultural purposes, such as crop spraying.

The registration and licensing of aircraft under the Commonwealth Air Navigation Act is a function of the Department of Civil Aviation, and close liaison is maintained with that Department.

The provisions of the State Transport (Co-ordination) Act in relation to the payment of charges have not been imposed on the operation of aircraft.

Privately Operated Passenger Ferry Services in Sydney.

By a proclamation under Section 3A of the State Transport (Co-ordination) Act, effective on and from the 30th March, 1952, ferries (except those operated by the Sydney Harbour Transport Board, which operates Government owned ferries) operating in the Port of Sydney, were required to be licensed.

At the 30th June, 1953, 43 ferries were licensed under the Act. This figure compares with 20 licensed last year.

Legal Proceedings and Enforcement.

Particulars of convictions on prosecutions launched by the Department to enforce the Acts and Regulations administered by it are shown in Appendix No. 14.

Since the inception of the State Transport (Co-ordination) Act in 1931, it was always made clear to operators of goods motor vehicles in the licences issued to them that they were liable to pay charges under the Act for all journeys in excess of fifty miles in competition with the Railways and the licences set out the rate of tax payable. Whilst the majority of operators complied with the terms of their licences there was some who operated their vehicles without obtaining permits and paying the necessary charges. In the interests of those operators who fulfilled their obligations and also to secure compliance with the law, it became necessary to intensify the system of road patrols and to arrange for the checking and weighing of lorries. This accounts in large measure for the number of breaches of the Act shown in the Appendix.

After the introduction of the Transport Act, 1930, the Metropolitan taxi services were gradually built up to a high standard. During the war years, however, conditions developed to reduce the efficiency of the services and led to the adoption of practices which would not be sanctioned in normal times. The application of the multiple hiring regulations and other steps taken by the Department aimed to restore Metropolitan and Newcastle taxi-cab services to the pre-war standard of efficiency.

Under the Motor Traffic Act, 1909-1952, prosecutions related mainly to unregistered vehicles, unlicensed drivers and the failure of persons to return number plates upon expiration of registrations. Details of convictions under this Act and Regulations do not include proceedings instituted by the Police Department. It is not a general practice to prosecute motorists who do not return number plates or renew registrations promptly upon expiry. The normal procedure is to forward a reminder before a registration expires and a further notice about fourteen days afterwards. However, the neglect of some owners to comply with the notices results in considerable expense to the Department in following up and tracing number plates. Because of this it has been necessary in a number of instances to enforce compliance with the Regulations by taking proceedings.

LEGISLATION ENACTED DURING THE YEAR ENDED

30th JUNE, 1953.

Motor Traffic (Amendment) Act, 1952.

The Motor Traffic (Amendment) Act, 1952, designed to impose limitations on the hours of driving of certain heavy motor lorries, was assented to on the 3rd December, 1952, and will come into effect from a date to be proclaimed.

Records to be kept by owners and drivers of the vehicles affected will be prescribed and certain exemptions from the requirements of the Act will be granted by Regulations which are at present being drafted.

It is expected that the Act will be proclaimed to commence and the abovementioned Regulations will be gazetted early in the next financial year.

Amendments to Regulations Made During the Year Ended 30th June, 1953.

The more important amendments, not referred to in other parts of this Report, are as follows:—

LEFT-HAND TURNS.

A Regulation was made providing that the driver of any vehicle who intends to turn to the left at an intersection must keep as near as practicable to the left-hand boundary of the carriageway and on the left of any other vehicle proceeding in the same direction. When turning to the left, he must take adequate precautions to avoid danger of his vehicle colliding with a pedestrian.

SUBSTITUTION OF THE WORD "STOP" FOR THE WORD "HALT" IN TRAFFIC SIGNS.

The Regulations were amended to provide for the substitution of the word "Stop" for the word "Halt" in signs erected for the purpose of compelling motor vehicles to come to a standstill before entering an intersection or crossing over a railway level crossing.

All such signs erected in future in new locations or as replacements of existing signs which are beyond repair will display the word "Stop".

The change is being made with a view to achieving Commonwealth-wide uniformity in this matter.

PARKING NEAR OMNIBUS STOPS.

The Regulations were amended to increase from 10 feet to 15 feet the distance past an omnibus stop sign in which the standing of motor vehicles is prohibited.

The amendment was necessary in order to facilitate the movement out from the kerb of double-deck omnibuses.

LIGHTS ON HORSE-DRAWN VEHICLES AND BICYCLES.

New Regulations designed to improve the illumination of horse-drawn vehicles and bicycles came into force on the 1st May, 1953, their principal effects being as follows:—

Every horsedrawn vehicle driven on a public street between sunset and sunrise must now have a lamp on each side showing a bright white light to the front. In the case of a two-wheeled vehicle, every such lamp must also show a bright red light to the rear, but in the case of a four-wheeled vehicle or a pole type jinker, there must be a separate lamp at the rear showing a bright red light to the rear. Every horsedrawn vehicle must also have on each side at the rear a red reflector.

Every pedal cycle ridden on a public street between sunset and sunrise must have upon the front of the bicycle a lamp showing a bright white light to the front and on the rear a lamp showing a bright red light to the rear and a red reflector.

AUSTRALIAN TRANSPORT ADVISORY COUNCIL.

Two meetings of the Australian Transport Advisory Council, which comprises State and Commonwealth Ministers concerned with transport matters, were held during the year.

Proposals of a major character considered by the Council at these meetings included the following:—

Major Problems of Australian Transport.

The discussions held by the Council on major problems of Australian Transport, including the incidence of rising costs on the community generally, emphasised the necessity for carrying out further research and having full economic data on Australian transport generally to assist the Council in considering important policy issues. The Commonwealth Department of Shipping and Transport has undertaken, in collaboration with the States, to assemble the additional data required.

Question of Uniform Policy in Relation to Interstate Road Transport.

The Council agreed in the principle that the closer co-ordination of the operation and development of all forms of transport is of such material importance that its achievement should be a continuing objective of the Council and its member Governments. Accordingly, the Council resolved to refer to the Conference of State Road Transport Authorities (held in Sydney on 25th—27th May, 1953) the question of devising a uniform policy, and wherever possible, uniform administrative practices in association with the regulatory control of interstate road transport, including uniformity of licence or permit fees.

A summary of the deliberations of the latter Conference is set out elsewhere in this Report.

Recommendations Submitted by Standing Committees—(Australian Motor Vehicles Standards and Uniform Road Traffic Code Committees).

The Council endorsed the recommendations submitted by these two Committees, the more important of which were:—

- (a) A scheme providing for the use of a standard type of motor vehicle number plate throughout the Commonwealth comprising three letters and three figures and the allocation of a distinct series for each State.
- (b) The grading of drivers' licences according to the type of vehicle(s) proposed to be driven and imposing qualifications for drivers of various categories of motor vehicles including physical fitness standards.
- (c) Display of a sign containing the letter "L" when a motor vehicle is being driven or ridden by a learner.
- (d) Procedure to be followed by drivers and riders of vehicles when making right-hand or left-hand turns at intersections.
- (e) A scheme for the uniform treatment of overseas motorists visiting Australia so as to obviate the application of any unnecessary formalities to these visitors.
- (f) Precautions to be observed by the driver of a vehicle or the rider of a horse or bicycle when approaching level crossings where there are no railway gates.
- (g) Lighting of a special character which should be required on large motor vehicles.
- (h) Proposals in regard to the use of mechanical signalling devices on motor vehicles.
- (i) Provision of a "Stop" light on all motor vehicles.

United Nations Proposals for World-Wide Uniformity of Road Signs and Signals.

Council gave consideration to a report on this matter submitted by the Standards Association of Australia and agreed that such reports should be circulated for consideration by the States with a view to Australia becoming a signatory to the United Nations Convention on Road Traffic. This convention contains a set of provisions under which reciprocity will be extended by signatories to visiting motor vehicles and drivers.

CONFERENCE OF STATE ROAD TRANSPORT AUTHORITIES.

The Annual Conference of State Road Transport Authorities this year was held in Sydney from 25th—27th May, 1953.

The deliberations throughout the Conference were marked by a desire on the part of all State representatives to co-operate with each other in finding solutions for problems which were common to the States and in ensuring a full exchange of views on those of a domestic nature. The discussions confirmed the view already held in New South Wales that transport regulations in different parts of Australia cannot follow a rigid pattern but must be on lines as will meet local circumstances in each State, district or locality.

At present, State policies are in line to the extent that they aim to protect in varying degrees the services provided by rail from unnecessary road motor competition in the carriage of goods or passengers. Conference agreed that controls should be exercised in such a way as to have regard not only to the availability of railway services but also to the needs of various types of traffic on different routes.

An important matter considered was the following resolution carried by the Australian Transport Advisory Council at its meeting in Sydney on 21st—22nd May, 1953, dealing with the question of promoting uniformity among the various States in the regulation of commercial road operations:—

“The Council agrees in the principle that the closer co-ordination of the operation and development of all forms of transport is of such national importance that its achievement should be a continuing objective of the Council and its member Governments. Accordingly, that this Council refers to the Conference of State Road Transport Authorities the question of uniform policy and wherever possible uniform administrative courses in association with regulatory control of interstate road transport including uniformity of licence or permit fees, and that the recommendations of the Conference on these matters be communicated to this Council and at the same time as to their respective Ministers.”

In connection with this resolution the Conference resolved that—

Matters raised in resolution of the Australian Transport Advisory Council as recorded above having been discussed fully by this Conference the following is recorded as agreed by all State representatives:—

- (a) Conference agrees that there are clear grounds in the national interest that maximum practicable uniformity should be the aim in the sense of the resolution of the Australian Transport Advisory Council.
- (b) Divergence from uniformity in the sense envisaged is not so great as may be supposed. Broadly, the same basic principles are applied by all States in relation to both interstate and intrastate traffic.

- (c) The principles referred to in the preceding paragraph can be stated broadly by saying that road transport is not brought into use for purposes already adequately served by existing railway and/or shipping services.
- (d) For many purposes, road transport has inherent advantages. In all States, this in itself is not enough to outweigh basic economic considerations associated with unregulated duplication of existing capitalised railway systems which must be maintained and indeed improved for essential purposes.
- (e) The economic incidence of the fact that "maximum use yields the cheapest costs" is vitally important in association with transport operation. This gains much greater significance in Australia where in the present stage of development, traffic densities are low. Greater diversification or a freer choice of alternative transport services is more economically practicable in highly industrialised countries where greater populations and greater traffic densities exist.
- (f) The economic fact stated in the previous paragraph can be demonstrated by contemplating the financial problems confronting both the Commonwealth and the States not only in the capitalisation and operation of railway systems but also problems of construction and maintenance of the national roads system.
- (g) Conference agrees therefore that the related financial position as it exists to-day demonstrates beyond doubt that the Nation cannot afford wasteful, unregulated competition between various forms of transport.
- (h) Having regard to the foregoing, to attain the objective desired by the Australian Transport Advisory Council, this Conference agrees that in view of national financial requirements, no fundamental change in the principles now being followed by the States in regulating competitive transport operations is practicable.
- (i) It would be necessary, however, for steps to be taken to align the machinery of regulation as between the States in certain respects. This would require—
 - (i) that State Statutes be amended to the extent necessary to enable each State to regulate all interstate road transport of goods by the application of road tax fees or exemptions for various classes of traffic comparable with those in use in the States of New South Wales and Queensland;
 - (ii) that adjoining States by specific agreement to be reached between them, classify non-permitted and permitted goods and related tax or fee scales for each interstate route or haul with which the respective States are mutually concerned.
- (j) Conference agrees to take such further steps as may be required to ensure uniform settlement of classifications and tax or fee scales as in paragraph (i) (i) and (ii) and to consult further as necessary to give effect to these proposals.
- (k) It is agreed that New South Wales co-ordinate further action in relation to these matters.

TRANSPORT CONSULTATIVE COMMITTEE.

A Committee comprising representatives of the Chamber of Commerce, Primary Producers' Council, Motor Traders' Association, Chamber of Automotive Industries, the Road Transport Industry and Trades Union Movement was approved by the Minister for Transport towards the end of 1952 to consult with the Department on matters relating to the licensing and control of motor vehicles and their drivers.

A number of meetings were held during the year and views were exchanged on transport regulations and other matters administered by this Department.

ESTABLISHMENT OF MOTOR VEHICLE ENGINE NUMBER REGISTER.

With the object of assisting the Police Department in the suppression of crime in connection with motor vehicles, the Department during the year completed much of the preliminary work necessary to enable it to commence, on 1st September, 1953, the establishment of a register of motor vehicle engine numbers. The register, the setting up of which will involve a physical check of the engine numbers of over 500,000 vehicles, will permit of the identification of motor vehicles (whether registered or unregistered) by make and engine number only, and will prevent the existence concurrently of more than one registration of the same vehicle.

It is expected that the Engine Number Register will be of considerable assistance to the Police in tracing stolen vehicles and will make the disposal of stolen vehicles by thieves much more difficult.

OFFICE ACCOMMODATION AND NEW BUILDINGS.

The rapid expansion in the use of motor vehicles has necessitated the provision of additional office space in the City of Sydney area and of new buildings at Kogarah and Parramatta to cope adequately with the increased volume of business and to provide better facilities for the public.

In the City of Sydney, the sections of the Department dealing with work relating to privately operated public passenger motor vehicles and the provision of various types of traffic facilities were transferred from Head Office to No. 4 Brisbane Street, early in 1953 and, at present, in addition to premises at Head Office, 99 Macquarie Street, departmental activities are carried out at Yurong Street, No. 4 Brisbane Street, 71-79 Macquarie Street and the Traffic Facilities Workshop, Garage and Store at Darlinghurst.

A prefabricated structure was constructed at Gray Street, Kogarah, to house the Kogarah District Motor Registry which was transferred from the Kogarah Court House. It has proved satisfactory for public requirements.

A larger and more substantial building is at an advanced stage of construction in George Street, Parramatta, in which will be carried on the business of the District Motor Registry. A large block of land was purchased, capable of accommodating the Motor Registry Offices, an inspection pit and providing reasonable parking facilities for vehicles requiring to be brought to the Registry.

Another establishment nearing completion is at Chullora, incorporating offices, an exceptionally large weighbridge and facilities for the issue of permits for the transport of goods by road for distances exceeding 50 miles in competition with the railways. This building has been designed in a manner capable of extension for use, at a later date, as a full District Motor Registry.

The site provides an adequate length of road approach within the boundaries which will accommodate large goods carrying vehicles and thus avoid congestion on the Hume Highway.

A contract has also been let for the construction, at Albury, of premises which will provide full facilities to the public. It is intended, if traffic continues to flow through Albury at the present rate, to install a weighbridge near the Motor Registry office.

APPRECIATION.

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

W. A. WALSH,
Superintendent of Motor Transport.

SECTION FOUR

APPENDICES.

	No.	PAGE.
Staff—Number of	1	41
Revenue Collections—Summary of	2	41
Road Transport and Traffic Fund—		
Receipts and Payments	3	42
Public Vehicles Fund—		
Receipts, Expenditure and Distribution	4	43
Distribution to Councils	5	44
Motor Vehicles Registered—		
Numbers of, in New South Wales	6	45
Graph	7	46
Brand-new Motor Vehicles	8	47
Motor Traffic Breaches.....	9	47
District Motor Registries—Departmental—		
Revenue Collections	10	49
State Transport (Co-ordination) Fund—		
Receipts and Payments	11	50
Privately Operated Motor Omnibus Services—		
Metropolitan Transport District—Statistics	12	51
Newcastle Transport District—Statistics	13	51
Convictions on Prosecutions of Public Vehicle Operators and Drivers	14	52
Road Accident Statistics	15	52
Electromatic Traffic Control Signals Installed	16	62
Inspections of Public Motor Vehicles	17	63

Appendix 1.

The number of staff in the Department at 30th June, 1953, was as follows:—

	Metropolitan.		Newcastle.		Country.		Total.		Grand Total.
	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	Salary.	Wages.	
Male Staff ...	501	53	10	...	34	...	545	53	598
Female Staff ...	310	...	2	...	1	...	313	...	313
Grand Total ...	811	53	12	...	35	...	858	53	911

Appendix 2.

MOTOR REGISTRATION AND TAXATION REVENUE.

Summary of Total Collections for the Year 1st July, 1952 to 30th June, 1953.

	£	s.	d.	£	s.	d.
Tax—						
Special Deposits Account—Main Roads Act, 1924—						
Motor Vehicles (other than Public Motor Vehicles).....	6,498,299	8	11			
Less Refunds	92,660	11	11			
				6,405,638	17	0
Special Deposits Account—Public Vehicles Fund—						
Public Motor Vehicles	279,705	9	4			
Less Refunds	2,622	5	6			
				277,083	3	10
Total Tax				6,682,722	0	10
Fees (and Sundries)—						
Road Transport and Traffic Fund—						
Motor Traffic Act, 1909–1951	1,548,129	6	1			
Transport Act, 1930–1952	22,721	0	3			
Motor Vehicles Taxation Management Act, 1949–1951	2,520	12	6			
	1,573,370	18	10			
Less Refunds	1,873	18	6			
				1,571,497	0	4
Sundries—						
Search Fees, Exchange, etc.	2,625	4	11			
Unclaimed Moneys	748	18	5			
Compulsory Vehicle Examination—Service Station Fees	2,151	0	1			
Commission on Insurance Premiums collected	51,665	5	5			
Miscellaneous	8,119	19	10			
				65,310	8	8
Special Deposits Account—Public Vehicles Fund—						
Service Licence Fees	19,252	1	3			
Less Refunds	99	7	0			
				19,152	14	3
State Transport (Co-ordination) Fund—						
Fees and other Charges	1,623,096	7	0			
Less Refunds	9,446	17	2			
				1,613,649	9	10
Total Fees and Sundries				3,269,609	13	1
Grand Total				9,952,331	13	11

Appendix 3.

ROAD TRANSPORT AND TRAFFIC FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1953, and a comparison with 1952.

Receipts.			Payments.				
	Year ended 30th June, 1953.	Year ended 30th June, 1952.		Year ended 30th June, 1953.	Year ended 30th June, 1952.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	
Motor Traffic Act, 1909-1951	1,548,129 6 1	1,485,272 16 3	Salaries and Wages	504,598 17 8	463,347 6 4		
Motor Vehicles Taxation Manage- ment Act, 1949-1951	2,520 12 6	2,505 5 0	Pay Roll Tax	13,644 7 2	11,453 17 7		
Transport Act, 1930-1952	22,721 0 3	33,084 8 0	Travelling Concessions to Employees	13,918 14 2	12,837 1 4		
			Travelling Expenses	9,155 9 1	10,662 19 7		
Less Refunds	1,573,370 18 10	1,520,862 9 3	Contribution to Railway Superannuation Account	1,968 14 10	9,213 0 0		
	1,873 18 6	1,528 16 0	Gratuities (Transport Act)	1,184 17 2	1,185 11 1		
			Institute	2,410 0 0	2,611 0 0		
Exchange, Search Fees, etc.	1,571,497 0 4	1,519,333 13 3	Postal and Telegraph Service	52,585 10 2	40,971 18 4		
Unclaimed Moneys	2,625 4 11	2,903 9 10	Telephone Charges	10,000 8 0	4,713 6 6		
Miscellaneous	748 18 5	794 18 6	Purchase and Maintenance of Motor Vehicles	6,428 5 7	29,333 6 10		
	8,119 19 10	7,161 3 7	Printing and Stationery	36,558 3 0	27,609 0 0		
	1,582,991 3 6	1,530,193 5 2	Road Safety Council	19,052 3 4	25,251 4 3		
Commission on Insurance Pre- miums collected	51,685 5 5	56,507 4 4	Rent	8,808 6 11	6,209 9 9		
			Office Stores	7,290 16 5	6,850 3 5		
Compulsory Vehicle Examination Service Station Fees	2,151 0 1	2,091 2 8	Purchase and Maintenance of Office Furniture and Equipment	8,253 2 0	7,223 15 9		
			Alterations and Maintenance of Buildings Freight and Cartage	7,584 11 7	5,923 19 7		
			Exchange	2,320 14 9	2,431 9 4		
			Electric Light and Power	2,745 4 3	2,195 7 0		
			Purchase of Land	2,615 18 5	1,518 5 7		
			Erection of Buildings	18,084 0 2	3,600 0 0		
			Minor Expenses	4,493 17 3			
				2,323 6 1	2,245 13 2		
			£ 736,865 8 0		677,297 15 5		
Contributions by Commonwealth Government— Road Safety Council	11,719 0 0	20,157 0 0					
Towards the Cost of preparing special information	671 0 0	1,306 0 0					
	12,390 0 0	21,463 0 0					
			Recoup of value of Police Services in respect of Supervision of Traffic, Registration of Vehicles and Licensing of Drivers	£ 833,500 16 8	847,856 15 0		
			Less Amount recouped from State Transport (Co-ordination) Fund	20,000 0 0	15,000 0 0		
				813,500 16 8	832,856 15 0		
			Motor Vehicle Registration Labels	2,877 17 11	2,162 19 2		
			Motor Vehicle Number Plates	19,280 9 3	19,897 18 4		
			Provision of Traffic Facilities	44,520 3 7	29,527 5 10		
			Surface Maintenance adjoining Tram Tracks	32,152 13 7	48,511 18 5		
			£ 1,649,197 9 0		1,610,254 12 2		
			Payment to Country Main Roads Fund under Section 202 Transport Act, 1930-52				
	£ 1,649,197 9 0	1,610,254 12 2		£ 1,649,197 9 0	1,610,254 12 2		
Unclaimed Wages— Balance brought from 30th June Receipts	75 5 3		Unclaimed Wages— Refunds	19 18 6			
			Balance at 30th June	55 6 9			
Security Deposits— Balance brought from 30th June Receipts	5,825 0 0	5,055 0 0	Security Deposits— Refunds	1,119 2 0	570 0 0		
	1,878 2 0	1,340 0 0	Balance at 30th June	6,584 0 0	5,825 0 0		
	£ 1,650,975 16 3	1,616,649 12 2		£ 1,656,975 10 3	1,616,649 12 2		

Audited and found correct,—

W. J CAMPBELL,
Auditor-General of N.S.W.
Sydney, 8th October, 1953.

R. A. BRADLEY,
Accountant,
28th August, 1953.

Statement of Receipts, Expenditure and Distributions for the Year ended 30th June, 1953, and a comparison with the previous year.

Audited and found correct,—

R. A. BRADLEY,
Accountant,
28th August, 1953.

Appendix 5.

**DISTRIBUTIONS FROM THE PUBLIC VEHICLES
FUND TO MUNICIPAL AND SHIRE COUNCILS
AND AUTHORITIES DURING THE YEAR ENDED
30th JUNE, 1953.**

Council or Authority.	Amounts Paid.
Metropolitan Transport District—	£
Ashfield	4,778
Auburn	3,822
Bankstown	7,320
Baulkham Hills	569
Blacktown	1,111
Botany	2,038
Burwood	5,980
Camden	209
Campbelltown	344
Canterbury	12,848
Concord	5,028
Drummoyne	1,776
Fairfield	3,106
Holroyd	3,110
Hornsby	1,426
Hunters Hill	889
Hurstville	5,675
Kogarah	5,464
Ku-ring-gai	2,992
Lane Cove	1,877
Leichhardt	1,197
Liverpool	1,371
Manly	3,642
Marrickville	3,414
Mosman	1,320
North Sydney	4,588
Parramatta	4,581
Penrith	349
Randwick	8,041
Rockdale	8,034
Ryde	3,038
Strathfield	4,296
Sutherland	2,319
Sydney	38,569
Warringah	3,998
Waverley	4,029
Willoughby	4,855
Windsor	219
Wollondilly	94
Wollongong	177
Woollahra	7,763
Authorities—	
Railway Department	19
Public Health Department	184
Necropolis Trustees	209
National Park Trust	40
Total	176,708
Capital Debt Reduction	8,641
Grand Total	185,349
Newcastle Transport District—	
Newcastle	32,087
Port Stephens	784
Wyang	7
Lake Macquarie	3,819
Lower Hunter	266
Stroud	70
	37,033
Capital Debt Reduction	1,711
Total	38,744
GRAND TOTAL	224,093

Appendix 6.

MOTOR VEHICLES IN NEW SOUTH WALES—REGISTRATIONS CURRENT.

At End of Year or Month.	Public Vehicles (Metropolitan and Newcastle*).				Other Vehicles.			Traders' Plates.	All Vehicles.
	Cab.	Van.	Bus.	Private † Hire Car.	Car.	Lorry. ‡	Cycle.		
1911	175	3	4	.....	3,975	.....	2,788	.....	6,945
1916	268	32	12	.....	14,175	845	7,070	254	22,656
1921	407	376	180	.....	28,665	3,524	11,291	413	44,856
1926	779	1,723	486	.....	104,675	22,986	25,424	1,320	157,393
1927	997	2,016	525	.....	129,985	30,517	28,054	1,803	193,897
1928	1,173	2,126	565	.....	155,403	37,129	30,882	1,940	229,218
1929	1,364	2,274	612	.....	170,039	42,594	30,655	2,022	249,560
1930	1,221	2,186	523	.....	164,169	42,278	27,258	1,593	239,228
1931†	1,091	1,967	776	.....	144,749	37,259	23,124	458	209,424
1932§	1,068	1,861	360	.....	147,043	40,036	23,037	429	213,834
1933	1,052	1,985	450	.....	152,851	44,630	22,751	492	224,211
1934	1,053	2,067	488	.....	161,342	50,514	22,793	655	238,912
1935	1,063	2,085	526	.....	172,156	57,529	23,119	776	257,254
1936	1,155	2,036	567	.....	183,406	65,221	23,418	909	276,712
1937	1,194	1,914	672	.....	198,925	74,227	24,049	1,075	302,056
1938	1,260	1,782	733	.....	212,002	81,643	24,353	1,167	322,940
1939	1,341	1,765	825	.....	216,443	83,977	23,009	1,194	328,554
1940	1,357	1,641	870	.....	207,446	82,767	21,275	1,007	316,363
1941	1,359	1,534	881	.....	188,561	82,977	18,946	901	295,159
1942	1,350	1,260	901	.....	171,967	77,964	14,818	651	268,911
1943	1,348	1,157	911	.....	177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948	1,645	1,521	1,536	506	224,906	157,276	33,398	1,637	422,425
1949	1,652	1,553	1,732	503	250,628	175,654	39,575	1,959	473,256
1950—June	1,695	1,561	1,854	516	272,355	187,909	42,461	2,189	510,540
1950—December	1,942	1,641	1,912	509	295,075	201,825	44,531	2,403	549,838
1951—June	2,014	1,666	1,905	511	311,535	214,673	46,851	2,500	581,655
1952—June	2,285	1,704	1,954	519	341,927	233,791	47,552	2,569	632,301
1953—June	2,304	1,433	2,003	503	363,767	241,232	45,100	2,668	659,010

*Newcastle included from 1st October, 1930.

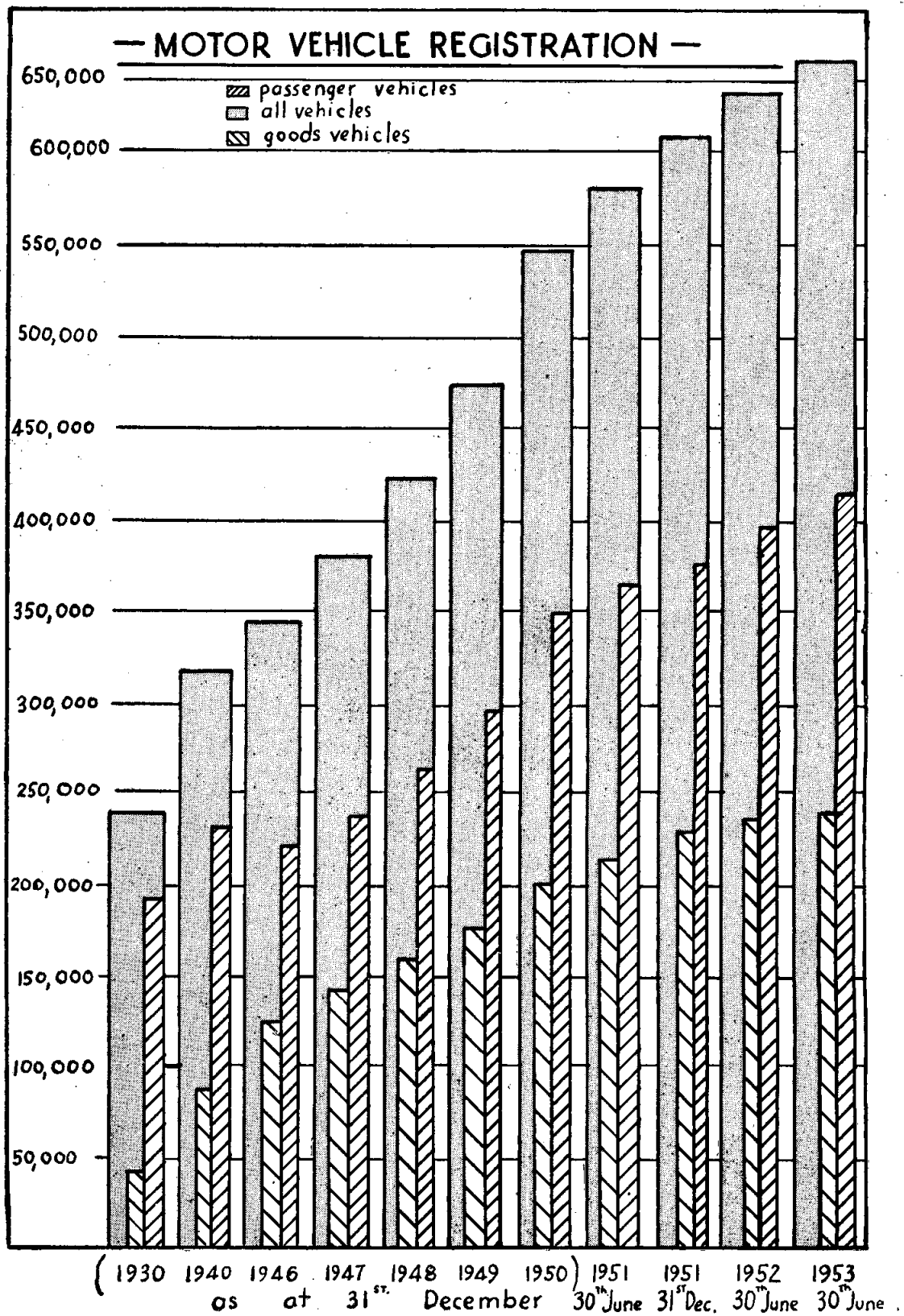
† Private hire cars included in cars before June, 1944.

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

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

¶ Includes tractors and trailers.

Appendix 7.



Appendix 8.

BRAND-NEW MOTOR VEHICLES REGISTERED IN NEW SOUTH WALES.
During the ten years ended on 30th June, 1953.

Year ended 30th June.	Passenger Vehicles.	Goods Vehicles.	Motor Cycles.	Total.
1944.....	251	4,803	137	5,191
1945.....	330	3,833	105	4,268
1946.....	580	5,165	681	6,426
1947.....	8,111	8,690	2,850	19,651
1948.....	17,121	12,600	4,451	34,172
1949.....	25,991	15,851	7,442	49,284
1950.....	43,971	22,758	8,659	75,388
1951.....	49,774	31,976	8,855	90,605
1952.....	45,062	28,190	6,018	79,270
1953.....	31,622	24,089	3,042	58,753
	222,813	157,955	42,240	423,008

These figures show that approximately two-thirds of the motor vehicles on the road are less than ten years old.

Appendix 9.

STATEMENT OF CHARGES FOR OFFENCES FOR WHICH CONVICTION INVOLVED AUTOMATIC DISQUALIFICATION.

Type of Offence.	Convicted.	Discharged. (Section 556A, Crimes Act, 1900, as amended).	Unlicensed Drivers Involved.
Drive whilst under the influence	2,374	767	200
Drive in manner or speed dangerous	271	15	22
Not stop after accident—Section 8 (1)	28	2	2
Drive whilst disqualified—Section 7A (2)	227	4	231
*Culpable driving	6	...	1
By negligent act cause grievous bodily harm	2	...	...
Total	2,908	788	456

PERIOD OF DISQUALIFICATION BY REASON OF THE ABOVEMENTIONED CONVICTIONS.

Type of Offence.	Six Months.	One Year.	Three Years.	Additional Periods.	Total.
Drive whilst under the influence .....	...	2,131	190	53	2,374
Drive in manner or speed dangerous .....	...	236	15	20	271
Fail to stop after accident—Section 8 (1) .....	...	16	9	3	28
Drive whilst disqualified—Section 7A (2).....	217	...	...	10	227
*Culpable driving.....	...	6	...	...	6
By negligent act cause grievous bodily harm .....	...	2	...	...	2
Total	217	2,391	214	86	2,908

APPEALS AGAINST CONVICTIONS INVOLVING AUTOMATIC DISQUALIFICATION.

Type of Offence.	Appeal dismissed, conviction confirmed.	Appeal allowed, conviction quashed.	Appeal dismissed, defendant discharged (Section 556A, Crimes Act, 1900, as amended).	
			Unconditionally.	Conditionally.
Drive whilst under the influence	275	47	7	255
Drive in manner or speed dangerous	26	8	...	6
Not stop after accident—Section 8 (1)	1	2	...	...
Drive whilst disqualified—Section 7A(2).....	13	...	...	1
*Culpable driving .....	...	...	...	...
By negligent act cause grievous bodily harm .....	...	...	...	...
Total	315	57	7	262

* A new provision resulting from the amendment of the Crimes Act, 1900, as amended, which commenced on 16th November, 1951.

Appendix 9.—continued.

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

Reason.	Licences Suspended or Cancelled.	Applications Refused.
Drinking habits	21	216
Criminal convictions	200	200
Traffic convictions	648	117
Criminal and Traffic convictions	27	78
Convictions in other States	18	2
Physical disabilities	102	151
Miscellaneous	25	59
Total	1,041	823

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

Suspensions and Cancellations.		Refusals.	
Allowed.	Disallowed.	Allowed.	Disallowed.
19	26	7	15

STATEMENT OF SERIOUS OFFENCES WHICH DO NOT INVOLVE
AUTOMATIC DISQUALIFICATION, AND WHERE DISQUALIFICATION
OR SUSPENSION OF LICENCE WAS ORDERED BY COURTS.

Type of Offence.	Convicted.	Discharged. (Section 556A, Crimes Act, 1900, as amended).	Suspensions or Disqualifications Ordered by Courts.
Exceed speed limit	16,764	104	166
Negligent driving	4,708	258	42
Fail to stop after accident (Section 8 (3) and 8 (4))	296	5	2
Other offences (cross centre lines, etc.)	76	...	76
Total	21,844	367	286

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

Allowed— Disqualifications or Suspensions Raised.	Dismissed— Disqualifications or Suspensions to Stand.
31	15

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

Reasons.	Registrations Suspended.	Registrations Cancelled.	Applications Refused.
Criminal convictions of registered owner, or use of vehicle in commission of crime.	7 cars	1 car.
	4 lorries.....	1 lorry.
	7 cycles .....	.....

Appendix 9.—continued.

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

Suspensions.		Cancellations.		Refusals.	
Allowed.	Dismissed.	Allowed.	Dismissed.	Allowed.	Dismissed.
.....	...	1 car .....	...	...	...

Note to Appendix 9.—In each of the foregoing statements of the total number of convictions, disqualifications, cancellations, suspensions and refusals, the number of appeals allowed is included.

Appendix 10.

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

District Motor Registry.	Revenue Collected During Financial Year—	
	1952-53.	1951-52.
	£	£
Albury	314,943	346,139
Armidale	27,881	20,470
Bathurst	34,025	28,322
Broken Hill	33,688	33,683
Burwood	199,905	161,153
Casino	29,588	23,870
Cessnock	40,813	30,849
Cowra	23,923	17,995
Dubbo	41,046	27,859
Glen Innes	31,145	26,740
Gosford	41,625	32,489
Goulburn	50,437	38,065
Grafton	39,688	31,188
Griffith	31,312	22,340
Hornsby	43,745	36,438
Inverell	34,216	23,050
Katoomba	26,920	19,949
Kempsey	29,082	20,187
Kogarah	204,915	148,308
Leeton	26,873	21,473
Lismore	62,242	49,020
Lithgow	40,208	33,562
Maitland	37,400	27,308
Manly	43,428	42,440
Moree	29,590	20,861
Murwillumbah	27,258	19,481
Newcastle	433,946	417,078
North Sydney	96,852	81,142
Nowra	33,269	26,658
Orange	36,906	33,377
Parkes	20,406	15,092
Parramatta	276,240	254,324
Penrith	31,579	31,459
Queanbeyan	33,362	18,367
Tamworth	54,352	40,825
Taree	34,497	25,443
Wagga Wagga	46,416	37,639
Wollongong	150,436	125,009
Young	32,332	28,255
Totals	£2,826,489	£2,437,907

STATE TRANSPORT (CO-ORDINATION) FUND.

Receipts.	Year ended 30th June, 1953.			Year ended 30th June, 1952.			Payments.	Year ended 30th June, 1953.			Year ended 30th June, 1952.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
1st July—Balance brought forward				54,784	17	9					46,518	3	11
State Transport (Co-ordination) Act, 1931—							Administrative Expenses—						
License Fees	55,551	5	0				Salaries and Wages	84,712	3	4			
Less Refunds	108	8	6				General Expenses	24,752	14	3			
				55,442	16	6					109,464	17	7
Miscellaneous Fees	6,300	2	10										
Less Refunds	5	0	0								79,483	14	8
				6,295	2	10							
Police Court Penalties }							Payment to Police Department for services in connection with						
Legal Costs Recovered }							the supervision of the State Transport (Co-ordination) Act...	20,000	0	0			
				11,997	0	2		£	129,464	17	7		
Revenue in respect of the carriage of pas- sengers	60,310	19	6										
Less Refunds	89	18	9										
				60,221	0	9							
Revenue in respect of the carriage of goods	1,488,936	19	6				Payments to Commissioner for Railways and Commissioner for						
Less Refunds	9,243	9	11				Government Transport under the provisions of section 26 (7)						
				1,479,693	9	7	of the State Transport (Co-ordination) Act of Revenue collected						
							in respect of the carriage of passengers and goods—						
				1,613,649	9	10	Railways—						
Security Deposits—							Passenger charges	56,265	0	0			
Balance from previous year	2,362	0	0				Goods charges	1,397,650	0	3			
Receipts—year	685	0	0				Tramways—						
				3,047	0	0	Passenger charges	869	17	6			
Less Refunds				850	0	0							
								£	1,454,784	17	9		
				2,197	0	0					1,540,518	3	11
							Security Deposits held at 30th June	2,197	0	0			
											84,184	12	3
							Balance in Fund at 30th June						
£				1,670,631	7	7		£	1,670,631	7	7		
											1,692,148	16	4

R. A. BRADLEY,
Accountant,
28th August, 1953.

Appendix 12.

STATISTICS OF PRIVATELY OPERATED MOTOR OMNIBUS SERVICES IN THE METROPOLITAN TRANSPORT DISTRICT FOR THE YEAR ENDED 30th JUNE, 1953, COMPARED WITH THE YEAR ENDED 30th JUNE, 1952.

Item.	Year ended 30th June.	
	1953.	1952.
Number of services	186	191
Number of omnibuses—		
In service	560	574
In reserve	144	148
Total	704	722
Number of employees	1,270	1,315
Omnibus mileage	18,500,000	15,357,700
Passengers carried	81,924,000	89,416,500
	£	£
Book value of plant	847,483	890,937
Revenue	2,122,864	2,114,480
Expenditure	2,040,750	2,078,866
Nett profit	82,114	35,614
Included in Expenditure—		
Owners' Wages	86,079	81,920
Depreciation	145,090	139,795
Interest payments on loans, etc.	21,777	21,798
	d.	d.
Revenue per mile	27.528	33.048
Expenditure per mile	26.472	31.327
Nett profit per mile	1.056	1.721

Notes—

- (i) These figures have been compiled from data supplied by owners in returns furnished under the Transport Act, 1930–1952.

- (ii) Owners who were actively engaged in the services have been included as employees.

Appendix 13.

STATISTICS OF PRIVATELY OPERATED MOTOR OMNIBUS SERVICES IN THE NEWCASTLE TRANSPORT DISTRICT FOR THE YEAR ENDED 30th JUNE, 1953, COMPARED WITH THE YEAR ENDED 30th JUNE, 1952.

Item.	Year ended 30th June.	
	1953.	1952.
Number of services	28	30
Number of omnibuses—		
In service	68	76
In reserve	20	15
Number of employees	177	150
Omnibus mileage	2,113,000	2,000,000
Passengers carried	5,350,000	5,500,000
	£	£
Book value of plant	102,995	107,598
Revenue	224,620	227,084
Expenditure	231,674	239,603
Nett loss	7,054	12,519
Included in Expenditure—		
Owners' Wages	8,339	6,538
Depreciation	20,134	20,120
Interest payments on loans, etc.	4,841	4,858
	d.	d.
Revenue per mile	25.512	27.28
Expenditure per mile	26.184	28.752
Nett loss per mile .....	.672	1.472

Notes—

- (i) These figures have been compiled from data supplied by owners in returns furnished under the Transport Act, 1930–1952.

- (ii) Owners who were actively engaged in the services have been included as employees.

Appendix 14.

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE
SUPERINTENDENT OF MOTOR TRANSPORT.*State Transport (Co-ordination) Act, 1931-52, as amended, and Regulations.*

Drive and operate contrary to terms of licence	722
Drive and operate unlicensed public motor vehicle	388
Not observe conditions of permit	12
Miscellaneous offences	7

Transport Act, 1930-1952, and Regulations for Public Vehicles—Metropolitan Transport District and Newcastle Transport District.

Fail to set taximeter in motion and to keep it in motion when hired	79
Fail to stop taximeter on the termination of a hiring	85
Fail to display the vacant sign when for hire	15
Fail to obscure the vacant sign when hired	3
Refuse hiring	14
Overload taxi-cab	10
Drive taxi-cab in a prohibited area	85
Charging a fare for a passenger other than the hirer	3
Incivility to passengers	7
Placing engaged cab on a stand for disengaged cabs	25
Overcharging passengers	6
False statement in application for licence	10
Fail to comply with rules governing the operation of taxi-cabs on the St. James Road stand... ..	173
Miscellaneous offences	43

Motor Traffic Act, 1909-1952, and Regulations—Motor Vehicles Taxation (Management) Act, 1949-1951.

Failure to renew registration or return number plates	222
Unlawful possession of number plates	18
Drive unregistered vehicle and permit unregistered vehicle to be driven	16
Drive whilst unlicensed and permit unlicensed person to drive	7
Miscellaneous offences	10

Appendix 15.

ROAD ACCIDENTS IN NEW SOUTH WALES.

Table showing the average number of vehicles registered, road accidents and persons killed and injured in these accidents during each of the past twelve years, together with the percentage increases or decreases for each year.

Year ended 30th June.	Number.				Percentage Increases (+) or Decreases (—).			
	Average No. of Vehicles.	Accidents.	Persons Killed.	Persons Injured.	Vehicles.	Accidents.	Persons Killed.	Persons Injured.
1942...	288,789	7,775	480	5,548	— 8.0	— 26.3	+ 1.9	— 25.7
1943...	268,673	7,085	429	5,096	— 7.0	— 8.9	— 10.6	— 8.1
1944...	278,427	6,955	372	4,719	+ 3.6	— 1.8	— 13.5	— 7.4
1945...	293,083	7,889	370	5,351	+ 5.3	+ 13.4	— 0.5	+ 13.3
1946...	311,299	10,565	488	7,342	+ 6.2	+ 33.9	+ 31.9	+ 37.2
1947...	344,002	12,996	508	8,752	+ 10.5	+ 23.0	+ 4.1	+ 19.2
1948...	379,636	13,669	508	8,557	+ 10.4	+ 5.2	...	— 2.2
1949...	423,200	14,150	564	9,253	+ 11.5	+ 3.5	+ 11.0	+ 8.1
1950...	475,780	16,189	561	10,405	+ 12.4	+ 14.4	+ .5	+ 12.4
1951...	550,665	19,878	699	11,817	+ 15.7	+ 22.8	+ 24.6	+ 13.6
1952...	613,752	22,662	741	12,637	+ 11.4	+ 14.0	+ 6.0	+ 6.9
1953...	645,964	24,382	663	12,459	+ 5.2	+ 7.6	— 10.5	— 1.4

Appendix 15—continued.

ACCIDENTS AND CASUALTIES EACH QUARTER BY LOCATION.

Quarter.	Area.	Accidents.		Persons Killed.		Persons Injured.	
		1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
July-September	City of Sydney	413	437	5	6	142	179
	Suburbs of Sydney ...	2,828	2,712	54	87	1,479	1,547
	Remainder of State...	2,314	2,081	91	84	1,217	1,091
	Sub-total	5,555	5,230	150	177	2,838	2,817
October-December ..	City of Sydney	385	453	4	2	152	188
	Suburbs of Sydney ...	3,197	3,052	74	78	1,586	1,817
	Remainder of State...	2,631	2,194	87	99	1,460	1,295
	Sub-total	6,213	5,699	165	179	3,198	3,300
January-March	City of Sydney	332	373	2	7	106	145
	Suburbs of Sydney ...	3,077	2,570	74	66	1,586	1,475
	Remainder of State...	2,518	2,032	88	108	1,369	1,156
	Sub-total	5,927	4,975	164	181	3,061	2,776
April-June	City of Sydney	434	485	5	7	143	207
	Suburbs of Sydney ...	3,418	3,604	78	80	1,696	2,025
	Remainder of State...	2,835	2,669	101	117	1,523	1,512
	Sub-total	6,687	6,758	184	204	3,362	3,744
	Grand Total	24,382	22,662	663	741	12,459	12,637

Comment.—With the exception of the April-June period, accidents increased each quarter compared with the previous year.

Reductions in deaths were recorded in each area and each quarter, apart from the Suburbs of Sydney during January-March.

Total casualties decreased from 13,378 in 1951-52 to 13,122 in 1952-53 (1.9 per cent.).

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

	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Under 5	19	17	11	7	279	277	164	158
5 and under 7	12	10	3	7	220	168	119	105
7 " " 17	25	31	16	8	871	909	431	372
17 " " 21	75	70	10	5	1,356	1,314	327	291
21 " " 30	132	135	11	6	2,490	2,675	509	526
30 " " 40	58	69	9	12	1,392	1,358	457	452
40 " " 50	61	63	15	14	873	927	443	360
50 " " 60	47	71	12	15	633	609	329	337
60 and over	102	147	44	37	723	725	455	442
Not stated	1	14	...	3	260	445	128	187
Totals	532	627	131	114	9,097	9,407	3,362	3,230

Comment.—Persons in the 21-29 age group, as in the previous year, sustained the greatest number of casualties.

The 60 and over group recorded the highest number of fatalities.

Appendix 15—continued.

CLASSES OF ROAD USERS KILLED AND INJURED IN ROAD ACCIDENTS.

Type of Road Users.	Persons Killed.				Persons Injured.			
	Males.		Females.		Males.		Females.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Drivers of motor vehicles	116	104	5	7	2,135	2,109	197	167
Motor cyclists	103	153	1	...	1,918	2,198	19	23
Pedal cyclists	39	38	2	1	850	860	112	108
Passengers (all types)	135	163	65	40	2,485	2,423	2,033	1,962
Pedestrians	138	162	58	63	1,664	1,785	996	956
Other Classes	1	7	...	3	45	32	5	14
Totals	532	627	131	114	9,097	9,407	3,362	3,230

Comment.—Reductions were recorded in the number of casualties to motor cycle riders, pedal cyclists, and pedestrians and increases in respect of motor drivers and passengers.

Motor cycle riders killed decreased by 49 (32 per cent.) compared with the previous year.

TYPES OF ACCIDENTS.

Type of Accident.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Collisions between vehicles	14,959	13,190	201	234	5,673	5,803
Vehicles overturning or leaving roadway	4,305	4,082	191	169	3,003	2,932
Vehicles colliding with fixed objects	1,537	1,729	53	44	674	635
Vehicles colliding with animal(s)	629	521	10	9	168	160
Collisions between vehicles and pedestrians	2,590	2,769	186	246	2,600	2,771
* Passenger accidents	348	366	21	39	330	331
Other accidents	14	5	1	...	11	5
Total	24,382	22,662	663	741	12,459	12,637

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

Comment.—Collisions between vehicles which represent 61 per cent. of the total accidents increased by 12 per cent. compared with the previous year, although the number of persons killed and injured decreased.

Accidents and casualties attributed to vehicles overturning or leaving the roadway, and vehicles colliding with animals show increases.

Reductions have been recorded in pedestrian and passenger accidents and the casualties arising therefrom.

Appendix 15—continued.

CLASSIFICATION OF ACCIDENTS AND CASUALTIES ACCORDING
TO CAUSE.

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

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Excessive speed	1,528	1,688	91	110	936	1,152
Not keeping to the left	1,170	923	26	30	555	471
Not giving right of way to other vehicle at intersection	2,882	2,429	15	16	920	748
Failing to make right hand turn at intersection with due care	1,045	1,035	8	13	437	471
Intoxicated	1,106	1,039	37	38	515	482
Inexperience	320	431	9	9	180	260
Inattentive driving	2,701	1,971	59	42	983	771
Reversing without due care	512	438	4	6	78	69
Overtaking improperly	763	627	7	13	217	277
Following other vehicle too closely	721	493	...	...	123	79
Infirmity of driver	75	69	3	7	54	60
Driver asleep or drowsy	201	218	7	10	143	164
Dazzled by lights of an approaching vehicle...	167	282	1	5	105	203
No hand signal or incorrect signal	243	185	1	...	68	72
Pulling out from kerb suddenly or without warning.....	499	406	...	1	58	48
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	305	411	3	3	134	153
Crossing railway level crossing without due care	25	47	1	5	6	25
Hit-run drivers (not elsewhere classifiable)...	153	133	3	4	55	36
Other causes	459	416	27	10	152	153
Total	14,875	13,241	302	322	5,719	5,694
Variation	+ 12.3%		— 6.2%		+ .4%	

Average Motor Vehicles Registered.

	1952-53.	1951-52.
Number	599,658	565,891
Variation	+ 5.9%	

Comment.—The greatest single cause of accidents was failure to yield right of way at intersections, followed by inattentive driving, excessive speed and not keep left.

Excessive speed was responsible for more fatalities than any other single cause. The number of accident and casualties attributed to this cause, however, was less than the previous year.

Appendix 15—continued.

2. Accidents Attributed to Riders of Motor Cycles.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Excessive speed	249	408	31	65	220	375
Not keeping to the left	84	74	5	10	84	77
Not giving right of way to other vehicle at intersection	211	179	8	5	154	150
Failing to make right-hand turn at intersection with due care	41	46	1	...	32	45
Intoxicated	47	70	6	11	51	74
Inexperience	118	185	5	5	121	194
Inattentive riding	292	212	14	21	262	181
Overtaking improperly	126	120	6	9	112	117
Following other vehicle too closely	52	49	...	10	46	36
Infirmity of rider	3	7	...	1	3	6
Driver asleep or drowsy	1	2	1	...	1	3
Dazzled by lights of an approaching vehicle...	11	22	...	...	14	25
No hand signal or faulty signal.....	9	10	...	...	6	12
Pulling or swinging out from kerb suddenly or without warning	6	4	...	...	6	5
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	35	24	...	...	30	21
Crossing railway level crossing without due care	3	2	...	1	3	1
Hit-run drivers (not elsewhere classifiable)...	5	7	...	...	5	4
Other causes	22	35	4	1	22	33
Total	1,315	1,456	81	139	1,172	1,359
Variation	— 9·7%		— 41·7%		— 13·8%	

Average Motor Cycles Registered.

	1952-53.	1951-52.
Number	46,422	47,861
Variation	— 3·0%	

Comment.—Accidents and casualties, particularly fatalities, attributed to motor cycle riders show substantial reductions compared with the previous year.

Inattentive riding was the greatest single cause of accidents and casualties during 1952-53.

Accidents and casualties resulting from excessive speed on the part of this class of road user showed a reduction compared with 1951-52.

Appendix 15—continued.

3. Accidents Attributed to Pedal Cyclists.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Excessive speed having regard to conditions	12	33	2	2	10	33
Not keeping to the left	43	45	4	2	44	45
Not giving right of way to other vehicle at intersection	54	41	4	...	51	37
Failing to make right hand turn at intersection with due care	38	57	1	1	34	58
Intoxicated	6	16	...	2	6	14
Inexperience	22	36	...	1	22	39
Inattentive riding	147	143	3	6	147	138
Overtaking improperly	17	17	1	...	17	16
Following other vehicle too closely	7	6	...	...	6	6
Infirmity of rider	5	14	...	1	6	13
Rider asleep or drowsy	...	1	...	...	...	1
Dazzled by lights of an approaching vehicle	...	4	...	...	...	5
Failing to signal intention of turning or stopping, or giving incorrect signal	27	20	1	...	26	19
Pulling or swinging out from kerb suddenly or without warning	10	5	...	2	10	3
Disregarding, misunderstanding or failing to observe traffic sign or signal of other driver	6	5	...	...	6	5
Other causes	62	51	4	3	60	53
Total	456	494	20	20	445	485
Variation	— 7·7%		—		— 8·2%	

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

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Intoxicated	4	6	...	3	2	2
Inexperience	...	1	...	...	...	1
Inattentive driving	5	3	...	1	4	1
Other causes	15	21	1	2	6	11
Total	24	31	1	6	12	15
Variation	— 22·6%		— 83·3%		— 20%	

Comment.—Inattentive riding by pedal cyclists was responsible for 32 per cent. of the accidents and casualties attributed to such road users in 1952-53.

Accidents and casualties caused by the drivers of animal-drawn vehicles and riders of animals decreased in 1952-53 compared with the previous year.

Appendix 15—continued.

5. Accidents Attributed to Pedestrians.*

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Walking across roadway without due care ...	706	676	45	42	690	690
Running across roadway	183	269	10	8	187	276
Passing behind or in front of moving or stationary vehicle or object	212	219	11	18	210	220
Stepping off kerb without due care	16	37	2	...	15	39
Intoxicated	197	308	13	23	191	312
Infirmity (including aged)	40	90	9	20	32	76
Sudden illness	2	5	...	...	2	5
Child (7 years of age and over) playing on roadway	21	27	...	1	23	29
Child under 7 years of age not under, or breaking away from the supervision of an older person	379	356	17	24	369	337
Boarding vehicle on wrong side	11	10	1	...	10	14
Boarding vehicle in motion	34	46	3	1	31	45
Other causes	98	59	7	6	98	58
Total	1,899	2,102	118	143	1,858	2,101
Variation	— 9.7%		— 17.5%		— 11.6%	

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

Comment.—Crossing the roadway carelessly was the major single cause of accidents and casualties attributed to pedestrians.

The danger arising from young children, unaccompanied by an elder person, being upon the roadway is again brought out by the figures.

Accidents and casualties caused by intoxicated pedestrians show substantial reductions.

6. Accidents Attributed to Passengers.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Alighting from vehicle in motion	91	103	5	7	87	97
Falling from vehicle in motion	110	68	11	6	105	65
Riding improperly	23	41	2	8	22	34
Alighting from vehicle on wrong side	19	25	...	1	19	24
Intoxicated	34	54	1	9	34	45
Infirmity	4	22	1	...	4	22
Interfering with driver's control	24	21	...	1	21	17
Other causes	42	31	1	3	37	31
Total	347	365	21	35	329	335
Variation	— 4.9%		— 40%		— 1.8%	

Comment.—Passengers falling and alighting from moving vehicles were responsible for 58 per cent. of the accidents and 63 per cent. of the casualties attributed to this class of road user.

The position has improved, however, particularly in regard to fatalities.

Appendix 15.—continued.

7. Accidents Caused by Defective Equipment of Vehicles.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Motor vehicle defects (other than motor cycles)—						
Defective brakes	462	490	9	7	169	146
Defective steering	394	427	4	8	276	286
Tyre blowout	301	193	11	7	170	142
Inadequate or no headlamps	144	75	5	2	113	46
Defective or absence of rear lamp	39	55	1	2	14	28
Excessive height or weight of loading	13	26	1	3	6	30
Loose, insecure or projecting loading	43	45	...	...	17	29
Other motor vehicle defects	318	251	7	5	149	148
Total	1,714	1,582	38	34	914	855
Variation	+ 8.4%		+ 11.8%		+ 6.9%	
Motor cycle defects—						
Defective brakes	28	14	...	...	28	13
Defective steering	11	12	...	...	12	12
Tyre blowout	22	26	1	2	29	27
Inadequate or no headlamp	38	21	3	1	41	28
Defective or absence of rear lamp	4	1	...	...	3	...
Other motor cycle defects	37	53	3	1	32	48
Total	140	127	7	4	145	128
Variation	+ 10.2%		+ 75%		+ 13.4%	
Pedal cycle defects—						
Defective or absence of brakes	30	37	2	1	30	36
Defective steering	3	1	...	...	3	1
Inadequate or no headlamp	35	47	4	...	31	54
Rear lamp defective or no reflector	11	17	1	1	10	17
Other pedal cycle defects	19	8	...	1	19	8
Total	98	110	7	3	93	116
Variation	— 10.9%		+ 133%		— 19.8%	
Animal-drawn vehicle defects—						
Defective harness	1	2	...	...	1	2
No side or rear lamps	4	3	...	...	1	2
Other defects	3	4	...	...	2	1
Total	8	9	...	...	4	5
Variation	— 11.1%				— 20%	
Total accidents caused by defective equipment	1,960	1,828	52	41	1,156	1,104
Variation	+ 7.2%		+ 26.8%		+ 4.7%	

Comment.—Defective brakes and faulty steering were the major items of equipment of motor vehicles responsible for accidents and casualties.

Accidents and casualties attributed to tyre blowouts on motor vehicles (other than motor cycles) increased by 56 per cent. and 21 per cent. respectively over the previous year. Faulty headlamps caused large increases in accidents and casualties.

Appendix 15—continued.

Miscellaneous Causes.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Accidents attributed to animals—						
Horse, cow, etc., straying in roadway ...	473	389	7	7	90	86
Animals (in vehicle) falling, shying or bolting	32	39	1	2	13	17
Animal (ridden) falling, shying or bolting	26	18	1	1	17	17
Dog, cat, etc., crossing roadway	45	28	2	...	36	27
Other animal causes	13	15	1	...	7	2
Total	589	489	12	10	163	149
Variation	+ 20.4%		+ 20%		+ 9.4%	
Accidents attributed to road conditions—						
Road surface loosely gravelled	565	272	21	7	421	207
Road in bad repair	240	210	8	3	155	182
Road surface wet or slippery	699	438	10	5	313	183
Obstruction in road	79	133	...	2	50	77
Stationary vehicle dangerously placed...	39	70	1	...	15	25
Other road faults	278	188	1	2	174	68
Total	1,900	1,311	41	19	1,128	742
Variation	+ 44.9%		+ 115.8%		+ 52%	
Accidents attributed to weather—						
Vision obscured by rain, snow, fog, mist, dust, etc.	104	112	4	...	57	71
Glaring sun	65	48	2	...	29	29
Attributed to cyclone, hurricane, wind or rain, etc.	13	12	1	...	5	9
Other weather causes	2	2	...	...	1	1
Total	184	174	7	...	92	110
Variation	+ 5.7%		+ 700%		— 16.4%	

Comment.—Accidents and casualties continued to increase because of the presence of straying stock and dogs upon the carriageways.

Loose gravel upon road surfaces has been assessed as the major single cause of casualties attributed to road conditions.

Wet or slippery road pavements were responsible for 37 per cent. of all accidents due to road conditions.

Accidents attributed to weather conditions have increased slightly over the previous year, however, seven deaths are included in the casualties resulting from such accidents.

Appendix 15—continued.

Miscellaneous Causes—continued.

Cause.	Accidents.		Persons Killed.		Persons Injured.	
	1952-53.	1951-52.	1952-53.	1951-52.	1952-53.	1951-52.
Accidents attributed to parties not involved—						
Swerving to avoid vehicle	302	503	1	3	147	243
Swerving to avoid pedestrian	80	77	2	...	28	21
Swerving to avoid animal or straying stock	111	99	1	1	50	44
Stopping suddenly to avoid collision ...	131	294	...	...	39	76
Other accidents attributed to parties not involved.....	5	14	...	...	...	8
Total	629	987	4	4	264	392
Variation	— 36.3%		...		— 32.7%	
Other causes—						
(a) Trams responsible—						
Brakes failing on tram	20	24	...	...	11	23
Other tram defects	7	6	...	...	6	10
Tram started before passenger properly boarded, alighted or seated	15	18	...	...	16	19
Error of judgment by tram driver ...	41	59	...	...	7	23
Inattentive driving	96	53	3	...	63	39
Other causes	5	10	...	...	8	29
Total	184	170	3	...	111	143
Variation	+ 8.2%		+ 300%		— 22.4%	
(b) Railways responsible—level crossings—						
Gatekeeper omitting to close gate, etc.	5	5	1	...	1	5
Authorised person failing to signal driver of car, lorry, tram, etc., or giving incorrect signal .....	...	1	...	...	...	1
Total	5	6	1	...	1	6
(c) Other causes	15	8	...	2	9	2
GRAND TOTAL ALL CAUSES	24,382	22,662	663	741	12,459	12,637
Variation	+ 7.6%		— 10.5%		— 1.4%	

Comment.—Reductions have been recorded in accidents and casualties attributed to parties not involved, particularly in “swerving to avoid vehicle” cases.

Accidents caused by trams or their drivers increased but casualties were less than the previous year.

Appendix 16.

**LOCATIONS AT WHICH ELECTROMATIC TRAFFIC CONTROL SIGNALS
WERE INSTALLED DURING THE YEAR ENDED 30th JUNE, 1953.**

Railway and Unwin's Bridge Roads and Gleeson Avenue, SYDENHAM.

Hume Highway and Hercules Street, ASHFIELD.

Forest Road, opposite Railway Station, HURSTVILLE.

Parramatta Road and Good Street, GRANVILLE.

Parramatta and Northumberland Roads and Johnston Street, ANNANDALE.

Sydney Road and Condamine Street, BALGOWLAH.

Hume Highway and Burwood Road, BURWOOD.

Sydney Road and Belgrave Street, MANLY.

Princes Highway and Canal Road, ST. PETERS.

Pacific Highway and Mowbray Road, CHATSWOOD.

Pacific Highway, opposite Railway Station, ST. LEONARDS.

Beamish Street and Bexley Road with Canterbury Road, CAMPSIE.

Percival Road and Douglas Street, STANMORE.

The Boulevard, Coronation Parade and Hume Highway, ENFIELD.

Falcon and Alfred Streets, NORTH SYDNEY.

Victoria Road and Devlin Street, RYDE.

Punchbowl and Burwood Roads and Water Street, BELFIELD.

Great North Road, Ramsay Road and First Avenue, FIVE DOCK.

Sydenham and Illawarra Roads, MARRICKVILLE.

Botany Road and King Street, MASCOT.

Princes Highway, Bay Street and Seven Ways, ROCKDALE.

Bellevue, Kia-ora and New South Head Roads, DOUBLE BAY.

Church and George Streets, PARRAMATTA.

Canterbury and Kingsgrove Roads and Sharp Street, BELMORE.

Church Street and Victoria Road, PARRAMATTA.

Church Street, Woodville Road and Parramatta Road, PARRAMATTA.

Crystal and Trafalgar Streets, PETERSHAM.

New Canterbury and Livingstone Roads and Gordon Street, PETERSHAM.

Bronte Road, Carrington Road and Victoria Street, CHARING CROSS.

Appendix 17.

**INSPECTIONS OF PUBLIC MOTOR VEHICLES DURING THE YEAR ENDED
30th JUNE, 1953.**

Metropolitan Transport District.

Item.	Motor Omnibuses.	Taxi-cabs.	Totals.
Vehicles registered as at 30th June, 1953	704	2,222	2,926
Inspections made	4,593	9,431	14,024
Repair notices issued	934	578	1,512
"Not to Use" notices issued*	60	383	443
Vehicles passed as fit after repairs	60	376	436

Newcastle Transport District.

Vehicles registered as at 30th June, 1953	88	82	170
Inspections made	712	397	1,109
Repair notices issued	215	43	258
"Not to Use" notices issued*	13	8	21
Vehicles passed as fit after repairs	12	8	20

Country Districts.

Number of inspections made .....	...	...	4,745
Repair notices issued .....	...	...	594
"Not to Use" notices issued* .....	...	...	70

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

