

Report after reconsideration of [PRS 164.LA:4]
certain paragraphs - finally adopted.

REPORT

BY THE SELECT COMMITTEE APPOINTED TO INQUIRE INTO ROAD ACCIDENT CASUALTY RATE.

ORDERED TO REPORT.

Your Committee was appointed as a result of a debate initiated in the Legislative Assembly on motion by Lt.-Colonel E. M. Robson—

- (1) That a Select Committee be appointed to inquire into and report upon means of minimising the appalling road accident casualty rate.
- (2) That such Committee consist of Mr. O'Sullivan, Lt. Colonel Bruzner, Mr. Cunningham, Mr. Hawkins, Mr. Hunter, Mr. Chaffey and the Mover.
- (3) That such Committee have leave to sit during the sittings or any adjournment of the House—

which was amended by inserting after the words "Mr. Chaffey" the words, "Mr. McGrath, Mr. Wattison, Mr. Jack Beale."

Question put and passed 28th October, 1947.

By an Act entitled "Parliamentary Select Committees Enabling Act, 1948" the Committee was authorised to sit during the period for which Parliament stood adjourned or prorogued and to do all such things as the Committee could lawfully do while Parliament was in Session.

Your Committee has the honour to report as follows:—

INTRODUCTORY.

1. The Committee desires to place on record its sense of deep personal loss on the death of Mr. L. L. Cunningham, member of the Legislative Assembly for Cooee, and a member of the Committee, on the twenty-third day of March, 1948. Mr. Cunningham applied himself diligently to the work of the Committee and his views and opinions were of great value.

This Committee also desires to place on record its sense of deep personal loss on the death of Mr. W. J. MacKay, Commissioner of Police, who gave valuable evidence to the Committee, and also to express its keen appreciation of his work as Commissioner.

THE EVIDENCE.

2. The Committee commenced its sittings on the sixth day of November, 1947, and concluded the taking of the evidence on the twenty-seventh day of April, 1948.

In all, twenty-eight witnesses were examined, some of them more than once. In addition to hearing the Commissioner for Road Transport and Tramways, the Commissioner of Police and the Commissioner for Main Roads, each on two occasions, the Committee heard evidence from numerous private individuals and by representatives of many interests such as pedestrians, cyclists, motorists, motor cyclists, taxis, motor manufacturers and engineering bodies and various organisations formed to reduce road accidents.

To the Commissioners, organisations and individuals the Committee desires to express its thanks for the trouble to which they have gone in preparing and in giving their evidence.

GENERAL.

3. The Committee in its report makes various recommendations but we wish to make it clear that these recommendations are made without having regard to cost or expenditure involved. We feel that these recommendations, if acted upon, will be of material assistance in reducing the toll of the roads but we do not feel that it is within the terms of reference for us to indicate the manner in which the cost should be borne.

4. At this stage it is appropriate to point out that for the year ended 30th June, 1947, there were 12,996 road accidents in which 508 persons were killed and 8,752 persons injured. If this casualty rate is not substantially reduced then the people of this State are faced with the appalling prospect that in the next eight years the total casualty on the road for New South Wales will exceed the total Australian casualty

We stress this fact to call attention to a loss of life and to permanent injury inflicted on the people which, were they due to some sudden epidemic within the community, would be followed by the strongest public demand for immediate remedy.

5. The Committee feels that, subject to the detailed recommendations made later, the existing law governing the use of the road is, generally speaking, adequate, but that what must be aimed at is the effective enforcement of the law, including the enforcement of the regulations providing for correct hand signals to be given by drivers of motor vehicles.

6. Notwithstanding strict enforcement of the law, there will always remain the problem of human error—errors in attention, errors in judgment. Statistics show that 83 per cent. of accidents are due to this frailty.

THE PROBLEM.

7. The following are the statistics of the Department of Road Transport and Tramways in respect of accidents for the years ended 30th June, 1939, to 30th June, 1947, inclusive:—

Year ended 30th June.	Number.				Percentage Increases (+) or Decreases (-).			
	Average No. of Vehicles.	Accidents.	Persons Killed.	Persons Injured.	Vehicles.	Accidents.	Persons Killed.	Persons Injured.
1939	316,558	11,906	552	8,388	+ 7.6	- 5.3	- 9.8	- 2.6
1940	327,834	11,200	547	8,398	+ 3.6	- 5.9	- 0.9	+ 0.1
1941	313,962	10,548	471	7,471	- 4.2	- 5.8	- 13.9	- 11.0
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	+ 13.2
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

8. Further statistics submitted by the Commissioner for Road Transport and Tramways analyse the principal causes of road accidents for the year ended 30th June, 1947, as follows:—

Attributed to—	Accidents.	Persons Killed.	Persons Injured.
(i) Drivers of Motor Vehicles:			
Not giving right of way at intersection	1,218	5	483
Inattentive driving or attention diverted	925	23	427
Turning right at intersection without due care	596	6	299
Excessive speed	585	47	622
Intoxicated	481	14	283
(ii) Riders of Motor Cycles:			
Excessive speed	140	24	160
Inexperience	106	6	109
Not giving right of way at intersection	99	1	84
Inattentive riding or attention diverted	96	8	90
(iii) Pedal Cyclists (all ages):			
Inattentive riding or attention diverted	90	4	87
Crossing intersection without due care	64	2	63
(iv) Pedestrians (all ages):			
Passing behind or in front of moving or stationary vehicle	283	13	287
Children under 7 years of age not under supervision of elder person	249	19	253
Intoxicated	226	12	222
(v) Passengers (all ages):			
Alighting from vehicle in motion	102	4	98
Intoxicated	132	6	128
(vi) Defective equipment of motor vehicles:			
Defective brakes	204	7	109
Defective steering	122	1	150

Attributed to—	Accidents.	Persons Killed.	Persons Injured.
(vii) <i>Defective equipment of Pedal Cycles:</i>			
Defective, or absence of, brakes	23	1	21
No headlight	29	2	29
(viii) <i>Other main causes:</i>			
Horse or cow, etc., straying on roadway	118	2	54
Road surface wet or slippery	215	2	125

9. The following figures show the ratio of persons killed and injured per 10,000 motor vehicles registered and per 100,000 population during the nine years ended 30th June, 1947:—

Year ended 30th June.	Per 10,000 vehicles:		Per 100,000 population:	
	Persons killed.	Persons injured.	Persons killed.	Persons injured.
1939	17.4	265.0	20.2	307.0
1940	16.6	256.2	19.7	303.1
1941	15.0	238.0	16.9	267.9
1942	16.6	192.1	17.1	197.3
1943	16.0	189.7	15.1	179.3
1944	13.3	169.5	12.9	164.5
1945	12.6	182.4	12.9	186.2
1946	15.7	235.9	16.7	253.2
1947	14.8	254.4	17.3	297.7

10. Classification of road users killed and injured during the year ended 30th June, 1947:—

Classification.	Persons Killed	% of Total	Person Injured.	% of Total
Drivers of motor vehicles	68	13.4	1,145	13.1
Motor cyclists	74	14.6	1,011	11.6
Pedal cyclists	41	8.1	894	10.2
Passengers	157	30.9	3,469	39.6
Pedestrians	153	30.1	2,111	24.1
Others	15	2.9	122	1.4
Total	508	100.0	8,752	100.0

ACCIDENTS BY DISTRICTS.

11. For the year ended 30th June, 1947, these were as follows:—

District.	Accidents.	Killed.	Injured.
City of Sydney	2,162	35	889
Suburbs of Sydney	7,312	197	4,783
Extra Suburban—			
Built-up	156	12	105
Not Built-up	180	17	192
TOTAL	9,810	261	5,970
Newcastle City	162	6	69
Newcastle Suburbs	228	16	156
TOTAL	390	22	225
Country Towns	1,558	75	1,076
Country Rural	1,238	150	1,481
TOTAL	2,796	225	2,557
GRAND TOTAL	12,996	508	8,752

12. It is to be noted that accidents in country towns and rural areas showed a higher proportion of casualties, country rural areas being the most outstanding with 9.5% of total accidents in which 150 persons were killed (29.5% of total) and 1,481 persons injured (16.9% of total).

SOME CAUSES OF ACCIDENTS.

13. The greatest single cause of accidents during the year under review was that of drivers of vehicles failing to give right of way to other vehicles at inter-sections. The figures were as follows:—

<i>Fault of.</i>	<i>Accidents.</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
Drivers of motor vehicles	1,218	5	483
Motor cyclists	99	1	84
Pedal cyclists (excluding children)	44	2	43
	<u>1,361</u>	<u>8</u>	<u>610</u>

EXCESSIVE SPEED.

14. A most serious feature of the causes was the increase in casualties resulting from accidents attributed to drivers or riders of motor vehicles travelling at a speed considered excessive in the circumstances. The following summary sets out the casualties which resulted from this cause during the year ended 30th June, 1947:—

<i>Drivers of Motor Vehicles:</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
Exceeding speed limit	26	263
Not exceeding speed limit	21	359
<i>Motor Cyclists:</i>		
Exceeding speed limit	19	108
Not exceeding speed limit	5	52

15. OTHER MAIN FAULTS OF ROAD USERS.

<i>(i) Drivers of Motor Vehicles:</i>	<i>Accidents.</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
Inattentive driving or attention diverted	925	23	427
Turning to the right at intersection without due care	596	6	299
Intoxicated	481	14	283
<i>(ii) Motor Cyclists:</i>			
Inexperience, including inexperience with type of motor cycle in use at time	106	6	109
Inattentive riding or attention diverted	96	3	90
<i>(iii) Pedal Cyclists (all ages):</i>			
Inattentive riding or attention diverted	90	4	74
Crossing intersection without due care	64	2	63
<i>(iv) Pedestrians (all ages):</i>			
Walking across roadway without due care	283	23	271
Intoxicated	226	12	222
<i>(v) Passengers:</i>			
Intoxicated	132	6	128
Boarding vehicle in motion	78	4	73
<i>(vi) Children (under 16 years of age) Responsible:</i>			

During the year under review children (under 16 years of age) were responsible for 877 accidents (6.8% of total) in which 41 persons were killed (8.1% of total) and 850 injured (9.7% of total). Particulars of the classes of children responsible are set out hereunder:—

<i>Fault of.</i>	<i>Accidents.</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
Children interfering with controls of or attempting to drive motor vehicles	7	—	1
Pedal cyclists	221	7	220
Pedestrians	541	27	525
Passengers	103	6	100
Riders of horses	5	1	4
	<u>877</u>	<u>41</u>	<u>850</u>

DEFECTIVE EQUIPMENT OF VEHICLES.

16. Defective equipment of all classes of vehicles was responsible for 799 accidents in which 41 persons were killed and 669 injured. Details of the classes of vehicles responsible are as follows:—

<i>Defective Equipment on Part of.</i>	<i>Accidents.</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
Motor vehicles	653	27	531
Motor cycles	51	8	50
Pedal cycles	81	5	76
Horse-drawn vehicles	14	1	12
TOTAL	799	41	669

The principal defects of motor vehicles were defective brakes (213 accidents, 8 killed and 118 injured), defective steering (132 accidents, 5 killed and 156 injured), and tyre blow-outs (78 accidents, 8 killed and 107 injured).

17. CLASS OF VEHICLE RESPONSIBLE.

	<i>Accidents.</i>	<i>Persons Killed.</i>	<i>Persons Injured.</i>
<i>Ratio per 1,000 motor vehicles registered (average total for year) in each class.</i>			
Cars	21.4	.5	13.2
Lorries	31.5	1.0	15.6
Motor-cycles—			
Solo	43.9	3.6	44.8
Side-car and Side-box	22.7	1.6	16.5
* Taxi Cabs	284.4	.5	60.3
* Omnibuses	116.7	1.9	98.7
Total	27.1	.8	15.8

* Refers to all vehicles licensed to operated as taxi cabs and omnibuses in the State.

THE SOLUTION.

18. We are of opinion that the best means of reducing the accident rate is by enforcement of the existing law supplemented by the recommendations which we make later. The enforcement of the law lies in the hands of the police, although the private individual has the right, under the law, to initiate prosecution against any road-user for an alleged offence.

19. It is obvious that the greater the number of police patrolling the roads the less will be the infringement of the law. The Committee disagrees with any suggestion that parking police be used on patrol duties. This suggestion was very strongly opposed by the late Mr. Commissioner W. J. MacKay and is also opposed by his successor, Mr. Commissioner J. F. Scott, the basis of their reasoning being that parking police have neither the specialised training nor have they the physique to deal with any sudden emergency.

20. In our opinion, the police are efficiently carrying out their duties in supervising the roads within the limits of their numbers and equipment.

21. At present 52 police are engaged on metropolitan road patrols (13 below pre-war strength), and 39 motor cycle patrols are available for the whole of the country districts.

22. We strongly recommend that sufficient additional police should be allocated specifically to traffic control, and that additional cars, motor cycles, wireless and other equipment be provided as necessary.

23. The Committee does not approve of the suggestion that civilian drivers of lengthy experience should be appointed as special traffic officers.

EDUCATION IN SCHOOLS.

24. The Committee considers that no opportunity should be lost to educate the public in the matter of road safety and no better start can be made than in the schools.

25. We agree with the view of Mr. L. F. Keller, Inspector of Schools, and recommend that at least one hour per week should be devoted in the curriculum to road safety education which could be supplied through the Road Safety Council and should include films and lectures.

Safety patrols should be compulsory for all schools within the metropolitan area.

26. We also recommend that elementary principles of driving instruction should be taught in schools. This will have the additional value of making children road-safety minded.

GENERAL EDUCATION.

27. A continuous road safety propaganda campaign should be carried out by means of activity of the Road Safety Council and it is recommended that far more use be made of educational films and radio which we feel could reach a tremendous percentage of the public. We are strongly opposed to the horror type of poster and feel that all posters should be submitted to experienced psychologists before these are exhibited. It is recommended that the Road Safety Council seek the co-operation of churches, church organisations and all bodies concerned with the training of youth in good citizenship, for the dissemination of road safety propaganda.

SPEED.

28. We believe that the principle of a speed limit must be retained. The present speed limit is an absolute limit of 30 miles per hour in built-up areas and a *prima facie* limit of 50 miles per hour elsewhere, but these limits are complementary to further provision under the Motor Traffic Act, making it an offence to drive negligently, furiously, recklessly, or at a speed, or in a manner, dangerous to the public. Provision is also made for "Halt" and "Slow" signs. In the main, we agree with these limits provided that they are enforced. In view of the high accident rate at inter-sections, the Committee recommends the introduction of a regulation making it compulsory outside cities and towns for a driver to stop his vehicle before entering a main thoroughfare from a by-way.

29. In regard to dangerous sections of roads, particularly in the country, the Committee agrees with the present system of traffic signs and road markings and recommends that this system be extended wherever necessary.

30. The Committee agrees in principle with the recently reduced speed limits for heavy trucks, but recommends that these be later reviewed and, if necessary, altered, in the light of experience of the working of the new limits.

31. The Committee is not prepared to recommend compulsory use of governors at the present time.

ADMINISTRATION OF THE LAW.

32. The Committee is not in favour of the establishment of special courts to deal with traffic offences, on the grounds of the great expense involved, and the certainty of inconvenience to the public and police if cases were not dealt with locally.

33. We agree that there are at times glaring anomalies in sentences. As, for instance, a disqualified driver was recently fined £50 for fraudulently obtaining a driver's permit by giving a false name and on other charges of a similar nature, and yet on the same day, a driver, who was labelled by the magistrate as a "potential homicide and potential suicide" was fined £10 for driving under the influence.

34. We feel that these anomalies will always occur, but in the main, do not think that they are reasons sufficient for the setting-up of special courts.

35. Under this heading, one of the most difficult considerations is the application of section 556A of the Crimes Act, which permits the court to proceed to conviction without the sentence being recorded. The Commissioners for Road Transport and Police indicated that possibly unnecessary leniency was shown by some of the courts in applying the section.

36. The late Mr. Commissioner MacKay pointed out that during the year 1946, 1,308 persons were charged with driving under the influence; 1,005 were convicted and automatically disqualified from holding licences for the period provided by the Act, while 254 beat the disqualification by securing the benefit of section 556A.

37. The Committee's attention has been drawn to cases where the same driver has received the benefit of section 556A on more than one occasion.

38. The Committee does not feel that the facts warrant an amendment to the Motor Traffic Act to provide that section 556A of the Crimes Act shall not be applied to drivers convicted on charges carrying an automatic disqualification, but does recommend an amendment to the Motor Traffic Act to provide that section 556A of the Crimes Act shall not be applied to the same driver on more than one occasion within any period of five years in respect of an offence involving automatic disquali-

ALCOHOL AND RECKLESS DRIVING.

39. Comment on the danger of the drunken driver is unnecessary.

40. The Committee recommends that where death is caused owing to a person driving under the influence of intoxicating liquor or a drug the penalty be imprisonment for not more than five years upon indictment and, where bodily injury is caused, imprisonment up to two years or a fine of £250 or both upon summary conviction. We recommend that, as a matter of police procedure, a medical examination be offered to any person about to be charged with driving under the influence of intoxicating liquor or a drug.

DRIVERS.

41. The Committee feels that there is an anomaly in the issue of licences. At present, a person has to have a special licence to drive an omnibus or taxi; on the other hand, a person can take out a licence, having learned to drive on the smallest of cars, and this same licence will permit him to drive the heaviest truck with trailer on the road.

42. We feel that this is most unsatisfactory and so far as heavy trucks are concerned the Committee recommends that special licences must be obtained before driving.

43. A suggestion was made that the holder of a licence should not be allowed to drive in excess of 30 miles per hour during his first twelve months. We reject this suggestion on the ground that if he is fit to be licensed to drive then he must be able to drive safely at over 30 miles per hour.

44. We feel that the medical and eyesight tests are sufficient. However, we recommend that all drivers be encouraged to learn First-aid and that a small leaflet, containing elementary directions on First-aid, be issued on the issue and renewal of each licence.

45. The Committee endorses the existing police procedure in respect of persons guilty of minor road breaches having to attend a compulsory lecture in lieu of prosecution.

46. We recommend that all employers, with a fleet of five vehicles or over, should be required to give instruction to their drivers and we feel that much benefit can accrue from cultivating amongst drivers in any company or organisation a feeling of pride in an accident-free record.

FAILURE TO GIVE RIGHT OF WAY.

47. We recommend, in view of the very high proportion of road accidents caused by breaches of this rule, that the Motor Traffic Act be amended to provide for an automatic disqualification upon the second conviction within any period of three years. We further recommend that Regulation 67 (1) under the Motor Traffic Act be amended to apply to road junctions as well as intersections.

HEAVY TRUCKS.

48. The Committee has previously expressed its views regarding limits for heavy trucks.

49. With regard to the question of overloading, we recommend that it be made an offence to carry a load exceeding the maker's load, plus 25 per cent.

50. We recommend that all heavy vehicles on registration and re-registration have their load weight painted on the side and that no alteration be made to the structure of the vehicle, without the Department being notified and the new weight load re-painted.

51. With regard to the question of long hours of driving, we feel that some restriction is necessary and recommend that section 39 of the Victorian Transport Act be followed, which provides:—

Section 39 (1) It shall not be lawful for any person to drive or cause or permit any person employed by him or subject to his orders to drive any motor car which is used for the carriage of passengers for hire or reward or of goods (whether or not such motor car is required to be licensed pursuant to this part)—

(A) for any continuous period of more than five and one-half hours; or

(B) for continuous periods amounting in the aggregate to more than eleven hours in respect of any period of twenty-four hours commencing at mid-night; or

(C) so that the driver has not at least ten consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any period of driving;

Provided that it shall be a sufficient compliance with the other provisions of paragraph (C) of this subsection if the driver has at least nine consecutive hours for rest in any such period of twenty-four hours if he has an interval of at least twelve consecutive hours for rest in the next following period of twenty-four hours.

(2) For the purposes of this section—

- (a) any two or more periods of time shall be deemed to be a continuous period unless separated by an interval of not less than half an hour in which the driver is able to obtain rest and refreshment;
- (b) any time spent by the driver on other work in connection with a vehicle or the load carried thereby, including in the case of a motor vehicle used for the carriage of goods any time spent on a vehicle while on a journey in any other capacity than as a passenger shall be reckoned as time spent in driving.

MOTOR CYCLES.

52. A suggestion has been made that pillion riding should be prohibited. The Committee does not agree with this suggestion but feels that if the regulations are enforced to the effect that only one pillion rider may be carried and support, foot-rests and seat must be provided for the rider, who must sit astride the motor cycle, looking forward, this is all that is required, coupled with the observance of the additional regulation that the motor cycle must not be used for the carriage of pillion riders, unless the driver has held a licence for at least twelve months.

53. We feel that to ban pillion riding would cause great hardship to those using this means of transport to and from work and for pleasure.

PEDAL CYCLES.

54. Statistics show that for the year ending 30th June, 1947, bicycle riders were responsible for approximately 7 per cent. of the total deaths and 7.6 per cent. of the total injuries resulting from road accidents.

55. It was urged on us that all bicycles should be registered but we feel that is impracticable and unnecessary as a tremendous amount of work would be involved for the Transport authorities which could not be undertaken without imposing a licence fee.

56. We further recommend that cyclists should be compelled by law to report accidents in the same manner as motorists.

57. It was suggested that a system of compulsory insurance against Third Party risks should be enforced amongst cyclists. Whilst the Committee considers that every encouragement should be given to cyclists to take out this form of insurance, it does not feel that it should be made compulsory, as it would entail unwarranted expense amongst people able to afford only an inexpensive form of transport such as a bicycle provides.

58. During the year ending 30th June, 1947, one person was killed and thirteen persons were injured in accidents attributed to the fact that bicycles were not equipped with efficient rear lights or reflectors. The present regulation provides for a red reflector surrounded by a white disc. We recommend that appropriate action be taken to ensure that all reflectors are maintained in a clean and effective condition.

59. During the year ending 30th June, 1947, 19 accidents were caused by bicycles double-banked, in which 1 person was killed and 29 injured. We recommend that inexperienced children be discouraged by their parents from the practice of double-banking.

ROADS, INCLUDING ROAD LIGHTING.

60. Of the total number of roads accidents for the year ending 30th June, 1947, less than 3 per cent. were attributed to road conditions. These figures are satisfactory but do not necessarily mean, as Mr. Commissioner Toyer has pointed out, that if all roads were remodelled to modern standards and adequate traffic aids provided, accidents would be reduced by only 3 per cent. We agree with Mr. Toyer that the greater the amount of such roads and facilities provided throughout the State, then much greater would be the percentage reduction in accidents.

61. Within the limits of the capabilities of the Main Roads Department, it is recommended that as many motor ways as possible be proclaimed under Part VA of the Main Roads Act.

62. With regard to level crossings, it is desirable that these, on all main and busy roads, be eliminated as soon as possible, but it is appreciated that this will take time and money. We recommend that an installation and trial of the short-arm boom type gate be conducted with a view to its installation at level crossings on busy high-ways. We also recommend that HALT signs be provided at level crossings on

63. The Committee strongly recommends that the Main Roads Department, Shires, Municipalities and other bodies concerned with the maintenance of our roads be given access to greater financial resources in view of the increased costs compared with pre-war costs, and that, with a view to finding this additional finance, the allocation by the Commonwealth Government from the Petrol Tax be increased from 3d. to 6d. per gallon.

64. So far as street lighting is concerned, at present this is a matter for the various local governing authorities concerned. We recommend that some central authority, possibly the Department of Local Government, should be charged with the sole responsibility of ensuring uniformity in the provision and development of street lighting.

65. The foregoing recommendation applies to the lighting of sections of arterial roads which pass through areas supplied by different electricity authorities.

The over-riding authority is required to co-ordinate the efforts of the separate bodies. From this properly graded lighting would be obtained.

66. Statistical examination shows that accidents at intersections are comparatively heavy and many intersections do not give adequate vision of the approach of vehicles on the intersecting street. We recommend that there should be a proper co-ordination between the Main Roads Department, the Department of Road Transport and Tramways and the local authority in regard to this matter with, in respect of main highways, the Main Roads Department having the determining say.

67. With regard to parking, it is clear that some facilities must be available within cities and larger towns. So far as this concerns the City of Sydney, parking facilities should be made available as soon as possible, but as to whether these facilities should be under Hyde Park or the Domain, or elsewhere, we have not heard evidence enabling us to make a decision.

LIGHTING OF VEHICLES.

68. We recommend that all new motor vehicles be equipped with a dimming or dipping device in order that the Regulations in regard thereto may be effective.

INSPECTION OF VEHICLES.

69. From the evidence, it appears that while the majority of authorised inspection stations carry out inspection in an efficient manner, there is a minority which issues certificates without inspecting the vehicles.

70. We recommend that the proprietor of an authorised inspection station who issues a certificate of road-worthiness without a proper inspection should have his authority cancelled.

PEDESTRIANS.

71. We recommend that, in the interests not only of the pedestrians but of all traffic, vehicle-actuated traffic signals be installed at all busy intersections.

72. It has been suggested that pedestrians should be strictly confined to the footpaths and permitted to cross roads only at intersections or at marked foot crossings.

73. The Committee rejects this suggestion for the reason that the evidence shows that were this rule enforced in the city proper, the busier city streets would not be able to cope with the pedestrian traffic, and it would occasion unnecessary inconvenience to pedestrians.

74. In order to prevent straggling, disobedience to traffic signals, jay-walking and so on, we recommend that special police be allocated to pedestrian control duties, and that this force should comprise men and women appointed on similar conditions to the parking police and recruited from ex-service personnel.

75. We further recommend that sufficient equipment by way of public address systems be made available to the pedestrian police for the purpose of facilitating their duties.

CONCLUSION.

76. We do not pretend that our recommendations are a complete solution of the road accident problem, and we do feel that no matter what recommendations, rules and

77. This depends, in our opinion, on two things and in the order given, that is, enforcement by the authorities and education of all concerned. It will be seen, then, that the problem really comes back to the human element, and if, by means of enforcement and education, the road user will become road conscious, display tolerance and courtesy for others and be determined to observe the precepts embodied in the highway code, then the problem will move very much closer to solution.

78. The Committee views with concern the general apathy of the public and its complacency so far as the casualty rate is concerned, and hopes steps will be taken by the authorities by way of the general educational methods we have outlined to bring home to the community the very real problem which exists and the appalling results which must follow for some 80,000 of our citizens in the next seven years if a determined effort is not made to avoid this wasteful loss of life and injury.

79. We desire to express our appreciation for the assistance given to us by Mr. Scarlett, Mr. Ward, Mr. Baker, the members of the Parliamentary Reporting Staff, and all others who have assisted the Committee in its deliberations and compilation of its report.

80. SUMMARY OF RECOMMENDATIONS.

	Paragraph.
(i) Appointment of additional police and provision of additional equipment	22
(ii) Safety patrols to be compulsory for all metropolitan schools and those in country areas near busy highways, and at least one hour per week to be devoted to road safety education	25
(iii) Elementary principles of driving instruction to be taught in schools	26
(iv) Continuous road safety campaign with more use of educational films and radio	27
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