

1946  
NEW ZEALAND

# TRANSPORT DEPARTMENT

(ANNUAL REPORT ON)

*Presented to both Houses of the General Assembly by Leave*

The Hon. J. O'BRIEN, Minister of Transport, Wellington.

Transport Department, 18th July, 1946.

SIR,—

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1946.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

## REPORT

### INTRODUCTION

**1. Summary of Contents.**—(a) Private cars licensed at 31st March, 1946, numbered 201,425, an increase of 2,007 as compared with the number at the same date in 1945: all other classes of vehicles showed an increase over the previous licensing period.

(b) Petrol-consumption by motor-vehicles during the calendar year 1945 increased by 11,878,000 gallons compared with 1944, an increase of 22 per cent.

(c) Deaths from road accidents fell from 140 in 1944 to 129 in 1945.

(d) Road accidents involving personal injury increased from 2,097 in 1944 to 2,385 in 1945, and 640 more people were injured as a result of road accidents in 1945 than in 1944.

(e) The Auckland Metropolitan Area showed a decrease in motor accidents from 493 in 1944 to 427 in 1945. The other three metropolitan areas all show increases.

(f) Road accidents increased substantially after the additional petrol allowance for private cars was granted in August.

(g) Increase in convictions for traffic offences on information laid by Department's Traffic Inspectors from 4,598 in 1944-45 to 6,288 in 1945-46.

(h) Continued heavy volume of traffic catered for by public passenger-services; nearly three times greater than pre-war.

(i) During year, 797 transport licenses were granted to ex-servicemen, representing an increase of 463, or approximately 139 per cent. upon the corresponding figure for 1944-45.

(j) Restrictions on household deliveries by motor-vehicle ended during year, excepting milk zoning.

## DEVELOPMENT OF MOTOR TRANSPORT

**2. Licensing of Motor-vehicles by Principal Groups.**—Under the Motor-vehicles Act, 1924, motor-vehicles are required to be registered and licensed. Such licenses are renewable annually, and the following table gives the number of motor-vehicles, in their principal groups, licensed as at the 31st March, 1946, the figures for the two preceding years being included for purposes of comparison.

Type.	Number licensed as at 31st March,			Increase of 1946 over 1945 Licenses.
	1944.	1945.	1946.	
Cars .. .. .	200,100	199,418	201,425	2,007
Trucks not exceeding 2 tons laden .. .. .	27,054	28,616	30,435	1,819
Trucks exceeding 2 tons laden .. .. .	19,928	21,985	23,499	1,514
Passenger-trucks .. .. .	1,454	1,576	1,947	371
Omnibuses .. .. .	862	932	1,025	93
Taxis, including private hire cars .. .. .	1,987	2,005	2,113	108
Service cars .. .. .	550	572	595	23
Rental cars .. .. .	500	501	546	45
Motor-cycles .. .. .	12,526	13,667	16,167	2,500
Trailers .. .. .	15,059	17,064	20,031	2,967
Local body and other vehicles exempted from annual license fees	7,430	9,611	11,903	2,292
Government vehicles .. .. .	4,687	5,207	5,814	607
<b>Totals .. .. .</b>	<b>292,137</b>	<b>301,154</b>	<b>315,500</b>	<b>14,346</b> or 4·76 per cent.

All classes of vehicles licensed at 31st March, 1946, showed gains over the figures for the preceding year.

Table No. 1 of the Appendix shows full details of the licensed motor-vehicles as at 31st March, 1946, by postal districts.

Table No. 2 gives, for purposes of comparison, the number of motor-vehicles licensed year by year as at 31st March, 1937, to 1946 inclusive.

**3. Petrol Consumption.**—The table hereunder shows for the individual calendar years 1937 to 1945 the estimated quantities of petrol consumed by motor-vehicles, used for other purposes, and the total consumption :—

Calendar Year.	Estimated Consumption of Petrol.		
	By Motor-vehicles ( <i>i.e.</i> , Petrol on which all Duty was paid).	Other ( <i>i.e.</i> , Engines, Aeroplanes, &c., on which Refunds of Petrol Duty were made)	Total.
	Gallons.	Gallons.	Gallons.
1937 .. .. .	82,111,000	7,339,000	89,450,000
1938 .. .. .	89,306,000	7,590,000	96,896,000
1939 .. .. .	91,955,000	8,027,000	99,982,000
1940 .. .. .	74,114,000	9,649,000	83,763,000
1941 .. .. .	66,924,000	15,326,000	82,250,000
1942 .. .. .	46,100,000	10,442,000	56,542,000
1943 .. .. .	50,178,000	9,200,000	59,378,000
1944 .. .. .	53,663,000	9,000,000	62,663,000
1945 .. .. .	65,541,000	8,110,000	73,651,000

## ROADS

**4. Limitation of Loads on Roads.**—In order to protect the road surfaces from the damaging effect of unduly heavy wheel loads, most of the rural highways and county roads have been classified in Class Three, Four, or Five, according to the standard of construction. Class Three allows of a maximum axle load of  $5\frac{1}{2}$  tons in the case of a two-axled heavy motor-vehicle, or 5 tons in the case of a multi-axled vehicle or trailer. Class Four permits of 4 tons and  $3\frac{1}{2}$  tons maximum axle loads respectively, and Class Five of 3 tons and  $2\frac{1}{2}$  tons.

The following tables show the mileages classified at the present time :—

(a) CLASSIFICATION OF ALL RURAL ROADS AT 31ST MARCH, 1946

—				Total Formed Roads.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	26,817	5,692	10,288	1,813	17,793
South Island	..	..	..	22,232	6,651	2,612	275	9,538
Totals	..	..	..	49,049	12,343	12,900	2,088	27,331

(b) CLASSIFICATION OF MAIN HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1946

(This section includes State highways shown under Table (c) following)

—				Main Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	6,680	3,213	3,072	167	6,452
South Island	..	..	..	5,424	4,577	133	42	4,752
Totals	..	..	..	12,104	7,790	3,205	209	11,204

(c) CLASSIFICATION OF STATE HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1946

—				State Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	2,112	1,262	799	..	2,061
South Island	..	..	..	1,686	1,589	..	..	1,589
Totals	..	..	..	3,798	2,851	799	..	3,650

While a considerable mileage of the total length of formed roads remains unclassified, loading on much of this length is virtually restricted because of the classification of the key roads in each district. In the vicinity of the larger industrial centres the roads are usually of a high type of construction and capable of carrying heavier loads than the flexible-surface types of road which are generally adequate within a purely rural district. These high types (usually bituminous or Portland cement concrete surfaces) are thus not classified. Although it is usually desirable to limit loads on the flexible-surface types of road to protect the surfaces, consideration is also necessary of the effect upon road transport of restricting axle loads and thus payloads; a balance must be maintained between the need on the one hand for preserving road surfaces, and on the other for facilitating economic transport.

**5. Traffic Engineering.**—The technical advice of the Department is being sought to an increasing extent by local authorities in regard to such matters as vehicle parking, traffic flow and congestion, and traffic facilities generally. During the year under review several such local problems were investigated, reported upon, and discussed with some of the urban local bodies.

### ROAD FINANCE

**6. Dominion's Road Bill, 1933-34 to 1938-39, inclusive, and 1943-44.**—The Department has abstracted from various official sources the statistical data relating to road finance and analysed it to show the approximate cost of roads, streets, and bridges under the headings of construction, maintenance, and loan charges. The expenditure has been apportioned in the three primary groups of roads, &c.—namely, main highways, urban roads and streets, and other (rural) roads. To obtain the mileages of these groups some estimation has been necessary, as with certain aspects of the figures for the whole road bill. Any estimations have been conservatively made, and the figures are sufficiently close to accuracy to form a reliable basis for broad conclusions.

**7.** The road bill for the year ended 31st March, 1944, is the latest figure that can be computed from complete available information. It differs materially from pre-war road bills in that practically no construction has been carried out during the war years. Constructional expenditure for the 1943-44 year amounted to only 11·9 per cent. of the total, whereas the corresponding proportion averaged over the six years immediately preceding the war amounted to 41·2 per cent. of the total. It is noticeable of the present bill that there is little variation in expenditure upon maintenance and interest charges when comparison is made to pre-war expenditure upon this source. The bill, which is given hereunder, shows the total expenditure on roads, streets, and bridges under the appropriate headings for the year ended 31st March, 1944 :—

Expenditure upon	Main Highways.	Urban Roads and Streets.	Other Roads.	Total.
	£	£	£	£
Maintenance .. .. .	1,519,201	441,633	1,270,279	3,231,113
Construction .. .. .	116,086	452,656	187,549	756,291
Interest and sinking-fund charges ..	695,571	698,960	995,773	2,390,304
Totals .. .. .	2,330,858	1,593,249	2,453,601	6,377,708

Table No. 3 in the Appendix gives a comparison of the expenditure on roads, streets, bridges, &c., over the individual years ended 31st March, 1934 to 1939, inclusive, with the present expenditure for the year ended 31st March, 1944. Owing to staffing shortages, the comparative expenditure has not been prepared for the intervening war years.

**8. Sources of Moneys expended on Roads, Streets, &c.**—The table hereunder gives the approximate percentages of the five main sources of moneys expended annually on all roads during the years 1933-34 to 1938-39 and 1943-44 :—

Source.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Loan .. .. .	9·8	10·8	14·0	22·5	29·0	32·8	3·4
Local rates .. .. .	32·9	30·2	30·3	27·7	24·2	20·9	39·4
Employment Promotion Fund .. .. .	21·3	19·1	12·5	7·7	6·7	12·0	0·9
General Taxation .. .. .	16·0	14·8	14·5	13·2	12·4	11·0	16·1
Motor taxation .. .. .	20·0	25·1	28·7	28·9	27·7	23·3	40·2
Totals .. .. .	100·0	100·0	100·0	100·0	100·0	100·0	100·0

The figures from which the above percentages were computed are given in Table No. 4 of the Appendix.

**9. Annual Charges per Mile of Roads, Streets, &c.**—The following table gives the approximate mileage of the three primary groups of roads, together with the corresponding expenditure upon maintenance and interest, &c., per mile of road for the year ended 31st March, 1944 :—

Class of Road.	Total Mileage.	Annual Charges per Mile of Road, &c.		
		Maintenance.	Interest and Loan Charges.	Total.
	Miles.	£	£	£
Main highways .. .. .	12,398	122	42	164
Urban roads and streets .. .. .	4,285	103	163	266
Other roads .. .. .	36,766	34	32	66
All roads .. .. .	53,449	60	45	105

Table No. 5 in the Appendix shows comparative figures for the years ended 31st March, 1934 to 1939, inclusive, and 1944.

## ROAD SAFETY

### A. ROAD ACCIDENT STATISTICS

**10. The Number of Accidents.**—During the calendar year 1945 there were 109 fatal motor accidents and 2,385 other accidents involving personal injury. As a result of these accidents 129 persons were killed and 3,307 injured. During 1944 there were 140 persons killed and 2,667 injured in a total of 2,097 accidents. This represents a drop of 8 per cent. in the number of persons killed, but an increase of 24 per cent. in the number of persons reported as being injured.

New Zealand has the lowest death-rate of any of the motorized countries, and a comparison with Great Britain and two of the Australian States shows :—

#### *Deaths per 10,000 motor-vehicles in 1945*

Great Britain .. .. .	17.5
New South Wales .. .. .	13.6
Victoria .. .. .	10.8
New Zealand .. .. .	4.3

**11. Comparison of Fatal Accidents during the Past Six Years.**—Table No. 6 in Appendix gives details of the fatal motor accidents for each of the calendar years 1940 to 1945 inclusive.

A comparison of the various aspects of the fatal accidents during 1945 with those of the war years since 1940 shows—

- (i) A decided reduction in the total number of fatal accidents ;
- (ii) A very marked drop in the number of fatal accidents that happened at night, particularly on the rural roads ;
- (iii) That collisions with cyclists, resulting in death, were much less frequent than previously ;
- (iv) That, although some improvement occurred in the number of fatal collisions between a motor-vehicle and a pedestrian, this was not as marked as the reduction in collisions with bicyclists.

Those killed in 1945 included 68 occupants of motor-vehicles, 33 pedestrians, 15 riders of motor-cycles or pillion-riders, and 13 cyclists.

**12. Particulars of all Accidents Reported (*i.e.*, Fatal and Non-fatal).**—Table No. 7 in the Appendix gives details of the types of motor accidents during the calendar year 1945. Collisions between motor-vehicles comprised 30 per cent. of all accidents, collisions with cyclists 24 per cent., and with pedestrians 23 per cent. Other collisions—*i.e.*, with railway trains and tram-cars, with fixed objects such as telegraph-poles, with animals

and with horse-drawn vehicles, &c.—accounted for 12 per cent., while non-collisions, where the motor-vehicle left the road or overturned or a passenger fell from the vehicle, amounted to 11 per cent. of the total number of accidents.

Although not particularly numerous in comparison with other types of accidents, collisions with trains at level crossings resulted in a fatality in every fourth instance.

While collisions with pedestrians were much fewer than collisions between motor-vehicles—viz., 570 as against 753—the injuries sustained were frequently more severe. In 33 cases the pedestrian was killed outright or fatally injured, but in only 20 instances did the collision between motor-vehicles result in a fatality.

Outside the built-up areas accidents involving cyclists were not very frequent, only 60 occurring on the highways and country roads of the total of 590 motor-vehicle-bicyclist accidents reported.

Collisions with pedestrians were also comparatively few on the open road (only 75 accidents out of the total of 570 occurring outside the built up areas), but nearly 15 per cent. of those on rural roads resulted fatally, compared with less than 5 per cent. in the towns.

**13. Distribution of Accidents.**—Tables Nos. 8 and 9 in the Appendix give the distribution of motor accidents during the calendar year 1945 according to locality.

Nearly 72 per cent. of all accidents and 55 per cent. of all fatal accidents were reported from the urban areas, and 42 per cent. of all accidents and 30 per cent of all fatal accidents happened in the four main centres.

**14.** The State highways, totalling approximately 4,000 miles, carry the heaviest volumes of traffic on the open road, and on these highways occurred 12 per cent. of all accidents and 18 per cent. of all fatal accidents. On the remaining 8,000 miles of the main-highway system there occurred 11 per cent of all accidents and 17 per cent. of the fatal accidents. The remaining 37,000 miles of country road are more sparsely trafficked, and 4 per cent. of all accidents and 9 per cent. of all fatal accidents occurred on these roads. Under normal traffic conditions prior to the restrictions upon motor-vehicle use the number and proportion of serious accidents happening on the open road was considerably greater than was the case during last year and other recent years, when the rationing of petrol affected the use of the roads by motor-vehicles.

**15.** In the Auckland Metropolitan Area a decrease from 493 motor-vehicle accidents in 1944 to 427 in 1945 is recorded. This is in marked contrast with the other major centres where the numbers increased as follows :—

Wellington, from 196 accidents in 1944 to 246 in 1945 :

Christchurch, from 190 in 1944 to 263 in 1945 :

Dunedin, from 64 in 1944 to 106 in 1945.

The only other large urban areas to record a decrease in number of accidents were Invercargill and Palmerston North.

Motor-vehicle *v.* pedestrian accidents, numbering 175, account for 41 per cent. of the Auckland accidents, and collisions between motor-vehicles, of which there were 114, for nearly 27 per cent.

In Wellington also the 116 pedestrian accidents were more than twice as numerous as any other type, and amounted to 47 per cent. of all the motor accidents reported from that centre.

In 1945, as in 1944, over 50 per cent. of all the pedestrian accidents in the Dominion took place either in Auckland or in Wellington.

In Christchurch the number of collisions between motor-vehicle and cyclist and between motor-vehicle and motor-vehicle materially increased in 1945, but there was no increase in the number of pedestrian accidents. The extent of the traffic hazard in Christchurch due to cyclists is indicated by the fact that 22 per cent of the motor-vehicle *v.* bicyclist collisions in New Zealand happened there.

**16. The Number of Road-users killed or injured.**—Table No. 10 in the Appendix shows a classification of road-users killed or injured month by month during the calendar year 1945.

From January to July, 1945, the number of casualties averaged 255 per month, May being the worst month, with a total of 326 casualties. In August, coincident with the partial relaxation of petrol-restrictions, the casualties reached 391. From August to December the number of casualties remained well above the previous months, the average being 329 casualties per month, or 29 per cent. higher than in the first seven months of the year.

**17. Accidents involving the Pre-school Child.**—Table No. 11 in the Appendix classifies, both in age-groups and circumstance of accident, the number of young children killed or injured during the calendar year 1945.

In 1945 three children under five years were killed and 30 others injured through colliding with motor-vehicles. Nearly all the accidents were caused through the child running out into the roadway.

**18. Accidents involving School Pupils.**—Table No. 12 in the Appendix gives details relating to the number of school pupils killed or injured during each calendar year 1941-1945 inclusive.

The year 1945 saw a drop in the number of school pupils killed or injured as pedestrians and also as cyclists. In 1944 there were 101 casualties among school pupil pedestrians, including one death, and 103 among school-pupil cyclists, with 4 killed. In 1945 there were 82 pedestrians injured (including 2 killed) and 83 cyclists injured (1 being killed). Pupils under ten years continue to figure very largely in the pedestrian accidents. In most of the recent years about half of the victims of all accidents involving school pupils as pedestrians have been under eight years.

## B. NEW ZEALAND ROAD SAFETY COUNCIL

**19.** The first meeting of the Council for several years was held in September, 1945, the holding of regular meetings during the war years having been considered to be both impracticable and inopportune. A number of changes in the personnel of the Council have taken place since it was first set up in 1936.

The Council reviewed the situation, and discussions centred around the questions of road safety propaganda, traffic control, the licensing of drivers, and the examination of motor-vehicles. As the most urgent measure to meet post-war traffic conditions, primary consideration was given to the need for road safety education of all classes of road users and a sub-committee of the Council was appointed to go fully into the question of propaganda and to recommend what steps should be taken.

## C. EDUCATIVE PROPAGANDA

**20.** With a view to directing public attention to the causes of road accidents and to cultivating safer road habits, there has been a certain limited amount of propaganda during the year in one form or another. At appropriate times the newspapers have featured various aspects of road safety by means of editorials and articles and have published regularly the statistical and other information furnished by the Transport Department.

**21.** A number of safety messages have been broadcast by the National and National Commercial Broadcasting Stations from time to time, notably prior to and during the Christmas holiday period and prior to Easter. Advertising on the theatre-screens was extended considerably by the Department during the past year, the third-party insurance pool contributing a portion of the cost.

## D. ROAD TRAFFIC INSTRUCTION IN SCHOOLS AND SCHOOL PATROLS

**22.** The organized instruction of school pupils by special Traffic Officers of the Transport Department, by a number of the road service officers of the automobile associations, and by a few of the local-body Traffic Inspectors has continued smoothly.

23. Owing to the concern expressed by the Education Board and Headmasters Association at the frequency of road accidents among pupils in the Auckland district and the traffic hazards to which children in the Auckland Metropolitan Area are exposed, the instruction in that district has been intensified. During 1945 the Department's instructor from Dunedin assisted for a time in Auckland, and at the beginning of 1946 a further instructor was appointed permanently to that territory.

24. While visits from uniformed Traffic Inspectors doubtless serve to impress pupils and to clear up specific points, it is considered that the frequent reminders and regular instruction given by the head teacher and class-room teachers are vital. That the work being done in this connection by the great majority of teachers is effective is well illustrated by the steady improvement observed in road conduct on the part of school pupils and the reduced frequency of accidents in which they are involved. Nevertheless, the accident statistics would seem to indicate a need for increased instruction in safe walking-habits being given to the youngest age-groups at primary schools. Those children between five and nine years show least improvement in vulnerability to accident. Late in 1945 the Education Department prepared a special Road Traffic number of the *Education Gazette*. This described a number of innovations and ideas which have been tried out at various schools, and should prove a useful reference to teachers generally.

25. The Transport Department secured from Britain a supply of rather striking posters which dealt mainly with safety in crossing the road, and these were distributed during the year to the main schools in the metropolitan areas for display purposes. Also, coloured leaflets illustrating the proper way to cross the road were issued to primary-school children with their *School Journals*, and the pupils were invited to take these home and discuss the safety message with their parents.

26. A further number of schools situated near busily trafficked streets have set up school patrols, and most of these are operating very satisfactorily. It is found that only when the head teacher and the teaching staff take a keen interest in the patrol will the efficiency of the system be maintained. At the end of the 1945 school year a "Certificate of Efficient Performance" was presented at a number of schools to those pupils who had given good service as school patrols during the year. The issue of these certificates was at the discretion of the head teacher in every instance, and each certificate was signed by the head teacher and the Road Traffic Instructor.

#### E. ENFORCEMENT OF TRAFFIC LAWS

27. At 31st March, 1946, the strength of the uniformed traffic staff of the Transport Department was as follows:—

District.	Chief Traffic Inspector.	Assistant Chief Traffic Inspector.	Senior Traffic Inspector.	Traffic Inspectors.	Total.
Head Office .. ..	1	1	..	..	2
Auckland .. ..	1	1	2	23	27
Wellington .. ..	1	1	1	22	25
Christchurch .. ..	1	1	..	11	13
Dunedin .. ..	1	1	..	13	15
Totals, 1946 .. ..	5	5	3	69	82
Totals, 1945 .. ..	5	4	3	59	71

The ten additional Traffic Inspectors have been located at the following places: Whangarei, Takapuna, Auckland (two, including one relieving Inspector), Cambridge Hastings, Wellington (relieving Inspector), Ashburton, Waimate, and Invercargill.



28. Under arrangement with the New Zealand Counties Association the Department's traffic staff exercises control over the traffic on all roads throughout 122 counties. Similar agreements have been made with a number of the urban authorities, and at 31st March, 1946, some ninety-four boroughs (including one city) had entrusted the control to the Department. During the year agreements were finalized with the following boroughs and town districts: Kaikohe, Takapuna, Devonport, Ellerslie, Mount Wellington (Road District), Ngaruawahia, Waiuku, Hunterville, Richmond, Riccarton, Temuka, Port Chalmers, Green Island, Lawrence, Roxburgh, Nightcaps, and Bluff.

29. **Traffic Offences.**—Traffic Inspectors attached to the Department reported 10,650 breaches of the traffic laws during the year ended 31st March, 1946. Of this number, 4,183, or over one-third, received warnings, and 6,467 were proceeded against in the Courts. Convictions were recorded in 6,288 cases, the charges were withdrawn in 110 cases, and the balance of 69 cases were dismissed.

30. The following schedule shows comparative figures relating to the number of traffic offences over the last six years:—

Year ended 31st March.	Offences reported.	Prosecuted.	Convicted.	Charges dismissed.	Charges withdrawn.	Offenders warned.
1941 .. ..	7,491	6,032	5,758	108	166	2,431
1942 .. ..	3,680	2,615	2,475	52	88	1,125
1943 .. ..	3,961	2,463	2,363	38	62	1,498
1944 .. ..	5,288	3,491	3,338	74	79	1,797
1945 .. ..	7,341	4,803	4,598	76	129	2,538
1946 .. ..	10,650	6,467	6,288	69	110	4,183

These figures do not include verbal warnings given in the case of comparatively minor offences against the traffic laws. By far the greater proportion of minor breaches are dealt with by a verbal warning to the offender, and statistics from one district show that for every breach reported 10 verbal warnings have been given. This proportion may be regarded as fairly representative throughout the country.

Table No. 13 in the Appendix shows the nature of the offences involved in convictions during the years ended 31st March, 1944, 31st March, 1945, and 31st March, 1946.

#### F. INSPECTION OF MOTOR-VEHICLES

All motor-vehicles in the Dominion are required to undergo a periodical mechanical inspection, and for this purpose they may be divided into three main groups—

- (1) Passenger-service vehicles:
- (2) Goods-service vehicles:
- (3) All other vehicles.

31. **Passenger-service Vehicles.**—This group comprises all vehicles which carry passengers for hire or reward, and includes omnibuses, trolley-buses, service cars, passenger-trucks, school buses, taxis (excluding taxis in the four main centres, which are inspected by the Metropolitan Licensing Authorities), and rental vehicles. These vehicles are examined each six months by departmental Vehicle Inspectors especially appointed for the purpose. The examination covers all matters which may affect the safety, health, or comfort of the passengers. Departmental officers approve of the plans of proposed passenger-service vehicles to ensure that when vehicles are completed they will comply in all respects with the regulations.



Although the body-building industry has been fully engaged during the last twelve months, the number of vehicles constructed has not been sufficient to meet the demand. It is estimated that some 400 omnibuses are required to relieve the present overload problems and to replace old vehicles which are rapidly approaching the end of their economic life. If the needs of the travelling public are to be met, ways and means must therefore be found to increase the rate at which new passenger-vehicles are being placed in service.

**36. Size of Passenger-service Vehicles.**—The following table gives the present seating-capacities of various passenger-service vehicles :—

Number of Seats.	Omnibuses.		Service Coaches.		Service Cars.		School Buses.	
	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
Up to 15 ..	3	0·3	27	13·1	346	87·0	32	6·1
16 to 20 ..	73	7·6	102	49·9	49	12·5	47	9·2
21 to 25 ..	285	29·8	71	34·5	2	0·5	31	6·2
26 to 30 ..	138	14·3	4	2·0	..	..	71	13·9
31 to 35 ..	399	41·4	1	0·5	..	..	81	15·9
36 to 40 ..	64	6·6	..	..	..	..	66	12·9
41 to 45 ..	..	..	..	..	..	..	60	11·8
46 to 50 ..	..	..	..	..	..	..	108	21·2
51 to 55 ..	..	..	..	..	..	..	6	1·2
56 to 60 ..	..	..	..	..	..	..	8	1·6
Totals ..	962	100·0	205	100·0	397	100·0	510	100·0

**37.** There is a trend towards larger vehicles for passenger-service purposes, and the carrying-capacity of the Dominion fleet of vehicles is expanding yearly, due to an increase both in the number of vehicles in operation and also in the size of new vehicles which replace old ones.

**38. Vehicles used for Taxi and Rental Purposes.**—Vehicles used for taxi purposes are stock model motor-cars, being chiefly those of the heavy type. Of the 1,139 taxis inspected by the Department, only 15 are under 14·5 h.p. In regard to rental vehicles, however, the heavy class of car comprises only 18 per cent. of all cars used. The following sets out the number of cars in the light, medium, and heavy groups :—

Light (under 9·5 h.p.)	..	..	..	..	334 cars.
Medium (9·5 to 14·5 h.p.)	..	..	..	..	133 cars.
Heavy (over 14·5 h.p.)	..	..	..	..	104 cars.

**39. Passenger-service Vehicles : Ownership.**—Passenger-service vehicles may be divided into three groups according to ownership as follows :—

Ownership.	Omnibuses.		Service Coaches.		Service Cars.	
	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
Privately owned .. ..	610	63·4	105	51·2	279	70·3
Local body .. ..	166	17·3	..	..	..	..
Government owned .. ..	186	19·3	100	48·8	118	29·7
Totals .. ..	962	100·0	205	100·0	397	100·0

**40. Goods-service Vehicles : Gross Carrying-capacities.**—The following schedule gives the percentages in heavy traffic license groups of the trucks operated under the Transport Licensing Act :—

Heavy Traffic Classification.			Gross Weight.	Percentage of Trucks.
			Tons.	
A	..	..	2 -2½	2·6
B	..	..	2½ -3	2·5
C	..	..	3 -3½	1·0
D	..	..	3½ -4	1·8
E	..	..	4 -4½	2·5
F	..	..	4½ -5	2·7
G	..	..	5 -5½	3·1
H	..	..	5½ -6	2·9
I	..	..	6 -6½	9·5
J	..	..	6½ -7	14·1
K	..	..	7 -7½	12·9
L	..	..	7½ -8	23·7
M	..	..	8 -8½	4·0
N	..	..	8½ -9	3·1
O	..	..	9 -9½	2·5
P	..	..	9½ -10	4·4
Q	..	..	Over 10	6·7
				100·0

**41. Goods-service Vehicles : Axle-types.**—Vehicles may be divided into four general types, dependent upon the number of axles, and the following gives the number of good-service vehicles in the various classes :—

Two-axle vehicles	..	..	..	..	8,103
Three-axle rigid frame vehicles (with trailing axle)	..	..	..	..	348
Three-axle rigid frame vehicles (double axle drive)	..	..	..	..	165
Multi-axle semi-trailer or articulated type vehicle	..	..	..	..	132

**42. Vehicles condemned.**—During the year 148 licensed vehicles were condemned and 1,532 were voluntarily withdrawn from service. This reflects the Department's policy of giving adequate warning to operators when vehicles are reaching the end of their economic life in order that old vehicles may be replaced without the possibility of dislocating licensed services.

**43. Rehabilitation of Ex-servicemen.**—The vehicle inspection staff made valuations of 473 vehicles in connection with the purchase of vehicles for the rehabilitation of ex-servicemen.

**44. Trolley-buses.**—Several municipalities have taken active steps during the year to acquire trolley-buses for passenger-transportation work, and it is possible that some of the new vehicles will be placed in service during the coming year. The Department has already indicated its willingness to grant concessions in regard to the width and overall length of trolley buses in order that the maximum advantage may be taken of this form of transport for urban services.

**45. Passenger Comfort.**—During the war period the general standard of passenger comfort has been affected by the use of old vehicles, which frequently operated in an overcrowded condition. Each week, however, new vehicles are now finding their

way into service and, although the Passenger-service Vehicle (Constructional) Regulations 1936 set out dimensions and detailed requirements to provide a reasonable standard of passenger comfort, operators are encouraged to construct vehicles to a standard above this minimum requirement. This applies particularly to the case of vehicles used for long-distance travel (service-cars and service-coaches), where there is evidence of an element of healthy rivalry in the provision of comfortable travel facilities.

46. In regard to the overcrowding of omnibuses it may be stated that to meet wartime conditions the proportion of standing passengers was increased from 33½ per cent. to 50 per cent. of the seated capacity of the vehicles. On the 1st February last this wartime allowance was withdrawn and the Certificates of Fitness amended accordingly.

47. **Condition of Vehicles.**—While the acute demand for heavy trucks by the transport industry has been eased by the release of vehicles from the Armed Services and by importations from overseas, it will be several years before the general condition of vehicles returns to pre-war standards. Although approximately 60 per cent. of the vehicles of the "light" group have been on the roads for ten or more years it may be generally stated that the only importations for civilian requirements since the outbreak of hostilities have been small shipments during the past year. These amount to a total of approximately one thousand vehicles. Light trucks play an important part in the transportation system of the Dominion, and the need for new vehicles is becoming an urgent matter. The supply of new chassis for passenger-service purposes has exceeded the capacity of the body-building industry of the Dominion, and at the present time the limiting factor is not chassis, but skilled labour to produce bodies.

48. During the past year 605 cars of the light and medium class have been imported, but as over 50 per cent. of the cars in use to-day are ten or more years old it seems clear that even with considerably increased shipments it will be many years before an improvement in the general condition becomes apparent. Although the condition of the Dominion's fleet of vehicles will slowly improve with the arrival of each new shipment it is clear that for some time to come old vehicles will still have to remain in service by patching and mending. As there is little doubt that the vehicle position will lag behind that of tires and petrol, the incidence of accidents due to mechanical defects will tend to rise, making a thorough inspection of all motor-vehicles in the Dominion a matter of even greater importance than in pre-war years.

## REGULATION OF COMMERCIAL ROAD TRANSPORT

49. All the wartime restrictions administered by this Department which affect the freedom of commercial road transport operation have been dispensed with, apart from the Auckland Taxicab Control Committee.

50. **Goods Transport Control Committees.**—These Committees were abolished on 30th August, 1945, after being in operation for nearly three years. Their function was to allocate orders for transport among available carriers for the purpose of conserving motor-vehicles, petrol, and tires. While they were in existence they effected substantial savings in these commodities at a time when the Dominion's road transport system was in jeopardy. Their personnel comprised representatives of the carriers, farmers, stock and station agents, meat-export concerns, and the Railways Department, and, in the towns, the general business community. All members acted in an honorary capacity and devoted long hours in carrying out the work of the Committee. All members have been thanked for their services, but it is appropriate that a record of appreciation of their services should be made in this report.

**51. Taxicab Control Committees.**—These Committees were abolished on 30th August, 1945, with the exception of the four metropolitan Committees. Of these, the Wellington, Christchurch, and Dunedin Committees were ended on 8th March, 1946, and the Auckland Committee continues in the meantime. They were set up simultaneously with the Goods Transport Control Committees, and they achieved the same objective through allocating passenger traffic in the taxi industry. Their personnel comprised representatives of the taxi interests and local bodies. All members acted in an honorary capacity and gave freely of their time in carrying out their duties. As with the personnel of the Goods Committees, the members of the Taxicab Control Committees have been thanked for their services, and it is equally fitting that appreciation of their services should be recorded in this report.

**52. Ancillary Users.**—Operators of H plate trucks (vehicles whose gross weight exceeds 2 tons) for carriage of their own goods—*i.e.*, ancillary users—have not required transport licenses since 6th September, 1945, unless they travelled more than thirty miles paralleling the rail. These operators were brought under the provisions of the Transport Licensing Act, 1931, on 4th February, 1943, when petrol and rubber supplies were at a low ebb.

**53. Transport Licensing Authorities.**—(a) The licensing of road transport services is vested in the Transport Licensing Authorities. The four District Authorities consider applications relating to all goods and rental-car services, and all passenger and taxicab services excepting those operating within the four main cities. Applications in respect of these services come before the four Metropolitan Authorities. On 26th February, 1942, the duration of all transport licenses then in existence was extended as an emergency measure until the first quarter-day following the end of the war, or unless sooner revoked. Early in 1945 this measure was no longer considered necessary, and all road transport licenses, excepting ancillary users referred to above (which were later abolished entirely), expired on 28th March, 1945, in terms of the Transport Licenses Emergency Regulations, Amendment No. 2. The Licensing Authorities, in addition to considering the usual routine applications covering new licenses and variations to or transfers of existing licenses during the past year, had to cope with the general renewal of all licensed transport services. This review was completed in the face of considerable staff difficulties, and it has resulted in the rehabilitation of many ex-servicemen into the transport industry.

(b) The Licensing Authorities dealt with 9,270 applications for new transport licenses and for renewal, amendment, and transfer of existing licenses. Altogether 7,988 applications were considered by District Licensing Authorities, and the balance, 1,282 applications, came before the Metropolitan Authorities. A total of 8,339 applications were granted, comprising 954 new licenses, 5,641 renewals, 1,050 amendments, and 694 transfers. The new licenses granted were made up of 460 passenger-services, 113 taxi-services, 15 rental-car services, and 366 goods-services. Full details of the decisions by type of service are given in tables 14–17 inclusive in the Appendix.

**54. Public Passenger-services.**—The main characteristic of the public passenger-services during 1945–46 has been the tremendous volume of passengers. Figures obtained from typical bus concerns throughout the Dominion show that, on the average, three passengers are now carried for every one that was carried just prior to the war. The figures for the four districts show that the increases in the two North Island districts are relatively greater than those for the South Island.

**55. Goods-services.**—The main features of the year's activity were an increase in the volume of stock carted in the rural areas, an increase in the fertilizers carted by road to assist the railways, and increased activities in the towns due to expansion in the building industry.

**56. Passenger-services Licenses.**—The following schedule shows, in districts, the total number of applications considered by District and Metropolitan Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1946 :—

District Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	63	203	22	8	296	271	14	7	1	3	296
No. 2 .. .. .	35	247	239	33	554	466	26	5	33	21	554
No. 3 .. .. .	20	128	49	4	201	184	4	3	3	7	201
No. 4 .. .. .	5	17	23	4	48	39	..	6	1	2	48
Sub-totals .. .. .	123	595	332	49	1,099	960	44	24	38	33	1,099
Metropolitan Authority—											
Auckland .. .. .	376	24	16	1	417	406	11	..	..	..	417
Wellington .. .. .	1	11	4	..	16	14	..	..	..	..	16
Christchurch .. .. .	7	8	6	..	21	19	..	..	..	..	21
Dunedin .. .. .	3	13	1	..	17	17	..	..	..	..	17
Totals .. .. .	510	651	359	50	1,570	1,416	55	24	38	37	1,570

**57. Taxicab Service Licenses.**—The following schedule shows, in districts, the total number of applications considered by District and Metropolitan Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1946 :—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	70	277	21	37	405	365	27	8	..	5	405
No. 2 .. .. .	109	271	30	58	468	359	18	11	48	41	468
No. 3 .. .. .	19	82	8	12	121	112	3	1	3	2	121
No. 4 .. .. .	35	57	4	24	120	90	4	12	..	14	120
Sub-totals .. .. .	233	687	63	131	1,114	917	52	32	51	62	1,114
Metropolitan Authority—											
Auckland .. .. .	6	358	5	14	383	374	..	..	..	..	383
Wellington .. .. .	1	203	..	51	255	255	..	..	..	..	255
Christchurch .. .. .	10	88	..	18	116	110	6	..	..	..	116
Dunedin .. .. .	15	37	4	1	57	48	5	..	..	4	57
Totals .. .. .	265	1,373	72	215	1,925	1,704	72	32	51	66	1,925

**58. Rental-car Service Licenses.**—The following schedule shows, in districts, the total number of applications considered by District Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1946 :—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	7	21	1	1	30	28	2	..	..	..	30
No. 2 .. .. .	5	31	14	1	51	48	..	1	1	1	51
No. 3 .. .. .	10	21	7	1	39	29	2	2	2	6	39
No. 4 .. .. .	2	11	3	1	17	11	1	2	..	3	17
Totals .. .. .	24	84	25	4	137	116	5	3	3	10	137

**59. Goods-service Licenses.**—The following schedule shows, in districts, the total number of applications considered by District Licensing Authorities, and the manner in which these applications were disposed of during the year ended 31st March, 1946 :—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	199	1,416	144	186	1,945	1,868	50	18	6	3	1,945
No. 2 .. .. .	209	1,225	564	178	2,176	1,868	37	24	71	176	2,176
No. 3 .. .. .	67	519	78	63	727	662	13	10	18	24	727
No. 4 .. .. .	71	508	137	74	790	705	26	36	6	17	790
Totals .. .. .	546	3,668	923	501	5,638	5,103	126	88	101	220	5,638

**60. Appeals.**—Two modifications were made in the appeal procedure during the year under review : (1) On representations by the New Zealand Road Transport Alliance, it was agreed by the Appeal Authority to hold oral hearings of appeals in which Government Departments were directly concerned. All parties to the appeal are invited to be present or to be represented at such hearings. (2) The Appeal Authority has directed that, where two or more parties are involved in an appeal, the submissions of each party are to be made available to the other for comment prior to his consideration of the appeal.

During the year ended 31st March, 1946, 149 appeals against the decisions of Licensing Authorities were lodged. Of these, 72 related to goods-services and 77 to passenger services. The following table sets out the detailed position for the year ended 31st March, 1946 :—

District.	On Hand, 31st March, 1945.	Lodged during Year.	Appeals withdrawn.	Licensing Authorities' Decisions upheld.	Decisions modified.	Decisions reversed.	Referred back.	Under Action, 31st March, 1946.
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*Goods-services*

No. 1 .. .. .	7	37	7	10	1	3	9	7
No. 2 .. .. .	1	7	1	..	..	..	3	3
No. 3 .. .. .	..	12	1	3	1	5	1	1
No. 4 .. .. .	3	16	..	3	..	..	3	10
Totals .. .. .	11	72	9	16	2	8	16	21

*Passenger-services*

No. 1 .. .. .	2	20	7	1	1	3	..	8
No. 2 .. .. .	..	6	1	1	..	..	2	2
No. 3 .. .. .	1	8	1	2	..	5	..	..
No. 4 .. .. .	..	6	..	6	..	..	..	..
Metropolitan ..	3	37	18	10	..	3	4	2
Totals .. .. .	6	77	27	20	1	11	6	12



**61. Rehabilitation.**—During the year ended 31st March, 1946, 797 transport licenses, compared with 334 for the year ended 31st March, 1945, were obtained by ex-servicemen, either by transfer of existing licenses or by the grant of new licenses.

(a) The following table shows by districts the class of these licenses :—

District.	Class of License obtained.				
	Passenger.	Taxi.	Rental.	Goods.	Total.
No. 1 .. .. .	9	59	1	245	314
No. 2 .. .. .	14	67	2	159	242
No. 3 .. .. .	5	10	2	59	76
No. 4 .. .. .	1	23	..	65	89
Auckland Metropolitan .. .. .	..	14	..	..	14
Wellington Metropolitan .. .. .	..	49	..	..	49
Christchurch Metropolitan .. .. .	..	8	..	..	8
Dunedin Metropolitan .. .. .	..	5	..	..	5
Totals .. .. .	29	235	5	528	797

(b) The following table shows the number of transport licenses now held by ex-servicemen, and also the total number of current transport licenses, as at 31st March, 1946, by districts :—

District.	Class of License.										
	Passenger.		Taxi.		Rental.		Goods.		Totals.		
	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total Licenses.	Total held by Ex-servicemen.	Percentage held by Ex-servicemen.
No. 1 .. .. .	229	1	295	92	30	12	1,390	366	1,944	471	24
No. 2 .. .. .	273	17	296	97	36	2	1,293	253	1,898	369	19
No. 3 .. .. .	144	6	100	26	28	2	695	108	967	142	15
No. 4 .. .. .	135	5	105	47	23	3	585	206	848	261	31
Auckland Metropolitan .. .. .	389	..	345	63	..	..	..	..	734	63	9
Wellington Metropolitan .. .. .	13	..	183	80	..	..	..	..	196	80	41
Christchurch Metropolitan .. .. .	8	..	93	15	..	..	..	..	101	15	15
Dunedin Metropolitan .. .. .	16	..	44	8	..	..	..	..	60	8	13
Totals .. .. .	1,207	29	1,461	428	117	19	3,963	933	6,748	1,409	21

**62. Goods-service Charges Tribunal.**—During the year ending 31st March, 1946, the Goods-service Charges Tribunal dealt with applications for increases in schedule rates, applications for ratification of schedules which had not previously been authorized, and applications for the variation of the conditions of existing schedules.

63. The following table shows the applications dealt with during the year, and in summarized form are given the Tribunal's decisions. In all cases where rates have been increased, sundry amendments have also been made to the conditions of the schedules :—

Application in respect of—	Decision of Tribunal.	
	Date.	Terms.
	1945	
Hamilton Borough ..	April 10	Schedule prescribed and authorized.
Gisborne Borough ..	.. 10	Rates increased by 2½ per cent. (Schedule prescribed 20th June, 1941.)
Southern Hawke's Bay ..	.. 10	Rates increased by 10 per cent. (Previous increase granted 30th November, 1940.)
Poverty Bay .. ..	.. 10	Amended rates prescribed for one commodity only.
North Auckland .. ..	.. 10	Rates increased by 10 per cent. Certain new rates prescribed. (Schedule prescribed 1st April, 1941.)
Marlborough .. ..	July 27	Rates increased by 5 per cent. (Schedule prescribed 17th June, 1940.)
Hastings Borough ..	.. 27	Schedule prescribed and authorized.
General application in respect of goods-service charges throughout New Zealand	.. 28	Rates increased by 4 per cent. in Area Schedules and 5 per cent. in city, borough and town district schedules consequent on wage increases granted by Court of Arbitration.
Review of wheat-cartage rates	Nov. 23	Rates amended. Application in respect of Canterbury, South Canterbury, Cheviot, and Waipara-Amuri Areas.
Christchurch Shingle Metal Supply Association	.. 23	Rates amended.
Westland Co-op. Dairy Co., Ltd.	.. 23	Increases authorized of ½d. per pound butterfat in respect of charge authorized for transport of cream, and 12½ per cent. (inclusive of general increase of 4 per cent.) for carriage of other goods.
Governor's Bay Area ..	.. 23	Schedule prescribed and authorized.
Nelson .. ..	.. 23	Rates prescribed for cartage of boulders, metal, gravel, and similar goods; also for the hire of dump trucks.
Christchurch Exempted Area	.. 23	Schedule amended.
	1946	
Auckland .. ..	Jan. 25	Rates prescribed for carriage of sand, metal, metal chips, and shingle.
Waiheke Island .. ..	.. 25	Schedule prescribed and authorized.

In all cases where increases were granted by the Tribunal, the Minister of Stabilization directed that the increased cost was to be borne by the user.

64. During the year the Tribunal also reviewed 36 general and 71 mail contracts. Since its inception to 31st March, 1946, the totals of applications dealt with by the Tribunal, and in respect of which decisions have been given, are as follows :—

Country schedules .. ..	.. ..	.. ..	.. ..	.. ..	32
Town schedules .. ..	.. ..	.. ..	.. ..	.. ..	4
General contracts .. ..	.. ..	.. ..	.. ..	.. ..	124
Mail contracts .. ..	.. ..	.. ..	.. ..	.. ..	222

65. When dealing with applications for general increases in country or town schedules the accounts of a selected number of operators within each district are checked by the Department's Investigating Officers. The revenue accounts and balance-sheets, along with certain other statistical data, are then placed before a committee of accountants (one representative each of the transport industry, users, and the Department), which adjusts the accounts in accordance with conventions laid down by the Tribunal. The adjusted accounts are then summarized and copies forwarded to the parties interested in the application.

(NOTE.—The conventions followed are set out in the following of the Tribunal's decisions :—

Area schedules .. Decision *re* Franklin, &c., areas dated 15th February, 1944.  
Town schedules .. Decision *re* Borough of Hamilton dated 10th April, 1945.)

During the year investigations of operators' accounts were made on the lines set out above in respect of the Gisborne, Southern Hawke's Bay, North Auckland, Marlborough, and Christchurch applications. The number of vehicles covered by the samples was 300, and the revenue £275,232, or an average of £917. The total number of vehicles in the districts was 1,085, and, on the assumption that the average revenue earned by trucks not included in the sample was much the same as that earned by the trucks included, then the total revenue of licensed goods-services in the five districts, and which is subject to the increases granted by the Tribunal would be approximately £1,000,000.

**66. Road Transport Costs.**—Late in 1945 a check was made of the accounts of selected operators in the North Otago, Central Otago, and Gore Districts following applications made for increases in rates. The accounts, which were for the financial year 1944-45, were adjusted by the committee of accountants in accordance with the conventions. Costs were amended to bring them into line with those ruling as at 31st March, 1946.

The following table gives the number of operators whose accounts were dealt with, the number of vehicles, and total and average mileages :—

District.				Number of Operators.	Number of Vehicles.	Total Vehicle Mileage.	Average Vehicle Mileages.
Gore	..	..	..	12	39	413,937	10,614
North Otago	..	..	..	5	24	313,000	13,042
Central	..	..	..	10	32	380,362	11,886
Total	..	..	..	27	95	1,107,299	11,656

The 95 trucks included in the foregoing samples belong to the following heavy traffic classifications :—

#### *Heavy Traffic Classifications*

Sample of 95 Trucks : Gore, North Otago, Central Otago Areas

H.T. Class.	No.	H.T. Class.	No.
A .. ..	1	L .. ..	2
D .. ..	2	M .. ..	1
E .. ..	2	O .. ..	1
F .. ..	4	P .. ..	2
G .. ..	7	Q .. ..	4
H .. ..	9		—
I .. ..	41		95
J .. ..	13		—
K .. ..	6		

The following table gives the average running-cost per truck, the average being taken over the 95 trucks listed above:—

*Gore, North Otago, and Central Otago Areas : Average Cost of Running a Truck*

(Average of total cost of 95 trucks, and adjusted according to Goods Service Charges Tribunal's Conventions)

Item.	Cost.	Percentage of Total Cost.
Running-expenses—	£	
Petrol .. .. .	194	19·52
Oil .. .. .	13	1·31
Tires .. .. .	55	5·54
Repairs .. .. .	116	11·66
Total, running-expenses .. .. .	378	38·03
Standing charges—		
License fees .. .. .	40	4·02
Insurance .. .. .	17	1·71
Garage fees .. .. .	13	1·31
Wages .. .. .	346	34·82
Depreciation—		
Truck .. .. .	60	6·04
Other .. .. .	7	0·70
Total, standing charges .. .. .	483	48·60
Overhead—		
Management .. .. .	48	4·84
Office salaries .. .. .	26	2·62
Bad debts .. .. .	1	0·10
Office rent .. .. .	5	0·50
Printing and stationery .. .. .	4	0·40
Postages .. .. .	3	0·30
Telephones, tolls .. .. .	6	0·60
Accounting, audit, legal .. .. .	2	0·20
Trade subscriptions .. .. .	2	0·20
General expenses .. .. .	6	0·60
Contingencies .. .. .	5	0·50
Interest on capital (6 per cent.) .. .. .	25	2·51
Total, overhead .. .. .	133	13·37
Total cost .. .. .	994	100·00
	d.	
Running-expenses per mile .. .. .	7·78	
Standing charges per mile .. .. .	9·95	
Overhead .. .. .	2·74	
Total cost per mile .. .. .	20·47	

**67. Comparison of Present-day with pre-war Costs.**—In the table that follows a comparison is made between the cost of operating a Heavy Traffic Class I truck, with costs as at 31st March, 1939, and a similar truck operating under costs as at 31st March, 1946. For the purpose of this comparison it has been assumed that the trucks are identical in all respects save that the cost of the 1939 truck (new, less tires) was £300, and the corresponding cost of the 1946 truck £500.

*Comparison between estimated Costs of Operating a Truck, H.T., Class I*  
 Costs as at 31st March, 1939, and 31st March, 1946. Annual Mileage: 12,000.

Item.	Estimated Costs as at 31st March, 1939.		Estimated Costs as at 31st March, 1946.	
	Item Cost.	Percentage of Total.	Item Cost.	Percentage of Total.
<b>Running-expenses—</b>	£		£	
Petrol .. .. .	138	18·50	185	17·62
Oil .. .. .	8	1·07	11	1·05
Tires .. .. .	50	6·70	121	11·52
Repairs and maintenance .. .. .	67	8·98	100	9·52
Total, running-expenses .. .. .	263	35·25	417	39·71
<b>Standing charges—</b>				
License fees .. .. .	37	4·96	37	3·52
Insurance .. .. .	9	1·21	11	1·05
Garage fees .. .. .	13	1·74	13	1·24
Wages .. .. .	279	37·40	379	36·10
Depreciation (12 per cent.) .. .. .	36	4·83	60	5·71
Total, standing charges .. .. .	374	50·14	500	47·62
<b>Overhead—</b>				
Management .. .. .	40	5·36	50	4·75
Office salaries .. .. .	20	2·68	25	2·38
Office rent .. .. .	5	0·67	5	0·48
Printing and stationery .. .. .	4	0·54	5	0·48
Postages .. .. .	3	0·40	5	0·48
Telephones and tolls .. .. .	5	0·67	5	0·48
Accounting, audit, legal .. .. .	2	0·27	2	0·19
Trade subscriptions .. .. .	2	0·27	2	0·19
General expenses .. .. .	5	0·67	5	0·48
Contingencies .. .. .	5	0·67	5	0·48
Interest on capital .. .. .	18	2·41	24	2·28
Total, overhead .. .. .	109	14·61	133	12·67
Total cost .. .. .	746	100·00	1,050	100·00
Running-expenses per mile .. .. .	d.	5·26	d.	8·34
Standing charges per mile .. .. .		7·48		10·00
Overhead expenses per mile .. .. .		2·18		2·66
Total expenses per mile .. .. .		14·92		21·00

(Overhead expenses have been allowed according to Goods Service Charges Tribunal's Conventions.)

### ZONING OF DELIVERIES BY MOTOR-VEHICLES

68. The restrictions upon household deliveries, with the exception of milk, were taken off on 27th September, 1945, under the Milk Delivery Emergency Regulations 1945, which transferred control of milk deliveries to the Milk Marketing Division. Retailers have since been free to reinstate their pre-war delivery services.

### CO-ORDINATION OF ALL FORMS OF TRANSPORT

69. During the year the Transport Development Committee, which comprises representatives from all forms of transport and the Government Departments concerned, submitted a report setting out proposals for co-ordinating all forms of transport and giving effect to a proposed Dominion transport policy. This report is at present under consideration.

**70. New Regulations : Changes in New Zealand Transport Law during Year.—**

The following are the principal enactments passed during the period 1st April, 1945, to 31st March, 1946 :—

*The Transport Licensing Passenger Regulations 1936, Amendment No. 6 (Serial No. 1945/42).*—These regulations provide for the computation of taxi fares in the case of children and a new penal clause for the principal regulations.

*The Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 4 (Serial No. 1945/69).*—These regulations revoke the definition of “contract motor-vehicle” in the principal regulations, and substitute a new definition therefor and a new scale of annual insurance premiums.

*The Goods-service Charges Tribunal Emergency Regulations 1943, Amendment No. 3 (Serial No. 1945/87).*—These regulations provide machinery for the Tribunal to review or alter the charges in all goods-services or any group of goods-services consequent on any amendment by the Court of Arbitration relating to the rates of remuneration of workers in the goods transport industry.

*Revocation of certain Transport Legislation Suspension Orders (Serial No. 1945/126).*—This provides revocation of His Majesty's Forces (Motor-cyclists) Suspension Order (1941/68) and the Transport Legislation Suspension Order 1941 (No. 3), (1941/262).

*The Emergency Regulations Revocation Order 1945 (Serial No. 195/127).*—This Order revoked over sixty emergency regulations, eight of which were administered by the Transport Department, including those regulations which control the licensing of ancillary goods services.

*The Emergency Regulations Revocation Order No. 2 (Serial No. 1945/181).*—This Order revoked seventy-two emergency regulations and orders, eleven of which were administered by the Transport Department.

*The Motor-Drivers Regulations 1940, Amendment No. 2 (Serial No. 1945/199).*—These regulations amend the provisions regarding renewal of motor-drivers' licenses after expiry so that twelve months (instead of three months) is now permitted before a fresh test is necessary. The amendment also provides for the issue of heavy trade motor licenses to persons under the age of eighteen years in certain circumstances.

*The Heavy Motor-vehicle Regulations 1940, Amendment No. 3 (Serial No. 1946/9).*—These regulations bring forward from repealed Emergency Regulations the definition of the term “farmer's truck” (for purposes of concession in heavy traffic fees).

**71.** It is desired to place on record the thanks of the Department for the willing and helpful co-operation afforded by the many transport and other organizations and local authorities with which the Department came in contact during the year. Particular mention is made of the New Zealand Road Transport Alliance, the New Zealand Carriers' Federation, the New Zealand Passenger-services Federation, the New Zealand Omnibus Proprietors' Association, the New Zealand Taxi-proprietors' Federation, the New Zealand Rental Car Proprietors' Association, the Drivers' Union, the North and South Island Motor Unions, the New Zealand Retail Motor Trade Association, the New Zealand Farmers' Union, the New Zealand Shipowners' Federation, and the Associated Chambers of Commerce.

**72.** I wish to express my thanks to all the officers of the Department for their co-operation in carrying out the duties of the Department.

TABLE No. 1.—TABLE SHOWING, BY POSTAL DISTRICTS, THE NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1946, UNDER THE MOTOR-VEHICLES ACT, 1924

Postal District.	North Island										South Island										Totals.
	Cars.	Business Cars.	Rental Cars.	Private-hire Cars.	Light Trucks (i.e., 2 tons and under Laden).	Heavy Trucks (i.e., over 2 tons Laden).	Passenger-trucks.	Omnibuses.	Taxis.	Service Cars.	Trailers.	Dealers' Cars.	Local-body and other Vehicles exempted from Annual License Fees.	Government Vehicles.	Dealers' Cycles.	Motor-cycles.					
Whangarei	5,799	526	6	13	1,239	852	37	82	35	659	25	288	204	14	484	10,372					
Auckland	30,288	6,824	148	71	4,041	4,100	264	396	65	3,872	203	997	882	14	3,320	53,390					
Hamilton	6,708	649	13	1	1,539	971	28	72	27	2,876	33	434	133	2	3,449	12,136					
Palmerston North	16,005	1,679	56	17	3,094	2,552	92	177	63	2,243	78	770	724	4	1,244	28,734					
Gisborne	3,614	337	1	1	776	492	26	52	25	403	17	314	147	1	328	6,633					
Napier	8,471	945	7	7	1,939	1,211	94	76	30	889	47	584	229	1	593	15,173					
New Plymouth	9,069	862	34	3	1,869	1,399	78	53	25	541	48	465	113	1	683	13,468					
Wanganui	6,108	727	12	16	1,307	1,903	47	40	15	345	19	380	154	2	531	10,885					
Palmerston North	10,740	1,201	24	7	2,107	1,279	45	71	24	1,346	41	580	234	4	849	18,616					
Masterton	4,040	417	2	2	961	613	8	26	12	497	19	309	5	1	240	7,238					
Wellington	13,714	3,929	53	20	2,128	2,983	148	271	52	1,210	111	282	1,113	9	1,282	27,349					
Totals, North Island	115,622	18,006	362	160	20,994	16,955	733	1,322	373	12,781	641	5,413	3,938	40	10,109	208,244					
Blenheim	1,985	219	..	4	490	248	8	19	2	295	15	219	17	..	224	3,775					
Nelson	3,690	400	12	11	948	536	25	34	59	406	15	265	270	..	282	6,996					
Westport	..	100	..	1	128	125	5	5	10	35	..	25	44	..	80	1,152					
Greymouth	1,727	252	..	6	391	325	38	24	19	135	9	58	..	..	216	3,358					
Christchurch	24,088	3,795	59	53	2,964	2,693	103	143	48	3,133	107	2,189	884	7	2,704	43,142					
Timaru	5,422	605	31	4	983	542	13	31	8	795	33	838	44	1	380	9,785					
Gamaru	2,140	228	..	..	480	237	19	15	1	813	10	252	16	1	135	3,855					
Dunedin	10,555	1,585	44	15	1,590	1,248	141	175	42	1,400	67	809	200	4	1,386	19,036					
Invercargill	8,407	1,019	29	5	1,467	1,190	34	85	33	1,038	36	1,835	274	3	585	16,157					
Totals, South Island	58,571	8,203	184	100	9,441	7,114	292	531	222	7,250	292	6,490	1,876	17	6,001	107,256					
Totals, New Zealand	174,193	26,299	546	260	30,435	23,999	1,025	1,853	595	20,031	933	11,903	5,814	57	16,110	313,500					

TABLE NO. 2.—COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1937 TO 1946, INCLUSIVE

Year.	Cars, Private.	Cars, Business.	Cars, Dealers.	Motor- cycles.	Motor- cycles, Dealers.	Trucks, not exceeding 2 tons laden.	Trucks, exceeding 2 tons laden.	Service Cars.	Omni- buses.	Taxis and Private- hire Cars.	Rental Cars.	Local-body and other Vehicles exempt from License Fees.	Govern- ment Vehicles.	Trailers.	Passenger- trucks.	Totals (excluding Trailers).
1937	170,004	*	1,585	24,201	146	26,289	19,260	703	619	1,697†	570‡	2,077	2,019	5,444	1,134	250,304
1938	190,554	*	1,837	22,880	140	26,590	20,430	695	656	1,755†	713‡	2,892	2,703	7,087	1,395	273,240
1939	212,566	*	1,953	21,109	150	27,794	21,393	659	691	1,695†	782‡	4,650	3,492	9,345	1,652	298,586
1940	219,938	*	1,861	19,201	145	27,639	21,559	622	754	1,777	564	5,873	4,290	11,518	1,785	306,008
1941	215,516	*	1,343	18,276	103	27,197	21,280	579	747	1,675	577	6,401	4,713	13,120	1,560	299,967
1942	207,353	*	1,021	16,098	71	26,456	20,527	561	785	1,709	523	6,933	8,958‡	13,438	1,360	292,355
1943	194,715	*	741	16,459	43	26,436	19,433	560	817	1,889	487	7,073	16,572‡	12,105	1,285	286,530
1944	199,379	*	721	12,479	47	27,054	19,928	550	862	1,987	500	7,430	4,687	15,059	1,454	277,078
1945	174,452	24,177	789	13,624	43	28,616	21,985	572	932	2,005	501	9,611	5,207	17,064	1,576	284,090
1946	174,193	26,299	933	16,110	57	30,435	23,499	595	1,025	2,113	546	11,303	5,814	20,031	1,947	295,469

\* Business cars were not separately licensed until the 1944-45 licensing year.

† Private-hire cars are included under "Rental Cars" for the 1937-38-39 licensing years. Separate figures not available.

‡ Includes Armed Services vehicles which were not subsequently relicensed.



TABLE NO. 3.—TABLE SHOWING THE ANNUAL EXPENDITURE UPON ROADS, STREETS, AND BRIDGES, ETC., DURING THE YEARS ENDED 31ST MARCH, 1934-39, INCLUSIVE, AND 1944

Expenditure on	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.
<b>Maintenance—</b>	£	£	£	£	£	£	£
Main highways .. ..	954,656	1,501,539	1,632,453	1,314,694	1,482,531	1,952,732	1,519,201
Urban roads and streets ..	397,371	392,032	406,775	424,201	463,533	453,282	441,633
Other roads .. ..	718,343	955,994	1,098,366	1,038,204	1,164,972	1,305,723	1,270,279
Totals .. ..	2,070,970	2,849,565	3,137,594	2,777,099	3,111,036	3,711,737	3,231,113
<b>Construction—</b>							
Main highways .. ..	286,709	428,072	624,943	1,622,982	2,565,822	3,331,959	116,086
Urban roads and streets ..	1,104,047	944,235	903,918	938,692	982,008	1,308,173	452,656
Other roads .. ..	1,240,920	1,172,529	1,102,730	1,443,185	1,605,648	2,025,818	187,549
Totals .. ..	2,631,676	2,544,836	2,631,591	4,004,859	5,153,478	6,665,950	756,291
<b>Interest and sinking-fund charges—</b>							
Main highways .. ..	632,846	612,129	605,403	605,925	642,695	734,507	695,571
Urban roads and streets ..	585,900	554,400	580,979	573,423	580,773	572,439	698,960
Other roads .. ..	1,136,070	1,136,515	1,122,408	1,047,394	1,135,116	1,248,346	995,773
Totals .. ..	2,354,816	2,303,044	2,308,790	2,226,742	2,358,584	2,555,292	2,390,304
Grand totals .. ..	7,057,462	7,697,445	8,077,975	9,008,700	10,623,098	12,932,979	6,377,708

TABLE NO. 4.—TABLE SHOWING SOURCES OF REVENUE FROM WHICH MONEYS WERE EXPENDED UPON ROADS, STREETS, AND BRIDGES DURING THE YEARS ENDED 31ST MARCH, 1934-39, INCLUSIVE, AND 1944

—	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.
<b>Main highways —</b>	£	£	£	£	£	£	£
Loan .. ..	237,469	360,118	549,546	892,274	1,708,635	2,739,751	110,559
Local rates .. ..	431,262	471,851	502,408	517,507	448,949	451,737	335,127
Employment Promotion Fund .. ..	89,612	280,751	45,638	5,662	97,864	297,531	..
General taxation .. ..	157,257	151,229	157,403	169,239	213,299	233,098	5,119
Motor taxation .. ..	958,611	1,277,791	1,607,804	1,958,919	2,222,301	2,297,072	1,880,053
Totals .. ..	1,874,211	2,541,740	2,862,799	3,543,601	4,691,048	6,019,189	2,330,858
<b>Urban roads —</b>							
Loan .. ..	70,291	71,307	118,745	199,783	203,827	157,429	21,978
Local rates .. ..	1,153,032	1,072,108	1,080,048	1,059,920	1,097,237	1,077,607	1,188,056
Employment Promotion Fund .. ..	616,278	475,306	384,050	330,156	336,140	705,807	36,409
General taxation .. ..	..	..	..	..	..	..	..
Motor taxation .. ..	247,717	271,946	308,829	346,457	389,110	393,051	346,806
Totals .. ..	2,087,318	1,890,667	1,891,672	1,936,316	2,026,314	2,333,894	1,593,249
<b>Other roads —</b>							
Loan .. ..	381,090	398,371	466,152	939,714	1,169,128	1,350,322	84,321
Local rates .. ..	734,844	781,010	863,458	916,181	1,027,709	1,168,289	992,655
Employment Promotion Fund .. ..	797,086	714,887	580,000	357,220	276,695	554,242	19,994
General taxation .. ..	971,955	985,081	1,010,496	1,017,082	1,101,369	1,185,080	1,019,005
Motor taxation .. ..	210,958	385,689	403,398	298,586	330,835	321,954	337,626
Totals .. ..	3,095,933	3,265,038	3,323,504	3,528,783	3,905,736	4,579,887	2,453,601
<b>All roads—</b>							
Loan .. ..	688,850	829,796	1,134,443	2,031,771	3,081,590	4,247,502	216,858
Local rates .. ..	2,319,318	2,324,969	2,445,914	2,493,608	2,573,895	2,697,633	2,515,838
Employment Promotion Fund .. ..	1,502,976	1,470,944	1,009,688	693,038	710,699	1,557,580	56,403
General taxation .. ..	1,129,212	1,136,310	1,167,899	1,186,321	1,314,668	1,418,178	1,024,124
Motor taxation .. ..	1,417,286	1,935,426	2,320,031	2,603,962	2,942,246	2,927,577	2,564,485
Totals .. ..	7,057,462	7,697,445	8,077,975	9,008,700	10,623,098	12,932,970	6,377,708

TABLE NO. 5.—TABLE SHOWING ANNUAL CHARGES PER MILE ON ROADS AND STREETS

Year ended 31st March,	Length of Formed Roads.	Annual Charges per Mile of Road.		
		Maintenance.	Interest and Loan Charges.	Total.
<i>(a) Main Highways</i>				
	Miles.	£	£	£
1934 .. ..	10,975	84	58	142
1935 .. ..	11,176	114	55	169
1936 .. ..	11,649	140	52	192
1937 .. ..	11,684	113	52	165
1938 .. ..	11,728	126	55	181
1939 .. ..	11,802	165	62	227
1944 .. ..	12,398	122	42	164
<i>(b) Urban Roads and Streets</i>				
1934 .. ..	4,086	97	143	240
1935 .. ..	4,035	97	137	234
1936 .. ..	4,059	100	143	243
1937 .. ..	4,177	102	137	239
1938 .. ..	4,201	110	138	248
1939 .. ..	4,186	108	137	245
1944 .. ..	4,285	103	163	266
<i>(c) Other Roads</i>				
1934 .. ..	36,010	20	32	52
1935 .. ..	36,947	26	31	57
1936 .. ..	36,350	30	31	61
1937 .. ..	36,467	28	29	57
1938 .. ..	36,699	32	31	63
1939 .. ..	36,815	35	34	69
1944 .. ..	36,766	34	32	66
<i>Total, all Roads (a), (b), and (c)</i>				
1934 .. ..	51,071	40	46	86
1935 .. ..	52,158	55	44	99
1936 .. ..	52,058	60	44	104
1937 .. ..	52,328	53	43	96
1938 .. ..	52,628	59	45	104
1939 .. ..	52,803	70	48	118
1944 .. ..	53,449	60	45	105

TABLE NO. 6.—COMPARISON OF DETAILS OF FATAL MOTOR ACCIDENTS FOR THE CALENDAR YEARS 1940 TO 1945

Item.	Year.					
	1940.	1941.	1942.	1943.	1944.	1945.
<i>Number of Fatal Accidents</i>						
(a) Total number .. .. .	188	158	159	138	134	109
Number in daylight .. .. .	98	80	95	94	74	70
Number in darkness .. .. .	90	78	64	44	60	39
(b) Number occurring in built up areas—						
Total number .. .. .	101	87	83	75	74	60
Number in daylight .. .. .	53	43	48	52	44	35
Number in darkness .. .. .	48	44	35	23	30	25
(c) Number occurring on rural roads—						
Total number .. .. .	87	71	76	63	60	49
Number in daylight .. .. .	45	35	47	42	30	35
Number in darkness .. .. .	42	36	29	21	30	14
(d) Number of collisions between motor-vehicles—						
Total number .. .. .	34	22	21	20	16	20
Number in daylight .. .. .	19	13	12	15	8	15
Number in darkness .. .. .	15	9	9	5	8	5
(e) Number of collisions with railway trains—						
Total number .. .. .	11	8	14	9	6	7
Number in daylight .. .. .	10	7	10	9	6	7
Number in darkness .. .. .	1	1	4	..	..	..
(f) Number of collisions with trams .. .. .	3	1	2	..	3	3
(g) Number of collisions with bicyclists—						
Total number .. .. .	30	25	22	20	23	13
Number in daylight .. .. .	18	14	15	17	14	8
Number in darkness .. .. .	12	11	7	3	9	5
(h) Number of collisions with pedestrians—						
Total number .. .. .	59	53	44	42	42	33
Number in daylight .. .. .	20	21	19	26	24	24
Number in darkness .. .. .	39	32	25	16	18	9
(i) Number of collisions with ridden horse .. .. .	..	..	..	..	..	..
(j) Number of collisions with horse-vehicles or animals .. .. .	..	..	..	..	..	..
(k) Number of other collisions—						
Total number .. .. .	10	16	16	24	15	6
Number in daylight .. .. .	8	8	8	13	7	5
Number in darkness .. .. .	2	8	8	11	8	1
(l) Number of non-collisions—						
Total number .. .. .	41	33	40	23	32	17
Number in daylight .. .. .	25	16	31	14	15	11
Number in darkness .. .. .	16	17	9	9	17	6
<i>Number of Persons killed</i>						
(a) Total number .. .. .	204	175	167	145	140	129
(b) Number of occupants of motor-vehicles (excluding motor-cycles) .. .. .	86	76	75	67	56	68
(c) Number of riders of motor-cycles or pillion riders .. .. .	26	21	26	16	17	15
(d) Number of bicyclists .. .. .	30	25	22	20	23	13
(e) Number of pedestrians .. .. .	59	53	44	42	42	33
(f) Number of other road users .. .. .	3	..	..	..	2	..

TABLE NO. 7.—TYPES OF MOTOR ACCIDENTS DURING THE CALENDAR YEAR 1945

Type of Accident.	Number of Accidents.								
	In Built-up Areas.			In Areas not Built Up.			In All Areas.		
	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.
<i>Collisions</i>									
With another motor-vehicle	12	480	492	8	253	261	20	733	753
With a railway train ..	2	14	16	5	7	12	7	21	28
With an electric tram ..	3	35	38	..	..	..	3	35	38
With a bicyclist ..	10	520	530	3	57	60	13	577	590
With a pedestrian ..	22	473	495	11	64	75	33	537	570
With a horse-vehicle ..	..	2	2	..	2	2	..	4	4
With a ridden horse ..	..	..	..	..	2	2	..	2	2
With an animal ..	..	5	5	..	15	15	..	20	20
With a telegraph-pole ..	6	67	73	4	29	33	10	96	106
With a fixed object ..	..	1	1	..	..	..	..	1	1
Other collisions ..	2	59	61	4	40	44	6	99	105
Total, collisions ..	57	1,656	1,713	35	469	504	92	2,125	2,217
<i>Non-collisions</i>									
Drove off roadway ..	..	7	7	..	55	55	..	62	62
Over bank ..	1	6	7	7	66	73	8	72	80
Overtaken on road ..	..	21	21	3	39	42	3	60	63
Person fell from vehicle	2	29	31	2	23	25	4	52	56
Other ..	..	8	8	2	6	8	2	14	16
Total, non-collisions	3	71	74	14	189	203	17	260	277
Total, accidents ..	60	1,727	1,787	49	658	707	109	2,385	2,494

TABLE NO. 8.—DISTRIBUTION OF MOTOR ACCIDENTS ON THE SYSTEM OF ROADS AND STREETS DURING THE CALENDAR YEAR 1945

Classification of Locality.	Fatal Accidents.		Non-fatal Accidents.		All Accidents.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
Four metropolitan districts ..	33	30.3	1,009	42.3	1,042	41.8
Secondary cities (4) ..	1	0.9	159	6.7	160	6.4
Boroughs 6,000—20,000 population (17)	9	8.3	279	11.7	288	11.6
Small boroughs, town districts, and closely populated localities	17	15.6	280	11.8	297	11.9
Total, built-up areas ..	60	55.1	1,727	72.5	1,787	71.7
State highways ..	20	18.3	297	12.4	317	12.7
Main highways ..	19	17.4	271	11.3	290	11.6
Other rural roads ..	10	9.2	90	3.8	100	4.0
Total of open-road accidents	49	44.9	658	27.5	707	28.3
Total accidents ..	109	100.0	2,385	100.0	2,494	100.0

TABLE NO. 9.—NUMBER AND TYPE OF MOTOR ACCIDENTS OCCURRING IN THE LARGER CENTRES OF POPULATION DURING CALENDAR YEAR 1945

Type of Accident.	Auckland Metropolitan Area.	Wellington Metropolitan Area.	Christchurch Metropolitan Area.	Dunedin Metropolitan Area.	Lower Hutt and Petone.	Palmerston North City.	Wanganui City.	Invercargill City.	Total.
Number of fatal accidents	16	6	8	3	3	2	..	..	38
<i>Number of Collisions</i>									
With other motor-vehicle	114	51	72	29	16	14	13	3	312
With railway train ..	..	..	..	..	1	2	..	..	3
With electric tram ..	17	10	6	2	..	..	1	2	38
With bicyclist ..	63	31	130	32	23	12	15	7	313
With pedestrian ..	175	116	32	22	18	4	6	3	376
With telegraph or power pole	24	12	8	4	3	..	2	..	53
Other collisions ..	22	17	11	10	1	1	1	..	63
<i>Non-collisions</i>									
Vehicle left road ..	1	..	..	..	..	..	1	..	2
Vehicle overturned ..	3	4	1	2	..	..	..	..	10
Person fell from vehicle	4	2	2	2	2	..	1	..	13
Other ..	4	3	1	3	..	..	..	..	11
Total number of accidents	427	246	263	106	64	33	40	15	1,194

TABLE NO. 10.—CLASSIFICATION OF ROAD USERS KILLED OR INJURED EACH MONTH DURING CALENDAR YEAR 1945

Month.	Number of Persons killed and injured.					
	Occupants of Motor-vehicles.	Motor-cyclists or Pillion-riders.	Bicyclists.	Pedestrians.	Other.	Total.
January .. ..	121	31	30	34	1	217
February .. ..	119	14	37	33	3	206
March .. ..	136	23	46	57	2	264
April .. ..	144	29	49	47	1	270
May .. ..	157	31	68	67	3	326
June .. ..	141	15	41	72	4	273
July .. ..	125	18	36	49	4	232
August .. ..	193	33	72	90	3	391
September .. ..	162	43	56	54	3	318
October .. ..	191	33	41	44	6	315
November .. ..	141	33	61	42	1	278
December .. ..	213	39	43	46	5	346
Totals .. ..	1,843	342	580	635	36	3,436

TABLE NO. 11.—NUMBER OF YOUNG CHILDREN KILLED OR INJURED AS PEDESTRIANS DURING CALENDAR YEAR 1945, CLASSIFIED ACCORDING TO AGE

Circumstances of Accidents.	Age.					
	Under One Year.	One Year.	Two Years.	Three Years.	Four Years.	Total.
Ran out into roadway ..	..	1	6	11	11	29
Ran out from behind vehicle or object ..	..	..	..	2	..	2
Playing in roadway ..	..	..	..	1	..	1
Boarding vehicle without due care ..	..	..	..	..	1	1
Total .. ..	..	1	6	14	12	33

TABLE NO. 12.—NUMBER OF SCHOOL PUPILS KILLED OR INJURED DURING THE FIVE CALENDAR YEARS 1941-1945, INCLUSIVE

Age of School Pupil.	Number of Pedestrian Casualties during the Year.				
	1941.	1942.	1943.	1944.	1945.
5 years .. ..	17	13	8	19	19
6 years .. ..	15	12	12	19	13
7 years .. ..	16	9	10	16	10
8 years .. ..	12	10	6	8	6
9 years .. ..	8	2	5	9	11
Totals, 5-9 years .. ..	68	46	41	71	59
10 years .. ..	9	6	1	6	5
11 years .. ..	7	8	1	6	8
12 years .. ..	13	5	2	9	4
13 years .. ..	7	4	2	2	2
14 years .. ..	3	1	1	4	3
15 years .. ..	..	..	..	3	1
Totals, 10-15 years .. ..	39	24	7	30	23
Totals, 5-15 years .. ..	107	70	48	101	82

Age of School Pupil.	Number of Cyclist Casualties during the Year.				
	1941.	1942.	1943.	1944.	1945.
5 years .. ..	1	3	2	..	..
6 years .. ..	4	5	3	1	6
7 years .. ..	6	5	1	2	4
8 years .. ..	5	3	3	1	7
9 years .. ..	15	8	5	10	10
Totals, 5-9 years .. ..	31	24	14	14	27
10 years .. ..	16	10	8	7	4
11 years .. ..	18	13	10	14	15
12 years .. ..	23	15	11	15	15
13 years .. ..	33	18	8	25	7
14 years .. ..	23	13	6	15	10
15 years .. ..	2	3	..	13	5
Totals, 10-15 years .. ..	115	72	43	89	56
Totals, 5-15 years .. ..	146	96	57	103	83

TABLE NO. 13.—TABLE SHOWING NATURE OF OFFENCES INVOLVED IN CONVICTIONS DURING EACH OF THE THREE YEARS ENDED 31ST MARCH, 1944-46, INCLUSIVE

Nature of Offence.	1944.	1945.	1946.
<i>Road Traffic Offences</i>			
Intoxicated in charge .. .. .	24	27	31
Negligent driving .. .. .	5	8	1
Driving in dangerous manner .. .. .	25	52	49
Dangerous speeding .. .. .	6	6	16
Careless or inconsiderate driving .. .. .	11	35	59
Exceeding 30 miles per hour .. .. .	284	368	467
Overtaking offences .. .. .	5	11	19
Failing to keep to left .. .. .	18	20	46
Failing to yield at intersections .. .. .	9	16	31
Driver's license offences .. .. .	420	469	697
Licensing and registration offences .. .. .	214	230	320
Lighting offences .. .. .	49	89	217
Defective brakes .. .. .	54	59	84
Warrant of Fitness offences .. .. .	716	960	1,607
Loading offences .. .. .	14	42	62
Cycling offences .. .. .	179	255	312
Exceeding 40 miles per hour .. .. .	400	387	474
Other offences .. .. .	126	206	339
<i>Heavy Motor-vehicle Offences</i>			
Exceeding heavy traffic license .. .. .	39	99	130
Exceeding axle load .. .. .	18	46	40
No heavy traffic license .. .. .	112	215	201
Speeding .. .. .	191	281	387
No disk or class plates .. .. .	43	56	34
Other offences .. .. .	12	15	36
<i>Transport Licensing Offences</i>			
Unlicensed services .. .. .	53	99	98
Breach of terms of licenses .. .. .	11	11	9
Failure to carry vehicle authority .. .. .	53	142	166
Other offences .. .. .	56	38	31
Failure to carry Certificate of Fitness .. .. .	47	82	102
<i>Miscellaneous Offences</i>			
Transport control offences .. .. .	26	29	10
Exceeding tire-load limitations (new regulations) .. .. .	..	45	95
Carrying racehorses over thirty miles by road (new regulations) .. .. .	..	87	8
Under miscellaneous Acts and regulations .. .. .	118	113	110
	3,338	4,598	6,288

TABLE NO. 14.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1946, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO PASSENGER-SERVICES WERE DEALT WITH BY ALL DISTRICT METROPOLITAN TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered by District Licensing Authorities.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	84	583	251	42	960
Refused .. .. .	16	2	25	1	44
Withdrawn .. .. .	10	1	9	4	24
Reserved .. .. .	4	1	31	2	38
Adjourned .. .. .	9	8	16	..	33
District totals .. .. .	123	595	332	49	1,099

  

Decision.	Total Number of Applications considered by Metropolitan Licensing Authorities.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	376*	54	25	1	456
Refused .. .. .	9	..	2	..	11
Adjourned .. .. .	2	2	..	..	4
Metropolitan totals .. .. .	387	56	27	1	471
New Zealand totals .. .. .	510	651	359	50	1,570

\*Includes 365 licenses for taxis to and from race meetings.

TABLE NO. 15.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1946, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO TAXICAB SERVICES WERE DEALT WITH BY ALL DISTRICT AND METROPOLITAN TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered by District Licensing Authorities.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	99	673	37	108	917
Refused .. .. .	37	4	3	8	52
Withdrawn .. .. .	21	2	1	8	32
Reserved .. .. .	21	6	19	5	51
Adjourned .. .. .	55	2	3	2	62
District totals .. .. .	233	687	63	131	1,114

  

Decision.	Total Number of Applications considered by Metropolitan Licensing Authorities.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	14	686	5	82	787
Refused .. .. .	14	..	4	2	20
Adjourned .. .. .	4	..	..	..	4
Metropolitan totals .. .. .	32	686	9	84	811
New Zealand totals .. .. .	265	1,373	72	215	1,925



TABLE NO. 16.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1946, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO RENTAL-CAR SERVICES WERE DEALT WITH BY THE FOUR DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	15	80	18	3	116
Refused .. .. .	3	1	1	..	5
Withdrawn .. .. .	1	2	..	..	3
Reserved .. .. .	3	..	..	..	3
Adjourned .. .. .	2	1	6	1	10
Totals .. .. .	24	84	25	4	137

TABLE NO. 17.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1946, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO GOODS-SERVICES WERE DEALT WITH BY THE FOUR DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licenses.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	366	3,565	714	458	5,103
Refused .. .. .	45	16	58	7	126
Withdrawn .. .. .	35	10	29	14	88
Reserved .. .. .	22	39	24	16	101
Adjourned .. .. .	78	38	98	6	220
Totals .. .. .	546	3,668	923	501	5,638

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