

1947

NEW ZEALAND

# TRANSPORT DEPARTMENT

(ANNUAL REPORT ON)

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

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

Transport Department, 7th July, 1947.

SIR,—

Herewith I have the honour to submit the annual report of the Transport Department for the year ended 31st March, 1947.

I have, &c.,

G. L. LAURENSEN, Commissioner of Transport.

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## REPORT

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### INTRODUCTION

**1. Summary of Contents.**—(a) The number of motor-vehicles licensed at 31st March, 1947 (330,922), showed an increase of 15,422, or 4·89 per cent., over the number at 31st March, 1946.

(b) Petrol-consumption by motor-vehicles rose from 65,541,000 gallons in 1945 to 86,440,000 gallons in 1946, an increase of 32 per cent.

(c) In 1946, 190 lives were lost and 4,144 persons were injured as the result of road accidents, compared with 129 killed and 3,307 injured in 1945, an overall increase in casualties of 26 per cent.

(d) Despite an extension of road-safety instruction in schools, there was a marked increase in the number of young children of pre-school and school ages injured in road accidents.

(e) Extension of road-safety publicity.

(f) Comparative figures of fatalities from road accident per 10,000 motor-vehicles for 1946 show New Zealand, 6·1; United States of America, 10·0; Victoria, 12·6; New South Wales, 15·5; Great Britain, 17·4.

(g) During the year ended 31st March, 1947, Traffic Inspectors attached to the Department reported 10,123 offences; of these, 5,667 offenders were warned and 5,456 prosecuted.

(h) A number of timber bridges on highways and rural roads are in such condition that drastic restrictions on loading are now necessary to safeguard the structures from failure.

(i) Passenger volumes on public motor-passenger services (buses, service cars, and taxis) continue at very high levels.

(j) Public road freight carriers continue to meet the demands of widening trade efficiently and smoothly, and, when the railways services have been restricted, have been able to give substantial assistance in the haulage of fertilizers, timber, and other commodities.

## 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 licences are renewable annually, and the following table gives the number of motor-vehicles, in the principal groups, licensed as at the 31st March, 1947, the figures for the two preceding years being included for purposes of comparison :—

Type.	Number licensed as at 31st March,			Increase of 1947 over 1946 Licences.
	1945.	1946.	1947.	
Cars .. .. .	199,418	201,425	202,437	1,012
Trucks not exceeding 2 tons laden .. .. .	28,616	30,435	33,134	2,699
Trucks exceeding 2 tons laden .. .. .	21,985	23,499	25,375	1,876
Passenger-trucks .. .. .	1,576	1,947	1,997	50
Omnibuses.. .. .	932	1,025	1,133	108
Taxis, including private-hire cars .. .. .	2,005	2,113	2,147	34
Service cars .. .. .	572	595	637	42
Rental cars .. .. .	501	546	828	282
Motor-cycles .. .. .	13,667	16,167	17,699	1,532
Trailers .. .. .	17,064	20,031	22,788	2,757
Local body and other vehicles exempted from annual licence fees	9,611	11,903	14,451	2,548
Government vehicles .. .. .	5,207	5,814	8,296	2,482
<b>Totals .. .. .</b>	<b>301,154</b>	<b>315,500</b>	<b>330,922</b>	<b>15,422</b> or 4·89 per cent.

All classes of vehicles licensed at 31st March, 1947, 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, 1947, 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 1947, inclusive.

**3. Petrol Consumption.**—The table hereunder shows for the individual calendar years 1937 to 1946 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 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
1946 .. .. .	86,440,000	8,500,000	94,940,000

The sharp increase in the quantity of petrol consumed in motor-vehicles in 1946 is due to the change in the method of petrol-rationing as from 1st June, 1946, and also to the extra use made of road transport during periods when the railway services have been restricted.

### ROADS

**4. Limitation of Loads on Roads.**—Roads may be classified in Classes Three, Four, or Five, according to their standard of construction and ability to withstand the damaging effects of heavy wheel loads.

Class Three permits of an axle load not exceeding  $5\frac{1}{2}$  tons, Class Four a maximum of 4 tons, and Class Five 3 tons. In the case of multi-axled vehicles or trailers the axle load limits are in each case  $\frac{1}{2}$  ton lower than these loads.

The following tables illustrate the extent to which roads in rural areas have been classified in order to protect the surfaces from undue damage caused by heavy loads :—

#### (a) CLASSIFICATION OF ALL RURAL ROADS AT 31ST MARCH, 1947

—				Total Formed Roads.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	27,133	5,754	10,256	1,798	17,808
South Island	..	..	..	22,357	6,648	2,546	278	9,472
Totals	..	..	..	49,490	12,402	12,802	2,076	27,280

#### (b) CLASSIFICATION OF MAIN HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1947 (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	3,296	3,041	119	6,456
South Island	..	..	..	5,424	4,577	133	42	4,752
Totals	..	..	..	12,104	7,873	3,174	161	11,208

#### (c) CLASSIFICATION OF STATE HIGHWAYS (RURAL SECTIONS) AT 31ST MARCH, 1947

—				State Highways.	Class Three.	Class Four.	Class Five.	Total Classification.
				Miles.	Miles.	Miles.	Miles.	Miles.
North Island	..	..	..	2,112	1,275	786	..	2,061
South Island	..	..	..	1,686	1,589	..	..	1,589
Totals	..	..	..	3,798	2,864	786	..	3,650

In some districts the roads have suffered as a result of being subjected to continued and regular use by heavy vehicles, although the wheel loads have conformed to the limits prescribed under the classification of the roads concerned. The repetition of such loads, especially when road subgrades have been weakened through wet conditions, may sometimes cause damage to the surfaces and even failure of the crust of the road.

In such a case the remedy would seem to be rather in the application of temporary restrictions upon the loading of motor-vehicles at times when road conditions are unfavourable than in a general lowering of the road classification. Road-controlling authorities have ample powers to enable the former course to be followed effectively. A lowering of the axle weights to be permitted on any road would obviously reduce the pay loads that could be carried and would result in higher transport costs and charges.

**5. Condition of Bridges.**—Many of the timber bridges not only on secondary highways and country roads, but also on certain of the more important arterial routes, are in such condition that drastic restrictions of loading now have to be applied in order to safeguard the structures from failure.

In some cases this restriction of loading has very seriously affected the transport of produce and goods. Many of these timber structures are due for renewal and even temporary strengthening is a major task.

**6. Road Usage.**—Based upon the quantity of petrol estimated to have been used by motor-vehicles during the year, traffic volumes during 1946 (calendar year) exceeded the volumes during 1945 by 32 per cent. and were approximately 17 per cent. greater than in 1940. However, traffic did not quite reach the same peak volumes that were experienced in 1938 and 1939. Traffic increased considerably during the latter half of the year, private-car traffic being still restricted in the early part of 1946 by reason of petrol-rationing.

### ROAD FINANCE

**7. Dominion's Road Bill, 1933-34 to 1938-39, inclusive, and 1943-44 and 1944-45.**—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.

**8.** The road bill for the year ended 31st March, 1945, 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 was carried on during the war years or during the remaining months of the year following the cessation of hostilities. Constructional expenditure for 1943-44 year amounted to only 11·9 per cent. of the total, and for the 1944-45 year amounted to only 15·2 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.

**9.** The expenditure on maintenance for the 1944-45 year was 5·7 per cent. below the corresponding figure for 1938-39. The amount spent on maintenance in 1944-45 was £3,499,483, compared with £3,711,737 in 1938-39, so that, allowing for the increased costs, it is apparent that the actual amount of maintenance work done in 1944-45 was below that done in 1938-39.

**10.** It is reliably estimated that the operating-costs of all classes of motor-vehicles in the Dominion amounted to £48,700,000 for 1946-47. These figures indicate the importance of good roads to the Dominion, particularly when it is realized that bad roading conditions mean high operating-costs for motor-vehicles, whereas good roading means low operating-costs. In addition, good developmental roads mean buoyant rural development. 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, 1945 :—

Expenditure upon	Main Highways.	Urban Roads and Streets.	Other Roads.	Total.
	£	£	£	£
Maintenance .. .. .	1,555,596	496,812	1,447,075	3,499,483
Construction .. .. .	318,856	494,809	248,223	1,061,888
Interest and sinking-fund charges .. .. .	756,380	634,728	1,033,954	2,425,062
Totals .. .. .	2,630,832	1,626,349	2,729,252	6,986,433

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, and 1944, with the present expenditure for the year ended 31st March, 1945. Owing to staffing shortages, the comparative expenditure has not been prepared for the intervening war years.

**11. 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, 1943–44, and 1944–45 :—

Source.	1933–34.	1934–35.	1935–36.	1936–37.	1937–38.	1938–39.	1943–44.	1944–45.
	Per Cent.							
Loan .. ..	9·8	10·8	14·0	22·5	29·0	32·8	3·4	6·5
Local rates .. ..	32·9	30·2	30·3	27·7	24·2	20·9	39·4	40·5
Employment Promotion Fund .. ..	21·3	19·1	12·5	7·7	6·7	12·0	0·9	0·7
General Taxation .. ..	16·0	14·8	14·5	13·2	12·4	11·0	16·1	14·7
Motor taxation .. ..	20·0	25·1	28·7	28·9	27·7	23·3	40·2	37·6
Totals .. ..	100·0	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.

**12. 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, 1945 :—

Class of Road.	Total Mileage.	Annual Charges per Mile of Road, &c.		
		Maintenance.	Interest and Loan Charges.	Total.
	Miles.	£	£	£
Main highways .. ..	12,060	129	63	192
Urban roads and streets .. ..	4,298	116	148	264
Other roads .. ..	37,405	39	28	67
All roads .. ..	53,763	65	45	110

Table No. 5 in the Appendix shows comparative figures for the years ended 31st March, 1934 to 1939, inclusive, and 1944–45, inclusive.

## ROAD SAFETY

### A. ROAD ACCIDENT STATISTICS

**13. The Number of Accidents.**—During the twelve months ended 31st December, 1946, there were 174 fatal accidents and 2,989 other accidents which involved some degree of personal injury. Resulting from these accidents 190 persons were killed and 4,144 others were injured. During the previous year there were 129 killed and 3,307 injured. Thus deaths increased by 47 per cent. in 1946 and other casualties by 25 per cent.

14. Comparison of the traffic death-rate in New Zealand with that of Great Britain, two of the Australian States, and the United States of America shows :—

*Deaths per 10,000 Motor-vehicles in 1946*

Great Britain .. .. .	17·4
United States of America .. .. .	10·0
New South Wales .. .. .	15·5
Victoria .. .. .	12·6
New Zealand .. .. .	6·1

15. **Comparison of Fatal Accidents during the Past Seven Years** (see Table No. 6).—Those killed in 1946 included 83 occupants of motor-vehicles, 57 pedestrians, 24 riders of motor-cycles or pillion-riders, 23 bicycle-riders, and 3 others.

16. During the war years from 1940 until 1945 the number of traffic fatalities dropped steadily each year. However, with the return to more or less unrestricted use of the motor-vehicle during the greater part of 1946 the accident figures rose again, but did not quite reach the level of 1940, although traffic volumes in 1946 exceeded the volumes of 1940.

17. The following special points emerge from examination of the data :—

- (i) The number of fatal accidents occurring on the open road increased very steeply in 1946.
- (ii) Collisions with railway trains at level crossings continued to take serious toll of life.
- (iii) In the built-up areas more fatal accidents happened at night-time than in the day-time.
- (iv) In 1946 the number of cyclists killed did not increase appreciably above the number of cycling fatalities during the war years, although well above the abnormally low number killed in 1945.

18. **Particulars of all Accidents Reported** (*i.e.*, Fatal and Non-fatal), (see Table No. 7).—In 1946 collisions between motor-vehicles constituted 31 per cent. of all accidents involving a motor-vehicle; collisions between a motor-vehicle and a pedestrian 23 per cent. and collisions with a cyclist 22 per cent. Other collisions—*i.e.*, with railway trains, tram-cars, animals, horse-drawn vehicles, and with fixed objects—made up 11 per cent., and non-collisions accounted for 13 per cent. of the total number of accidents. (Non-collisions include cases of vehicles overturning, going over the bank or otherwise leaving the roadway, and also cases of persons falling from a vehicle.)

19. Although numerically greater than any other type of accident, collisions between motor-vehicles resulted fatally in only 23 instances. On the other hand, there were 40 fatal non-collision accidents, and no less than 54 fatal accidents where pedestrians were the victims.

20. The severity of some of the different types of accident can be illustrated as follows :—

Collision with railway train .. .. .	More than 1 accident in 3 proved fatal.
Over the bank .. .. .	More than 1 in 6 proved fatal.
Person fell from vehicle .. .. .	More than 1 in 9 proved fatal.
Drove off roadway .. .. .	1 accident in 11 proved fatal.
Collision with pedestrian .. .. .	1 accident in 14 proved fatal.
Collision with telegraph-pole .. .. .	1 accident in 15 proved fatal.
Collision with cyclist .. .. .	1 accident in 30 proved fatal.
Collision with another motor-vehicle .. .. .	1 accident in 42 proved fatal.

21. The severity of accidents on the open road was considerably greater than in the built-up areas, where speeds are generally lower. While less than 4 per cent. of all accidents in built-up areas resulted fatally, nearly 10 per cent. of those in the rural areas were fatal.

22. Many more collisions took place in the towns (2,068) than on the rural roads (685), but there were more non-collision accidents on the country highways (297) than in the built-up areas (113).

23. **Distribution of Accidents** (see Tables Nos. 8 and 9).—Sixty-nine per cent. of all accidents, but only 45 per cent. of all fatal accidents happened in the built-up areas. Some 40 per cent. of all accidents and 24 per cent. of fatal accidents took place in one of the four main centres.

24. On the open road 346 accidents took place on the State highway system, which includes the main arterial routes and the most densely trafficked sections of the rural roading system. This averages 1 accident every 11 miles of the 3,800 miles of this system. On the other main highways, of which there are about 8,300 miles, there were 412 accidents, or 1 every 20 miles. The remainder of the rural roads, about 37,000 miles, mostly carries very light volumes of traffic. On these, 224 accidents were recorded, or 1 per 165 miles.

25. With the notable exceptions of Dunedin and Wanganui, most of the large urban areas showed a substantial increase in the number of accidents when compared with 1945 :—

Centre.	Number of Accidents.		Increase.	
	1946.	1945.	Number.	Percentage.
Auckland Metropolitan Area .. .. .	552	427	125	29·3
Wellington City .. .. .	281	246	35	14·2
Christchurch City .. .. .	324	263	61	23·2
Dunedin City .. .. .	112	106	6	5·7
Lower Hutt City .. .. .	66	43	23	53·5
Palmerston North City .. .. .	44	33	11	33·3
Wanganui City .. .. .	43	40	3	7·5
Invercargill City .. .. .	51	21	30	142·9
Hamilton City .. .. .	75	42	33	78·5
Totals .. .. .	1,548	1,221	327	26·8

26. In Auckland and Wellington collisions with pedestrians were the most common type of accident, while in Christchurch collisions with cyclists predominated. In Invercargill, where last year the accident rate was very low, a considerable increase has taken place in the number of collisions between two motor-vehicles and between a motor-vehicle and a cyclist. These two types of accident are also only too numerous in Hamilton City.

27. **The Number of Road-users killed or injured** (see Table No. 10).—Occupants of motor-vehicles comprised 54 per cent. of all persons injured (including killed), pedestrians 18 per cent., cyclists 16 per cent., and motor-cyclists or pillion-riders 11 per cent.

28. Far more accidents took place in December than in any other month of 1946, but the three preceding months had been comparatively free from accidents.

29. More cyclists and pedestrians were injured during the winter months than at other times, June being the worst month of the year in this respect, with the exception of December. However, the winter months featured fewer motor-cyclists in accidents than in the other months of the year, the lightest toll occurring in July.

30. **Accidents involving the Pre-school Child** (see Table No. 11).—The year 1946 saw a marked increase in the number of accidents where very young children were injured on the road. Of the 75 children under five years of age who were struck down by a motor-vehicle, 2 were killed. The frequency of these accidents seems to indicate that there is need for a greater measure of supervision by parents over the activities of small children on or about the roads.

**31. Accidents involving School Pupils** (see Table No. 12).—There was a considerable increase during 1946 in the number of traffic casualties among school pupils, both as pedestrians and as cyclists. These casualties were nearly double the number reported in 1945. In all, 8 children of five to fifteen years were killed and 151 injured in 1946 when afoot upon the road. In 1945 there were 2 killed and 85 others injured. As cyclists, 6 were killed in 1946 and 181 injured, while in 1945, 1 child cyclist was killed and 108 others injured.

**32.** Among the pedestrian casualties the child of five to seven years continued to figure very heavily. From ten years upwards the child cyclist suffered many more accidents than the child pedestrian.

**33.** It is hoped that the active steps being taken to extend and intensify the teaching of road safety for children will have the effect of reducing the frequency of these accidents.

## B. ADULT EDUCATION IN ROAD SAFETY

**34.** With the return of road traffic to a peacetime basis subsequent to the lifting of the petrol-restrictions, and in accordance with the recommendation of the Road Safety Council, the road safety publicity activities of the Department were extended very considerably. During the period of this report publicity and educational activities were carried out as follows :—

**35. Press.**—Considerable publicity has been given by the press to road safety material, satistical and general. Detailed statements of the fatal-accident progress were supplied monthly to every newspaper in the Dominion. General appeals have also been made through the press on special occasions, and short statements relating to accidents and special hazards have been made available to local newspapers. Articles of a general nature have also been made available to newspapers, and material has been supplied to magazines and technical publications.

**36.** In addition, the Department embarked upon an intensive advertising campaign in some fifty-four newspapers, magazines, and journals throughout the country. These advertisements are directed, month by month, to some specific accident-promoting fault of drivers, cyclists, or pedestrians and is co-ordinated with the Department's other publicity and enforcement programme.

**37. Radio.**—A number of road safety radio features were prepared by the Department and broadcast weekly from the five Commercial Stations. During the year special appeals prior to holiday periods were broadcast from both the National and Commercial Stations, and, in addition, special road safety slogan announcements were broadcast from all stations.

**38. Posters.**—Two posters were produced during the period, the first urging drivers to respect the school patrol system and the second reminding drivers of the dangers associated with holiday motoring. Both of these posters were given a wide distribution throughout the country. In addition, a series of six smaller posters was printed for use in road safety displays. Their messages were directed mainly towards cyclists and pedestrians.

**39. Screen Slides.**—Screen slides were shown in some one hundred and fifty theatres throughout the country. The messages contained in these slides draw the attention of road-users to specific faults, and these slides are changed monthly so as to link up with the rest of the Department's publicity and enforcement programme.

**40. Films.**—A short film entitled "Give Way," illustrating the application of the new right-hand rule, was produced for the Department by the National Film Unit. This film was shown to numerous organizations by the Department's Road Traffic Instructors. Complimentary copies have been presented to those automobile associations who can make good use of the film. A 16 mm. film, "Death on the Road,"

was purchased from Australia, and this has been used in conjunction with other films of an educational nature in showings to audiences throughout the country. Special showings of films were also arranged during the two Traffic Safety Weeks.

**41. Leaflets.**—Arrangements have been made to have leaflets printed from the Department's newspaper advertisements. Several thousand copies of these leaflets have been distributed to local bodies, automobile associations, and Traffic Inspectors for issue to the public.

**42. Road Code.**—A reprint of the Road Code and Summary of the Traffic Regulations came to hand during the year, and some 120,000 copies have been distributed through local bodies, automobile associations, and Traffic Inspectors.

**43. Traffic Safety Weeks.**—The first two of a series of Traffic Safety Weeks were held in Petone and Greymouth. In each case a number of additional Traffic Inspectors were drafted to the borough, and special propaganda activities were organized. The main feature of these campaigns was that the efforts were directed towards educating the public in safer road habits rather than in a prosecution drive.

**44.** Assistance is acknowledged from the press, National Broadcasting Service and other Government Departments, local bodies, and the many business firms, organizations, and private individuals who have submitted suggestions and offered active assistance during the year.

### C. ROAD TRAFFIC INSTRUCTION IN SCHOOLS

**45.** The instruction of school pupils in correct practices in traffic has been continued both by the regular teachers and through visits of outside instructors. The Transport Department now employs seven full-time instructors upon this work, local-body Traffic Inspectors give instruction in a few centres, while many of the automobile associations send patrol officers to the schools. All such instructors must be approved by a Committee representing the Education Board and the Transport Department, and traffic instruction in the schools in each district is allocated among the bodies proffering assistance.

**46.** Concern is felt at the upward trend in the number of accidents involving school pupils, both as pedestrians and as cyclists. There would seem to be need to further increase and to improve the instruction already being given. There is need also for closer and more frequent supervision of children on the road itself in many districts, both on their journeys to and from school and at other times. Unless the instruction given inside the class-room is followed up by supervision by traffic officers outside the school a great deal of its value may be lost.

**47.** The frequency and severity of accidents among pupils travelling by school bus has become a disturbing feature. Most of these accidents have occurred through a pupil alighting from the bus running heedlessly across the road and colliding with a passing vehicle. It has been urged as a remedial step that other motor traffic should be required to stop when a school bus is stopped for the purpose of loading or unloading pupils. Widely differing views have been expressed of the merits of this proposal, which, nevertheless, is still under consideration. It seems generally agreed that bus prefects should be appointed, that instruction in "bus drill" should be intensified, and that all school buses should be clearly identified as such by means of conspicuous notices both front and rear.

**48.** In order to help to impress the smaller children of the primary schools with the need for care in crossing the road, appropriate posters depicting animals were distributed to the schools and used as a basis of instruction by the teachers.

**49.** Several films suitable for traffic instructional purposes in schools have been obtained from Britain, Australia, and the United States of America and are in use by the instructors. Production of films by the New Zealand Government Film Studios showing our own roads and traffic situations is also in hand.

## D. ENFORCEMENT OF TRAFFIC LAWS

50. At 31st March, 1947, the strength of the uniformed traffic staff of the Transport Department was as follows:—

District.	Chief Traffic Inspectors.	Assistant Chief Traffic Inspectors.	Senior Traffic Inspectors.	Traffic Inspectors.	Total.
Head Office .. ..	1	1	..	..	2
Auckland .. ..	1	1	2	25	29
Wellington .. ..	1	1	2	25	29
Christchurch .. ..	1	1	..	15	17
Dunedin .. ..	1	1	..	14	16
Totals, 1947 .. ..	5	5	4	79	93
Totals, 1946 .. ..	5	5	3	69	82

The additional officers appointed during the year have been stationed at the following centres: Devonport, Tauranga, Stratford, Palmerston North, Waipukurau, Paekakariki, Blenheim, Kaikoura, Greymouth, Riccarton, Balclutha.

51. The Department's traffic staff exercises control over the traffic on all rural roads, and at 31st March, 1947, has been entrusted with the control of their traffic by some 106 urban authorities. During the year the following boroughs and town districts entered into agreement with the Department: Kaitaia, Mount Maunganui, Te Puke, Taradale, Waipukurau, Runanga, Greymouth, Kumara, Balclutha.

52. The year saw a considerable increase in traffic volumes. With a universal five-day week, highway traffic has been extremely heavy at week-ends, due to sporting functions and the like, together with the normal pleasure travel of Saturdays and Sundays. As well as the control of traffic in connection with various fixtures, the duties of Inspectors have included the testing of an increasing number of applicants for driving licences, checking of speeds and driving practices on the highway, control at the scene of accidents, checking cyclists at night, foot patrol in the towns and supervision of parking, checking motor-vehicles for faulty headlights and other mechanical defects, enforcement of transport licensing legislation and the regulations governing the use of the roads by heavy traffic, and assisting in the control over wandering stock.

53. During the year some fifty of the Inspectors attended a week's course of instruction at Wellington. This course covered tuition in various aspects of a Traffic Inspector's duties which the officer would not gain in the field. The courses proved beneficial in raising the Inspectors' general standard of knowledge of their job.

## E. TRAFFIC OFFENCES

54. Traffic Inspectors of the Department reported 10,123 breaches of the traffic laws during the year ended 31st March, 1947. Nearly half of these offenders (4,667) were cautioned, but proceedings were taken in 5,456 instances. Convictions were entered in 5,303 cases, 73 charges were withdrawn, and the remaining 80 cases were dismissed. Many minor breaches are dealt with by the Traffic Inspector on the spot and are not reported by him.

55. The following schedule shows comparative figures relating to the number of traffic offences over the last seven 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
1947 .. ..	10,123	5,456	5,303	80	73	5,667

Table No. 13 in the Appendix shows the nature of the offences which resulted in convictions during each of the past four years.

#### F. INSPECTION OF MOTOR-VEHICLES

56. All motor-vehicles in the Dominion are subject to a mechanical inspection every six months, and for this purpose they may be divided into the following groups:—

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

57. **Passenger-service Vehicles.**—All vehicles which carry passengers for hire—namely, omnibuses, trolley-buses, service cars, passenger-trucks, school buses, rental cars, taxis (excluding taxis operating in the four main centres, which are inspected by the Metropolitan Licensing Authorities)—are examined each six months by departmental Vehicle Inspectors appointed for this purpose.

58. The vehicles concerned are required to display a certificate of fitness on which is inscribed the number of passengers or the maximum loads which the vehicles are authorized to carry.

59. The examination is a thorough one and embraces the matters which may affect not only the safety of the passengers, but also their health and comfort.

60. **Goods-service Vehicles.**—All vehicles which carry goods for hire are examined by departmental Vehicle Inspectors each six months, and the certificate of fitness which is required to be carried on the vehicle sets out the authorized load.

61. The following table gives the number of passenger and goods-service vehicles in operation in the Auckland, Wellington, Canterbury, and Otago districts:—

Area.	Passenger-service Vehicles.										Goods-service Vehicles.	Total.
	Omnibuses.	Trolley Buses.	Service Cars.	Service Coaches.	Passenger trucks.	School Buses.	School Vehicles.	Taxis.	Rental Cars.	Ambulances.		
Auckland ..	434	4	93	117	199	227	44	435	277	39	3,650	5,519
Wellington ..	326	..	125	60	122	126	30	430	273	39	3,025	4,556
Canterbury ..	192	11	99	55	104	71	35	178	187	27	1,538	2,497
Otago ..	128	..	57	34	61	83	29	152	98	17	1,250	1,909
Totals ..	1,080	15	374	266	486	507	138	1,195	835	122	9,463	14,481

**62. Other Vehicles.**—All motor-vehicles, other than those which come within the scope of the Transport Licensing Act, are required to be inspected every six months for a warrant of fitness, which is issued either by especially approved motor garages or municipal vehicle-testing stations.

**63.** In view of the increased mileages run by private vehicles due to the improved petrol-supply position the wartime emergency regulation extending the term of the warrant of fitness from six to twelve months (for vehicles insured under Class IV for the purpose of the Motor-vehicles Insurance (Third-party Risks) Regulation 1939) was revoked with effect from the 1st May, 1947.

**64. Vehicle Defects.**—(a) “*Licensed*” *Vehicles*: The following table gives the percentage of vehicles operating under the Transport Licensing Act which were found to be free from defects when submitted for inspection:—

Type.	Percentage.
Omnibuses .. .. .	25·9
Service cars .. .. .	15·0
Service coaches .. .. .	22·9
Passenger-trucks .. .. .	11·9
School buses .. .. .	25·2
School vehicles .. .. .	12·3
Taxis .. .. .	25·2
Rental cars .. .. .	31·7
Ambulances .. .. .	35·2
Goods-service vehicles .. .. .	19·1

**65. (b) “*Private*” *Vehicles***: As a result of statistical data made available from municipal testing stations and garages authorized to issue warrants of fitness, 52·3 per cent. of the vehicles when submitted for examination were satisfactory.

**66.** For every thousand vehicles submitted for test the number of defects disclosed by the examination is shown below:—

Brakes, foot .. .. .	203
Brakes, hand .. .. .	196
Lights, head .. .. .	221
Lights, tail .. .. .	105
Steering mechanism .. .. .	128
Windscreen-wiper .. .. .	38
Rear vision mirror .. .. .	15
Warning-device .. .. .	23
Door-fastenings .. .. .	21

**67. Vehicles condemned.**—The Department’s policy of advising transport operators in advance of the necessity for replacing vehicles which are nearing the end of their economic life is reflected in the relatively small number of vehicles condemned compared with the number voluntarily withdrawn.

**68.** During the year 87 vehicles were condemned and 1,845 vehicles voluntarily withdrawn. This policy enables old vehicles to be replaced without affecting the continuity of the services.

69. The following table gives the number of vehicles condemned or withdrawn in the various classes :—

Class.	Condemned.	Withdrawn.	Total.
Omnibuses .. .. .	7	31	38
Service cars .. .. .	1	41	42
Service coaches .. .. .	..	11	11
Passenger-trucks .. .. .	1	39	40
School buses .. .. .	6	35	41
School vehicles .. .. .	6	52	58
Taxis .. .. .	9	264	273
Rental cars .. .. .	8	126	134
Ambulances .. .. .	1	4	5
Goods-service vehicles .. .. .	48	1,242	1,290
Totals .. .. .	87	1,845	1,932

70. **New Vehicles.**—The following sets out the number of new vehicles placed in service during the past twelve months :—

Class.	Number.
Omnibuses .. .. .	186
Service cars .. .. .	18
Service coaches .. .. .	57
Passenger-trucks .. .. .	125
School buses .. .. .	65
School vehicles .. .. .	23
Taxis .. .. .	131
Rental cars .. .. .	185
Ambulances .. .. .	15
Goods-service vehicles .. .. .	805

71. The seating-capacities of the new passenger-service vehicles are as follows :—

Number of Seats.	Omnibuses.	Service Coaches.	Service Cars.	School Buses.
Up to 15 .. .. .	..	1	15	5
16 to 20 .. .. .	4	16	3	4
21 to 25 .. .. .	19	32	..	12
26 to 30 .. .. .	17	8	..	7
31 to 35 .. .. .	133	..	..	6
36 to 40 .. .. .	13	..	..	7
41 to 45 .. .. .	..	..	..	9
46 to 50 .. .. .	..	..	..	11
51 to 55 .. .. .	..	..	..	1
56 to 60 .. .. .	..	..	..	3
Totals .. .. .	186	57	18	65

72. **Rehabilitation of Ex-servicemen.**—During the year the vehicle-inspection staff made 810 examinations of vehicles on behalf of the Rehabilitation Department and the State Advances Corporation in connection with the rehabilitation of ex-servicemen.

**73. General Condition of Vehicles.**—There was little change during the past twelve months in the general condition of vehicles owing to two main factors :—

- (1) The difficulty in securing adequate supplies of spare parts.
- (2) The slow rate at which new vehicles find their way into service.

**74.** In regard to the supply of omnibuses and other types of passenger-service vehicles, the present demand for new vehicles is such that it exceeds the capacity of the body-building industry of the Dominion.

**75.** During the year 5,107 new cars were registered, but as there are over 200,000 cars in operation the rate of replacement falls considerably below that necessary to offset normal obsolescence. Already on the roads to-day there are some 120,000 cars which are ten or more years old, and it is clear that for many years to come old vehicles will continue to be used which under pre-war conditions would have been discarded as having reached the end of their economic life. To retain such vehicles in service extensive patching and repairing will be necessary, and in the interests of road safety a thorough examination at regular intervals is of primary importance.

### REGULATION OF COMMERCIAL ROAD TRANSPORT

**76.** All the wartime restrictions administered by this Department which affect the freedom of commercial road transport operation have now been dispensed with.

**77. Taxicab Control Committees.**—All these Committees were abolished before the 31st March, 1946, except the Auckland Metropolitan Committee. This Committee was abolished in January, 1947.

**78. Alteration to Transport Districts.**—In August, 1946, the four existing transport districts were revoked and replaced by five transport districts. A new district, No. 5, was created, comprising the Nelson and Marlborough Provinces, which were previously part of the No. 3 District. The Gisborne Area was transferred from No. 2 District to No. 1 District, and No. 4 District remained unaltered. The alterations were made for the purpose of enabling three District Transport Licensing Authorities to carry on in place of four.

**79. Transport Licensing Authorities.**—The licensing of road transport services is vested in the Transport Licensing Authorities. Three District Transport Licensing Authorities consider all applications relating to all goods and rental-car services, and all taxicab and passenger services except those operating within the four main cities. Applications in respect of these services come before the four Metropolitan Authorities.

**80.** The volume of applications considered by the respective Licensing Authorities shows an increase on the previous year. Owing to the resignation during the year of the No. 3 District Licensing Authority, the No. 4 District Licensing Authority took over the additional duties of No. 3 District Authority. To spread the work more evenly among the three remaining Authorities the No. 3 District was reduced by the creation of No. 5 District, and the licensing of this district was taken over by the No. 2 District Authority, and the Gisborne Area was transferred from No. 2 to No. 1 District. This resulted in a considerable increase in the number of applications considered by each of the District Licensing Authorities.

**81.** During the year the District Licensing Authorities found it necessary to grant a large number of temporary goods and passenger-service licences. A large number of these licences were granted to enable road transport to supplement the

railway services which were restricted owing to lack of adequate coal-supplies. By providing transport at these times road transport materially assisted in maintaining the industry and trade of the Dominion.

**82.** As a result of the revocation of the Taxicab Emergency Regulations 1942, which gave taxi-operators permission to charge separate fares to separate hirers sharing a taxicab hire, a large number of passenger licences have been granted to taxicab licensees to run passenger-services to and from trains and race meetings. These applications were particularly numerous in the Auckland Metropolitan District, where many such licences were granted to taxicab licensees for passenger-services to race meetings and early-morning passenger-services.

**83.** The Licensing Authorities dealt with 7,717 applications during the year for new transport licences and for renewal, amendment, and transfer of existing licences. Altogether 6,310 applications were considered by District Licensing Authorities, and the balance, 1,407 applications, came before the Metropolitan Authorities. A total of 6,312 applications was granted, comprising 1,413 new licences, 1,813 renewals, 2,162 amendments, and 924 transfers. The new licences granted were 702 passenger-service licences, 167 taxicab licences, 58 rental-car licences, and 486 goods-service licences. Full details of the decisions by type of service are given in Tables 14-17 inclusive in the Appendix.

**84. Growth of Motor Transport.**—There was a further increase during the year in the number of licences issued under the Transport Licensing Act. Goods-service licences increased from 3,963 to 4,416, passenger-service licences increased from 1,207 to 1,583, taxicab-service licences increased from 1,461 to 1,592, and rental-car licences increased from 117 to 153. There is an over-all increase in the total number of licences on issue of 14·8 per cent. on the previous year.

**85. Public Passenger-services.**—The road public-passenger services throughout the Dominion continue in a very buoyant condition. Passenger volumes have been maintained at very high levels at fares that are, with a few exceptions, on a pre-war basis. The main difficulty facing the industry is the inadequate supply of new buses to replace obsolete vehicles and enable time-tables to be expanded, and existing services extended.

**86. Goods-services.**—The public road freight carriers continue to meet the demands of industry and trade efficiently and smoothly, at a time when both the older forms of transport—shipping and railways—are having difficulties in meeting the demand for their services.

**87.** It is worthy of record that during the war and post-war years road transport has never failed to fulfil with credit all demands—and there have been many—placed upon it. Not only has it never caused delay in the flow of its freight traffic, but it has frequently rendered valuable assistance when the railway services have been restricted. This has been amply demonstrated in the cartage of heavy freight such as timber and fertilizers, which are traditionally regarded as traffic that can best be handled on the railways. The road freight industry is essentially, in the main, small-scale businesses, and its performance reflects great credit on the working owner-drivers and employees who do the driving as well as the loading and unloading. Its resilience, adaptability, and general efficiency have already won for it an important place in the national transport system.

**88. Passenger-services Licences.**—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, 1947:—

District Authority.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	138	7	93	41	279	250	11	3	10	5	279
No. 2 .. .. .	95	13	155	28	291	250	9	3	12	12	291
No. 3 .. .. .	40	7	71	13	131	110	3	4	13	1	131
No. 4 .. .. .	47	111	42	2	208	192	5	5	1	5	208
No. 5 .. .. .	26	15	33	2	76	66	3	3	4	..	76
Sub-totals .. .. .	346	153	394	92	985	868	31	23	40	23	985
Metropolitan Authority—											
Auckland .. .. .	414	..	59	10	483	479	4	..	..	..	483
Wellington .. .. .	..	..	6	1	7	6	1	..	..	..	7
Christchurch .. .. .	7	..	11	..	18	17	..	..	..	1	18
Dunedin .. .. .	..	16	4	..	20	20	..	..	..	..	20
Totals .. .. .	767	169	474	103	1,513	1,390	36	23	40	24	1,513

**89. Taxicab Service Licences.**—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, 1947:—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	137	11	84	59	291	174	62	15	10	30	291
No. 2 .. .. .	77	290	103	52	522	360	12	13	104	33	522
No. 3 .. .. .	26	8	10	12	56	35	13	5	2	1	56
No. 4 .. .. .	32	37	14	43	131	107	14	8	..	2	131
No. 5 .. .. .	12	1	18	7	38	24	5	4	1	4	38
Sub-totals .. .. .	284	347	229	178	1,038	700	106	45	117	70	1,038
Metropolitan Authority—											
Auckland .. .. .	218	..	311	19	548	356	191	..	..	1	548
Wellington .. .. .	99	..	1	32	132	50	82	..	..	..	132
Christchurch .. .. .	32	93	4	21	150	127	22	..	..	1	150
Dunedin .. .. .	32	3	3	11	49	25	..	3	..	21	49
Totals .. .. .	665	443	548	261	1,917	1,258	401	48	117	93	1,917

**90. Rental-car Service Licences.**—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, 1947 :—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	32	25	9	2	43	34	7	..	..	2	43
No. 2 .. .. .	34	25	4	53	116	100	3	4	3	6	116
No. 3 .. .. .	15	8	30	1	48	41	1	4	..	1	48
No. 4 .. .. .	5	7	2	3	14	12	1	1	..	..	14
No. 5 .. .. .	..	..	9	3	12	12	..	..	..	..	12
Totals .. .. .	86	34	54	59	233	199	13	9	3	9	233

**91. Goods-service Licences.**—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, 1947 :—

District.	Class of Applications dealt with.					Disposal of Applications.					
	New Licences.	Renewals.	Amendments.	Transfers.	Total.	Granted.	Refused.	Withdrawn.	Reserved.	Adjourned.	Total.
No. 1 .. .. .	389	38	464	283	1,174	923	76	27	48	100	1,174
No. 2 .. .. .	176	905	577	188	1,846	1,659	43	33	38	73	1,846
No. 3 .. .. .	80	37	157	65	339	261	27	17	14	20	339
No. 4 .. .. .	91	267	186	106	650	586	35	11	11	7	650
No. 5 .. .. .	17	3	19	6	45	36	4	1	..	4	45
Totals .. .. .	753	1,250	1,403	648	4,054	3,465	185	89	111	204	4,054

**92. Appeals.**—During the year ended 31st March, 1947, 192 appeals against the decisions of Licensing Authorities were lodged. Of these, 72 related to goods-services and 120 to passenger-services. The following table sets out the detailed position for the year ended 31st March, 1947 :—

District.	On Hand, 31st March, 1946.	Lodged during Year.	Appeals withdrawn.	Licensing Authorities' Decisions upheld.	Decisions modified.	Decisions reversed.	Referred back.	Under Action, 31st March, 1947.
<i>Goods-services</i>								
No. 1 .. .. .	7	23	6	8	..	3	9	4
No. 2 .. .. .	3	8	4	4	..	1	1	1
No. 3 .. .. .	1	22	3	11	3	3	..	3
No. 4 .. .. .	10	16	2	13	3	3	1	4
No. 5 .. .. .	..	3	..	2	..	1	..	..
Totals .. .. .	21	72	15	38	6	11	11	12
<i>Passenger-services</i>								
No. 1 .. .. .	8	24	1	17	1	3	5	5
No. 2 .. .. .	2	28	7	2	1	4	12	4
No. 3 .. .. .	..	25	5	2	..	9	2	7
No. 4 .. .. .	..	9	1	2	..	..	5	1
No. 5 .. .. .	..	6	..	1	..	3	2	..
Metropolitan ..	2	28	7	12	..	5	4	2
Totals .. .. .	12	120	21	36	2	24	30	19

**93. Rehabilitation.**—During the year ended 31st March, 1946, 856 transport licences were obtained by ex-servicemen. This brings the total licences held by ex-servicemen at 31st March, 1947, to 2,265.

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

District.	Class of Licence obtained.				
	Passenger.	Taxi.	Rental.	Goods.	Total.
No. 1 .. .. .	26	125	10	567	728
No. 2 .. .. .	31	165	8	419	623
No. 3 .. .. .	10	18	5	169	202
No. 4 .. .. .	6	59	3	294	362
No. 5 .. .. .	3	13	4	40	60
Auckland Metropolitan .. .. .	1	109	..	..	110
Wellington Metropolitan .. .. .	..	113	..	..	113
Christchurch Metropolitan .. .. .	..	44	..	..	44
Dunedin Metropolitan .. .. .	..	23	..	..	23
Totals .. .. .	77	669	30	1,489	2,265

(b) The following table shows the number of transport licences now held by ex-servicemen, and also the total number of current transport licences, as at 31st March, 1947, by districts :—

District.	Class of Licence.										
	Passenger.		Taxi.		Rental.		Goods.		Totals.		
	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total.	Ex-servicemen.	Total Licences.	Total held by Ex-servicemen.	Percentage held by Ex-servicemen.
No. 1 .. .. .	434	26	359	125	44	10	1,873	567	2,710	728	27
No. 2 .. .. .	354	31	279	165	59	8	1,313	419	2,005	623	31
No. 3 .. .. .	117	10	73	18	24	5	507	169	721	202	28
No. 4 .. .. .	145	6	118	59	18	3	612	294	893	362	41
No. 5 .. .. .	58	3	32	13	8	4	111	40	209	60	29
Auckland Metropolitan .. .. .	431	1	373	109	..	..	..	..	804	110	14
Wellington Metropolitan .. .. .	13	..	203	113	..	..	..	..	216	113	52
Christchurch Metropolitan .. .. .	15	..	104	44	..	..	..	..	119	44	37
Dunedin Metropolitan .. .. .	16	..	51	23	..	..	..	..	67	23	34
Totals .. .. .	1,583	77	1,592	669	153	30	4,416	1,489	7,744	2,265	29

**94. Goods-service Charges Tribunal.**—During the year ended 31st March, 1947, the Tribunal held hearings to deal with four applications for the review of area rates schedules, one application for exemption from an area rates schedule, two applications for special rates, and a Dominion-wide application for an increase in rates consequent on increases in wages in the road goods transport industry. In addition the Tribunal dealt with 44 general contracts and 38 mail contracts.

95. The results of the hearings are set out in the following summary :—

Application in respect of—	Decision of Tribunal.	
	Date.	Terms.
North Otago District .. ..	2/4/46	Rates increased by 7½ per cent., inclusive of general increase of 4 per cent. granted by Tribunal, 28th July, 1945. (Schedule prescribed, 1st January, 1942.)
Southland District, No. 2 Area ..	2/4/46	Rates increased by 9 per cent., inclusive of general increase of 4 per cent. granted by Tribunal, 28th July, 1945. (Schedule prescribed 1st January, 1941.)
Central Otago (Northern) District	2/4/46	Rates increased by 9 per cent., inclusive of general increase of 4 per cent. granted by Tribunal, 28th July, 1945. (Schedule prescribed 1st January, 1941.)
Central Otago (Southern) District	2/4/46	Rates increased by 6½ per cent., inclusive of general increase of 4 per cent. granted by Tribunal, 28th July, 1945. (Schedule prescribed, 1st August, 1942.)
Northern Hawke's Bay Area ..	25/11/46	Special charges to compensate for decreased pay-loads over certain areas until bridge-weight restrictions return to normal were prescribed and authorized.
Auckland City Cartage Rates ..	21/1/47	Special rates were prescribed and authorized for wool cartage.
North Auckland Rates Schedule	18/3/47	Application for exemption from rates schedule was declined.
General application in respect of goods-service charges throughout New Zealand	31/3/47	Rates increased by 4 per cent. on area schedules and 3 per cent. on city, borough, and town district schedules consequent on wage increases granted by Court of Arbitration.

96. 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.

97. The details of applications dealt with by the Tribunal since its inception are :—

Country schedules .. ..	39
Town schedules .. ..	6
General contracts .. ..	168
Mail contracts .. ..	260

98. **Cartage Rates Schedules.**—In its latest decision the Goods-service Charges Tribunal drew attention to the fact that the awarding of over-all increases on rates schedules would perpetuate and intensify anomalies in the rates schedules, as well as making the calculation of charges difficult and complicated.

99. During the coming year it is intended not only to redraft the schedules on standard lines and to include the percentage increases in the charges, but also to endeavour to remove some of the existing anomalies.

100. The industry will review each schedule on this basis, discussing the rates with users' representatives where necessary. The redrafted schedules will then be checked and submitted to the Tribunal for its consideration. This should go a long way towards meeting the defects mentioned by the Tribunal.

101. **Changes in New Zealand Transport Law during Year.**—The following are the principal enactments passed during the period 1st April, 1946, to 31st March, 1947 :—

*Section 8 of Finance Act, 1946 (Serial No. 1946, No. 16)* makes provision for the payment of mileage-tax on certain classes of motor-vehicle, replacing the provisions for this purpose contained in section 4 of the Motor-vehicles Amendment Act, 1934–35, the Second Schedule to that Act, and section 42 of the Statutes Amendment Act, 1940.

*The Transport (Goods) Applied Provisions Order 1942, Amendment No. 1 (Serial No. 1946/49).*—These regulations exempt from licensing under the Transport Licensing Act, 1931, services for the carriage of cream by farmers to and from dairy factories, and also services for providing relief to inhabitants of a locality where the usual communications are interrupted by flood, earthquake, or fire.

*Revocation of the Taxicab Emergency Regulations 1942 (Serial No. 1946/66).*—Revoked the emergency regulation allowing multiple fares to be charged for taxi-hires.

*The Traffic Sign Regulations 1937, Amendment No. 1 (Serial No. 1946/73).*—These regulations make provision for local authorities to arrange for specially defined zones of parking restriction.

*The Motor-vehicle Registration Regulations 1946 (Serial No. 1946/78).*—These regulations provide the machinery for the annual relicensing of motor-vehicles and the annual issue of registration plates.

*The Motor-vehicles Insurance (Third-party Risks) Regulations 1939, Amendment No. 5 (Serial No. 1946/79).*—These regulations provide a new scale of annual insurance premiums.

*Revocation of Emergency Regulations and Order relating to Registration and Licensing of Motor-vehicles (Serial No. 1946/81).*—Revoked the system of relicensing of motor-vehicles in operation during the war years.

*Exempting certain Railways Department Motor-vehicles from Mileage-tax (Serial No. 1946/95).*—This Order in Council exempts Crown motor-vehicles which are used exclusively for purposes connected with the construction and maintenance of the permanent-way of the Government railways from payment of mileage-tax.

*The Heavy Motor-vehicle Regulations 1940, Amendment No. 4 (Serial No. 1946/116).*—These regulations provide new provisions for assessing the licence fees of tractors and trailers and make a maximum speed of 30 miles per hour for heavy motor-vehicles instead of the former 25 miles per hour.

*The Transport (Passenger) Order 1936, Amendment No. 2, and the Transport Licensing (Passenger) Regulations 1936, Amendment No. 7 (Serial No. 1946/145).*—These regulations increase to five transport districts the former four districts outside the four metropolitan districts.

*The Transport (Goods) Controlled Areas Order 1946 (Serial No. 1946/178).*—These regulations make provision for the establishment of five controlled areas instead of four controlled areas for the licensing and control of goods-services.

**102.** 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.

**103.** 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, 1947,  
UNDER THE MOTOR-VEHICLES ACT, 1924

Postal District.	Cars.	Rental Cars.	Private-hire Cars.	Light Trucks and under (i.e., 2 tons 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.	Totals.
<i>North Island</i>																
Whangarei	..	9	15	1,424	930	137	40	76	39	701	35	370	210	11	547	10,478
Auckland	..	158	67	4,302	4,246	216	304	413	72	4,086	256	1,147	1,427	11	3,653	58,282
Thames	..	27	5	1,646	1,121	71	29	66	23	997	40	569	140	4	371	12,601
Hamilton	..	85	15	3,419	2,595	244	93	185	73	2,482	111	979	905	3	1,314	30,042
Gisborne	..	..	..	801	553	92	25	52	18	425	27	344	187	3	339	6,946
Napier	..	23	7	2,253	1,349	119	51	78	31	1,011	55	660	270	2	672	16,422
New Plymouth	..	..	..	2,008	1,716	96	20	49	22	657	64	598	124	2	744	15,999
Wanganui	..	28	9	1,359	981	58	8	56	22	602	34	455	172	2	559	11,190
Palmerston North	..	27	5	2,213	1,439	104	49	66	25	1,553	37	730	379	2	915	19,501
Masterton	..	3	1	1,000	677	96	9	23	9	559	29	357	5	2	261	7,416
Wellington	..	99	12	2,340	2,106	124	172	293	46	1,423	180	326	1,089	6	1,621	29,903
Totals, North Island	..	527	144	22,825	17,713	1,357	800	1,357	380	14,496	888	6,535	5,808	41	11,196	218,480
<i>South Island</i>																
Blenheim	..	2,188	4	547	282	90	8	21	6	332	15	280	57	..	190	3,081
Nelson	..	4,168	24	1,044	597	54	21	31	63	482	18	298	239	1	312	7,285
Westport	..	1,692	1	1,388	127	25	6	8	8	416	3	151	135	..	212	3,282
Christchurch	..	4,706	6	420	364	40	30	26	26	159	11	61	150	12	2,576	10,153
Greymouth	..	27,720	113	3,212	2,810	169	126	155	58	3,617	184	2,696	1,350	12	2,827	40,153
Timaru	..	5,984	2	1,075	566	66	13	33	11	870	29	352	64	1	1,027	10,153
Dunedin	..	2,397	4	1,495	258	16	5	17	1	335	17	266	17	1	164	3,991
Invercargill	..	12,084	69	1,784	1,325	141	81	185	42	1,262	69	1,102	251	4	1,509	19,916
Totals, South Island	..	66,242	301	10,309	7,662	640	333	555	257	8,292	394	7,916	2,488	24	6,438	111,942
Totals, New Zealand	..	201,155	828	33,134	25,375	1,997	1,133	1,912	637	22,788	1,282	14,451	8,296	65	17,634	330,422

TABLE NO. 2.—COMPARATIVE TABLE SHOWING NUMBER OF MOTOR-VEHICLES LICENSED AS AT 31ST MARCH, 1937 TO 1947, INCLUSIVE

Year.*	Cars, Private and 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 Licence Fees.	Government 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	26,456	19,433	560	817	1,889	487	7,073	16,572†	12,105	1,285	286,530
1944	199,379	721	12,479	47	27,094	19,928	550	862	1,987	500	7,430	4,087	15,033	1,454	277,078
1945	198,629	789	13,624	43	28,616	21,985	572	932	2,005	501	9,611	5,207	17,064	1,576	284,090
1946	200,492	933	16,110	57	30,435	23,499	595	1,025	2,113	546	11,903	5,814	20,031	1,947	295,469
1947	201,155	1,282	17,634	65	33,134	25,375	637	1,133	2,147	828	14,451	8,296	22,788	1,997	308,134

\* 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 1944-45, INCLUSIVE.

Expenditure on	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.	1944-45.
	£	£	£	£	£	£	£
Maintenance—							
Main highways .. .. .	1,501,539	1,682,453	1,314,694	1,482,531	1,952,732	1,519,201	1,555,596
Urban roads and streets ..	392,032	406,775	424,201	463,533	453,282	441,633	496,812
Other roads .. .. .	955,994	1,098,366	1,038,204	1,164,972	1,305,723	1,270,279	1,447,075
Totals .. .. .	2,849,565	3,137,594	2,777,099	3,111,036	3,711,737	3,231,113	3,499,483
Construction—							
Main highways .. .. .	428,072	624,943	1,622,982	2,565,822	3,331,959	116,086	318,856
Urban roads and streets ..	944,235	902,918	938,692	982,008	1,303,173	452,656	494,809
Other roads .. .. .	1,172,529	1,102,730	1,443,185	1,605,648	2,025,818	187,549	248,223
Totals .. .. .	2,544,836	2,631,591	4,004,859	5,153,478	6,665,950	756,291	1,061,888
Interest and sinking-fund charges—							
Main highways .. .. .	612,129	605,403	605,925	642,695	734,507	695,571	756,380
Urban roads and streets ..	554,400	580,979	573,423	580,773	572,439	698,960	634,728
Other roads .. .. .	1,136,515	1,122,408	1,047,394	1,135,116	1,248,346	995,773	1,033,954
Totals .. .. .	2,303,044	2,308,790	2,226,742	2,358,584	2,555,292	2,390,304	2,425,062
Grand totals .. .. .	7,697,445	8,077,975	9,008,700	10,623,098	12,932,979	6,377,708	6,986,433

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 1944-45, INCLUSIVE

—	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1943-44.	1944-45.
	£	£	£	£	£	£	£
Main highways—							
Loan .. .. .	360,118	549,546	892,274	1,708,635	2,739,751	110,559	303,673
Local rates .. .. .	471,851	502,408	571,507	448,949	451,737	335,127	434,256
Employment Promotion Fund .. .. .	280,751	45,638	5,662	97,864	297,531	..	..
General taxation .. .. .	151,229	157,403	169,239	213,299	233,098	5,119	14,671
Motor taxation .. .. .	1,277,791	1,607,804	1,958,919	2,222,301	2,297,072	1,880,053	1,878,232
Totals .. .. .	2,541,740	2,862,799	3,543,601	4,601,048	6,019,189	2,330,858	2,630,832
Urban roads—							
Loan .. .. .	71,307	118,745	199,783	203,827	157,429	21,978	23,707
Local rates .. .. .	1,072,108	1,080,048	1,059,920	1,097,237	1,077,607	1,188,056	1,202,381
Employment Promotion Fund .. .. .	475,306	384,050	330,156	336,140	705,807	36,409	28,289
General taxation .. .. .	..	..	..	..	..	..	..
Motor taxation .. .. .	271,946	308,829	346,457	389,110	393,051	346,806	371,972
Totals .. .. .	1,890,667	1,891,672	1,936,316	2,026,314	2,333,894	1,593,249	1,626,349
Other roads—							
Loan .. .. .	398,371	466,152	939,714	1,169,128	1,350,322	84,321	125,470
Local rates .. .. .	781,010	863,458	916,181	1,027,709	1,163,289	992,635	1,192,808
Employment Promotion Fund .. .. .	714,887	580,000	357,220	276,695	554,242	19,994	24,375
General taxation .. .. .	985,081	1,010,496	1,017,082	1,101,369	1,185,080	1,019,005	1,013,064
Motor taxation .. .. .	385,689	403,398	298,586	330,835	321,954	337,626	373,535
Totals .. .. .	3,265,038	3,323,504	3,528,783	3,905,736	4,570,887	2,453,601	2,729,252
All roads—							
Loan .. .. .	829,796	1,134,443	2,031,771	3,081,590	4,247,502	216,858	452,850
Local rates .. .. .	2,324,969	2,445,914	2,493,608	2,573,895	2,697,633	2,515,838	2,829,445
Employment Promotion Fund .. .. .	1,470,944	1,009,688	693,038	710,699	1,557,580	56,403	52,664
General taxation .. .. .	1,136,310	1,167,899	1,186,321	1,314,668	1,418,178	1,024,124	1,027,735
Motor taxation .. .. .	1,935,426	2,320,031	2,603,962	2,942,246	3,012,077	2,564,485	2,623,739
Totals .. .. .	7,697,445	8,077,975	9,008,700	10,623,098	12,932,970	6,377,708	6,986,433

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 .. ..	12,027	126	58	184
1945 .. ..	12,060	129	63	192
<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 .. ..	4,287	103	163	266
1945 .. ..	4,298	116	148	264
<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 .. ..	37,135	34	27	61
1945 .. ..	37,405	39	28	67
<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
1945 .. ..	53,763	65	45	110

TABLE NO. 6.—COMPARISON OF DETAILS OF FATAL MOTOR ACCIDENTS FOR THE CALENDAR YEARS 1941 TO 1946

Item.	Year.					
	1941.	1942.	1943.	1944.	1945.	1946.
<i>Number of Fatal Accidents</i>						
(a) Total number .. .. .	158	159	138	134	109	174
Number in daylight .. .. .	80	95	94	74	70	90
Number in darkness .. .. .	78	64	44	60	39	84
(b) Number occurring in built up areas—						
Total number .. .. .	87	83	75	74	60	80
Number in daylight .. .. .	43	48	52	44	35	37
Number in darkness .. .. .	44	35	23	30	25	43
(c) Number occurring on rural roads—						
Total number .. .. .	71	76	63	60	49	94
Number in daylight .. .. .	35	47	42	30	35	53
Number in darkness .. .. .	36	29	21	30	14	41
(d) Number of collisions between motor-vehicles—						
Total number .. .. .	22	21	20	16	20	23
Number in daylight .. .. .	13	12	15	8	15	12
Number in darkness .. .. .	9	9	5	8	5	11
(e) Number of collisions with railway trains—						
Total number .. .. .	8	14	9	6	7	12
Number in daylight .. .. .	7	10	9	6	7	10
Number in darkness .. .. .	1	4	..	..	..	2
(f) Number of collisions with trams .. .. .	1	2	..	3	3	3
(g) Number of collisions with bicyclists—						
Total number .. .. .	25	22	20	23	13	23
Number in daylight .. .. .	14	15	17	14	8	11
Number in darkness .. .. .	11	7	3	9	5	12
(h) Number of collisions with pedestrians—						
Total number .. .. .	53	44	42	42	33	54
Number in daylight .. .. .	21	19	26	24	24	27
Number in darkness .. .. .	32	25	16	18	9	27
(i) Number of collisions with ridden horse .. .. .	..	..	..	..	..	..
(j) Number of collisions with horse-vehicles or animals .. .. .	..	..	..	..	..	1
(k) Number of other collisions—						
Total number .. .. .	16	16	24	15	6	18
Number in daylight .. .. .	8	8	13	7	5	7
Number in darkness .. .. .	8	8	11	8	1	11
(l) Number of non-collisions—						
Total number .. .. .	33	40	23	32	17	40
Number in daylight .. .. .	16	31	14	15	11	23
Number in darkness .. .. .	17	9	9	17	6	17
<i>Number of Persons killed</i>						
(a) Total number .. .. .	175	167	145	140	129	190
(b) Number of occupants of motor-vehicles (excluding motor-cycles)	76	75	67	56	68	83
(c) Number of riders of motor-cycles or pillion riders	21	26	16	17	15	24
(d) Number of bicyclists .. .. .	25	22	20	23	13	23
(e) Number of pedestrians .. .. .	53	44	42	42	33	57
(f) Number of other road users .. .. .	..	..	..	2	..	3

TABLE NO. 7.—TYPES OF MOTOR ACCIDENTS DURING THE CALENDAR YEAR 1946

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	13	609	622	10	341	351	23	950	973
With a railway train ..	6	15	21	6	5	11	12	20	32
With an electric tram ..	3	43	46	..	..	..	3	43	46
With a bicyclist ..	13	586	599	10	80	90	23	666	689
With a pedestrian ..	36	613	649	18	73	91	54	686	740
With a horse-vehicle ..	..	4	4	..	4	4	..	8	8
With a ridden horse ..	..	4	4	..	..	..	..	4	4
With an animal ..	..	2	2	1	14	15	1	16	17
With a telegraph-pole ..	3	75	78	6	50	56	9	125	134
With a fixed object ..	..	..	..	..	..	..	..	..	..
Other collisions ..	2	41	43	7	60	67	9	101	110
Totals, collisions ..	76	1,992	2,068	58	627	685	134	2,619	2,753
<i>Non-collisions</i>									
Drove off roadway ..	..	13	13	8	65	73	8	78	86
Over bank ..	1	13	14	15	72	87	16	85	101
Overtaken on road ..	..	32	32	6	62	68	6	94	100
Person fell from vehicle	2	37	39	7	40	47	9	77	86
Other ..	..	15	15	1	21	22	1	36	37
Totals, non-collisions	3	110	113	37	260	297	40	370	419
Totals, accidents ..	79	2,102	2,181	95	887	982	174	2,989	3,163

TABLE NO. 8.—DISTRIBUTION OF MOTOR ACCIDENTS ON THE SYSTEM OF ROADS AND STREETS DURING THE CALENDAR YEAR 1946

Classification of Locality.	Fatal Accidents.		Non-fatal Accidents.		All Accidents.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
Four main centres ..	42	24.2	1,226	41.0	1,268	40.1
Secondary cities (5) ..	7	4.0	272	9.1	279	8.8
Boroughs 6,000-20,000 population (18)	12	6.9	313	10.5	325	10.3
Small boroughs, town districts, and closely populated localities ..	18	10.3	291	9.7	309	9.8
Totals, built-up areas ..	79	45.4	2,102	70.3	2,181	69.0
State highways ..	31	17.8	315	10.5	346	10.9
Main highways ..	39	22.4	373	12.5	412	13.0
Other rural roads ..	25	14.4	199	6.7	224	7.1
Total of open-road accidents ..	95	54.6	887	29.7	982	31.0
Total accidents ..	174	100.0	2,989	100.0	3,163	100.0

TABLE NO. 9.—NUMBER AND TYPE OF MOTOR ACCIDENTS OCCURRING IN THE LARGER CENTRES OF POPULATION DURING CALENDAR YEAR 1946

Type of Accident.	Auckland Metropolitan Area.	Wellington City.	Christchurch City.	Dunedin City.	Lower Hutt City.	Palmerston North City.	Wanganui City.	Invercargill City.	Hamilton City.	Total.
Number of fatal accidents ..	22	7	9	4	1	2	1	2	1	49
<i>Number of Collisions</i>										
With other motor-vehicle ..	143	78	83	31	20	10	12	20	31	428
With railway train ..	..	..	1	..	1	2	1	..	2	7
With electric tram ..	21	8	10	2	..	..	..	2	..	43
With bicyclist ..	103	25	165	26	18	24	17	21	25	424
With pedestrian ..	215	128	46	34	15	7	8	6	12	471
With telegraph or power pole	29	12	4	5	2	1	1	..	..	54
Other collisions ..	12	10	6	6	2	..	1	..	3	40
<i>Non-collisions</i>										
Vehicle left road ..	9	6	..	2	1	..	..	1	..	19
Vehicle overturned ..	9	5	4	2	2	..	2	..	1	25
Person fell from vehicle ..	8	7	3	2	5	..	1	..	1	27
Other ..	3	2	2	2	..	..	..	1	..	10
Total number of accidents	552	281	324	112	66	44	43	51	75	1,548

TABLE NO. 10.—CLASSIFICATION OF ROAD USERS KILLED OR INJURED EACH MONTH DURING CALENDAR YEAR 1946

Month.	Number of Persons killed and injured.					
	Occupants of Motor-vehicles.	Motor-cyclists or Pillion-riders.	Bicyclists.	Pedestrians.	Other.	Total.
January ..	150	58	40	42	2	292
February ..	168	33	59	55	2	317
March ..	193	30	67	71	1	362
April ..	195	50	56	56	1	358
May ..	151	34	64	81	1	331
June ..	246	38	68	88	6	446
July ..	163	20	59	65	1	308
August ..	207	30	51	76	1	365
September ..	161	41	46	58	2	308
October ..	158	28	45	67	2	300
November ..	141	34	52	43	..	270
December ..	393	88	97	96	3	677
Totals ..	2,326	484	704	798	22	4,334

TABLE NO. 11.—NUMBER OF YOUNG CHILDREN KILLED OR INJURED AS PEDESTRIANS DURING THE SIX CALENDAR YEARS 1941-46, INCLUSIVE

Age of Child.	Number of Casualties during the Year.					
	1941.	1942.	1943.	1944.	1945.	1946.
Under one year .. ..	..	..	..	..	..	..
One year .. .. .	..	1	..	4	1	6
Two years .. .. .	13	13	6	12	6	13
Three years .. .. .	13	12	13	14	14	21
Four years .. .. .	10	12	33	13	12	35
Totals .. .. .	36	38	52	43	33	75

TABLE NO. 12.—NUMBER OF SCHOOL PUPILS KILLED OR INJURED DURING THE SIX CALENDAR YEARS 1941-1946, INCLUSIVE

Age of Child.	Number of Pedestrian Casualties during the Year.					
	1941.	1942.	1943.	1944.	1945.	1946.
5 years .. .. .	20	25	8	19	19	29
6 years .. .. .	26	15	12	20	13	38
7 years .. .. .	18	13	10	16	10	24
8 years .. .. .	16	12	6	8	6	9
9 years .. .. .	13	7	7	10	11	12
Totals, 5-9 years ..	93	72	43	73	59	112
10 years .. .. .	10	5	3	6	5	9
11 years .. .. .	8	9	1	6	8	9
12 years .. .. .	14	4	2	9	4	9
13 years .. .. .	8	4	4	2	2	9
14 years .. .. .	5	1	1	4	5	7
15 years .. .. .	7	1	5	7	4	4
Totals, 10-15 years ..	52	24	16	34	28	47
Totals, 5-15 years ..	145	96	59	107	87	159

Age of Child.	Number of Cyclist Casualties during the Year.					
	1941.	1942.	1943.	1944.	1945.	1946.
5 years .. .. .	..	..	2	..	..	..
6 years .. .. .	5	2	3	1	6	3
7 years .. .. .	7	3	1	3	4	3
8 years .. .. .	5	3	4	1	7	7
9 years .. .. .	17	7	6	10	10	10
Totals, 5-9 years ..	34	15	16	15	27	23
10 years .. .. .	20	14	10	7	4	12
11 years .. .. .	30	15	10	14	15	24
12 years .. .. .	24	18	12	15	15	31
13 years .. .. .	37	26	10	25	9	27
14 years .. .. .	36	31	8	15	10	30
15 years .. .. .	48	21	14	22	29	40
Totals, 10-15 years ..	195	125	64	98	82	164
Totals, 5-15 years ..	229	140	80	113	109	187

NOTE.—All children of ages 5 years to 15 years are included as school pupils.

TABLE NO. 13. TABLE SHOWING NATURE OF OFFENCES INVOLVED IN CONVICTIONS DURING EACH OF THE FOUR YEARS ENDED 31ST MARCH, 1944-47, INCLUSIVE

Nature of Offence.	1944.	1945.	1946.	1947.
<i>Road Traffic Offences</i>				
	Number.	Number.	Number.	Number.
Intoxicated in charge .. .. .	24	27	31	42
Negligent driving .. .. .	5	8	1	4
Driving in dangerous manner .. .. .	25	52	49	92
Dangerous speeding .. .. .	6	6	16	25
Careless or inconsiderate driving .. .. .	11	35	59	90
Exceeding 30 miles per hour .. .. .	284	368	467	552
Overtaking offences .. .. .	5	11	19	28
Failing to keep to left .. .. .	18	20	46	59
Failing to yield at intersections .. .. .	9	16	31	37
Driver's licence offences .. .. .	420	469	697	484
Licensing and registration offences .. .. .	214	230	320	208
Lighting defects .. .. .	49	89	217	635
Defective brakes .. .. .	54	59	84	87
Warrant of Fitness offences .. .. .	716	960	1,697	837
Loading offences .. .. .	14	42	62	53
Cycling offences .. .. .	179	255	312	230
Exceeding 40 miles per hour .. .. .	400	387	474	373
Other offences .. .. .	126	206	339	300
Failure to dip lights .. .. .	..	..	..	91*
Crossing railway-line when not clear .. .. .	..	..	..	38*
<i>Heavy Motor-vehicle Offences</i>				
Exceeding heavy traffic licence .. .. .	39	99	130	121
Exceeding axle load .. .. .	18	46	40	23
No heavy traffic licence .. .. .	112	215	201	173
Speeding .. .. .	191	281	387	267
No disk or class plates .. .. .	43	56	34	10
Other offences .. .. .	12	15	36	29
<i>Transport Licensing Offences</i>				
Unlicensed services .. .. .	53	99	98	87
Breach of terms of licences .. .. .	11	11	9	13
Failure to carry vehicle authority .. .. .	53	142	166	67
Other offences .. .. .	56	38	31	54
Failure to carry Certificate of Fitness .. .. .	47	82	102	74
<i>Miscellaneous Offences</i>				
Transport control offences .. .. .	26	29	10	†
Exceeding tire-load limitations (new regulations)	..	45	95	14
Carrying racehorses over thirty miles by road (new regulations)	..	87	8	†
Under miscellaneous Acts and regulations .. .. .	118	113	110	106
	3,338	4,598	6,288	5,303

\* Not previously recorded separately.

† Restrictions lifted.

TABLE NO. 14.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1947, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO PASSENGER-SERVICES WERE DEALT WITH BY ALL DISTRICT AND METROPOLITAN TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered by District Licensing Authorities.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	284	151	349	84	868
Refused .. .. .	22	..	8	1	31
Withdrawn .. .. .	13	1	8	1	23
Reserved .. .. .	16	1	17	6	40
Adjourned .. .. .	11	..	12	..	23
District totals .. .. .	346	153	394	92	985

  

Decision.	Total Number of Applications considered by Metropolitan Licensing Authorities.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	418*	16	77	11	522
Refused .. .. .	3	..	2	..	5
Adjourned .. .. .	..	..	1	..	1
Metropolitan totals .. .. .	421	16	80	11	528
New Zealand totals .. .. .	767	169	474	103	1,513

\*Includes 341 licences for taxis to and from race meetings, and 62 licences for taxis to and from early trains.

TABLE NO. 15.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1947, 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 Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	100	301	141	158	700
Refused .. .. .	85	..	12	9	106
Withdrawn .. .. .	34	..	7	4	45
Reserved .. .. .	14	37	60	6	117
Adjourned .. .. .	51	9	9	1	70
District totals .. .. .	284	347	229	178	1,038

  

Decision.	Total Number of Applications considered by Metropolitan Licensing Authorities.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	67	96	317	78	558
Refused .. .. .	290	..	..	5	295
Withdrawn .. .. .	3	..	..	..	3
Adjourned .. .. .	21	..	2	..	23
Metropolitan totals .. .. .	381	96	319	83	879
New Zealand totals .. .. .	665	443	548	261	1,917

TABLE NO. 16.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1947, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO RENTAL-CAR SERVICES WERE DEALT WITH BY THE FIVE DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	58	33	99	9	199
Refused .. .. .	10	1	1	1	13
Withdrawn .. .. .	8	..	1	..	9
Reserved .. .. .	4	..	..	..	4
Adjourned .. .. .	7	..	2	..	9
Totals .. .. .	87	34	103	10	234

TABLE NO. 17.—TABLE SHOWING FOR YEAR ENDED 31ST MARCH, 1947, THE MANNER IN WHICH ALL APPLICATIONS RELATING TO GOODS-SERVICES WERE DEALT WITH BY THE FIVE DISTRICT TRANSPORT LICENSING AUTHORITIES

Decision.	Total Number of Applications considered.				
	New Licences.	Renewals.	Amendments.	Transfers.	Total.
Granted .. .. .	486	1,216	1,179	584	3,465
Refused .. .. .	103	11	61	10	185
Withdrawn .. .. .	44	4	34	7	89
Reserved .. .. .	62	10	63	28	163
Adjourned .. .. .	58	9	66	19	152
Totals .. .. .	753	1,250	1,403	648	4,054

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