

REPORT.

1. INTRODUCTION.

THE summarized outstanding points recorded for the year are as follows:—

- (a) An expansion of business in both passenger and freight services licensed under the Transport Licensing Act.
- (b) Good progress made by the four District Transport Licensing Authorities in the licensing and control of the motor passenger and freight services, and in improving the labour conditions in the licensed motor freight services.
- (c) New car registrations during the year were 25,796, or a daily average of over 70, the highest figure yet recorded; while the registrations of commercial vehicles (8,999) again exceeded the previous peak year.
- (d) The estimated quantity of petrol consumed by motor transport during the year was just over 72,000,000 gallons, or 9,000,000 gallons in excess of the figure for the previous peak year, 1930.
- (e) The receipts from all classes of motor taxation (including Customs duties in respect of vehicles and parts) was just under £5,350,000, nearly £900,000 ahead of the figure for the previous year.
- (f) The estimated annual expenditure on roads, streets, and bridges during 1935–36 amounted to £8,100,000, or £400,000 in excess of the figure for the previous year.
- (g) A further 2,068 miles of roads were classified according to load-limits during the year. This brings the percentages of roads classified to 95 per cent. for main highways and 54 per cent. for rural roads.
- (h) Persons killed in road accidents numbered 213 during the year, an increase of 10 over the figure for the previous year.
- (i) A representative conference of all interested sections of the public was convened by the Hon. the Minister of Transport to consider the road-accident problem.
- (j) A National Road Safety Council was set up to act in an advisory capacity to the Hon. the Minister of Transport.
- (k) The Traffic Regulations were overhauled, and a Road Code for the guidance of all classes of road-users was prepared. Copies of the Road Code and summary of the regulations supplied to every home and to motorists.
- (l) Far-reaching measures for road safety instituted.
- (m) As from 1st April, 1937, the Transport Department assumed control of Traffic Inspectors formerly under the control of the Main Highways Board.
- (n) General speed-limit of 30 m.p.h. adopted in borough and town districts and closely populated areas.
- (o) New comprehensive system of statistics relating to road-traffic accidents instituted.
- (p) Probation scheme for education of traffic offences instituted.
- (q) Considerable increases during calendar year 1936 in convictions for offences of negligent or dangerous driving, excessive speed, and drunk in charge of motor-vehicle.
- (r) System of six-monthly inspections for mechanical fitness of all classes of motor-vehicles, not already required to be inspected, instituted.
- (s) New provisions relating to the maximum driving-hours and periods of rest in respect of the drivers of all commercial motor-vehicles came into operation.
- (t) The claims paid and estimated liability in respect of outstanding claims under the third-party insurance scheme again exceeded the revenue from premiums received.
- (u) The number of claims during the year under the agreement relating to “hit-and-run” drivers was 30, compared with 38 for the previous year.
- (v) Institution of policy of single ownership of road and rail services over certain long-distance routes with a view to securing the co-ordination of these services.
- (w) Expansion in commercial air transport services.