

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.