

The following table includes police and local-body prosecutions and shows the principal offences for which convictions were recorded during the last five years:—

Class of Offence.	Calendar Year.				
	1932.	1933.	1934.	1935.	1936.
Registration, &c., of vehicles	4,521	4,337	4,460	4,240	4,317
Lighting of vehicles	3,406	3,661	3,234	3,440	3,335
Negligent or dangerous driving	2,693	2,314	2,429	2,890	3,553
Excessive speed	2,052	1,428	1,269	1,352	1,697
Parking regulations	949	694	1,326	1,495	1,334
Drunk in charge of vehicles	326	302	265	335	492
Other	1,657	1,400	1,447	1,551	1,965
Totals	15,604	14,136	14,430	15,303	16,693

The sharp upward trend during the last two years in the figures for the more serious offences of dangerous and negligent driving, drunk in charge, and excessive speed are not reassuring.

(iii) ROAD CONDITIONS.

Following the recommendations made by the committee set up by the Safety Council, all local authorities have been circularized drawing attention to the main-road hazards which should receive attention.

The question of faulty road conditions has been taken up also with the Main Highways Board, who have set aside an annual sum of £25,000 for special safety measures as distinct from ordinary maintenance.

Individual cases of possible hazards have also been brought to the notice of the appropriate authorities with a view to securing improved conditions of safety at particular localities.

In addition, certain action has been taken in the direction of securing a uniform style of signposting in order to apprise road-users of the nature of possible hazards ahead.

(iv) IMPROVED VISIBILITY AT NIGHT.

The sub-committee which the Safety Council set up in this connection dealt first with the question of vehicle-lighting, and later brought down recommendations regarding the lighting of the more important highways.

The main features of the report regarding vehicle-lighting were adopted and embodied in the Traffic Regulations, the major provisions being for a depressed headlight beam with the offside light permanently deflected to the left.

The recommendation of the Safety Council that a modern type of lighting be provided on all highways where the motor traffic reaches an average volume of 2,500 vehicles per day is considered essential for the promotion of safety of night, and an earnest endeavour is consequently being made to introduce suitable schemes in such instances.

(v) INSPECTION OF MOTOR-VEHICLES.

Recent legislation now requires that all motor-vehicles must undergo periodical mechanical inspection. This work may be classified into three divisions, depending upon the nature of the certificate issued. All vehicles which carry passengers for hire or reward are required to carry a certificate of fitness. All goods-service vehicles must obtain a goods-service-inspection certificate. All other vehicles, with the exception of those licensed for hire by a competent authority, are required to carry a Warrant of Fitness.

(a) *Certificate of Fitness*.—All omnibuses, service-cars, contract vehicles, school buses, &c., are examined by Vehicle Inspectors attached to this Department, and all matters which might prejudice the safety, health, and comfort of the passengers receive careful consideration.

By Order in Council gazetted on the 10th December, 1936, the previous exemption of school buses from carrying a Certificate of Fitness was revoked, and all vehicles carrying children for hire or reward will now be subjected to the same periodical inspection by the Vehicle Inspectors as that given to all other passenger-service vehicles. Although the requirements for school vehicles are in general the same as those for other passenger-vehicles, it is those matters which are likely to prejudice the health and safety of the children that receive the principal consideration.