

regarding the remaining crossings. When compared with the fatal accidents recorded through other road dangers it is found that the railway-crossing hazard does not bulk so large as might be expected, and, with the elimination of 250 of the most heavily trafficked and consequently potentially dangerous crossings, will not be such a predominant factor in accidents.

In view of the high average cost of separating the grades it is recommended that the Main Highways Board be requested to investigate thoroughly the possibilities and costs of other protective measures for dealing with this problem. In this connection the Main Highways Board is now endeavouring to secure particulars of a certain protective device which appears to have good possibilities.

(16) *Statistics regarding the Road Factor.*—The final recommendation of the Committee is in regard to the urgent need for a comprehensive system of statistics from which may be determined the relative economy of the various measures to be taken in making the roads safe. From the accident records also, a system of spot maps should be kept and the exact locality of accidents marked thereon, and in this way the danger points would readily be identified and protective measures effected.

Attached to this report is a copy of a table compiled by the Transport Department which analyses past records of fatal accidents where it was considered that the road factor contributed in some manner or to some degree to the accident.

J. WOOD, Chairman.

[Adopted by the Council.]

Fatalities and other Serious Accidents from January, 1930, to August, 1936 (inclusive), in which Road Conditions were a Contributory Factor.

Type of Accident.	Primary or Contributory Factors in Accident.																	Totals.	Percentage of Total.	
	Road intersection.	Railway-crossing.	Rough Road-surface.	Slippery Road-surface.	Loose Metal.	Narrow Road Width.	Steep Grade.	High Road-crown.	Inadequate Sight Distance at Crests.	Visibility affected by Trees, Hedges, &c.	Curve a Factor.	Bridge-approach.	Slippery Bridge-surface.	One-way Bridge.	Failure of Bridge.	Blockage by Slip.	Failure of Road-shoulder.			Position of Tram-line.
Vehicle overturned ..	..	..	11	16	21	2	2	..	..	10	..	..	..	..	..	..	..	..	62	14.8
Vehicle over bank ..	..	..	3	5	10	9	5	..	1	34	8	3	..	3	1	2	..	..	84	20.1
Collision—																				
Two motor-vehicles ..	91	..	..	3	6	1	1	..	2	41	1	1	2	..	..	..	..	..	150	35.9
Motor-vehicle and train ..	..	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	45	10.8
Motor-vehicle and horse vehicle	4	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	5	1.2
Motor-vehicle and pedestrian	5	..	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	8	1.9
Motor-vehicle and stationary object	..	1	1	1	1	..	4	..	..	6	1	1	..	..	..	..	..	..	16	3.8
Motor-vehicle and tram ..	3	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	5	1.2
Motor-vehicle and cyclist ..	34	..	..	1	..	..	2	..	..	6	..	..	..	..	..	..	..	..	43	10.3
Totals ..	137	46	15	27	38	12	14	..	3	1	99	10	5	4	3	1	2	1	418	100.0
Percentage of total ..	32.8	11.0	3.6	6.5	9.1	2.9	3.3	..	0.7	0.2	23.7	2.4	1.2	1.0	0.7	0.2	0.5	0.2	100.0	..

NOTE.—The number of accidents in which the road was a factor represents 36.9 per cent. of total of 1,135 recorded accidents during the above period.

TRAFFIC LAWS.

I have to report that the above sub-committee met on the 4th November, and gave detailed consideration to the Draft Traffic Regulations and the numerous comments concerning them which have been received.

As a result the sub-committee made many suggestions for amendment of the draft, which is now placed before the Council with these amendments incorporated. The main alterations are as follows :—

Regulation 4 : General.—Clause (2) has been redrafted as shown.

Clauses have been added as to general requirements. The principal ones relate to compliance with traffic-control lights and stopping or parking requirements for all vehicles.

Regulation 5 : Offences.—The penalty clause is widened. It is also recommended to the Council that the maximum penalty for pedestrians be increased from 5s. to a higher sum.

Regulation 7 : Lights.—This was revised by the sub-committee on lighting, and therefore was not considered by the Traffic Laws Sub-committee.

Regulation 11 : Motor-vehicle Inspection.—It is recommended that the date for issue of Warrants of Fitness be extended, that the approved issuing firms be required to erect a prescribed sign, and that the Minister make an announcement that inspection of vehicles by private firms is a temporary measure, pending its being taken over by the Government and local authorities.

Regulation 12 : Loading and Dimensions.—(1) A maximum height of 14 ft. is suggested.

Regulation 13 : Towing.—Omit words *re* duplication of towing connection.

Regulation 14 : Rules of the Road.—(1) Redrafted as shown.

(2) It is suggested that the Council consider prohibiting trams being overtaken on the right.