

Regulation 21: Equipment.—The suggestion has been incorporated that all bicycles have a white rear surface, whether tail-light is fitted or not.

Former Pedestrian Regulations 28 (keeping to right), 30 (duties after descending from tram), and 33 (keeping lookout while crossing roadway) have been omitted, as it is suggested that they be incorporated in the form of advice in the Highways Code.

General.—New provisions proposed are prohibition of overtaking at intersections or unless 300 ft. clear view, driver's signals for right turns and stop, and prohibition of passing stopped trams going same way.

It is proposed that from the date of issue of the regulations three months be permitted for fitting windscreen wipers and one month for fitting other new equipment.

As soon as the scope of the Traffic Regulations has been finalized, a Highways Code, explaining requirements in simple language and containing supplementary advice, will be prepared and submitted to the Council.

On behalf of the Traffic Laws Sub-committee,

G. L. LAURENSEN, Chairman to Sub-committee.

[Adopted by the Council with following additional recommendations: Maximum penalty of £2 for pedestrians; tail-lamps to be visible at 60 ft.; passing of trams to be left as at present; only one spot-light be permitted; pedestrians be required to keep as far as practicable to the right when walking along roadways.]

ACCIDENT STATISTICS.

I have to report as follows regarding the progress made by the Statistics Committee:—

In the first place the Committee realizes the value of adequate and comprehensive statistics being kept in order to determine the relative importance of the contributory causes of accidents as a basis for—

- (1) Devising the appropriate means for their prevention; and
- (2) Ascertaining the efficacy of the various protective measures taken.

The question then arises as to what statistics should be collected for analysis and the means of collecting them.

For this purpose accidents may be grouped as follows:—

- (1) Accidents involving personal injuries—
 - (a) Fatal:
 - (b) Non-fatal.
- (2) Accidents which do not involve personal injury but involve damage to property—
 - (a) Vehicle insured under a comprehensive policy:
 - (b) Vehicle not insured.

PERSONAL INJURY ACCIDENTS.

While there is at the present time legislation providing that if a motor accident involves injury to any person it shall be reported to the police, this information is not statistically recorded on a standard basis. Records of fatal accidents only are at present compiled and analysed as to causes, and these do not provide a sufficient number of cases to be of adequate statistical value. The Committee feels that the information which is now secured by the police in respect of all cases of personal injury would, if made available, provide a basis for comprehensive records of all such accidents.

Complete records of this class of accident would enable definite comparisons to be made regarding the accident rate by reason of the fact that a certain definite class of accident would be recorded. There would also be a sufficient number of cases upon which to base remedial measures and to gauge their effect.

The Committee therefore recommends that the co-operation of the Police Department be sought with a view to undertaking the reporting of accidents to the Census and Statistics Department for compilation and analysis of causes. The Commissioner of Police has expressed his willingness to assist in this matter as far as possible, and there appears no reason why a suitable system on these lines might not be introduced at an early date.

FORM OF ACCIDENT REPORT.

The Committee has examined carefully the various data which it is proposed to secure in regard to each accident, and the attached accident report form has been evolved. This form is based partially upon a form proposed some years ago and also upon the report form adopted generally in the United States of America. The information asked for on the form conforms with the recommendations regarding accident statistics made by the Conference of Statisticians at Ottawa, 1935.

It is recommended that, subject to the endorsement of the police, the form submitted with this report be adopted.

The procedure to be followed in the case of an accident involving personal injury would be:—

- (1) The driver would report the accident to the nearest police-station (as now required by law).
- (2) The police would fill in as completely as possible the data required by the form. (In some cases this may not be finalized until legal proceedings, if any, are completed).
- (3) The form would then be forwarded by the Police Department to the Government Statistician for compiling accident records and analysis of contributory causes.