

ANNUAL REPORT 2007

LETTER TO THE MINISTER

The Hon. Eric Roozendaal, MLC
Minister for Roads
Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

Dear Minister

I have pleasure in submitting the Annual Report and Financial Statements of the Roads and Traffic Authority for presentation to the Parliament of New South Wales for the financial year ended 30 June 2007. It has been prepared in accordance with the *Annual Reports (Statutory Bodies) Act 1984* and the *Public Finance and Audit Act 1983*.

Yours sincerely



Les Wielinga
Chief Executive

ABOUT THIS REPORT

The Roads and Traffic Authority (RTA) Annual Report is a summary of our performance during the 2006–07 financial year. This report is structured in line with the RTA corporate planning framework and sets out our activities, achievements and performance against the key result areas of:

- Positive economic outcomes.
- Positive road safety outcomes.
- Positive environmental and urban design outcomes.
- Value for money.

Each chapter corresponds to one of the corporate framework key result areas. The chapter pages also showcase particular projects which deliver on these key result areas. The past year has seen the delivery of some significant projects which we celebrate and highlight in this report.

A compliance index on page 221 demonstrates how all statutory reporting requirements have been met. In addition to the legislative imperative, this report has been prepared to keep our stakeholders and the community informed. We have listened to feedback and have included a more comprehensive overview of the people of the RTA – those responsible for delivering services to the community of New South Wales (NSW). The structures we have in place to ensure effective service delivery are described along with the individual achievements of many of our skilled and innovative employees.

The RTA's role within the NSW community is one that we take seriously. This report outlines the ways in which we engage with stakeholders and the community to secure the best outcomes.

This report includes many projects and other initiatives which have subsequently been completed and delivered. These post 30 June 2007 events (such as road openings) will be included in next year's report.

To minimise environmental and financial impacts, the RTA does not produce many hard copies of its annual report. The report is published on the internet at www.rta.nsw.gov.au (click on Publications, statistics and forms). Your feedback is welcomed via the RTA website under 'contact us'.

Front cover image: Sydney Harbour Bridge 75th birthday celebrations. Photographer: Geoff Ward

In March 2007, one of the RTA's and the nation's most recognisable pieces of infrastructure turned 75.

Up to 100 RTA staff members work on the Sydney Harbour Bridge each day, including engineers, painters, metal workers, fitters, riggers, carpenters, boilermakers, electricians, toll collectors, tow truck drivers, iron workers and clerical workers. These staff are vital to the ongoing maintenance and day-to-day functioning of the bridge.

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CHIEF EXECUTIVE'S OVERVIEW

I am proud to have served my first 12 months as Chief Executive of the RTA and to present the Annual Report for the financial year 2006–07. This has been a rewarding and challenging first year and as I reflect upon the commitments made when I was appointed, I am pleased with our progress.

PROJECT DELIVERY

It has been a year of milestones. The completion of the Lane Cove Tunnel, in itself a significant feat of engineering, has provided the final link in the Sydney Orbital Motorway network. This was a goal articulated in last year's report and I am proud we now have the 110 kilometre orbital motorway significantly improving access around Sydney. I wish to thank motorists for their patience with the many necessary transitional arrangements. We used the lessons of the past to build an effective relationship with the community. The Lane Cove Tunnel Integration Group ably oversaw the integration of the tunnel and the expanded Gore Hill Freeway into the broader road network. A website and map were also created to enable motorists to more effectively navigate the network.

This report outlines the many successful road projects completed during 2006–07, including:

- The completion of two Pacific Highway upgrade projects bringing the total number of projects completed since the inception of the Pacific Highway Upgrade Program to 47.
- The upgrade of Windsor Road and Old Windsor Road to improve accessibility, safety and reliability of travel in the north-west of Sydney.
- The Albury Wodonga Hume Freeway delivering 14.6 kilometres of dual carriageway and 7.5 kilometres of shared bicycle/pedestrian footways to improve road safety and travel conditions for transport and freight.
- The opening of the North-West T-way between Parramatta and Rouse Hill with its new, modern bus stations, bus-only roadways and lanes, and bus priority measures at traffic intersections. It delivers a great transport alternative for north-west Sydney with greater provision, frequency and reliability of bus services.

In June 2006 the Minister for Roads announced the NSW Government's new air quality improvement plan for the M5 East Tunnel. The RTA has this year commenced monitoring and identifying polluting heavy vehicles within the M5 East Tunnel and reporting offending motorists to the Department

of Environment and Climate Change (DECC). Between July and December 2006, 177 operators were issued warning letters and between January and June 2007, 193 offences were reported to the DECC. An additional 12 fans have been installed in the tunnel while planning progressed for a filtration plant.

The RTA listens to the community and in the case of the Cross City Tunnel the RTA has been receptive to public feedback. A number of surface road modifications have been made with traffic flow improvements already evident.

The 75th anniversary of Australia's favourite icon, the Sydney Harbour Bridge, provided a symbol for the community's pride and celebration. About 200,000 participants walked across the bridge on 18 March and many more joined the celebrations held in Sydney. It was fitting to see the addition of the bridge to the National Heritage List this year.

TECHNOLOGY AND SUSTAINABILITY

The RTA uses world leading technology to move traffic efficiently. The RTA designed Sydney Coordinated Adaptive Traffic System (SCATS) responds to traffic demand in real time and coordinates traffic signals to ensure the smooth flow of traffic. SCATS' capability was showcased at the APEC Transport Minister's Forum in April and as it celebrates 35 years of computerised operation, it continues to be a success with an expanding international market.

Increase in the use of electronic tags reduces congestion, improves traffic flow and yields clear environmental benefits. Great progress has been made this year with 18 million more trips on all toll roads than in the previous 12 months. We are moving towards exclusive electronic tolling in the Sydney Harbour Tunnel, to be delivered in July 2007.

The expansion of online services continued in 2006–07, including extended electronic tolling services, online booking for motorcycle rider training and testing, and the introduction of BPAY for registration renewal transactions.

Our commitment to a sustainable environment is demonstrated throughout this report. In recognition of the water issues being faced by state governments and to meet the requirements of the National Water Quality Management Strategy, the RTA facilitated the use of reclaimed water for construction purposes.

The RTA ensures sustainability is an element of its work with excavated materials from a number of its construction projects being reclaimed and reused.

OUR PEOPLE

In the past year we have implemented a restructure to realign our business with the NSW State Plan and to ensure we deliver improved services to the NSW community. The organisational structure now provides clearer management accountabilities for key activities. The new structure is focused on road construction, maintenance and road safety. Road safety is now a direct deliverable of all managers.

This refocus has been designed to:

- Mainstream road safety.
- Provide integrated customer service.
- Integrate management and maintenance of the road network.
- Ensure effective delivery of major infrastructure projects.
- Increase capacity for regional responsiveness.
- Develop a culture of technical excellence.
- Ensure ongoing effective organisational support.

As in past years, 2006–07 has seen many individual and team achievements by our staff. A number of accolades have been received and these achievements are featured throughout this report. We are proud of their innovations.

ROAD SAFETY

Road safety is a key priority for the RTA and has traditionally been the responsibility of the Road Safety Branch. Under our new structure and approach, road safety will become mainstream in the RTA with all managers accountable for relevant road safety outcomes. An Executive Road Safety Management Committee has been established to oversee this coordinated approach.

The Minister for Roads' announcement of the formation of the NSW Centre for Road Safety symbolises this refocus of road safety. The centre will develop road safety policy, test vehicle safety and market safer vehicles, contribute to the design and construction of safer road environments, and focus on shifting road user behaviour. The centre, commencing interim operations in July 2007, will be fully functional from January 2008.

The road toll has again been reduced and 2006 saw the lowest toll since 1945. We can continue working together to do more in this area. I have spoken publicly about the need for motorists to take personal responsibility for their actions and about my intent to promote good driving and road behaviour and enforce the law.

The RTA has established the NSW Government Young Drivers Advisory Panel with a range of new initiatives for novice drivers being introduced from July 2007. I hope in next year's report to be able to talk about the positive impact these changes have had.

In June 2007 we launched our new, cutting edge campaign, 'Speeding. No one thinks big of you', aimed at young drivers. We will also be taking part in a \$10 million pilot of a novice driver education program planned to commence in late 2007. It will be one of the largest and most rigorous studies of post licence driver education ever undertaken.

The five point plan for child road safety announced by the Minister for Roads in May 2006 was implemented this year. Actions included the distribution of education material to support school drop-off and pick-up zones, trials of school zone alert systems, installation of fixed speed cameras in school zones, and the introduction of new fines and demerit points in school zones.

While this approach to behavioural management will continue, the NSW Centre for Road Safety is introducing a new way of thinking to the way the RTA approaches road safety. Based on European experience, the Safe System approach recognises that human error is inevitable and requires road managers to provide roads and roadside environments that are forgiving of driver error. Road safety targets will be built into RTA programs and Road Safety Impact Statements are being developed for every program we undertake. Road safety will become one of the drivers of RTA expenditure.

RTA AT A GLANCE



RTA Chief Executive Les Wielinga (centre) accompanied by the Hon. Eric Roozendaal, Minister for Roads, addressing the media.

FUTURE DIRECTIONS

The NSW State Plan will guide the improvement of key services and set priorities for the next 10 years. The plan highlights the need for actions to ensure congestion does not constrain future economic growth or further impact the environment. The future trends identified by the plan demonstrate the challenges facing the RTA as population growth leads to more car ownership, freight movements, passenger movements, and licensing and registration transactions. The ageing of the population presents additional issues to be managed.

In addressing these future challenges, the RTA will work in partnership with the public and with other government departments to deliver the NSW State Plan priorities for the NSW community.

We will continue to work towards cashless motorways to improve traffic flow and reduce congestion and to develop arrangements that will assist in managing peak traffic flows. The focus on increasing the public transport share of total movements will continue. We will work with the road freight industry to reform heavy vehicle access charges and enhance productivity. World leading infrastructure maintenance practices will be developed. We will continue to foster safe motorist behaviour and build safer roads.

Engaging the community, no matter how large or small, is an integral part of our business. We are seeking to move forward in partnership with the members of our community as we deliver our commitments. The Executive will work as one in facing the challenges of the future armed with the lessons of the past. We have made many commitments to the government and the people of NSW and these will form the basis of our future corporate plan.

A handwritten signature in blue ink that reads "Les Wielinga".

Les Wielinga
Chief Executive



RESPONSIBILITIES

The RTA is a NSW statutory authority established in 1989 under the *Transport Administration Act 1988* through an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority. Its primary responsibilities are to:

- Manage the road network to reduce travel times.
- Provide road capacity and maintenance solutions.
- Test and license drivers and register and inspect vehicles.
- Improve road safety.

VISION

A safe, sustainable and efficient road transport system.

ACTIVITIES

The RTA undertakes a diverse range of activities. Extensive engineering expertise is used to design and construct new roads and bridges and to enhance existing infrastructure. Scientific expertise is used to test and develop superior road surfaces. The complexity of traffic management has flow on effects for road design and construction, signalling and signage and requires technological expertise to manage SCATS, the RTA's world leading traffic coordination system.

Effective network management and planning require knowledge of population trends, consumer and industry patterns and government policies and priorities. It is critical that road planning is undertaken as part of an integrated transport plan developed with other government departments. The respective needs of motorists, public transport, freight, commuters and pedestrians need to be balanced.

The RTA reviews international practices in road safety, maintenance and network management to complement its own knowledge and practice. Maintenance involves scheduled periodic programs and day-to-day actions. Emergency response crews and traffic modifications are imperative to the efficient running of the network.

Sustainable practices and environmental management are intrinsic to the way the RTA works. The environmental impacts of construction, maintenance, road travel and congestion need to be managed. Urban design activities and other actions are aimed at minimising the impact of road construction on the living landscape.

Road safety is integral to the RTA's activities. The new Safe System approach will see traditional areas of engineering and network management geared towards safer outcomes.

Behaviour management will still be used as an effective safety tool through marketing and promotion, advertising campaigns, testing, training and education to develop safer driving practices. Enforcement is another dimension of road safety and the RTA works closely with the NSW Police Force. Licensing and registration, are an important part of the regulatory and enforcement role of the RTA. They are also invaluable tools in moulding driver practice and road user behaviour.

KEY DIMENSIONS

Assets and funding

The road network that the RTA manages includes:

- 17,912 kilometres of State Roads (including 4268 kilometres of AusLink network and 161 kilometres of privately funded toll roads).
- 2946 kilometres of Regional and Local roads in the Unincorporated Area of NSW.
- 4998 bridges, including major culverts and nine vehicular ferries.
- 3630 traffic signals and other traffic facilities, systems and corridor assets.

The non-road assets of the RTA include:

- Around 180 offices including 129 motor registries.
- Purpose built facilities, including RTA Crashlab, Transport Management Centre, Document Management Centre, Argyle Street office building and the RTA Contact Centre.
- Other facilities including work depots, motorcycle rider training centres, fleet workshops, mobile service units, laboratories and inspection stations.

The RTA holds road, bridge and traffic infrastructure with a written down value of \$69 billion including land under roads. It also holds property, plant and equipment, private sector provided infrastructure and other non-current assets with a written down value of \$4 billion. The RTA owns assets which are held for road projects including heritage listed properties which are tenanted, maintained and managed by RTA property staff.

The RTA received \$3.2 billion (\$3209 million) this year including contributions from the State and Australian governments, and road user charges. The RTA provides financial assistance to local councils to manage 18,474 kilometres of Regional Roads. The RTA also provides some funding and support to the 144,750 kilometres of council-managed local access roads which are funded by local ratepayers and federal road assistance grants.

CORPORATE GOVERNANCE

Employees

The RTA has 6924 equivalent full time employees located all over the State. Given the diversity of the RTA's activities, these employees work in a vast array of disciplines across many trades and professions.

Licensing and registration

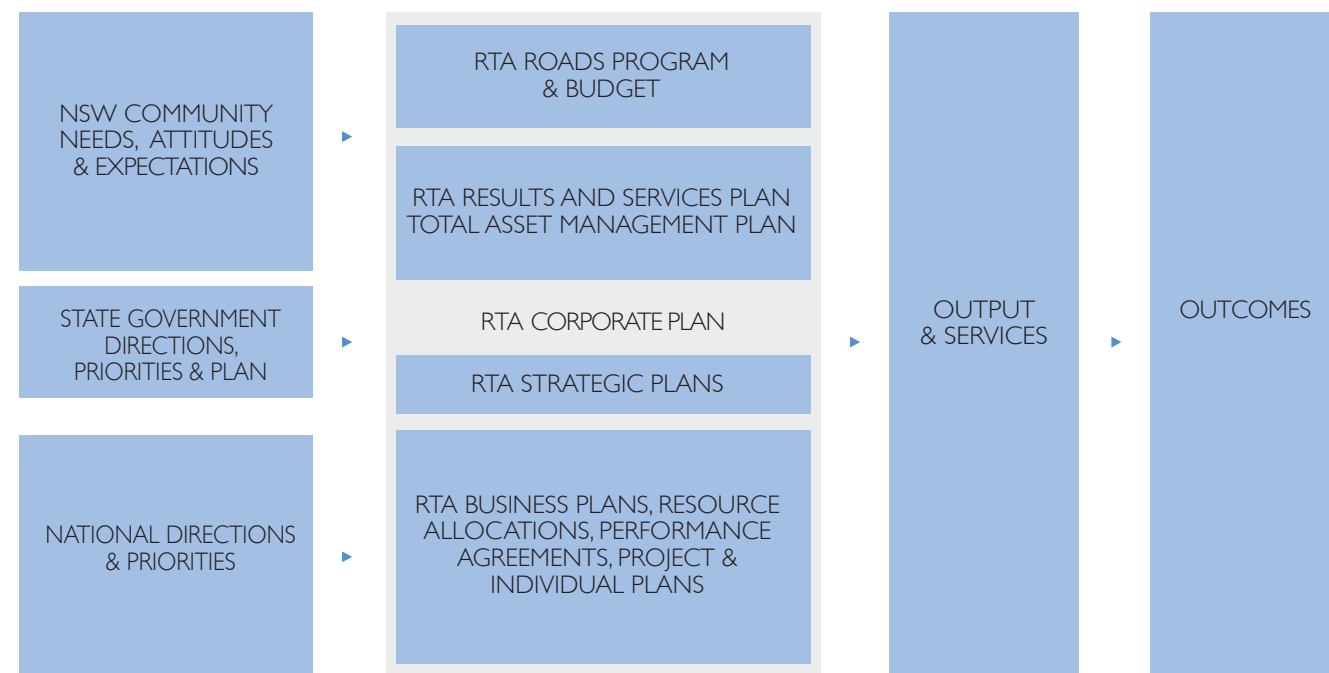
As at 30 June 2007, there were 4.58 million NSW licensed drivers and 5.08 million NSW registered vehicles. In 2006–07 the RTA managed approximately 19 million registration and licensing transactions (an increase of 12 per cent from last year).

STAKEHOLDERS AND THE COMMUNITY

The RTA values its role in the community and undertakes significant stakeholder consultation. Its external customers and stakeholders include motorists, commuters, pedestrians, private organisations, community and road transport groups, business groups, local councils and State and Australian government agencies.

The NSW State Plan has provided priorities to guide RTA actions as the lead NSW agency for roads. The strategic management framework within which the RTA works to meet stakeholder priorities and expectations is set out below.

FIGURE 1. RTA STRATEGIC MANAGEMENT FRAMEWORK



The RTA participates in a number of significant advisory groups and committees set out in appendix 3. The RTA uses these and other avenues to remain informed about reports, reviews, impact statements and inquiries relevant to its operations and operating environment. Where appropriate, the RTA provides its own input to these external materials or responds directly to any findings or recommendations. In the case of the NSW Auditor-General's report, 'Condition of State Roads', the RTA has developed a series of projects to address the report's recommendations. For details see Positive Economic Outcomes chapter.

The RTA undertakes liaison with government departments and local communities in areas such as environmental assessments, development of noise abatement solutions, licensing and registration policy changes, infrastructure development proposals and road safety. Further information is on pages 92 and 93.

EXECUTIVE

The Chief Executive, seven directors, General Counsel and General Manager Environment form the Executive of the RTA.

The Chief Executive is accountable to the Minister for Roads and Parliament for the RTA's overall performance and compliance. The RTA Executive supports the Chief Executive in ensuring the effective governance of the organisation and has collective responsibility for key functions related to organisational strategy and performance.

The Executive meets to discuss operational issues on a weekly basis with meetings to discuss policy and strategy held once a month. Executive committees manage a number of key issues within the RTA. Each committee comprises directors and key managers from across the organisation to ensure an integrated approach to the oversight of these issues.

TABLE 1. EXECUTIVE COMMITTEES

Executive committee	Primary role
Legislation	To oversee the RTA's legislative program.
Road Safety	To review the RTA's development and implementation of road safety strategy, policy and initiatives.
Environment	To review the RTA's environmental performance and provide strategic direction on programs and policies.
Commercial Business and Technology	To provide leadership and agree strategies to identify and focus effort on the commercial activities and technologies which are critical to the success of the RTA.
Audit and Risk	To oversee the development and implementation of financial and other risk management controls and strategies.
Finance Strategy	To set the direction of the RTA's financial strategy.
Workforce and Reform	To coordinate and facilitate a strategic approach to organisational efficiency, workforce development and renewal.
Occupational Health and Safety	To review the RTA's occupational health and safety performance and provide strategic direction on occupational health and safety programs and policies.
Major Projects	To consider and endorse the scope of major infrastructure projects and review other significant projects.
Network	To advise and support the development of road management plans for key links across the network.

EXECUTIVE APPOINTMENTS AND REMUNERATION

The Minister for Roads is responsible for approving the Chief Executive's appointment and contract and for determining remuneration.

The Chief Executive approves senior executives' appointments and contracts. The contracts have a term of up to five years and include annual performance agreements. The Chief Executive determines the remuneration of senior executives in accordance with determinations issued by the Statutory and Other Offices Remuneration Tribunal. For additional information on executive appointments, remuneration and performance refer to appendix 4.

EXECUTIVE PROFILES



LES WIELINGA, CHIEF EXECUTIVE
BE (Civil), Grad.Dip Mgmt (Technology Management)

Les has more than 35 years experience in infrastructure development and delivery, program and project management, and transport issues management. Major projects include overseeing delivery of the Westlink M7 and managing the Pacific Highway upgrade from its inception. Les developed the M5 East Air Quality Improvement Plan, designed the Cross City Tunnel road modifications to improve traffic flow and chaired the Lane Cove Tunnel Integration Group.

BRIAN WATTERS, DIRECTOR MAJOR INFRASTRUCTURE
BSc (Civil), MEngSc (Transport), Dip TCP

Brian has more than 35 years experience in transport planning, infrastructure development and program management. He has been involved in the planning of most major road projects in NSW over the past 24 years, and has worked closely with other government agencies. Notable projects have included the planning and procurement of the Sydney Harbour Tunnel as NSW's first Public Private Partnership and planning of the Eastern Distributor, M5 and Westlink M7 motorways and the Lane Cove Tunnel.



JACK WHELAN, DIRECTOR BUSINESS COORDINATION, ROAD SAFETY AND POLICY
BEd (Hons)

Jack has worked in the State and Commonwealth public sector for over 12 years, recently in NSW as Director of Local and Community Transport in the Ministry of Transport. His government policy background has enabled Jack to bring an integrated approach to his current role including setting up the NSW Centre for Road Safety and communication and corporate planning projects.

MICHAEL BUSHBY, DIRECTOR NETWORK MANAGEMENT
BE, BBus, MEng (Project and Construction Management), FAICD, MIE(Aust)

Michael has more than 25 years experience in the construction and management of road networks in both NSW and Tasmania. His varied experience includes pavement management systems, acting as a company director and regulation of licensing, registration and freight. Michael has a wide range of responsibilities ranging from operational traffic management to long-term network planning.



ROD TOUT, DIRECTOR CORPORATE SERVICES AND REFORM
Dip.Pub.Admin, BBus, MLaw & Policy. Fellow AIM

Rod has worked in seven government organisations at State and Commonwealth level, including a central government agency, the Federal courts, commercialised business and direct public service-delivery agencies. Rod manages a range of services including human resources, technology, business reform and RTA shared services.

PETER COLLINS, DIRECTOR REGIONAL OPERATIONS AND ENGINEERING SERVICES
BE (Civil)

Peter has more than 37 years of experience with the RTA. He has progressed through the engineering ranks since commencing as an RTA cadet and has held positions all over the State including Regional Manager, Northern Region. Peter has worked on a range of major road projects including the upgrade of the Pacific Highway. Peter is responsible for regional asset and network management and delivering regional construction and maintenance programs. He is also responsible for providing specialist engineering and technical support across the RTA.



BRETT SKINNER, DIRECTOR FINANCE AND COMMERCIAL DEVELOPMENT
BFin.Admin, Fellow Aus. Soc. CPAs, Fellow TIA

Brett has broad commercial experience providing strategic and financial advice, driving efficiencies and improving productivity in large organisations. Brett served in the electricity, water and waste water industries during a period of great change and the creation of a national electricity trading market. He has also worked for CPH Limited and PriceWaterhouse providing business improvement services and auditing for diverse clients.

HELEN VICKERS, ACTING GENERAL COUNSEL
BA LLB, Grad.Dip.Legal Practice

Helen has 14 years experience as a solicitor. She commenced her career at Blake Dawson Waldron, and has worked in government since 1997. Helen was Legal Counsel at the Olympic Roads and Transport Authority and has served as Corporate Counsel at StateRail and RailCorp as part of the executive management team. Helen provides legal representation for the RTA and manages the Legal Branch.



DAVID STUART-WATT, DIRECTOR LICENSING, REGISTRATION AND FREIGHT
BE, MEngSc, MBus.Admin (Australia and France)

David has more than 30 years experience in project management: civil, traffic, transport and environmental engineering as well as policy, planning and commercial service delivery in Australia and the UK. He has managed the RTA's statewide network of regional services, engineering technology and project offices as well as commercial services prior to his current role. David won an International Olympic Committee Gold Award for his part in leading transport for the Sydney 2000 Olympic Games.

ERICA ADAMSON, GENERAL MANAGER ENVIRONMENT
BSc, MSc (Hons), LLB

Erica's environmental management experience has been in the private and government sectors. This has included some of NSW's largest infrastructure projects – the Airport Railway Line, Parramatta – Chatswood Railway and Lane Cove Tunnel. Erica has investigated the environmental impacts of construction activity in Antarctica. She has recently guided the delivery of environmental assessments and approvals for the Hume Highway duplication works.



ORGANISATIONAL CHART

CHIEF EXECUTIVE		
Delivery of corporate vision and results in support of NSW Government priorities. <ul style="list-style-type: none"> Organisational management and improvement. Inter-agency planning and delivery. Network development and management. Road safety. Service delivery to road users. 		
DIRECTOR BUSINESS COORDINATION, ROAD SAFETY & POLICY	DIRECTOR CORPORATE SERVICES & REFORM	DIRECTOR FINANCE & COMMERCIAL DEVELOPMENT
<ul style="list-style-type: none"> Corporate plan and reporting. Communication and education. Road safety – design, vehicles and behaviour. Policy setting and advice. Marketing and media. Community liaison consultation and inquiries. Ministerial correspondence. Internal communications. 	<ul style="list-style-type: none"> Healthy and safe workplace. Leadership and workforce capability management. Information technology. RTA wide service support. Cost savings and process improvement. Freedom of information, privacy and contract reporting. Industrial Relations. Cashback program. 	<ul style="list-style-type: none"> Monitoring and evaluation of financial performance. Financial advice and direction. Budgeting and investment. Financial and commercial discipline in real estate. Strategic management of risk exposures. Asset and resource management.
DIRECTOR LICENSING, REGISTRATION & FREIGHT	DIRECTOR MAJOR INFRASTRUCTURE	DIRECTOR NETWORK MANAGEMENT
<ul style="list-style-type: none"> Legislation and regulation to support road safety. Assessment, licensing and education of drivers and riders. Assessment and registration of vehicles. Identity management processes. Transport and auto trade compliance. Freight policy. Customer services. Reduction of vehicle emissions. 	<ul style="list-style-type: none"> Road Development Program including upgrade of Hume and Pacific highways. Motorways development and construction. Development and delivery of major projects. AusLink program management. Best practice project and contract management. Strategy and policy for infrastructure contracts. 	<ul style="list-style-type: none"> Network planning. Maintenance and enhancement. Traffic systems. Incident and event management. Tolling facilities and processes. Bus priority initiatives on strategic corridors. Pedestrian and cyclist facilities. Railway level crossing enhancements. Road user information. Road environment safety program. Operational performance of the road network.
DIRECTOR REGIONAL OPERATIONS & ENGINEERING SERVICES	GENERAL COUNSEL LEGAL BRANCH	GENERAL MANAGER ENVIRONMENT
<ul style="list-style-type: none"> Regional construction and maintenance program. Regional asset and network management. Integrated road transport. Specialist technology and technical advice. Road and fleet services. 	<ul style="list-style-type: none"> Legal representation. Legal strategies, policy and advice. Management of legal risk. Specialist legal services. 	<ul style="list-style-type: none"> Environmental policies and procedures. Management of environmental risks. Meet legal obligations for environment and heritage asset management. Ensure environmental outcomes for project planning and delivery. Contribute to government environmental objectives.

STRATEGIC AND BUSINESS PLANNING

The RTA uses corporate strategic plans to link results and services with broader government priorities and to align internal business plans to deliver results. The plans used to communicate the RTA's contribution to government priorities are – the corporate plan, results and services plan and total asset management strategy.

The RTA's strategic direction and planning are also promoted through the corporate framework. It aligns the corporate plan, business plans and the strategies employed to achieve the RTA's results.

Planning and performance reporting guidelines have been updated and communicated within the organisation to maintain an effective and consistent planning and performance reporting system.

CORPORATE FRAMEWORK

The RTA's corporate framework, which forms the basis of this report's structure, expresses the alignment between government priorities, and the RTA's vision, result areas and strategies. During 2006–07 the framework was refined to capture the priorities set out in the NSW State Plan. The framework clearly sets out the relationship between the services being delivered and the results that the RTA is working towards.

The framework provides a basis for integrated performance reporting that is aligned with business plans, the corporate plan and key result areas. The framework is consistent with NSW Treasury's results and services planning and reporting requirements.

Sustainability principles are recognised in the framework's inclusion of economic, social, and environmental results and strategies. The framework enhances the shared responsibility principle where NSW Government agencies work in partnerships with other governments, local councils, the private sector and other stakeholders to achieve outcomes.

The framework is a tool used to demonstrate the contribution which the RTA makes to the NSW State Plan and other government priorities and ensures that its strategies are transparent, accountable and fiscally responsible. The framework is presented on pages 14 and 15.

ASSET MANAGEMENT

During 2006–07 the asset strategy was submitted to the Minister for Roads and the Treasurer. The strategy outlines plans for assets including development and maintenance of road infrastructure and associated works, acquisition, maintenance and disposal of real estate and office accommodation. The strategy is fundamental to a more considered approach to physical asset planning and management and requires assets to be clearly aligned to service priorities. The RTA continues to work with NSW Treasury to improve the information provided within the Total Asset Management Strategy.

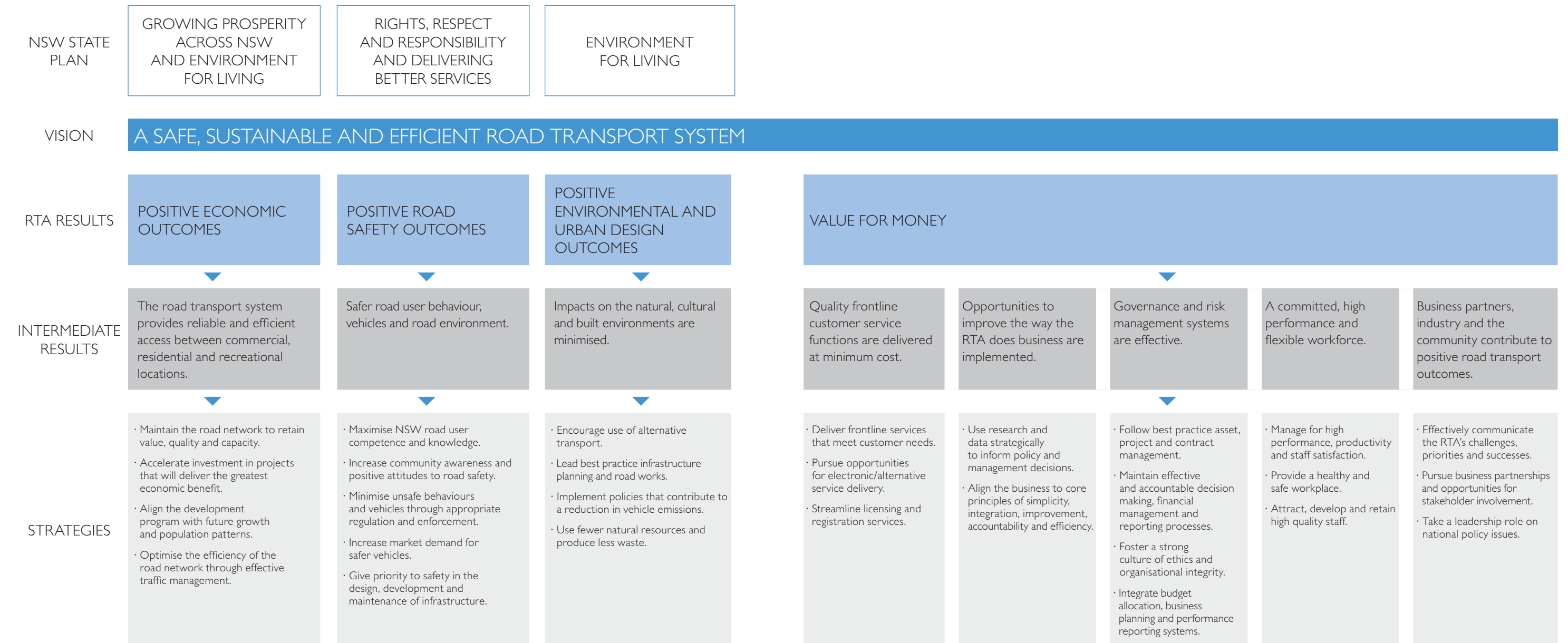
Office accommodation

The Office Accommodation Strategy submitted to the NSW Government Asset Management Committee covers leased and owned premises. The current average space density ratio of office space for these sites is approximately 15.5 square metres per person, which complies with the NSW Government accommodation guidelines.

Property management

The RTA's portfolio consists of property acquired for road construction and operational assets which are used to deliver works and services. The portfolio is reviewed regularly and property that is not required for road construction, operations or related purposes is either disposed of or leased in accordance with government policy.

CORPORATE FRAMEWORK



BUSINESS CONTINUITY PLANNING

The Business Continuity Management Plan (BCMP) documents actions that can be taken if any business activity considered essential to the RTA's ability to deliver services has been interrupted by an event such as a fire, flood or a power outage.

The BCMP comprises individual recovery and continuity plans covering key business activities that are reviewed at least annually. The BCMP and the individual recovery and continuity plans are controlled documents that are only held by the Executive and staff who have key roles in putting the plans into action. These staff are appropriately trained in any recovery actions that may be required and their readiness is regularly tested.

There are more than 20 individual recovery and continuity plans included in the BCMP. Some of the key business activities covered by these plans are:

- Critical infrastructure security.
- Data centre.
- E-Toll.
- Transport Management Centre.
- Registration and licensing services.

CORPORATE CARD AND PURCHASING CARD

The RTA's use of corporate credit and purchasing cards has been in accordance with the Premier's memorandum and the Treasurer's directions.

CODE OF CONDUCT AND ETHICS

The RTA takes seriously its obligation to provide an ethical and harmonious workplace in which staff treat each other with respect.

A Workplace Practice and Conduct Unit develops information sessions about conduct in the workplace that are delivered to staff all over the State. In 2006–07, more than 3391 staff attended 190 sessions tailored around RTA policies such as:

- Appropriate internet and email use.
- Managing unsatisfactory performance and conduct.
- Grievance resolution.
- Harassment, discrimination and workplace bullying.
- Code of conduct and ethics.

Interactive presentations are also designed for specific work groups such as school crossing supervisors.

Resolution of disputes by local management is encouraged although a mediator from the RTA's mediation resolution panel is available. A range of mechanisms are available for dealing with complaints of inappropriate conduct. A significant majority of the complaints lodged by staff in 2006–07 were resolved without the need for further intervention.



RTA staff members Garry Remmert, Joe Pearce and Terry Remmert travelled to Broken Hill from Tibooburra for a training session on workplace conduct.

RISK MANAGEMENT

The issues of fraud and risk are managed at all levels of the RTA. The Audit and Risk Committee engages executives and managers in the development and implementation of risk management controls and strategies while an internal team continually identifies and assesses allegations and risk. The Control Management Services Branch provides a reasonable level of assurance to the Chief Executive and senior management that the operations of the RTA occur in an appropriately controlled environment. The branch coordinates and integrates a range of functions including internal audit, investigations and a variety of risk management initiatives.

Commercial risk

The RTA commercialisation guideline has been developed to assess infrastructure and business asset investment proposals. This ensures projects are subject to increasingly commercially oriented criteria such as predetermined rates of return. Commercial skills from the private sector are sought on a needs basis to augment existing resources and skills available within RTA business areas.

The prequalification process that applies to potential suppliers and contractors provides assurance about the financial capacity of service providers to fulfil their obligations.

Interest rate risk

Interest rates on the RTA's debt are a mix of fixed and floating rates. The NSW Treasury Corporation (TCorp) advises on and manages the RTA debt portfolio in line with an annual Memorandum of Understanding (MOU). In recent years the MOU has been changed to allow TCorp to focus on a medium term horizon when managing RTA debt. This ability to look at longer term rate cycles rather than the short term direction of interest rates has assisted in lowering the RTA's debt service costs.

Risk insurance

The RTA has a Principal Arranged Insurance Program (for works and third party liability) for all construction and maintenance contracts covering the RTA, its contractors and their sub-contractors. Purchase of this cover is now into its sixth year and provides low cost insurance for the RTA's construction projects and Road Infrastructure Maintenance Program. This strategy has locked in broadform covers at competitive market rates. Included in the insurance program is cover for vehicular ferries on the same competitive terms.

Audit and Risk Committee

The Audit and Risk Committee continued to meet every three months to consider progress of the audit program, generally oversee the direction of the audit function and consider the adequacy of the organisation's risk/control environment. It also reviews the RTA's year-end financial statements. The committee is chaired by the Chief Executive and comprises other executives and an external representative. Staff from the Audit Office of NSW may also attend meetings.

Internal audit

The Control Management Services Branch provides a high quality, cost-effective auditing service across the range of the RTA's activities. This auditing function is focused primarily on four areas of high risk to the organisation: licensing and vehicle management, information technology (IT), engineering, and financial and operational aspects.

Licensing and registration

Audits were performed on customer service at motor registries and other service delivery outlets, back office processes supporting licensing and registration, and external organisations' access to information. The review of the operational risk framework for licensing and registration continued, ensuring the risks reflect current business practices and that controls remain appropriate and effective.

IT

IT audit staff maintained membership of a range of steering committees and working parties to assist their focus on general IT, IT security and e-commerce, IT infrastructure, provision of an IT Risk Assessment Facilitation Service and the provision of risk/control advice. Steering committees cover corporate governance of new systems, IT security management and IT products. Audit and risk staff work with business units to conduct risk assessments of new IT initiatives, system purchases and developments.

General IT audits undertaken this year covered purchased and installed systems, systems under development and, to a limited extent, those currently in production. IT security and e-commerce audits focused on aspects of operating systems such as access and permissions security.

Engineering

Major engineering programs and systems continue to be reviewed. The overall effectiveness of systems was assessed, including policies, procedures and compliance.

Major reviews completed include:

- AusLink Administration Compliance, Pavement Maintenance Program.
- Follow up of Auditor-General's recommendations on Liverpool to Parramatta T-way project.
- Review of procurement process policies.
- Tidal flow procurement/operations process.

Engineering programs and systems of three directorates were analysed for major risks and controls. Audits were prioritised based on the magnitude of risks. The audit scope included overall effectiveness of systems, policies and procedures and relevant compliance. Opportunities for improvement to current practices were identified in consultation with line management.

Finance and operations

Financial and operational audits include the RTA's support functions and certain aspects of the road safety and traffic and transport businesses. A range of systems and activities identified as medium to high risk were targeted during the year.

Audit reviews conducted included the purchasing function at the Sydney Business Service Centre, purchase card utilisation, utility accounts, skill hire, cashback operations and alcohol interlock program administration, as well as the financial and administrative support functions at selected administration centres and district works centres. Overall, these audits focused on the appropriateness of RTA operational and administrative expenditure.

PERFORMANCE OVERVIEW

Investigations

The RTA performs a range of internal corruption and external fraud investigations. Where appropriate, matters of staff corruption are investigated and outcomes forwarded to RTA senior management to consider whether disciplinary action is required. Recommendations are made to line management to address any weaknesses or areas of concern relating to policies, procedures or controls.

Fraud committed by members of the public which impacts on the RTA's licensing and vehicle management business is also investigated. Outcomes from these matters are primarily referred to the NSW Police Force for investigation and prosecution. Where appropriate, these matters are also referred to RTA senior management to address any policy, procedure and control issues identified by the investigations. Matters referred by law enforcement agencies, such as identity fraud and motor vehicle rebirthing, are also investigated.

Corruption risk management

The RTA has implemented a range of initiatives which focus on minimising the risk of corrupt activity by its staff. Highlights during the year included:

- Development of a fraud and corruption risk strategic framework.
- Ongoing implementation of a corruption risk awareness program.
- Conducting seminars with new and existing staff as part of induction and at other times to reinforce the corruption-resistant culture of the RTA.
- The provision of corruption information through the RTA's intranet.
- Provision of advice to staff and management on a broad range of corruption risks and ethical, probity and policy issues.

Strategic and operational risk

The RTA has a process for identification, assessment, management and monitoring of the major risks facing each area of its operation. The RTA's corporate risk management framework continued to be refined during 2006–07.

Performance indicators are reported in the following tables against the key result areas of the corporate framework. The RTA continually reviews its performance indicators and where indicators have been changed, the historical figures have been amended for comparative purposes. The notes accompanying the tables provide detail on individual indicators.

TABLE 2. POSITIVE ECONOMIC OUTCOMES (SEE PAGES 24-45)

Indicator	2003–04	2004–05	2005–06	2006–07	2007–08 Target
Ride quality: smoothness of State Roads (% good/% poor)(i)	87.6/4.4	87.4/4.5	87.5/4.6	87.9/4.4	87.6/4.5
Pavement durability: cracking all State Roads (% good/% poor)(i)	73.7/11.2	79.4/8.8	78.1/9.5	76.5/9.5	76.5/9.5
Benefit of development program (\$ million)	2349	2218	2257	3041	3635
Major works completed within planned duration or within 10% over planned duration (ii)	86	83.6	82	75.3	90.0
Change in urban traffic volume (% increase on previous year)	1.4	0.2	1.0	-0.2	0
Travel speed: seven major routes AM peak (km/h, urban)	34	31	32	30	30
Travel speed: seven major routes PM peak (km/h, urban)	41	41	42	41	41
Number of bridges on State Roads at 30 June limiting legal usage due to structural condition	6	5	0	0	0
Maintenance and reconstruction expenditure on State Roads per km of roadway (\$000) (iii)	38	38	36	40	39

(i) The reporting methodology has now changed to provide a more consistent sample of the road network being reported on each year. About 18,500 of the 20,000 lane kilometres surveyed each year will be consistent for future reporting. This is the first year the % poor figures have been reported. Previously reported ride quality % good (03–04 89.5, 04–05 89.4, 05–06 90.8) and pavement durability country roads % good (03–04 81, 04–05 81.9, 05–06 85.1)

(ii) The delay of some high value projects impacted the 2006–07 result since the indicator for the completion of projects is weighted by value.

(iii) Historical figures have been amended in 2006–07 to include all overheads to be more consistent with current information. Previously some overheads were not always included. Previously reported figures (03–04 32, 04–05 38, 05–06 34).

TABLE 3. POSITIVE ROAD SAFETY OUTCOMES (IV) (SEE PAGES 46-57)

Indicator	2003–04	2004–05	2005–06	2006–07	2007–08 Target
Fatalities/100,000 population	8.1	7.5	7.9	6.6	n/a
Fatalities/100 million vehicle km travelled (v)	0.93	0.79	0.82	0.67	n/a
% of fatalities where speed was a factor	39	39	38	36	n/a
% of fatalities where illegal levels of alcohol was a factor (vi)	16	17	20	21	n/a
% of vehicle occupant fatalities who were not wearing an available restraint	19	19	16	17	n/a
% of fatalities where driver fatigue was a factor	15	16	19	19	n/a
Motor vehicle controllers aged 25 years or under involved in fatal crashes per 10,000 licence holders (vii)	2.7	2.5	2.3	2.0	n/a
Fatal crashes involving heavy trucks per 10,000 heavy trucks on register (vii)	8.5	8.7	7.9	7.6	n/a
Heavy Vehicle Inspection Scheme: number of inspections	82,634	80,427	86,992	94,847	100,000
Heavy Vehicle Inspection Scheme: percentage of defect free vehicles	58.85	56.20	50.76	51.00	52.00

(iv) Fatality figures are provisional and subject to change as population figures are revised.

(v) ABS travel estimates not yet published. Fatality rates since 2005 have been calculated using projected estimated travel growth. The scale has been changed from last year's report for consistency with the NSW State Plan and conventional reporting.

(vi) 2006–07 alcohol data is incomplete at this stage due to the lag in processing alcohol blood samples. This time lag issue means the previously reported 2005–06 figure has now been amended to the final figure.

(vii) Licence holder and registration statistics are based on published RTA data as at December 2006.

PERFORMANCE OVERVIEW

TABLE 4. POSITIVE ENVIRONMENTAL AND URBAN DESIGN OUTCOMES (SEE PAGES 58-77)

Indicator	2003-04	2004-05	2005-06	2006-07	2007-08 Target
Bus lane length (km) (viii)	76	78	89	98	112
Transit lane length (km) (viii) (ix)	86	86	86	81	87
Cycleway length (km)					
· Off-road cycleways	1125	1210	1310	1400	1455
· On-road cycleways	2135	2235	2380	2590	2670
Number of environmental penalty infringement notices issued to the RTA	0	0	0	2	0
Number of major environmental incidents arising from RTA's direct operations (x)	n/a	7	4	9	0
Number of non compliances with environmental licences held by the RTA	5	2	0	0	0
Condition of heritage assets (% good) (xi)	37	45	47	42.5	-
RTA's total greenhouse gas emissions from direct energy consumption (tonnes CO ₂ - e) (xii) (xiii)	111,310	115,150	116,618	-	-
RTA's total office energy consumption (GJ) (target of 75,989 GJ) (xiii)	75,492	77,344	73,203	-	-
RTA fleet environment score (target of 10 in 2005-06, 11 in 2006-07) (xiv)	n/a	8.1	8.1	8.6	12

- Not yet available

(viii) The 2007-08 targets include the lengths associated with the Lane Cove Tunnel work.

(ix) The reduction in transit lane length in 2006-07 is due to the replacement of the northbound Anzac Parade transit lane with bus lane.

(x) Comparative figures for 2003-04 are not available due to modification of the reporting system. Figures exclude RTA contractor incidents.

(xi) The 2006-07 condition of heritage assets is lower than last year since all the data has not yet been received.

(xii) Historical data has been amended due to changes in the Australian Greenhouse Office method for converting energy use to greenhouse gas emissions.

(xiii) There is a 12 month lag in these figures.

(xiv) Not measured in 2003-04. The 2004-05 score was not reported in the 2005-06 Annual Report and the score reported for 2005-06 included passenger vehicles only.

TABLE 5. VALUE FOR MONEY (SEE PAGES 78-93)

Indicator	2003-04	2004-05	2005-06	2006-07	2007-08 Target
Use of RTA website (million visits)	6	8.9	11.35	13.97	17.5
Workplace injuries/100 employees (EFT)	7.6	7.5	7.0	6.4	n/a
OHS liability workplace claims costs (\$ million) (xv)	3.1	2.4	2.4	2.2	2.6
Separation rate of staff (%) (xvi)	6.39	5.99	6.29	8.46	n/a
Customers rating service as 'good or very good' (%)	92	94	95	93	>90

(xv) Excludes journey and recess away claims (those occurring at lunch time away from the workplace). The liability target of \$2.6 million is based on the Working Together prorata target for 2006-07 of \$6000 per claim and a reported result of 430 claims.

(xvi) Separation rate is the proportion of staff that left the organisation. It includes salaried, wages and casual staff. The actual separation rate for 2005-06 was 9.92 per cent however school crossing supervisors (accounting for 3.63 per cent of the separation) were not included in the annual separation figures. This gave rise to the 6.29 per cent reported. This group can now be included which results in a higher reported rate of separation for this year.

FINANCIAL OVERVIEW

FINANCIAL STRATEGY

The RTA continues to review and improve financial strategy and management tools to deliver cost effective programs and services to the community of NSW.

A strong emphasis remained on enhancing business efficiency and risk management across all RTA operations. The Finance Strategy Committee continued in its governance role, including direction of funding allocations and review of program and resource budget performance. This was supported by two key programs.

A major review and update of financial policies and procedures was undertaken to ensure that the RTA has a robust financial management framework to mitigate risk. The review also ensured that policies and procedures support statutory and business requirements. The rollout of 37 policies and procedures was supported by a communications and training strategy. They covered areas such as purchasing, accounting procedures, and the RTA's Information Management System including vendor data and security.

The second program involved the development of an 'Executive dashboard' to replace a number of financial reports. The dashboard provides a significant amount of key RTA financial performance data in an easily understood, user-friendly format with extensive drill down capability. The dashboard is distributed among RTA senior managers to enable timely financial decisions. It is accepted as the single reference source for financial performance and will ensure consistent reporting and monitoring of financial data. The dashboard will be used as a platform for the development of an RTA wide business intelligence system.

STRATEGIC INVESTMENT

Sound strategic investment decisions are fundamental to the development of a strong, sustainable road system for NSW. The priorities set out by the NSW State Plan require targeted investment to support program delivery.

The RTA has reviewed its management of current and potential commercial arrangements and implemented a new commercial management framework. Under the framework, commercial business ventures will be evaluated on the basis of their ability to secure or improve future revenue and program delivery. The challenge facing future financial management will be to further enhance business and financial management of commercial ventures in line with financial and program delivery performance indicators.

The investment decision framework has also been implemented as a significant management and analysis tool. The 2007-08 budget has been formatted into the new framework to enhance Executive review and management of the budget program.

Strategic risk forms an integral component of a robust investment decision framework. A corporate risk management framework continued to be refined.

FINANCIAL PERFORMANCE

Quantitative examples of the RTA's effective financial management include:

- Management of its \$3.2 billion funding and expenditure program.
- Generation of \$47.1 million gross revenue from the sale of surplus property and leasing of residual property.
- A 165 per cent increase in revenue from advertising to \$8.6 million.
- Evaluation of private sector infrastructure projects and provision of advice on business proposals based on financial and economic viability.
- Management of property information relating to \$2.8 billion of property assets.
- A \$33.8 million saving in strategic procurement.

TABLE 6. FINANCIAL PERFORMANCE IN 2006–07

Financial performance indicators ⁽¹⁾	2003–04	2004–05	2005–06	2006–07 Target	2006–07 Actual	2007–08 Target
Debt servicing cost as % of roads program	2.6	2.3	2.0	2.0	1.7	1.7
Asset sales (\$ million) ⁽²⁾	26.8	53.2	41.2	20.0	24.5	15.0
Interest earned						
· Hour-Glass facility ⁽³⁾	5.2	4.6	1.7	1.5	7.5	6.0
· Other institutions ⁽⁴⁾	5.2	3.9	0.9	1.5	0.4	1.0

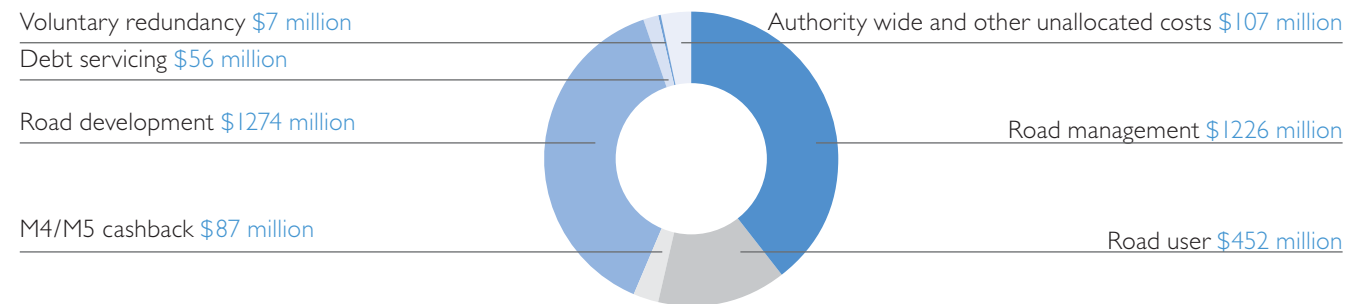
1. The RTA is a budget dependent agency funded by the NSW and Australian governments. Many standard financial ratios are therefore not applicable.
2. Sale of surplus properties including those acquired for roadworks which are no longer required. All dollar amounts reported in nominal terms.
3. Target represents benchmark rate as advised by Treasury Corporation.
4. The 2005–06 and 2006–07 results reflect lower amounts available for investment.

TOTAL ROADS PROGRAM

The expenditure for the year was \$3209 million (\$2821 in 2005–06). In achieving this result the RTA met government commitments to specific initiatives including the Pacific Highway upgrade, western Sydney transitways, and the Princes Highway upgrade.

FIGURE 2. USE OF FUNDS 2006–07 \$3209 MILLION

The \$3209 million applied to the roads program was:

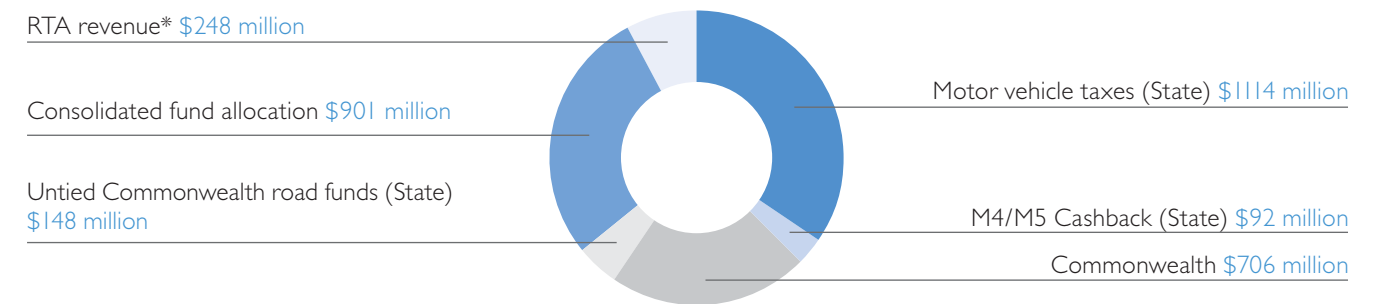


FUNDING SOURCES

In 2006–07 the State Government provided \$2255 million or 70 per cent of the total funds applied to the roads program. This compared to \$2383 million in 2005–06. The Australian Government contributed \$706 million or 22 per cent towards the AusLink Network, and non network projects, the Australian Transport Safety Bureau-Blackspot Program, Pacific Highway Accelerated Program, Strategic Regional Programs and the Interstate Vehicle Registration Scheme. This compared to \$513 million in 2005–06.

Additional funding of \$248 million was sourced from the RTA receipts of \$519 million. The remaining \$270 million of revenue was applied to movements in cash balances, and assets and liabilities. (There was a \$75 million net reduction in 2005–06).

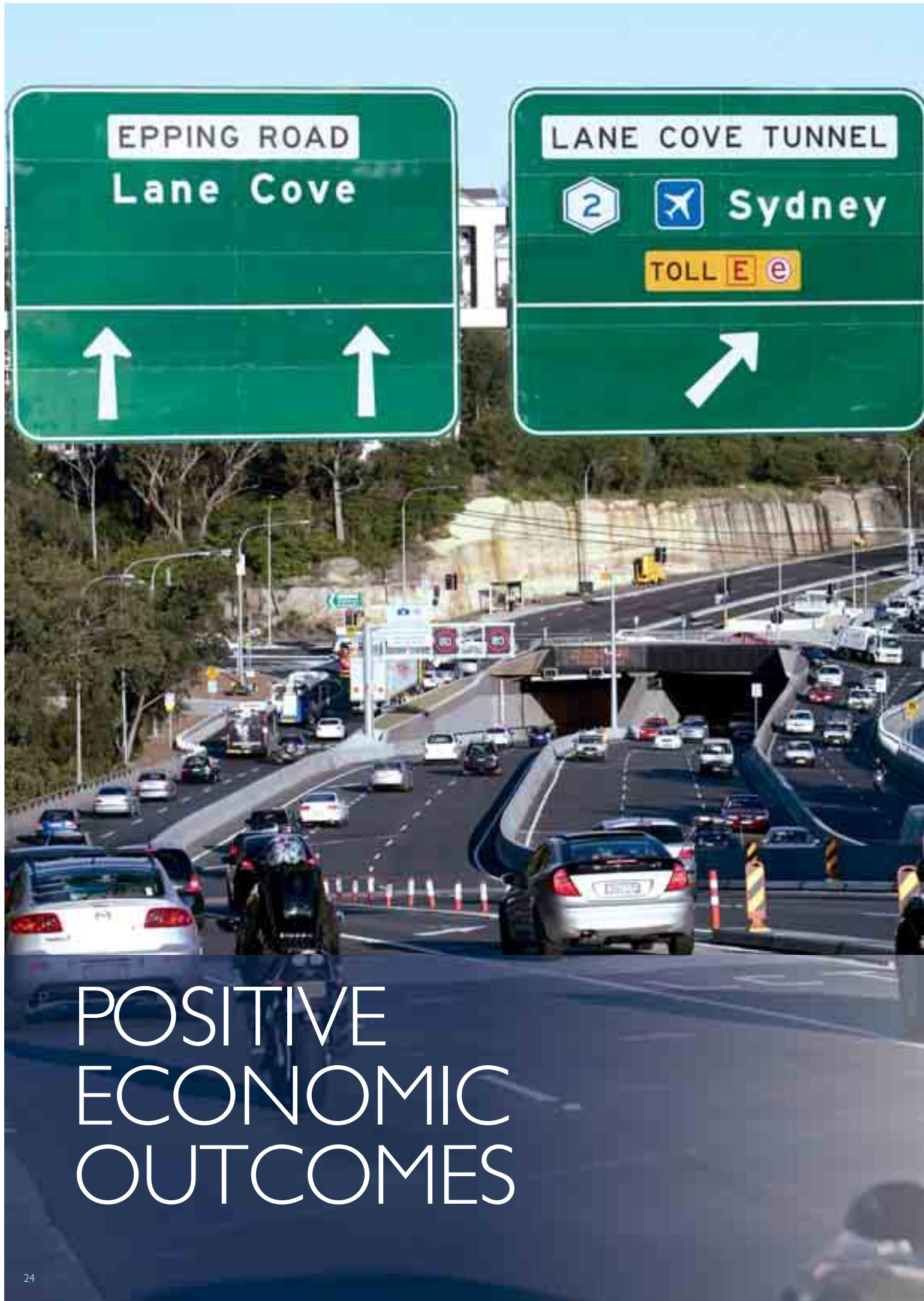
FIGURE 3. SOURCE OF FUNDS 2006–07



* RTA revenue is the net amount received after offsetting movements in assets and liabilities. These movements included a \$28 million repayment to NSW Treasury of the excess to approved 2005–06 State Government contributions and a movement in the RTA's emerging interest in Private Sector Provided Infrastructure assets of \$52 million.

CASHBACK SCHEME

The RTA administers the Cashback scheme that allows drivers of NSW privately registered motor vehicles using the M4 and M5 motorways to be eligible for a quarterly refund of tolls paid on these roads. Approximately 238,000 Cashback customers lodged 695,000 claims in 2006–07. The total cost of the scheme, including administration, was \$87 million. The scheme is funded from consolidated revenue.



POSITIVE
ECONOMIC
OUTCOMES



The Lane Cove Tunnel featured on the chapter page completed the Sydney Orbital Motorway network delivering positive economic outcomes for NSW. The map featured above was produced to assist motorists to navigate the network.

To ensure positive economic outcomes from the road network the RTA must effectively and efficiently manage its extensive assets. It must ensure strategic investment in the development of the network with projects expertly managed and delivered. The reliable functioning of the road network relies on optimal traffic management and an integrated approach to transport, including management of freight issues.

ROAD MANAGEMENT

The NSW road network

The 184,082 kilometre NSW road network is a significant public asset, providing access across the State for commuters, travellers, business and freight.

The road system is divided into four categories:

- 17,912 kilometres of RTA managed State Roads including 4268 kilometres of AusLink Network for which the Australian Government provides a funding contribution and 161 kilometres of privately funded toll roads.
- 2946 kilometres of RTA managed Regional and Local Roads in the Unincorporated Area of NSW.
- 18,474 kilometres of council managed Regional Roads, which receive significant RTA grant funds.
- 144,750 kilometres of council managed local access roads, funded by local ratepayers and federal road assistance grants.

The RTA is also responsible for managing:

- 4998 bridges and major culverts.
- 3630 traffic signal sites.
- Nine vehicular ferries.

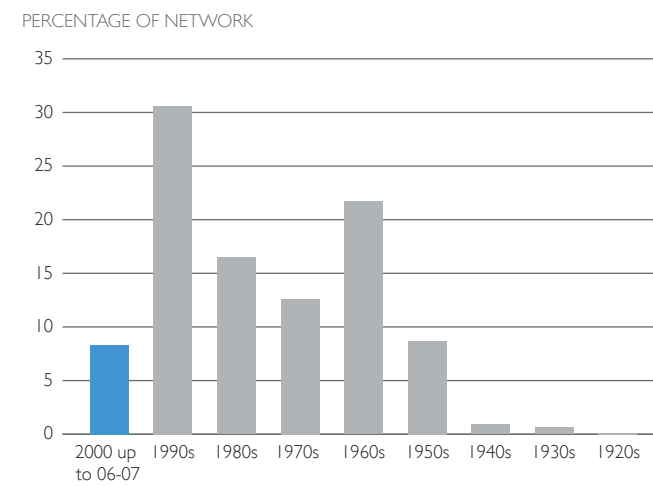
Asset management

There are considerable challenges facing the RTA in managing the maintenance and renewal of the existing road and bridge network across NSW to provide and support safe, reliable access on State Roads. This requires strong risk management capabilities, as well as practical planning and robust analysis of the future usage and performance of the existing road network.

A major challenge for the RTA is the rebuilding of assets to support the ongoing serviceability of the infrastructure on a sustainable basis. A key challenge is to use leading research to improve the RTA's capability to more accurately forecast the structural condition of road pavements. The RTA has undertaken a project to improve this accuracy, and estimate the rebuilding rates required for sustainable asset management. The Auditor-General's report, recognised that "the RTA has done well to recognise the importance of measuring structural condition and progressively improve its methods to do so." This reflects that there are no equivalent Australian benchmarks for this assessment. Further stages in the project will improve the RTA's capability to:

- Assess overall future funding needs.
- Distribute available funds across the State.
- Schedule, design and locate works in an optimal manner.
- Ensure consistent strategies are used across the State.
- Set more appropriate condition targets.
- Assess the gap between appropriate and actual condition.

FIGURE 4. DISTRIBUTION OF CONSTRUCTION PERIOD FOR ALL STATE ROADS (INCL AUSLINK) AS AT 30 JUNE 2007

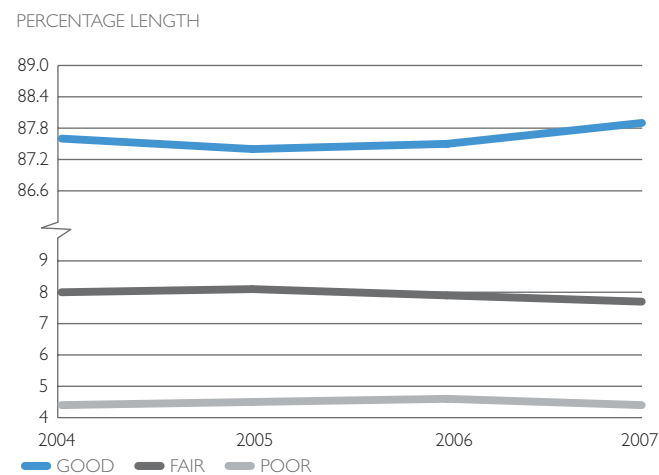


Infrastructure condition

The RTA has historically used the following performance indicators to demonstrate the condition of the infrastructure it manages:

- Ride quality or road surface roughness.
- Pavement durability.

FIGURE 5. RIDE QUALITY ON STATE ROADS

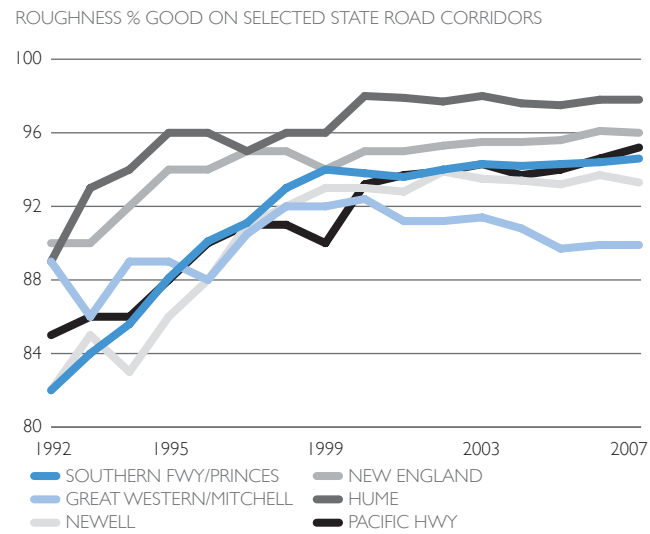


The reporting methodology for surface roughness has now changed to provide a more consistent sample of the road network in order to report on the same sample from year to year (see table 2 and notes on page 19).

The percentage of road surface roughness rated as good on State Roads and the AusLink Network in NSW remains at a high level. Over the past 10 years or so there have been significant improvements on many of the major routes such as the Pacific, Princes, Newell, New England and Hume highways. These improvements are partly explained by the prolonged dry weather across the state resulting in slower rates of pavement deterioration.

The most recent data indicates that road surface roughness has improved slightly across the State with few routes showing any significant change.

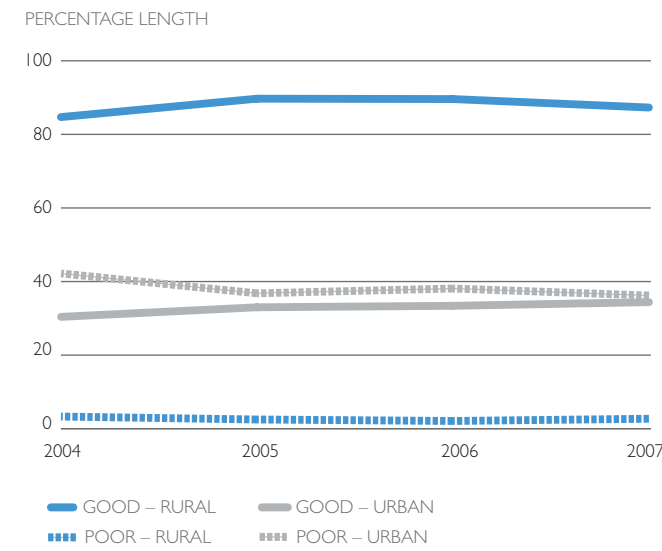
FIGURE 6. ROAD SURFACE ROUGHNESS % GOOD ON SELECTED STATE ROADS



Pavement durability has been reasonably stable over the past four years. Rural roads show significantly less poor rated pavement than urban roads. This reflects the RTA's strategy of giving priority to the weaker and more water sensitive rural granular pavements ahead of urban asphalt roads made from manufactured materials which are more resilient to prolonged rainfall than natural gravel roads. Urban roads are also typically low speed roads and therefore represent less of a road safety risk than high speed rural travel. This risk mitigation approach has resulted in satisfactory services being maintained with no State Roads required to be closed or subject to prolonged periods of reduced speed or load limits for road safety reasons.

The NSW Auditor-General's report, 'Condition of State Roads' highlighted the ride quality on Sydney's roads as being below other capital cities and country roads. In the past year the RTA has increased the focus on the Sydney network and its condition is improving.

FIGURE 7. PAVEMENT DURABILITY – ALL STATE ROADS



Reporting methodology has now changed to provide a more consistent sample of the road network in order to report on the same sample from year to year (see table 2 and notes on page 19).

Maintenance program

The Infrastructure Maintenance Program establishes priorities on a risk basis to support safe and reliable travel on State Roads and to protect the investment in assets needed to continue this service. These strategic results are linked to outputs and service standards using program budgeting and maintenance contracts. The maintenance contracts determine consistent minimum levels of services, with requirements for identifying and rectifying defects, procedures and management systems for worker safety, traffic control and safety, environmental protection and works quality.

The RTA is also encouraging local councils to establish 'clusters' in maintenance contracts, sharing expertise and resources as a means of reducing the costs of maintenance services and associated overheads. This is expected to produce cost savings through economies of scale without jeopardising local employment. One cluster of councils in the Central West has been operating successfully for a number of years, and another cluster comprising Gilgandra, Narromine and Warren will commence in July 2007.

“Significant ongoing maintenance and improvement programs improve the functionality and safety of the road network.” NSW State Plan

Achievements during 2006–07 included delivery of the \$870 million Infrastructure Maintenance Program with the following significant outcomes:

- Seven new bridges.
- 1640 kilometres of resurfacing.
- 132 kilometres of new pavements.

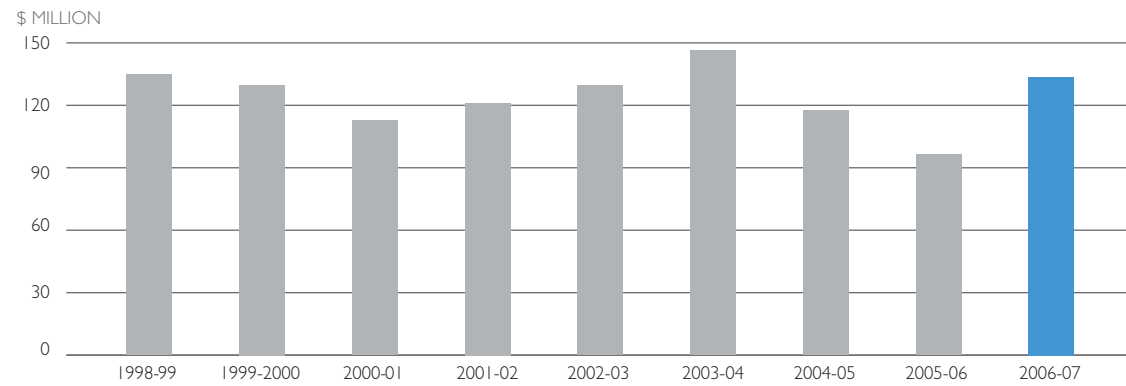


Hinton Bridge over Paterson River is an historically significant Allan truss bridge. A \$9.8 million maintenance and capacity improvement program was undertaken to strengthen the trusses, approaches and lift span.

Rebuilding Country Roads Program

The NSW Government's Rebuilding Country Roads Program involves a commitment for the RTA to spend at least \$100 million a year on renewing roads and bridges to the latest standards. Over the past nine years, the RTA has spent an average of \$123 million per annum on this program. Expenditure for 2006–07 amounted to \$133.6 million.

FIGURE 8. REBUILDING COUNTRY ROADS PROGRAM EXPENDITURE



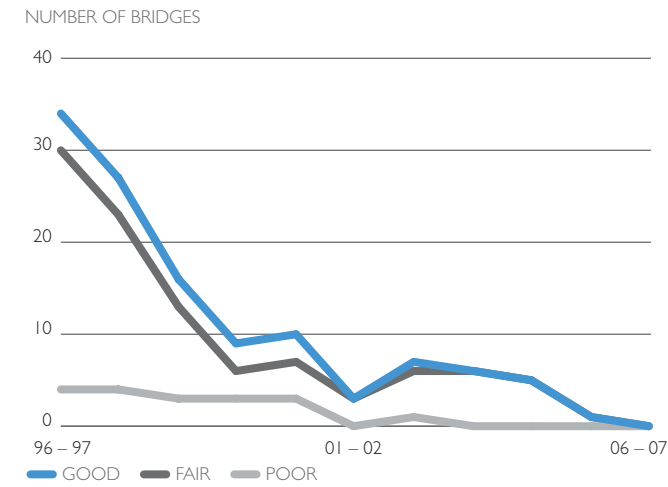
Asset renewal program

Due to the ageing of the State arterial road network, the NSW Government announced a variety of increased RTA charges in December 2001 including a rise in the Sydney Harbour Bridge toll. All the additional funds are directed into maintenance of the RTA's arterial roads and bridges with the majority to be spent on rural and regional arterial roads. For 2006–07, expenditure amounted to \$75.1 million.

Major works recently completed under the accelerated renewal program include:

- Reconstruction between Neath and Abermain, near Cessnock.
- Gwydir Highway reconstruction near Gravesend.
- Repainting of Tom Ugly's Bridge.
- Princes Highway resurfacing between Tom Ugly's Bridge and Acacia Road, Sutherland.
- New bridge over Kellys Gully at Warialda Rail.
- Castlereagh Highway reconstruction at Black Bull Hill, north of Mudgee.
- Sturt Highway reconstruction at Nacka Nacka, west of Tumut.

FIGURE 9. NUMBER OF BRIDGES ON STATE ROADS WITH CONSTRAINTS ON USERS



Natural disaster repairs

Disasters cause significant and widespread hardship for the industry and community of NSW. The NSW Government provides significant financial assistance to councils to repair roads damaged by declared natural disasters.

In 2006–07, the RTA managed \$13.5 million of NSW Government funds to repair damage from declared storms, flooding and bushfires. Major storm events occurred in the Shoalhaven, Central Coast and Hunter areas, together with bushfires in the Southern Tablelands, Blayney, Hunter, Hawkesbury, Hornsby and Snowy River areas. Major restoration continued in the North Coast, Central West, Moree and Narrabri areas as a result of storms and flooding in previous years.

Slope stability

During the year, the management of risks associated with slopes was significantly enhanced with the ongoing implementation of a new road slope management system.

Recent highlights include completion of slope stability works at Lake George on the Federal Highway and at Nombi on the Oxley Highway. Major works were commenced on the Pacific Highway at Scotts Head and Cooperabung and on the Princes Highway at Brogo Pass. Ongoing drainage works were carried out at Thredbo. Improvements were made at selected locations on the Bells Line of Road, together with works on Alford's Point and Heathcote roads.

The Lawrence Hargrave Drive Link Alliance won the 'Engineering for Regional Communities' award at the 2006 Sydney Division Engineering Excellence Awards. After closing the route in 2003 due to the threat of rockfalls, the RTA sought and implemented an innovative engineering solution – the Sea Cliff Bridge – to address the problem.



Slope stabilisation work at Lake George was recently completed.

Timber Bridge Partnership

On 28 October 2006 the Premier announced that the NSW Government would invest \$60 million in a three year Timber Bridge Partnership for councils to upgrade their timber bridges on Regional Roads, with funding provided on a 50:50 matching basis.

By June 2007, a total of 36 bridges had been announced as part of the program with works being commenced at a number of sites including:

- Gloucester River Bridge at Gloucester.
- Baerami Creek near Muswellbrook.
- Bean Creek No 1 near Kyogle.
- Chinamans Bridge over Middle Arm Creek near Coffs Harbour.
- Meakers and Creamery Gullies on the Bega to Bermagui Road.
- Merri Merri Creek on the Warren to Carinda Road.
- Black Gully Bridge north of Moree.
- Peel River Bridge at Nundle.

The RTA continues to work closely with local councils to identify other bridges eligible for inclusion in the program.

Regional Roads funding

The RTA offers full or partial funding to councils under a range of programs. The funding programs include projects such as the Regional Roads Block Grant, REPAIR program, black spot treatments, road and safety audits and roadside facilities and rest areas.

Sixty five per cent of the NSW road budget (of \$2.8 billion) is allocated to rural and regional NSW.

NSW State Plan

Roads Act review

A review of the *Roads Act 1993* began during 2004–05. As required by the Act, the RTA has reviewed the report tabled in Parliament in 1999 pursuant to the statutory review provisions of the Act. Development of issues and options were progressed in 2006–07 with a view to facilitating consultation with other government agencies, local government and the community on the review of the Roads Act in the future.

Future road management challenges

The future challenges facing the RTA in managing the NSW road network need to be considered within the context of population growth, economic prosperity and environmental sustainability. The priorities of the NSW State Plan and the findings of the NSW Auditor-General's report, 'Condition of State Roads' are significant drivers of RTA performance in this area.

To meet these challenges the RTA will:

- Continue to strengthen weaker RTA bridges and to facilitate wider use of higher productivity vehicles across the network.
- Continue to consult with local government, internal providers and industry on infrastructure planning.
- Continue to implement the recommendations of the NSW Auditor-General's report.
- Increase the level of asphalt resurfacing to sustainable levels.
- Implement the State Infrastructure Strategy.
- Finalise and implement the 10 year Maintenance of Service Effort Plan.
- Revise and implement consistent service and technical standards.
- Increase the public transport share of total road movements.
- Enhance the planning and project delivery of maintenance and minor works through the Alliance model with internal providers and road maintenance contracts with local councils.
- Maintain and improve the standard of the road network within available funding.

The Chemical and Materials Technology Unit specialises in research, laboratory and field testing and monitoring programs to test the materials used to make NSW roads. The unit tests materials such as bitumen, reflective line markings and drainage geotextiles. External clients also value the lab's specialist capabilities.

ROAD DEVELOPMENT

Project delivery

During the year, 16 major construction projects were completed. The total expenditure to complete these projects, excluding private sector expenditure, was \$1.1 billion. Refer to appendix 1 for details.

Motorways

Lane Cove Tunnel

The Lane Cove Tunnel was opened on 25 March 2007. The tunnel provides a link between the M2 Motorway and the Gore Hill Freeway and completed the final link in the Sydney Orbital Motorway network, connecting the north-west sector of Sydney with the central business district (CBD). New ramps have been provided to and from the north between Falcon Street at Neutral Bay and the Warringah Freeway to improve access to the Gore Hill Freeway-M2 corridor.



The Lane Cove Tunnel was opened on 25 March 2007, completing the final link in the Sydney Orbital Motorway network.

As at 30 June 2007 the tunnel is used by around 47,000 vehicles per day (Monday to Friday). Tolling is fully electronic and interoperable with other Sydney toll roads.

When Stage 2 of the project is completed, the tunnel will provide bus lanes along Epping Road and transit lanes on the widened Gore Hill Freeway from the M2 at the Lane Cove River to the Warringah Freeway.

The Lane Cove Tunnel team is an example of the diversity of the RTA workforce. A team of people with expertise in civil, electrical and mechanical engineering, and traffic services as well as environment, community and urban design worked together on this remarkable achievement.

The Lane Cove Tunnel Integration Group was established to oversee the integration of the tunnel and the expanded Gore Hill Freeway into the broader road network, including 48 associated surface road changes. The group looked at the transition of these changes to ensure the best outcome for motorists, public transport users and the local community. The group included representatives from the RTA, the Department of Premier and Cabinet, the Ministry of Transport, NSW Treasury and Connector Motorways Pty Ltd.

On 8 December 2006 the Minister for Roads announced that, based on advice from the group, the NSW Government would take a staged approach to integrating the surface roadworks associated with the tunnel and expanded Gore Hill Freeway. This was also consistent with the recommendations of a bipartisan Parliamentary Inquiry.

The surface road changes are being implemented in stages over an 11 month period, with the former arrangements on Epping Road remaining in place for the first five months following the opening of the tunnel.

To build awareness of the new orbital, the RTA produced a map and a website that also provides advice about how to best navigate the network.

Connector Motorways Pty Ltd will operate and maintain the motorway for a period of 30 years.

Westlink M7

The Westlink M7 supports the industrial and commercial development of western Sydney, which increased by 58 per cent in the motorway's first year of operation. The motorway is taking heavy vehicles off local streets.

The Westlink M7 runs between the M5 Motorway at Prestons and the M2 Motorway at west Baulkham Hills and forms part of the National Highway through Sydney. A key link in the Sydney Orbital Motorway network connecting the M5, M4 and M2, it comprises approximately 40 kilometres of dual carriageway.

The Westlink M7 won the 'Project Management' and 'Infrastructure' categories at the 2006 Sydney Division of the Engineering Excellence Awards. It also won the Bradfield Award which is presented to the overall winner selected from all categories.

By June 2007 the Westlink M7 was carrying more than 106,000 vehicles per day with many travelling on only part of the motorway. Some work remained to be completed, and several property acquisition disputes were to be resolved by the NSW Land and Environment Court.



Photography by Brett Boardman

The Westlink M7 Motorway has been profiled in the prestigious architectural magazine *Architecture Australia*.

Cross City Tunnel

Since its opening in August 2005, a number of surface road modifications have been introduced for the Cross City Tunnel. These modifications have resulted in traffic flow improvements across and into the city and improved access to the harbour crossings. The 2.1 kilometre twin tunnel runs between Darling Harbour and Kings Cross, linking the Western Distributor to New South Head Road and connecting with the Eastern Distributor. Currently the tunnel is used by around 30,000 vehicles per day.

M4 Motorway extension

Currently the M4 motorway services a significant economic corridor. This western corridor from Penrith through Sydney Olympic Park to the CBD is expected to experience a high increase in population and employment density. The Government's Metropolitan Strategy for Sydney, released in December 2005, highlighted the critical significance of better linkages between Port Botany and Sydney Airport, and western Sydney.

The RTA has commenced investigations into a future eastern extension of the M4 from Strathfield to improve the road connections between these economic gateways. This is in line with the Government's Metropolitan Strategy for Sydney, the State Infrastructure Strategy and the Urban Transport Statement. These are available from the internet via www.nsw.gov.au.

In June 2007 the Premier announced that the M4 Extension is one of the infrastructure projects that is required to reduce heavy vehicles on existing roads and is a priority that the Government will address in its current term.

The opportunities provided by an M4 extension include urban renewal, improved public transport in Sydney's inner west and catering for continuing growth in freight transport between Port Botany and warehousing/distribution facilities in Sydney's west. This would bring considerable benefits to the inner western suburbs by removing trucks from local roads, thus

reducing traffic congestion and reducing vehicle emissions and noise caused by stop-start traffic.

The NSW State Infrastructure Strategy 2006–07 to 2015–16 indicates that an extension of the M4 motorway will be considered in the context of Sydney's metropolitan planning and would be part of a balanced infrastructure investment strategy involving road, rail, bus and other transport modes.

The Centre for Transport Planning and Product Development within the Ministry of Transport is preparing a discussion paper on the transport needs of Sydney's inner west for release later in 2007. The paper will include information regarding the M4 extension proposal.

F3 Freeway to M2 Hills Motorway link

A proposed new link would connect the F3 Freeway at Wahroonga with the M2 at Carlingford. It would also be the final link to provide motorway conditions all the way through Sydney from north to south via the F3, the new link, the M2, the Westlink M7 and the F5.

In May 2004, the Australian Government announced the preferred corridor option for the link. Following this announcement a number of representations were received from the community. In February 2007 the Australian Minister for Local Government, Territories and Roads announced an independent review of the corridor selection process and appointed a former chief judge of the NSW Land and Environment Court, the Hon Mahla Pearlman AO, to chair the review.

Public submissions to the review closed on 13 April 2007. The chair of the review held public meetings in June 2007. The review report is due for submission to the Australian Government at the end of August. Planning activities for the link can only commence after the findings of the review have been considered by the Australian Government.

Pacific Highway Upgrading Program

The Pacific Highway not only links Sydney and Brisbane, it passes through regions that continue to experience the State's highest population growth rates. This growth has increased pressure on the road transport system, and improvements in road infrastructure are needed for safe and efficient transport along the coast. A jointly funded program of \$960 million for the three years to 2009 to upgrade the Pacific Highway was announced in December 2005. In June 2006 the NSW and Australian governments agreed to contribute an additional \$160 million each. This brought the total level of funding to \$1.3 billion for the three years.

By June 2007, 263 kilometres of the Pacific Highway was divided highway providing travel time savings of more than one hour for both heavy and light vehicles. Approximately 50 per cent of the highway was either completed dual carriageway, under construction, or had a contract awarded. Preferred routes for the remaining sections have been announced.

Highlights during 2006–07 included the announcement of the preferred concept design for Banora Point and Iluka Road to Woodburn and announcements in August and September 2006 of preferred routes for:

- F3 to Raymond Terrace.
- Oxley Highway to Kempsey.
- Woolgoolga to Wells Crossing.
- Wells Crossing to Iluka Road.
- Tintenbar to Ewingsdale.

In addition, applications for approval under Part 3A of the *Environmental Planning and Assessment Act* were lodged for Kempsey to Eungai, Sapphire to Woolgoolga, Banora Point, and Tintenbar to Ewingsdale.

Other areas of the highway being upgraded are:

Tomago Road and Old Punt Road junctions

Construction commenced in February 2007 on an \$8 million project to install traffic signals at the junctions of the Pacific Highway with Tomago Road and with Old Punt Road at Tomago. The project is designed to improve safety and traffic flow at the intersections and is expected to be completed by early 2008.

Tugun Bypass

Construction is continuing on the Tugun Bypass. Completion is planned for mid 2008. The bypass will connect the Pacific Motorway Stewart Road interchange at Currumbin in Queensland with the Tweed Heads Bypass north of Kennedy Drive. The project is being funded by the Australian and Queensland governments with technical assistance provided by the RTA to facilitate construction of the project.

The following projects are all jointly funded by the NSW and Australian governments:

Karuah to Bulahdelah Section 1

This \$114 million project was opened to traffic on 15 December 2006. It provided an additional 11 kilometres of dual carriageway on a new highway alignment over much of the length of the project, a significant improvement to safety.

Karuah to Bulahdelah Sections 2 and 3

Construction commenced in March 2007 on this \$262 million project to provide 23 kilometres of dual carriageway generally following the existing highway alignment. The project includes seven pairs of new bridges and rest areas located on the northbound carriageway at Nerong Waterholes and the southbound carriageway at Browns Flat.

Bundacree Creek to Possum Brush

This project was opened to traffic in November 2006. The \$115 million project provided an additional 10 kilometres of dual carriageway as well as new bridges over the Wallamba River and Pipeclay Creek, a major interchange at Nabiac to provide safer access across the highway for local traffic, two pedestrian underpasses beneath the highway and a pedestrian/cycleway linking Clarkson Street south over the Wallamba River Bridge.



A new interchange on the Pacific Highway at Nabiac encourages motorists to use the facilities at Nabiac.

Cooperook to Moorland and Moorland to Herons Creek (now known as Cooperook to Herons Creek)

These projects have been combined in the implementation stage to achieve economies of scale. The projects, estimated to cost over \$400 million, will provide 32.2 kilometres of dual carriageway. Registration of interest was invited on 24 July 2006 and the request for proposals released on 15 November 2006. The preferred alliance partner was selected on 5 March 2007. Work is expected to commence in late 2007.

Bonville upgrade

Construction by design-construct-maintain contract for the 9.6 kilometre stretch along the Pacific Highway between Perrys Road and Lyons Road south of Coffs Harbour commenced in November 2006. When finished in 2008, the \$245 million Bonville upgrade will complete 17.5 kilometres of dual carriageway between Coffs Harbour and Urunga.

Ballina Bypass

The preconstruction earthworks on this project commenced in September 2006. The earthworks involve the use of a range of techniques including a vacuum consolidation process to stabilise the underlying soft soils on time critical sections of the project. A request for proposals for an alliance was issued on 19 April 2007 and closed on 23 May 2007. Two proponents progressed through to the interview stage. The improved concept design for the project went on display in June 2006.

Brunswick Heads to Yelgun

Construction began in July 2005 on this \$256 million, 8.6 kilometre project. It involved construction of a new dual carriageway generally adjacent to the current highway north of Brunswick Heads and a second carriageway on the Brunswick Heads Bypass. The project will open to traffic in July 2007.



The opening of the Pacific Highway upgrade from Brunswick Heads to Yelgun, means 60 kilometres of the highway from Ewingsdale to the Queensland border will be uninterrupted dual carriageway.

TABLE 7. 2007–08 PROJECT PLANNING

Action planned during 2007–08
<p>Display of concept designs / highway access strategies:</p> <ul style="list-style-type: none"> • F3 to Raymond Terrace (12.2 km). • Woolgoolga to Wells Crossing (27.3 km). • Wells Crossing to Harwood (61.5 km). • Harwood to Iluka Road (9.9 km). • Iluka Road to Woodburn (32.4 km). • Woodburn to Ballina (32 km).
<p>Display of environmental assessments:</p> <ul style="list-style-type: none"> • Oxley Highway to Kempsey (38.8 km). • Kempsey to Eungai (39 km). • Warrell Creek to Urunga (40 km). • Sapphire to Woolgoolga (24 km). • Tintenbar to Ewingsdale (17 km). • Banora Point (2.5 km).
<p>Continuation of planning:</p> <ul style="list-style-type: none"> • Failford Road to Tritton Road (3.3 km, concept design along existing alignment). • Herons Creek to Stills Road (3.3 km, concept design along existing alignment). • Bulahdelah Bypass (9 km). • Coffs Harbour Highway Planning Strategy (12 km concept design).

Sydney projects

F3 Freeway, Cowan to Mount Colah

Construction commenced in February 2007 to widen an 11.5 kilometre section of the F3 Freeway between Cowan and Mount Colah from four to six lanes. The \$119 million project is jointly funded by the Australian and NSW governments and is expected to be completed by the end of 2008. Once the project is completed, the F3 Freeway will have six continuous lanes between the southern end of the freeway at Wahroonga and the Gosford exit at Kariong, a distance of approximately 43 kilometres.

Victoria Road upgrade

The Victoria Road upgrade program seeks to improve the efficiency and reliability of bus services between Gladesville Bridge and The Crescent, Rozelle by providing 'peak direction' bus lanes.

The program is currently in the development phase, which includes planning, investigations, concept designs and a preliminary environmental investigation. An option under investigation includes tidal flow traffic schemes.

Windsor Road upgrade

The program to upgrade Windsor Road and Old Windsor Road to a minimum of four lanes between Parramatta and McGraths Hill was completed with the opening of the following projects:

- Roxborough Park Road to Norwest Boulevard, Baulkham Hills – open to traffic in July 2006.
- Acres Road to Old Windsor Road, Kellyville – open to traffic in July 2006.
- Mile End Road, Rouse Hill to Boundary Road, Box Hill – open to traffic in December 2006.
- Boundary Road, Box Hill to Level Crossing Road, Vineyard – open to traffic in September 2006.
- The grade separation of Norwest Boulevard over Old Windsor Road, Glenwood was opened to traffic in December 2006.

The contract for construction of the \$127 million Windsor Flood Evacuation Route across South Creek, was awarded in September 2005. Work is well advanced with opening to traffic expected in late 2007.

The Windsor Road upgrade has improved the accessibility, safety and reliability of travel in the north-west sector of Sydney. The upgrade will significantly contribute to economic development in western Sydney.



The Member for Riverstone John Aquilina and the Hon. Eric Roozendaal, Minister for Roads, opening the \$40 million underpass at the intersection of Old Windsor Road and Norwest Boulevard.

Bangor Bypass

The Bangor Bypass is a four-lane divided road consisting of two sections, a 2.8 kilometre north-south link between New Illawarra Road and Alford's Point Road to the west of and parallel to Old Illawarra Road and a 3.4 kilometre east-west link between the Woronora Bridge and the north-south link.

The \$95 million first stage of the project comprising the east-west link and the northern half of the north-south link was completed early in 2005. Planning is now in progress for the southern half of the north-south link. A preferred option was displayed in February 2007 and pre-construction activities, including detailed design, geotechnical investigation and property acquisition are being progressed.

Alford's Point Bridge

Construction of the \$45 million duplication of Alford's Point Bridge over the Georges River commenced in early 2007 and is expected to be completed in the second half of 2008.

Planning for widening of the northern approach to the Alford's Point Bridge has also commenced.

Hoxton Park Road upgrade

Hoxton Park Road is being progressively upgraded to provide a divided road at least four lanes wide and an off-road cycleway. It carries the Liverpool to Parramatta bus T-way on two separate, central lanes between Banks Road and Brickmakers Creek.

Planning for the \$71 million final section between Cowpasture Road and Banks Road is well advanced. Within this section, construction of a new signalised intersection at Whitford and Illaroo roads was completed in December 2005. Planning and pre-construction activities including major property acquisitions will continue in 2007–08.

Cowpasture Road upgrade

Cowpasture Road was a 12.8 kilometre, two-lane, undivided arterial road from the roundabout at The Horsley Drive, Wetherill Park to Camden Valley Way, Leppington. It is being progressively upgraded to a four-lane divided road.

The \$40 million upgrade to four lanes between Hoxton Park Road and Main Street was completed in November 2006. Planning is progressing for the two remaining sections of Cowpasture Road from Main Street to Camden Valley Way and from North Liverpool Road to the Westlink M7.

Narellan Road extension

This 1.1 kilometre project extends Narellan Road from the existing intersection with Camden Valley Way to intersect with The Northern Road. The \$33 million project is well advanced and scheduled to be opened to traffic in late 2007.

Camden Valley Way upgrade

The upgrading of Camden Valley Way to four lanes between the M5 South West Motorway and Bernera Road at Prestons opened in December 2005. Concept design and other planning activities are now being undertaken for the section between Bernera Road and Cowpasture Road. In addition the RTA is progressing concept design and environmental assessment for the four lane upgrade of Camden Valley Way between Cowpasture Road and Narellan Road.

North-West T-way Network

The \$524 million North-West T-way Network comprises two new bus transitway links – Parramatta to Rouse Hill Regional Centre (17 kilometres with 20 stations) and Blacktown to Parklea (seven kilometres with 10 stations).

The Parramatta to Rouse Hill Regional Centre link was completed and buses commenced services in March 2007. Construction of the Blacktown to Parklea link is progressing well and the completion is scheduled by the end of 2007.

The T-way services the suburbs of Parramatta, Westmead, Wentworthville, Old Toongabbie, Winston Hills, Seven Hills, Kings Langley, Bella Vista, Kellyville, Glenwood, Kellyville Ridge, Rouse Hill, Blacktown, Kings Park, Acacia Gardens, Parklea, Stanhope Gardens and the Balmoral Road release area. These areas now have better public transport connections to educational, recreational, employment and health facilities, and the CityRail train network.



Two new bus transitway links in western Sydney provide the community with affordable, sustainable transport options between Parramatta and Rouse Hill, and Blacktown and Parklea.

Great Western Highway

The Great Western Highway upgrade program progressed this year with Section 1 of the Leura to Katoomba upgrade opened to traffic. Preconstruction work continued on the Woodford to Hazelbrook section and at Lawson Section 2 between Honour Avenue and Ridge Street.

The Great Western Highway upgrade program is improving travel times for motorists and providing a safer road environment for all road users including pedestrians and cyclists. The NSW Government has committed \$360 million towards the upgrade, with the Australian Government contributing a further \$100 million.

Work commenced on Section 2 of the Leura to Katoomba upgrade in December 2006 and preliminary works continued on the Woodford to Hazelbrook project including the Oaklands Road local traffic railway underpass. Planning has progressed for projects between Lawson and Wentworth Falls with planning approval for Lawson Section 2 obtained in July 2006 and Wentworth Falls East in October 2006.

Improving access between cities and regions

Hume Highway

Albury Wodonga Hume Freeway project

The design-construct-maintain contract for the Albury Wodonga Hume Freeway project in NSW was awarded in February 2005. Construction commenced in May 2005 and was opened to traffic on 6 March 2007. In NSW the freeway comprises 14.6 kilometres of dual carriageway from Ettamogah to the Murray River through the city of Albury. The project also includes 31 bridges and a 7.5 kilometre shared bicycle/pedestrian footway.



The Albury Wodonga Hume Freeway project opening was celebrated by more than 20,000 community members with a walk over the freeway before it opened to traffic.

The new freeway dramatically improves road safety and travel conditions in the area and strengthens the major link connecting Sydney to Melbourne. It eliminates more than 15 highway blackspots and six railway level crossings and reduces the number of light and heavy vehicles travelling through local streets. The Australian Government fully funded the \$374 million NSW section of the project.

Southern Hume Highway duplication

The Australian Government has an objective of full dual carriageway conditions on the Hume Highway by 2012. There are 87 kilometres remaining to upgrade between the Sturt Highway and Table Top near Albury. In June 2006 the NSW and Australian governments signed a Memorandum of Understanding to accelerate 67 kilometres of duplication in an \$800 million project to be completed by December 2009. The bypasses of Tarcutta, Holbrook and Woomargama will make up the final 20 kilometres to be completed by 2012.

Two alliance partners for the duplication were engaged in December 2006, Northern Hume Alliance (RTA, Leighton Contractors, Maunsell Australia, SMEC Australia and Coffey Geotechnics) for 35 kilometres and Hume Highway Southern Alliance (RTA, Abigroup Contractors and Sinclair Knight Merz) for 32 kilometres. Initial works commenced at Table Top in May 2007 and substantial works are scheduled to commence in late 2007.

Tarcutta truck facility

The contract was awarded in May 2006 for the \$7.5 million Tarcutta truck and trailer interchange facility. The facility was opened for use in February 2007. The project is jointly funded with the NSW Government contributing \$4.5 million and the Australian Government contributing \$3 million. A new amenities block is being constructed with completion expected in late 2007.

Sheahan Bridge duplication, Gundagai

Tenders for a design and construct contract closed on 2 May 2007. The contract will be awarded in late 2007 with completion expected in late 2009. The \$78 million project is fully funded by the Australian Government. On completion of this bridge duplication and Coolac Bypass, the Hume Highway will be dual carriageway between Sydney and the Sturt Highway.

West Street interchange, North Gundagai

Construction commenced in March 2006 to provide grade separated access for vehicles leaving North Gundagai to travel north on the Hume Highway. The existing junction had an adverse crash history and was replaced by an overpass linking West Street to the northbound carriageway of the Hume Highway. The project was opened to traffic in December 2006 and was fully funded by the Australian Government.

Coolac Bypass

A contract was awarded to Abigroup Pty Ltd on 28 February 2007 for the \$179 million Coolac Bypass project and construction commenced in May 2007. The project comprises a 12 kilometre four-lane bypass and a four kilometre reconstruction of the northbound carriageway between Muttama Creek and the Dog-on-the-Tuckerbox. Completion of the project is expected in late 2009. The project is fully funded by the Australian Government.

Towrang Road junction and Carrick Road junction improvements, north of Goulburn

Construction of the \$7.4 million project to improve the two junctions at Towrang commenced in February 2007. The majority of the work has been completed ready for the scheduled opening to traffic in September 2007 with the final layer of asphalt pavement to be laid in late 2007.

Northbound upgrade, Brooks Road to Camden Valley Way, Ingleburn

Construction of the \$30 million northbound widening of the Hume Highway (F5 Freeway) between Brooks Road and Camden Valley Way commenced in March 2007 and is expected to be completed in mid 2008. The project is jointly funded by the Australian Government (80 per cent) and the NSW Government (20 per cent).

New England Highway

F3 Freeway to Branxton

Planning continued for the 39.5 kilometre link between the F3 Freeway at Seahampton and the New England Highway west of Branxton. The project involves a four-lane motorway standard route to assist in relieving congestion on the New England Highway in Maitland and to provide a high standard east-west connection between the Newcastle regional centre and urban centres in the lower Hunter. The RTA displayed the modified design in March/April 2007 for community comment and submissions are being considered by the NSW Department of Planning and the Australian Department of Environment and Water Resources.

The Australian Government has been funding planning and preconstruction activities. Funding for construction of the project, which is yet to be resolved with the Australian Government, is based on a 20 per cent contribution from the NSW Government.

Weakleys Drive Interchange

Construction commenced in March 2007 on the interchange at Weakleys Drive, Beresfield. The project will eliminate three sets of traffic signals for through traffic on the New England Highway. The \$51.8 million project is fully funded by the Australian Government and is expected to be completed by the end of 2008. In 2003 the NSW Government completed the associated \$7 million Beresfield-Thornton link road that is integral to the project.

Halcombe Hill

Construction commenced in August 2006 for the realignment of the New England Highway and a new rail overbridge at Halcombe Hill just north of Aberdeen. The \$16.9 million project is fully funded by the Australian Government and is to be opened to traffic in August 2007.

Newell Highway

Upgrade at Coobang

The Coobang upgrade involves safety improvements to 9.6 kilometres of the Newell Highway. Construction commenced in February 2006 and was completed in May 2007. The \$17.5 million project was fully funded by the Australian Government.



Parkes High School students planted a stockpile of unsuitable road construction material with wattle, as part of their school geography project.

Moree Town Centre Bypass

The project will remove heavy vehicles from the town centre and improve safety and access. Tenders closed on 8 November 2006 for Stage 1 construction (new Mehi River Bridge and northern roadworks) with the contract to be awarded in August 2007. Detailed design of Stage 2 (roadworks through Moree) continues with tenders for construction expected to be invited in the second half of 2007. The \$56 million project is fully funded by the Australian Government.

Princes Highway

Lawrence Hargrave Drive intersection upgrade

Planning continues for a major upgrade of this intersection, situated at the foot of Bulli Pass. The preferred option was displayed for community comment in November 2006. Environmental assessment will be completed by late 2007 and construction tenders are scheduled to be invited in 2008.

Wollongong Northern Distributor

The major construction contract for the \$101 million Northern Distributor extension in Wollongong was awarded in December 2006 and work commenced in April 2007. The Northern Distributor will be extended by three kilometres through Wollongong's northern suburbs from Bellambi Lane to the Princes Highway at Molloy Street, Bulli. It will provide a four-lane divided carriageway with four new intersections along the route (two grade separated at Campbell Street and at Park Road). The proposal also includes an off-road shared pedestrian cycle bridge at Farrell Road and 2.5 metre wide sealed shoulders on both sides for cyclists. The project is expected to be opened to traffic in mid 2009.

Oak Flats to Dunmore

Planning and preconstruction activities for the \$130 million Oak Flats to Dunmore deviation continued. This 5.5 km four-lane divided carriageway deviation of the Princes Highway will link the Oak Flats Interchange with the North Kiama Bypass, completing four-lane conditions to south of Kiama. Tenders for the major construction contract were invited in October 2006 and the contract was awarded in February 2007. When completed in late 2009 the project will significantly improve road safety, reduce congestion and improve traffic flows.

Kiama ramps

Planning is underway to provide two additional ramps on the Kiama Bypass. The preferred locations for the ramps have been determined and construction of the \$14 million project is expected to commence in late 2007.

Gerringong and Bomaderry

Work has commenced on the selection of the route for the future upgrade of the Princes Highway between Gerringong and Bomaderry. The preferred route is expected to be selected by mid 2008.

South Nowra road safety improvements

The contract was awarded in February 2007 to widen part of the Princes Highway between South Nowra and Jervis Bay Road to four lanes. This work, including duplication of the two-lane bridge over Currumbene Creek, commenced in June 2007 and is expected to be completed in mid 2008. The \$19 million project is jointly funded with the Australian Government contributing \$15 million and the NSW Government contributing \$4 million.

Conjola Mountain realignment

Work is in progress to improve the Princes Highway at Conjola Mountain including a replacement of the current Conjola Creek Bridge. The project is expected to cost \$45 million, including a contribution of \$10 million from the Australian Government to the Southern Region of Councils.

Pambula Bridge and approaches

Work commenced in August 2006 to improve the southern approach alignment to Pambula Bridge and a contract was awarded in March 2007 to construct the new bridge and northern approach culverts. The \$17 million project is scheduled to be completed in mid 2008 and is jointly funded with the Australian Government contributing \$5 million and the NSW Government contributing \$12 million.

Other Newcastle and Hunter projects

Newcastle Inner City Bypass

Planning continues on the Newcastle Inner City Bypass to provide a high standard orbital road linking Newcastle's radial road network. Detailed planning is progressing on the next stage of the bypass from Sandgate Road, Shortland to the Pacific Highway, Sandgate. In June 2006 the environmental assessment report for the 1.8 kilometre Shortland to Sandgate section was displayed for community comment. Preliminary planning for the Rankin Park to Jesmond section that would pass to the west of John Hunter Hospital is also underway with a preferred route displayed for community comment in February 2007. Although the Rankin Park to Jesmond section is not expected to be constructed in the short term, identification of the preferred route will provide certainty for residents and businesses in respect to where the upgrade would be located.

Five Islands Road, Booragul to Speers Point

The \$50 million duplication of Five Islands Road between Booragul and Speers Point opened to traffic in January 2007. The 1.7 kilometre project involved widening Five Islands Road from two to four lanes and included two new bridges over Cockle Creek, an off-road pedestrian/cycleway and a pedestrian/cyclist underpass at Tulkaba Park. The project has improved traffic flows, reduced congestion and improved road safety for all road users including pedestrians and cyclists.



The Five Islands Road project, between Booragul and Speers Point, has improved road safety for all road users.

Tourle Street bridge replacement, Mayfield West

Tenders were invited in December 2006 for the construction of a new two-lane crossing of the Hunter River to replace the existing Tourle Street Bridge with a contract to be awarded in August 2007. The project is estimated to cost \$47 million with construction expected to commence in the second half of 2007.

Nelson Bay Road, Bobs Farm to Anna Bay

Work commenced in August 2006 on the second stage of the upgrading of Nelson Bay Road at Bobs Farm. The \$12 million project involves widening from two to four lanes of 1.6 kilometres of Nelson Bay Road from south of Marsh Road to north of Cromarty Lane, Bobs Farm and is to be opened to traffic in August 2007. This project is the second of three stages to upgrade Nelson Bay Road from Bobs Farm to Port Stephens Drive, Anna Bay to four lanes. The 1.4 kilometre Stage 1 south of Marsh Road was completed in July 2003 at a cost of \$4.1 million.

Third Hunter River Crossing at East Maitland

Work commenced in March 2007 on Stage 1 of a new two-lane road and bridge crossing of the Hunter River between East Maitland and Bolwarra. Stage 1 of this \$65 million project involves upgrading the intersection at the New England Highway and Melbourne Street and the installation of traffic signals at the Melbourne Street/Lawes Street and Pitnacree Road intersection in East Maitland. Completion of Stage 1 is expected in late 2007 and commencement of Stage 2 works consisting of bridge works over the Hunter River and roadworks between Paterson Road, Bolwarra and Melbourne Street, East Maitland is expected in 2008–09.

Central Coast projects

Central Coast Highway (The Entrance Road)

Terrigal Drive to Carlton Road, Erina

Work commenced in November 2005 on this \$15 million project to duplicate a 600 metre length of The Entrance Road. The project provides two lanes in each direction, bus bays, a shared pedestrian/bicycle path along the full length of the work and a service road to provide access for local residents. The project is to open to traffic in August 2007.

Carlton Road to Ocean View Drive, Wamberal

Planning has commenced for the staged upgrade of this 4.4 kilometre length. A preferred option for Stage 1 between Carlton Road and Matcham Road is expected to be announced in late 2007.

Ocean View Drive to Tumby Road, Wamberal

This project will provide two lanes in each direction, a continuous off-road cycleway, bus bays and pedestrian facilities for the full 1.5 kilometre length. Work started on the Pitt Road to Tumby Road section in June 2006 and on the Ocean View Drive to Pitt Road section in March 2007. The project is estimated to cost \$42 million and is scheduled for completion in 2009.

Avoca Drive, The Entrance Road to Sun Valley Road, Green Point

This \$9 million project provides an additional lane in each direction between The Entrance Road and Sun Valley Road, and includes an off-road cycleway for its complete length of 700 metres. Work commenced in November 2006 and is planned for completion in late 2007.

Pacific Highway

Dog Trap Road Intersection, Ourimbah

This \$15 million project provides two lanes in each direction along the Pacific Highway over a length of 300 metres and traffic control signals at the Dog Trap Road intersection. Safe access for the neighbouring school and other land uses

via Dog Trap Road and an upgraded service road are also included. Construction started in mid 2006 and the project is to be opened to traffic in July 2007.

Glen Road to Burns Road, Ourimbah

Planning continued for this next stage of the Pacific Highway widening at Ourimbah. The Review of Environmental Factors was displayed for community comment in December 2006 and planning approval was achieved in June 2007. Construction is scheduled to commence in mid 2008.

Tuggerah to Wyong

This \$42 million upgrade will widen the road from one to two lanes in each direction between Anzac Road and Johnson Road, with improved intersections, pedestrian facilities and a dedicated off-road cycleway. Work commenced in January 2007 on Stage 1 between Anzac Road and Mildon Road. Tenders will be invited for Stage 2 between Mildon Road and Johnson Road in late 2007. The full length is expected to be completed by mid 2009.

Other rural projects

Nowra to Nerriga

Stage 1 of the reconstruction of Main Road 92 over a length of 24 kilometres was completed in June 2007. A contract is to be awarded in July 2007 for Stage 2 involving the reconstruction of a nine kilometre section through Bulee Gap including a new bridge. Design work for Stage 3 is also underway.



Georges Yard realignment was reconstructed as part of the Main Road 92 upgrade.

Murray River, New Bridge at Euston-Robinvale

The new Murray River Crossing and approaches between Euston in NSW and Robinvale in Victoria was opened to traffic on 9 October 2006. The \$50.8 million project was jointly funded by the Australian, NSW and Victorian governments.

Burley Griffin Way, Bowning Deviation

The \$12 million Bowning Deviation was constructed in two stages. Stage 1, a new junction with the Hume Highway, was completed in June 2005. Stage 2, a new 2.25 kilometre two-lane deviation between the Burley Griffin Way west of Red Hill and the Hume Highway five kilometres west of Bowning,

was opened to traffic in March 2007. Improvements to two right angle bends in the village of Binalong were also undertaken. The new deviation allows B-doubles to use the Burley Griffin Way between Griffith and the Hume Highway and will deliver huge benefits to the region and the NSW economy.

Future road development challenges

The key to effective network development is to ensure planning is integrated with economic and demographic projections and in line with the government's strategic priorities. The RTA will continue to contribute to and support this strategic planning through its network development activities.

The RTA must effectively balance the ongoing maintenance needs of its existing network with the development planning and delivery necessary to accommodate the growing needs of the NSW economy and community.

“The community provided strong feedback on the need for continued investment in both new roads and road maintenance.”

NSW State Plan

Key challenges to be managed in future years include:

- Participating with other NSW Government agencies in the implementation of the NSW State Plan, State Infrastructure Strategy, metropolitan and regional strategies and the Urban Transport Statement initiatives.
- Improving the on-time and on-budget delivery of projects in line with the NSW State Infrastructure Strategy's tightened 'gateway process' which identifies projects that are at risk early in the project.
- As set out in the NSW State Plan, to review the State Infrastructure Strategy every two years to take account of emerging needs and new population and business trends.
- Ensure compliance with Part 3A of the *Environmental Planning and Assessment Act* as set out in the NSW State Plan to ensure major infrastructure development approval.
- Contribute to the government's metropolitan strategy to increase the number of urban centres across Sydney so that jobs are close to residences, reducing the need for trips to Sydney.
- Continue development of the Sydney Orbital Motorway network by investigating the M4 extension and the F3 freeway to M2 Motorway link.
- Plan for network expansion to support Sydney's growth areas.
- Complete planning for a sustainable road network within Sydney (including road based public transport facilities) for integration with north-west and south-west growth centres.
- Complete the upgrading of Cowpasture Road and Hoxton Park Road to four lanes, and planning for the upgrade of Camden Valley Way to four lanes between Bernera Road and Narellan Road.
- Complete the Mamre Road M4 overpass and commence the construction of the Riverstone rail overpass.

- Progress the Great Western Highway upgrade in the Blue Mountains.
- Progress the Pacific Highway upgrade by commencing the Bulahdelah Bypass and the acceleration of Cooperook to Moorland and Moorland to Herons Creek, and continue project development for the remaining works.
- Complete the 67 kilometre Southern Hume Highway duplication works within budget by December 2009 and progress planning for the bypasses of Tarcutta, Holbrook and Woomargama.
- Complete the route selection for the Princes Highway from Gerringong to Bomaderry and commence project development.
- Progress the development of further Princes Highway upgrades, including four lanes through South Nowra to Falls Creek, Victoria Creek and the junction of Bulli Pass and Lawrence Hargrave Drive
- Plan and deliver accelerated upgrades on the Central Coast including the Central Coast Highway, the Pacific Highway and Avoca Drive.
- Continue to implement urban design corridor strategies to ensure a whole of government approach to land use and transport planning.

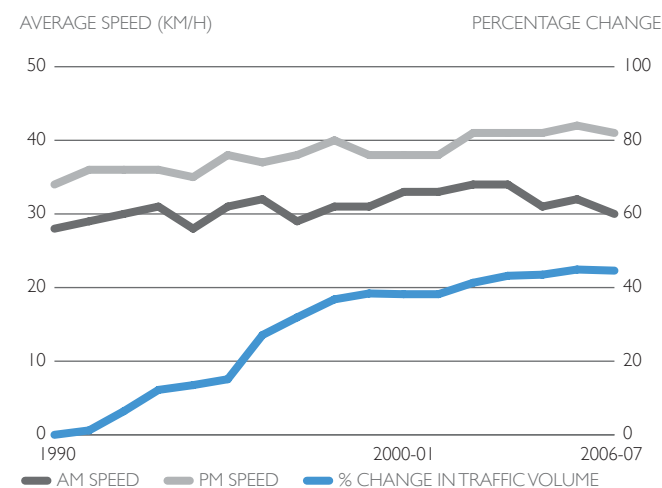
MANAGING TRAFFIC

Speed and traffic volume trends

On the seven major routes to and from the Sydney CBD, the average speed in 2006–07 was 30 kilometres per hour for the AM peak and 41 kilometres per hour for the PM peak (compared to the 2005–06 averages of 32 kilometres per hour and 42 kilometres per hour respectively).

The trends in average speeds for these major routes are shown in figure 10, together with the growth in traffic volumes on these routes during the same period. Traffic volumes on the major routes have increased by around 44.6 per cent during the past 16 years, the trend in average peak hour speeds has remained consistent.

FIGURE 10. SPEED AND TRAFFIC VOLUME TRENDS FOR SEVEN MAJOR ROUTES TO AND FROM SYDNEY



Note: Since 2002-03 travel speeds and volumes include the M5 corridor.

Keeping the traffic flowing

The focus for 2006–07 was to maintain consistent travel times for motorists, particularly during peak hours by:

- Providing more efficient response to incidents to ensure good traffic flow.
- Reducing the causes of delay through improved operation of intersections, electronic tolling on motorways, and improvements to the traffic signal control system.
- Helping road users navigate the road system more effectively.

“The community identified traffic congestion in major urban centres as a key issue.” *NSW State Plan*

Incidents and special events

The RTA's Transport Management Centre (TMC) is responsible for managing special events, responding to planned and unplanned incidents, and disseminating information to road users. As the central point for handling crashes, breakdowns, roadworks and spills, the TMC passes information to the public through the media, the RTA Contact Centre and Variable Message Signs.

The RTA is responsible for ensuring that traffic systems operate at peak performance. Activities include fine-tuning coordinated traffic signal systems and controlling other traffic operations such as:

- Deployment of traffic commanders to assume primary responsibility for traffic management around incidents on major roads in NSW.
- Deployment of a Traffic Emergency Patrol Service which routinely patrols major routes in Sydney and surrounding areas to identify and assist when incidents occur.
- Operation of Variable Speed Limit signs on all motorways so that speed limits may be adjusted in response to prevailing traffic conditions.
- Expansion and operation of 492 Variable Message Signs (VMS) across Sydney's metropolitan area and selected major routes across the State. There are 136 static VMS that are directly controlled by the TMC.
- Expansion and operation of the closed circuit television network of 700 cameras that monitor roads across Sydney and selected major routes throughout the State.
- Operation, management and maintenance of the Sydney Harbour Bridge lane control system and other electronic and manual tidal flow systems throughout the greater Sydney area.
- Development of the Sydney Transport Evacuation Precinct Plan in conjunction with other government agencies to control traffic operations and pedestrian movements in the Sydney CBD in the event of a disaster.



The Sydney Harbour Bridge 75th anniversary celebration was one of the special events the Transport Management Centre helped to coordinate this year.

Following a comprehensive review, traffic signal coordination has been changed along the following major corridors:

- Strategic roads leading to and from the Lane Cove Tunnel.
- Old Windsor Road as part of the opening of the North-West T-way.
- Parramatta CBD as part of the North-West T-way.
- Albury as part of the Albury Wodonga Hume Freeway.

Traffic signal coordination

The essential task of moving traffic efficiently on the arterial road network is carried out by the Sydney Coordinated Adaptive Traffic System (SCATS). This world leading system designed by the RTA responds to traffic demand in real-time and coordinates traffic signal timings to ensure smooth traffic flows.

SCATS' capability was showcased at the APEC Transport Minister's Forum in Adelaide on 29-30 April 2007 and as it celebrates 35 years of computerised operation, it continues to be used internationally.

SCATS continues to be a success with an expanding international market. At 30 June 2007, SCATS is licensed to 8954 intersections in eight states and territories in Australia, and a further 16,707 sites in 93 cities in 21 countries.

Annual upgrade arrangements have now been established with all RTA supported SCATS users in Australia, New Zealand and Singapore. These users will have the latest version of the SCATS software, thus reducing the demand on RTA resources to support superseded versions. The annual update arrangements also provide a guaranteed annual income stream to offset SCATS development and support costs.

Intersection and corridor improvements

Improvements were accomplished by improving key intersections and providing better access to major roads.

Routes and locations in need of attention have been identified by monitoring congestion and travel times on the network. Improvements made in these locations, including construction of traffic signals, roundabouts and general intersection upgrades, are listed below.

Suburban Sydney area

- Intersection improvement at Mulgoa Road and M4 Mulgoa.
- Installation of U-turn bay in Marlborough Road, Homebush.
- Right turn bay installation at the intersection of Princes Highway and Anzac Avenue, Engadine.
- Traffic control signals at the intersection of Sussex Street and Shelley Street, Sydney.
- Traffic signals, lane widening and right turn lanes at the intersection of Camden Valley Way and Raby Road, Leppington.
- Installation of traffic signals at the intersections of Dunheved Road and Greenbank Drive, West Penrith and New South Head Road and Lyne Park Road, Rose Bay.

South Western Region

- Sturt Highway rural intersection upgrades at Wokolena and Borambola roads, Borambola and Wokolena, OHeirs and Cowell roads, Alfredtown.
- Intersection of Olympic Way and Fonteroy Road, Young.
- Intersection improvements at Olympic Highway and Jennings Road, Henty.
- Intersection improvements at Olympic Highway and Mary Gilmore Road, Bruceedale.

Southern Region

- Picton Road and Cordeaux Colliery entrance, Cordeaux.
- Illawarra Highway, Albion Park.
- Traffic signals and right turn bay in Princes Highway and Airport Road, Albion Park Rail.

Hunter Region

- Improvements along The Entrance Road, Long Jetty.
- Installation of traffic control signals at the New England Highway and South Seas Drive intersection and at the intersection of Chelmsford Drive and Chisholm Road, Maitland.

Western Region

- Traffic signal lights at the intersection of Mid-Western Highway (Kendal Street) and Brisbane Street, Cowra.

Northern Region

- Construction of a roundabout at Dawson and Leicester streets, Lismore.
- Installation of traffic signals at intersection of Oxley Highway and Findlay Avenue, Port Macquarie.

Twenty four corridors in Sydney known as peak hour traffic hot spots were identified as part of the Network Management (or Pinch Points) Strategy. The strategy is a \$100 million program over five years announced in the Government's Urban Transport Statement. The strategy is aimed at improving traffic movement by utilising a combination of infrastructure and operational systems improvements on Sydney's major road corridors with high levels of congestion, delays and queues. A project control group has been set up to oversee the development and implementation of the strategy.

The South West Region Traffic Operations Unit has developed a series of manuals for use by emergency services, police, councils and RTA traffic commanders to help manage emergency responses to incidents. The five other regions are each developing incident response plans.

Traffic and transport modelling

The RTA has supervised the introduction of 'advanced micro simulation', a vehicle by vehicle, traffic modelling system designed to simulate scenarios such as changed traffic conditions. Advanced micro simulation has been used to model a number of diverse projects to determine the benefit of detection and management of roadside incidents, management of E-Toll tags and lane changing on the Sydney Harbour Bridge. Paramics simulation models have also been developed for:

- Sydney CBD.
- Bus lane options on the ANZAC Bridge.
- The Cross City Tunnel.
- The Warringah Freeway and Lane Cove Tunnel.
- Light rail in the Sydney CBD.

- Sydney Airport and Port Botany.
- Victoria Road tidal flow.
- The Barangaroo development for Sydney Harbour Foreshore Authority.

Electronic toll collection

The RTA's responsibilities for tolling include the collection of cash and electronic tolls at the Sydney Harbour Bridge and Tunnel, toll enforcement services for all NSW toll roads, and electronic tag distribution and customer account management.

Electronic toll collection allows faster, easier passage through tollbooths. Traffic flow has improved further with the progressive introduction of E-Only lanes. There have also been environmental benefits as air and noise pollution is reduced when vehicles do not have to stop to pay a toll.

The RTA played the leading role in introducing electronic tolling to NSW toll roads and continues to show a lead in supporting and maintaining interoperability between all toll roads in eastern Australia. The result has been a rapid expansion in tag use with 525,000 tags in circulation by the end of June 2007. The popularity of electronic tolling increased during the year with about 18 million additional trips on all toll roads compared with the previous 12 months.

Increased electronic toll usage and a move towards cashless tolling has been a priority of the NSW Government. An RTA E-Toll tag promotion in September – October 2006, including a new pricing structure for infrequent electronic tag users, resulted in about 80,000 tags being issued in the eight week period. This exceeded the 50,000 estimate. At 30 June 2007 the tags issued during this promotion had made more than 4.1 million tolled trips.

The challenge for the RTA is to continue to implement strategies to maximise electronic tolling usage.



As at 30 June 2007 both lanes leading into the Sydney Harbour Tunnel accept electronic tags.

Toll systems

The RTA has implemented and utilises a number of systems to support the tolling operation and increase in electronic toll usage. The systems have been designed to improve processing efficiency and include internal violation processing and recognition systems. An outsourced system (Toll Compliance Management System) processes toll violations for private operators as well. An internet based capability was introduced to allow existing RTA tag customers to check their accounts and make changes as well as enabling new customers to apply for a tag account online.

Two new pricing structures have been devised for frequent and infrequent electronic tag users.

Sydney Harbour Bridge and Tunnel

As owner and operator of the Sydney Harbour Bridge, the RTA has collected bridge tolls since 1932 and tolls for the Sydney Harbour Tunnel since 1992. Electronic tolling was installed on the Sydney Harbour Bridge and tunnel in 2001. Around 76 per cent of road users now use electronic tolling on the harbour crossings during morning peak with up to 20,000 recorded readings during this period each day.

The Sydney Harbour Tunnel tollbooths have been reconfigured to improve throughput and reduce queues. Significant progress was made during the year towards an electronic only Sydney Harbour Tunnel, a feat to be delivered in July 2007. Minor changes have also been made to the bridge tollbooths to handle increased tag use.

Motorways

Two additional fully electronic toll collection toll roads opened to traffic on 25 March 2007 – the Lane Cove Tunnel and the Falcon Street Gateway.

The map of metropolitan Sydney produced when the Sydney Orbital Motorway network was completed shows all toll collection points and common trip routes. It also provides information about electronic tolling.

Maintaining traffic facilities

The RTA provides efficient and effective management of traffic facilities to ensure they remain in suitable condition at minimal cost. Traffic facilities include traffic signs, longitudinal lines and other pavement markings, traffic signals, and intelligent transport systems (ITS).

An approach that offers value for money and reduced cost is the replacement of high energy consuming, incandescent lamps in traffic signal lanterns. Light Emitting Diode (LED) lanterns bring long-term environmental benefits, reduced power charges and improved visual performance. Energy consumed by LED lanterns is about five to six times less than incandescent lanterns. Also LED signal assemblies last 10 times longer than incandescent globes.

The rollout of LED lanterns to replace incandescent lanterns progressed with 740 sites completed by June 2007.



LED lights have been installed at the corner of Kent and Market streets in Sydney, the site of Sydney's first set of traffic lights in 1933.

Alternative transport

Alternatives to motor vehicle use such as public transport, cycling and walking can improve traffic congestion, air quality and community health. For details refer to the chapter: Positive environmental and urban design outcomes.

Improved signposting

The RTA conducted road user research to look at ways to improve guide signage on the road network. The research focused on road users' understanding and expectations of guide signposting.

The research identified a number of measures to upgrade the guide signposting system to better meet road user expectations. This research indicated acceptance of a rationalised system including:

- Introducing an alphanumeric route marking system to replace the several historical route markers currently in use.
- Enhanced road name signs for intersecting roads in rural areas.
- Improved identification of focal points shown on signs, including town and city centres, and local government and other boundaries.

Future traffic management challenges

The RTA will work to ensure congestion does not restrict economic growth or further impact the environment. This will be achieved as part of an integrated approach to transport in partnership with the NSW Government and the community. The RTA will be guided by the NSW State Plan in managing the following challenges:

- Improving understanding of the emerging trends and impacts of urban traffic growth and congestion due to freight as a basis for priorities and targeted decision making.
- Working with industry to encourage increased use of non-peak periods for warehouse and distribution industries so that there are fewer commercial vehicles on the road during peak times.

- Engineering solutions – providing bus priority on strategic corridors, delivering the \$100 million Pinch Points program and commencing the duplication of the Iron Cove Bridge and the improvements to Victoria Road.
- Technology solutions – rollout of the bus priority Public Transport Information and Priority System to monitor and manage traffic flow and give priority to public transport. Improving traffic signal systems (SCATS), Incident Management Systems and upgrading the Transport Management Centre (TMC).
- Demand management – contributing to the development of the Metropolitan Parking Plan by the Department of Planning and supporting the use of alternative transport modes.
- Long-term planning and provision of infrastructure and services to support population growth and change.
- Addressing urban consolidation, zoning, consistency, and parking facilities.
- Securing and managing adequate funding to deliver community and business outcomes.
- Efficient management of public transport and road network integration through a combination of strategy, policy and program management.
- Strong focus on traffic asset management including continued replacement of high consumption incandescent traffic signal lamps with more energy efficient LED lanterns.
- Ensuring that NSW road users know about changes to road rules and traffic facilities.
- Continuing to implement intelligent transport systems and other innovative equipment to improve traffic flow and traveller information.
- Strong focus on traffic performance management, business and risk management including key performance indicators and key areas of risks.

FREIGHT

Productivity Commission Inquiry into road transport issues

The Productivity Commission Inquiry on 'Road and Rail Freight Infrastructure Pricing' was commissioned by the Council of Australian Governments (COAG) in response to the expected doubling of the national freight task by 2020. The NSW road network is involved in approximately half of all road freight and three quarters of all interstate road freight in Australia. This clearly demonstrates the significance of NSW to the Australian economy and the nation's reliance on NSW roads.

Reform of current road pricing arrangements to ensure the long-term sustainable funding of the NSW road network therefore has State and national relevance. The RTA has been a key driver of the national considerations under this reform process and in 2006 was a significant contributor to the development of two NSW Government submissions to the Productivity Commission Inquiry.

The Final Report of the Productivity Commission Inquiry was released in April 2007 and recommended significant reform to the current pricing of the use of roads by the road freight industry, including the introduction of mass-distance location based charges through phased implementation. These recommendations were largely supported in the COAG communiqué of 13 April 2007, which set out a substantial road reform agenda to be developed in phases by the Australian Transport Council.

A key part of the first phase of the COAG 2007 Road Reform Plan is the detailed review, including trials, of incremental pricing for higher productivity vehicles. This would be a voluntary scheme that involves the application of a charge in addition to the current charges paid by heavy vehicles in exchange for carrying additional mass and/or gaining additional access. The RTA is intending to begin trials of incremental pricing in 2008 (as part of a series of trials being conducted nationally) using charges that will be set to recover the marginal increase in the costs, including road wear, associated with these higher productivity vehicles.

Incremental pricing will provide an opportunity to test electronic monitoring and billing technologies ahead of broader heavy vehicle road pricing reforms, building on the technology that is used in the Intelligent Access Program (IAP).

Intelligent Access Program

The IAP was developed through Austroads in partnership between all Australian road agencies. The IAP will use satellite based tracking technology to remotely monitor the compliance of heavy vehicles against their conditions of access. The RTA has established an IAP Unit and an online facility where transport operators can pre-enroll for Higher Mass Limits under the IAP.

Enabling legislation for the IAP was passed through NSW Parliament and commenced on 13 December 2006.

Higher Mass Limits

The Higher Mass Limits (HML) approach allows vehicles to transport an increased payload capacity of between 10 and 13 per cent, providing a significant productivity gain. Accordingly, HML has the potential to reduce the total number of individual truck trips, providing economic benefits by reducing the cost of transporting goods and produce, while contributing to improved road safety and environmental outcomes.

In June 2006, the Minister for Roads announced the expansion of the HML network for heavy vehicles. HML access is now available in Sydney, Newcastle, Wollongong, western NSW and south-western NSW. This initiative gives practical effect to the State's obligations under the AusLink funding agreement reached with the Australian Government, and means that about 42 per cent of the NSW geographic land mass and 75 per cent of the NSW population are within the HML access zones.

HML provides a significant increase in mass limits available to freight operators, so long as rigorous regulatory conditions are met, including road friendly suspension and satellite tracking through the IAP.

To obtain HML access in NSW, registered operators must pre-enrol for HML under the IAP and obtain a permit to operate at HML on approved routes. At the end of June 2007, the RTA had pre-enrolled around 2200 vehicles for HML under the IAP.

Road Train Modernisation Program

B-triples and AB-triples are more modern forms of road trains that are now able to operate in NSW. These new vehicle types have been introduced under the NSW Government's Road Train Modernisation Program and form part of the states' commitments under a COAG agreement. COAG has directed all states to identify and approve suitable roads for the use of B-triples. The NSW Government has agreed to allow B-triples to access the existing routes already used by road trains in far western NSW.

The RTA requires the use of satellite tracking technology to ensure these vehicles operate only on approved roads.

Transport operators seeking to operate a B-triple and/or AB-triple in NSW must be pre-enrolled under the IAP.

The introduction of these vehicles will have significant productivity gains for the movement of freight in NSW and also provide road safety and road maintenance benefits due to the superior design of these vehicles.

NSW Quad-Axle Pilot Scheme

The NSW Quad-Axle Pilot Scheme is now operational across NSW and open to all operators. The scheme is a component of the NSW Government's commitment under a COAG agreement.

The pilot scheme will run for three years in order to assess elements of quad-axle operation in a wide range of situations such as the performance of airbag road friendly suspension in a quad-axle group and the load sharing characteristics of quad-axle groups at highway speeds. For this additional research to be meaningful a pilot using 'real world' vehicle operations is needed.

With the growth in numbers of heavy containers in particular, quad-axle groups have been seen by some as a more efficient solution for the transport task, provided that pavement and bridge impacts are managed.

Transport operators seeking to operate a quad-axle semitrailer under the pilot scheme in NSW will have to pre-enrol under the IAP.

Performance Based Standards (PBS)

PBS bring a new approach to heavy vehicle regulation. Rather than focusing on vehicle length and mass alone, it takes into consideration how well a vehicle can operate on the road through a set of safety and infrastructure protection standards.

During 2006–07, the RTA continued to contribute to the national development of PBS, through the development of business rules for the PBS Review Panel, contribution to the development of standards and guidelines for the PBS scheme, and through attendance at more than 80 per cent of the PBS Interim Review Panels.

NSW Road Freight Advisory Council (RFAC)

In June 2007, the NSW Government approved the establishment of RFAC. The council's role is to assist in identifying and delivering freight solutions that will meet the needs of the NSW and Australian community and economy. The solutions and strategies identified by the RFAC are required to be built on a foundation of:

- Improving safety management and outcomes in the freight and logistics sector.
- Better integrating road network access and road asset management issues.
- Delivering strong compliance assurances for the benefits of the community, local governments and the road transport and logistics industries.

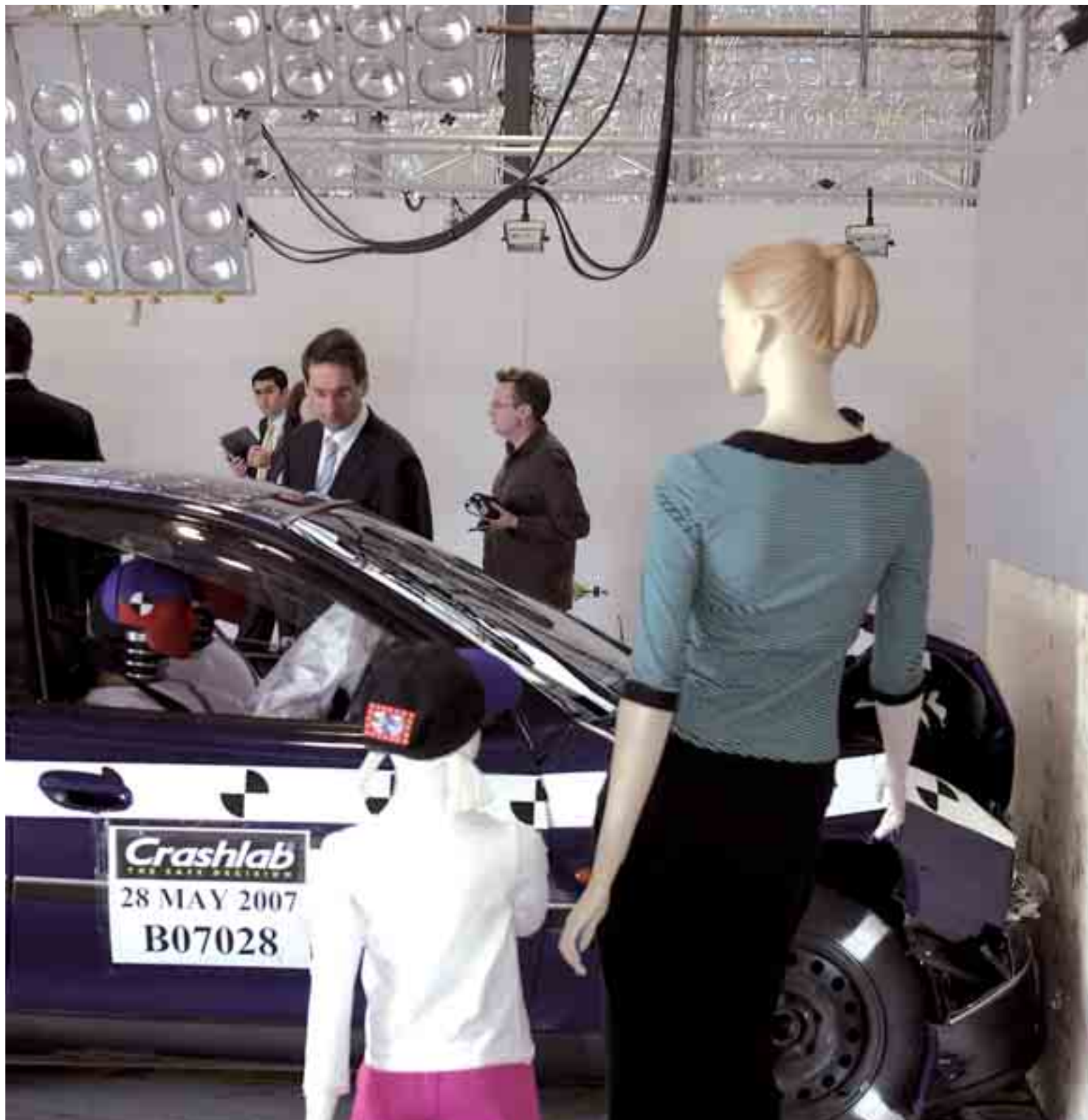
Members of the council include executives and leaders from a range of business and community backgrounds across NSW and interstate.

Future freight challenges

- Continue implementation of the IAP to facilitate network utilisation.
- Continue the implementation of higher productivity vehicles, such as through the Road Train Modernisation Program, in line with the COAG commitment.
- Work with industry to enhance the productivity of freight transport.



The Pacific Highway is a major tourist and transport route.



POSITIVE ROAD SAFETY OUTCOMES



The RTA Crashlab, located at Huntingwood, delivers positive road safety outcomes through world-class testing of vehicles, crash barriers, safety harnesses and roadside furniture. Featured in the facility on the chapter page is the Hon. Eric Roozendaal, Minister for Roads.

Management of road safety is a complex area involving all elements of road transport. The RTA works with the NSW Government and NSW Police Force to foster more aware and safer road user behaviour. Community awareness is one way of achieving safer behaviour, regulation and enforcement is another. The safety components of vehicles and the design and development of safe infrastructure are also important in producing a safer road outcome.

Road safety is a key priority for the State and the RTA and it is now being 'mainstreamed' throughout the organisation. A new approach will see all managers accountable for relevant road safety outcomes. Safety performance indicators will help guide investment decisions and road safety impact statements will be completed for all work programs. An Executive Road Safety Management Committee has been established to oversee this coordinated approach to road safety. Formation of the NSW Centre for Road Safety symbolises this refocusing of road safety.

"As a regional manager, I will have key performance indicators directly related to road safety outcomes. This will encourage staff in the regions to focus on the road safety outcomes of all projects, not just those in the road safety works program"

Mike Veysey, Regional Manager, Sydney.

The RTA will introduce the 'Safe System' approach to road safety, used effectively in Europe, which recognises that human error is inevitable and requires roads and roadside environments that are forgiving of driver error.

NSW CENTRE FOR ROAD SAFETY

On 28 May 2007, the Minister for Roads announced the establishment of the NSW Centre for Road Safety with interim operations commencing 1 July 2007. The centre is to be a world-class road safety centre for policy development, high-level research, advice and delivery of behaviour change strategies. The centre will oversee the mainstreaming of road safety into all RTA programs and develop plans to continue to address the road toll.

The centre consists of four specialist areas – vehicles, technology, behaviour and roads.

Development of this centre represents a significant challenge for the RTA and it is intended to be fully functional by January 2008. The challenge of mainstreaming road safety and the Safe System approach will be central to the organisation's future direction.



The team at RTA Crashlab will play a key role in the NSW Centre for Road Safety.

FATALITIES

There were 496 fatalities on NSW roads in 2006, (preliminary data) a two per cent reduction on the level reached in 2005 with 508 fatalities. This result is the lowest annual NSW road toll since 1945, when the population was less than half that of 2006 and the number of vehicles was less than a tenth of current numbers.

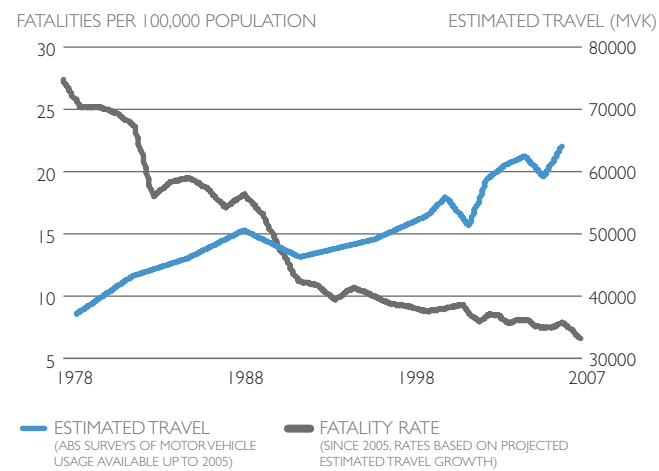
The NSW fatality rate per 100,000 population in 2006 was 7.3, the lowest figure since records began in 1908. This also compares favourably with the rate for the whole of Australia at 7.7 fatalities per 100,000 population in 2006. International comparisons show NSW ahead of other Organisation for Economic Co-operation and Development (OECD) countries such as France (8.7 fatalities per 100,000 population), Italy (9.3), New Zealand (9.3) and the United States (14.7), but still lagging behind OECD leaders Sweden (4.9), Netherlands (5.0) and the United Kingdom (5.3).

The NSW State Plan states "we will reduce road fatalities to 0.7 per 100 million vehicle kilometres travelled by 2016". The estimated NSW fatality rate per 100 million vehicle kilometres in 2006–07 was 0.67*.

Preliminary analysis of crashes for the calendar year ending 31 December 2006 (based on preliminary data) revealed that:

- Speeding was a factor in around 40 per cent of fatalities.
- At least 23 per cent of fatalities were the result of an incident involving a driver or rider with a blood alcohol level above the legal limit.
- At least 16 per cent of people killed in motor vehicles were not wearing available restraints.
- Driver fatigue contributed to about 18 per cent of fatalities.
- At least six per cent of motorcyclists killed were not wearing helmets. Motorcyclists account for 13 per cent of fatalities.

FIGURE 11. TREND FOR FATALITIES PER 100,000 POPULATION AND MOTOR VEHICLE TRAVEL SINCE 1978



* ABS travel estimates are not yet available. Fatality rates since 2005 are based on projected estimated travel growth.

SAFER ROAD USERS

New drivers

Younger driver initiatives

Young drivers aged 17 to 25 years represent 13 per cent of all licensed drivers yet in 2006 they accounted for 25 per cent of all drivers involved in fatal crashes.

In November 2006, the Minister established the NSW Government Young Drivers Advisory Panel to develop plans to reduce the death and injury of young people on NSW roads. The panel included representatives from the RTA, NSW Police Force, Motor Accidents Authority, the NSW Parliament's Staysafe Committee, Commission for Children and Young People, NSW Youth Advisory Council, NRMA and the community.

A range of new initiatives were developed for novice drivers. All the initiatives were supported by a radio, print and online communication campaign.

As of 1 July 2007, changes implemented with the panel will include:

- Automatic three month licence suspension for P1 drivers and provisional riders caught speeding.
- A ban on all mobile phone use for learners, P1 drivers and provisional riders. A NSW Government funded study found there is a 400 per cent increase in crash risk for young drivers when using a mobile phone, whether it is hand-held or hands-free.
- Peer passenger restrictions for P1 drivers between 11pm and 5am.
- Changes to the display of L and P plates on vehicles. Provisional and learner drivers must display their L or P plates on the exterior of the vehicle, ensuring they can be seen clearly by other motorists.
- New conditions and licence terms for learner drivers. New learner drivers getting their licence on or after 1 July 2007 will need to hold their learner licence for a minimum of 12 months and complete at least 120 hours of supervised driving including 20 hours of night-time driving.

A comprehensive communications strategy was implemented to notify young drivers of these changes, with information being available on the RTA website, through the RTA Contact Centre, motor registries and advertisements in the national press.

In addition, the Minister for Roads announced that the Class C driving test would be overhauled. The new test, which has a greater focus on assessing the applicant's hazard perception skills and uses more demanding traffic situations, will be implemented by the end of 2007.



A suite of reforms to curb the high number of P plate fatalities was announced in early 2007.

Novice Driver Program pilot

The RTA is taking part in a \$10 million Novice Driver Education program pilot, as part of a strategy to reduce the high number of young deaths on NSW roads.

The trial is a joint effort between the RTA, the Australian and Victorian governments, the Victorian Transport Accident Commission, the Federal Chamber of Automotive Industries, NRMA Insurance and the Royal Automotive Club of Victoria.

The trial is one of the largest and most rigorous studies of novice driver education ever undertaken. The direction of the program was set at a forum attended by leading Australian and overseas experts. It will provide provisional drivers with an understanding of their own limitations and how they can reduce the risks they face on the road.

Participating provisional drivers will undertake a number of training modules, including facilitated group discussions as well as one-on-one in-vehicle coaching sessions, focusing on hazard perception and risk avoidance.

The trial will involve a minimum of 14,000 provisional drivers in NSW; 7000 will take part in the program and 7000 will act as a comparison group. The involvement of the two groups in any crashes will be compared over a 12 month follow-up period to assess the effects of the program. A similar trial will also take place in Victoria.

If proven effective, consideration will be given to the program becoming a national scheme. The trial is expected to commence in 2008, with final evaluation of the program taking place in 2010.

Speeding Traffic Offenders Program – a recidivist speeding offender's pilot program

In June 2007 a pilot Driver Education Program for young speeding offenders was run at Tamworth and Penrith. Provisional licence holders attended the pilots over two consecutive weekends. The majority of participants attending the pilot had received a traffic infringement notice for speeding and a small number had been disqualified from driving. The course examined topics including:

- What makes people speed?
- Speed enforcement.
- Understanding speed limits.

Course participants were asked to complete a written survey. Feedback from participants rated the course between very good and excellent.

A follow up survey will be completed in July 2007 to determine whether participants have altered their speeding habits since undertaking the course.

Child safety

School road safety

In May 2006 the Minister for Roads announced a five point plan to improve school road safety in NSW. During 2006–07 the plan was implemented with the following outcomes:

Roundtable

Child Road Safety Roundtable and subsequent working groups were held with stakeholders to consult on various issues related to child road safety.

Drop-off and Pick-up initiative

The NSW Government has released education material to support and encourage schools to establish their own drop-off and pick-up initiatives in approved locations. This initiative assists schools to alleviate parking issues and subsequent traffic congestion in the 'No Parking' areas around their schools. A brochure, instructional DVD and CD with information were distributed to schools.



An information kit to help establish drop-off and pick-up zones was distributed to NSW schools.

Fines and demerit points

On 21 May 2007 the NSW Government introduced new fines and demerit points for offences committed in school zones. The new penalties are targeted and designed to provide protection to children in school zones. They apply only in school zones, within posted school hours.

Demerit points affect everyone equally and used in combination with fines have a strong deterrent effect. There is considerable research both here and overseas which shows demerit points are the most effective when people are aware of the penalties involved. The new fines and demerit point changes were widely publicised prior to their implementation.

School zone alert systems

A trial of four variants of the flashing 40 kilometre per hour school speed zone lights with improved reliability was completed at 100 school zones. In addition, three innovative technologies were also trialled including in-pavement lighting, mast arm (over road) speed limit signs and vehicle activated advanced warning signs (pre-zone signs).

Fixed speed cameras

The school road safety package included installation of 50 fixed cameras to allow greater enforcement of the 40 kilometre per hour school zone speed limits. Common selection criteria were applied to all school zones in NSW. There were 16 fixed speed cameras installed in 10 school zones in 2006–07. The remaining school zone fixed speed cameras will become operational throughout 2007–08.

School road safety education

The RTA's NSW School Road Safety Education Program from kindergarten to year 12 supports road safety education through compulsory components of the school curriculum. The program is a partnership between the RTA and organisations involved in road safety education in government, Catholic and independent schools and early childhood services. The RTA funds these education agencies to provide educational consultancy support, professional development and policy advice.

A new secondary school road safety education resource for Stage 6 English students has been developed. This resource, 'In the driver's seat – the nature of authority', uses a variety of RTA media texts designed to develop students' analysis of youth, driver, pedestrian and passenger safety.

The new Youthsafe 'What's the plan?' resource was developed in collaboration with the RTA and launched at the NSW TAFE Access Conference in December 2006. This resource provides a video and sessions for teachers to work with TAFE students to explore safe celebration strategies, young driver and passenger safety and parent and peer support. Youthsafe is funded by RTA for \$400,000 annually.

The Early Childhood Road Safety Education Program provides road safety education to children's services throughout NSW. This involves professional development to over 2800 children's services, resource distribution and support to rural and remote children services.

Drink and drug driving

Sober Driver Program

The nine-week Sober Driver Program helps participants understand the effects of drink driving on themselves and the community and aims to reduce reoffending by program participants. Participation in the program is by referral from a Magistrate or a probation and parole officer. The program was jointly funded by the RTA and the Motor Accidents Authority in 2006–07 and delivered by the Probation and Parole Service of the Department of Corrective Services.

This program has been independently evaluated and it was found that repeat drink drive offenders who completed the program were half as likely to reoffend as those who did not participate.

Alcohol Interlock Program

An alcohol interlock is an electronic device that tests a driver's breath and prevents a motor vehicle from being started if the concentration of alcohol exceeds the pre-set limit of 0.02. The Alcohol Interlock Program is available for courts as an option in sentencing drivers convicted of certain serious drink driving offences. To date, more than 800 interlock licences have been issued and 180 participants have successfully completed the program.



The alcohol interlock device prevents motorists from starting their car if their blood alcohol concentration exceeds 0.02.

Transport options for drinkers

Programs were conducted in association with licensed venues to provide local alternative transport schemes. Local government and other agencies were involved in a number of areas including the 'Brain Bus' servicing the ski fields during the snow season, the 'Summer Bus' project in Wollongong, and the 'Nightlink' service in Newcastle. Patrons are offered safe options for travelling home to avoid drink driving.

Drug driving

The *Road Transport Legislation Amendment (Drug Testing) Act 2006* commenced on 15 December 2006. This legislation allows for roadside drug testing which uses oral fluid samples to test for the presence of three illicit drugs. This legislation also allows for the compulsory blood and urine testing for drugs by any driver, motorcycle rider or supervising licence holder in NSW involved in a fatal crash.

The first roadside drug testing operation commenced in NSW on 22 January 2007. Since this time, the NSW Police Force have conducted 24 operations resulting in 2546 roadside drug tests of 1326 heavy vehicle drivers and 1220 light vehicle drivers.

Of these, 57 drivers have tested positive to one or more of the illicit drugs. Overall, the number of drivers testing positive to drugs compared to the total number of drivers tested is equivalent to a one in 45 ratio.



The NSW Police Force now has the power to carry out roadside drug testing.

Future challenges in fostering safer roads users

- Continue to implement the package of initiatives to increase child road safety across NSW including the further installation of the school zone fixed speed cameras which will become operational throughout 2007–08.
- Reinforce the new changes to L and P plate licence conditions – including increased driving hours and tougher driving tests.

COMMUNITY AWARENESS

Campaigns

A number of new campaigns targeting speeding and safe driving were launched this year. Improving youth road safety continues to be a priority for the RTA.

Young drivers continue to be at great risk of being involved in speeding crashes. Towards the end of 2006 a number of high profile crashes involving novice drivers prompted the development of two campaigns to help address the problem. An online interactive campaign was also conducted to raise awareness of road safety issues.

P plate enforcement

'Please slow down' was launched in January 2007 to increase awareness of the NSW Police Force enforcement operation targeting speeding young drivers.

The campaign comprises two 15 second television commercials supported by outdoor advertising.

The first commercial shows a police officer booking a P plate driver for speeding. The second shows the same police officer attending a fatal crash involving a P plate driver.

The overall objective of the NSW Police Force operation and the campaign is to contribute to a reduction in the road toll.



The RTA launched a suite of reforms and an advertising campaign to address the high number of P plate fatalities.

'Speeding. No one thinks big of you'.

In June 2007 a new anti-speeding campaign was launched aimed at young drivers. The RTA has a history of producing cutting edge advertisements that have helped increase road safety awareness and made a contribution to reducing the road toll.

This campaign continues the RTA's efforts to do everything possible to save lives and focuses on the need to make speeding socially unacceptable so as to further reduce the road toll.

The commercial shows a series of young men speeding and the disapproving reaction of the community to their behaviour. Television coverage was supported by cinema, outdoor, magazine and online advertising.

Pimp our ads

'Pimpourads.com' was an online competition designed to reach young people, challenging them to create posters reflecting the road safety issues they feel are most relevant to themselves and their mates. This was a new approach to sharing the responsibility for road safety.

The competition was run through an interactive website which provided the tools for creating, submitting and sharing posters online. Entries were published in a viewable gallery and participants received an email with a link to their poster, which could be forwarded to friends. The online medium helped to spread the message and encouraged others to enter or vote on the entries. The six week campaign attracted 7500 entrants and provided a unique insight into the advertising messages that appeal to youth.

The winning entry, 'Should have crashed at a mate's', was developed into an outdoor campaign that featured on taxi and bus backs.



Samantha Morris' entry caught the attention of judges in the Pimp our ads youth road safety competition.

Changes to L and P plate conditions

To communicate the changes to driving laws for L and P plate drivers to be introduced on 1 July 2007, a direct mail to all L and P licence holders along with press, radio and online advertising was conducted. Information was also available through the RTA Contact Centre and motor registries.

Work site safety

The RTA's road work safety campaign, comprising television, radio and bus back advertising was launched in November 2006.

The campaign was designed to create empathy between drivers and road workers, put road worker safety on the public agenda and encourage drivers to slow down and take care when driving through roadwork sites.

Motorcycle safety

'Check twice for bikes' was launched with the Motor Accident Authority to raise driver awareness of motorcycle riders. The campaign featured on bus and taxi backs and relevant outdoor sites.

Drink driving

'Mobile RBT'. 'You won't know where, you won't know when', was extended with press advertising that featured a local map and plotted the number of arrests made on different local roads, reinforcing the unpredictable nature of mobile RBT advocated through the 'Paranoia' campaign. The 'Brain' campaign continued to run providing a rational explanation as to why drink driving impairs driving skills.

Pedestrian safety

The introduction of increased penalties for school zones in May 2007 was promoted through direct mail to local councils and schools, press, radio and variable message advertising. Ongoing advertising at a local level promoted 40 kilometre per hour safety zones and 'watch out people about' campaigns were linked to major sporting and public events where large numbers of pedestrian traffic were expected.

Driver Reviver Program

To help drivers manage their fatigue the Driver Reviver Program encourages drivers, particularly on longer trips over holiday weekends, to take a rest break. The RTA has continued to support and improve the Driver Reviver Program with guidance on safety aspects of Driver Reviver sites plus promotion through advertising, Variable Message Signs and listing locations and operating times on its website.

Along with new campaigns the RTA continued to run television and online double demerit period advertising and fatigue advertising in the lead up to major holiday periods.

SpeedBlitz Blues sponsorship

The RTA has been the major sponsor of the NSW cricket team, the SpeedBlitz Blues, for five years, as one component of its marketing campaign to target males aged 17-25 with the message that speed is great on the field but not on the road.

The online 'SpeedBlitz Cricket' game was created to deliver anti-speeding messages in a fun and interactive environment. More than 75,000 games were played over the eight weeks of the promotion, by more than 5000 registered participants.

Publications

Access to publications

The RTA provides a toll free 1800 060 607 road safety information number and website for road safety publications.

During 2006-07:

- About 1.4 million road safety community education publications and other resources were sent to customers.
- The 1800 number contact centre processed more than 880 enquiry calls.
- RTA customers ordered 207,012 road safety publications by email via the online road safety resource catalogue.

Young driver magazine

Geared continued to be produced and distributed to young drivers through motor registries. Providing articles about safe driving and licensing.

Recent research found that *Geared* is reaching its target audience with many reading, keeping and passing the publication on to others. Ninety-two per cent of readers stated that it is relevant to them as young drivers.

Local Government Road Safety Program

The Local Government Road Safety Program is a jointly funded partnership between the RTA and NSW local councils that has operated since the early 1990s. The program develops and implements road safety initiatives within local government communities and brings together the RTA, the Institute of Public Works Engineering Australia, the Local Government and Shires Associations of NSW, the Motor Accidents Authority and council road safety officers. There are currently 85 road safety officers working in 99 participating councils.

During 2006-07 road safety officers delivered a range of behavioural and educational projects within their communities to address local road safety issues.

Helping learner drivers become safer drivers

The 'Helping Learner Drivers Become Safer Drivers' workshop was updated to include the principles of low risk driving with 180 workshops provided across NSW as part of the Local Government Road Safety Program.

Future challenges in increasing community awareness

Increasing community awareness can assist in managing the behaviour of road users for the overall benefit of road safety. The RTA will continue to meet the challenge of making speeding a socially unacceptable behaviour. The RTA will also need to increase awareness of the new drug driving legislation which will help increase the effectiveness of the drug testing program.

Public education campaigns on the effects of speeding, fatigue and drink driving will continue, the challenge being to ensure their ongoing relevance and effectiveness.

REGULATION AND ENFORCEMENT

Enhanced Enforcement Program (EEP)

The NSW Police Force and the RTA have for many years worked together to improve road safety in NSW. The formal partnership between the RTA and NSW Police Force under the EEP has evolved and diversified since its inception in 1995. The RTA contributed \$9.9 million during 2006-07 to fund operations targeting speeding, drink driving, fatigue, heavy vehicle safety issues, and seatbelt and helmet use. In recent years significant achievements have been made in reducing the number of fatalities and injuries during holiday periods. This has been attributed to the introduction of double demerit points, coordinated public education and enforcement made possible by the EEP.

The success of statewide operations has led to smaller regional and local operations during other times of the year. This has meant a significant increase in the quantity and scope of operations being supported by regional public education campaigns. These operations include Nightsafe, Northern Villages and Operation Snowsafe.

Heavy vehicle initiatives

Speed limiter deeming legislation

Heavy vehicle speed limiter enforcement commenced with the aim of prosecuting operators who allow their heavy vehicles to travel more than 115 kilometres per hour due to faulty or non-functioning speed limiters. Enforcement was carried out on roads where the gradient could not be a factor explaining speeds over 115 kilometres per hour. The RTA surveyed major freight routes and developed speed limiter enforcement zone maps identifying these roads. The NSW Police Force has undertaken training and use these maps for enforcement to ensure the evidence is admissible in a court of law.

National Heavy Vehicle Driver Fatigue Reforms

The road transport Heavy Vehicle Driver Fatigue Reform Package developed by the National Transport Commission was approved by Ministers from all states and territories on February 2007. The reform, which is underpinned by world-leading fatigue research, is the result of extensive consultation with the industry, unions and government. These reforms will apply to trucks with a gross vehicle mass (GVM) of more than 12 tonnes.

Under new chain of responsibility laws, everyone in the transport chain must take reasonable steps to prevent driver fatigue, an approach consistent with existing NSW Occupational Health and Safety legislation. Penalties escalate sharply for offences which pose a serious road safety risk, including court-imposed fines and demerit points.

These reforms will result in safer working practices and stronger powers to prosecute companies who push heavy vehicle drivers to work illegal schedules.

The Heavy Vehicle Driver Fatigue Reform also includes a three tier work/rest system:

- A standard hours option with maximum driving hours of 12 hours in any period of 24 hours.
- A basic fatigue management option which allows flexibility within a set of minimum rest and maximum work hours (14 hours per 24 hour period).
- An advanced fatigue management option based on a risk management approach with operating and upper limits.

The Heavy Vehicle Driver Fatigue Reform will be implemented in September 2008 following approval from the Australian Transport Council.

Chain of responsibility – investigations and initial prosecutions

With the road freight task in Australia expected to double by 2020, a series of compliance and enforcement reforms were introduced under the *Road Transport General Act 2005*. All parties involved in the road transport logistics chain can now be held responsible for mass, dimension and loading requirements.

New penalties and extensive enforcement powers were also introduced to provide effective monitoring of the industry. These have now been successfully implemented with investigations and prosecutions taking place.

Initial operations have involved hundreds of statutory directions served, tens of thousands of records obtained and potential enforcement activities identified (including 367 identified cases of 'severe' overloading).

The RTA has also secured multiple Court Supervisory Intervention Orders under Section 109 of the *Road Transport (General) Act 2005* and has secured the first conviction for failure to observe an Order. Australia's first chain of responsibility convictions of consignors were also made under the new laws.

Heavy vehicle safety and environment package

Since 1 January 2007 heavy vehicles with a gross vehicle mass of 15 tonnes or more which are fitted with new emissions and safety technology have had access to a 0.5 tonne increase from the current six tonne steer axle mass limit. The improved safety and environment standards that vehicles must comply with in order to operate at the higher steer axle mass limit are in line with United Nations Economic Commission for Europe regulations and Australian Design Rules.

Management of the Austroads Freight Program

On 1 January 2007, the RTA assumed responsibility for managing the Austroads Freight Program. The program is supported by a task force comprising senior staff from freight and heavy vehicle policy and operational areas of Austroads member organisations.

The primary objective of the program is to enable improved road freight operations and to integrate these with other transport modes in the context of rapidly increasing freight demand. The program focuses on the research, development and completion of a number of projects in the following areas:

- Understanding the future freight task.
- Understanding community impacts and industry needs.
- Managing freight growth.
- Improving heavy vehicle access.

Heavy vehicle inspection scheme

The RTA operates a heavy vehicle inspection scheme that conducts periodic inspections on heavy vehicles and buses used as public passenger vehicles. Annual registration inspections are conducted on about 100,000 vehicles at a variety of sites across the State.

Truckscan

Truckscan is used at RTA Heavy Vehicle Checking Stations (HVCS) and in enforcement vehicles to check driver licence and vehicle registration and verify driver logbook entries. Enhancements were made in 2006–07 to maintain this effective enforcement tool including a mobile screening interface which allows the inspectors to identify vehicles of interest before intercepting them.



Allan Denton, Inspector Vehicle Regulations (right), explains suspension shaker plates to the Minister for Roads.

Vehicle Selection Matrix

The Vehicle Selection Matrix (VSM) strengthens the RTA's existing risk-based screening system for managing heavy vehicle intercepts at automated HVCS. VSM improves the intercept rate of high risk vehicles, manages the checking station queue and uses a screening tool to intercept vehicles with a poor compliance history. VSM has now been rolled out to Marulan (north and southbound), Mt White (north and southbound) and Twelve Mile Creek checking stations.

VSM will now be rolled out to mobile enforcement vehicles, for use by vehicle regulation inspectors on the roadside. New Toughbook computers are also being rolled out to support mobile enforcement.

Combating speed

Automated wet weather speed limits

Following the successful introduction of Australia's first operational use of rain-activated electronic speed limit signs on the F3 Freeway during 2005–06, a fog activated variable speed limit adjacent to the Mt Boyce HVCS was commissioned on 7 December 2006.

Fixed speed cameras

At 30 June 2007 fixed speed cameras operated in 123 locations, 40 of the locations operating in country NSW areas and 83 in city locations. Thirteen new camera locations were commissioned during 2006–07. Cameras were upgraded due to improvements in technology at ten locations.

Speed limits

Speed limits have been reviewed on numerous roads across NSW with speed limits adjusted to better reflect road safety and driving conditions. Examples include the Pacific Highway at Clarenza, Bobbin Head Road, Turramurra and Briens Road, Northmead.

Heavy vehicles fatigue and speed enforcement (Safe-T-Cam)

During 2006–07 Mt White southbound HVCS was commissioned including fully automated HVCS avoidance systems. A system enhancement (Central Incident Allocator) was introduced to streamline enforcement workflow processes between NSW and South Australia Safe-T-Cam

business units. The relocation of Kew Safe-T-Cam site is underway and due for completion in November 2007 prior to the commencement of the Kew bypass construction.

Future regulation and enforcement challenges

The RTA will continue to use regulation and enforcement in managing road user behaviour.

- The RTA will continue to work in partnership with the NSW Police Force in this area to implement the new safety regulations for school zones, for novice drivers and for drug testing.
- High visibility RTA/NSW Police Force operations will target speeding, drink driving, fatigue, heavy vehicle safety, seatbelt use and helmet use.
- Where required, the Australian Road Rules will be amended to enhance road safety.
- Further improvements to the Mobility Parking Scheme will be implemented.

SAFER VEHICLES

RTA Crashlab

RTA Crashlab, as part of the NSW Centre for Road Safety, provides specialist testing services to both government and industry based clients. The facility enables all testing operations to be conducted on site. RTA Crashlab is the only government owned road safety facility of its kind in Australia, providing comprehensive research capabilities and unbiased testing of vehicle occupant and road user protection technology and equipment. This testing contributes to the long term improvements in vehicle safety.

The designers of the RTA Crashlab facility, Hassell Architects, received a high commendation at the Australian Steel Institute Awards (NSW and ACT). Hassell was awarded in the Metal Building Products design category for its unique and stylish use of a range of steel products in the design of the RTA Crashlab facility. The facility was also short listed in a second category for Architectural Steel Design.

May 2007 saw the 100th vehicle crash test at the new facility and the 750th vehicle crash test since testing commenced in 1992. During 2006–07, Crashlab conducted a total of 62 vehicle crash tests, 450 dynamic sled tests on child restraints, seat belts, bus seats, aircraft seats, wheelchair restraints and miscellaneous devices. Over 20,000 impact tests were conducted on pedal and motorcycle helmets, and over 230 tests on fall arrest devices covering industrial safety, sporting and recreational harnesses for product development and certification to the Australian Standard. Infrastructure testing also included counter terrorism testing on a retractable vehicle bollard designed to protect buildings and public places from ram raid attacks.



Adam Brooks from the RTA Crashlab, tests motorcycle helmets at the facility.

Australasian New Car Assessment Program (ANCAP)

The RTA is a major sponsor of ANCAP. Since ANCAP began crash testing and reporting on popular new model passenger cars in 1993 safety levels have increased significantly. It is expected that the current test and assessment regime and public demand for safer cars will increase the demand for vehicles with higher safety ratings.

In 2006–07, ANCAP carried out tests on 27 vehicles, and assessed others that were tested under the equivalent European regime. During the year, all Australian manufactured large cars were tested. Although these all obtained a four-star rating, it was disappointing that none achieved a maximum five-star result.

ANCAP has continued to endorse Electronic Stability Control (ESC), and is investigating ways of having this feature incorporated as a standard item in more models. The RTA supports this initiative as it is consistent with its policy of encouraging 'safer' vehicles.

An increasing number of vehicles are being tested for their effect on pedestrians in an impact. These results are included in the latest ANCAP brochures distributed throughout motor registries and NRMA branches. There is also a link to the ANCAP site on the RTA website, to encourage the public's consideration of vehicle safety ratings when purchasing a car.

Used Car Safety Rating (UCSR)

The RTA is a major sponsor of the USCR scheme which helps consumers identify models rated on their ability to protect occupants. It also shows particular models' aggressiveness to other road users.

In 2007, UCSR data covered vehicles manufactured between 1982 and 2004 that were involved in crashes between 1987 and 2005 that were reported to police in Australia and New Zealand.

The 'Buyer's guide to used car safety ratings – 2006' covers the majority of popular vehicles about four years old. It has crashworthiness ratings for 304 vehicle models with corresponding aggressivity ratings for 278 (92 per cent) of these vehicles. The USCR brochures are distributed throughout motor registries and NRMA branches.

Speed Management Speed Zoning Database

A Speed Management Speed Zoning Database has been developed to track the locations of all speed limit signage as both an asset register and to facilitate speed reviews. Training is currently being rolled out to enable staff to begin to populate the GIS map based database.

The database itself is also proposed to be the working platform for the future integration of technology such as Intelligent Speed Adaptation (ISA). ISA is an in-car speed warning device that has the capacity to advise drivers of the speed limit from inside their vehicle and to physically limit the vehicle's travelling speed.

Future challenges in developing safer vehicles

The RTA will continue to be an advocate and advisor of safer vehicles. The challenges in this area over future years will be to encourage:

- Australian manufacturers to achieve the maximum five-star result in the ANCAP testing.
- Manufacturers to make Electronic Stability Control (ESC) a standard item in all models.
- Consumers to demand safer vehicles with comprehensive safety features.
- Manufacturers and consumers to adopt the ISA technology in vehicles.

SAFER ROADS

Road condition

The RTA will operate using a Safe System approach, incorporating road safety principles into all its roadworks. This approach ensures the NSW road network is designed, built and maintained to high agreed safety standards. The effects of driver error can be minimised through the application of Safe System road design.

Crash related treatments

A total of \$36.5 million in State funds was spent in 2006–07 on treatments to 184 high crash risk locations. Work by the RTA included intersection improvements, road realignments, clear zone enhancements and safety barrier installation.

The Australian Government's AusLink Blackspot Program, administered by the RTA, implemented a further 108 crash reduction projects with total federal funding of more than \$11.6 million.

Pedestrian areas

In 2006–07, 40 kilometre per hour schemes were installed or upgraded in 14 pedestrian areas and a further 12 pedestrian areas were assessed for the future program. The program included installing traffic calming measures, safe and convenient pedestrian crossings as well as 40 kilometre per hour speed limits.

'Brownfields' Road Design Guide

The 'Brownfields' design guide, released in November 2006, integrates road safety into the road maintenance program, providing maintenance engineers with standards that can be retrofitted to existing roads. The issuing of this guide will lead to a program of works that will improve road safety through targeted maintenance works on existing roads.

Specialist safety advice

The RTA's road environment safety specialists have provided comprehensive road safety advice for major upgrades such as the Pacific Highway, Hume Highway and Windsor Road. They have also provided road safety design workshops across NSW to RTA and council officers.

Newell Highway

A review of road safety is being conducted on the Newell Highway. Similar to reviews conducted on the Pacific and Princes highways, the review team is composed of corporate and regional road safety staff, police, and community representatives. A report is scheduled to be completed in late 2007.

Crashcam

The rollout of the RTA's Crashcam program was completed in 2006–07, with all six Crashcam units operational in the field for the first time. Sites were distributed statewide and located where traditional crash investigation and analysis had not had a significant impact. Crashcam provides invaluable footage of crashes, 'near miss' incidents and driver behaviour at these locations which helps determine the causes of crashes and appropriate remedial treatments.

Safety upgrade programs

Pacific and Princes Highway safety upgrade programs

Following reviews of safety on the Pacific Highway (north from Hexham) and Princes Highway (south from Yallah) in 2004 and the subsequent delivery of safety based improvements and programs from 2004 to 2007 inclusive, there have been substantial road safety improvements.

Fatalities on the Pacific Highway between Hexham and the Queensland border have decreased. In 2006 there were 25 fatalities on this section of the Pacific Highway, eight fewer fatalities than for 2005 and less than half the number recorded in 2003 (with 55 fatalities). The number of injuries has also decreased with 483 recorded in 2006, 134 fewer than the total for 2003.

On the Princes Highway from Yallah to the Victorian border, fatality numbers have also decreased, halving from 24 in 2004 to 12 in 2005 and reducing even further to four fatalities in 2006. Injuries have also decreased with 294 recorded in 2006, 30 fewer than the total for 2004.

Measures included an extensive program of civil engineering works such as installation of wire rope median barriers and shoulder widening on curves, intersection improvements, improved signage and line marking. In addition, behavioural programs were implemented targeting speed, drink driving and fatigue. Speeding and drink driving were enforced by the NSW Police Force.



The dramatic improvements in safety on highways.

Railway level crossing upgrades

The RTA continued to contribute to the improved safety of level crossings in NSW through the Level Crossing Strategy Council, Level Crossing Working Group, Level Crossing Safety Improvement Program and, where appropriate, participation in other forums.

In 2006–07, six major railway level crossing upgrades were undertaken in NSW as part of the Railway Level Crossing Safety Upgrade Program. These major improvements included converting sites from passive to active traffic control by using lights, bells, boom gates or illuminated signs to warn motorists that a train is approaching a level crossing.

Future challenges in ensuring safer roads

The fundamental challenge for the RTA as it develops safer roads in the future is to adopt the Safe System approach to minimise the impact to road users.

Other challenges will be:

- Finalisation of the Princes Highway Road Safety Strategy improvement program.
- Development of a program to progressively upgrade road features to modern safety standards as part of the RTA's Road Network Management Plan.
- Continuation of safety reviews on highway corridors.
- To ensure that road safety outcomes are integrated into all infrastructure projects and safety assessments of major routes are undertaken.
- Major upgrades of rural highways and urban routes, along with intersections and road surface upgrades.



POSITIVE ENVIRONMENTAL & URBAN DESIGN OUTCOMES



The North-West T-way Network featured here and on the chapter page offers a transport alternative for north-west Sydney. Reduced vehicle movements, improved air quality, fuel savings and sympathetic urban design deliver positive outcomes to the community.

The RTA takes a leadership role in minimising the impacts of road transport on the environment. This involves the promotion of alternative means of transport and policies to reduce vehicle emissions.

The RTA contributes to programs such as the National Greenhouse Strategy to reduce vehicle kilometres travelled, and the NSW Urban Transport Plan to reduce car dependency.

Infrastructure design, planning and implementation are undertaken within an environmental context. The RTA is also a responsible corporate citizen in its treatment of natural resources and waste.

ALTERNATIVE TRANSPORT

In recognising the environmental impacts which road transport can generate, the RTA supports alternative means of transport to reduce total vehicle kilometres and car dependency. The RTA continues to work with the NSW Government and other stakeholders to implement an integrated approach to transport.

Bus priority

Strategic bus corridors

The release of the Government's Review of Bus Services in 2004 identified 43 strategic bus corridors across the Sydney metropolitan area, four in Newcastle, two in Wollongong and two on the Central Coast. Work has begun to improve average bus travel times and reliability through the introduction of bus priority measures. These measures include bus lanes, transit lanes, priority traffic signals and bus bays along major bus corridors.

Initial emphasis for the introduction of bus priority measures has been placed on the Sydney corridors, particularly those connecting the centres of Parramatta, Bankstown, Hurstville and Burwood.

The NSW Treasury allocated an additional \$90 million to the RTA's budget over three years (2005–06 to 2007–08) to implement bus priority measures on strategic bus corridors. The funding is in addition to the RTA's \$15 million annual bus priority allocation. A further \$100 million has been allocated from 2008–09 under the Government's Urban Transport Statement initiatives to accelerate the ongoing delivery of the bus priority program.

When the RTA's new bus priority system is deployed it will be the largest implementation of its kind in the world. More than 4000 metropolitan buses operated by nine companies will be fitted with satellite tracking devices. More than 6500 bus routes, 100,000 timing points and 3500 traffic signal sites will be monitored.

An interim version of the Public Transport Information and Priority System (PTIPS) has been deployed on three strategic bus corridors (Miranda – Hurstville, Liverpool – Bankstown and STA route 400) and broad scale deployment is on track to commence in 2008.

PTIPS improves bus reliability by giving late running buses traffic signal priority. Bus management and service planning will be improved through better information on fleet performance.

The Transport Management Centre (TMC) has established positions and a dedicated console in the Transport Operations Room to specifically manage bus priority routes as part of the PTIPS program in conjunction with the PTIPS developers, the RTA's Traffic Systems Branch.



Stuart Dwight and Ray Sawyer of the Transport Management Centre looking over the RTA's new bus priority system.

Bus priority infrastructure measures have been implemented on 10 strategic bus corridors in 2006–07:

- Parramatta to City (via Macquarie).
- Parramatta to City (via Ryde).
- Parramatta to Bankstown
- Parramatta to Castle Hill.
- Brookvale to City (via Roseville).
- Miranda to City.
- Miranda to Bankstown.
- Liverpool to Bankstown.
- Bankstown to Burwood.
- Burwood to Macquarie.

Patronage on strategic bus corridors continues to increase.

Bus lane cameras

The RTA has developed new enforcement cameras specifically for use with bus and transitway lanes. Since bus lanes were introduced in the early 1990s, illegal use has had an impact on bus travel times and added to operating costs. A number of initiatives are in place to improve motorists' compliance with the rules governing the use of bus lanes. These include colouring of Sydney's bus lanes red and public education campaigns to increase road user awareness of how to use bus lanes.

Enforcement strategies have been developed using camera technology that is able to detect and automate an infringement process for illegal bus and transitway lane use.

In September 2005, the first 13 enforcement zones on bus lanes and transitway lanes commenced operation. A further nine bus lane enforcement camera sites were successfully commissioned in October 2006 within the Sydney central business district (CBD) and the systems ISO 9001 certification was renewed.

The RTA delivered 10 bi-directional T-way enforcement cameras at key locations on the North-West T-way, covering from Parramatta to Rouse Hill along Old Windsor Road. This system has been operational since the launch of this section of the North-West T-way in March 2007.

Victoria Road upgrade

The Victoria Road upgrade proposal seeks to improve the efficiency and reliability of bus services between Gladesville Bridge and The Crescent, Rozelle by providing 'peak direction' bus lanes.

The proposal is currently in the development phase, which includes planning, investigations, concept designs and a preliminary environmental investigation. An option being investigated is tidal flow traffic schemes.

North-West T-way Network

The 17 kilometre North-West T-way link between Parramatta and Rouse Hill opened in March 2007. It provides 20 bus stations, bus-only roadways and lanes, and bus priority measures at traffic intersections. It delivers a great transport alternative for north-west Sydney with greater provision, frequency and reliability of bus services.

Construction of the Blacktown to Parklea link (seven kilometres with 10 stations) is progressing well and the completion is scheduled for the end of 2007.

Cyclists

In 2006–07, the RTA continued improving the bike network throughout NSW. Off-road shared paths were integrated wherever practical on newly built roads and new off-road cycleways were created to connect people with their destinations.

There are now more than 3900 kilometres of cycleway in service for the use of cyclists and pedestrians. The RTA invested in facilities for cyclists through a number of infrastructure programs including \$7 million allocated specifically for cycling infrastructure, education and promotion.

The RTA provided facilities for the use of cyclists as part of major road construction projects, which included both sealed shoulders and paths shared with pedestrians valued at \$64 million.

Major cycleways completed were:

- Albury Wodonga Hume Freeway.
- Five Islands Road, Lake Macquarie.
- Great Western Highway and Pacific Highway upgrades.

As most cycling takes place on local roads, the RTA provided \$3 million funding support to councils on a dollar for dollar basis, to develop and construct local cycleway networks. Ninety-one local bicycle network projects were funded at a total cost of more than \$6 million.

The RTA's support continued for community group events that encourage greater use of cycling. These included the Portfolio Partners Sydney Spring Cycle (PPSSC) events, NSW Big Ride and MS Sydney to the Gong. The 2006 PPSSC was held on 22 October and was attended by more than 7600 people.



The RTA supports the Portfolio Partners Sydney Spring Cycle, pictured is an event from the 2006 calendar.

NSW Bike Week is a statewide initiative of the government led by the RTA, incorporating events designed to raise the profile of bicycles in local communities as a viable transport mode, while also promoting the health, safety and environmental benefits of cycling. Local councils and community organisations are also encouraged to arrange cycling related events for NSW Bike Week such as fun rides, children's competitions, family fun days, displays and safety. Funding of \$160,000 was provided to the 2007 NSW Bike Week to promote family friendly, healthy and safe bicycle events held through local councils, Police Citizens Youth Clubs and bicycle user groups. The RTA provided funding assistance to 39 community events across NSW. Guidelines on RTA funding were developed and placed on the RTA website. The RTA also developed templates for advertisements, posters and banners that can be used by community groups.

The RTA actively promotes cycling as a healthy, affordable, flexible and environmentally friendly form of non-motorised transport. A suite of new brochures was developed to promote safe cycling, and cycling to work and campuses. The new brochures target employers, employees and students and will provide information on the tools required to encourage cycling to work and school, TAFE or university. A student postcard targets cycling as a sustainable and cost-effective mode of transport and alternative to driving.

Pedestrians

In 2006–07, the RTA implemented a number of initiatives to improve pedestrian access and safety. Facilities for pedestrians included:

- Pedestrian bridges at Yagoona and Blakehurst while concept development is underway at Anzac Parade, Moore Park and Parramatta Road, Haberfield.
- A pedestrian bridge over Beecroft Road (a Transport Infrastructure Development Corporation project) which was completed and handed over to the RTA.
- Pedestrian crossings and refuges.
- Additional audio-tactile push buttons to assist pedestrians with vision impairment.
- Kerb ramps.
- Pedestrian fencing.



The official opening of Yagoona Pedestrian Bridge

Following a tragic crash on Frenchs Forest Road, Seaforth, the RTA conducted an audit of pedestrian crossings on multi-lane roads. The RTA found there were 59 pedestrian crossings on multi-lane State Government controlled roads, which did not have traffic lights. All 59 pedestrian crossings are being upgraded as part of a \$17 million package over three years. Of the 59 sites identified, traffic signals had been installed at 16 sites by 30 June 2007. They are:

- Brisbane Water Drive and Girralong Avenue, Point Clare.
- Glebe Road and National Park Street, Merewether.
- The Esplanade, north of King Street, Warners Bay.
- Head Street and Reserve Street, Forster.
- Main Road, east of Holmes Avenue, Toukley.
- Frenchs Forest Road and Baringa Road, Seaforth.
- Main Road, west of Brisbane Street, Noraville.
- King Street, north of Charles Street, Warners Bay.
- Oxley Highway and Findlay Avenue, Port Macquarie.
- McEvoy Street at Pitt Street, Alexandria.
- Rainbow Street, east of Anzac Parade, Kingsford.
- Myall Road, West of Lois Crescent, Cardiff.
- Great Western Highway, south of Gardiner Crescent, Blackheath.
- Rocky Point Road, north of Targo Road, Ramsgate.
- Walk Park Avenue, north of Orana Avenue, Seven Hills.
- Blackwall Road, south of Park Road, Woy Woy.

Kerb blister and line marking treatments have been completed at Pittwater Road, north of Mona Street, Bayview and Bridge Street, north of John Street, Uralla.

Stage 1 work has been completed on the Pacific Highway, south of Fraser Road, Cowan and Old South Head Road, north of Laguna Street, Woollahra.

A further two sites are under construction and nine sites are in design and community consultation stages.

The RTA helped local councils to prepare Pedestrian Access and Mobility Plans (PAMPs) for integrated pedestrian networks. These plans enhance safety, convenience and mobility on links between public transport and other key centres of pedestrian movements. Seventy-seven councils now have a PAMP across

the State, including five completed during 2006–07. The RTA also continued supporting councils in their implementation of PAMPs.

The RTA continued to reinforce safe pedestrian behaviour among parents, teachers and children through ongoing support of the Pedestrian Council of Australia Limited initiative Walk Safely to School Day. The council held its annual event in May 2007, which was funded to the amount of \$30,000 by the RTA.

Travel demand management (TDM)

TDM supports and promotes sustainable transport options to encourage people to change their travel patterns and reduce their car use. TDM is a tool that is used as part of the integrated approach to transport.

The RTA hosted a workshop in November 2006 to test the framework and methodology being developed as part of the Austroads Project NS 1148 – Evaluation of TDM measures. The workshop was run by Monash University and attended by representatives from the RTA, NSW Department of Planning, Premier's Council of Active Living/Department of Health and Department of Infrastructure (Victoria).

The RTA continued to work with government agencies, corporate and community groups to develop transport access guides for their premises such as Camden Hospital and Canterbury City Council.

The RTA has also completed work with public transport providers to develop a series of Transport Access Guides for motor registries in the Sydney metropolitan area. These guides are available through the RTA website (www.rta.nsw.gov.au/transportaccessguides) and at motor registries.

Teleworking

Teleworking reduces vehicle kilometres and car dependency, and improves air quality. The RTA continues to promote these benefits to government agencies and business via manuals, meetings, organising forums, and the internet.

The RTA facilitates workshops on wide-scale implementation of teleworking and sponsors visits by overseas teleworking and transport academics and experts to present on the current practice and future direction of teleworking.

The RTA supports teleworking in its own workforce by providing teleworking opportunities to staff on a regular or needs basis. Staff have access to telecentres in Penrith and the Central Coast, and hot desks in Parramatta as well as teleworking at home. The RTA encourages teleworking to facilitate flexible work practices that enable staff to balance their work and personal commitments.

Future challenges in promoting alternative transport

- Delivering the next year of a three-year \$135 million Bus Priority program to meet NSW Treasury's funding timetable with flexibility to absorb the Ministry of Transport's review of bus routes (which will not be completed before June 2008).
- Completing new rapid bus-only transitways and bus-only lanes as set out in the NSW State Plan.
- Implementing bus priority measures on the 43 strategic bus corridors across Sydney.

- Commencing broad scale deployment of PTIPS on strategic bus corridors in 2008.
- Developing a network of facilities to make cycling and walking more attractive.
- Installation of further bus priority enforcement systems on the Sunnyholt Road, Blacktown T-way, once construction of the T-way is complete.
- Ensuring that improved multi-modal transport operations, and transport/land use integration, are outcomes of the downstream delivery of major road projects.

INFRASTRUCTURE PLANNING AND ROADWORKS

Environmental management

Environmental assessment

As required by the *Environmental Planning and Assessment Act 1979* (the EP&A Act) the RTA aims to ensure that the potential environmental impacts of its road and bridge infrastructure proposals are properly considered. As part of the environmental assessment process, the RTA also develops measures to avoid, minimise, mitigate and in some circumstances offset, the impacts of its proposals.

The RTA, as part of the Lawrence Hargrave Drive Link Alliance, was recognised for the engineering and design of Sea Cliff Bridge at the prestigious CASE Earth Awards. Presented by the Civil Contractors Federation, the awards honour construction and environmental excellence in civil contracting.

During 2006–07, the Minister for Planning approved the following projects under Part 3A of the EP&A Act:

- Upgrades of the Moorland to Herons Creek and Bulahdelah sections of the Pacific Highway.
- Modifications to the North-West T-way Network project.
- Modifications to the Lane Cove Tunnel project.
- Modifications to the Cross City Tunnel project.
- F3 Freeway to Branxton Link Road.
- Modifications to the Albury Wodonga Hume Freeway project.
- Modifications to the Tugun Bypass project.

A concept plan and five project environmental assessment reports were submitted for the Minister's approval to the upgrade of 44 kilometres in five sections of the Hume Highway between the Sturt Highway and Mullengandra. Environmental assessments have commenced for the Kempsey to Eungai, Sapphire to Woolgoolga, Tintenbar to Ewingsdale, the Banora Point and the Ballina sections of the Pacific Highway.

During the year, the RTA determined 312 reviews of environmental factors (REFs). REFs are environmental assessments which examine the potential environmental impacts of an activity that is subject to Part 5 of the EP&A Act. REFs are prepared in accordance with the RTA Environmental Impact Assessment Policy, Guidelines and Procedures.

The RTA also referred two projects to the Australian Government Department of Environment and Water Resources (DEW) in 2006–07. The Hume Highway duplication and F3 Freeway to Branxton Link Road were separately referred for a decision by the Australian Government Minister for the Environment and Water Resources on whether assessment and approval is required under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Under the EPBC Act a project will require approval from the Minister if the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance.

The Hume Highway duplication project has the potential to have a significant impact on the EPBC Act listed endangered ecological communities of White Box, Yellow Box, Blakely's Red Gum grassy woodland and Derived Native Grasslands. The Minister determined that the project required approval under the EPBC Act. The documentation for the project has been publicly exhibited in accordance with DEW requirements and it is expected that the Minister will make his decision by August 2007.

The F3 Freeway to Branxton Link was also referred as a result of the potential impacts to nationally listed threatened species and communities. The RTA was advised this project would also require approval from the Minister and it is likely that approval would be given in early 2007–08.

In 2005–06 preliminary investigations of the Pacific Highway upgrade confirmed that the proposed route for the Bulahdelah section would transverse an area of habitat for a species of native orchid, *Rhizanthella slateri*, that is listed under the EPBC Act and the *Threatened Species Conservation Act 1995* (TSC Act).

This meant that an environment impact statement had to be prepared under the EPBC Act and a species impact statement had to be prepared under the TSC Act. The environmental impact statement assessed five alternative route options using criteria developed after extensive consultation with the local community. The criteria included improved environmental outcomes and achieving environmental sustainability and acceptable economic and social outcomes as well as improved road safety, transport efficiency and design and engineering suitability. The chosen option was selected because it was the only option that performed well against all the criteria.

In 2006–07, following advice from the Department of Planning that the project would require approval under Part 3A of the EP&A Act, an environmental assessment report for the preferred option was submitted to the Minister for Planning.

Subject to the approval of the Minister for Planning, it is expected that work will begin on the upgrade early in 2007–08.

For more information on the Hume Highway duplication project or Pacific Highway Upgrade Program visit the RTA website.

Case study

Five Islands Road upgrade

The RTA has been awarded first prize in Category Four (\$20–75 million) at the State Civil Contractors Federation Earth Awards in Civil Engineering Construction Excellence for the upgrade of Five Islands Road. The Earth Awards are designed to highlight excellence in construction technique, environmental management and project management.



Members of the Five Islands project team on the rehabilitated foreshore of Lake Macquarie.

The \$50 million project, removing a critical bottleneck, involved upgrading the road to a four-lane dual carriageway with an off-road shared footway/cycleway through four sensitive and protected State Environment Planning Policy (SEPP 14) coastal wetlands. The sensitive wetland and estuary along with a long history of contamination of smelter waste created complex construction and environmental challenges. This necessitated high-level consultation and close working relationships with a large team of consultants and contractors to build an ecologically sustainable traffic management solution. A range of activities were employed to protect the wetland areas such as:

- Rehabilitation of disturbed areas (compensatory wetland, rehabilitation of acid scald area).
- Restoration of tidal flow to distressed mangroves (reconstructed main channel).
- Sediment fencing and silt booms surrounded the worksite to capture any sediment from the site.
- River pebbles along the embankment minimised wave energy enabling the establishment of sustainable sea grass communities.

The improved appearance and use of the site through outstanding urban and landscape design features a network of three metre wide pedestrian/cycle paths which pass through rehabilitated wetlands and along the scenic Lake Macquarie foreshore, viewing platforms with natural rock seating, natural rock retaining walls and ochre-hued concrete paths stamped with Aboriginal paintings.

Environmental education and training

The RTA provides both formal and informal environmental training opportunities to staff. Over the past year formal environmental training was undertaken in the areas of erosion and sediment control training, cultural heritage identification, project management, leading people effectively and environmental legislation.

The Road and Fleet Services Branch has developed a training strategy based on identification of the different staff positions and the mandatory and desired environmental training required for those positions. A 'Train the trainer' strategy is also being rolled out throughout the regions.

Environmental Management System (EMS)

The RTA maintains an EMS. The EMS provides an environmental management framework to assist in several areas of the RTA's operating environment and aims to continually improve RTA environmental performance. The RTA EMS was reviewed during 2006–07. Key developments included:

- Review of legislative requirements.
- Updated responsibilities and lines of communication to reflect revised structure.
- Release of a Pesticide Use Notification Plan.
- Release of two directives – Use of Reclaimed Water and Legal Offsite Disposal of Bulk RTA Project Wastes.

The Road and Fleet Services Branch is currently reviewing and updating its EMS in line with R40 prequalification requirements which will enable the branch to tender for projects costing up to \$40 million.

The 'Environmental Handbook for Road and Bridge Works' has been updated. It is designed to assist staff to identify environmental issues associated with road and bridge works and to guide them in implementing environmentally sound work practices.

Environmental compliance

The RTA currently holds 10 Environment Protection Licences (EPLs) under the *Protection of the Environment Operations Act (1997)*. The EPLs were issued for various activities such as waste generation and storage, freeway/tollway construction, ferry slip yards and a gravel extraction quarry. In the past year no non-compliances were issued.

Two Penalty Infringement Notices (PINs) were received from the Department of Environment and Climate Change (DECC) during 2006–07. Both PINs related to the failure to supply dangerous goods shipping documents to the driver in accordance with legislative requirements.

Contractor environmental performance

The RTA regularly reviews contractor environmental performance and in 2006–07 commenced a strategy to improve contractor environmental performance through a range of contractual and non-contractual measures.

To ensure superior and improved delivery in projects, contractors undergo a performance assessment. Of the 756 performance assessment reports, 9.5 per cent were considered superior, 54 per cent were considered good, 36 per cent were considered acceptable and 0.5 per cent were considered unsatisfactory.

For Single Invitation Maintenance Contracts, 203 contractor performance reports were undertaken with 0.5 per cent considered superior, 62 per cent considered acceptable, 35 per cent considered good, 2.5 per cent considered unsatisfactory.

AIR QUALITY

M5 East Freeway Air Quality Improvement Plan

In June 2006 the Minister for Roads announced the NSW Government's new air quality improvement plan for the M5 East Tunnel. The plan included:

- A trial of video identification of smoky heavy vehicles.
- Increased ventilation flows with an extra 12 fans.
- A trial of filtration technology.

The video detection system to monitor and identify polluting heavy vehicles in the M5 East Tunnel commenced in July 2006. Operators of smoky heavy vehicles were given a six months moratorium to reduce their emissions. Between July and December 2006, 177 operators were contacted with 98 vehicles undergoing emissions testing and treatment under the Clean Fleet program. Operators of smoky heavy vehicles are encouraged to join the Clean Fleet program.

Vehicle emissions enforcement scheme (VEES)

Since January 2006, the RTA has been providing information from the video detection system to DECC to issue infringement notices to operators of identified smoky vehicles. Since the expiry of the moratorium in January 2007, 1735 potential offence files have been generated and 193 offence files have been submitted to DECC up to 30 June 2007.

Ventilation flows

The installation of an additional 12 fans was completed in December 2006. These have reduced the times the tunnel has been closed because of air quality.

Filtration technology

The installation of filtration technology in the M5 East will also remove particulates causing haze from the treated tunnel air. A request to modify the existing M5 East planning approval to enable the construction of the filtration plant was submitted to the Department of Planning in October 2006. The plant is expected to be operational in late 2008 and should provide a visible improvement to the worst affected section of the M5 East.



An additional fan for the M5 East Tunnel.

M5 East Freeway Air Quality Management Plan

The ongoing Air Quality Management Plan (AQMP) introduced in 2002 for the M5 East Freeway is due to be completed in 2007. The \$2.5 million program identified opportunities to improve air quality in the sub-region of the M5 East Freeway ventilation stack.

The AQMP Steering Group, comprising representatives from NSW Health, Department of Planning, DECC and the RTA, developed strategies for the AQMP. In 2006–07 progress was made on the Solid Fuel Heater Buy-Back Scheme. An updated information brochure was sent to heater suppliers and the local councils sent postcards to all residents in the M5 East catchment area. As at 30 June 2007, 18 applications were received and 18 refunds issued.

Ambient air quality monitoring continued. Monitoring data and reports are available on the RTA website. None of the air quality goals were exceeded due to operation of the M5 East Freeway stack.

Reducing greenhouse emissions

The NSW State Plan identifies priorities and targets for government action. The DECC with the RTA as a partner is working together on Priority E3: Improve air quality and reduce greenhouse emissions. The RTA commissioned a report, 'Transport, Greenhouse and Air Quality, A Strategic Framework' which identified:

- The contribution of land transport to greenhouse and urban air pollution.
- The key issues that need to be accommodated by strategies to reduce the impact of land transport on the environment.
- The strategic framework needed for the future management of the environmental impacts of road transport.

The RTA has also worked with DECC to deliver climate change briefings and a Future Vehicles Roundtable.

The climate change briefings were provided by Dr Pearman, the CSIRO's former Chief of Atmospheric Research to Ministers, Chief Executives and government officials in March 2007. The briefings covered the '4th Assessment Report of the Intergovernmental Panel of Climate Change'.

The Future Vehicles Roundtable held in June 2007, was designed to:

- Highlight the impact of transport on air quality and climate change.
- Identify and share current best practice for reducing that impact.
- Predict possible pathways for the adoption of low emission vehicle technologies and fuels.
- Identify opportunities and barriers to the adoption of low emission vehicle technologies and fuels.

The roundtable, chaired by Dr Pearman, included presentations from Dr Alan Lloyd (former head of the Californian Air Resources Board) on 'The Challenge of Sustainable Mobility' and Professor Neville Jackson (Group Technology Director at Ricardo), on 'Technologies and Fuels for the Future'.

The roundtable also included a Ride and Drive program.

More than 20 low emission cars were available for the 150 attendees from government and industry to inspect or to drive. A hybrid truck, a natural gas fuelled truck and Euro 5 bus were also on display.



RTA staff members Ross Daley, Michael Crowley, Paul Walker and Barry Phillips helped to coordinate a roundtable promoting cleaner vehicles.

Reducing vehicle emissions

Cleaner NSW Government Fleet

The Cleaner NSW Government Fleet project is an initiative to reduce the emissions of the NSW Government car fleet. Throughout the life of its Motor Vehicle Clean Fleet Improvement Plan 2005 – 2007, the RTA has achieved a reduction of its fleet size and a change in fleet composition towards more vehicles with better environmental performance. It should be noted that, while passenger vehicles offer the best environmental performance, for operational reasons the majority of the RTA's light vehicle fleet comprises light commercial vehicles which, due to limited choices, offer less scope for improved environmental performance. A revised RTA Motor Vehicle Clean Fleet Improvement Plan will be in place for 2007–08, with strategies and targets for further improvement in the air quality associated with the RTA light vehicle fleet.

Clean Fleet

The Clean Fleet program was launched in conjunction with the M5 East AQMP by the Minister for Roads in June 2006. It continues to operate to encourage diesel operators to reduce diesel vehicle emissions. Participants must meet standards for using clean fuel, correct engine settings, and conducting regular vehicle maintenance and effective fault identification and repair. Clean Fleet is an accredited program under the Federal Fuel Tax Credits Program and participants are eligible to seek a diesel rebate.

The Ministry of Transport requires metropolitan bus systems contract operators to comply with Clean Fleet and the DECC Model Waste and Recycling Collection Contract also requires waste management contractors to join Clean Fleet.

There are more than 4000 vehicles in the program with new applications increasing.

Vehicle Emission Enforcement System (VEES)

As part of the air quality improvement program for the M5 East Tunnel, a VEES became operational in 2006. This system was designed to automate the detection of vehicles with vertical exhaust stacks emitting visible smoke for more than 10 seconds.

The system output is a collection of still and motion pictures of vehicles with visible emissions. This forms part of the primary evidence for potential infringements. The RTA commenced providing DECC with VEES primary evidence in February 2007.

Diesel emissions awareness

The RTA offers a free TAFE course to truck drivers, operators, diesel mechanics and fleet managers on 'How to reduce truck emissions'. The course is run throughout NSW in Sydney, Shellharbour, Kurri-Kurri, Tamworth and Wagga Wagga. A new module about how to join Clean Fleet has been added to the course which has resulted in increased participation.

Diesel Retrofit

Following the successful Diesel Retrofit Demonstration Pilot Program the RTA has extended the initiative and DECC has provided additional funding.

The program involves fitting devices called 'Diesel Oxidation Catalysts' and 'Diesel Particulate Filters' to older trucks which cut the emissions from these vehicles.

The catalysts reduce particle emissions by approximately 30 per cent and improve air quality without any adverse affect on the maintenance or efficiency of the vehicles involved. Particulate filters virtually eliminate particles with reduction rates of approximately 90 per cent. There are 47 fleets currently participating in the program and 142 vehicles have been fitted with these devices.

Cleaner light vehicles

In 2006–07, the RTA conducted 1437 emissions tests for light vehicles at Penrith and Botany motor registries. There have been 14,311 tests undertaken since voluntary light vehicle testing was introduced in 1998. Vehicles are also referred for testing by DECC and modified vehicles are referred by engineering certification signatories.

Standards

New emission standards (Euro 4) for vehicles operating on diesel, liquefied petroleum gas and natural gas were introduced for new vehicle models from 1 January 2007 and all vehicles manufactured from 1 January 2008. The standards are aimed at achieving improved levels of air quality.

Smoky vehicle enforcement

During 2006–07 RTA inspectors reported six vehicles that were considered to be emitting excessive visible smoke to DECC. Five Penalty Infringement Notices were issued by DECC.

Training

Training sessions have been run for apprentice mechanics and University of Western Sydney students to demonstrate the RTA's light vehicle emissions testing facilities.

Alternative fuels

The RTA continued to conduct emissions tests on a variety of vehicles to assist the Liquid Petroleum Gas (LPG) aftermarket equipment industry. The purpose of the testing is to ensure LPG fitted vehicles continue to meet applicable emissions standards.

Future challenges in managing air quality

- Further reduce emissions from motor vehicles through cleaner fuels and car technology, and improvements to public transport and urban and transport planning.
- Develop new targeted strategies for the industry, commercial and transport sectors to further reduce their emissions.
- Consider new tools for reducing air pollution including developing incentives to increase the uptake of cleaner fuels and low emission vehicles, and promoting the environmental rating scheme for trucks and buses to recognise better environmental performance and promote leading edge technologies.
- Implementation of the M5 East Air Quality Improvement Plan filtration plant.
- Development of project air quality assessment, monitoring and reporting guidelines.

NOISE MANAGEMENT

RTA Noise Abatement Program

The RTA has completed construction of a noise barrier wall along the eastern side of Stacey Street in Bankstown. The noise wall between Aster Avenue and Boxley Crescent was developed in response to concerns by local residents. Following consultation with the community and local council, the State Government allocated \$1.6 million for the construction of the noise wall. The 476 metre long noise wall is between 4.5 and five metres high, and combines pale grey concrete panels, hebel light-weight concrete panels and overlapping transparent panels. The works represent a win for the local community in an aesthetic manner reducing the impact of traffic noise on residential areas. In 2006–07 the RTA provided \$5.8 million to fund noise abatement for homes affected by high levels of road traffic noise. This sum included \$3.6 million to finalise the work identified under the northern Pacific Highway Task Force.



This noise wall along the Pacific Highway at Ewingsdale is just one of the measures the RTA uses to reduce highway noise.

Engine compression brake noise

The National Transport Commission (NTC) has developed a proposal to regulate noise from engine compression brakes. The RTA supports this approach particularly in areas where safe braking is not an issue.

The RTA continues to work with the NTC to finalise an engine brake noise standard. The NTC has sent a final Regulatory Impact Statement proposing an in-service engine brake noise standard to Transport Agency chief executives for comment. The proposal also requires the support of the Australian Transport Council.

Noise camera

To help reduce engine compression brake noise from heavy vehicles the RTA continues to develop technology in the form of a suitable noise camera to use as an enforcement device. Camera equipment is currently being trialled at Mt Ousley, and data is being collected on the frequency of use of noisy engine compression brakes.

Road noise guideline

The RTA is contributing to the development of the 'Planning Guideline for Residential and other Sensitive Building Developments alongside Major Roads' to be used in the Department of Planning's State Environmental Planning Policy for Infrastructure. This will include requirements to address noise for new residential development along nominated roads and rail corridors. Agencies involved include the Department of Planning, DECC, NSW Health, the RTA and Local Government and Shires Associations of NSW.

Future challenges of managing road and vehicle noise

- Continue to develop and implement programs to reduce noise from vehicles.
- Investigate new technology such as pavement type and finishes to reduce road traffic noise.
- Refine the RTA's noise abatement program to provide cost effective and equitable responses to residents affected by high levels of traffic noise.

PROTECTING BIODIVERSITY



This baby echidna was found and protected by RTA operations staff during initial works for the Ballina Bypass.

The RTA has many mechanisms in place to protect biodiversity. These include the RTA Environmental Impact Assessment Policy, guidelines and procedures, stringent environmental specifications, regular environmental audits and inspections of construction sites and environmental awareness training for RTA staff and council workers. Some of the RTA projects to protect and enhance biodiversity in 2006–07 are in table 8 on page 68.

TABLE 8. BIODIVERSITY PROJECTS

Activity	Purpose	Progress
Developing measures to minimise fauna on roads in Sydney region.	Management of wildlife on roads.	The RTA has been involved with a community working party to investigate measures for minimising roadkill on roads in Pittwater and Warringah local government areas.
Development of a call centre resource manual for managing response to animals killed or injured on roads.	Management of wildlife on roads.	The RTA funded the development of a manual by the RSPCA for call centre staff to more effectively manage calls from motorists regarding injured animals on roads.
Trialling the effectiveness of odour repellents.	Management of wildlife on roads.	The RTA provided \$14,910 for a post graduate study into the use of odour repellents for managing wildlife collisions. The study is building on promising results from previous RTA funded research.
Provision of funding for the installation of fauna exclusion fencing along the Newell Highway at Narrandera.	Management of wildlife on roads.	The RTA provided \$20,000 for the installation of koala fencing along a section of the Newell Highway, Narrandera.
Trialling effectiveness of fauna mitigation measures.	Minimising impacts to biodiversity.	The RTA contributed \$5000 to monitor the effectiveness of roosting boxes installed under the Prince Alfred Bridge at Gundagai. The RTA attended a national conference organised by the Department of Environment and Water Resources to discuss mitigation measures for habitat fragmentation in May.
Research into post construction and operational impacts of bridges on estuarine environments.	Improve understanding of the effect of bridges on estuarine environments.	The RTA is supporting a University of Western Sydney research project on the impacts of the Karuah Bypass on the Karuah River Estuary.
Fund research into effects of road construction and operation on koala populations adjacent to the Pacific Highway at Bonville.	Koala population research.	Research for the koala monitoring project undertaken by the RTA continued with funding of \$92,434 in 2006–07.
The RTA participated in a pilot of the Department of Environment and Climate Change (DECC) biobanking scheme.	To assess development of biobanking methodology that can be applied to road projects.	The RTA used the approved section of Oxley Highway upgrade in a pilot trial of the methodology in the biobanking scheme with DECC.

Threatened species

The RTA contributed to a number of Threatened Species Recovery Plans (TSRP) prepared by the DECC in accordance with Part 4 of the *Threatened Species Conservation Act 1995*. Refer to appendix 2 for full details.

Green and Golden Bell Frog, Arncliffe

The RTA continued managing the Green and Golden Bell Frog population in ponds constructed as a compensatory measure for the M5 East.

Woolooware Shorebird Lagoon

Agreement has been reached for handover of this compensatory habitat to DECC. The RTA has completed final maintenance works and will match the contribution of \$50,000 from the Department of Planning to enable the establishment of an ongoing management program by DECC.

Purple Copper Butterfly, Lidsdale

The RTA provided funds towards the monitoring and ongoing maintenance works for a population of Purple Copper Butterfly translocated from the road reserve of the Castlereagh Highway (SH18) near Lithgow in 2005–06. Monitoring at the site has indicated that the State and Commonwealth listed Purple Copper Butterfly population is expanding as a result of the ongoing maintenance and habitat enhancement actions.

Case Study

Pied Oystercatcher

In what is a first for a Pacific Highway Upgrade project, a pair of breeding Pied Oystercatchers has taken up nest and successfully hatched a chick on the Brunswick Heads to Yelgun project. Listed as a 'Vulnerable Species', the Pied Oystercatcher population in NSW is estimated at 250 with a significant proportion of that on the NSW North Coast.



Engineers and construction staff building the Brunswick River bridges in northern NSW, helped to protect the local environment for a family of vulnerable Pied Oystercatchers.

The RTA identified a nesting pair of Pied Oystercatchers just south of the new Brunswick River Bridge. The area was used for construction access and part of the alignment of a planned shared pedestrian/cycle path.

Working closely with its contractor, the RTA organised for the area to be parawebbed off and for alternative access arrangements to be used. Working with the shore bird expert, the RTA developed a number of strategies to ensure the well being of the nesting birds while at the same time allowing construction works to progress.

Once the egg had hatched, alterations were made to adjacent fauna/erosion and sedimentation fencing to allow the parents and chick (which was unable to fly) to make their way easily down to the Brunswick River at low tide to feed and shelter in the adjacent mangroves. The Pied Oystercatcher family has since been observed to be doing well, returning to the 'nest', located on the project, each day at high tide.

While it is presumed that the lack of available suitable habitat assisted the birds in their choice of nesting site the successful hatch demonstrates a Pacific Highway construction site provided suitable habitat for the successful breeding of Pied Oystercatchers.

Vegetation management

Cooks River/Castlereagh Ironbark Forest

Work by the National Trust of Australia (NSW) continued on the Cooks River/Castlereagh Ironbark Forest Bush Regeneration project at Beverley Grove, as part of compensation related to the M5 East. The five year contract with the National Trust for regeneration of this important remnant forest is now complete. The RTA has invested almost \$150,000 in a program specifically aimed at the removal of exotic species and the planting of natives.

Biobanking

Biobanking is an initiative of the NSW Government being led by DECC. The initiative, provided for in the *Threatened Species Conservation Amendment (Biodiversity Banking) Act 2006*, enables the establishment of a biodiversity banking and offsets scheme to address the clearing of native vegetation for urban development and the impact it has on biodiversity values, including threatened species.

During May and June 2007 the RTA assisted DECC in undertaking a biobanking pilot on the proposed Oxley Highway upgrade near Port Macquarie. The purpose of the pilot was to assess how the biobanking methodology would work for infrastructure projects such as roads. The outcomes of the pilot are expected to inform further development of the initiative.

Roadside environment

The RTA continued to host and fund the Roadside Environment Committee (REC). The REC is a multi agency advisory body that promotes the management of linear reserves to balance environmental values and safety.

Key achievements for the REC in 2006–07 included:

- Redesigned the linear reserves short course for works crews and subcontractors and delivered more than 120 training sessions.
- Funded the Catchment Management Authorities and Rural Lands Protection Boards to develop local and regional linear reserve management plans and assisted more than 60 local government authorities to develop or upgrade vegetation plans.
- Worked with State and Australian government agencies to develop a standard assessment protocol for linear reserve vegetation.
- Planned and funded the assessment of remnant vegetation in more than 350 'high value sites' and pioneered a statewide database.
- Distributed more than 160 significant vegetation marker signs and worked with private agencies and councils to develop a range of alternate signage systems aimed at protecting high quality remnants and corridors.
- Selected and assessed linear reserve funding applications in NSW, ensuring a strategic approach to conservation projects.
- Developed a database of research covering linear reserve conservation and worked with researchers to coordinate and fund the most innovative projects.

Case Study

Main Road 92



Sassafras planting along Main Road 92

A 54 kilometre section of Main Road 92 (MR92) between Hames Road (15 kilometres southwest of Nowra) and Nerriga is being upgraded. Threatened species, such as *Eucalyptus langleyi*, *Acacia bynoeana*, and the Yellow Bellied Glider were identified in the Environmental Impact Statement and Species Impact Statement and mitigation measures were identified and adopted during the construction process.

Prior to the construction of the project an ecologist inspected the threatened species populations and those areas outside the construction footprint were fenced off to exclude site vehicles and construction plant. Training was conducted to ensure that all staff were aware of the location and significance of threatened plants, and during clearing an environmental representative was present. No damage occurred to the threatened plants outside of the construction footprint, the populations have been monitored and are considered to be in a healthy condition. To mitigate the loss of *Acacia bynoeana* seed was collected from local species and spread within suitable habitat by representatives of DECC post construction.

It was important to ensure that the movement patterns of the Yellow Bellied Glider were accommodated within the project. Large mature trees between the existing road and the new construction were protected. With the retention of these trees the impact on the movement patterns of the glider has been minimised.

MR92 passes through Morton National Park and an ecologically sensitive area known as Bulee Gap. This portion of the road is steep, densely vegetated and was constructed by 70 convicts in 1841, where pick marks and old steel wheel grooves are still present. Given the sensitivity of the landscape the road has been designed to minimise its footprint on the landscape by using the existing alignment where possible, with a reduced design speed of 60 kilometres per hour. The design has further been modified to bypass a population of endangered orchid *Genoplesium superbum*, and reduce the impacts on biodiversity in the area, utilising retaining walls and bridges rather than batters and including a fauna underpass.

Snow and ice clearing

Snow and ice clearing is conducted within a number of locations throughout the State, and is regularly conducted during the snow season within the NSW alpine areas. Many of the areas where snow clearing is carried out are environmentally sensitive, and often within National Parks. The road safety and transport benefit of snow clearing needs to be considered in this environmental context. Five year trials have been conducted on the most efficient forms of snow clearing in conjunction with National Parks and Wildlife Service. The management of snow clearing within these sensitive receiving environments is an ongoing challenge for the RTA, which requires continual review for environmental improvement.



RTA staff provided support to motorists during the bumper 2007 snow season.

Future challenges of biodiversity

The RTA will continue to be challenged to keep its ecological footprint to a minimum. Key challenges for 2007–08 include:

- Continue to participate in the whole of government development of biodiversity offset measures through development of biobanking.
- Utilise experience in designing flora and fauna mitigation strategies and the outcomes of research by developing best practice mitigation guidelines.
- Aim to ensure the RTA's biodiversity assessment and survey practices meet the requirements for environmental regulators and are of the highest standard.

URBAN DESIGN

In general, the purpose of urban design is to give three-dimensional physical shape to the development of cities, towns and villages within their natural settings.

Transport infrastructure, not least roads, is an integral part of cities, towns and villages in terms of their form, function and character. The RTA has developed an urban design approach to all its network management and new construction work whether large scale projects or small scale improvements in both urban and rural settings.

In summary, the RTA urban design approach is concerned with:

- How infrastructure fits into and shapes its broader built, natural and community environment.
- How all systems of transport are integrated into communities and the corridor design.

- The quality and safety of the public domain and travel experience associated with the corridor.

These goals are developed in 'Beyond the Pavement', RTA's urban design policy, which was published in 1999. Since then many projects have been planned, designed and implemented in accordance with Beyond the Pavement and urban design has become a mainstream activity.

As part of the Beyond the Pavement initiative design guideline documents have been produced: Bridge Aesthetics and Shotcrete Design Guidelines. The latest document in the suite (published in February 2007) is entitled the Noise Wall Design Guideline and covers the approach and principles needed to produce well designed and cost effective noise walls.

Achievements

The RTA measures its urban design performance in terms of comment and endorsement from stakeholders, communities and approval bodies, the awards it receives from industry and the quality and well being of the built and community environment left as a legacy of its completed projects.

Key projects implemented this year which exemplify the RTA urban design philosophy include:

- The Leura to Katoomba upgrade of the Great Western Highway, which retained the heritage character of the Leura ridgeline and provided a well designed addition to the highway and the village.
- The Lane Cove Tunnel project which achieved a high standard of design, neatly fitting the tunnel and expanded Gore Hill Freeway into the dense built form of the north shore area of Sydney. In time, with the maturing landscape, it will provide a distinctive road user experience.
- The Windsor Road alliance which successfully integrated the upgrade of Windsor Road at Baulkham Hills and Kellyville into a highly constrained and narrow corridor, providing a neat attractive environment for both residents and road users.
- The North-West T-way project, characterised by distinctive stations, bridges, landscape and road infrastructure and providing a stylish, refined image to help patronage of the buses.
- The Albury Wodonga Hume Freeway project, designed to fit into and complement the town's built form and character, integrated with Albury's main Dean Street, and providing new and upgraded open space and well connected footpaths and cycleways along and across the road and adjacent rail line.
- The Nabic upgrade of the Pacific Highway, which sensitively fitted the highway within the edge of the service town of Nabic and in the process, upgraded its streets, village green and shopping and eating areas. These facilities provide a memorable interchange and road side landscape that is also helping attract road users to stop and rest at Nabic.
- Successful restoration of the structurally damaged Junction Bridge (South West Region) in cooperation with the Heritage Office NSW and the community. The restoration was completed in an environmentally sensitive location using traditional construction techniques while also providing community access and maintaining the visual aspect and heritage significance.
- Pedestrian bridges delivered under the pedestrian bridges at schools program have been designed with urban design and community input for consistency with the urban context and to minimise environmental impact.

Corridor urban design

The RTA takes a broad approach to the design of its roads recognising that all projects need to be designed as a part of the road corridor, or network, in which they are situated. For example the Pacific Highway Corridor Urban Design Framework helps guide the planning and design of all Pacific Highway upgrades. To date similar frameworks have been developed for the Hume Highway, Great Western Highway, Windsor Road, Camden Valley Way and Richmond Road.

Details of the urban design guidelines and documents are included on the RTA website.

Future urban design challenges

The RTA will continue to implement urban design corridor strategies to ensure a whole of government approach to land use and transport planning.

The challenge for the future is to broaden this thinking and consider the urban design implications of the whole transport network and how it fits into and supports the communities, cities, landscapes and regions of NSW.

HERITAGE

Aboriginal culture and heritage

A Procedure for Aboriginal Cultural Heritage Consultation and Investigation is under development. Formerly known as the draft Aboriginal Liaison Protocol, the document outlines a procedure for consultation with Aboriginal stakeholders on Aboriginal cultural heritage matters and is designed to assist RTA staff when undertaking works which have the potential to impact on cultural heritage issues associated with road planning, development, construction and maintenance activities. The process is consistent with the DECC 'Interim Community Consultation Requirements for Applicants' (2004).



Staff from across the RTA undertook field investigations during an Aboriginal cultural heritage training seminar.

Aboriginal Cultural Heritage Advisors and selected members of the environment teams completed Cultural Heritage Identification training by DECC. The RTA-tailored courses, run over four days, were designed to improve cultural awareness and identify cultural heritage sites including scarred trees, middens and artefact scatters.

Heritage and Conservation Register

The RTA has a responsibility under section 170 of the *Heritage Act 1977* to identify and manage the items of heritage in its ownership or control. These items are predominantly bridges but also include vehicular ferries, property assets, movable collections and archaeological items.

The RTA Heritage and Conservation (S170) Register is regularly updated. There are 416 items on the RTA Heritage and Conservation Register including 35 State Heritage listed items. The condition of these items is summarised in table 9.

Since 2005, heritage assessments have been completed for RTA owned or controlled concrete slab and arch bridges in NSW, concrete beam bridges in Sydney, South West and Southern regions and identified archaeological items.



Bethanga Bridge, over the Hume Dam near Albury, has become the first structure to be jointly listed on the NSW and Victorian State heritage registers.

TABLE 9. CONDITION OF RTA HERITAGE ITEMS

Condition	Number of RTA Heritage Items
Good	177
Fair	109
Poor	77
Not known or applicable	53
Total	416
State Heritage Register Listings	35

State Heritage Register

The NSW Heritage Council approved an application under Section 60 of the *Heritage Act 1977* for a Statement of Heritage Impact assessment to be carried out on the proposed timber pier replacement of Tabulam Bridge, Tabulam.

Information regarding approved works on several of the 35 State Heritage Register listed items controlled by the RTA is provided in table 10.

TABLE 10. PROGRESS UPDATE FOR STATE HERITAGE ITEMS

Heritage item	2006–07 progress
Junction Bridge, Tumut (Item 430007)	Addendum Statement of Heritage Impact for the pier replacement on Junction Bridge, Tumut.
Glennies Creek Bridge, Middle Falbrook (Item 4300131)	Statement of Heritage Impact for the replacement of Abutment A on Glennies Creek Bridge, Middle Falbrook
Carrathool Bridge over the Murrumbidgee River, Carrathool (Item 4300165)	Statement of Heritage Impact for replacement of timber stringers and barrier replacement on Carrathool Bridge over the Murrumbidgee River, Carrathool.

Movable heritage

The RTA's collection of memorabilia relating to the Sydney Harbour Bridge was loaned to the Historic Houses Trust for the 'Bridging Sydney' exhibition celebrating the bridge's 75th anniversary. Items displayed from the collection included a commemorative scroll, invitations to the opening day ceremony, a menu signed by JJC Bradfield, commemorative matchbook covers, toll collectors' bags and rare items associated with the bridge.



The RTA donated a valuable collection of road-related memorabilia, belonging to Hugh Hamilton Newell, to the State Library of New South Wales for safekeeping.

The RTA also donated a valuable historical collection relating to Hugh Hamilton Newell, Commissioner for Main Roads from December 1932 until his sudden death in 1941, to the State Library of New South Wales. The collection, accumulated by Newell's family, included a range of items such as manuscripts, certificates, opening ribbons, photographs, letters, telegrams and newspaper articles. The collection was given to the RTA by Newell's grandson in 1999. The gem in the collection is a rare document signed by King Edward VIII. The document, a 'Grant of the dignity of a Commander of the Civil Division of the Order of the British Empire', otherwise known as an OBE, was awarded to Newell on 23 June 1936. The order is signed

by Edward and his mother, Queen Mary. The collection makes a valuable contribution to the NSW historical record and will be housed in the Mitchell Library.

Heritage bridge signage

The RTA is developing commemorative signage for heritage bridges as part of the management and interpretation of its heritage items. The signs display the name of the bridge, crossing and bridge design, as well as a drawing depicting the truss style. The first sign was installed at Junction Bridge over Tumut River; a McDonald Timber Truss bridge built in 1893. Signs will be rolled out across the State as refurbishments of bridges are completed. A study exploring the detailed management of RTA timber truss bridges was also commenced.



The RTA has developed signs to inform the community about heritage bridges. The signs inform motorists of the age and design of the bridge they are crossing.

Sydney Harbour Bridge 75th anniversary and national heritage listing

The Sydney Harbour Bridge celebrated its Diamond Jubilee on 19 March 2007. The 75th birthday celebrations were held on Sunday 18 March and were complemented by the Australian Government's announcement of the addition of the bridge to the National Heritage List. An oral history was recorded on the day. The celebrations were further complemented with an exhibition about the bridge at the Museum of Sydney.

Heritage asset management strategy

The 'State Agency Heritage Guide (Heritage Office, 2005)' requires all State agencies to develop heritage asset management strategies. The RTA Heritage Asset Management Strategy is being developed and will be submitted to the Heritage Council of NSW in 2007.

Conservation Management Plans

An updated version of the Conservation Management Plan for the Sydney Harbour Bridge was endorsed by the Heritage Council of NSW. A second version is being prepared for endorsement to take into account the national heritage values of the bridge, gazetted by the Australian Government on 19 March 2007 for the listing of the bridge on the National Heritage Register.

Oral History Program

Oral histories provide important records of the changing landscape and represent first hand experiences of individuals. The following oral histories were completed during 2006–07.

- 'Building Bridges', the second phase of the Lawrence Hargrave Drive dealing with the construction phase of Sea Cliff Bridge through to the opening ceremony, was released.
- The Remembrance Driveway and VC Rest Areas oral histories were launched on the 8 November 2006 on the occasion of the dedication of the Westlink M7/M5 Interchange as the Sir Roden Cutler VC Memorial Interchange. A Victoria Cross Rest Area in nearby Ash Road, Prestons, was also dedicated to Sir Roden.
- 'A Vital Link: The Euston to Robinvale Murray River Crossing' was completed.
- 'The Karuah Bypass' oral history was commenced. When completed, a compilation CD will be released highlighting key similarities and differences between the experiences recounted in the Karuah, Goulburn and Armidale bypasses oral histories.

All oral history materials are available for purchase through the RTA Library and MP3 versions of the compilations are available for download on the RTA website.

NATURAL RESOURCES AND WASTE

Waste

The RTA has a statutory requirement under the *Waste Avoidance and Resource Recovery Act 2001* to report on the implementation of its Waste Reduction and Purchasing Policy.

During 2006–07 the following waste reduction, recycling and resource recovery initiatives were progressed.

Offices and general procurement

- In May 2007 most general use computers throughout the RTA had the printer drivers programmed to automatically select double sided printing. It is estimated that this will reduce total paper use in the organisation by up to 40,000 sheets per month.
- The RTA entered into a contract for the supply and maintenance of multi function (printer, fax and photocopying) machines. The contract includes the supply of high recycled content printing paper, take back and recycling of all toner cartridges. The contract also resulted in a significant reduction in the number of units used across the organisation.
- In June 2006, the RTA commenced an environmental risk assessment into the re-use of treated bridge timbers. At present bridge timbers are not being re-used due to concerns about surface treatment chemicals. Depending on the outcome of the risk assessment it is expected that a re-use trial will commence with a timber recycler in late 2007.
- Supply chain environmental management training was provided to the RTA's Strategic Procurement Group in late 2006. The training provided tools and guidance on how to incorporate the consideration of environmental management issues such as waste minimisation when tendering for goods and services. Since the workshop, environmental management considerations have been included in some major supply tenders including the supply of road signage.

TABLE 11.

Purchase of recycled content office materials 2006–07		
Office product	Total quantity purchased	Total quantity purchased with recycled content
A4 paper	72,319 reams	33,610 reams
A3 paper	2732 reams	1525 reams
Printing and publications paper	86,647 reams	23,968 reams
Office products recycled 2006–07		
Office product	Total quantity generated	Total quantity recycled
Toner cartridges	3842 units	2881 units
Computers (desktops and laptops)	3511 units	3511 units
Computer monitors	2985 units	2985 units

Construction and maintenance

The RTA continues to beneficially use waste materials in its construction and maintenance activities. Examples of major construction related waste re-use projects during 2006–07 include:

- Approximately 170,000 tonnes of crushed steel slag was used in the subsurface pavement during construction of the North Kiama Bypass. An additional 70,000 tonnes of steel slag aggregate was incorporated into the asphalt surface layer. Slag is a waste product that is produced during the steel making process and for this project it was sourced from the steelworks at Port Kembla located approximately 35 kilometres from the construction site.
- About 1500 tonnes of fly ash were incorporated into the 12,000 cubic metres of concrete used in the construction of the Sea Cliff Bridge at Stanwell Park. Power station fly ash is commonly added to concrete mixtures as it has cement like properties. Re-use of this common industrial waste material reduced greenhouse gas emissions that would otherwise have been produced by the increase in cement use.
- Upgrading works of the Pacific Highway at Bonville set an environmental example by recycling trees that were cleared. Logs of milling quality were sent to saw mills for processing or turned into fence posts on site. Poorer quality logs were used to make fauna friendly structures like koala and glider refuge poles, or sold as firewood. Tree roots were given to the NSW Riverbank Program for stream bank rehabilitation projects. The remaining tree limbs, roots and mulch were laid across exposed soil to help stop erosion and provide a surface for revegetation.
- Upgrading works on Cowpasture Road, Hoxton Park involved the use of a commercially produced recycled product made of recycled concrete and quarry scalps or crushed bricks. This product was used in the base layer of the road pavement and has been found to be particularly beneficial in situations where a more flexible pavement is required.
- Spoil-sandstone recovered from the Lane Cove Tunnel projects was re-used as the base layer in the widening of the southbound

lanes on the M5 Motorway. In the north bound lanes, existing pavement was milled and augmented with other materials before being re-used in the upper road layers.

Future challenges of managing natural resources and waste

The challenge for the RTA is to continue to increase the use of recycled materials in its construction and maintenance projects.

During the coming year the RTA will be developing recycled material guidelines and training programs to better educate road designers, project managers and others on the environmental and economic benefits of using recycled materials.

The RTA is also partnering with the DECC and private companies to trial the use of materials such as waste crushed glass in road pavements.

GREENHOUSE AND ENERGY

Energy usage

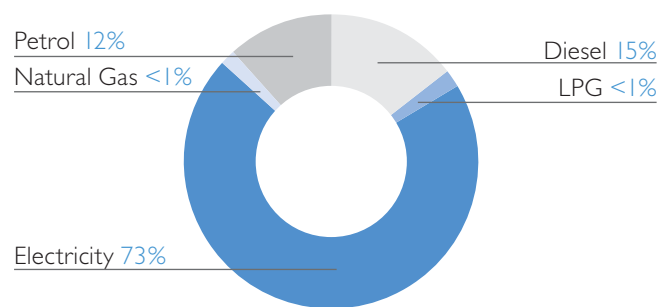
The RTA's construction, maintenance and administration activities are by their nature relatively energy intensive and result in the use of large amounts of electricity and fuels.

The major direct energy uses in the RTA include electricity to operate traffic signals, street lights and buildings and diesel and petrol which is used in road machinery and RTA vehicles.

The RTA also uses minor amounts of LPG and natural gas in some operations such as heating for buildings, light vehicles and in the manufacture of asphalt.

All of these energy uses generate greenhouse gas emissions. Figure 12 below shows the proportion of the RTA's direct greenhouse gas emissions by energy source for 2005–06. More up to date energy usage data for 2006–07 will be available in late 2007.

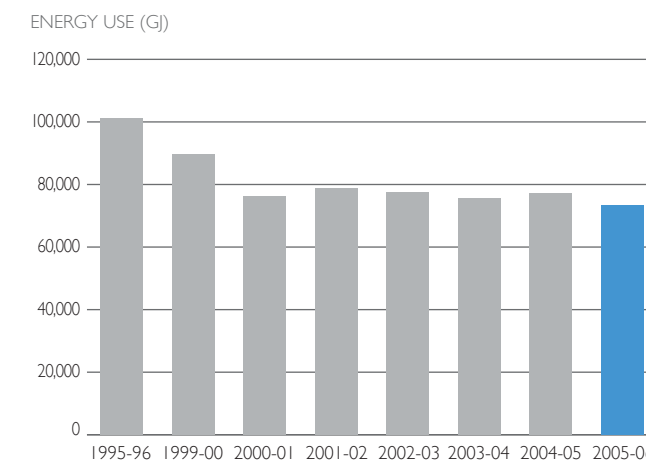
FIGURE 12.



The RTA is committed to reducing its energy use through the implementation of the NSW Government Energy Management Policy (GEMP). This policy aims to reduce energy consumption and greenhouse gas emissions from government operations.

The GEMP includes a target of reducing the energy consumption of government buildings by 25 per cent by 2005–06 (compared to 1995–96 baseline levels). This target has been met by the RTA with building energy consumption figures for 2005–06 showing an overall 27.8 per cent reduction in building energy use when compared to 1995-96 levels (see figure 13).

FIGURE 13. RTA BUILDING ENERGY USE



The reduction in building energy consumption has been achieved through:

- Installation of energy efficient light globes and removal of unnecessary fluorescent lighting tubes in the larger RTA office buildings.
- Installation of timer switches on kitchen hot water units.
- Adjusting the operating times of air conditioning equipment in large buildings.
- Installation of zoned lighting systems in major RTA buildings.
- Installation of smart meters in key RTA offices which analyse the electrical load profile of a building and assist in the identification of wasteful energy use practices.
- Conducting energy audits of all major RTA buildings and implementing energy efficiency recommendations.

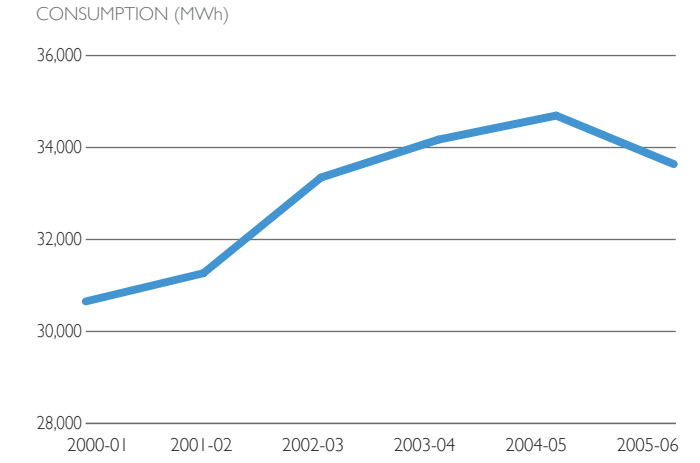
During 2006–07 additional energy efficiency measures were implemented, the result of which cannot yet be demonstrated with 2006–07 data. Measures included:

- The RTA continued to replace the State's older incandescent traffic lights with new highly efficient light emitting diode (LED) technology. When the project to replace LED lanterns at more sites is complete in 2007–08, it will result in an annual greenhouse gas emission reduction of more than 10,400 tonnes which is equivalent to the annual emissions produced by 2360 cars. Reductions in the energy consumed in the operation of traffic signals is already being realised as a result of this project (see figure 14).
- The 'EnergyStar' feature was activated allowing computer screens and hard drives to automatically switch into a low power or 'sleep' mode whenever a computer is left inactive for a set period of time.
- Ongoing purchase of accredited Green Power electricity.

In relation to the RTA fleet:

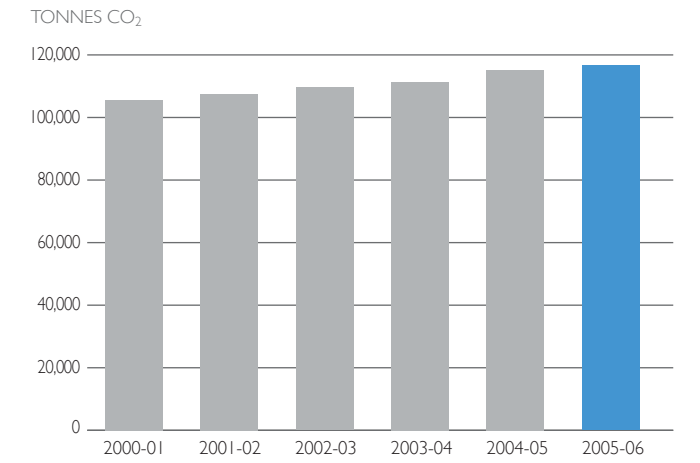
- The number of petrol-electric hybrid vehicles was increased from 23 to 34 (or two per cent of fleet).
- Motor vehicle choice has been changed to encourage selection of vehicles with a high environmental performance and to exclude vehicles with a low performance.
- Use of ethanol blended fuel has been encouraged where it is available.
- The vehicle pool has been changed to incorporate those with better environmental performance.

FIGURE 14. ELECTRICITY – TRAFFIC SIGNALS



Despite the improved energy efficiencies stated above, overall the RTA's total direct greenhouse emissions increased by 1.3 per cent in 2005–06 when compared to 2004–05. This is mainly attributable to increases in diesel consumption, increases in street lighting energy use and increases in the carbon dioxide emission rates associated with electricity used in NSW (The Australian Greenhouse Office provides annual emission rates for electricity consumed in each State. In 2006 the emission rate for electricity in NSW increased).

FIGURE 15. TOTAL GREENHOUSE GAS EMISSIONS



Earth Hour

The floodlights were turned off on three of Sydney's iconic bridges for an hour on 31 March 2007 in support of Earth Hour. The action, taken on the Sydney Harbour Bridge, Anzac Bridge and Northbridge Suspension Bridge, was a show of support for the initiative designed to increase awareness of global warming. All administration and office sites were switched to an economy cycle. This meant that all lighting was switched off except for emergency lighting. Motor registries and depots used energy deemed necessary to ensure security.

Future challenges

The challenge for the RTA is to achieve a reduction in overall greenhouse gas emissions despite the factors outlined above.

'The Green Plan' forms part of the future corporate plan. It outlines the direction for 2007–08 and will assist in management of greenhouse gas emissions and in other aspects of environmental management. The three main components of the plan include:

- Green leadership in research policy and communication. The RTA needs to demonstrate leadership in areas in which it has influence. This will be achieved by developing research and creating policies that show how the impact on the environment will be reduced.
- Develop green partnerships. The RTA will work with the Department of Environment and Climate Change (DECC) to deliver environmental results under the NSW State Plan. The RTA will also work in partnership with industry, customers and other government departments.
- Reducing the RTA's footprint. Minimising the RTA footprint in greenhouse gas emissions and energy sets an example for others to follow. The RTA will reduce the impact of road projects on biodiversity and cultural heritage, increase the use of recycled materials in construction and maintenance, reduce the environmental impact of the RTA's properties and its fleets. It will also examine opportunities to avoid generating waste and reduce the environmental impact of goods and services supplied to the RTA.

LAND AND WATER

Managing erosion and sedimentation controls on construction sites

The RTA has continued to implement the Erosion and Sedimentation Risk Assessment Procedure for identifying high risk projects in the concept stage. It has registered 49 projects as high risk projects for erosion and sedimentation control.

Early recognition is required to prevent erosion risk and to ensure designed controls are adequate to meet the requirements of NSW guidelines. Soil conservation experts are also contracted to provide construction design expertise and site inspections of high risk sites to ensure appropriate implementation and maintenance of erosion and sedimentation controls is undertaken.

The RTA proactively reports environmental incidents on all its construction and maintenance sites to DECC.



Mulch bank for sediment control along a road at Bonville on the North Coast of NSW.

Training

An additional 72 RTA project managers and targeted environment and design staff undertook the two day erosion and sedimentation training in the past year. The RTA is committed to the continued training of key staff in the design, installation and maintenance of erosion and sedimentation controls.

Policy development

The RTA is working with DECC to finalise the road and highway chapter of Volume 2 of the Landcom document 'Managing Urban Stormwater – Soils and Construction' (The Blue Book). Volume 2 will provide industry-specific guidance for soil and water management on operations other than urban development sites – including road and highway construction, landfills, mines and quarries and unsealed roads. The RTA has prepared draft specifications to implement the requirements of Blue Book Volume 2 on approval by DECC.

The RTA has funded a combined modelling project with DECC to assist in determining the appropriate sedimentation control sizing criteria. Outcomes include completed modelling of sediment loads eroded from construction sites in six climatic regions of NSW. Hydrodynamic modelling of sedimentation basins has also been completed to determine the sediment capture rates of differently sized basins. The final stage, water balance modelling to determine the output of sediment from differently designed basins under long term recorded rainfall conditions, commenced in June 2007.

Policy for use of reclaimed water on construction sites

In December 2006, the RTA released an environmental and OHS policy to facilitate the use of reclaimed water on construction sites while maintaining worker safety and environmental protection. The use of reclaimed water for construction purposes is encouraged by the RTA to preserve water storage for higher level uses such as drinking water.

The policy positions have been developed to meet the requirements of the National Water Quality Management Strategy 2000.

Collection and reuse of rainwater at RTA depots

An upgrade of works depot sites to collect and reuse rainwater was commenced including the development of a prototype rainwater collection system at Granville. An additional \$1 million has been allocated to continue the upgrades as a priority project in 2007–08. This rainwater will be used for grey water purposes such as cleaning vehicles and equipment and for use in amenities blocks. A priority site list has been developed with the emphasis on larger sites and those most affected by drought conditions.

RTA Depot Environmental Improvement Program

Environmental improvement works on RTA Depots and other fixed sites continued across NSW over the past year. One and a half million dollars was spent on the clean up of contamination on several RTA depots including Bellambi, Broken Hill, Rockdale, Tumut, Granville and Finley.

Contaminated land

The RTA has continued to identify and manage potentially contaminated sites following the procedures in its Contaminated Land Management Guideline. Identification of potentially contaminated sites is required to determine potential liabilities in the purchase of land, and to ensure that land sold by the RTA is suitable for the intended purpose of the site.

Case Study

Investigation and management of contamination – Tourle Street Bridge, Mayfield West, Hunter Region

The RTA is replacing the Tourle Street Bridge in Mayfield West, Hunter Region. The new bridge will comprise an eight span structure with one lane in each direction, two metre shoulders on both carriageways and a pedestrian walkway.

Potentially contaminated material was identified in 2006 below the site on the southern approach to the bridge. Detailed soil and groundwater investigations contracted by RTA identified a gravel layer of fill material approximately one metre thick that is contaminated with polycyclic aromatic hydrocarbons (PAHs) and total petroleum hydrocarbons (TPH). The RTA engaged a DECC Accredited Contaminated Site Auditor to oversee the project.

DECC has undertaken an assessment of the risk of harm posed by the contamination and concluded that there are no reasonable grounds to believe that the contamination presents a significant risk of harm to human health and the environment. DECC noted that the nature of the contamination appears to be consistent with that on adjacent and nearby sites resulting from previous industrial activities and filling operations.

The RTA is progressing with the delivery of the project by identifying all potential impacts on the contamination as a result of construction activities, and providing mitigation strategies to prevent any displacement of the contamination. This includes contingency measures during construction and longer term monitoring to ensure that on-site contamination does not become mobilised during construction or operation of the road.



VALUE FOR MONEY



The RTA delivers value for money by building stakeholder relationships to ensure effective road transport outcomes. The chapter page pictures Chief Executive Les Wielinga, accompanied by the Hon. Eric Roozendaal, Minister for Roads, addressing community members at the opening of an infrastructure project. The RTA further involves the community by naming bridges after influential local identities and pioneering families.

The RTA takes its role as a service provider very seriously. The relationships it has with its stakeholders are integral to effective road transport outcomes. The RTA strives to provide optimal customer service, to be an employer of first choice and to work cooperatively with its strategic partners. These objectives ensure the RTA delivers value for money to the NSW Government and community.

CUSTOMER SERVICE

Motor registries

The RTA completed around 19 million registration and licensing transactions in 2006–07 for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW. This compared to 17 million transactions for 4.47 million drivers and riders and 4.97 million registered vehicles in 2005–06. Further details can be found in appendix 22. These transactions are delivered face-to-face in motor registries, by telephone through the RTA Contact Centre, and online.

The RTA has a network of 129 motor registries and a Contact Centre in Newcastle. Five Government Access Centres (GACs) and 33 agencies also provide RTA services. Services are also provided at 40 itinerant sites in remote areas. An itinerant site is a location that RTA staff visit to provide transactional services including knowledge and driver testing. This network of locations minimises travel and provides more convenient access for customers in regional locations. See page 224 for contact details.

More than 93 per cent of customers rated motor registry services 'good' or 'very good' in a survey conducted in May 2007.

The 2006 Motor Registry of the Year staff award was jointly won by one of the smallest and one of the largest registries in NSW. The Hay registry with three dedicated staff was a joint winner with the Campbelltown registry which ranked the highest for transactions per hour and customer service feedback.



RTA Contact Centre

In May 2007, the RTA Contact Centre was recommended for certification to the international Information Security Management standard which requires a system that ensures confidentiality, availability and integrity of information.

The contact centre provides accurate and timely licence, registration and tolling services over the phone. Centre staff play an active role in information security and have contributed to cost-saving process improvements.

Government Access Centres

The Government Access Centre (GAC) program continued in 2006–07, providing an alternative service delivery option for customers and enhanced partnering arrangements with government services providers. The program provides access to NSW Government information and services in rural and remote areas. In 2006–07 more than 22,000 transactions ranging from receipting payments to providing information and referrals for agency services were completed on behalf of nine key State Government agencies. These services were provided in addition to the GAC's host agency core business.

Innovations in registries

NSW Maritime Authority transactions

The RTA enhanced the partnering arrangement with the Maritime Authority by expanding the number of motor registries providing a selected range of recreational boat licensing and registration services in motor registries from May 2007. The following Maritime Authority transactions can now be completed:

- Boat and personal water craft licence knowledge testing.
- Acceptance of payments for renewal of boat registrations.
- Acceptance of payments for the renewal of boat licences.
- Acceptance of payments for renewal of mooring licences.
- Changes to vessel details.
- Changes to customer details.

The RTA and the Maritime Authority are sharing premises at Wagga Wagga Motor Registry to increase customer access by locating services in a single location. The co-location initiative allows agencies to share accommodation and utility costs and provides greater utilisation of government assets.

Identity management

The Proof of Identity Unit, established in March 2006, assists motor registries with high-risk or difficult identity management issues. The purpose of the unit is to help strengthen the RTA's customer enrolment processes (verifying customer details), reduce opportunities for the issue of inappropriate documents that could foster identity fraud and improve links with other identity issuing agencies. The RTA has undertaken the Austroads sponsored trial of facial recognition software.

The RTA is participating with Austroads to investigate new technologies to enhance identity security.

Touch screen monitors

Touch screen monitors have been installed in RTA motor registries and testing agencies. They provide enhanced screen clarity and incorporate a new privacy film coating that ensures only the person sitting directly in front of the computer can see the screen image. The monitors have a 16 microsecond response time to a touch and have a colour resolution of 16 million colours.

The monitors are used by customers doing their Driver Knowledge, Hazard Perception and Driver Qualification tests to obtain Learner, Provisional P2 and unrestricted licences. Almost half a million computer based licence tests are taken each year.

Registry technology update

The rollout of the new EFTPOS system to registries was completed earlier in the year and the conversion of the eBusiness applications was finalised in May. All licence and registration EFTPOS related transactions are now being processed through the new system and the old system is scheduled to be decommissioned in 2007.

MANAGEMENT OF THE AUSTRROADS REGISTRATION AND LICENSING TASKFORCE

The Austroads Registration and Licensing Task Force was established to assist road and transport agencies in their efforts to improve the security and integrity of vehicle registration and driver licensing systems, and to promote national consistency. The strategic priorities are focused on the following initiatives:

- Data integrity – national consistency and accuracy.
- Using technology to improve data security.
- Data exchange.
- Managing access to information.



The RTA's international reputation for excellence was recognised recently when two officials from Hong Kong's transport department visited. Seeking to establish a program for testing disabled drivers, the officials came to review the RTA's program and its training of examiners.

Future customer service challenges

- Support NSW State Plan focus on increasing customer accessibility, streamlining processes, and increasing the satisfaction of RTA services to customers.
- Further enhance the security of customer information, including proof of identity developments.
- Ensure a greater level of consultation with customer groups and increased community involvement

ONLINE SERVICES

Expansion of online services

The expansion of online services continued in 2006–07, including:

- Extension of E-Toll services (currently over 70,000 customers use the online E-Toll application regularly).
- Expansion of the online council agency network to 75 per cent.

- Enhanced dealer online system. More than 297 Authorised New Vehicle Inspection Scheme (ANVIS) dealers are participating in the scheme.
- Motor dealers, registries and the public can see the latest road vehicle descriptions including new car information such as cylinders and emissions online.
- As at June 2007, 14.3 per cent of weighted transactions were completed online.
- Ability to book rider training and rider tests in the online booking system.
- Introduction of BPAY service for myRego transactions.
- Pre-enrolment for the Intelligent Access Program with more than 90 per cent of transactions performed online at June 2007.

Self-service business, internet business and other automated services, increased from eight per cent in June 2006 to 14 per cent in June 2007.

Customers can go to myRTA.com anytime of the day or night to renew vehicle registrations, order customised number plates, book a licence test, change address details and check demerit points.

RTA website

The RTA website recorded 13.97 million visits, a 23 per cent increase on 2005–06. The site continues to maintain its unrivalled position as the most visited NSW Government website, also ranking sixth in Australian government sites.

The myRTA.com page recorded 1,533,362 million visits, a 39.2 per cent increase on 2005–06. Just under one million demerit point checks were completed through the RTA website and 12 per cent of all registration renewal transactions were completed online.

The RTA has introduced a project to provide a secure user ID and password for the public to access online services. This will pave the way for expanding the use of RTA's current online services and provide a better service to the public. This is due to be implemented later this year.

The RTA has upgraded the 'Live Traffic' page on its website with the addition of 14 new cameras. There are now 24 cameras within the Sydney region that are accessible online assisting Sydneysiders to navigate the road network.

e-Safety check

All light vehicles, unless exempt, require a pink slip inspection report of roadworthiness. Pink slips are issued by Authorised Inspection Stations and prove that a vehicle has passed the required roadworthiness standards. An e-Safety Check is a pink slip report which is sent to the RTA electronically. Through a package of measures, the RTA increased the number of pink slips which are completed online to 57 per cent in 2006–07, up from 34.4 per cent in 2005–06.

e-Permits

In June 2007, an e-business facility was launched for transport operators who require Special Permits to move oversize or overmass loads. These loads can range from house moving through to the movement of major pieces of industrial plant and mining machinery. Over 30 per cent of Special Permit applications are now occurring online using this new service.

Electronic Road Vehicle Descriptor (RVD) sheets

RVDs provide technical information on the individual vehicle models, including trailers, in the Australian vehicle fleet. They are used by the auto-trades industry and also assist in the registration of vehicles entering the NSW fleet.

In 2006–07, the RTA successfully withdrew from paper distribution of RVDs, moving first to distribute RVDs in electronic format via a CD and then migrating this electronic format into online delivery via myRTA. Industry response to the improved convenience and security has been positive.

Motorways website

The completion of the Sydney Orbital Motorway network highlighted the need for a website to provide a single source of information about all Sydney motorways. The website www.sydnemotorways.com allows motorists to plan their trips using the motorways. By selecting an entry point and possible exit points, motorists can calculate the distance, motorways travelled on and the toll cost. There are detailed maps of every intersection, live traffic camera feeds, a street directory grid reference and information about every motorway that makes up the network.

New plate styles – online auction

The RTA continued to offer new styles of number plates with the release of slimline black Euro number plates in November 2006. A limited range of personalised black Euro number plates were auctioned, along with a small range of numeral-only vitreous enamel plates. Bidders were required to pre-register online. The auction raised \$4.1 million for road safety.

Limited edition Sydney Harbour Bridge shaped number plates were also released to commemorate the 75th anniversary of the Sydney Harbour Bridge in March 2007. These were sold in an online auction, raising more than \$520,000 for road safety funding. Standard issue Sydney Harbour Bridge number plates were released and the proceeds from the sale of 212 of these plates have also been directed towards road safety initiatives.

In early 2007 the RTA released coloured and metallic number plates for motorcycles and new personalised options, such as B3TTY, CHOPA, HARLY and HONDA. These new motorcycle number plates continue to be popular.

This year, more than \$4 million was received through online number plate sales and over \$1 million in telephone sales. The total income from the sale of number plates was more than \$66 million, all of which is to be directed into road safety initiatives.



An auction of limited personalised Black Euro number plates and rare numeral-only plates raised \$4.1 million for road safety.

Future challenges for online services

- Develop and implement online auctions for number plates.
- Develop an online system to bring sellers of number plates together with potential buyers.
- Further develop the range of heavy vehicle related e-services. This includes introducing interactive restricted access vehicle maps with search and zoom functions and introducing performance based standards vehicles with full online application and enrolment processes.
- Move to online mapping and route (access) requests.
- Develop a secure log-in facility where customers can manage all aspects of their fleet and review their compliance with RTA requirements.
- Establish e-business applications to manage incremental pricing trials.
- Assist all authorised inspection stations to obtain e-Safety Check accreditation prior to it becoming compulsory on 1 July 2008.

BUSINESS IMPROVEMENTS

Business Reform Program

The Business Reform Program was established late 2004 to drive improvements to organisational performance and ensure the RTA delivers integrated, efficient and customer focused services. The program is progressively reviewing the RTA's business to identify key areas for improvement.

The Business Reform Program supported the Chief Executive in the design and implementation of a major refocus of the organisation in October 2006. The RTA reorganised its directorate structure to improve its capacity to meet the challenges and priorities set by the NSW State Plan to provide better outcomes for communities across NSW.

Business Reform continues to support the RTA's refocus through a program of work designed to progressively build organisational capability in critical areas and ensure best alignment of organisational resources and processes to strategic community outcomes.

Other improvement initiatives during 2006–07 include:

- Development of a new operating model for the Engineering Technology Branch. Three new principal engineer positions were established for the critical areas of bridge technology, geotechnical and road pavement. The positions are accountable for driving technical capability improvements, developing high quality solutions to technical challenges, management of high level risks for major infrastructure projects, along with developing core skills and matching capabilities to projected annual requirements. The positions will provide industry leadership in developing capability and capacity.
- Implementation of new directions for the RTA's legal and environment functions to improve management of critical risks and the quality of advice to RTA managers. This involved the specialisation of legal portfolios for corporate law, environment and property law, infrastructure and road transport law. The General Counsel will also be accountable for knowledge retention as experienced employees leave the workforce.
- Review of the Road and Fleet Services business strategy. This involved matching staff numbers, crew sizes and depot locations with the projected size of the business and reviewing management and process issues. The benefits of cost savings, rationalisation of crews and depots and full implementation of alliance arrangements was reflected in lower overheads, increased income, productivity and operating surplus that was returned to RTA programs.

A key component of the Business Reform Program is an RTA-wide organisational assessment to be undertaken in 2007–08. This project will build on preliminary work in the Major Infrastructure Directorate in the first half of 2007 and will assist the RTA to refine its operating models, improve its high level processes and ensure resources are allocated effectively.

Integrated Management System (IMS)

The IMS continued to support key corporate initiatives and projects such as the implementation of an Executive dashboard to provide finance and human resources reporting. The extension of Employee Self Service has enabled staff to book training courses online and allowed the RTA to manage training and development needs. The online system training tool has also been extended to provide more than 100 tutorials. The tool provides on-demand user-driven training to increase performance and support face-to-face training workshops.

During the year the Project Management System was enhanced to provide project managers with a more efficient means to update the status of their projects.

Work has also commenced on two important projects. The first is an OHS and Environment Incident Reporting System to enable staff to report online via the intranet. The second is to implement a comprehensive time sheeting/internal billing system within Employee Self Service.

Voice Over Internet Protocol (VOIP)

The VOIP is an 18 month project to replace the RTA's voice equipment, which is up to 15 years old and beyond its economic life. The current internal voice network is based on obsolete architecture and the data network equipment (switches and routers) require significant upgrade to improve speed, memory and current features. Implementation of the VOIP equipment will:

- Implement appropriate Service Level Management currently not available to ageing equipment.
- Reduce total cost of ownership.
- Improve service.
- Integrate more easily with PC applications.
- Provide a more powerful, centrally controlled telephone system.
- Deliver optional new services in the future such as video/ audio conferencing from desktop and multimedia applications like e-learning.
- Reduce operating costs by 25 per cent.

Server consolidation

The Server Consolidation Program involved the consolidation of servers in the DRIVES, e-Business and SAP environments utilising newer technology hardware platforms and corresponding software releases. Within the three work environments 52 servers were reduced to 16. This will lead to a significant reduction in leasing costs, data centre hosting charges, and hardware maintenance costs.

Some additional application enhancements were made to make use of newer hardware/software functionality. This will make planned application upgrades more cost effective in the future. Further server consolidation in other business areas is scheduled for 2007–08 as part of the Infrastructure Capacity Plan.

IT benchmarking

In 2004, after a public tender, the RTA and Fujitsu entered into a contract for the provision of certain Infrastructure Services (the Data Centre contract). Under that agreement the RTA and Fujitsu periodically benchmark the IT services, and compare those services to the Australian market. It was agreed to engage an external organisation to conduct these periodic benchmarks. The recent benchmark data for the Value for Money assessment shows that the cost to the RTA of all services provided by Fujitsu continues to be lower than the comparison peer group.

Over the last two years the RTA and Fujitsu have implemented improvement projects which have reduced data centre operating costs by up to \$1 million per annum.

Low cost desktops

After successfully deploying desktops to motor registries using non-proprietary software and saving \$2 million per annum, the RTA conducted trials of various low-cost desktops for its corporate environment. This involved working with the market to provide a centralised open standards desktop model. The trials concluded that the technology is not currently available or mature enough to make the implementation cost effective, and the decision was made to review the situation next year. The RTA remains committed to using non-proprietary software to reduce operational costs.

DRIVES realignment project

DRIVES is the core IT system used to manage driver licensing and vehicle registration across NSW. This system is more than 15 years old and has become progressively more difficult to maintain. The RTA conducted a careful analysis of the basic coding structure of DRIVES and concluded it to be a robust and sound system. Faced with a replacement cost of over \$100 million, the RTA has chosen instead to restructure the code for the system in a three year process that will make it easier to maintain and support improved service delivery. Restructuring the code has commenced with outsourced partners and is expected to increase the life of DRIVES by more than 10 years. Internal improvements in development tools and processes are also reducing maintenance and development costs.

IT security accreditation

In continuing to enhance the security of customer information, the RTA successfully underwent audits in three areas of its operations, the Transport Management Centre (TMC), the RTA Contact Centre and Information Management and Information Technology. The audits were to ensure compliance with the current international information security standard ISO 27001. This is part of an ongoing program of compliance involving maintenance and periodic upgrade of information security within the RTA. The standard requires that risks to information be managed to reduce the likelihood of breaches of confidentiality, compromises in integrity or system failure which prevents access to information.

Corporate data warehouse

A new corporate data warehouse has been implemented. This will improve access to information by enhancing the ability to query and analyse data. The data warehouse will consist of data collected from the databases of corporate systems, and other sources where appropriate, to deliver better integration, access and consistency. The data will be loaded incrementally and integrated to build up the content of the warehouse. Initial adopters of the warehouse include management information for the RTA Compliance and Freight Strategy Branch.

Innovative accommodation

A major project at Argyle Street Parramatta to consolidate office accommodation for staff in western Sydney is well advanced and should be available for occupation from August 2007. The office has a contemporary open plan design to provide a flexible and efficient work environment. The open plan arrangement is supplemented by break-out rooms. The décor of the accommodation reflects the diversity of the NSW community and geography. A staff group provided input to décor and furniture selections, facilities and functionality.

The design has utilised eco friendly and energy wise concepts. This move has also provided the opportunity to implement industry best practice in IT server technology with a high speed network being used to connect the Argyle Street building with the pre-existing Parramatta office.

In an example of business continuity planning, the Argyle Street building has the capacity to run the TMC.

The Document Management Centre, which is responsible for the storage of all RTA records, will relocate to new premises in

August 2007 at Auburn in Sydney. The new premises have been purpose designed and will increase storage capacity by up to 40 per cent to meet expected demand over the next five to 10 years. The centre comprises state-of-the-art storage and retrieval facilities as well as other new warehouse management and energy efficient technology.



RTA staff members in their new premises at Argyle Street, Parramatta.

Future challenges for business improvement

- Continue to work on key reform projects involving substantial redesign of RTA systems of work, structures, jobs and business processes.
- Develop and implement new arrangements for Infrastructure Maintenance to improve the planning, delivery and integration of this critical function with other RTA programs.
- Manage a range of key project initiatives across the organisation, including the implementation of the new NSW Centre for Road Safety.
- Establish new strategic directions and identify opportunities to drive improvements to the traffic management and engineering functions.
- Identify further opportunities to simplify business processes and reduce administrative support and overhead costs.

STAFF

Workforce capability

The RTA workforce is as diverse as the operations and services it undertakes. Staff include engineers, vehicle regulation inspectors, surveyors, environmental managers, traffic technicians, bridge workers, laboratory assistants, emergency breakdown officers and welders.

About 48 per cent of staff are employed in country locations, with 31 per cent of regional employees being wages staff and some 69 per cent salaried employees. Many RTA motor registry and contact centre employees are engaged in permanent part-time work. For more information about the RTA's staff numbers and status, see appendix 5.

The RTA's Hunter Region was awarded a Defence Reserves Support Council Certificate of Recognition by the Department of Defence at the Employer Support Awards.

TABLE 12. TOTAL EQUIVALENT FULL-TIME EMPLOYEES BY CATEGORY

Year	Salaried Staff	Wages Staff	Casual Staff	Total Staff
2003–04	5225	1636	46	6907*
2004–05	5228	1615	26	6869
2005–06	5150	1750	22	6922#
2006–07	5173	1718	33	6924

* From 2003–04 the equivalent full-time (EFT) count includes additional time worked by part-time motor registry staff.

School crossing supervisors became part of the RTA workforce effective October 2005.

The RTA is an equal opportunity employer and service provider. Information can be found in appendix 6.

Internal communications

With 6924 staff geographically spread across NSW, internal communications is an important function within the RTA. For dissemination of staff news, major policies and organisational announcements there are three main communications channels: intranet news, the Chief Executive's monthly team brief and the staff magazine, *Momentum*.

A confidential survey has been conducted on the effectiveness of internal communications. The survey results will be assessed and used to improve communications channels.

Staff awards

The RTA Staff Awards were launched in 1997. The awards scheme recognises excellent performance in areas of critical importance to the RTA and provides an opportunity to acknowledge and reward staff who have made an outstanding contribution to the organisation. An awards presentation ceremony was held on 17 November 2006. The Minister for Roads attended to present the 21 staff awards to 154 winners. Winners include staff from Hay, Grafton, Parkes, Newcastle, Sydney, Bega, Wagga Wagga and Wollongong.

Six new categories have been added in 2007.

Leadership survey

The RTA has adopted a Leadership Framework that reflects the organisation's core values and the key behaviours needed to drive the RTA's leadership and management capability.

An online assessment tool and coaching has been implemented to gather objective information about senior executives and managers. This assessment is being used to improve leadership development, assist with recruitment into the senior ranks and ultimately provide a mechanism for succession planning.

A profile is being developed for leaders at all levels of the organisation. This will assist with the design and implementation of programs in line with leadership development pathways.

The RTA has also conducted a Leadership Survey aligned to the new leadership competency framework. All directors and SES officers are required to participate in the annual leadership survey as part of their performance agreements. The survey achieved an overall response rate of 92 per cent (compared to 78 per cent last year) from a total of 1218 surveys sent to diverse staff across the RTA. A total of 137 RTA leaders received feedback from their direct reports who totalled 984 staff.

The survey results showed that the impact of the RTA's leaders on bottom line results and on employee engagement was excellent and compared favourably to industry benchmarks. Some of the key strengths identified in RTA leaders show they:

- Are committed to achieving the RTA's business objectives.
- Demonstrate organisational awareness.
- Demonstrate ethical beliefs and live the RTA's values.
- Operate with integrity.
- Are performance focused.
- Are committed to a healthy, safe work environment.

Human Resource Strategy

The newly restructured and refocused Human Resource (HR) Strategy team is working to develop the RTA's people, improve its organisational culture and deliver effective human resources practice and initiatives. The new approach will focus on three areas of service delivery – strategic, operational and transactional. The appointment of four business partners within the team reflects the collaborative approach being followed between human resources specialists and business areas. HR strategy is aimed at giving the organisation quick response to change and issues such as:

- An ageing workforce.
- Competition in a shrinking global job market.
- Effective partnerships with the private sector.
- Offering diversity to generation Y.

Targeted recruitment programs

The RTA's employment programs target the recruitment of graduates, trade apprentices, trainees and para-professionals and provide both financial support and work experience to undergraduate university students. These initiatives are designed to assist with addressing the RTA's future workforce capability needs.

Apprentices

The four year trade apprenticeship program is designed to rotate apprentices between workshops and worksites across NSW to ensure they gain exposure to a broad range of skills and experiences. As at June 2007 the RTA employed 52 trade apprentices. In 2006–07 the RTA recruited 16 apprentices across a range of trade classifications including electricians, painters, bridge and wharf carpenters and plant mechanics.

Traineeships

The RTA recruited 61 trainees in 2006–07. The trainees are working towards the attainment of a variety of Vocational

Educational and Training qualifications. Traineeships are located in the RTA Contact Centre, regional offices, administration centres, motor registries and other RTA functional centres. As at 30 June 2007 the RTA employed 108 trainees.

Graduate Recruitment and Development (GRAD) Program

A total of 60 graduates were admitted to the RTA's GRAD Program during 2006–07, an increase from 45 in 2005–06, to better support future skill needs. The graduates represent a range of disciplines, for example, chemistry material science, urban design/town planning, transport planning, policy, traffic and transport engineering, computer systems engineering, land economics, environment and community liaison.

The RTA has an average graduate retention rate on program of 97 per cent. As at 30 June 2007 the RTA had 104 graduates participating in the GRAD Program.



New graduates during their orientation program.

Undergraduate Scholarship, Rural Cadetship and Para-professional programs

The RTA's Undergraduate Scholarship Program encourages undergraduates from universities throughout NSW to consider careers in the roads industry. At 30 June 2007 the RTA had 80 undergraduates in the program studying disciplines such as civil engineering and surveying.

Six of the 80 undergraduates are employed on the RTA's Rural Cadetship Scheme. This scheme targets undergraduates from rural NSW. The RTA is a proud employer in regional NSW and further support of the regional communities in which it operates is demonstrated through its focus on targeting initiatives specifically at regional areas. In addition to the Rural Cadetship Scheme, over 60 per cent of all scholarships offered by the RTA are awarded to students from regional areas. This commitment aims to attract engineering and related professions back to rural locations to work upon completion of their undergraduate degree.

In order to address the impact an ageing workforce is having on technical support staff, the RTA has initiated a Para-professional Program. There are 12 participants on the initial rotational program who combine on-the-job experience and a course of study through the University of Southern Queensland at an Associate Diploma level that articulates to a degree in civil engineering.

STAFF ACHIEVEMENTS

RTA staff have received a number of accolades both individually and within teams. They have produced many innovations within the workplace. This is recognition of some of these achievements.



Chief Executive Les Wielinga presents Vince Taranto with an Austroads Achievement Award.

Vince Taranto, Senior Project Analyst won an Austroads Achievement Award for managing a project to upgrade the Traffic on Rural Roads (TRARR) simulation program. The TRARR program simulates vehicles travelling on two-way rural roads with emphasis on overtaking manoeuvres. It is the only program of its type on the market. TRARR ceased to operate in 2000 due to changes in operating systems. Vince applied for Austroads funding to upgrade the program and then managed the project.



Ron Ferguson was presented with his Austroads Achievement Award by Michael Bushby, Director Network Management.

Ron Ferguson, Manager Information and Technology, Infrastructure Maintenance Branch received an Austroads Achievement Award for effective project management. Ron was recognised for project management of AT1006 – Standardised Measurement of Road Condition and ASI120 – Road Condition Monitoring Guidelines.



RTA trainee, Rachel Shea, won the 2006 Gili Award for TAFE NSW Aboriginal Trainee of the Year.

Rachel Shea, an RTA trainee was presented with the Gili Award for 2006 TAFE NSW Aboriginal Trainee of the Year. The award recognises students who have made contributions to their communities through training and education.



Western Region Manager Lew Laing at the proclamation of the Kamilaroi Highway.

Lew Laing, Regional Manager Western Region was awarded a Public Service Medal for his contribution to the NSW community. An RTA employee for more than 40 years, Lew has demonstrated a commitment to public service both at work and in his personal life.



Mark Gordon, Manager Survey Services and Chris Harrison, General Manager Engineering Technology, congratulate Jim Ollis, Quality and Statistical Control Officer (centre) on his award.

Jim Ollis, Quality and Statistical Control Officer won the 'Extra Dimension' category at the NSW Awards for Excellence in Surveying and Spatial Information. Jim consolidated a range of surveying requirements that were previously covered in other contract documents into one specification. This specification has been put forward to the Roads Working Group of the Intergovernmental Committee on Surveying and Mapping for adoption as the road national standard for construction surveys in Australia and New Zealand.



RTA undergraduates Elizabeth Donati, Sean McMahon and Celeste Swain (front with awards), were recognised by the University of Newcastle for their achievements at the RTA.

The University of Newcastle Industry Scholarship Scheme Sponsor and Scholar Dinner recognises the achievements of students attending the university and the organisations that support them. RTA undergraduate, Celeste Swain, won the Foundation Award for best first year work placement. Celeste worked in the Project Services Section, Hunter Region.

Sean McMahon was a finalist for the Foundation Award. Elizabeth Donati was a finalist for the Insignis Award for the best series of work placements. The RTA was recognised for its role in developing university undergraduates.



The RTA's Bega Sealing Unit trialed a new type of road binder.

The Bega Sealing Unit pioneered a new road binding procedure and produced technical guidelines for the rest of the RTA to follow. Unlike traditional bitumen road binders, the emulsion binder can be applied in colder months, increasing productivity. The new binder is also safer to apply. The Bega Sealing Unit worked with the manufacturer SAMI Pty Ltd to trial the mixture and develop new technical procedures.

The occupational health and safety team won the 11th annual Thomson and Blake Dawson Waldron 'Inside OHS Competition'.



Jai Reddy – Registered Land Surveyor and RTA graduate.

Jai Reddy is only the second RTA graduate to pass the Surveyor Registration examinations and become a Registered Land Surveyor while still participating in the GRAD program. The current industry standard is seven years. He became the youngest Registered Land Surveyor in NSW at the time of his registration.

Staff training and education

The RTA is a leading provider of technology, professional and technical skills in many areas, including road safety, traffic management and road building. To maintain and grow this technical capability, more than 20 new internal technical training programs were designed by RTA technical experts during 2006–07. This brings the total number of existing specialist technical programs available to RTA staff to almost 200. These training initiatives have built on the Chief Executive's commitment to strengthen the RTA's capability in project management, contract management and many technical areas.

During 2006–07, 5379 staff attended a total of 1919 approved training courses in both the technical and non-technical areas. New arrangements to manage training achieved a saving for the RTA including \$90,134 for external programs.

Sound project management practices for non-construction projects have been an area of focus with 373 staff attending formal training.

A suite of suggested staff development options (including on-the-job experience, internal training and external training) have been identified for a range of critical RTA technical functional capabilities. These will support the holistic career development of technical staff and ensure the RTA's ongoing technical expertise.



RTA cadets and para-professionals inspect the Windsor Road site during orientation.

Sponsored programs

To ensure the long term capability of the RTA across all disciplines, the following sponsorships were approved in post-graduate qualifications:

- Graduate Certificate in Project Management 20 sponsorships.
- Advanced Certificate in Transport and Traffic Management 15 sponsorships.
- Master of Technology in Pavements 5 scholarships.
- Master of Engineering in Pavements 2 scholarships.

An additional 14 sponsorships were approved to enable existing RTA female staff to participate in the Department of Premier and Cabinet's 'Top Steps Program' initiative that supports women in middle management.

Young Professionals Network

To assist its young professionals establish networks and develop their careers, the RTA has launched the Young Professionals Network. The network hosts a range of activities including roundtable forums with guest speakers and informal discussions about the key issues facing the organisation. The network will also provide a valuable resource to the Executive.

Staff orientation

The RTA has revised its formal orientation program, and commenced delivery in November 2006. The revised program, including an increased focus on the role, responsibilities and achievements of the RTA, has been delivered to 148 new staff.

Staff retention

To deliver its corporate objectives the RTA needs a workforce that can plan, develop and sustain the professional, technical and management skills required to ensure success. This needs to be achieved in a culture that recognises performance and values the diversity of its staff and the community it represents.

Targeted recruitment and staff training are tools used to ensure the RTA has the best fit of employees with the right skills and experience to service the NSW community. Staff retention is key to maintaining this high quality service and the RTA strives to be an employer of first choice.

Sponsored programs, the availability of flexible working arrangements such as teleworking and recognition through staff awards are all means of securing staff retention.

The proportion of staff (salaried, wages and casual) leaving the RTA each year is represented as the separation rate.

TABLE 13. SEPARATION RATES

Year	Separation rate
2003–04	6.39%
2004–05	5.99%
2005–06	6.29%
2006–07	8.46%

Note: The 2005–06 separation rate included in last year's annual report did not include School crossing supervisors (accounting for 3.63 per cent of the separations). This group has now been included in the 2006–07 figures.

Staff productivity

Workforce capability

The RTA is deploying key resources to address the crucial area of Workforce Capability. Working against a strategic business plan, the critical areas of workforce planning, professional, technical and leadership development, talent management and staff development are being addressed.

In one initiative, the RTA has established a high level steering group of senior managers to coordinate and facilitate a strategic approach to workforce development and renewal. The Human Resource Strategy Branch is supporting the development of a sustainable skilled, flexible and adaptable workforce to enable achievement of the RTA's business and community objectives.

Strategic workforce initiatives and policies have been developed. These include a trial of a new capability approach to resourcing

key positions in the environment and engineering technology branches. Specific staff training has been developed to assist staff in the Engineering Technology Branch work within the new approach.

NSW Premier's Capability Taskforce

The RTA has participated in a number of initiatives with the Department of Premier and Cabinet aimed at addressing critical skill shortage issues as part of the NSW Public Sector Workforce Strategy. In particular, the Engineering Taskforce and Accountancy Taskforce have provided advice on appropriate strategies to enhance targeted recruitment, improve public sector employment branding, and mitigate skills shortage and ageing workforce risk in key infrastructure areas.

Austrroads Capability Taskforce

The peak industry body at a national level is aware of the challenges facing infrastructure development and delivery through ageing workforces and skills shortages in critical areas, particularly engineering. The taskforce has collaboratively developed marketing materials, a website, and strategies for implementation in each jurisdiction to combat skills shortages through targeted recruitment. The RTA contributes to this process.

Capability in trades and non-trades grades

Competency based assessment continues to underpin an enterprise classification structure for trades and non-trades wages staff. The Wages Classification Structure Assessment Project is currently in the 'maintenance' phase. This phase ensures the competency of staff who are upgrading their skills for new positions. New staff entering the RTA's road construction and maintenance workforce, including apprentices and trainees retained after the completion of their training in civil construction, are also assessed. The project has delivered 580 workplace based assessments in 2006–07. As at 30 June 2007, 97 per cent of wages staff had met all criteria associated with their nominated units of competency.

The result demonstrates the continued encouragement to multi and cross-skilling in the wages staff grades allowing for flexible deployment and greater productivity gains at the micro-economic level.

A project is underway to implement plant operator training and assessment of competency. This will ensure proper certification and safe working of staff associated with plant and machinery operation.

Future challenges in staff management

- Manage workforce skills shortages due to retirements and skill gaps in several technical fields.
- Implement the Technical Capability Review outcomes.
- Build professional and technical leadership through development plans and knowledge management.
- Expand the mentoring program and develop leadership and management proficiency.
- Complete the Workforce for the Future Plan.
- Ensure the development, retention and attraction of identified skills and capabilities by providing effective career pathways, managing succession within the context of an ageing workforce and improving the efficiency of recruitment processes.

A SAFE AND HEALTHY WORKPLACE

Chief Executive's Occupational Health and Safety (OHS) Statement

The RTA is committed to providing a safe and healthy workplace and eliminating conditions or hazards that could result in personal injury or ill health. Workplace health, safety and welfare are essential elements of effective roads and traffic operations that must not be compromised by production demands.

The Executive and senior management provide leadership that supports and enables the vision of a safe workplace. This has included identification of opportunities to provide a positive executive participation at the workplace and in supporting the effective identification of hazards and risks faced in RTA workplaces.

Policy and commitment statement

An annual review of the RTA OHS Policy statement confirms its commitment to providing leadership, direction, resources and support, to ensure workplaces are safe and without risk to health.

The policy clearly confirms the RTA's commitment to effective consultation between management and employees on the development, implementation and refinement of the OHS program and seeks the cooperation of all employees in realising OHS objectives.

Risk management

A risk management approach to OHS has continued to be applied across all of the RTA's activities during the year. Executive oversight has been applied where necessary to focus resources on the higher risk activities. Significant OHS risks that have been addressed during the year include those in the areas of construction, road maintenance, traffic control, working near utilities and effective workplace implementation of OHS policies and procedures.

A variety of targeted risk assessment approaches have been applied to these areas including:

- EnSite – a risk assessment before commencement of each major project of greater than \$5 million.
- Situational Awareness is a workplace level risk management review tool. It has been rolled out to minimise complacency in crews with routine repetitive situations such as traffic signal maintenance and traffic clearance operations.
- Risk profiles and action plans have been included in the working together training for office managers.

Road maintenance

The 2007 Safety Summit for Road Services Managers confirmed the effectiveness of the OHS improvement action plan which included better incident management, an ongoing focus on the role of line managers and supervisors and the increased use of workplace injury measures to identify OHS hot spots. The summit also identified a renewed focus on resources for developing lessons learned from critical incidents and near misses.

Traffic control at worksites

The corporate strategy for improving traffic control at worksites was implemented during 2006–07. The strategy aimed at four key areas – increased awareness and status of traffic control at RTA worksites, traffic control specification review, public awareness and enhanced enforcement.

Regional working groups of traffic control practitioners have enabled increased sharing of lessons learned and identification of good practice solutions. This was supported by development of a traffic control at worksites awareness training package that highlights common issues encountered when implementing standard approaches.

Public awareness was addressed through a television campaign that highlighted the status of RTA roadworks as a place of work and introduced the slogan 'be roadwork aware – slow down, take care'.

Utilities

Utility strikes including unplanned contacts with underground and overhead electricity, gas, water and telecommunication services continued to be a major cause of potentially serious incidents through 2006–07. An increased focus of attention on utilities within the RTA and contractors has resulted in improvements with 57 utility strikes recorded in 2006–07 compared to 67 strikes in 2005–06.

Contractor safety

Forging cooperative relationships with the civil construction industry, the RTA continues to achieve high performance of safety on its funded projects. The RTA continues to set benchmark standards in OHS management of contractors. The OHS Branch coordinated the review of the corporate OHS management systems of approximately 180 pre-qualified contractors and has introduced an OHS registration scheme for the traffic control industry. The OHS Branch also developed an overhead utilities awareness workshop with delivery encompassing both internal stakeholders and contractors statewide.

Work continues between the RTA and local government to improve OHS performance in road construction and maintenance. Implementation of the local council improvement strategy commenced this year with workshops that were held around the State. Desktop audits were then undertaken for 85 local councils operating on behalf of the RTA under maintenance contracts. Additionally, councils requiring further assistance were individually mentored to enable greater levels of compliance.

The RTA has also developed and made available to all contractors and councils via internet a range of model documents, assessment tools and informative resources to assist them to continue to achieve high standards of health and safety.

Despite these efforts and achieving all project injury rates (approximately 10 per cent of the national average and better than the NSW average), one contractor death occurred at an RTA worksite in 2006–07. The RTA continues to work closely with its private sector partners to learn from such events.

OHS program delivery

The task of delivering OHS programs is a cooperative effort between the OHS Branch, regionally based OHS facilitators and line managers and their staff. This is complementary to line management responsibilities for implementation and ownership of the OHS activities within the local workplace.

The OHS Branch has a key role in measuring the extent of OHS management system implementation through audits and inspections. Each directorate is required to complete an annual assessment of compliance with the safety management system using a new self assessment tool. This was supported by the commencement of a three year corporate audit program to confirm compliance. Frequency of audit is based on an assessment of the key business risks within each directorate.



To help manage traffic issues, lead and asbestos contaminants and OHS risks, the team repainting Tom Ugly's Bridge devised an innovative containment structure to protect staff and contain contaminants.

Working Together injury and training targets

The RTA has adopted the NSW Government's Working Together injury prevention and management targets. The OHS targets are:

- A 40 per cent reduction in workplace injuries by June 2012 with at least a 20 per cent reduction to be achieved by June 2007 (base year 2001–02).
- 90 per cent of RTA managers to receive OHS training.
- A 15 per cent reduction in average claim costs to be achieved by June 2008. (Base year 2004–05).

All targets have been met.

At 30 June 2007, the workplace injury rate (based on RTA data) was 6.4 per hundred equivalent full-time employees, a 30 per cent reduction from the 2001–02 base year. This result exceeded the interim target and is well on track to achieving the longer term goal of a 40 per cent reduction by 2012.

The RTA used the Working Together strategy as an opportunity to address the risk of non-compliance with OHS policies and procedures. Three separate training packages were developed that focused on the issues related to RTA construction managers, construction contractors and office based managers.

The construction packages delivered a full day of training while the office managers' package took a half day. Classes, which were delivered by corporate OHS staff, were interactive with a

series of group activities and workplace scenarios. All managers with more than four direct reports were identified to attend the training. At 30 June 2007 a total of 1175 managers had graduated, achieving the 90 per cent attendance rate. Additional courses are being scheduled to maintain the training for new starters and other managers who have missed out.

Working Together targets for injury management

Reporting on the Working Together Targets 2, 3 and 4 for Injury Management are dependent on WorkCover reports which are only provided at six monthly intervals. The baseline for each target is the year 2004–05 with a completion year of 2008.

The targets are as follows:

- Target 2: 10 per cent reduction in employees off work at eight weeks, 12 weeks and 26 weeks from the date of injury by June 2008.
- Target 3: 15 per cent reduction in the average cost of claims by June 2008.
- Target 4: 10 per cent improvement in the percentage of injured workers who are placed in suitable duties within one week of their obtaining a medical certificate that they are fit for suitable duties by June 2008.

The latest figures received from WorkCover for Target 2 are as at December 2005. They indicate that the RTA is on target with the 10 per cent reduction in employees off work at eight, 12 and 26 weeks.

TABLE 14.

Target 2 2008	Present performance as at December 2005
13% at 8 weeks	13.2% at 8 weeks
9.3% at 12 weeks	9.8% at 12 weeks
3.8% at 26 weeks	2.6% at 26 weeks

Target 3 requires an average claims cost of \$15,553 by 2008. Based on WorkCover actuarial reports as at June 2006 the average claims cost for the RTA is on target at \$9915.

Target 4 indicated that as of 2005 the RTA had three employees deemed fit for suitable duties but none had been provided. As of June 2006 the RTA is achieving targets with only one employee in this category.

Safety culture and performance reporting

Lead and lag performance indicators together with post incident analysis have been used to provide continuous improvement in RTA safety performance throughout the year. All managers have received Working Together training to determine the workplace and organisational factors that contributed to the incidents, enabling development of lessons learned that extend beyond the immediate cause of an incident. Employee behaviour is also assessed as part of each investigation using the RTA's just and fair consequence model. The model distinguishes between normal behaviour, errors and violations to ensure fair treatment for all.

The AlphaOne Integrated Workplace Health and Fitness Management Program has been implemented for 20 work groups across the State with more than 300 staff from road

services, motor registries and vehicle regulations attending health forums that link personal health and behaviours with workplace risks. More than 80 per cent of participants have taken up the offer of a fitness assessment. A further follow up with the trial group from Wyong who participated in 2003 indicates that they are continuing to improve or maintain the gains achieved at the conclusion of the program, with no participants scoring in the high risk health category.

Details of injuries and prosecutions under OHS ACT

OHS incidents

Working in traffic continues to be the most significant risk of serious injury to RTA employees and contractors. The most common cause of workplace injuries across the RTA in 2006–07 was 'body stressing'.

Prosecutions

There were no prosecutions for breaches of the *Occupational Health and Safety Act 2000* (OHS Act) during 2006–07.

All OHS indicators have shown an improvement over the past year.

TABLE 15. OHS STATISTICAL INDICATORS

Performance Indicator	2005–06	2006–07	Change
Incidents reported (all incidents)	2195	2145	2% reduction
Number of compensable injuries (all claims)	548	473	12% reduction
Total claims costs	\$2.9 m	\$2.6 m	10% reduction
Lost time injuries (LTI)	244	209	14% reduction
Number of workplace injuries	492	430	12% reduction

FIGURE 16. FIVE YEAR WORKPLACE INJURY TREND

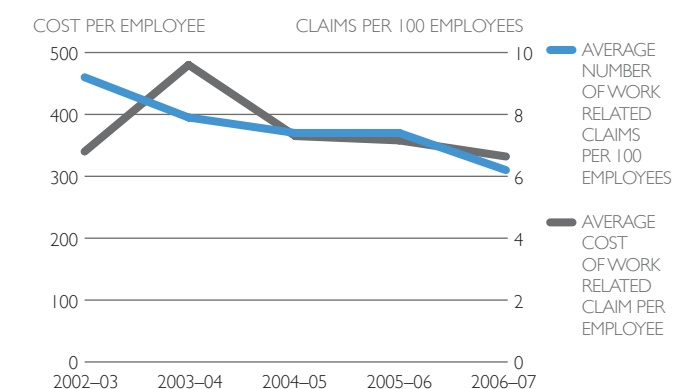
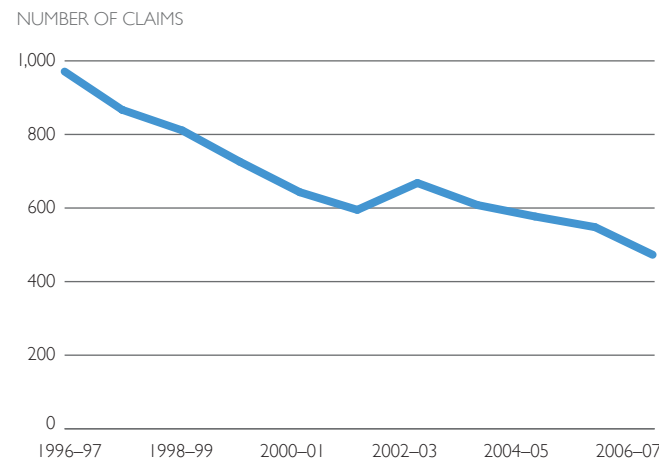


FIGURE 17. WORKERS COMPENSATION CLAIMS



Future OHS challenges

- Working near high speed, high volume traffic continues to pose the greatest risk to RTA workers and contractors. A significant work program has commenced to address the management of this risk and will continue to be a key priority into the future. Similarly, working near mobile construction plant and in the vicinity of underground and overhead utilities also present continuing challenges. These risks are being identified through continuous improvement in OHS risk management strategies that endeavour to close the gap between documented management systems and risk management practice on the job.
- Identifying opportunities for senior management OHS leadership is an important facet of OHS management at the RTA and presents another important area for continuous improvement.

STAKEHOLDER PARTNERSHIPS

Austrroads and Australian Transport Council (ATC)

As a member organisation, the RTA continued to play a strong role in Austrroads – the association of Australian and New Zealand road transport and traffic authorities.

Austrroads' purpose is to contribute to the achievement of improved Australian and New Zealand transport related outcomes by undertaking research, promoting improved practice, facilitating collaboration between road agencies and providing expert advice to the ATC and the Standing Committee on Transport.

During the year the RTA provided input to a range of Austrroads programs which covered strategic and technical research as well as endorsement of Austrroads publications. More information on Austrroads can be found on the website www.austrroads.com.au.

The ATC is the Ministerial forum established in 1993 for Australian, state and territory transport policy and legislative issues at a national level. The RTA provided advice to the Minister for Roads for ATC meetings during 2006–07 on a number of matters, including the COAG national transport agenda, the Productivity Commission Road and Rail Freight Infrastructure Pricing Inquiry and transport security.

Community consultation on infrastructure projects

A major function of the RTA is construction and maintenance of roads and bridges throughout NSW. There is a vast range of stakeholders involved in this work including individuals, private organisations, community and road transport groups, local councils and State and Australian government agencies.

The RTA is committed to community consultation to reach improved outcomes and aims to ensure not only that the community is involved in decision making, but to increase that involvement and ensure it is effective.

Community involvement programs are tailored to individual projects to enable targeted and flexible consultation. Communication channels can include:

Community involvement programs are tailored to individual projects to enable targeted and flexible consultation. Communication channels can include:

- Community updates, advertisements, displays and noticeboards.
- Community information evenings, workshops, shopfronts, household and business meetings.
- Motor registries, website information and 1800 toll free phone lines.

In 2006–07, local communities were involved in hundreds of infrastructure construction and maintenance projects. This involvement included:

- About 135 community focus or liaison groups.
- About 75 public meetings or workshops.
- About 50 staffed information displays.
- About 620 community updates and household letters were prepared and distributed.

These figures do not include meetings between RTA staff and individuals, such as property owners, to discuss projects which happen on a regular basis.



A community liaison group inspects progress on the Brunswick Heads to Yelgun Pacific Highway upgrade.

Other community involvement

The relationship between the RTA as service provider and the NSW community is a dynamic one. The RTA seeks community feedback and input to its service delivery through both formal and informal channels. This includes:

- Consumer or stakeholder complaints, correspondence and inquiries.
- Media liaison.
- Marketing and promotion.
- Product and service launches and openings.
- Research via tools such as surveys or focus groups.
- Meetings and representations.

Sydney Harbour Bridge 75th anniversary

A recent unique opportunity for the RTA to provide a community service was in the celebrations of the Sydney Harbour Bridge's 75th anniversary.

Close to 200,000 people walked across the bridge on Sunday 18 March in the longest public walk since its opening. This was just one aspect of the celebrations to mark the 75th anniversary. More than three years ago, the RTA began collaborations with the Historic Houses Trust of NSW to create 'Bridging Sydney', an exhibition at the Museum of Sydney.

RTA staff worked on a historic ABC documentary on the bridge and developed merchandise. They also set up and managed the dedicated event call centre to deal with the mass of comments, requests and enquiries that were generated in the lead-up to the event.

Getting the bridge ready began years before the actual day. More than two years ago, the Sydney Harbour Bridge Alliance team began a series of rectification works on the bridge.

On the day, staff from across the RTA came together with other government organisations to make the birthday celebration a success. This was a fine example of inter governmental and community cooperation.

The Premier released the following words of commendation following the Sydney Harbour Bridge 75th anniversary celebrations:

"I was proud of our Bridge yesterday.

I was prouder still of the State's public sector workers who made the Bridge celebrations a triumph of planning and organisation.

They helped ensure a happy and memorable day for thousands of Sydneysiders, visitors and their families.

From RTA staff, transport workers, police and emergency crews, standby ambulance and medical teams, protocol and special events staff of the NSW Premier's Department, traffic controllers – not to mention the many private contractors who helped with lighting and other installations – the entire effort was outstanding.

Congratulations on a job well done"

Other stakeholders

The RTA works closely with other state, Australian and international government agencies, local councils, community and road transport groups and private organisations. Many examples of stakeholder liaison on specific projects or actions have been included throughout this report.

The RTA also works to shape and influence the integrated transport policy landscape and the strategic environment within which it operates. A list of the committees and significant advisory groups in which the RTA takes part are in appendix 3.

The RTA provides support and in kind support to various non-government community organisations details of which can be found in appendix 19.

Future stakeholder management challenges

The RTA will continue to engage with its stakeholders to effect positive transport outcomes. Specifically this will involve:

- Ensuring efficient resource or investment allocation through advice on priorities for future investment.
- Continuing liaison with government and non-government stakeholders to ensure a consistent 'fit' between land use changes and road investment.
- Improving relations with the Aboriginal community through targeted road safety programs.
- Continuing to contribute to the national debate on roads related issues through participation in a range of inter-jurisdictional and inter-agency bodies.
- Continuing to balance the competing needs and aspirations of stakeholder groups to ensure balanced and equitable outcomes.

When the Swan Hill Bridge spanning the Murray River needed to be scheduled for four night closures to allow strengthening works to be completed in safety, the community was concerned about the impact to business.

RTA staff consulted with stakeholders in the region and Swan Hill River Cruises agreed to provide a ferry service on the affected nights. More than 700 passengers were transported and there has been interest in a follow up service. This was a successful example of community consultation.



FINANCIAL STATEMENTS



The auction of a limited range of slimline black Euro number plates raised over \$4.1 million for road safety funding.

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GPO BOX 12
Sydney NSW 2001

INDEPENDENT AUDITOR'S REPORT

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES AND CONTROLLED ENTITY

To Members of the New South Wales Parliament

I have audited the accompanying financial report of the Roads and Traffic Authority of New South Wales (the Authority), and the Authority and controlled entity (the consolidated entity), which comprises the balance sheet as at 30 June 2007, and the operating statement, statement of recognised income and expense, cash flow statement, program statement - expenses and revenues, and summary of compliance with financial directives for the year then ended, and a summary of significant accounting policies and other explanatory notes. The consolidated entity comprises the Authority and the entity it controlled at the year's end or from time to time during the financial year.

Auditor's Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Authority and the consolidated entity as at 30 June 2007, and of their financial performance and their cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations)
- is in accordance with section 45E of the *Public Finance and Audit Act 1983* (the PF&A Act) and the *Public Finance and Audit Regulation 2005*.

Chief Executive's Responsibility for the Financial Report

The Chief Executive of the Authority is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PF&A Act. This responsibility includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

- about the future viability of the Authority or consolidated entity,
- that they have carried out their activities effectively, efficiently and economically,
- about the effectiveness of their internal controls, or
- on the assumptions used in formulating the budget figures disclosed in the financial report.

Independence

In conducting this audit, the Audit Office has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PF&A Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.

Peter Achterstraat
Auditor-General

SYDNEY
5 October 2007

ROADS AND TRAFFIC AUTHORITY

YEAR ENDED 30 JUNE 2007

Pursuant to Section 41(1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 2007 and transactions for the year then ended,
2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2005, the Treasurer's Directions and the directives of the Financial Reporting Code.

Further we are not aware of any circumstances which would render any particulars included in the financial statements to be misleading or inaccurate.



Brett Skinner
Director, Finance and Commercial Development
3 October 2007



Les Wielings
Chief Executive
3 October 2007

BEGINNING OF AUDITED FINANCIAL STATEMENTS

OPERATING STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

	Notes	Consolidated			Parent	
		Budget	Actual	Actual	Actual	Actual
		2007	2007	2006	2007	2006
		\$000	\$000	\$000	\$000	\$000
Expenses excluding losses						
Operating expenses						
– Employee related	2(a)	435,474	326,482	334,048	326,482	334,048
– Other operating expenses	2(b)	519,965	403,869	338,130	403,869	338,130
Maintenance	2(b)	574,749	687,844	680,258	687,844	680,258
Depreciation and amortisation	2(c)	755,427	774,070	697,118	774,070	697,118
Grants and subsidies	2(d)	11,199	10,119	10,875	10,119	10,875
Finance costs	2(e)	53,996	60,191	65,081	60,191	65,081
Total expenses excluding losses		2,350,810	2,262,575	2,125,510	2,262,575	2,125,510
Less:						
Revenue						
Sales of goods and services	3(a)	254,856	296,292	274,813	296,292	274,813
Investment income	3(b)	3055	7900	2649	7900	2649
Grants and contributions	3(c)	39,659	54,988	61,272	54,988	61,272
Other revenue	3(d)	92,885	132,993	65,776	132,993	65,776
Total revenue		390,455	492,173	404,510	492,173	404,510
Gain/(loss) on disposal	4(a)	252	3337	16,177	3337	16,177
Other gains/(losses)	4(b)	(1000)	(89,054)	(76,677)	(89,054)	(76,677)
Net cost of services	24	1,961,103	1,856,119	1,781,500	1,856,119	1,781,500
Government contributions						
Recurrent appropriation	6	1,449,120	1,449,120	1,475,806	1,449,120	1,475,806
Capital appropriation	6	1,512,310	1,512,310	1,037,323	1,512,310	1,037,323
Total government contributions		2,961,430	2,961,430	2,513,129	2,961,430	2,513,129
SURPLUS FOR THE YEAR	19	1,000,327	1,105,311	731,629	1,105,311	731,629

The accompanying notes form part of these financial statements.

FINANCIAL STATEMENTS

STATEMENT OF RECOGNISED INCOME AND EXPENSE FOR THE YEAR ENDED 30 JUNE 2007

	Notes	Consolidated			Parent	
		Budget	Actual	Actual	Actual	Actual
		2007	2007	2006	2007	2006
		\$000	\$000	\$000	\$000	\$000
Net increase/(decrease) in asset revaluation reserve	19	–	2,762,388	(1,603,868)	2,762,388	(1,603,868)
Financial instruments – first time adoption	19	–	–	(22,298)	–	(22,298)
Total income and expense recognised directly in equity		–	2,762,388	(1,626,166)	2,762,388	(1,626,166)
Surplus for the year	19	–	1,105,311	731,629	1,105,311	731,629
Total income and expense recognised for the year		–	3,867,699	(894,537)	3,867,699	(894,537)

The accompanying notes form part of these financial statements.

FINANCIAL STATEMENTS

BALANCE SHEET AS AT 30 JUNE 2007

	Notes	Consolidated			Parent	
		Budget	Actual	Actual	Actual	Actual
		2007	2007	2006	2007	2006
		\$000	\$000	\$000	\$000	\$000
ASSETS						
Current assets						
Cash and cash equivalents	9	111,249	193,142	142,549	193,142	142,549
Receivables	10(a)	105,443	100,289	105,443	100,289	105,443
Inventories		7080	8034	7646	8034	7646
Other	12(a)	5703	54,799	5703	5404	5703
Non-current assets held for sale	13	38,282	60,958	38,282	60,958	38,282
Total current assets		267,757	417,222	299,623	367,827	299,623
Non-current assets						
Other financial assets	10(b)	75,087	90,763	83,802	90,763	83,802
Property, plant and equipment						
– Land and buildings	11(a)	2,855,071	2,785,692	2,845,071	2,785,692	2,845,071
– Plant and equipment	11(b)	88,269	97,361	100,761	97,361	100,761
– Infrastructure systems	11(c)	68,665,699	71,233,233	67,835,492	71,233,233	67,835,492
Intangible assets	12(c)	–	23,788	28,329	23,788	28,329
Other	12(b)	1,024,178	1,142,065	903,350	1,142,065	903,350
Total non-current assets		72,708,304	75,372,902	71,796,805	75,372,902	71,796,805
Total Assets		72,976,061	75,790,124	72,096,428	75,740,729	72,096,428
LIABILITIES						
Current liabilities						
Payables	14	460,331	439,489	464,857	730,875	915,464
Borrowings	15	145,972	146,855	145,972	146,855	145,972
Provisions	17	240,553	216,844	232,632	–	–
Other	18	146,633	127,110	142,941	127,110	142,941
Total current liabilities		993,489	930,298	986,402	1,004,840	1,204,377
Non-current liabilities						
Borrowings	15	612,272	692,080	685,810	692,080	685,810
Provisions	17	217,975	123,937	217,975	–	–
Other	18	695,068	695,551	725,682	695,551	725,682
Total non-current liabilities		1,525,315	1,511,568	1,629,467	1,387,631	1,411,492
Total liabilities		2,518,804	2,441,866	2,615,869	2,392,471	2,615,869
Net assets		70,457,257	73,348,258	69,480,559	73,348,258	69,480,559
EQUITY						
Reserves	19	27,829,667	30,569,964	27,829,667	30,569,964	27,829,667
Accumulated funds	19	42,627,590	42,778,294	41,650,892	42,778,294	41,650,892
Total equity		70,457,257	73,348,258	69,480,559	73,348,258	69,480,559

The accompanying notes form part of these financial statements.

FINANCIAL STATEMENTS

CASH FLOW STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

	Notes	Consolidated			Parent	
		Budget	Actual	Actual	Actual	Actual
		2007	2007	2006	2007	2006
		\$000	\$000	\$000	\$000	\$000
CASH FLOWS FROM OPERATING ACTIVITIES						
Payments						
Employee related		(427,553)	(480,735)	(333,972)	(480,735)	(333,972)
Grants and subsidies		(11,970)	(67,229)	(10,875)	(67,229)	(10,875)
Finance costs		(52,391)	(61,755)	(75,511)	(61,755)	(75,511)
Other		(1,325,312)	(1,364,611)	(1,062,108)	(1,364,611)	(1,062,108)
Total payments		(1,817,226)	(1,974,330)	(1,482,466)	(1,974,330)	(1,482,466)
Receipts						
Sale of goods and services		254,988	289,137	170,670	289,137	170,670
Interest		3055	10,486	2541	10,486	2541
Other		241,145	306,824	83,314	306,824	83,314
Total receipts		499,188	606,447	256,525	606,447	256,525
Cash flows from government						
Recurrent appropriation		1,412,889	1,421,070	1,475,806	1,421,070	1,475,806
Capital appropriation		1,524,912	1,512,310	1,037,323	1,512,310	1,037,323
Net cash flows from government		2,937,801	2,933,380	2,513,129	2,933,380	2,513,129
NET CASH FLOWS FROM OPERATING ACTIVITIES	25	1,619,763	1,565,497	1,287,188	1,565,497	1,287,188
CASH FLOWS FROM INVESTING ACTIVITIES						
Proceeds from sale of land and buildings, plant and equipment and infrastructure systems		23,102	29,400	49,704	29,400	49,704
Advance repayments received		9233	-	19,163	-	19,163
Purchases of land and buildings, plant and equipment and infrastructure systems		(1,608,225)	(1,552,139)	(1,420,670)	(1,552,139)	(1,420,670)
Advances made		-	-	-	-	-
Other		-	(92)	-	(92)	-
NET CASH FLOWS FROM INVESTING ACTIVITIES		(1,575,890)	(1,522,831)	(1,351,803)	(1,522,831)	(1,351,803)
CASH FLOWS FROM FINANCING ACTIVITIES						
Proceeds from borrowings and advances		8290	8290	21,900	8290	21,900
Repayment of borrowings and advances		(83,433)	(363)	-	(363)	-
NET CASH FLOWS FROM FINANCING ACTIVITIES		(75,143)	7927	21,900	7927	21,900
NET INCREASE/(DECREASE) IN CASH		(31,270)	50,593	(42,715)	50,593	(42,715)
Opening cash and cash equivalents		142,519	142,549	185,264	142,549	185,264
CLOSING CASH AND CASH EQUIVALENTS	9	111,249	193,142	142,549	193,142	142,549

The accompanying notes form part of these financial statements.

FINANCIAL STATEMENTS

PROGRAM STATEMENT EXPENSES AND REVENUES FOR THE YEAR ENDED 30 JUNE 2007

	Road development *		Road management		Road user		M4/M5 Cashback Scheme		Not attributable		Total	
	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Expenses excluding losses												
Operating expenses												
- Employee related	3424	3508	245,917	251,605	77,141	78,935	-	-	-	-	326,482	334,048
- Other operating expenses	170,092	142,406	59,976	50,214	86,777	68,174	87,024	77,336	-	-	403,869	338,130
Maintenance	-	-	687,844	680,258	-	-	-	-	-	-	687,844	680,258
Depreciation and amortisation	757,716	681,572	7196	6832	9158	8714	-	-	-	-	774,070	697,118
Grants and subsidies	-	-	-	-	10,119	10,875	-	-	-	-	10,119	10,875
Finance costs	60,191	65,081	-	-	-	-	-	-	-	-	60,191	65,081
Total expenses excluding losses	991,423	892,567	1,000,933	988,909	183,195	166,698	87,024	77,336	-	-	2,262,575	2,125,510
Revenue												
Sales of goods and services	53,539	46,660	103,557	90,221	139,196	137,932	-	-	-	-	296,292	274,813
Investment income	1580	530	2369	795	3951	1325	-	-	-	-	7900	2650
Grants and contributions	42,395	46,319	9744	10,646	2849	3112	-	-	-	-	54,988	60,077
Other revenue	132,993	66,970	-	-	-	-	-	-	-	-	132,993	66,970
Total revenue	230,507	160,479	115,670	101,662	145,996	142,369	-	-	-	-	492,173	404,510
Gain/(loss) on disposal	3337	16,177	-	-	-	-	-	-	-	-	3337	16,177
Other gains/(losses)	(88,900)	(76,677)	-	-	(154)	-	-	-	-	-	(89,054)	(76,677)
Net cost of services	846,479	792,588	885,263	887,247	37,353	24,329	87,024	77,336	-	-	1,856,119	1,781,500
Government contributions											2,961,430	2,513,129
NET EXPENDITURE/(REVENUE) FOR THE YEAR	846,479	792,588	885,263	887,247	37,353	24,329	87,024	77,336	(2,961,430)	(2,513,129)	(1,105,311)	(731,629)

ADMINISTERED REVENUE	Road development *		Road management		Road user		M4/M5 Cashback Scheme		Not attributable		Total	
	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Administered revenues												
Transfer receipts												
Consolidated fund												
- Taxes, fees and fines											396,498	434,688
- Other											579,150	567,817
Total administered revenues	-	-	-	-	-	-	-	-	975,648	1,002,505	975,648	1,002,505

* The description and objectives of each program are summarised in note 8.

** Appropriations are made on an agency basis and not to individual programs. Consequently, government contributions are included in the 'Not attributable' column.

SUMMARY OF COMPLIANCE WITH FINANCIAL DIRECTIVES FOR THE YEAR ENDED 30 JUNE 2007

	2007			2006				
	Recurrent appropriation	Expenditure/net claim on consolidated fund	Capital appropriation	Expenditure/net claim on consolidated fund	Recurrent appropriation	Expenditure/net claim on consolidated fund	Capital appropriation	Expenditure/net claim on consolidated fund
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Original budget appropriation/ expenditure								
<i>Appropriation Act</i>	1,412,889	1,412,889	1,524,912	1,524,912	1,467,398	1,467,398	1,022,587	1,022,587
Additional appropriations								
s21A PF&AA – special appropriation								
s24A PF&AA – transfers of functions between departments								
s26A PF&AA – Commonwealth specific purpose payments							7756	7756
					–	–	6980	6980
Other appropriation/ expenditure								
Treasurer's advance	31,529	31,529			–	–	–	–
Section 22 – expenditure for certain works and services								
Section 22A(2) – <i>Motor Vehicle Taxation Act</i> (hypothecation of motor vehicle tax)	9000	9000			11,248	11,248	–	–
Section 225 – <i>Roads Act</i> (hypothecation of heavy vehicle overloading fines)	898	898			1189	1189	–	–
Transfers to/from another agency (s28 of the <i>Appropriations Act</i>)	(965)	(965)			(588)	(588)	–	–
Other adjustments	(4231)	(4231)	(12,602)	(12,602)	(3441)	(3441)		
Total appropriations/ expenditure/ Net claim on consolidated fund (includes transfer payments)	1,449,120	1,449,120	1,512,310	1,512,310	1,475,806	1,475,806	1,037,323	1,037,323
Amount drawn down against appropriation		1,449,120		1,512,310		1,503,856		1,037,323
Liability to consolidated fund		–		–		28,050		–

The summary of compliance is based on the assumption that consolidated fund moneys are spent first. Consolidated funding for the RTA's Road Program is classified as recurrent and capital appropriation based upon the way in which the appropriations are expended. The program, as part of its appropriation, receives all the revenue from motor vehicle taxes in accordance with the *Motor Vehicle Taxation Act*, with the level of the funds from the motor vehicle taxes not known until 30 June each year.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS OF THE ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 2007

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting entity

The Roads and Traffic Authority (RTA), as a reporting entity comprising all the entities under its control, namely the Roads and Traffic Authority Division of the Government Service of New South Wales, is responsible for:

- Testing and licensing drivers and registering and inspecting vehicles.
- Managing road usage to achieve consistent travel times, particularly during peak periods, by reducing congestion delays and helping the community use the road system more effectively.
- Improving road safety by encouraging better road user behaviour, ensuring compliance with regulations, improving roads and enhancing vehicle standards.
- Arterial road development, construction and maintenance, to meet community, environmental, regulatory and economic needs.
- Administration of the M4/M5 Cashback Scheme.

The RTA is a NSW Government department. The reporting entity is consolidated as part of the NSW Total State Sector Accounts, except in regard to the reporting of Land Under Roads. The RTA is a not-for-profit reporting entity for accounting purposes and it has no cash generating units.

These financial statements have been authorised for issue by the Audit and Risk Committee on 3 October 2007

(b) Basis of preparation

The RTA's financial statements are a general purpose financial report which has been prepared in accordance with:

- Applicable Accounting Standards and interpretations (which include Australian equivalents to International Financial Reporting Standards) and in particular Australian Accounting Standard AAS31 Financial Reporting by Governments.
- The requirements of the *Public Finance and Audit Act 1983* and regulation.
- The Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2)(n) of the Act.

In the event of any inconsistency between accounting standards and legislative requirements, the latter are given precedence.

Except for the revaluation of certain non-current assets and financial instruments, the financial statements are prepared in accordance with the historical cost convention. Cost is based on the fair value of the consideration given in exchange for assets.

Judgements, estimates and associated assumptions about carrying values of assets and liabilities that are not readily apparent from other sources are based on historical experience and various other factors that are believed to be reasonable under the circumstance. Actual results may differ from these estimates. The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised. Judgements, estimates and assumptions made by management are disclosed in the relevant notes to the financial statements.

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability.

Unless otherwise stated all amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency.

(c) New Accounting Standards and Interpretation

The RTA did not early adopt any new accounting standards that are not yet effective.

Certain new accounting standards and interpretations have been published that are not mandatory for 30 June 2007 reporting periods. The following new Accounting Standards and Interpretations have not yet been adopted and are not yet effective:

- AASB 2 Share Based Payment (1 March 2007)
- AASB 7 Financial Instruments: Disclosure (1 January 2007) & AASB 2005-10 Amendments to Australian Accounting Standards (1 January 2007)
- AASB 8 Operating Segments (1 January 2009) & 2007-3 Amendments to Australian Accounting Standards from AASB 8 (1 January 2009)
- AASB 101 Presentation of Financial Statements (1 January 2007)
- AASB 123 Borrowing Costs (1 January 2009) & 2007-6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
- AASB 1045 Land Under Roads: Amendments to AAS 27A, AAS 29A and AAS 31A (31 December 2006) & 2006-3 Amendments to Australian Accounting Standards (31 December 2006)
- AASB 1049 Financial Reporting of General Government Sectors by Governments (1 July 2008)
- 2007-4 Amendments to Australian Accounting Standards arising from ED 151 and Other Amendments (1 July 2007)
- 2007-5 Amendments to Australian Accounting Standard – Inventories Held for Distribution by Not-for-Profit Entities (1 July 2007)

- Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
- Interpretation 10 Interim Financial Reporting and Impairment (1 November 2006)
- Interpretation 11 Group and Treasury Share Transactions (1 March 2007) & AASB 2007-1 Amendments to Australian Accounting Standards arising from AASB Interpretation 11 (1 March 2007)
- Interpretation 12 Service Concession Arrangements (1 January 2008) & AASB 2007-2 Amendments to Australian Accounting Standards arising from AASB Interpretation 12 (1 January 2008)
- Interpretation 129 Service Concession Arrangements: Disclosures (1 January 2008)

It is considered that the adoption of these Standards and Interpretations in future periods will have no material financial impact on the financial statements of the RTA.

(d) Principles of consolidation

This financial report has been consolidated in accordance with Australian Accounting Standard AASB 127 'Consolidated and Separate Financial Statements' and includes the assets, liabilities, equities, revenues and expenses of the RTA including those entities controlled by the RTA.

On 17 March 2006 the government proclaimed the *Public Sector Employment Legislation Amendment Act 2006*. This Act made fundamental changes to the employment arrangements of many statutory corporations through amendments to the *Public Sector Employment and Management Act 2002* and other Acts. The result of the changes is that the status of RTA employees has been changed. They are now employees of the Government of New South Wales in the service of the Crown. RTA employees have been assigned to a Division of the Government Service titled 'Roads and Traffic Authority Division of the Government Service of New South Wales' (the Division).

The Division is a controlled entity of the RTA. Control is achieved when one entity has the power to govern the financial and operating policies of another entity.

The consolidated entity consists of the parent RTA entity and the Division. At the consolidated reporting level all transactions and balances between the RTA and the Division have been eliminated.

(e) Administered activities

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Entity. Monies collected on behalf of the Crown Transactions Entity are not recognised as the RTA's revenues but are separately disclosed in the Program Statement – Expenses and Revenues. The RTA is accountable for the transactions relating to those administered activities but does not have the discretion, for example, to deploy the resources for the achievement of its own objectives.

Expenses incurred in collecting monies on behalf of the Crown Entity are recognised as the RTA's expenses and are reported within the Road Safety Licensing and Vehicle Management Program.

The accrual basis of accounting and all applicable accounting standards have been adopted for the reporting of administered revenues.

(f) Income recognition

Income is measured at the fair value of the consideration or contribution received or receivable. Income is recognised when the RTA has control of the good or right to receive, it is probable that the economic benefits will flow to the RTA and the amount of the income can be measured reliably. Additional comments regarding the accounting policies for the recognition of income are discussed below:

(i) Parliamentary appropriations and contributions from other bodies

Parliamentary appropriations and contributions from other bodies (including grants and donations) are generally recognised as income when the RTA obtains control over the assets comprising the appropriations and contributions. Control over appropriations and contributions is normally obtained upon the receipt of cash.

An exception to the above is when appropriations are unspent at year end. In this case, the authority to spend the money lapses and generally the unspent amount must be repaid to the Consolidated Fund in the following financial year. As a result, unspent appropriations are accounted for as a liability rather than revenue.

In relation to the right to receive infrastructure assets, the recognition is on a progressive basis relative to the contract period.

(ii) Sale of goods and rendering of services

Revenue from the sale of goods is recognised as revenue when the agency transfers the significant risks and rewards of ownership of the assets. User charges are recognised as revenue when the RTA obtains control of the assets that result from them.

Revenue from the rendering of services is recognised when the service is provided or by reference to the stage of completion.

(iii) Rental income

Rental income is recognised as revenue on an accrual basis, in accordance with AASB 117 Leases on a straight-line basis over the lease term.

(iv) Investment income

Interest revenue is recognised using the effective interest method as set out in AASB 139 Financial Instruments: Recognition and Measurement.

(v) Gains and losses (in the Operating Statement)

Gains and losses generally arise from adjustments to the measurement of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.

(vi) Emerging interests in private sector provided infrastructure (PSPI) projects

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

(vii) Amortisation of deferred revenue on PSPI projects

Reimbursement of development costs in the form of up front cash payments are treated as deferred revenue with an annual amortisation amount recognised over the life of the concession period.

(g) Employee benefits and other provisions

(i) Salaries and wages, annual leave, sick leave and on costs

Liabilities for salaries, wages (including non-monetary benefits) and annual leave are recognised and measured in respect of employees' services up to the reporting date where it is probable that settlement will be required and where they are capable of being measured reliably on an undiscounted basis.

Sick leave accrued by employees of the RTA is all non-vesting and does not give rise to a liability as it is not considered probable that sick leave taken in the future will be greater than the benefits accrued in the future.

The outstanding amounts of payroll tax and fringe benefits tax, which are consequential to employment, are recognised as liabilities and expenses where the employee benefits to which they relate have been recognised. Workers compensation that may be applicable to leave entitlements has not been recognised as this expense is based on actual premiums paid, determined from past claims history, and not as a general percentage raised on salaries and wages.

(ii) Long service leave and superannuation

Long service leave is determined by using the present value method in accordance with AASB 119 Employee Benefits. Market yields on government bonds of 5.880 per cent are used to discount long term annual leave. In prior years the short hand method was used. The short hand method was based on the remuneration rates at year end for all employees with five or more years of service together with an estimate for employees with less than five years service, based on the percentage who are expected to remain employed by the RTA long enough to be entitled to long service leave. The total liability calculated under the two methods is not materially different.

The superannuation expense for the financial year is determined by using the formulae specified in the Treasurer's Directions. The expense for certain superannuation schemes (Basic Benefit and First State Super) is calculated as a percentage of the employee's salary. For other superannuation schemes (State Superannuation Scheme and State Authorities Superannuation Scheme), the expense is calculated as a multiple of the employee's superannuation contributions. The final expense is adjusted at 30 June each year to take account of any actuarial assessment.

(iii) Other provisions

Other provisions exist when the agency has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of resources will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

(h) Borrowing costs

Borrowing costs are recognised as an expense in the period in which they are incurred, in accordance with Treasury's mandate to general government sector agencies.

(i) Insurance

The RTA's insurance activities are conducted through the NSW Treasury Managed Fund Scheme of self insurance scheme for government agencies. The expense (premium) is determined by the Fund Manager based on past experience. CTP Insurance is arranged with a private sector provider by NSW Treasury. The RTA, from October 2001, introduced a Principal Arranged Insurance Scheme, which provides cover for all parties involved in its construction projects. This will ensure that these parties have appropriate insurance cover in place.

An outstanding liability also exists in respect of the former Department of Motor Transport self-insured scheme.

(j) Accounting for the Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except:

- The amount of GST incurred by the RTA as a purchaser that is not recoverable from the Australian Taxation Office (ATO) is recognised as part of the cost of acquisition of an asset or as part of an item of expense.
- Receivables, payables, accruals and commitments are stated with the amount of GST included.

(k) Acquisitions of assets

The cost method of accounting is used for the initial recording of all acquisitions of assets controlled by the RTA. Cost is the amount of cash or cash equivalents paid for the fair value of the other consideration given to acquire the asset at the time of its acquisition or construction or, where applicable, the amount attributed to that asset when initially recognised in accordance with the specific requirements of other Australian Accounting Standards.

Assets acquired at no cost, or for nominal consideration, are initially recognised as assets and revenues at their fair value at the date of acquisition.

Fair value means the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction.

Where payment for an item is deferred beyond normal credit terms, its cost is the cash price equivalent. That is, the deferred payment amount is effectively discounted at an asset-specific rate.

(I) Asset Management Policy

The RTA's asset valuation and depreciation policies are summarised below.

The cost of assets constructed for own use includes the cost of materials, direct labour, attributable interest, other financing costs and foreign exchange gains and losses arising during construction as well as an appropriate proportion of variable and fixed overhead costs that can be reliably attributed to the assets.

Plant and equipment costing above \$10,000 individually (or forming part of a network costing more than \$10,000) are capitalised.

Physical non-current assets are valued in accordance with the 'Valuation of Physical Non-current Assets at Fair Value' Policy and Guidelines Paper (TPP 07-01). This policy adopts fair value in accordance with AASB 116 Property, Plant and Equipment.

Property, plant and equipment is measured on an existing use basis, where there are no feasible alternative uses in the existing natural, legal, financial and socio-political environment. However, in the limited circumstances where there are feasible alternative uses, assets are valued at their highest and best use.

Fair value of property, plant and equipment is determined based on the best available market evidence, including current market selling prices for the same or similar assets. Where there is no available market evidence, the asset's fair value is measured at its market buying price, the best indicator of which is depreciated replacement cost.

Where an asset is specialised, or the market buying price and market selling price differ materially because the asset is usually bought and sold in different markets, or the asset would only be sold as part of the sale of the cash-generating operation of which the asset is a part, fair value is measured at its market buying price. The best indicator of an asset's market buying price is the replacement cost of the asset's remaining future economic benefits.

The RTA revalues each class of property, plant and equipment at least every five years or with sufficient regularity to ensure the carrying amount of each asset in the class does not differ materially from its fair value at the reporting date.

Non-specialised assets with short useful lives are measured at depreciated historical cost, as a surrogate for fair value.

When revaluing non-current assets by reference to current prices for assets newer than those being revalued (adjusted to reflect the present condition of the assets), the gross amount and the related accumulated depreciation are separately restated.

Otherwise, any balances of accumulated depreciation existing at the revaluation date in respect of those assets are credited to the asset accounts to which they relate. The net asset accounts are then increased or decreased by the revaluation increments or decrements.

Revaluation increments are credited directly to the asset revaluation reserve, except that, to the extent that an increment reverses a revaluation decrement in respect of that class of asset previously recognised as an expense in the surplus/deficit, the increment is recognised immediately as revenue in the surplus/deficit.

Revaluation decrements are recognised immediately as expenses in the surplus/deficit, except that, to the extent that a credit balance exists in the asset revaluation reserve in respect of the same class of assets, they are debited directly to the asset revaluation reserve.

As a not-for-profit entity, revaluation increments and decrements are offset against one another within a class of non-current assets, but not otherwise.

Where an asset that has previously been revalued is disposed of, any balance remaining in the asset revaluation reserve, in respect of that asset, is transferred to accumulated funds.

Assets acquired or constructed since the last revaluation are valued at cost.

(i) Impairment of property, plant and equipment

As a not-for-profit entity with no cash generating units, the RTA is effectively exempted from AASB 136 Impairment of Assets and impairment testing. This is because AASB 136 modifies the recoverable amount test to the higher of fair value less costs to sell and depreciated replacement cost. This means that, for an asset already measured at fair value, impairment can only arise if selling costs are material. Selling costs are regarded as immaterial.

(ii) Plant and equipment and intangible assets

Asset	Valuation policy	Depreciation/amortisation policy
Plant, equipment and vehicles (Minimum capital value \$10,000).	Carrying amount	Depreciated on the straight line method over the estimated useful life of between five and 20 years.
Computer hardware and intangible assets (Minimum capital value of \$1000 and \$10,000 respectively).	Carrying amount	Depreciated/amortised on the straight line method over the estimated useful life of between three and 10 years.
Electronic office equipment (Minimum capital value \$10,000)	Carrying amount	Depreciated on the straight line method over the estimated useful life of 10 years.

The carrying amount is considered to reflect the fair value of these assets.

Depreciation and valuation policies in respect of operational assets are subject to annual review.

Estimates of useful life for depreciation and amortisation purposes have been determined with due regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AASB 116 Property, Plant and Equipment. In accordance with this standard the shortest alternative useful life is applied. Approximately \$81.046 million or 28.7 per cent of the RTA's assets in the categories of plant, equipment, vehicles, computer hardware and electronic office equipment are fully depreciated. (In 2005–06 it was \$72.246 million or 25.6 per cent). The percentage of fully depreciated assets should decrease progressively as they are replaced in future years.

(iii) Land and buildings

Asset	Valuation policy	Depreciation policy
Land and buildings in service. Works administration properties. Officers' residences.	Land and buildings in service are generally valued at value in use (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value. Land and buildings in service are revalued annually.	Buildings – Depreciated on the straight line basis over the estimated useful life of 40 years.
Land and buildings acquired for future roadworks. Rentable or surplus properties. Vacant land.	Current market value. The average rateable value per hectare of urban and rural areas within each Local Government Area (LGA). The distinction between urban and rural areas was determined by reference to the general land classification profile within each LGA. Land and buildings acquired for future roadworks are revalued progressively over a three year cycle. The current revaluation cycle commenced 2005–06.	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks.
Leasehold improvements (Minimum capital value \$10,000).	Written down historic cost/revalued amount.	Amortised over the period of the lease, or the useful life of the improvement to the RTA, whichever is shorter.

Included in the value of land and buildings in service is an amount of \$12.831 million (in 2005–06 it was \$12.831 million) for buildings on Crown land. As the RTA effectively 'controls' this Crown land, it has been included in the RTA's balance sheet. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place.

The RTA's land and buildings are valued by registered valuers. Land and buildings acquired for future roadworks comprise untenanted land for roads which is revalued annually and rental properties and surplus properties which are revalued progressively within a three year timeframe. The selection of assets within land and buildings acquired for future roadworks to be revalued in each reporting period within the current progressive revaluation is made by reference to the asset's acquisition date or previous revaluation date, to ensure each asset is revalued in the three year progressive revaluation timeframe. To accord with the disclosure requirements of AASB 116 Property Plant and Equipment regarding progressive revaluations, the aggregate carrying amount of land and buildings acquired for future roadworks comprises:

Commencement date of the current progressive revaluation – 1 July 2005
Completion date of the current progressive revaluation – 30 June 2008

Category of land and building acquired for future roadworks	Aggregate carrying amount \$'000
Carried at cost of acquisition less, where applicable, any accumulated depreciation.	–
Carried at revalued amounts determined prior to the beginning of the current progressive revaluation less, where applicable, any accumulated depreciation.	–
Revalued as part of the current progressive revaluation and carried at fair value as at 30 June 2007 less, where applicable, any subsequent accumulated depreciation.	979,253
Revalued as part of the current progressive revaluation and carried at an amount other than fair value as at 30 June 2006 less, where applicable, any subsequent accumulated depreciation.	–
Carried at recoverable amount less, where applicable, any subsequent accumulated depreciation.	–
Untenanted land for roads – revalued annually not subject to progressive revaluation.	1,539,432
Total land and buildings acquired for future roadworks at 30 June 2007 (see note 11(a)).	2,518,685

(iv) Infrastructure systems

Asset	Valuation policy	Depreciation policy
Roads:		
Earthworks	Written down replacement cost	Depreciated over estimated useful life of 100 years
Pavement	Written down replacement cost	Depreciated over estimated useful life dependant on pavement surface 15 years (unsealed) 20-50 years (flush seal/asphalt) 25-50 years (asphalt/concrete) 40-50 years (concrete)
Bridges:		
	Written down replacement cost	Depreciated over estimated useful life dependent on bridge type
Timber structures		60 years
Concrete structures		100 years
Steel structures		100 years
X Trusses (timber and steel)		60 years
High value bridges		200 years
Bridge size culverts/tunnels		100 years
Traffic signals	Written down replacement cost	Depreciated over estimated useful life of 20 years
Traffic control network:		
	Written down historic cost	Depreciated over estimated useful life of
Traffic systems		5–20 years
Transport Management Centre		5–20 years
Variable message signs		30 years
Land under roads and within road reserves	The average rateable value per hectare of urban and rural areas within each Local Government Area (LGA). The distinction made between urban and rural areas was determined by reference to the general land classificaion profile within each LGA.	No depreciation applied as land does not have a limited useful life

The RTA, being responsible for the development and management of the State's road network, has recognised the control aspect of some infrastructure assets and the ownership of other infrastructure assets when formulating policy in respect of the valuation and reporting of infrastructure. Roads, bridges and traffic signals are initially brought to account at cost.

The valuation policies provide for roads, bridges and the traffic signal network, to be revalued periodically using the modern equivalent replacement cost method. The traffic signal control network including variable message signage is valued at written down historic cost. Each road is assigned a value which equates to the cost of replacing that road to a modern equivalent asset and discounting the estimated value of modern features, such as noise walls, not present in the existing asset. In the case of bridges, such replacement cost is the cost to construct a new bridge to the modern standard. High value bridges are valued on an individual basis. The replacement cost of the traffic control network is based on the current cost to replace the SCATS system computers and peripherals. The replacement cost of the traffic signal network is the cost to reconstruct each site using the number and current cost of lanterns and electronic controllers at each site as the major components to determine the replacement cost.

The determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA.

Assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index (RCI) is applied each year until the following unit replacement review is undertaken. Subsequent to the review, infrastructure is valued using the unit replacement rates, adjusted by the RCI as applicable, except for Traffic Control Network.

In respect of land under roads and within road reserves, for 2006–07 valuations were calculated using the average rateable value per hectare Local Government Area (LGA). The distinction was made between urban and rural areas, by reference to the general land classification profile within each LGA.

In 2006–07 the data was provided by the Local Government Grants Commission and the Valuer General, on which the valuations of average rateable value are ordinarily based.

Major works-in-progress are valued at construction cost and exclude the cost of land, which is currently disclosed as land under roads.

Accounting Standard AASB 116 Property, Plant and Equipment outlines factors to be considered in assessing the useful life of an asset for depreciation purposes. These factors include wear and tear from physical use and technological and commercial obsolescence.

Road assets are depreciated on the straight-line basis in accordance with AASB 116 Property, Plant and Equipment. The road assets are considered to consist of two components, pavement and non-pavement (comprising earthworks and road furniture), each with a corresponding useful service life.

Depreciation is calculated for each of the current 18,000 (approximately) road management segments and aggregated for each road and pavement type. Bridge assets are assessed by bridge type and depreciation is calculated on a straight line basis.

The respective provisions for depreciation of infrastructure assets recognise the total accumulated depreciation of those assets on a straight-line basis over the assessed useful life of those assets as at the end of the financial year.

(v) Intangible assets

The RTA recognises intangible assets only if it is probable that future economic benefits will flow to the RTA and the cost of the asset can be measured reliably. Intangible assets are measured initially at cost. Where an asset is acquired at no or nominal cost, the cost is its fair value as at the date of acquisition.

All research costs are expensed. Development costs are only capitalised when the following criteria are met:

- The technical feasibility of completing the intangible asset so that it will be available for use or sale.
- The intention to complete the intangible asset and use or sell it.
- The ability to use or sell the intangible asset.
- How the intangible asset will generate probable future economic benefits.
- The availability of adequate technical, financial and other resources to complete the development and to use or sell the intangible asset.
- The ability to measure reliably the expenditure attributable to the intangible asset during its development.

The useful lives of intangible assets are assessed to be either finite or indefinite. Intangible assets with finite lives are amortised under the straight line method and expensed in the operating statement for the period.

Intangible assets are subsequently measured at fair value only if there is an active market. If there is no active market, the assets are carried at cost less any accumulated amortisation.

Intangible assets are tested for impairment where an indicator of impairment exists and in the case of intangible assets with indefinite lives, annually, either individually or at the cash generating unit level. However, as a not-for-profit entity with no cash generating units, the RTA is effectively exempted from impairment testing (see note 1(l)(i)).

(vi) Private sector provided infrastructure

The RTA has recognised an infrastructure asset in respect of the Sydney Harbour Tunnel. It has been valued at the estimated current written down replacement cost of the tunnel at the date of transfer to the RTA in 2022 (refer note 12(b)).

In respect of the M2, M4, M5 motorways, the Eastern Distributor, the Cross City Tunnel, the Westlink M7 and the Lane Cove Tunnel, the RTA values each right to receive asset by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned using an annuity approach. Under this approach, the ultimate value of the right to receive the property is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with an amount representing notional compound interest. The discount rate used is the 10 year NSW Government bond rate applicable at the commencement of the concession period.

(vii) Cultural collection assets

Cultural collection items that can be reliably valued have been recognised as assets. Other cultural collection items are disclosed by way of a note.

(viii) Leased assets

A distinction is made between finance leases, which effectively transfer from the lessor to the lessee substantially all the risks and benefits incidental to ownership of the leased assets, and operating leases under which the lessor effectively retains all such risks and benefits.

Where a non-current asset is acquired by means of a finance lease, the asset is recognised at its fair value at the commencement of the lease. The corresponding liability is established at the same amount. Lease payments are allocated between the principal component and the interest incurred.

Operating lease payments are recognised as an expense on a straight-line basis. Rental revenue is recognised in accordance with AASB 117 Leases on a straight line basis over the lease term.

(m) Major inspection costs

The labour cost of performing major inspections for faults is recognised in the carrying amount of an asset as a replacement of a part, if the recognition criteria are satisfied.

(n) Restoration costs

The estimated cost of dismantling and removing an asset and restoring the site is included in the cost of an asset, to the extent it is recognised as a liability.

(o) Maintenance and repairs

The costs of day-to-day servicing or maintenance are charged as expenses as incurred, except where they relate to the replacement of a part or component of an asset, in which case the costs are capitalised and depreciated over the life of the asset.

(p) Financial assets**(i) Cash and cash equivalents**

Cash and short term deposits in the balance sheet comprise cash at bank and in hand, short term deposits with an original maturity of three months or less, and deposits in Treasury Corporation's Hour-Glass managed Fund Cash Facility

For the purposes of the Cash Flow Statement, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts.

(ii) Receivables

Receivables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method, less an allowance for any impairment of receivables. Short-term receivables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial. An allowance for impairment of receivables is established when there is objective evidence that the entity will not be able to collect all amounts due. The amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Bad debts are written off as incurred.

(iii) Other financial assets

Other financial assets consist of non-derivative financial assets which are not valued at fair value either because they are not intended to be held to maturity. These assets are initially recognised at cost. All finance assets except those measured at fair value through the operating statement are subject to annual review for impairment. Changes are accounted for in the operating statement when impaired, derecognised or through an amortisation process.

(q) Provision of material assets

No material assets were provided free of charge to the RTA during the financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(r) Inventories

Inventories held for distribution are stated at the lower of cost and current replacement cost. Inventories (other than those held for distribution) are stated at the lower of cost and net realisable value. Cost is calculated using the weighted average cost or 'first in first out' method. Inventories consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.

The cost of inventories acquired at no cost or for nominal consideration is the current replacement cost as at the date of acquisition. Current replacement cost is the cost the agency would incur to acquire the asset on the reporting date. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

(s) Capitalisation of expenditure

Expenditure (including employee related costs and depreciation) in respect of road development and reconstruction, bridge and tunnel replacement and some road safety and traffic management works are capitalised as part of infrastructure systems.

(t) Non-current assets held for sale

The RTA has certain non-current assets classified as held for sale, where their carrying amount will be recovered principally through a sale transaction, not through continuing use. This condition is regarded as met when the sale is highly probable, the asset is available for immediate sale in its present condition and the sale of the asset is expected to be completed within one year from the date of classification. Non-current assets held for sale are recognised at the lower of carrying amount and fair value less costs to sell. These assets are not depreciated while they are classified as held for sale.

(u) Other Assets

Other assets including prepayments are recognised on a cost basis.

(v) Payables

These amounts represent liabilities for goods and services provided to the RTA and other amounts, including interest. Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

(w) Borrowings

Borrowings are recorded initially at fair value, net of transaction costs. Loans are not held for trading and are recognised at amortised cost using the effective interest method. Amortised cost is the face value of the debt less unamortised premiums. The discount or premiums are treated as finance charges and amortised over the term of the debt.

(x) Budgeted amounts

The budgeted amounts are drawn from the budgets as formulated at the beginning of the financial year and with any adjustments for the effects of additional appropriations under s21A, s24 and/or s26 of the *Public Finance and Audit Act 1983*.

The budgeted amounts in the operating statement and cash flow statement are generally based on the amounts disclosed in the NSW Budget Papers (as adjusted above). However in the balance sheet the amounts vary from the Budget Papers, as the opening balances of the budgeted amounts are based on carried forward actual amounts. That is, per the audited financial statements (rather than carried forward estimates).

(y) Presentation of notes to the financial report

In prior years some notes to the financial report disclosed revenue and expenditure by function rather than by nature. This year the financial report discloses all revenue and expenses by nature.

Financial instruments

The RTA has elected not to restate comparative information for financial instruments within the scope of AASB 132 Financial Instruments: Disclosure and Presentation and AASB 139 Financial Instruments: Recognition and Measurement, as permitted on the first time adoption of AEIFRS. The accounting policies applied to accounting for financial instruments in the current financial year are detailed in notes 1(z)(iii). The following accounting policies were applied to accounting for financial instruments in the comparative financial year.

(i) Receivables

Receivables were recognised and carried at cost, based on the original invoice amount less a provision for any uncollectible debts.

(ii) Payables

Payables were recognised when the consolidated entity became obliged to make future payments resulting from the purchase of goods and services.

(iii) Borrowings

All borrowings were valued at their current capital value. Any finance lease liability was determined in accordance with AAS17 Leases. Interest expense was recognised on an accrual basis.

2. EXPENSES EXCLUDING LOSSES

The RTA capitalises a significant portion of expenditure, including employee related costs and depreciation to infrastructure systems.

(a) Employee related expenses

Employee related expenses comprise the following specific items:

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Salaries and wages (including recreation leave)	325,563	317,235	–	225,975
Skill hire contractors	44,924	61,623	44,924	61,623
Long service leave	(4797)	14,630	–	10,421
Superannuation – defined benefit plan	(109,256)	(141,756)	–	(100,973)
Superannuation – defined contribution	15,771	34,725	–	24,735
Workers compensation insurance	4113	7834	–	5580
Payroll tax and fringe benefits tax	25,041	33,560	–	23,905
Personnel services	–	–	281,558	78,365
Redundancy	6848	6197	–	4414
Other	18,275	–	–	–
	326,482	334,048	326,482	334,048
Allocations of employee related expenses to programs				
– Capitalised to infrastructure	201,247	153,476	201,247	153,476
– Operating programs (including maintenance)	326,482	334,048	326,482	334,048
	527,729	487,524	527,729	487,524

(b) Other operating expenses

(i)

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Consultants and other contractors	47,387	98,464	47,387	98,464
Fleet hire and lease charges	52,139	76,108	52,139	76,108
M4/M5 Cashback refund	87,024	77,336	87,024	77,336
Data processing	50,810	48,434	50,810	48,434
Advertising	21,466	20,095	21,466	20,095
Payments to councils and ext. bodies	83,316	26,674	83,316	26,674
Other	141,786	204,152	141,786	204,152
Contract payments	235,667	1,070,271	235,667	1,070,271
Capitilisation	(315,726)	(1,283,404)	(315,726)	(1,283,404)
	403,869	338,130	403,869	338,130

(ii) Auditor's remuneration

During 2006–07 an expense of \$0.578 million (2005–06 – \$0.556 million), excluding GST, was incurred for the audit of the financial statements by The Audit Office of NSW.

(iii) Cost of sales

During 2006–07 the cost incurred in relation to the sales of goods was \$16,471 million (2005–06 – \$20.680 million).

(iv) Bad and doubtful debts

The bad and doubtful debts expense for 2006–07 was credited with \$0.380 million (2005–06 – an expense of \$0.913 million).

(v) Operating lease rental expense

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Property	24,568	24,418	24,568	24,418
IT equipment	40,151	41,208	40,151	41,208
Light motor vehicles	29,122	27,206	29,122	27,206
Heavy motor vehicles	967	745	967	745
	94,808	93,577	94,808	93,577

(vi) Infrastructure maintenance

Maintenance expenditure relates to the maintenance of roads, bridges and the traffic signal control network and includes employee related costs. Major reconstruction of road segments are capitalised and as such are not charged against maintenance expenditure. The RTA capitalised \$105.190 million of such works (2005–06 – \$143.304 million).

The RTA expended \$13.459 million in 2006–07 (2005–06 – \$42.339 million) on natural disaster restoration works from State funds. The total cost of natural disaster restoration work in 2006–07 was \$13.459 million (2005–06 – \$42.339 million), which was included as part of maintenance expenditure.

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Maintenance expense excluding employee related	469,337	518,467	687,844	680,258
Maintenance related employee expenses	218,507	161,791	–	–
Total maintenance expenses in operating statement	687,844	680,258	687,844	680,258

(c) Depreciation and amortisation

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Depreciation raised against operational and property assets (excludes depreciation capitalised as infrastructure)	16,353	22,894	16,353	22,894
Depreciation raised against infrastructure	753,094	669,456	753,094	669,456
Amortisation of intangible assets	4623	4768	4623	4768
	774,070	697,118	774,070	697,118

In addition, operational assets and intangible assets were written down by \$8.212 million in 2006–07 (2005–06 was \$5.931 million)

(d) Grants and subsidies

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Grants under road safety program	10,119	10,875	10,119	10,875
	10,119	10,875	10,119	10,875

(e) Finance costs

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Interest	52,626	54,955	52,626	54,955
Debt guarantee	3000	3000	3000	3000
Other	4565	7126	4565	7126
	60,191	65,081	60,191	65,081

3. REVENUE

(a) Sale of goods and services

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Sale of goods				
Number plates	66,842	57,795	66,842	57,795
Rendering of services				
Third party insurance data access charges	13,210	12,533	13,210	12,533
Toll revenue (Sydney Harbour Bridge)	83,832	84,316	83,832	84,316
Heavy vehicle permit fees	1078	1049	1078	1049
Sanction fees payable under the <i>Fines Act</i>	7115	7303	7115	7303
Rental income	20,073	19,731	20,073	19,731
Works and services	50,514	46,539	50,514	46,539
Advertising	8589	3252	8589	3252
Fees for services	30,534	30,522	30,534	30,522
Publications	6524	6006	6524	6006
Miscellaneous services	7981	5767	7981	5767
	296,292	274,813	296,292	274,813

(b) Investment income

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Interest	7900	2649	7900	2649

(c) Grants and contributions

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
NSW Government agencies				
– Ministry of Transport	28,628	21,300	28,628	21,300
– Other	4154	14,626	4154	14,626
Local government	6747	6078	6747	6078
Other government agencies	9194	12,151	9194	12,151
Private firms and individuals	6265	7117	6265	7117
	54,988	61,272	54,988	61,272

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(d) Other revenue

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Amortisation of deferred revenue on PSPI projects	9576	5321	9576	5321
Value of emerging interest of private sector provided infrastructure				
– M2 (Refer Note 12(b))	6638	3700	6638	3700
– M4 (Refer Note 12(b))	20,702	17,949	20,702	17,949
– M5 (Refer Note 12(b))	13,194	10,120	13,194	10,120
– Eastern Distributor (Refer Note 12 (b))	5585	3037	5585	3037
– Cross City Tunnel (Refer Note 12 (b))	20,910	8146	20,910	8146
– Westlink M7 (Refer Note 12 (b))	41,719	11,060	41,719	11,060
– Lane Cove Tunnel (refer Note 12(b))	7015	–	7015	–
– Loan to Sydney Harbour Tunnel Company				
Adjustment to opening balance	–	23,945	–	23,945
Other revenue	5107	(19,163)	5107	(19,163)
M2 and Eastern Distributor promissory notes				
Adjustment to opening balance	–	(5045)	–	(5045)
Other revenue	1854	6659	1854	6659
Fuel tax credits	983	–	983	–
Other	(290)	47	(290)	47
	132,993	65,776	132,993	65,776

4. GAINS/(LOSSES) ON DISPOSAL

(a) Gain/(loss) on disposal

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Gain on sale of property, plant and equipment				
– Proceeds from sale	27,004	41,188	27,004	41,188
– Written down value of assets sold	(23,667)	(25,011)	(23,667)	(25,011)
Net gain on sale of non-current assets	3,337	16,177	3,337	16,177

(b) Other gains/(losses)

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Bad / doubtful debt expense	(348)	542	(348)	542
Bad debts written off	194	–	194	–
Written down value of infrastructure assets written off (note 7(b))	(88,900)	(77,219)	(88,900)	(77,219)
Total other gains/(losses)	(89,054)	(76,677)	(89,054)	(76,677)

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5. CONDITIONS ON CONTRIBUTIONS

Contributions received during 2006–07 were recognised as revenue during the financial year and were expended in that period with no balance of those funds available at 30 June 2007.

6. APPROPRIATIONS

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Recurrent appropriation				
Total recurrent drawdowns from Treasury (per Summary of Compliance)	1,449,120	1,503,856	1,449,120	1,503,856
Less: Liability to consolidated fund (per Summary of Compliance)	–	(28,050)	–	(28,050)
	1,449,120	1,475,806	1,449,120	1,475,806
Capital appropriation				
Total capital drawdowns from Treasury (per Summary of Compliance)	1,512,310	1,037,323	1,512,310	1,037,323
Less: Liability to consolidated fund (per Summary of Compliance)	–	–	–	–
	1,512,310	1,037,323	1,512,310	1,037,323

7. INDIVIDUALLY SIGNIFICANT ITEMS

(a) Superannuation expense

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
(Decrease)/increase in superannuation expense due to tax, actuarial and interest adjustments	(109,256)	(141,757)	–	(100,973)

(b) Write-down of infrastructure assets

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Infrastructure assets written down	88,900	76,884	88,900	76,884

The following infrastructure assets were written off during 2006–07 (see note 11(c)).

	Replacement costs	Accumulation depreciation	WDRC
	\$000	\$000	\$000
Roads	206,561	134,825	71,736
Bridges	30,414	13,868	16,546
Traffic signals network	276	83	193
Traffic control network	470	45	425
	237,721	148,821	88,900

8. PROGRAMS/ACTIVITIES OF THE AGENCY

(a) Road development

Description:	Planning, designing, scheduling and organising the development of road and bridge works.
Objectives:	To develop the State's road network focusing on strategic routes to promote economic growth, improve road safety, encourage greater use of public transport and meet environmental targets.

(b) Road management

Description:	Manage the primary arterial road network infrastructure as a long-term renewable asset through a program of maintenance and reconstruction works. Provide financial assistance grants to local government to assist councils' manage the secondary arterial road network. Manage the provision of disaster repairs for public roads.
Objective:	To maintain the RTA's roads and bridges to ensure reliability, safety and retained value. Support Councils' management of the secondary arterial road network.

(c) Road user

Description:	Implementing initiatives to increase safe road use behaviour, ensure that drivers and cyclists are eligible and competent, ensure that vehicles meet roadworthiness and emission standards, and ensure that a high standard of customer service is maintained. Improving road network performance through traffic control systems, managing incidents and route management strategies. Providing priority access for buses, improving facilities for cyclists and pedestrians and maintaining traffic facility assets.
Objectives	To reduce the trauma and cost to the community of road deaths and injuries. To reduce adverse impacts of vehicles on roads and the environment. To ensure compliance with driver licensing and vehicle registration requirements. To maximise the efficiency of moving people and goods by better managing the road network and encouraging the use of alternatives to the motor car.

(d) M4 / M5 Cashback Scheme

Description:	Reimbursing motorists directly for the toll component paid using electronic tags on the M4 and M5 motorways when driving NSW privately registered motor vehicles.
Objective:	To reimburse tolls to motorists driving NSW privately registered motor vehicles on the M4 and M5 Motorways.

9. CURRENT ASSETS – CASH AND CASH EQUIVALENTS

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
RTA operating account	13,373	26,969	13,373	26,969
Trust funds	28,940	33,043	28,940	33,043
Remitting account, cash in transit and cash on hand	38,603	30,817	38,603	30,817
TCorp – Hour-Glass Cash Facility	108,933	48,735	108,933	48,735
On call deposits	3023	2658	3023	2658
Other	270	327	270	327
	193,142	142,549	193,142	142,549

For the purposes of the cash flow statement, cash and cash equivalents include all the above categories of cash and cash equivalents.

Cash and cash equivalent assets recognised in the balance sheet are reconciled at the end of the financial year to the cash flow statement as follows:

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Cash and cash equivalents (per balance sheet)	193,142	142,549	193,142	142,549
Closing cash and cash equivalents (per cash flow statement)	193,142	142,549	193,142	142,549

10. CURRENT ASSETS / NON-CURRENT ASSETS – RECEIVABLES

(a) Current

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Sale of goods and services (i)	23,122	31,153	23,122	31,153
Goods and services tax – claimable from the Commonwealth	21,179	19,422	21,179	19,422
Other (including cost recoveries relating to motor vehicle crash damage to RTA property and road clearing)	3491	2048	3491	2048
	47,792	52,623	47,792	52,623
Less: Allowance for impairment	(2055)	(2439)	(2055)	(2439)
	45,737	50,184	45,737	50,184
Unissued debtors	36,291	34,411	36,291	34,411
Dishonoured credit cards	378	394	378	394
	82,406	84,989	82,406	84,989
Accrued income				
– Interest	450	698	450	698
– Property sales	15,022	17,417	15,022	17,417
– Other	2411	2339	2411	2339
Total current	100,289	105,443	100,289	105,443

The allowances for impairment primarily relate to amounts owing as a result of commercial transactions (for example, debts raised for performance of services or goods) and tenants who vacate premises without notice whilst in arrears.

(i) The average credit period on sales of goods is 35 days. No interest is charged on the trade receivables. An allowance has been made for estimated recoverable amounts from the sale of goods, determined by reference to past default experience. The movement in the allowance of \$0.384 million was recognised in the profit or loss for the current financial year.

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(b) Other financial assets

	Consolidated		Parent	
	2007	2006	2007	2006
Non-current financial assets (at amortised cost)	\$000	\$000	\$000	\$000
Loan to Sydney Harbour Tunnel Company	80,268	75,160	80,268	75,160
Promissory notes	10,495	8,642	10,495	8,642
	90,763	83,802	90,763	83,802

Repayment of the interest free \$222.6 million Net Bridge Revenue Loan by the Sydney Harbour Tunnel Company is due on 31 December 2022. The loan has been assessed as recoverable as at 30 June 2007 and the receivable is valued using the effective interest method (refer note 1(z)).

The loan is considered to be part of the RTA's interest in the tunnel and, as at 30 June 2007, has been assessed at \$80.268 million (30 June 2006 – \$75.160 million).

Promissory notes relate to amounts receivable under the Private Sector Road Toll agreement in respect of the M2 Motorway and the Eastern Distributor. The promissory notes are redeemable at the earlier of the achievement of certain Internal Rate of Return or the end of the respective concession period. The redeemables are valued using the effective interest rate method (refer note 12(b)).

II. NON-CURRENT ASSETS – PROPERTY, PLANT AND EQUIPMENT

	Land and buildings	Plant and equipment	Infrastructure systems	Total
	\$000	\$000	\$000	\$000
Consolidated and Parent				
As at 1 July 2006				
Gross carrying amount	2,865,751	214,041	81,886,691	84,966,483
Accumulated depreciation	(20,680)	(113,280)	(14,051,199)	(14,185,159)
Net carrying amount at fair value	2,845,071	100,761	67,835,492	70,781,324
As at 30 June 2007				
Gross carrying amount	2,801,068	192,474	85,969,547	88,963,089
Accumulated depreciation	(15,376)	(95,113)	(14,736,314)	(14,846,803)
Net carrying amount at fair value	2,785,692	97,361	71,233,233	74,116,286

A reconciliation of the carrying amount of each class or property, plant and equipment at the beginning and end of the current reporting period is set out below.

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(a) Land and buildings – consolidated and parent

	Works administration properties and officers residences		Land and buildings acquired for future roadworks	Leasehold improvements	Total
	Land	Buildings			
	\$000	\$000	\$000	\$000	\$000
Balance 1 July 2006	73,325	124,069	2,649,772	18,585	2,865,751
Additions	–	9,473	147,792	534	157,799
Disposals	–	(2,030)	(21,935)	(6,998)	(30,963)
Reclassifications	(553)	(1,748)	1,555	746	–
Adjustments/WIP	–	(64)	–	–	(64)
Transfer to infrastructure	–	–	(101,481)	–	(101,481)
Transfer to assets held for sale	37,786	–	(60,098)	–	(22,312)
Revaluations	28,854	404	(96,920)	–	(67,662)
Balance 30 June 2007	139,412	130,104	2,518,685	12,867	2,801,068
Accumulated depreciation					
Balance 1 July 2006	–	10,577	–	10,103	20,680
Depreciation expense	–	4351	–	3,755	8,106
Write back on disposal	–	(2,071)	–	(6,998)	(9,069)
Transfer on revaluation	–	(4,341)	–	–	(4,341)
Balance 30 June 2007	–	8,516	–	6,860	15,376
Written down value					
As at 30 June 2007	139,412	121,588	2,518,685	6,007	2,785,692
As at 1 July 2006	73,325	113,492	2,649,772	8,482	2,845,071

Land and buildings for future roadworks comprise untenanted land for road works (average rateable value \$1,600 million) surplus properties (market value – \$636 million) and rentable properties (market value – \$414 million).

(b) Plant and equipment – consolidated and parent

	Plant equipment and motor vehicles	Computer hardware and software	Electronic office equipment	Total
	\$000	\$000	\$000	\$000
Balance 1 July 2006	191,499	17,308	5,234	214,041
Additions	12,967	4,232	53	17,252
Disposals	(9,729)	(6,236)	(1,062)	(17,027)
Transfers to traffic control network	(19,364)	–	–	(19,364)
Transfer to infrastructure/recordable items	(2,426)	–	(2)	(2,428)
Balance 30 June 2007	172,947	15,304	4,223	192,474
Accumulated depreciation				
Balance 1 July 2006	99,842	9,029	4,409	113,280
Depreciation expense	7,956	136	155	8,247
Transfer to traffic control network	(10,569)	–	–	(10,569)
Write back on disposal	(8,670)	(6,167)	(1,008)	(15,845)
Balance 30 June 2007	88,559	2,998	3,556	95,113
Written down value				
As at 30 June 2007	84,388	12,306	667	97,361
As at 1 July 2006	91,657	8,279	825	100,761

(c) Infrastructure systems

Infrastructure systems are valued as follows

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Roads – written down replacement cost				
Opening balance – replacement cost	38,060,329	36,244,068	38,060,329	36,244,068
Additions at cost	927,753	386,713	927,753	386,713
Deletions	(206,561)	(95,767)	(206,561)	(95,767)
RCI and other adjustments	790,107	1,525,315	790,107	1,525,315
	39,571,628	38,060,329	39,571,628	38,060,329
Less: accumulated depreciation				
Opening balance	12,217,377	11,680,585	12,217,377	11,680,585
Write back on deletions	(134,825)	(35,002)	(134,825)	(35,002)
Current year expense	649,615	587,307	649,615	587,307
Other adjustments	112,211	(15,513)	112,211	(15,513)
	12,844,378	12,217,377	12,844,378	12,217,377
Roads – written down value	26,727,250	25,842,952	26,727,250	25,842,952
Land under roads and within road reserves				
Opening balance	33,418,415	36,289,193	33,418,415	36,289,193
Transfer in from 'Land and Buildings acquired for Future Roadworks'	101,481	203,227	101,481	203,227
Revaluation	1,672,192	(3,074,005)	1,672,192	(3,074,005)
Total land under roads and within road reserves	35,192,088	33,418,415	35,192,088	33,418,415
Bridges – written down replacement cost				
Opening balance – replacement cost	8,279,122	7,759,881	8,279,122	7,759,881
New bridges at cost	282,799	298,776	282,799	298,776
RCI and other adjustments	298,123	245,654	298,123	245,654
Deletions	(30,414)	(25,189)	(30,414)	(25,189)
	8,829,630	8,279,122	8,829,630	8,279,122
Less: accumulated depreciation				
Opening balance	1,702,622	1,656,013	1,702,622	1,656,013
Current year expense	85,497	56,253	85,497	56,253
Write back on deletions	(13,868)	(9,644)	(13,868)	(9,644)
Write back of residual value of in-use bridges	(42,344)	–	(42,344)	–
	1,731,907	1,702,622	1,731,907	1,702,622
Bridges – written down value	7,097,723	6,576,500	7,097,723	6,576,500

New bridges at cost includes bridges constructed during the year and existing bridges (not previously brought to account) identified by a timber bridge survey undertaken during the year.

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	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Traffic signals network– written down replacement cost				
Opening balance – replacement cost	315,167	282,872	315,167	282,872
New traffic signals at cost	370	6600	370	6600
Deletions	(276)	(751)	(276)	(751)
RCl and other adjustments	13,697	26,446	13,697	26,446
	328,958	315,167	328,958	315,167
Less: accumulated depreciation				
Opening balance	102,611	88,268	102,611	88,268
Current year expense	14,661	14,521	14,661	14,521
Write back on deletions	(83)	(178)	(83)	(178)
	117,189	102,611	117,189	102,611
Traffic signals network – written down value	211,769	212,556	211,769	212,556
Traffic control network – written down				
Historic cost				
Opening balance – replacement cost	59,617	57,476	59,617	57,476
Additions at unit replacement rates	1261	3302	1261	3302
Deletions	(470)	(1423)	(470)	(1423)
Transfer from operational assets	19,394	–	19,394	–
Other adjustments	–	262	–	262
	79,802	59,617	79,802	59,617
Less: Accumulated depreciation				
Opening balance	28,589	25,613	28,589	25,613
Current year expense	3320	4398	3320	4398
Write back on deleted TMC assets	(45)	(1422)	(45)	(1422)
Transfer from plant and equipment	10,567	–	10,567	–
Other adjustments	409	–	409	–
	42,840	28,589	42,840	28,589
Work in progress	2845	4067	2845	4067
Traffic control network – written down value	39,807	35,095	39,807	35,095
Major works in progress				
Opening balance	1,749,974	1,126,599	1,749,974	1,126,599
Additions at cost	1,190,362	1,145,492	1,190,362	1,145,492
Transfers out on completion	(975,740)	(522,117)	(975,740)	(522,117)
Major works in progress	1,964,596	1,749,974	1,964,596	1,749,974
Total infrastructure systems	71,233,233	67,835,492	71,233,233	67,835,492

The network was improved during the year with a number of major projects being opened to traffic. These included Stage 1 of the North–West Transitway Network, the Lane Cove Tunnel and associated road improvements (State and private sector funding), the widening of Windsor and Old Windsor roads and the Albury Bypass.

The depreciation expense in respect of roads \$649.615 million (2005–06 – \$587.307 million) reflects the loss of service potential based on straight line depreciation methodology.

Traffic signals and all bridges were subject to a full revaluation in 2002–03. Roads were revalued in 2003–04.

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(d) Cultural collection assets

At 30 June 2007, \$nil million cultural collection assets, including original art works, have been brought to account during the current year (2005–06 – \$nil million).

Other cultural collection items, including prints, drawings and artefacts, were also identified as being under the control of the RTA, but could not be reliably valued.

12. CURRENT/NON-CURRENT ASSETS – INTANGIBLE ASSETS AND OTHER

(a) Current

These comprise:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Prepaid superannuation (note 17)	49,395	–	–	–
Other prepayments	5404	5703	5404	5703
	54,799	5703	5404	5703

(b) Non-current

The RTA's other non-current assets are represented by private sector provided infrastructure:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Sydney Harbour Tunnel				
Carrying amount at start of year	627,188	605,385	627,188	605,385
Revaluation	31,862	21,803	31,862	21,803
Carrying amount at end of year	659,050	627,188	659,050	627,188
M2 Motorway				
Carrying amount at start of year	25,226	21,526	25,226	21,526
Revaluation increment	16,797	–	16,797	–
Annual increment – Emerging Right to Receive	6638	3700	6638	3700
Carrying amount at end of year	48,661	25,226	48,661	25,226
M4 Motorway				
Carrying amount at start of year	142,601	124,652	142,601	124,652
Revaluation increment	8016	–	8016	–
Annual increment – Emerging Right to Receive	20,702	17,949	20,702	17,949
Carrying amount at end of year	171,319	142,601	171,319	142,601
M5 Motorway				
Carrying amount at start of year	71,758	61,638	71,758	61,638
Revaluation increment	13,676	–	13,676	–
Annual increment – Emerging Right to Receive	13,194	10,120	13,194	10,120
Carrying amount at end of year	98,628	71,758	98,628	71,758

(b) Non-current (continued)

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Eastern Distributor				
Carrying amount at start of year	17,371	14,334	17,371	14,334
Revaluation increment	12,398	–	12,398	–
Annual increment – Emerging Right to Receive	5585	3037	5585	3037
Carrying amount at end of year	35,354	17,371	35,354	17,371
Cross City Tunnel				
Carrying amount at start of year	8146	–	8146	–
Revaluation increment	11,708	–	11,708	–
Annual increment – Emerging Right to Receive	20,910	8146	20,910	8146
Carrying amount at end of year	40,764	8146	40,764	8146
Westlink M7				
Carrying amount at start of year	11,060	–	11,060	–
Revaluation increment	28,495	–	28,495	–
Annual increment – Emerging Right to Receive	41,719	11,060	41,719	11,060
Carrying amount at end of year	81,274	11,060	81,274	11,060
Lane Cove Tunnel				
Carrying amount at start of year	–	–	–	–
Annual increment – Emerging Right to Receive	7015	–	7015	–
Carrying amount at end of year	7015	–	7015	–
	1,142,065	903,350	1,142,065	903,350

Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the RTA's right to the time share of its ownership, total service potential and remaining useful life at the date of its transfer to the RTA in 2022. At the date of this transfer, the value will equate to the current written down replacement cost of the tunnel. The cost of constructing the tunnel was \$683.3 million. The current written down replacement cost of the tunnel is \$659.050 million (2005–06 – \$627.186 million).

In separately classifying the Sydney Harbour Tunnel as an infrastructure asset, the RTA recognises that the contractual arrangements relating to the tunnel are unique.

The construction of the tunnel was financed by 30 year inflation linked bonds issued by the Sydney Harbour Tunnel Company (SHTC) to the private sector in the amount of \$486.7 million, SHTC shareholders' loans (repaid in 1992) of \$40 million, and an interest free, subordinated loan (the Net Bridge Revenue Loan) provided by the RTA of \$222.6 million, based on the projected net toll revenue from the Sydney Harbour Bridge during the

construction period. Under the Ensured Revenue Stream Agreement (ERS), the government has agreed to make ERS payments (net of tolls collected from the tunnel) to enable the SHTC to meet financial obligations arising from the operation and maintenance of the tunnel and repayment of principal and interest on funds borrowed by it for the design, construction and operation of the tunnel.

During the year ended 30 June 2007, tolls collected from the tunnel amounted to \$43.708 million (2005–06 – \$44.060 million). These tolls were applied to the financial obligations of the tunnel and resulted in a reduction in ERS payments from \$95.740 million to \$52.032 million (2005–06 – \$87.455 million to \$43.395 million).

From 1993 the RTA listed a possible tax liability as a contingent liability in the annual accounts until the liability crystallised during the 2002–03 financial year. Following negotiations between interested parties including the Australian Tax Office, a settlement agreement was entered into between the RTA, the State Government, the Sydney Harbour Tunnel Company Limited and Tunnel Holdings Pty Limited. The past and future tax liabilities are disclosed at net present value in note 18.

The RTA however now revalues the tunnel each year. Based on movements in the Road Cost Index during the 2006–07 reporting period, the RTA's interest in the tunnel was \$659.050 million as at 30 June 2007, which equated to an increase in the value of the tunnel during 2006–07 of \$31.862 million (2005–06 – \$21.801 million).

M2 Motorway

To facilitate the finance, design and construction of the motorway, the RTA leased land detailed in the M2 Motorway Project Deed for the term of the Agreement.

Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of either the end of the term of Agreement or the achievement of the required rate of return.

Payments of the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2007 have been made by promissory notes in the value of \$7.071 million and \$1.768 million respectively. The RTA, as at 30 June 2007, has received promissory notes for rent on the above leases totalling \$86.909 million. The term of the Agreement ends on the 45th anniversary of the M2 commencement date. That is, 26 May 2042, subject to the provisions of the M2 Motorway Project Deed. The net present value of these promissory notes, as at 30 June 2007, is \$4.276 million.

The RTA has, from the date of completion of the M2 Motorway on 26 May 1997, valued the asset by reference to the RTA's emerging share of the written down replacement cost of the asset at date of handback over the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Under the terms of the Project Deed, ownership of the M2 Motorway will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the M2 commencement date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

M4 and M5 motorways

The RTA has valued the infrastructure assets in respect of the M4 and M5 motorways by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the period of the respective concession agreement calculated using the effective interest rate method (refer note 1(f)(vi)).

Ownership of the M4 Motorway and M5 Motorway will revert to the RTA in 2010 and 2023 respectively. The initial concession period for the M5 Motorway was for the period 14 August 1992 to 14 August 2022. In consideration for Interlink Roads

undertaking construction of an interchange at Moorebank (M5 improvements), the initial concession period was extended by 1.11 years to 23 September 2023.

The M5 Motorway Call Option Deed provides that if, after at least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected financial return has been achieved, the RTA has the right to purchase either the business from ILR or the shares in ILR from Infrastructure Trust of AustralAsia Ltd and the Commonwealth Bank of Australia. The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

Eastern Distributor

An agreement was signed with Airport Motorway Limited (AML) in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor which was opened to traffic on 18 December 1999.

In consideration of the RTA granting to AML the right to levy and retain tolls on the Eastern Distributor, AML is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, AML has paid \$150 million by way of promissory notes (being \$15 million on Financial Close and \$15 million on each anniversary of Financial Close). A further \$2.2 million was received in cash six months after Financial Close and \$8 million in cash on the third anniversary of Financial Close. Under the agreement, the promissory notes show a payment date (subject to provisions in the Project Deed) of 31 December 2042 and, as at 30 June 2006, the promissory notes have a net present value of \$6.218 million.

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 18 December 1999. The conservative period of 48 years has been used to calculate the RTA's emerging share of the asset.

Cross City Tunnel

An agreement was signed with the Cross City Motorway (CCM) in December 2002 to design, construct, operate and maintain the Cross City Tunnel. Major construction started on 28 January 2003. The Cross City Tunnel was completed and opened to traffic on 28 August 2005.

CCM was placed in receivership during the year. The Receivers subsequently sold the CCT asset to a private operator.

The construction cost was \$642 million with the cost being met by the private sector. Under the terms of the agreement, an external party will operate the motorway for a total of 30 years and two months from the opening of the tunnel to traffic, after which the motorway will be transferred back to the government.

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The RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$96.860 million.

Westlink M7

An agreement was signed with the Westlink consortium in February 2003 to design, construct, operate and maintain the Westlink M7. Major construction started on 7 July 2003 and the completed motorway was opened to traffic on 16 December 2005.

The construction cost was \$1.54 billion. The Federal Government contributed \$356 million towards the cost of the project with the remainder of the cost being met by the private sector. The RTA had responsibility under the contract for the provision of access to property required for the project. Under the terms of the agreement, the Westlink Consortium will operate the motorway for a total of 31 years to February 2037, after which the motorway will be transferred back to the Government.

The RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer Note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$193.754 million.

Lane Cove Tunnel

An agreement was signed with the Lane Cove Tunnel Company in December 2003 to finance, design, construct, operate and maintain the Lane Cove Tunnel project. Major construction started on 24 June, 2004 and the project was opened to traffic on 20 March 2007.

The construction cost was \$1.1 billion, with the cost being met by the private sector. The RTA was responsible under the contract for the provision of access to property required for the project, which were identified by the Project Deed. Under the terms of the agreement, Lane Cove Tunnel Company designed and constructed the motorway and is now operating the motorway for the remainder of the term of 29 years and nine months. The term commenced on the date the agreement with Lane Cove Tunnel Company became effective, and will end on 9 January 2037 after which the motorway will be transferred back to the government.

The RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was \$79.301 million.

(c) Other intangible assets – consolidated and parent

	Software \$000
Balance 1 July 2006	88,781
Additions	90
Disposals	(30)
Balance 30 June 2007	88,841
Accumulated amortisation	
Balance 1 July 2006	60,452
Amortisation expense	4623
Write back on disposal	(22)
Balance 30 June 2007	65,053
Written down value	
As at 30 June 2007	23,788
As at 1 July 2006	28,329

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13. NON-CURRENT ASSETS HELD FOR SALE

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Assets held for sale				
Balance 1 July 2006				
Land and buildings (i)	37,743	–	37,743	–
Plant and equipment	539	–	539	–
Transfer from land and buildings	22,356	37,743	22,356	37,743
Transfer from plant and equipment	320	539	320	539
Balance 30 June 2007				
Land and buildings	60,099	37,743	60,099	37,743
Plant and equipment	859	539	859	539
	60,958	38,282	60,958	38,282

(i) The RTA has an annual sales program for the sale of surplus properties. These are placed on the market through the year. No impairment loss was recognised on reclassification of the land as held for sale as at the reporting date.

14. CURRENT LIABILITIES – PAYABLES

	Consolidated		Parent	
	2007 \$000	2006 \$000	2007 \$000	2006 \$000
Trade creditors (i)	84,666	127,083	84,666	127,083
Creditors arising from compulsory acquisitions	11,118	35,159	11,118	35,159
Personnel services	9528	4438	300,914	455,044
Accrued expenses				
– Works contract expenditure	163,870	149,360	163,870	149,360
– Work carried out by councils	57,597	43,449	57,597	43,449
– Interest	11,663	12,452	11,663	12,452
– Other (including non-works contracts)	99,296	91,463	99,296	91,463
Other	1751	1453	1751	1454
	439,489	464,857	730,875	915,464

(i) The average credit period on purchases of goods is 30 days. The RTA has financial risk management policies in place to ensure that all payables are paid within the credit timeframe.

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15. CURRENT/NON-CURRENT LIABILITIES – BORROWINGS

	Consolidated		Parent	
	2007	2006	2007	2006
At amortised cost	\$000	\$000	\$000	\$000
Current				
TCorp Borrowings	145,348	145,590	145,348	145,590
Treasury advances repayable	1507	361	1507	361
Other	–	21	–	21
	146,855	145,972	146,855	145,972
Non-current				
TCorp Borrowings	674,555	675,098	674,555	675,098
Treasury advances repayable	16,057	9276	16,057	9276
Other	1468	1436	1468	1436
	692,080	685,810	692,080	685,810

Repayment of borrowings fall due as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
TCorp				
Within 1 year	145,348	145,590	145,348	145,590
Between 1 and 2 years	190,887	191,431	190,887	191,431
Between 2 and 5 years	161,004	161,642	161,004	161,642
After 5 years	322,663	322,025	322,663	322,025
	819,903	820,688	819,903	820,688

The weighted average interest rate on NSW Treasury Corporation (TCorp) loan portfolio as at 30 June 2007 is 6.14 per cent (30 June 2006 6.55 per cent).

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Other loan borrowings				
Repayable within 1 year	–	21	–	21
Between 1 and 5 years	1269	719	1269	719
After 5 years	199	717	199	717
	1468	1457	1468	1457
Treasury advances				
Repayable within 1 year	1507	361	1507	361
Between 1 and 5 years	10,769	3960	6982	3960
After 5 years	5288	5316	9075	5316
	17,564	9637	17,564	9637

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Come and Go facility

The Come and Go facility valued at \$100 million has current approval to 30 June 2007 for cash management purposes. This year the facility was used occasionally to fund shortfalls incurring a total interest charge of \$0.150 million (2005–06 – \$2.500 million)

	Consolidated		Parent	
	2007	2006	2007	2006
Financing arrangements	\$000	\$000	\$000	\$000
Unrestricted access was available at the balance sheet date to the Come and Go facility				
Total facility	100,000	100,000	100,000	100,000
Used at balance sheet date	–	–	–	–
Unused at balance sheet date	100,000	100,000	100,000	100,000

16. FINANCIAL INSTRUMENTS

(a) Interest rate risk

The RTA is exposed to interest rate risk as it borrows at fixed and floating interest rates. The risk is managed by entering into forward interest rate contracts. The RTA's exposure to interest rate risks and the effective interest of financial assets and liabilities at the balance sheet date are as follows:

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Floating instrument	Floating interest rate		Fixed interest rate			
	2007	2006	1 year or less		Over 1 to 5 years	
			2007	2006	2007	2006
	\$0	\$0	\$0	\$0	\$0	\$0
Financial assets						
Cash & cash equivalents						
Cash	51,444	57,785	-	-	-	-
Treasury Corp Hour-Glass	113,518	62,409	-	-	-	-
On-call deposits	28,181	22,355	-	-	-	-
Loans & receivables						
Receivables: sales						
GST						
Other (cost recoveries)						
Unissued debtors						
Accrued income property sales						
Other accrued income						
Loan to Sydney Harbour Tunnel						
Promissory notes (M2 & Eastern Distributor)						
Total – financial assets	193,143	142,549	-	-	-	-
Financial liabilities						
Borrowings :						
Treasury Corp	-	145,590	145,348	-	497,239	353,073
Treasury advance repayable	17,564	9638	-	-	-	-
Other	-	-	-	-	1269	362
Payables						
Trade payables						
Other current payables						
Accrued expenses						
Other payables						
Statutory creditors						
Principal outstanding on bonds issued to private sector						
Sydney Harbour Tunnel tax liability						
Holding accounts						
Contract security deposits						
Derivative held for trading						
Total – financial liabilities	17,564	155,228	145,348	-	498,508	353,435

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	More than 5 years		Non interest bearing		Total carrying amount as per balance sheet		Weighted average effective interest rate	
	2007	2006	2007	2006	2007	2006	2007	2006
	-	-	-	-	51,444	57,785		
	-	-	-	-	113,518	62,409	6.55%	5.70%
	-	-	-	-	28,181	22,355	6.30%	5.74%
			23,122	31,153	23,122	31,153		
			21,179	19,422	21,179	19,422		
			3491	2048	3491	2048		
			36,291	34,411	36,291	34,411		
			15,022	17,417	15,022	17,417		
			2861	3037	2861	3037		
			80,268	75,160	80,268	75,160		
			10,495	8642	10,495	8642		
	-	-	192,729	191,290	385,872	333,839		
	322,663	322,025	-	-	819,903	820,688	6.69%	6.55%
	-	-	-	-	17,564	9638		
	199	1095	-	-	1468	1457	6.68%	6.63%
			84,666	127,083	84,666	127,083		
			11,118	35,159	11,118	35,159		
			334,426	301,286	334,426	301,286		
			11,279	5891	11,279	5891		
			14,657	20,387	14,657	20,387		
			329,736	344,674	329,736	344,674		
			25,751	25,896	25,751	25,896		
			66,460	51,253	66,460	51,253		
			-	-	-	-		
			-	-	-	-		
	322,862	323,120	878,093	911,629	1,717,028	1,743,412		

(b) Credit risk

Credit risk refers to the risk of financial loss arising from another party to a contract or financial obligation. The RTA's maximum exposure to credit rate risk is represented by the carrying amounts of the financial assets net of any provisions for doubtful debts included in the balance sheet. The repayment of the Sydney Harbour Tunnel loan ranks behind all creditors to be paid. Redemption of the M2 and Eastern Distributor promissory notes is dependent upon counterparties generating sufficient cash flows to enable the face value to be repaid.

	Banks		Governments		Other		Total	
	2007	2006	2007	2006	2007	2006	2007	2006
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Financial assets								
Cash	84,209	57,785	–	–	–	–	84,209	57,785
Receivables	–	–	21,179	19,422	79,110	88,061	100,289	107,483
Investments	108,933	84,764	–	–	–	–	108,933	84,764
Total financial assets	193,142	142,549	21,179	19,422	79,110	88,061	293,431	250,032

(c) Net fair values

The carrying value of debtors, investments, creditors and borrowings approximate net fair value. The future cash flows of the Sydney Harbour Tunnel loan and M2 and Eastern Distributor promissory notes are discounted using standard valuation techniques at the applicable yield having regard to the timing of the cash flows.

(d) Liquidity risk management

The RTA manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities by continuously monitoring forecast and actual cash flows and matching the maturity profiles of financial assets and liabilities.

(e) Interest rate swap contracts

The borrowings of the RTA are managed by the NSW Treasury Corporation (TCorp) in accordance with a Memorandum of Understanding. The interest rate risk relating to these borrowings is also managed by TCorp and accordingly the RTA enters into interest rate swaps. At 30 June 2007 it is obliged to receive interest at variable rates and to pay interest at fixed rates under these swap contracts. The swap contracts are settled on a net basis and the net amount receivable or payable at the reporting date is included in other debtors or creditors.

Swaps currently in place cover approximately nil per cent (2005–06 – 2.14 per cent) of the loan principal outstanding. The fixed interest rate was 6.30 per cent (2005–06 – 6.30 per cent).

At 30 June 2007, the notional principal amounts, fair value amounts and periods of expiry of the interest rate swap contracts are as follows:

	Notional principal amounts				Fair value			
	Consolidated		Parent		Consolidated		Parent	
	2007	2006	2007	2006	2007	2006	2007	2006
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Within 1 year	–	14,500	–	14,500	–	14,500	–	14,500
Between 1 and 2 years	–	–	–	–	–	–	–	–
	–	14,500	–	14,500	–	14,500	–	14,500

17. CURRENT/NON-CURRENT LIABILITIES – PROVISIONS

	Consolidated		Parent	
	2007	2006	2007	2006
At amortised cost	\$000	\$000	\$000	\$000
Employee benefits and related on-costs				
Current				
Superannuation	–	–	–	–
Annual leave (i)	44,885	43,596	–	–
Long service leave (ii)	171,959	189,036	–	–
	216,844	232,632	–	–
Non-current				
Superannuation	109,764	217,433	–	–
Long service leave	13,631	–	–	–
Other	542	542	–	–
	123,937	217,975	–	–
Total provisions	340,781	450,607	–	–
Aggregate employee benefits and related on-costs				
Provisions – current	216,844	232,632	–	–
Provisions – non-current	123,937	217,975	–	–
Accrued salaries, wages and on-costs (Note 14)	4404	4562	–	–
	345,185	455,169	–	–

(i) The value of annual leave expected to be taken within 12 months is \$27.110 million and \$11.618 million after 12 months.

(ii) The value of long service leave expected to be taken within 12 months is \$7.172 million and \$158.180 million after 12 months.

Provision for superannuation – consolidated

Superannuation statements include both employer and employee superannuation assets and liabilities as prescribed by AASB 119 Employee Benefits.

General description of the plan

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

- State Authorities Superannuation Scheme (SASS).
- State Superannuation Scheme (SSS).
- State Authorities Non-contributory Superannuation Scheme (SANCS).

These schemes are all defined benefit schemes – at least a component of the final benefit is derived from a multiple of member salary and years of membership. All the schemes are closed to new members.

Actuarial gains and losses are recognised in profit or loss in the year they occur.

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The following information has been prepared by the scheme actuary.

Reconciliation of the assets and liabilities recognised in the balance sheet

	SSAS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Present value of defined benefit obligations	489,099	69,623	734,718	1,293,440
Fair value of plan assets	(411,205)	(37,753)	(784,113)	(1,233,071)
	77,894	31,870	(49,395)	60,369
Surplus in excess of recovery available from schemes	–	–	–	–
Unrecognised past service cost	–	–	–	–
Prepayment	–	–	49,395	49,395
Net (asset)/liability to be disclosed in balance sheet	77,894	31,870	–	109,764

	SSAS Financial year to 30 June 2006 A\$000	SANCS Financial year to 30 June 2006 A\$000	SSS Financial year to 30 June 2006 A\$000	Total
Present value of defined benefit obligations	471,698	70,059	750,583	1,292,340
Fair value of plan assets	(370,708)	(34,720)	(669,479)	(1,074,907)
	100,990	35,339	81,104	217,433
Surplus in excess of recovery available from schemes	–	–	–	–
Unrecognised past service cost	–	–	–	–
Net (asset)/liability to be disclosed in balance sheet	100,990	35,339	81,104	217,433

All fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

Movement in net liability/asset recognised in balance sheet

	SSAS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Net (asset)/liability at start of year	100,990	35,339	81,104	217,433
Net expense recognised in the operating statement	(3289)	1656	(103,145)	(104,778)
Transfer to prepayment (note 12(a))	–	–	49,395	49,395
Net expense recognised in the income statement	(3289)	1656	(53,750)	(55,383)
Contributions	(19,807)	(5,125)	(27,354)	(52,286)
Net (asset)/liability to be disclosed in balance sheet	77,894	31,870	–	109,764

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	SSAS Financial year to 30 June 2006 \$000	SANCS Financial year to 30 June 2006 \$000	SSS Financial year to 30 June 2006 \$000	Total
Net (asset)/liability at start of year	163,644	17,932	224,112	405,688
Net expense recognised in the operating statement	(12,769)	(4,666)	(124,321)	(141,756)
Contributions	(49,885)	22,073	(18,687)	(46,499)
Net (asset)/liability to be disclosed in balance sheet	100,990	35,339	81,104	217,433

Total expense recognised in income statement

	SSAS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Current service cost	11,763	3995	5301	21,059
Interest on obligation	26,951	3930	43,592	74,473
Expected return on plan assets	(27,747)	(2570)	(50,978)	(81,295)
Net actuarial losses (gains) recognised in year	(14,254)	(3699)	(101,059)	(119,012)
Change in surplus in excess of recovery available from scheme	–	–	–	–
Past service cost	–	–	–	–
Losses (gains) on curtailments and settlements	–	–	–	–
Transfer to prepayment (note 12(a))	–	–	49,395	49,395
Total included in 'employee benefits expense'	(3287)	1656	(53,749)	(55,384)

	SSAS Financial year to 30 June 2006 \$000	SANCS Financial year to 30 June 2006 \$000	SSS Financial year to 30 June 2006 \$000	Total
Current service cost	12,813	4059	7859	24,731
Interest on obligation	26,334	3552	43,881	73,767
Expected return on plan assets	(21,524)	(4020)	(43,912)	(69,456)
Net actuarial losses (gains) recognised in year	(30,392)	(8258)	(132,149)	(170,799)
Change in surplus in excess of recovery available from scheme	–	–	–	–
Past service cost	–	–	–	–
Losses (gains) on curtailments and settlements	–	–	–	–
Total included in 'employee benefits expense'	(12,769)	(4667)	(124,321)	(141,757)

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Actual return on plan assets

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Actual return on plan assets	53,188	4729	96,106	154,023

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Actual return on plan assets	44,630	7827	90,214	142,671

Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method

The Projected Unit Credit valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

	30 June 2007	30 June 2006
Discount rate at 30 June	6.4%pa	5.9%pa
Expected return on plan assets at 30 June	7.6%	7.6%
Expected salary increases	4.0% pa to June 2008; 3.5% pa thereafter	4.0% pa to 2008; 3.5% pa thereafter
Expected rate of CPI increase	2.5% pa	2.5%pa

Arrangements for employer contributions for funding

The following is a summary of the 30 June 2007 financial position of the fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Accrued benefits	481,427	68,921	664,340	1,214,688
Net market value of fund assets	(411,205)	(37,754)	(784,113)	(1,233,072)
Net (surplus)/deficit	70,222	31,167	(119,773)	(18,384)

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Accrued benefits	451,422	66,565	635,010	1,152,997
Net market value of fund assets	(370,708)	(34,720)	(669,479)	(1,074,907)
Net (surplus)/deficit	80,714	31,845	(34,469)	78,090

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Recommended contribution rates for the entity are:

SASS	SANCS	SSS
multiple of member contributions	% member salary	multiple of member contributions
2.80	3.00% pa	4.10

The method used to determine the employer contribution recommendations at the last actuarial review was the Aggregate Funding method. The method adopted affects the timing of the cost to the employer.

Under the Aggregate Funding method, the employer contribution rate is determined so that sufficient assets will be available to meet benefit payments to existing members, taking into account the current value of assets and future contributions.

The economic assumptions adopted for the current actuarial review of the fund were:

Weighted-average assumptions	2007	2006
Expected rate of return on Fund assets	7.6% pa	7.3% pa
Expected salary increase rate	4.0% pa	4.0% pa
Expected rate of CPI increase	2.5% pa	2.5% pa

Nature of asset/liability

If a surplus exists in the employer's interest in the fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund's actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

18. CURRENT/NON-CURRENT LIABILITIES – OTHER

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Current				
Statutory creditors	14,657	22,302	14,657	22,302
Principal outstanding on bonds issued to private sector	15,933	14,938	15,933	14,938
Unearned rent on M4 and M5 motorways	3201	3105	3201	3105
Sydney Harbour Tunnel tax liabilities	1716	1678	1716	1678
Income received in advance	13,568	11,248	13,568	11,248
Liability to the consolidated fund	–	28,050	–	28,050
Holding accounts	66,460	51,378	66,460	51,378
Deferred revenue – reimbursement on private sector provided infrastructure	11,575	10,242	11,575	10,242
	127,110	142,941	127,110	142,941
Non-current				
Principal outstanding on bonds issued to private sector	313,802	329,736	313,802	329,736
Unearned rent on M4 and M5 motorways	14,271	17,376	14,271	17,376
Sydney Harbour Tunnel tax liabilities	24,035	24,218	24,035	24,218
Deferred revenue – reimbursement on private sector provided infrastructure	343,443	354,352	343,443	354,352
	695,551	725,682	695,551	725,682

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The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value of the Ensured Revenue Stream Agreement. This has been calculated at \$329.735 million (2005–06 was \$344.674 million), being the principal outstanding as at 30 June 2007 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Since 1993 the RTA has disclosed a possible tax liability as a contingent liability in its annual accounts. This liability crystallised during the 2002–03 tax year. Following negotiations between interested parties including the Australian Taxation Office, a settlement was entered into between the RTA, the State Government, the Sydney Harbour Tunnel Company Limited and Tunnel Holdings Pty Ltd (refer note 12(b)).

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Current				
Sydney Harbour Tunnel past tax liability	1377	1340	1377	1340
Sydney Harbour Tunnel future tax liability	338	338	338	338
	1715	1678	1715	1678
Non-current				
Sydney Harbour Tunnel past tax liability	15,410	15,874	15,410	15,874
Sydney Harbour Tunnel future tax liability	8625	8344	8625	8344
	24,035	24,218	24,035	24,218

Under the M4 lease agreement, \$46.615 million was received from Statewide Roads Pty Ltd as rent in advance.

In accordance with generally accepted accounting principles, this revenue is brought to account over the period of the lease. This treatment is summarised as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Rent earned in prior years	37,995	35,620	37,995	35,620
Rent earned in current year	2375	2375	2375	2375
Unearned rent as at 30 June 2007	6245	8620	6245	8620
	46,615	46,615	46,615	46,615

The land acquisition loan of \$22 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 by Interlink Roads Pty Ltd (ILR). The repayment of the loan is considered to be a prepayment of the remaining rental over the period of the concession agreement. In accordance with AASB 117, this revenue is brought to account over the period of the lease.

In consideration for ILR undertaking construction of an interchange at Moorebank (M5 improvements) on the M5 Motorway, the original concession period (to 14 August 2022) has been extended by 1.11 years to 23 September 2023.

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Rent earned in prior years	10,139	9408	10,139	9408
Rent earned in current year	731	731	731	731
Unearned rent as at 30 June 2007	11,130	11,861	11,130	11,861
	22,000	22,000	22,000	22,000

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Under the various private sector provided infrastructure \$369.915 million was received following the letting of the Lane Cove Tunnel, Cross City Tunnel and Westlink M7 Motorway contracts as reimbursement of development costs. NSW Treasury have mandated the adoption of TPP 06–08 'Accounting for Privately Funded Projects', which requires revenue to be brought to account over the period of the concessions. The treatment is summarised as follows.

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Amortisation of deferred revenue in prior years	5321	595	5321	595
Amortisation of deferred revenue in current year	9576	4726	9576	4726
Unearned reimbursement as at 30 June 2007	355,018	364,594	355,018	364,594
	369,915	369,915	369,915	369,915

19. CHANGES IN EQUITY

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Reserves				
Accumulated funds	42,778,294	41,650,892	42,778,294	41,650,892
Asset revaluation reserve	30,569,964	27,829,667	30,569,964	27,829,667
	73,348,258	69,480,559	73,348,258	69,480,559

	Accumulated funds		Asset revaluation		Total equity							
	Consolidated		Parent		Consolidated		Parent					
	2007	2006	2007	2006	2007	2006	2007	2006				
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000				
Balance at beginning of the financial year	41,650,892	40,899,924	41,650,892	40,899,924	27,829,667	29,475,173	27,829,667	29,475,173	69,480,559	70,375,097	69,480,559	70,375,097
AASB 139 first time adoption	–	(22,298)	–	(22,298)	–	–	–	–	–	(22,298)	–	(22,298)
Surplus/deficit for year	1,105,311	731,629	1,105,311	731,629	–	–	–	–	1,105,311	731,629	1,105,311	731,629
Increment/decrement on												
– Land and buildings	–	–	–	–	(63,278)	(383,370)	(63,278)	(383,370)	(63,278)	(383,370)	(63,278)	(383,370)
– Authority infrastructure	–	–	–	–	2,825,666	(1,220,499)	2,825,666	(1,220,499)	2,825,666	(1,220,499)	2,825,666	(1,220,499)
Transfers from asset revaluation reserve for asset disposals	22,091	41,637	22,091	41,637	(22,091)	(41,637)	(22,091)	(41,637)	–	–	–	–
Balance at the end of the financial year	42,778,294	41,650,892	42,778,294	41,650,892	30,569,964	27,829,667	30,569,964	27,829,667	73,348,258	69,480,559	73,348,258	69,480,559

20. COMMITMENTS FOR EXPENDITURE

(a) Capital commitments

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Payable no later than 1 year				
– Value of work to be completed	390,680	898,877	390,680	898,877
Payable later than 1, but not later than 5 years				
– Value of work to be completed	355,790	242,526	355,790	242,526
Payable later than 5 years	176,184	29,174	176,184	29,174
	922,654	1,170,577	922,654	1,170,577

(b) Other expenditure commitments

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Payable no later than 1 year				
– Value of work to be completed	180,540	132,760	180,540	132,760
Payable later than 1, but not later than 5 years	29,916	82,243	29,916	82,243
Payable later than 5 years	11,321	107,774	11,321	107,774
	221,777	322,777	221,777	322,777

(c) Operating lease commitments

Operating lease commitments relate to property, IT equipment and light and heavy motor vehicles. Operating lease commitments are not recognised in the financial statements as liabilities. Total operating lease commitments are as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Not later than 1 year	53,791	56,136	53,791	56,136
Later than 1 year and not later than 5 years	57,736	58,872	57,736	58,872
Later than 5 years	27,764	14,582	27,764	14,582
	139,291	129,590	139,291	129,590

In respect of property leases, the RTA has various lessors with leases that have specific lease periods ranging from 1 year to 20 years.

The property operating lease commitments are as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Not later than 1 year	23,850	25,042	23,850	25,042
Later than 1 year and not later than 5 years	30,149	38,414	30,149	38,414
Later than 5 years	27,764	14,582	27,764	14,582
	81,763	78,038	81,763	78,038

IT equipment operating leases have been negotiated with Dell Computer Pty Ltd, Fujitsu Australia Ltd and Macquarie IT Pty Ltd.

The IT operating lease commitments are as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Not later than 1 year	2328	8341	2328	8341
Later than 1 year and not later than 5 years	1145	4382	1145	4382
Later than 5 years	–	–	–	–
	3473	12,723	3473	12,723

The light motor vehicle lease is with State Fleet Services and is finance by Macquarie Bank. The lease is scheduled to cease in September 2008.

The light motor vehicle operating lease commitments are as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Not later than 1 year	22,317	18,394	22,317	18,394
Later than 1 year and not later than 5 years	16,199	5963	16,199	5963
Later than 5 years	–	–	–	–
	38,516	24,357	38,516	24,357

The heavy motor vehicle lease is held and financed with Orix. The lease is scheduled to cease in July 2007.

The heavy motor vehicle operating lease commitments are as follows:

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Not later than 1 year	5296	4359	5296	4359
Later than 1 year and not later than 5 years	10,243	10,113	10,243	10,113
Later than 5 years	–	–	–	–
	15,539	14,472	15,539	14,472

The total commitments detailed above include GST input tax credits of \$116.702 million (2005–06 – \$147.540 million) that are expected to be recoverable from the Australian Tax Office.

21. AFTER BALANCE SHEET DATE EVENT

There are no significant after balance sheet date events.

22. CONTINGENT ASSETS AND LIABILITIES

There was one claim (2005–06 there were two claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of \$0.400 million (2005–06 was \$1.12 million) as at 30 June 2007. However this matter was settled on 27 July 2007 for \$0.250 million. Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the RTA's insurance with the Treasury Managed Fund.

There are three significant contractual disputes (2005–06 – five disputes) with an estimated total contingent liability of \$56.000 million (2005–06 – \$42.925 million). There are also 20 compulsory property acquisition matters under litigation with an estimated contingent liability of \$46.458 million.

The RTA has certain obligations under contracts with private sector parties with the performance of these obligations guaranteed by the State. The current guarantees outstanding are for the Sydney Harbour Tunnel, the M2 Motorway, the Eastern Distributor, the Cross City Tunnel, the Western Sydney Orbital and the Lane Cove Tunnel. There is no reason to believe that these guarantees are ever to be exercised.

Following a Modification Approval from the Minister for Planning, the RTA made changes to certain traffic arrangements in the Sydney CBD that had been implemented for the Cross City Tunnel project. Some of the changes may entitle Cross City Motorway Pty Ltd to claim compensation from the RTA. No claim has yet been made and the potential quantum is not known.

23. NATIVE TITLE

The Commonwealth's legislation (*Native Title Act*) and the New South Wales statute (*Native Title (New South Wales) Amendment Act*) have financial implications for New South Wales Government agencies generally.

In this regard the RTA has undertaken an assessment of the impact on its financial position. This assessment indicates as at 30 June 2007 there were no Native Title claims, which had, been initiated against the RTA.

24. BUDGET REVIEW

(a) Net cost of services

The actual net cost of services of \$1,856.119 million was \$104.984 million less than budget. The variance was primarily due to general increases in retained revenue together with decreases in depreciation and employee related expenses.

(b) Assets and liabilities

Net assets have increased by \$2,891.001 million when compared to budget. This is principally due to an increase in the value of the RTA's general roads and land under roads infrastructure.

The value of land and buildings held for sale increased by \$22.676 million when compared to budget. Current assets increased by \$149.465 million. An increase in cash and cash equivalents of \$81.893 million was partially offset by a reduction in receivables.

The change in net assets is also impacted by a decrease in total liabilities of \$76.938 million compared to the budget. This is principally due to decreases in employee related provisions of \$117.747 million partly offset off by an increase in borrowings of \$80.691 million.

(c) Cash flows

Net cash flow from operating activities is \$54 million less than the budget. This was mainly due to an increase in payments of \$157 million partially offset by an increase in receipts of \$107 million.

Net cash outflow in relation to investing activities is \$53 million less than the budget due primarily to purchases of land and buildings, plant and equipment and infrastructure systems being \$56 million less than the budget.

25. RECONCILIATION OF CASH FLOWS FROM NET COST OF SERVICES TO OPERATING ACTIVITIES

	Consolidated		Parent	
	2007	2006	2007	2006
	\$000	\$000	\$000	\$000
Net cash used on operating activities	1,565,497	1,287,188	1,565,497	1,148,478
Cash flows from government/appropriations	(2,933,380)	(2,513,129)	(2,933,380)	(2,513,129)
Adjustments for revenues & expenses not involving cash				
Non-cash/revenue/expenses				
Net (loss)/gain on sale of plant and equipment	3337	16,177	3337	16,177
WDV – Infrastructure	(88,900)	(77,717)	(88,900)	(77,717)
Depreciation/amortisation	(774,070)	(697,118)	(774,070)	(697,118)
	(859,633)	(758,658)	(859,633)	(758,658)
Adjustments for cash movement in operating assets and liabilities				
Decrease in receivables	(46,058)	75,712	(46,058)	75,712
Increase in inventories	389	206	389	206
Decrease in creditors	307,241	(55,071)	307,241	(55,071)
Decrease in provisions	109,825	181,252	109,825	181,252
	371,397	203,099	371,397	203,099
Net cost of services (as per operating statement)	(1,856,119)	(1,781,500)	(1,856,119)	(1,781,500)

Reconciliation of cash flows from the net cost of services as reported in the operating statement to the net cash used on operating activities.

End of audited financial statements



GPO BOX 12
Sydney NSW 2001

INDEPENDENT AUDITOR'S REPORT

ROADS AND TRAFFIC AUTHORITY DIVISION

To Members of the New South Wales Parliament

I have audited the accompanying financial report of the Roads and Traffic Authority Division (the Division), which comprises the balance sheet as at 30 June 2007, and the income statement, statement of recognised income and expense and cash flow statement for the year then ended, a summary of significant accounting policies and other explanatory notes.

Auditor's Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Division as of 30 June 2007, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations)
- is in accordance with section 41B of the *Public Finance and Audit Act 1983* (the PF&A Act) and the *Public Finance and Audit Regulation 2005*.

The Chief Executive's Responsibility for the Financial Report

The Chief Executive of the Division is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PF&A Act. This responsibility includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plans and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

- about the future viability of the Division,
- that it has carried out its activities effectively, efficiently and economically, or
- about the effectiveness of its internal controls.

Independence

In conducting this audit, the Audit Office has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PF&A Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.

James Sugumar
Acting Director, Financial Audit Services

5 October 2007
SYDNEY

ROADS AND TRAFFIC AUTHORITY DIVISION OF THE GOVERNMENT SERVICE OF NSW

YEAR ENDED 30 JUNE 2007

Pursuant to Section 41C(1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Division's financial position as at 30 June 2007 and transactions for the year then ended.
2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2005 and the Treasurer's Directions.

Further we are not aware of any circumstances which would render any particulars included in the financial statements to be misleading or inaccurate.



Brett Skinner
Director, Finance and Commercial Development
3 October 2007



Les Wielinga
Chief Executive
3 October 2007

INCOME STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

	2007 \$000	17 March 2006 to 30 June 2006 \$000
Income		
Personnel services	281,558	78,365
Total income	281,558	78,365
Expenses		
Salaries and wages (including recreation leave)	325,563	91,258
Long service leave	(4797)	4209
Superannuation – defined benefit plan	(109,256)	(40,783)
Superannuation – defined contribution plan	15,771	9990
Workers compensation insurance	4113	2254
Payroll tax and fringe benefits tax	25,041	9655
Redundancy	6848	1782
Other	18,275	–
Total expenses	281,558	78,365
Operating result	–	–

STATEMENT OF RECOGNISED INCOME AND EXPENSE FOR THE YEAR ENDED 30 JUNE 2007

	June 2007 \$000	17 March 2006 to 30 June 2006 \$000
Total income and expenses recognised directly in equity	–	–
Operating result	–	–
Total income and expense recognised for the year	–	–

BALANCE SHEET AS AT 30 JUNE 2007

	Notes	30 June 2007 \$000	30 June 2006 \$000
Assets			
Receivables	2(a)	335,945	500,562
Prepayment	2(b)	49,395	124
Total assets		385,340	500,686
Liabilities			
Current liabilities			
Payables	3(a)	44,559	50,079
Provisions	3(b)	216,844	232,632
Total current liabilities		261,403	282,711
Non-current liabilities			
Provisions	3(c)	123,937	217,975
Total non-current liabilities		123,937	217,975
Total liabilities		385,340	500,686
Net assets		-	-
Equity			
Accumulated funds		-	-
Total equity		-	-

CASH FLOW STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

	Notes	2007 \$000	17 March 2006 to 30 June 2006 \$000
CASH FLOWS FROM OPERATING ACTIVITIES			
Payments			
Employee related		-	-
Total Payments		-	-
Receipts			
Sale of services		-	-
Total receipts		-	-
NET CASH FLOWS FROM OPERATING ACTIVITIES	4	-	-
CASH FLOWS FROM INVESTING ACTIVITIES		-	-
CASH FLOWS FROM FINANCING ACTIVITIES		-	-
NET INCREASE / (DECREASE) IN CASH		-	-
Opening cash and cash equivalents		-	-
CLOSING CASH AND CASH EQUIVALENTS		-	-

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS OF THE ROADS AND TRAFFIC AUTHORITY DIVISION OF THE GOVERNMENT SERVICE OF NSW FOR THE YEAR ENDED 30 JUNE 2007

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting entity

The Roads and Traffic Authority of NSW (RTA) Division of the Government Service of NSW (The Division) is a Division of the Government Service, established pursuant to Part 2 of Schedule 1 to the *Public Sector Employment and Management Act 2002*. It is a not-for-profit entity as profit is not its principal objective. It is consolidated as part of the NSW Total State Sector Accounts. It is domiciled in Australia and its principal office is at 260 Elizabeth Street Surry Hills NSW.

The Division's objective is to provide personnel services to the RTA.

The Division commenced operations on 17 March 2006 when it assumed responsibility for the employees and employee-related liabilities of the RTA. The assumed liabilities were recognised on 17 March 2006 together with an offsetting receivable representing the related funding due from the former employer.

These financial statements have been authorised for issue by the Audit and Risk Committee on 3 October 2007.

(b) Basis of preparation

The Division's financial statements are a general purpose financial report which has been prepared in accordance with:

- Applicable Accounting Standards and interpretations (which include Australian equivalents to International Financial Reporting Standards) and in particular Australian Accounting Standard AAS31 Financial Reporting by Governments.
- The requirements of the *Public Finance and Audit Act 1983* and regulation.
- The Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2)(n) of the Act.

In the event of any inconsistency between accounting standards and legislative requirements, the latter are given precedence.

Except for the revaluation of certain non-current assets and financial instruments, the financial statements are prepared in accordance with the historical cost convention. Cost is based on the fair value of the consideration given in exchange for assets.

Judgements, estimates and associated assumptions about carrying values of assets and liabilities that are not readily apparent from other sources are based on historical experience

and various other factors that are believed to be reasonable under the circumstance. Actual results may differ from these estimates. The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised. Judgements, estimates and assumptions made by management are disclosed in the relevant notes to the financial statements.

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability.

Unless otherwise stated all amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency.

(c) New accounting standards and interpretation

The Division did not early adopt any new accounting standards that are not yet effective.

Certain new accounting standards and interpretations have been published that are not mandatory for 30 June 2007 reporting periods. The following new Accounting Standards and Interpretations have not yet been adopted and are not yet effective:

- AASB 2 Share Based Payment (1 March 2007)
- AASB 7 Financial Instruments: Disclosure (1 January 2007) & AASB 2005-10 Amendments to Australian Accounting Standards (1 January 2007)
- AASB 8 Operating Segments (1 January 2009) & 2007-3 Amendments to Australian Accounting Standards from AASB 8 (1 January 2009)
- AASB 101 Presentation of Financial Statements (1 January 2007)
- AASB 123 Borrowing Costs (1 January 2009) & 2007-6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
- AASB 1045 Land Under Roads: Amendments to AAS 27A, AAS 29A and AAS 31A (31 December 2006) & 2006-3 Amendments to Australian Accounting Standards (31 December 2006)
- AASB 1049 Financial Reporting of General Government Sectors by Governments (1 July 2008)
- 2007-4 Amendments to Australian Accounting Standards arising from ED 151 and Other Amendments (1 July 2007)
- 2007-5 Amendments to Australian Accounting Standard – Inventories Held for Distribution by Not-for-Profit Entities (1 July 2007)
- Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
- Interpretation 10 Interim Financial Reporting and Impairment (1 November 2006)
- Interpretation 11 Group and Treasury Share Transactions (1 March 2007) & AASB 2007-1 Amendments to Australian Accounting Standards arising from AASB Interpretation 11 (1 March 2007)

- Interpretation 12 Service Concession Arrangements (1 January 2008) & AASB 2007-2 Amendments to Australian Accounting Standards arising from AASB Interpretation 12 (1 January 2008)
- Interpretation 129 Service Concession Arrangements: Disclosures (1 January 2008)

It is considered that the adoption of these Standards and Interpretations in future periods will have no material financial impact on the financial statements of the Division.

(d) Presentation of notes to the financial statements

In prior years some notes to the financial report disclosed revenue and expenditure by function rather than by nature. This year the financial report discloses all revenue and expenses by nature.

(e) Income

Income is measured at the fair value of the consideration received or receivable. Revenue from the rendering of personnel services is recognised when the service is provided and only to the extent that the associated recoverable expenses are recognised.

(f) Receivables

A receivable is recognised when it is probable that the future cash inflows associated with it will be realised and it has a value that can be measured reliably. It is derecognised when the contractual or other rights to future cash flows from it expire or are transferred.

Receivables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method, less an allowance for any impairment of receivables. Short-term receivables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial. An allowance for impairment of receivables is established when there is objective evidence that the entity will not be able to collect all amounts due. The amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Bad debts are written off as incurred.

(g) Payables

Payables include accrued wages, salaries, and related on costs (such as payroll tax, fringe benefits tax and workers compensation insurance) where there is certainty as to the amount and timing of settlement.

A payable is recognised when a present obligation arises under a contract or otherwise. It is derecognised when the obligation expires or is discharged, cancelled or substituted.

Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

(h) Employee benefit provisions and expenses

Provisions are made for liabilities of uncertain amount or uncertain timing of settlement.

Employee benefit provisions represent expected amounts payable in the future in respect of unused entitlements accumulated as at the reporting date. Liabilities associated with, but that are not, employee benefits (such as payroll tax) are recognised separately.

Superannuation and leave liabilities are recognised as expenses and provisions when the obligations arise, which is usually through the rendering of service by employees.

Long-term annual leave (that is not expected to be taken within 12 months) is measured at present value using a discount rate equal to the market yield on government bonds.

Superannuation and long service leave provisions are actuarially assessed prior to each reporting date and are measured at the present value of the estimated future payments.

All other employee benefit liabilities (i.e. for benefits falling due wholly within 12 months after reporting date) are assessed by management and are measured at the undiscounted amount of the estimated future payments.

The amount recognised for superannuation is the net total of the present value of the defined benefit obligation at the reporting date, minus the fair value at that date of any plan assets out of which the obligation are to be settled directly.

The amount recognised in the income statement for superannuation and long service leave is the net total of current service cost, interest cost, the expected return on any plan assets, and actuarial gains and losses. Actuarial gains or losses are recognised as income or expense in the year they occur.

The actuarial assessment of superannuation provisions uses the Projected Unit Credit Method and reflects estimated future salary increases and the benefits set out in the terms of the plan. The liabilities are discounted using the market yield rate on government bonds of similar maturity to those obligations. Actuarial assumptions are unbiased and mutually compatible and financial assumptions are based on market expectations for the period over which the obligations are to be settled.

2. CURRENT ASSETS

(a) Receivables

	30 June 2007 \$000	30 June 2006 \$000
Inter entity receivable – RTA	335,945	500,562

(b) Prepayments

	30 June 2007 \$000	30 June 2006 \$000
Superannuation	49,395	–
Payroll tax	–	124
	49,395	124

3. CURRENT LIABILITIES/NON-CURRENT LIABILITIES

(a) Payables

	30 June 2007 \$000	30 June 2006 \$000
Accrued expenses	4404	4562
Payroll Tax	5124	–
GST Payable	35,031	45,517
	44,559	50,079

(b) Provisions – current

	30 June 2007 \$000	30 June 2006 \$000
Superannuation	–	–
Annual leave (i)	44,885	43,596
Long service leave (ii)	171,959	189,036
Accrued expenses	216,844	232,632

(c) Provisions – non-current

	30 June 2007 \$000	30 June 2006 \$000
Superannuation	109,764	217,433
Long service leave	13,631	–
Employee related on costs	542	542
	123,927	217,975

(i) The value of annual leave expected to be taken within 12 months is \$27.110 million and \$11.618 million after 12 months.

(ii) The value of long service leave expected to be taken within 12 months is \$7.172 million and \$158.180 million after 12 months.

Provision for superannuation

Superannuation statements include both employer and employee superannuation assets and liabilities as prescribed by AASB 119 Employee Benefits.

General description of the plan

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

- State Authorities Superannuation Scheme (SASS)
- State Superannuation Scheme (SSS)

- State Authorities Non-contributory Superannuation Scheme (SANCS).

These schemes are all defined benefit schemes – at least a component of the final benefit is derived from a multiple of member salary and years of membership. All the schemes are closed to new members.

Actuarial gains and losses are recognised in profit or loss in the year they occur.

The following information has been prepared by the scheme actuary.

FINANCIAL STATEMENTS

Reconciliation of the assets and liabilities recognised in the balance sheet

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Present value of defined benefit obligations	489,099	69,623	734,718	1,293,440
Fair value of plan assets	(411,205)	(37,753)	(784,113)	(1,233,071)
	77,894	31,870	(49,395)	60,369
Surplus in excess of recovery available from schemes	–	–	–	–
Unrecognised past service cost	–	–	–	–
Prepayment	–	–	49,395	49,395
Net (asset)/liability to be disclosed in balance sheet	77,894	31,870	–	109,764

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Present value of defined benefit obligations	471,698	70,059	750,583	1,292,340
Fair value of plan assets	(370,708)	(34,720)	(669,479)	(1,074,907)
	100,990	35,339	81,104	217,433
Surplus in excess of recovery available from schemes	–	–	–	–
Unrecognised past service cost	–	–	–	–
Net (asset)/liability to be disclosed in balance sheet	100,990	35,339	81,104	217,433

All fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

Movement in net liability/asset recognised in balance sheet

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Net (asset)/liability at start of year	100,990	35,339	81,104	217,433
Net expense	(3289)	1656	(103,145)	(103,145)
Transfer to prepayment (note 2(b))	–	–	49,394	49,394
Net expense recognised in the income statement	(3289)	1656	(53,751)	(55,384)
Contributions	(19,807)	(5125)	(27,353)	(52,285)
Net (asset)/liability to be disclosed in balance sheet	77,894	31,870	–	109,764

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Net (asset)/liability at start of year	163,644	17,932	224,112	405,688
Net expense recognised in the income statement	(12,769)	(4666)	(124,321)	(141,756)
Contributions	(49,885)	22,073	(18,687)	(46,499)
Net (asset)/liability to be disclosed in balance sheet	100,990	35,339	81,104	217,433

FINANCIAL STATEMENTS

Total expense recognised in income statement

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Current service cost	11,763	3995	5301	21,059
Interest on obligation	26,951	3930	43,592	74,473
Expected return on plan assets	(27,747)	(2570)	(50,978)	(81,295)
Net actuarial losses (gains) recognised in year	(14,254)	(3699)	(101,059)	(119,012)
Change in surplus in excess of recovery available from scheme	–	–	–	–
Past service cost	–	–	–	–
Losses (gains) on curtailments and settlements	–	–	–	–
Transfer to prepayment (note 2(b))			49,395	49,395
Total included in 'employee benefits expense'	(3287)	1656	(53,749)	(55,380)

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Current service cost	12,813	4059	7859	24,731
Interest on obligation	26,334	3552	43,881	73,767
Expected return on plan assets	(21,524)	(4020)	(43,912)	(69,456)
Net actuarial losses (gains) recognised in year	(30,392)	(8258)	(132,149)	(170,799)
Change in surplus in excess of recovery available from scheme	–	–	–	–
Past service cost	–	–	–	–
Losses (gains) on curtailments and settlements	–	–	–	–
Total included in 'employee benefits expense'	(12,769)	(4667)	(124,321)	(141,757)

Actual return on plan assets

	SSAS Financial year to 30 June 2007	SANCS Financial year to 30 June 2007	SSS Financial year to 30 June 2007	Total
	\$000	\$000	\$000	
Actual return on plan assets	53,188	4729	96,106	154,023

	SSAS Financial year to 30 June 2006	SANCS Financial year to 30 June 2006	SSS Financial year to 30 June 2006	Total
	\$000	\$000	\$000	
Actual return on plan assets	44,630	7827	90,214	142,671

FINANCIAL STATEMENTS

Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method

The Projected Unit Credit valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

	30 June 2007	30 June 2006
Discount rate at 30 June	6.4%pa	5.9%pa
Expected return on plan assets at 30 June	7.6%	7.6%
Expected salary increases	4.0% pa to June 2008; 3.5% pa thereafter	4.0% pa to 2008; 3.5% pa thereafter
Expected rate of CPI increase	2.5% pa	2.5%pa

Arrangements for employer contributions for funding

The following is a summary of the 30 June 2007 financial position of the fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

	SSAS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Accrued benefits	481,427	68,921	664,340	1,214,688
Net market value of Fund assets	(411,205)	(37,754)	(784,113)	(1,233,072)
Net (surplus)/deficit	70,222	31,167	(119,773)	(18,384)

	SSAS Financial year to 30 June 2006 \$000	SANCS Financial year to 30 June 2006 \$000	SSS Financial year to 30 June 2006 \$000	Total
Accrued benefits	451,422	66,565	635,010	1,152,997
Net market value of fund assets	(370,708)	(34,720)	(669,479)	(1,074,907)
Net (surplus)/deficit	80,714	31,845	(34,469)	78,090

Recommended contribution rates for the entity are:

SASS	SANCS	SSS
multiple of member contributions	% member salary	multiple of member contributions
2.80% pa	3.00% pa	4.10% pa

The method used to determine the employer contribution recommendations at the last actuarial review was the Aggregate Funding method. The method adopted affects the timing of the cost to the employer.

Under the Aggregate Funding method, the employer contribution rate is determined so that sufficient assets will be available to meet benefit payments to existing members, taking into account the current value of assets and future contributions.

FINANCIAL STATEMENTS

The economic assumptions adopted for the current actuarial review of the fund are:

Weighted average assumptions	2007	2006
Expected rate of return on fund assets	7.6% pa	7.3% pa
Expected salary increase rate	4.0% pa	4.0% pa
Expected rate of CPI increase	2.5%	2.5% pa

Nature of asset/liability

If a surplus exists in the employer's interest in the fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund's actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

4. RECONCILIATION OF CASH FLOWS FROM OPERATING RESULT TO OPERATING ACTIVITIES

	2007 \$000	17 March 2006 to 30 June 2006 \$000
Operating result	–	–
Increase/(decrease) in payables and other liabilities	(115,346)	455,168
(Increase)/decrease in receivables and other assets	115,346	(455,168)
Net cash used on operating activities	–	–

5. RELATED PARTY TRANSACTION

(a) Relationship between RTA and the Division

As a result of the *Public Sector Employment Legislation Amendment Act 2006*, from 17 March 2006 previous employees of the RTA are now employees of the RTA Division of the Government Service of New South Wales (the Division).

The Division is a controlled entity of the RTA and its only function is to provide personnel services in the form of employee related activity to the RTA.

(b) Transactions between RTA and the Division

RTA Division provides personnel services to RTA. Information related to personnel services is as follows:

- (i) Personnel services provided \$281.558 million
- (ii) Receivable due from the RTA \$335.945 million

The receivable is unsecured and the consideration to be provided on settlement will be equal to the total payables and provisions of the Division. No provision for doubtful debts relating to the receivable has been raised nor has an expense been recognised during the period in respect of bad or doubtful debts due from the RTA.

6. AFTER BALANCE SHEET DATE EVENT

There are no significant after balance sheet date events.

End of audited financial statements.

ROADS AND TRAFFIC AUTHORITY OF
NEW SOUTH WALES APPENDICES FOR THE PERIOD
ENDED 30 JUNE 2007

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I. MAJOR WORKS

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2006-07 Exp	Previous years exp
Western Sydney transitways						
North-West Transitway Network	Parramatta – Rouse Hill, Blacktown – Parklea	Parramatta to Rouse Hill opened to traffic	2007	524,000	135,064	312,797
Sydney Motorway Network						
F3 Freeway To M2 Motorway Link (planning, federal funding)	Wahroonga – Carlingford		NA	NA	138	5822
Lane Cove Tunnel and associated road improvements (State and private sector funding)*	Lane Cove	Tunnel opened to traffic	2008	1,100,000	7084	69,922
M4 Eastern Extension (planning)	Strathfield – Haberfield		NA	NA	103	934
Sydney west and north west						
Old Windsor Road, Norwest Boulevard, grade separated intersection	Bella Vista	Completed	2006	42,000	10,850	31,036
Windsor Road, Roxborough Park Road to Norwest Boulevard and Acres Road to Old Windsor, widen to four lanes	Baulkham Hills – Kellyville	Completed	2006	120,000	8791	110,271
Windsor Road Mile End Road to Boundary Road, widen to four lanes	Rouse Hill	Completed	2006	122,000	56,606	64,946
Windsor Road, Boundary Road to Henry Road, widen to four lanes	Vineyard	Completed	2006	44,000	6939	36,287
Windsor Flood Evacuation Route over South Creek	Mulgrave		2007	127,000	54,228	53,956
Sydney south west and south						
Alfords Point Bridge duplication	Alfords Point		2008	45,000	5781	2185
Camden Valley Way, Cowpasture Road to Benera Road, widen to four lanes (planning and preconstruction)	Edmondson Park		NA	NA	1367	2825
Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes	Hoxton Park	Completed	2006	40,000	9841	30,059
The Horsley Drive, Ferrers Road to Westlink M7 (planning and preconstruction)	Horsley Park		NA	NA	860	812
Hoxton Park Road, Banks Road to Cowpasture Road, widen to four lanes (planning and preconstruction)	Hoxton Park		2010	71,000	1300	3475
F5 Hume Highway, south facing ramps at Ingleburn (federal and local government funding)	Ingleburn	Completed	2006	13,700	486	11,332
F5 Hume Highway, Brooks Road to Camden Valley Way, widen northbound carriageway to four lanes (federal and State funding)	Ingleburn		2007	30,000	5158	1158
Narellan Road extension, Camden Valley Way to The Northern Road	Harrington Park		2007	33,000	23,478	4287

*Expenditure does not include any private sector expenditure.

APPENDICES

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2006–07 Exp	Previous years exp
Sydney inner metropolitan and north						
The Spit Bridge and approaches, widen to six lanes	Mosman		NA	115,000	2205	3033
F3 Sydney to Newcastle Freeway, widening to six lanes between Mt Colah and Cowan (State and federal funding)	Mount Colah Berowra Cowan		2008	119,000	21,006	3878
Great Western Highway						
Woodford to Hazelbrook Stage 1, Winbourne Road to Ferguson Avenue, widen to four lanes	Woodford Hazelbrook		2008	45,000	12,075	21,372
Lawson Section 1, Ferguson Avenue to Honour Avenue, widen to four lanes (planning and preconstruction)	Lawson		NA	NA	1315	7936
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning and preconstruction)	Lawson		NA	NA	3106	8613
Wentworth Falls East, Tableland Road to Station Street, widen to four lanes (planning)	Wentworth Falls		NA	NA	368	1191
Leura to Katoomba Stage 2, East View Avenue to Bowling Green Avenue, widen to four lanes	Leura Katoomba		2008	25,000	7294	1430
Pacific Highway						
F3 to Raymond Terrace (planning)	Hexham		NA	NA	1910	2764
Karuah to Bulahdelah Section 1, dual carriageway (State and federal funding)	Karuah	Completed	2006	114,000	13,821	80,548
Karuah to Bulahdelah section 2 and 3, dual carriageway (State and federal funding)	Bulahdelah		2009	262,000	46,016	11,219
Bulahdelah Bypass, dual carriageway (planning, State and federal funding)	Bulahdelah		NA	300,000	1269	9839
Bundacree Creek to Possum Brush, dual carriageways (State and federal funding)	Nabiac	Completed	2006	115,000	14,783	92,007
Failford Road to Tritton Road (planning)	Failford		NA	NA	534	989
Cooperook to Moorland, dual carriageways (planning, State and federal funding)	Moorland		2009	116,000	7020	5414
Moorland to Herons Creek, dual carriageways (planning, State and federal funding)	Kew		2009	300,000	16,025	7861
Herons Creek to Stills Road (planning)	Herons Creek		NA	NA	149	941
Oxley Highway to Kempsey (planning)	Port Macquarie		NA	NA	4979	4372
Kempsey to Eungai (planning)	Kempsey		NA	NA	2388	13,746
Warrell Creek to Urunga (planning)	Nambucca Heads		NA	NA	2402	3946
Bonville Bypass, dual carriageways (State and federal funding)	Bonville		2008	245,000	73,276	22,742
Coffs Harbour Bypass (planning, State and federal funding)	Coffs Harbour		NA	NA	6410	8387

APPENDICES

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2006–07 Exp	Previous years exp
Coffs Harbour (Sapphire) to Woolgoolga duplication (planning, State and federal funding)	Coffs Harbour Woolgoolga		NA	NA	6874	11,446
Woolgoolga to Wells Crossing (planning)	Woolgoolga		NA	NA	1943	3709
Wells Crossing to Harwood (planning)	Harwood		NA	NA	2720	4201
Harwood to Iluka Road (planning)	Harwood		NA	NA	386	514
Iluka Road to Woodburn (planning)	Woodburn		NA	NA	1047	2294
Woodburn to Ballina (planning)	Ballina		NA	NA	8969	8705
Ballina Bypass, dual carriageways (planning and preconstruction, State and federal funding)	Ballina		NA	NA	30,650	21,093
Tintenbar to Ewingsdale (planning)	Bangalow		NA	NA	10,137	7505
Brunswick Heads To Yelgun, dual carriageways (State and federal funding)	Billinudgel		2007	256,000	88,766	151,206
Banora Point upgrade including Sexton Hill (planning, State and federal funding)	Tweed Heads		NA	NA	2080	5150
North Coast Noise Abatement Program	Various	Completed	2007	18,000	3589	13,515
Princes Highway						
New intersection with Lawrence Hargrave Drive (planning)	Bulli		NA	NA	2075	1877
Wollongong Northern Distributor extension	Bellambi		2009	101,000	17,148	15,525
Oak Flats to Dunmore, dual carriageways	Dunmore		2009	130,000	5590	9555
Kiama ramps	Kiama		2008	14,000	2209	569
South Nowra to Jervis Bay Road safety upgrade (State and federal funding)	South Nowra		2008	19,000	1133	2192
Pambula Bridge and approaches (State and federal funding)	Pambula		2008	17,000	5794	1576
Illawarra and South Coast						
Nowra to Nerriga upgrade (State, federal and local government funding)	Nowra		2010	80,000	20,278	10,988
Central Coast						
Pacific Highway, Tuggerah to Wyong, Anzac Road to Johnson Road, dual carriageways	Wyong		2009	42,000	4142	7650
Pacific Highway, Lisarow to F3, stage 1, Dog Trap Road intersection upgrade	Ourimbah		2007	15,000	11,607	748
Pacific Highway Lisarow to F3, stage 2, Glen Road to Burns Road (planning)	Ourimbah		2010	47,000	1848	4579
The Entrance Road, Terrigal Drive to Carlton Road, widen to four lanes	Erina		2007	15,000	6605	6150
The Entrance Road, Ocean View Drive to Tumbi Road, widen to four lanes	Wamberal		2009	42,000	13,001	5833
Avoca Drive, The Entrance Road to Sun Valley Road	Green Point		2007	9000	3783	666

APPENDICES

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2006–07 Exp	Previous years exp
Hunter						
New National Network Link, F3 Freeway to New England Highway west of Branxton (planning and preconstruction, State and federal funding)	Seahampton–Branxton		NA	NA	5972	34,277
New England Highway, Weakleys Drive interchange (federal funding)	Beresfield		2008	51,800	4531	8586
New England Highway, realignment at Halcombe Hill (federal funding)	Aberdeen		2007	16,900	10,136	1236
Newcastle Inner Bypass, Shortland to Sandgate (planning)	Sandgate		NA	NA	495	1018
Third Hunter River crossing	Maitland		2011	65,000	1868	2154
Five Islands Road, duplication from Booragul to Speers Point	Teralba	Completed	2007	50,000	11,239	38,790
Nelson Bay Road, replacement of Tourle Street Bridge over the Hunter River	Mayfield		2009	47,000	1244	1909
Nelson Bay Road, dual carriageways from Bobs Farm to Anna Bay – stage 2	Salt Ash		2007	12,000	7601	3326
North Coast and northern NSW						
Oxley Highway, upgrade from Wrights Road to the Pacific Highway (planning)	Port Macquarie		NA	NA	2709	7279
South western NSW						
Southern Hume 67 km duplication works (federal funding)	Various		2009	800,000	41,338	1288
Hume Highway, safety improvements at Towrang Road and Carrick Road (federal funding)	Towrang		2007	7400	2530	636
Hume Highway, Coolac Bypass (federal funding)	Coolac		2009	179,000	20,950	13,564
Hume Highway, West Street interchange, North Gundagai	Gundagai	Completed	2006	10,300	4954	5337
Hume Highway, Sheahan Bridge duplication (federal funding)	Gundagai		2009	78,000	1237	1011
Hume Highway, Tarcutta truck facility (State and federal funding)	Tarcutta	Completed	2007	7500	5893	1273
Albury Wodonga Hume Freeway project (federal funding)	Albury	Completed	2007	518,000	114,801	215,765
Barton Highway, ACT to Murrumbateman Bypass (planning, federal funding)	Murrumbateman		NA	NA	32	864
Burley Griffin Way, Bowning deviation	Bowning	Completed	2007	12,000	7553	3583
Murray River, new bridge and approaches at Euston Robinvale (State and federal funding)	Euston	Completed	2006	50,800	12,320	38,144
Murray River, new bridge and approaches at Echuca, Moama (State and federal funding) – managed by VicRoads	Echuca		NA	NA	4	330

APPENDICES

Project description	Location	Status	Announced completion date	Estimated total cost \$000	2006–07 Exp	Previous years exp
Western NSW						
Newell Highway, Bogan to Coobang realignment (federal funding)	Parkes	Completed	2007	17,500	10,653	6776
Newell Highway, Tycannah Creek improved flood immunity (federal funding)	Moree		2007	15,000	10,991	796
Newell Highway, Moree Bypass (federal funding)	Moree		2009	56,000	1635	13,192

2. THREATENED SPECIES RECOVERY PLAN

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans. Actions taken to implement the measures outlined in the four final and two draft threatened species recovery plans are set out in the table below:

Measures	Action taken to implement measures	Estimated annual cost	Status
Acacia pubescens (Downy Wattle) Recovery Plan			
Identify existing and potential threats to the <i>A. pubescens</i> population at Beverly Hills/ Narwee on the M5 (north of Windarra Street).	Environmental Services representative to visit site and identify existing and potential threats to the population.	\$580	Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans.
Develop and implement a threat and habitat management program for the <i>A. pubescens</i> population at Beverly Hills/ Narwee on the M5 (north of Windarra Street).	Asset Services to develop a threat and habitat management program to be incorporated into the maintenance plan for the F5, with advice from Environmental Services. Asset Services to ensure that the program is implemented.	N/A	Interlink Roads has incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway.
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis and assess the effectiveness of the threat and habitat management programs.	Environmental Services representative to conduct at least one annual inspection of the population. Compare records of each inspection and initiate corrective action if required.	\$620	Inspection completed for 2006.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from the National Parks and Wildlife Service (NPWS).	Environmental Services representative to advise project manager of this requirement if aware of the proposed activity prior to environmental impact assessment (EIA) process. Project manager to advise EIA consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EIAs. Environmental assessor to take this requirement into account when preparing decision reports.	N/A	Environmental Services representative advised the project managers of the F5 widening and the M5 widening of the potential presence of <i>A. pubescens</i> . <i>A. pubescens</i> was not located within the study areas of either of these projects.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS.	Asset Services to add reference to <i>A. pubescens</i> Recovery Plan to the Maintenance Environmental Management Plan (EMP) for the M5 with advice from Environmental Services representative.	N/A	Management plans implemented.

Measures	Action taken to implement measures	Estimated annual cost	Status
Forward to the NPWS, information on all planning decisions which affect populations of <i>A. pubescens</i> , including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals.	Environmental Services representative to advise project manager of this requirement. Project manager to forward the required information to NPWS.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
<i>Grevillea caleyi</i> Threatened Species Recovery Plan			
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to be made to determine controls of runoff from other side of road.	Nil	Site meeting undertaken with NPWS in November 2001. No further action required at this stage.
Sympathetic management of plants on roadways	Inform maintenance contractor of appropriate maintenance techniques for minimising damage to <i>G. caleyi</i> .	N/A	Known locations of <i>G. caleyi</i> are to be included in the roadside corridor management plans.
<i>Darwinia biflora</i> Threatened Species Recovery Plan			
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to NPWS.	N/A	Recovery plan approved October 2004.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.	N/A	This population is situated some distance back from the freeway on top of a cutting. The population is relatively secure and is not under threat from any RTA activities.
Informed environmental assessment and planning decisions will be made.	<i>D. biflora</i> EIA guidelines to be used when considering any activity that may impact on the species.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
NPWS to be advised of any consents or approvals which affect <i>D. biflora</i> .	Advise NPWS when RTA proposals will affect <i>D. biflora</i> .	N/A	No activity has been proposed in 2006–07 that will have an impact on the species.
<i>Microtis angusii</i> (Angus Onion Orchid) Threatened Species Recovery Plan			
Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain <i>M. angusii</i> or are potential habitats.	Environmental Services representative to advise project manager during the development of projects of this requirement if aware of the proposed activity prior to EIA process. Environmental Assessor to take this requirement into account when preparing decision reports.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
Liaise with NPWS, Warringah Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of <i>M. angusii</i> populations and potential habitats.	RTA Recovery Team member to share information with other team members and update records accordingly.	In kind support.	Ongoing RTA involvement in Recovery Team.
Ensure that roadworks/ maintenance will not cause destruction or degradation of populations of <i>M. angusii</i> .	Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Environmental Assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.

Measures	Action taken to implement measures	Estimated annual cost	Status
Ensure that all environmental personnel are familiar with the location of <i>M. angusii</i> .	Environmental Services to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> . RTA Recovery Team to brief Environmental Services on these locations.	N/A	Locations of sensitive sites to be included on the Roadside Corridor Management Plans. Environmental Services staff briefed on location of populations and potential habitat.
Ensure that all site personnel are familiar with the location of <i>M. angusii</i> populations and potential habitat.	RTA Recovery Team member to provide information to maintenance contractors regarding identification of <i>M. angusii</i> , known and potential locations of <i>M. angusii</i> populations and preferred weed control methods.	\$630	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.
Ensure that EIA surveys are conducted between May and October.	Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
Notify NPWS of any new <i>M. angusii</i> populations discovered.	RTA Recovery Team member to notify NPWS when new populations of this species.	N/A	No new populations have been identified by the RTA.
Duffys Forest Endangered Ecological Community Draft Recovery Plan			
Liaise with NPWS, Warringah Council, Pittwater Council and Ku-ring-gai Council to develop the Duffys Forest Endangered Ecological Community Recovery Plan.	RTA Recovery Team member to share information with other team members to develop action plans.	In kind support.	Ongoing RTA involvement in Recovery Team.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to populations on RTA controlled lands. Manage threats appropriately.	N/A	Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.
<i>Isoodon obesulus</i> (Southern Brown Bandicoot) Threatened Species Recovery Plan			
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to NPWS.	N/A	RTA has endorsed plan.
Liaise with NPWS, Hornsby Council, Warringah Council, Pittwater Council and Ku-ring-gai Council to manage areas with known Southern Brown Bandicoot populations.	RTA Recovery Team member to share information with other team members to develop action plans.	In kind support.	Ongoing RTA involvement in Recovery Team.
Ensure that EIA surveys are conducted between May and October.	Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
<i>Eleocharis tetraquetra</i> (Square Stemmed Spike Rush) Threatened Species Recovery Plan			
Manage stockpile site, noxious weeds and drainage patterns at Boambee construction site.	Construction works completed, no ongoing action required.	N/A	All actions to date have been undertaken in accordance with the recovery plan.

3. COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

RTA staff serve as members of many committees and advisory groups. A list of significant committees and advisory groups can be found below. The Value for Money chapter details information on Austroads and the Australian Transport Council.

The Road Freight Advisory Council met on 28 June 2007.

Roads and Traffic Advisory Council (RTAC)

Established under the *Transport Administration Act 1988*, RTAC advises the RTA and the Minister for Roads on:

- The promotion of traffic safety.
- Improvements in the movement of traffic.
- Improvements in the movement of freight.
- Requirements of vehicle drivers.
- Requirements for roads and vehicles.
- Promotion of industrial development, primary production and tourism in relation to roads and traffic.
- Protection of the environment in relation to roads and traffic.
- Roads and traffic legislation.
- Any other matter relating to roads and traffic that the council considers appropriate.

Membership of RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 28 June 2007, the council comprised:

- Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
- Mr Brett Gale representing NRMA Limited.
- Mr Mark Crosdale representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the medical profession.

Ex-officio members:

- Mr Les Wielinga, Chief Executive, RTA.
- Mr Sam Haddad, Director-General of the Department of Planning.
- Mr Jim Glasson, Director-General of the Ministry of Transport.
- Commissioner of the NSW Police Force, Andrew P Scipione, APM, MM.

Note: These appointments expire on 31 December 2008.

Local Government Liaison Committee

The RTA Local Government Liaison Committee's role is to enhance communication and promote cooperation between the RTA and local government on road and traffic issues of mutual interest. It is the peak body for this communication and cooperation.

During 2006–07 the committee discussed a broad range of issues including Regional Road Timber Bridge Partnership, Higher Mass Limits Route Assessment Guidelines, the Mobility Parking Scheme, Traffic Committee Guidelines, council clustering, review of road classification and OHS issues.

Membership comprises:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Michael Bushby, Director, Network Management, RTA
- Mr David Stuart-Watt, Director, Licensing Registration and Freight, RTA.
- Mr Peter Collins, Director, Regional Operations & Engineering Services, RTA
- Dr Soames Job, General Manager, Road Safety Branch representing Director, Business Coordination, Road Safety and Policy, RTA.
- Councillor Genia McCaffery President of the Local Government Association of NSW.
- Councillor Col Sullivan OAM, President of the Shires Association of NSW.
- Councillor Barry Johnston OAM, Chairperson of the Associations' Roads and Transport Committee.
- Bill Gillooly AM, Executive Director of the Local Government and Shires Associations of NSW.

State Road Authorities Project Management Executive

The executive's purpose is to provide mutual support to state road authorities (SRAs) to ensure the cost effective delivery of projects to the community. Membership comprises senior executives from all Australian SRAs including the Australian Capital Territory as well as the New Zealand SRA.

Australian Road Forum

The Australian Road Forum is a national peak body for Australia's roads. It is the Australian affiliate of the International Road Federation and provides a forum for information exchange, policy development and advocacy for stakeholders within the Australian road sector. Membership includes SRAs such as the RTA and the Department of Main Roads, Queensland. Private industry groups such as Boral, Shell and Transurban are also represented.

Transport Certification Australia Limited

Transport Certification Australia Limited (TCA) is a public company that supports the development and implementation of the Intelligent Access Program (IAP) and ensures that IAP service providers are certified and audited.

TCA has a membership that comprises Australian state and territory road transport and traffic authorities and the Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA. The RTA's David Stuart-Watt, Director, Licensing, Registration and Freight, is the TCA board member for NSW.

ARRB Group Ltd

The ARRB Group Ltd. was created to serve the Australian national research, technical information and technology development needs of its members.

The organisations that provide members to the ARRB Group Ltd are:

- RTA.
- VicRoads (the Roads Corporation of Victoria).
- Department of Infrastructure, Energy and Resources, Tasmania.
- Transport South Australia.
- Department of Main Roads, Queensland.
- Main Roads, Western Australia.
- Commonwealth Department of Transport and Regional Services.
- Department of Infrastructure, Planning and Environment, Northern Territory.
- Department of Urban Services, Australian Capital Territory.
- Australian Local Government Association.
- Transit New Zealand.

Road Safety Taskforce

The Road Safety Taskforce was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and a sharp increase over the Christmas/New Year period that year. It was convened to bring individual views, experience, knowledge and skills from a group of road safety experts, and to make recommendations for improving the effectiveness of road safety interventions and initiatives to reduce the road toll.

Members:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Peter Steele, NRMA Motoring and Services.
- Mr David Bowen, Motor Accidents Authority.
- Mr Les Tree, Ministry for Police.
- Chief Superintendent John Hartley, NSW Police Force.
- Professor Danny Cass, Children's Hospital Westmead.
- Dr Jane Elkington, health consultant.
- Dr Julie Hatfield, University of New South Wales.
- Mr Brad Welsh, Youth Advisory Council (from February 2005).
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.

Government Agencies Road Safety Council (GARS)

GARS was established to:

- Coordinate government road safety initiatives consistent with the goals outlined in the Road Safety 2010 strategy.
- Keep abreast of road safety developments in partner agencies that may have an impact on member organisations.
- Monitor and evaluate against road safety goals and targets.
- Examine the analysis of up-to-date trends of road deaths and injuries and crash-related problems and discuss the potential for joint countermeasures.

As at 30 June 2007, the council comprised:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr John Feneley, Attorney General's Department.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Pam Albany, NSW Health.
- Ms Caroline Boden, Independent Transport Safety and Reliability Regulator.
- Mr David Bowen, Motor Accidents Authority.
- Mr Rob Randall, Department of Education and Training.
- Mr Garry Payne, Department of Local Government.
- Mr David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Mr Luke Grant, Department of Corrective Services.
- Ms Jenny Thomas, NSW WorkCover.
- Ms Gillian Calvert, NSW Commission for Children and Young People.
- Mr Steve Merritt, NSW Department of Aboriginal Affairs.
- Mr Ken Browne, NSW Department of Gaming and Racing.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Peter Harvey, Department of Corrective Services.

NSW Bicycle Advisory Council (NSW BAC)

The Bicycle Advisory Council was established to advise the Minister for Roads, through the RTA Chief Executive, on all matters concerning bicycle use, cyclist safety and bicycle facilities.

The NSW BAC is composed of officio members with the exception of the Chair:

- Chairman (independent member, also representing local government).
- Bicycle NSW.

- Newcastle Cycleways Movement.
- NSW Police Force.
- A senior officer of the RTA.
- A senior officer of the Ministry of Transport.

The Chair of the BAC is appointed by the Minister for Roads with the right of direct access to the Minister as well as to the Chief Executive of the RTA. The current Chair is Cr Patricia Gould (Albury City Council) who also represents the Local Government and Shires Associations of NSW.

Roadside Environment Committee

The purpose of the Roadside Environment Committee is to improve and enhance the management of roadsides in NSW through the engagement of community and key stakeholders.

Membership of the committee is formed by representatives of the following organisations:

RTA, Nature Conservation Council Country Energy, Rural Fire Service, Rail Infrastructure Corporation, Greening Australia NSW, Institute of Public Works Australia, Local Government Engineers, Shires Association of NSW, Rural Lands Protection Board, Department of Natural Resources, Department of Environment and Climate Change.

RTA Heritage Committee

The purpose of the RTA Heritage Committee is to discuss issues relating to strategic heritage management of RTA assets.

The RTA Environment Branch administers the committee and membership is formed by representatives of the Department of Planning, Heritage Office, National Trust, Royal Australian Historical Society, Engineers Australia and community representatives who specialise in bridges. The RTA also provides several representatives.

The NSW Government Young Driver Advisory Group

- Dr Soames Job, General Manager, Road Safety Branch, RTA (Chair).
- Ms Anne Morphet, Policy Advisor, Mobility Safety, NRMA.
- Chief Superintendent, John Hartley, NSW Police Force.
- Mr Paul Gibson MP, Member of the Legislative Assembly, Staysafe Committee Parliament of New South Wales.
- Mr David Bowen, General Manager, Motor Accidents Authority of NSW.
- Ms Casey Lovelock, youth representative, Youth Advisory Council.
- Mr Reynato Reodica, youth representative, Youth Advisory Council.
- Mr Paul Rees, Manager Customer Education and Compliance, RTA.
- Ms Maureen Elliott, Manager, Youth, Community and Education, RTA.

- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Robert Wells, community member.

The Child Road Safety Roundtable

- Hon. Eric Roozendaal, Minister for Roads.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Anne Deans, Executive Officer, Youthsafe.
- Ms Maureen Fegan, Director, Early Childhood Road Safety Program.
- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Greg Stead, Executive Officer, Kidsafe NSW Inc.
- Professor Danny Cass, Paediatric Trauma Surgeon, Children's Hospital Westmead.
- Mr Tony Stuart, Chief Executive, NRMA Motoring and Services.
- Mr Graeme Adams, Head of CTP Insurance, NRMA Insurance (CTP).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr Robert Randall, Director, Curriculum K-12, Department of Education.
- Ms Lorraine Walker, Education Officer, Student Welfare Programs, Catholic Education Commission NSW.
- Ms Kathryn Henderson, parent representative C/-Balgowlah Heights Public School.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Dianne Giblin, parent representative, Federation of Parents & Citizens Associations of NSW.
- Ms Caroline Benedet, parent representative, Council of Catholic School Parents.
- Ms Sue Gordon, President, Isolated Children's Parents Association of NSW.
- Mr Duncan McInnes, Executive Officer, NSW Parents Council.
- Mr Barry Johnston, Vice President, Shires Associations of NSW.
- Cr Ken McDonnell, Executive Member, Local Government Association.
- Mr Vic Bowden, Manager, Member Services, Bus and Coach Industrial Association (NSW).
- Dr David Saffron, Independent, Road Safety Consultant.

- Ms Claire Monger, Senior Policy Officer, Injury Policy Branch, NSW Health.
- Mr John Feneley, Director General, Attorney General's Department of NSW.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Ms Cassandra Mok, Road Safety Officer, Lane Cove Municipal Council.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr George Shearer, Manager, Aboriginal Programs, RTA.
- Mr Phil Margison, General Manager, Traffic Management, RTA.
- Ms Maureen Elliott, Manager Youth, Community and Education, RTA.
- Ms Sharon Grierson, Road User Safety Project Officer Western Region, RTA.
- Mr Matt Brown, MP Parliamentary Secretary for Roads, NSW Parliament.
- Ms Jo McLean, Director Professional Development, Association of Independent Schools of NSW.

The Child Road Safety Roundtable Working Groups

Working Group 1 – Communication

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Ms Julie Thompson, Association of Independent Schools.
- Mr John Brown, NRMA Motoring and Services.
- Ms Lorraine Walker, Education Officer, Student Welfare Programs, Catholic Education.
- My Paul Dorn, Department of Education and Training.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- Joanne Grenenger, Marketing Manager, Corporate Communications, RTA.
- David Saffron, Road Safety Consultant, RTA.

Working Group 2 – Technology and Legislation

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.

- Mr John Brown, NRMA Motoring and Services.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Ms Jeannine Grey, Kidsafe NSW Inc.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- David Saffron, Road Safety Consultant, RTA.

Working Group 3 – School Road Safety

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr John Brown, NRMA Motoring and Services.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O'Brien, Department of Education and Training.
- Ms Tracey Haynes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Mr Richard Connors, Local Government and Shires Associations.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Senior Sergeant Paul Whyte, NSW Police Force.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Katherine Henderson, community representative.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- Evan Walker, Manager Road User Safety, RTA.
- David Saffron, Road Safety Consultant, RTA.
- Bob O'Keefe, Manager Policy and Guidelines, RTA.

Working Group 4 – Safe Transport to and from School

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr Mark Wolstenholme, NRMA Motoring and Services.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Education Commission.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.

- Mr Richard Connors, Local Government and Shires Associations.
- Ms Mary Wong, Ministry of Transport.
- Ms Claire Monger, NSW Health.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Katherine Henderson, community representative.
- Road Safety, Traffic and Transport representative, RTA.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- David Saffron, Road Safety Consultant, RTA.
- Steve Soelistio, Manager Bicycle Policy, RTA.

Other

The RTA also provides representatives to a number of local and regional committees. These include technical and professional forums and institutions, university advisory boards, research reference groups, Australian standard committees, technology review panels, industry advisory committees, traffic committees and safety taskforces.

4. SENIOR EXECUTIVE PERFORMANCE STATEMENTS

SES level	2003–04	2004–05	2005–06	2006–07
CEO under S.11A [#]	1	1	1	1
Level 6	2	5	6	5
Level 5	4	2	2	2
Level 4	8	10	10	10
Level 3	15	14	14	19
Level 2	14	12	12	7
Level 1	0	0	0	0
Other	0	0	0	1
Total	44	44	45	45

Note: The number of SES positions occupied by women in the current year was three.

[#] CEO position is listed under S.11A of the *Statutory and Other Officers Remuneration Act 1975*.

Individual statements

Name:	Les Wielinga
Position:	Chief Executive
Level:	8
Period in position:	2006–2007
Total remuneration package:	\$375,676

The Minister for Roads has expressed satisfaction with Mr Wielinga's performance from 21 July 2006, when he assumed the role of Chief Executive, through until 30 June 2007.

During the period Mr Wielinga continued to focus on delivering a safe, sustainable and efficient road transport system. He directed a range of significant policy and infrastructure activities in support of NSW Government priorities and led improvements to the management of the RTA's internal business operations.

Significant achievements in 2006–07

Organisational management

- Led the design and implementation of the RTA's organisational refocus, to enhance the RTA's capacity to meet government priorities and provide better outcomes for communities across NSW. The organisational refocus improved management accountabilities for core tasks and strengthened the RTA's capacity to respond to internal and external challenges.
- Oversaw the appropriate allocation of the RTA's resources and budget across programs to achieve RTA results and services for the community and meet government priorities.

Inter-agency planning and delivery

- Led the RTA's involvement and contribution to the NSW State Plan. As the Lead Agency Chief Executive for Priority S7: Safer Roads, Mr Wielinga oversaw the development of the S7 Priority Development Plan (PDP). Mr Wielinga also oversaw the RTA's contribution to other NSW State Plan priorities for which the RTA is a partner agency.
- In addition to the NSW State Plan, oversaw the RTA's contribution to the implementation of the Metropolitan Strategy, the State Infrastructure Strategy and the Premier's Urban Transport Statement.
- Led the RTA's involvement with other transport and planning agencies including the Ministry of Transport, the Department of Planning, the Department of Environment and Climate Change, the Infrastructure Implementation Group (within the Department of Premier and Cabinet) and the Office of Infrastructure Management (within Treasury) to ensure a whole of government focus was applied to the provision of road infrastructure as part of a sustainable land use system.
- Represented the RTA on a range of high level committees including the NSW Chief Executive's Committee, the NSW CEO Transport Cluster; and at the national level – the Standing Committee on Transport/Transport Agencies Chief Executives, Australian Transport Council and the Austroads Council.

Road development

- Oversaw the development and delivery of the government's commitments through the \$1.3 billion Road Development Program.
- Oversaw the completion of the Sydney Orbital Motorway network with the opening of the Lane Cove Tunnel on the 25 March 2007.
- Chaired the Lane Cove Tunnel Integration Group involving councils and community groups facilitating a collaborative approach to issues arising from the opening of the Lane Cove Tunnel.
- Oversaw the continuation of the strategic partnership and MOU with the Australian Government for the \$800 million duplication of the southern section of the Hume Highway and a package of works totalling \$160 million on the Pacific Highway. Mr Wielinga also oversaw the implementation of the Auslink Development and Maintenance Program on major routes throughout the State.

Road management

- Continued to lead the provision of efficient and safe management of traffic flow on the road network through the RTA's Transport Management Centre (TMC) and the planning and operation of effective responses to incidents.
- Oversaw the RTA's role in the planning and management of the Sydney Harbour Bridge's 75th anniversary celebrations on 18 March 2007. In consultation with the Department of Premier and Cabinet and other agencies, the RTA planned and managed

- road closures, developed transport and pedestrian plans and managed road transport logistics for the historic event.
- Working with the Ministry of Transport ensured the continued implementation of improvements in bus priority measures on the network of Strategic Bus Corridors across Sydney.
- Oversaw the significant increase in sales of RTA electronic toll tags. As at June 2007 there were 525,588 active RTA tags, an increase of 47 per cent since June 2006.
- Initiated the development of air quality guidelines for road tunnels in NSW and oversaw the investigation and design of an air filtration plant for the M5 East Tunnel. Camera enforcement of heavy vehicle emissions in tunnels also commenced.
- Oversaw delivery of the Infrastructure Maintenance \$870 million program, including the delivery of seven new bridges; 1640 kilometres of resurfacing and 132 kilometres of new pavements.
- Oversaw the response to the NSW Auditor-General's recommendations arising from the report on the Condition of State Roads.
- Chaired the RTA Executive Environment Committee to drive the continual improvement of environmental planning, management and performance across the organisation.

Road user

- Continued to lead the delivery of a range of road safety programs and initiatives. The combination of engineering, enforcement and education programs have resulted in a preliminary financial year road toll of 451 people killed in 2006–07 (compared to 536 for 2005–06) and a fatality crash rate reduced to 6.6 per 100,000 population (compared to 7.9 for 2005–06). Including:
 - The delivery of the School Road Safety Package.
 - The introduction of a range of young driver initiatives.
 - The introduction of new legislation giving the NSW Police Force the power to carry out roadside drug testing on any driver, rider or supervising license holder in NSW.
- Along with the Minister for Roads, announced the NSW Centre for Road Safety, to commence operations on 1 July 2007.
- Continued to drive improvements in the delivery of customer service to RTA clients. In particular the enhancements to the RTA website as a key public communication and business channel has seen significant, sustained growth in online transactions.
- During 2006–07 oversaw the delivery of more than 19 million registration and licensing transactions for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW.
- Oversaw the achievement of positive customer satisfaction results, with 93 per cent of customers rating motor registry services as 'good' or 'very good' in a survey conducted in May 2007.
- Oversaw the implementation of the Intelligent Access Program (IAP) legislation and the introduction of Higher Mass Limits vehicles (HML).

- Ensured the RTA continued to lead the government's policy direction on innovative higher productivity vehicles in NSW and to implement Performance Based Standards (PBS).
- Supported the RTA's active participation in national and NSW identity management initiatives.

Name:	Jack Whelan
Position:	Director, Business Coordination, Road Safety and Policy (October 2006 – June 2007)*
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$262,651

* Acted in the position until December 2006 and was then formally appointed.

Significant achievements in 2006–07

Road safety

- As the RTA Director responsible for the delivery of the NSW State Plan priority S7: Safer Roads, Mr Whelan oversaw and managed the RTA's development of the S7 Priority Development Plan (PDP) and road safety performance data.
- Oversaw the delivery of a range of road safety initiatives, programs and campaigns, including:
 - The delivery of the School Road Safety Package, including the installation of flashing light warning systems at 100 school zones; a school 'drop-off and pick-up' scheme to improve pedestrian safety; new fines and demerit points to improve child safety in 40 kilometre per hour school zones; and the deployment and rotation of fixed speed cameras in NSW school zones.
 - From October 2006 to June 2007 RTA Crashlab conducted 47 tests with 15 tests for the ANCAP program.
 - New legislation giving the NSW Police Force the power to carry out road side drug testing on any driver, rider or supervising license holder in NSW.
 - Public awareness activities to support the introduction of legislative changes for young drivers – including changes to driving hours, passenger restrictions and zero tolerance for speeding.
 - The launch of a speeding public education campaign in January 2007 to increase awareness of the NSW Police Force enforcement operation targeting P plate drivers.
 - The development of an anti-speeding campaign in June 2007 'Speeding. No one thinks big of you' targeting young drivers, with the aim to make the act of speeding socially unacceptable.
 - The review of speed limits on numerous roads across NSW.
 - The introduction of a pilot Speeding Traffic Offenders Program (STOP) for recidivist speeding offenders in June 2007.
 - \$36.5 million in State funds spent on remedial treatments (including intersection improvements, road alignments, clear zone enhancements and safety barrier installation) to 184 crash risk locations.

- The continued encouragement of consumers to purchase vehicles with a high safety performance – through the ongoing support of the RTA's crash testing program and the promotion of the crash test results through the media, brochures and the internet.
- The announcement and launch of NSW Centre for Road Safety in May 2007. The centre is to be a world leader in road safety policy development, high level research, advice and delivery of behaviour change strategies.
- Forty kilometre per hour schemes were installed or upgraded in 14 pedestrian areas and a further 12 pedestrian areas were assessed for the future program. These actions included installing traffic calming measures, safe and convenient pedestrian crossings as well as 40 kilometre per hour speed limits.

Public communications

- Led and managed public education campaigns to advise motorists of road changes during construction of the Lane Cove Tunnel.
- Oversaw the implementation of a comprehensive communications program for the opening of the Lane Cove Tunnel on 25 March 2007.
- Oversaw the development and launch of the Sydney Motorways website, to provide the public with travel information on the 13 different motorways comprising the Sydney Orbital Motorway network.
- Oversaw the management of community activities for the official opening of the North-West T-Way, Sydney's second dedicated road for buses, which connects Rouse Hill to Parramatta and Blacktown to Parklea.
- Oversaw the development and distribution of more than 600 community updates relating to road infrastructure projects.
- Led and managed the RTA's public awareness campaigns for the Sydney Harbour Bridge's 75th anniversary celebrations on 18 March 2007, advising the public on road closures and alternative routes, pedestrian plans and other logistical aspects associated with the celebrations.
- Oversaw the launch and auction of commemorative Sydney Harbour Bridge number plates to coincide with the bridge's 75th anniversary.
- Oversaw the marketing campaign, including the launch of an online RTA application called myE-Toll in September 2006, which led to a significant increase in the use of RTA electronic tags.
- To support preparations for the commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling. The campaign commenced on 13 June, and included a range of media, Variable Message Sign (VMS) messages, bridge banners and information on the RTA website – targeting cash paying tunnel users to purchase an E-Toll tag prior to 'E-day' on 8 July.

Planning and coordination

- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA's strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Name:	David Stuart-Watt
Position:	Director, Operations and Services (July – September 2006) Director, Licensing, Registration and Freight (October 2006 – June 2007)
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$297,325

Significant achievements in 2006–07

1 July 2006 – 30 September 2006

- Established the Hume Highway Office in Wagga Wagga to deliver the \$800 million Hume Highway program.
- Conducted a series of Alliance Workshops across the State to identify improvement actions.
- Identified and progressed high priority ideas from Innovation Week 2006.
- Completed Incident Management Plans for the Newell Highway.
- Commenced corridor management plans for nominated routes including northern region State Roads (except Pacific and New England highways), H5 and H7 pilot (Mt Victoria to Dubbo), The Entrance Road (Hunter) and MR52 Kings Highway (Southern).
- MR583 – Murray Valley Highway – Euston/Robinvale Bridge project completed.

3 October 2006 – 30 June 2007

- Guided the Licensing, Registration and Freight Directorate through its transition under the 'RTA Refocus'.
- Achieved positive customer satisfaction results for 2006–07, with 93 per cent of customers rating motor registry services as very good or good in May 2007.
- Oversaw the delivery of more than 19 million registration and licensing transactions in 2006–07 for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW.
- Implemented BPAY for myRego transactions.
- Entered into a partnering arrangement with the Maritime

Authority to provide a selected range of recreational boat licensing and registration services in motor registries from May 2007.

- Introduced a range of young driver initiatives including passenger restrictions between 11pm and 5am, zero tolerance for speeding offences, increased minimum supervised driving hours, tighter controls on mobile phone use, and extended learner licence duration.
- Managed the Austroads sponsored trial of facial recognition software to support identity management initiatives.
- Introduced increased penalties for speeding in school zones.
- Significantly increased sales of electronic toll tags since myE-Toll launched in September 2006. About 80,000 tags were sold during the eight week bonus period in 2006, exceeding the 50,000 estimate. As at June 2007, there were 525,588 RTA tags and 400,155 accounts.
- Managed the development of the E-Toll pass to support the commencement of cashless tolling, and managed the transition of the Sydney Harbour Tunnel to fully cashless tolling (for July 2007).
- *Road Transport (General) Amendment (Intelligent Access Program [IAP]) Bill* passed NSW Legislative Council on 25 October 2006 and IAP legislation commenced.
- Managed implementation of the IAP and introduction of Higher Mass Limits vehicles (HML).
- Delivered Chain of Responsibility investigations and initial prosecutions.
- Led NSW Government involvement in the Productivity Commission inquiry and Road Transport issues considered at Council of Australian Governments (COAG) in April 2007.
- Oversaw the installation of an additional 13 speed camera sites, including the construction of 11 school zone camera sites, taking the total speed camera network to 134 sites.
- Improved camera operational uptime to 92 per cent (up from 82 per cent in 2005–06).
- Expanded the bus priority lane camera enforcement network to 32 sites.
- Commenced camera enforcement of heavy vehicle emissions in tunnels.
- Developed a strong relationship with State Debt Recovery Office.
- Enhanced RTA court representation for camera related matters with a markedly improved success rate at first court mentions.
- Continued expansion of the Clean Fleet and Diesel Retrofit programs to reduce heavy vehicle emissions.
- Conducted field trials of new heavy vehicle noise camera technology.
- Several new number plate products were made available to customers, including Black Euro plates, motorcycle colour, metallic and personalised plates, and commemorative Sydney

Harbour Bridge plates.

- Auction events centred around the release of new plate styles raised over \$4.5 million towards safer roads.
- Mr Stuart-Watt was also the Program Manager for the Austroads Registration and Licensing Program from October 2006 to June 2007.

Name:	Michael Bushby
Position:	Director, Road Safety, Licensing and Vehicle Management (July – September 2006)
	Director, Network Management (October 2006 – June 2007)
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$270,325

Significant achievements in 2006–07

1 July – 30 September 2006

- Realignment of the three registry services sectors was completed in September 2006.
- Continued active participation in national and NSW identity management initiatives.
- Huntingwood Crashlab facility expanded and National Association of Testing Authorities (NATA) accreditation confirmed in July.
- ANCAP test results brochure launched in August 2006. Three of the 15 tests conducted since 1 July 2006 were for ANCAP.
- Child safety package progressed with the recommendation to trial four variants of the flashing 40 kilometre per hour school speed zone lights with improved reliability approved on 25 August 2006 and the first Child Safety Working Group held in September 2006.
- Recommendations developed to address speeding, driver age, drink driving and roads from the RTA/NSW Police Road Safety Task Force.
- Continued to improve speed management including heavy vehicles using revised speed zoning guidelines, camera technology and police resources for speed enforcement.
- Joint Mobility Parking Scheme (MPS) enforcement operations with local councils (Sydney, North Sydney) and NSW Police Force were undertaken in August and September 2006, with more operations planned.
- The *Intelligent Access Program (IAP) Bill* to facilitate network utilisation (Higher Mass Limits, Performance Based Standards etc) passed through the Legislative Assembly in September 2006.
- Led the government's policy direction on innovative higher productivity vehicles in NSW to implement Performance Based Standard (PBS).
- In conjunction with the NTC, conducted seven public

consultation forums across NSW in August 2006 regarding national fatigue management reforms to enhance Chain of Responsibility and legislative consolidation.

- Commenced implementation of the Clean Fleet and Diesel Retrofit programs to reduce heavy vehicle emissions.
- First meeting of the NSW Crane Industry Working Group held in July 2006.
- Launch of Black Euro plates in August 2006.
- Program Manager for the Austroads Registration and Licensing Program.

3 October 2006 – 30 June 2007

- Delivered the Infrastructure Maintenance \$870 million program with significant outcomes including seven new bridges, 1640 kilometres of resurfacing and 132 kilometres of new pavements.
- Commenced implementation of NSW Auditor-General's report, 'Condition of State Roads' recommendations.
- Successfully coordinated traffic management for the opening of the Lane Cove Tunnel, Sydney Harbour Bridge 75th anniversary, New Year's Eve celebrations and other planned events and unplanned incidents.
- Delivered second year of a three-year \$135 million Bus Priority program.
- Successfully secured \$100 million enhanced bus priority funding under the Urban Transport Statement initiatives.
- Public Transport Information and Priority System (PTIPS) interim application implemented on three strategic bus corridors (Miranda-Hurstville, Liverpool-Bankstown and STA route 400) and broad scale deployment on track to commence in 2008.
- A further nine bus lane camera sites were successfully commissioned in October 2006 for Sydney as part of the CBD Bus Priority Enforcement System (BPES) and systems ISO 9001 certification was renewed.
- Enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS [version 6.5.2]) and first production release of TMIS (Traffic Management Interface Systems) completed and deployed into service, with SCATS rollout now into 120 cities worldwide.
- Bulk Light Emitting Diode (LED) Signal Lantern Expansion Project completed at 740 sites by 30 June 2007. A further reduction in high wattage incandescent lamps achieved by replacing incandescent lamps with quartz halogen lanterns at another 75 sites.
- Transport Management Centre's (TMC) Information Security Management System upgraded to the International Standard ISO 27001:2005.
- Developed and managed the implementation of SIRENS/ public address system for CBD.
- M5 East Air Quality improvements included installation of

12 additional fans and video detection for smoky vehicles.

- Discussion papers prepared to facilitate discussion with other agencies and the community on the review of the *Roads Act 1993*.
- Road Classification Review completed.
- Achieved Timber Bridge partnership to assist local government upgrading timber bridges on regional roads through provision of funding in addition to current levels.
- Audit of pedestrian crossings on multi-lane State Government controlled roads identified 59 sites without traffic lights. Traffic signals now installed at 16 sites by the end of June 2007.
- Pedestrian and shared user bridges completed at Henry Lawson Drive, Georges Hall, Woy Woy Inlet and Hume Highway, Yagoona.

Name:	Peter Collins
Position:	Director, Regional Operations and Engineering Services (October 2006 – June 2007)*
Level:	5
Period in position:	2006–2007
Total remuneration package:	\$230,826

* Acted in the position until December 2006 and was then formally appointed.

Significant achievements in 2006–07

- Core programs of road development, road management and road use, amounting to \$1.36 billion, delivered in accordance with plan to meet community needs across the State. Highlights included:
 - Completion of construction works on the Brunswick Heads to Yelgun Upgrade of the Pacific Highway for the opening of the dual carriageway in July 2007.
 - Completion and opening to traffic of H17 – Newell Highway – Coobang upgrade.
 - Completion of MR84 – Burley Griffin Way – Bowning Deviation.
 - Completion of MR217 Five Islands Road, Booragul to Speers Point (KIP).
 - Completion and opening to traffic of Euston/Robinvale Bridge on MR583 – Murray Valley Highway.
 - Commencement of construction on the Bonville Bypass on the Pacific Highway.
 - Construction of F3 Mt White heavy vehicle inspection facility.
 - Development of Incident Management Plans for HW9 – New England Highway.
- Excellent results achieved in the Road and Fleet Services business – a record income (\$650.4 million) and surplus (\$72.1 million), with a total of \$47.2 million won from external clients (an increase of \$3.2 million from 2005–06).
- School road safety package delivered within announced time

frames with primary signage operational on all 100 sites.

- 40 kilometre per hour High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
- The Federal Blackspot program and the Princes Highway Safety Scheme delivered to plan.
- Alliances and partnerships formed with police to coordinate police enforcement with road safety campaigns.
- Corridor management plans completed for nominated routes in Regional NSW.
- Vehicle Regulations operations fully integrated within Regional Operations and Engineering Services Directorate.
- Strong focus on safety resulted in Lost Time Injury reduction targets being exceeded in Road and Fleet Services.
- Considerable progress made in transforming the RTA's technical resources into a centre of excellence in technology, with the appointment of three Principal Engineers as the initial step.

Name:	Brian Watters
Position:	Director, Road Network Infrastructure (July – September 2006)
	Director, Major Infrastructure (October 2006 – June 2007)*
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$270,325

* Acted in the position until December 2006 and was then formally appointed.

During 2006–07 Mr Watters provided leadership in the areas of major project development and delivery, including motorways, with a focus on project development and project management, urban design and the environment.

Significant achievements for 2006–07

- Led and managed the delivery of the RTA's \$1.3 billion Road Development program.
- Maintained strategic partnerships with the Australian Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Great Western and the Princes highways and on the Windsor Road program.
- Oversaw the planning and the development of the Pacific Highway Upgrade and the Southern Hume Highway duplication.
- Strategic projects completed under Mr Watters leadership included:
 - The Lane Cove Tunnel.

- The North-West T-way.
- Hume Highway – Albury Wodonga Hume Freeway.
- Pacific Highway, Nabiac.
- Pacific Highway, Karuah to Bulahdelah Section 1.
- Newcastle – Five Islands Road, Booragul to Speers Point.
- The Entrance Road – Terrigal Drive to Carlton Road.
- Murray River – Robinvale Bridge and approaches.
- Under his leadership the Windsor Road/Old Windsor Road Upgrade was substantially completed.
- Oversaw and facilitated the introduction of alliance partnerships on Hume and Pacific Highway projects and on the Windsor Road program.
- Continued to lead and develop improvements to project management within the RTA.
- Continued to lead and manage the RTA's urban design policy.

Name:	Garry Humphrey
Position:	General Manager, Motorway Construction*
Level:	5
Period in position:	1 July 2006 – 30 June 2007
Total remuneration package:	\$247,300

* Acted in the position of Director Motorways from 1 July 2006 until the directorate was restructured on 3 October 2006. He returned to his present role at that date.

During 2006–07 Mr Garry Humphrey provided leadership in the areas of motorway development and construction and management, with a focus on project and contract management, urban design and the environment.

Significant achievements in 2006–07

- As acting Director Motorways:
 - Planned the development of the Sydney motorway network.
 - Oversaw the management of Sydney's motorways including the M2, M4, M5, Eastern Distributor, Sydney Harbour Tunnel, the Cross City Tunnel and the Westlink M7.
 - Ensured the delivery of the construction program.
- Led and managed the delivery of the RTA's motorway construction program utilising Public Private Partnerships.
- Maintained strategic partnerships with stakeholders including other government agencies, public utility authorities, contractors and consultants.
- Led and managed changes to surface traffic arrangements following the opening of the Cross City Tunnel.
- Led and managed the directorate's involvement in construction of the Lane Cove Tunnel and the integration of the Lane Cove Tunnel into the road network.
- Led and managed the development and procurement of the M5 East Filtration Trial.
- Led the development of policy and advice on tunnel ventilation, air quality and safety.

- Provided high level strategic advice on motorway strategies, programs, projects and funding.

Name:	Rod Tout
Position:	Director, Corporate Services (July – September 2006)
	Director, Corporate Services and Reform (October 2006 – June 2007)
Level:	5
Period in position:	2006–2007
Total remuneration package:	\$239,063

Significant achievements in 2006–07

Procurement

- Achieved \$5.8 million savings against a target of \$5 million through the Strategic Procurement Program providing cumulative annual savings of \$33.8 million to be redirected from 'back office' functions to RTA core services to the community.

OHS

- Achieved best practice ratings for the RTA in all 12 elements of the OHS Management Standard in the WorkCover third party audit of OHS.
- Delivered OHS 'Working Together' training to over 1200 line managers.
- Achieved better results than the NSW Government 'Working Together' targets for workplace injuries and average claims costs.
- Reduced the workplace injury rate (based on RTA data) to 6.4 per 100 equivalent full time staff, a reduction of 30 per cent from the 2001–02 base year. This result was better than the required interim target and the RTA is well on track to achieving the longer term government goal of a 40 per cent reduction by 2012.
- Initiated a Traffic Control Improvement Program to raise public awareness of speed and traffic safety issues at road construction sites.

Efficient services

- Achieved a reduction in workers compensation renewal premium of \$4.4 million and a hindsight rebate of \$1.6 million through effective return to work programs that reduced liabilities.
- Achieved operating budget savings of \$4.3 million in directorate costs, returned for reallocation to front line services.
- Achieved better practice than the Australian Shared Services Benchmarking Association in numbers of employees to payroll personnel and the payroll cost per pay (1:456 against 1:414 and \$9.14 against \$14.29 respectively) and in accounts payable processing at \$11.65 per invoice against a NSW Government average of \$32.00.
- Introduced new contract reporting processes to meet the Premier's Policy (M2007-01).

Information and Communications Technology (ICT)

- Achieved this year's component redevelopment of DRIVES (Driver Licensing and Vehicle Registration System) to budgeted time and cost, and achieved urgent changes to DRIVES to meet new legislative initiatives for young drivers.
- Implemented new IT governance processes and developed an integrated ICT Strategy 2007–2010.
- Achieved best practice in computer desktop performance and network services, outperforming an external reference group in desktop costs, service desk and mid range storage and network costs.
- Secured Information Technology compliance with international information security standard ISO27001, verified by independent third party audit.

Green vehicles

- Achieved an environmental score of 8.7 against a target of 11 for the vehicle fleet. This result was distorted by a number of special purpose vehicles not replaceable under current contracts. Passenger vehicles outperformed the target scoring 11.4.

Workforce capability

- Established an RTA Alumni to retain associations with former staff to improve employer of choice strategies and provide access to knowledge of former staff as part of the workplace capability strategy.
- Introduced upward feedback processes to improve the capabilities and attributes of 137 of the organisation's senior managers and a Leadership Assessment Program for all senior managers for leadership development and information to support recruitment and succession strategies.
- Engaged 135 new cadets, paraprofessionals, graduates, trainees and apprentices and a further 26 undergraduates under the RTA Scholarship program and 42 staff in postgraduate development programs to further enhance organisation capability.
- Managed the RTA training and development program with the equivalent of 5379 staff attending 1919 technical and development courses and seminars.
- Delivered a review of the RTA's Engineering Technology Branch to secure technical capacity of the RTA and commenced RTA wide organisational assessment program.
- Finalised new directions for the RTA's Legal and Environment functions.

Name:	Brett Skinner
Position:	Director, Finance and Commercial Development
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$305,000

Significant achievements in 2006–07

Business improvement

- Dashboard reporting system implemented across RTA for reporting and monitoring financial data. This has formed a platform for development of a Business Intelligence System for the RTA.
- A review of merchant fees and implementation of BPAY options for RTA services resulting in significant cost savings and improvement in service delivery to the public.
- The Investment Decision Framework (IDF) has been implemented as a significant management and analysis tool. The 2007–08 budget has been formatted into the IDF framework to enhance Executive review and management of the budget program.
- The Strategic Risk Management program progressed significantly with the development of the initial Corporate Risk Profile and Register. Both were reviewed and tested during the year and have been embedded in the RTA's business planning framework.
- The RTA's western Sydney operations have been consolidated in Parramatta with the lease of new premises in Argyle Street. A new design concept has been developed for these premises to provide a work environment that is energy and space efficient and promotes interactive use of the space across the entire building to support cultural change and productivity initiatives and sets the benchmark for future major office fit-outs for the RTA.
- A Knowledge Management Program has been initiated to secure and grow the corporate and technical knowledge base across the Finance and Commercial Development Directorate. A key component of the program is the project management approach to managing ongoing and project based work to ensure knowledge and information is documented and experience and knowledge is shared across staff in work teams.

Financial management

- Unqualified accounts for 30 June 2006 were signed by the NSW Auditor-General.
- Significant effort has been made in reviewing financial policies to ensure they support statutory and business requirements and in developing a communications strategy for effective roll-out of policies across the RTA.

Corporate financial advice

- Managed program of financial advice on private sector infrastructure proposals including refinancing proposals.
- Advice provided on range of issues relating to the Cross City Tunnel and Lane Cove Tunnel.
- Significant progress made in developing and reviewing Contracts management system for management of financial transactions in Public Private Partnership contracts.
- Annual indexation at December and June implemented for RTA products and services.

Commercial initiatives

- A new commercial management framework was approved and a review program commenced to review current commercial operations with a view to securing or improving their revenue base.
- Property sales and rental revenues exceed the budget of \$37 million by over \$4 million.
- Outdoor advertising revenues increased by \$5.8 million to a forecast \$9 million in 2006–07.

Corporate governance

- Annual Audit Plan implemented and oversighted by the Audit and Risk Committee.
- Review of Governance Framework finalised and proposal for enhancements to be presented to Audit and Risk Committee early 2007–08.
- Probity guidelines developed and will be rolled out with a staff training program by December 2007.

5. INDUSTRIAL RELATIONS

Awards/enterprise agreements

The current awards and agreements setting the wages and conditions of employment for all staff expire on 30 June 2008.

Communication and consultation

The Peak Consultative Committee continues to be the point of consultation with associations covering salaried staff and for consultation about the RTA's business reform program.

The agreed consultative process to discuss crucial industrial issues with all unions and associations continues. Forums and committees are convened periodically to address specific issues.

A Single Bargaining Unit continues to be the main negotiation and consultation forum for wages staff.

Movements in salaries, wages and allowances

Salaried and wages staff received a four per cent increase in salaries from the first full pay period after 1 July 2006 in line with award provisions.

Industrial Relations Commission (IRC)

The RTA was involved in 12 disputes lodged with the IRC. Four were settled by conciliation, four were discontinued, and three were unresolved as at 30 June 2007. A victimisation application was also unresolved as of 30 June 2007.

Eleven unfair dismissal applications were lodged. Eight were settled by conciliation, one was referred for arbitration, and the remaining two were unresolved as of 30 June 2007.

Lost time due to industrial action

The equivalent of 290 full time days was lost due to industrial action, the majority (206) related to approximately 80 staff taking industrial action for three days over one industrial dispute.

GREAT appeals

Four promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Two appeals were withdrawn, and two appeals were disallowed. An appeal that was yet to be heard as of 30 June 2006 was upheld.

Two disciplinary appeals were lodged with GREAT. One was settled through conciliation, and the other was resolved through arbitration.

TABLE 16. TOTAL EQUIVALENT FULL TIME EMPLOYEES BY CATEGORY

Year	Salaried staff	Wages staff	Casual staff	Total staff
2003–04	5225	1636	46	6907*
2004–05	5228	1615	26	6869
2005–06	5150	1750	22	6922#
2006–07	5173	1718	33	6924

* From 2003–04 the equivalent full-time (EFT) count includes additional time worked by part-time motor registry staff.

School crossing supervisors became part of the RTA workforce effective October 2005.

6. EQUAL EMPLOYMENT OPPORTUNITY (EEO)

Responsibilities for diversity and EEO outcomes are included in the performance agreements of directors and general managers and within the Diversity and Equity Plan. This includes initiatives to meet the government's Aboriginal affairs results and indicators. Detail about staff development initiatives are in the Value for Money chapter of this report. Other relevant appendices include Ethnic Affairs Priorities Statement and Plan, Disability Plan and Industrial Relations.

During 2006–07 the Human Resource (HR) function and the diversity and equity role within it were reviewed and refocused in line with the RTA's strategic direction to develop its people, improve the organisational culture and deliver effective HR practices and initiatives.

Following the release of the NSW State Plan and other diversity and equity focused plans by the NSW Government in 2006–07, the RTA's Diversity and Equity Plan (DEP) was further reviewed to align it with these plans with input from staff across the RTA. The review also ensured that the DEP was aligned to the new HR structure.

Actions for women

While the NSW Action Plan for Women is no longer current, the RTA supports the government's approach to equity and participation for women. This includes the right of women to access every benefit and opportunity in the community.

The overall female representation in the RTA is 34 per cent. Work continues towards achieving gender equity in the workplace. The RTA's equal opportunity environment coupled with its highly regarded scholarship and graduate programs assist with the following outcomes.

- Fifty-six per cent of the new HR Strategy senior management team are women.
- Of the 13 appointments made in 2006–07 in Financial Accounting, 62 per cent (eight) were women.
- The RTA employs 25 per cent of all NSW female surveyors.
- Three of the seven RTA directorates have female representation well above the RTA average of 34 per cent, with women representing 64 per cent, 48 per cent and 45 per cent of the respective directorate workforce.

The RTA provides family friendly workplaces, flexible work policies and teleworking opportunities for its staff. Maternity and adoption leave of 14 weeks at full pay or 28 weeks at half pay are provided as well as paid parental leave of one week at full pay or two weeks at half pay. Flexible working arrangements are offered for staff returning from maternity leave. Work opportunities such as flexible rostering arrangements in motor registries allow women to balance family needs with their work life.

The RTA implemented the Spokeswomen's Program in 1982 making it one of the first agencies within the NSW Government to have such a program. The aim of the program, developed through a strategic planning process, is to 'provide a support network accessible to all RTA female staff to help them, where practicable, reach their full potential'. Achievements of the program include:

- More than 1000 women attended annual information sessions.
- Increased representation of women in training including management/leadership training.
- Regional visits program implemented by spokeswomen to reach women unable to attend annual information days.
- Annual surveys were conducted and all information days were evaluated.

- The RTA's Spokeswomen's Program held functions at Sydney, Parramatta, Newcastle, Dubbo, Wagga Wagga and Wollongong. Proceeds will go to the Country Women's Association Emergency Relief Drought Fund.

International Women's Day was celebrated on 8 March 2007. This year's theme was 'Valuing Difference/Leading Change'.

Initiatives for Aboriginal people and Torres Strait Islanders

The RTA started to implement its revised Aboriginal Action Plan 2006–2010. The plan will influence research and improve planning and services that the RTA delivers to Aboriginal communities. A number of initiatives have been implemented.

The RTA's Aboriginal Employment Strategy was reviewed in consultation with Aboriginal staff and was aligned to the strategic framework 'Making It Our Business' released by the Department of Premier and Cabinet.

Aboriginal Cultural Heritage Advisors continued to focus on increasing employment by implementing the Aboriginal Participation in Construction Guidelines. RTA Aboriginal Program Advisors continued to focus on Aboriginal employment in their respective regions.

The Southern Region has promoted Aboriginal participation in construction by way of identifying Aboriginal community members who have tickets/skills and qualifications that can be matched to employment opportunities. These details have been forwarded to contractors and a training plan targeting Aboriginal people who lack these skills has been developed. As at 30 June 2007 contractors were in the process of commencing employment selections.

The RTA continued to support Aboriginal employment in road related construction and maintenance throughout the State, both directly and through subcontractors.

An Aboriginal Participation Plan is required to be included in targeted major works contracts. A process has been developed to ensure detailed consultation takes place with peak Aboriginal services at pre-tender meetings.

Initiatives on specific projects include:

- A targeted Aboriginal Construction Trainee was appointed to the Ballina Bypass project.
- The Brunswick Heads to Yelgun project and the Bonville Upgrade have an Aboriginal Participation Plan and Aboriginal employment has been achieved.
- The Maria River Bridge has Aboriginal employment as a condition in the contract.
- Seven Aboriginal persons were employed on the Tycannah Bridge construction at Moree.
- Aboriginal contractors were employed on roadside maintenance work in the Western Region.
- Slope stability work at Dunedoo was performed by Aboriginal contractors.

- An Aboriginal position was created with the contractor on the Five Islands project in the Hunter region.
- Two Aboriginal positions were established with the contractor on the Weakleys Drive project also in the Hunter region.

Environment staff from across the State attended a two day forum where they shared their experiences and discussed the challenges of providing environmental services within the RTA. The forum gave staff the opportunity to network, meet with Aboriginal cultural heritage advisors and listen to topical presentations.

Two senior officer positions continue to enhance the RTA's ability to meet the needs of Aboriginal communities and government objectives in the areas of road safety and licensing. A Senior Project Officer (Aboriginal) was appointed to initiate and manage research into Aboriginal road safety. The RTA extends all road safety print advertisements to include the Aboriginal media of *Koori Mail*, *National Indigenous Times* and *Deadly Vibe*.

Training to assist Aboriginal people to obtain their driver licence continued. A driver licence improves the chances of gaining employment in regional and remote communities. This is assisted by the RTA strategy to provide Community Based Driver Knowledge Test computers in targeted locations where unlicensed driving has been identified as an issue. The development of a Graduated Licensing Scheme Training Package for Aboriginal people also continued.

Support continued for the RTA Aboriginal Program Awards in two categories – Indigenous Employee of the Year and Reconciliation. The Indigenous Employee of the Year Award recognises the contribution of an Aboriginal staff member to the RTA. The Reconciliation Award recognises support or contribution to the Aboriginal Programs or to the RTA Aboriginal Action Plan. An Aboriginal trainee recently won the Trainee of the Year award for indigenous employees.

The NAIDOC Week celebration was marked with a series of events across the State including a celebrity appearance in the Southern Region, a bridge opening in the Blue Mountains and the launch of the RTA's Aboriginal Action Plan 2006–2010. This year's theme was 'Respect the past – Believe in the future' and the launch included an official ceremony. The Blue Mountains the town of Leura celebrated the naming of the Leura Mall overpass. It was named after Auntie Joan Cooper OAM, a local Aboriginal Elder. This was closely linked to the bridge on Old Bathurst Road in Katoomba named after an Elder of the Gundangara Nation, Auntie Dawn Colless and a reserve on the Great Western Highway east of Leura named after Auntie Joan's husband 'Digger' Cooper, a World War II veteran.

Part 2 of the Oral History of Lawrence Hargrave Drive about the Sea Cliff Bridge was completed. Part 1 includes an Aboriginal Oral History component.

Other initiatives

- The online Employee Self Service system (ESS) allows staff to input and update their EEO data. Work continued to identify options for improving the EEO survey response rate of all staff including Aboriginal staff. ESS also allows salaried staff to process their overtime and about 95 per cent of leave applications with greater privacy and ease.
- Access to training was improved by allowing staff to use ESS to apply for external training courses. This has simplified and expedited the approval of training nominations. Staff can now book approved training courses online via the ESS 'training centre' pre-booking facility.
- In 2007 the RTA Upward Feedback online survey was rolled out to directors, SES officers, general managers and their direct reports. This voluntary survey had a response rate of 92 per cent (compared to 78 per cent last year) from about 1218 diverse staff across the RTA. All participating managers received an upward feedback report to assist them to develop strategies based on the outcomes.
- A group of 20 staff were invited to work on a range of issues for the proposed new RTA premises at Argyle Street, Parramatta. Their input included furniture selection, the operation of break-out rooms, building facilities and working together in an open plan environment. The group selected a different theme for each floor which will be reflected in the décor. Each theme was chosen to reflect the diversity of the NSW community and geography. The themes have an Aboriginal influence and include the outback, river, coast, farm, beach and mountains. Staff input resulted in a number of improvements including increasing the depth of staff workstations for better functionality.
- Nine staff members passed the test and were granted the Community Language Allowance Scheme (CLAS) allowance for two years. Details in appendix 7.
- The Employee Assistance Program was reviewed to assess its relevance to the specific needs of staff and their family members including children, women, people with a disability, ethnic people, Aboriginal people and older people. A wide cross-section of staff participated in this confidential survey and provided valuable input including feedback from their family members. Respondents ranged from director, general manager, wages and salaried staff, GRAD Program participants and skillhire. These responses assisted the RTA to further customise the program to meet specific needs.
- A confidential survey was conducted to evaluate the effectiveness of key internal communications channels within the RTA, namely, *Momentum*, intranet news and *Team Brief*. Survey results from randomly selected staff will assist the RTA to assess and improve the major communications channels available to its diverse staff.
- Capability based position profiles continued to be designed.

- The RTA's employment programs continued to target the recruitment of graduates, trade apprentices, trainees, and provide both financial support and work experience to undergraduate university students. Employment of trainees continues across the RTA. These initiatives are designed to assist meet future workforce capability and diversity needs. Details are in the Value for Money chapter.
- The Mentoring Toolkit was developed. It assists managers minimise risks associated with an ageing workforce and today's more mobile employee base. The toolkit also highlights opportunities to fast-track learning, and capture and use critical knowledge and core skills.
- The RTA Staff Awards continue to recognise excellent performance by staff in specific categories including the category of Equity and Accessibility. It provides staff and the RTA an opportunity to formally acknowledge exceptional achievements. Staff who required assistance with the preparation of a nomination were provided a contact person.
- The RTA continues to administer the apprentice registration rebate of \$100, introduced by the NSW Government to address serious skill shortages in the traditional trades by helping make apprenticeships more attractive to young people. This rebate is available for first and second year apprentices registered with the Department of Education and Training.
- The showcasing and promotion of diversity and equity continued through publications including *Momentum* the monthly staff magazine.
- Performance management practice was reviewed resulting in the release of the 'Managing unsatisfactory performance and conduct policy'. A toolkit was provided on the intranet to give practical assistance to managers. Training in use of the new policy and toolkit was provided.
- The 'Financial assistance for part time tertiary study policy' and guidelines was revised to protect entitlements of full time staff who work on a part time basis for a period of time. Casual staff who are employed on a regular and ongoing basis are eligible for a salary packaging arrangement.
- Senior management recently attended a workshop to prevent bullying and harassment in the workplace. Attendees included directors and general managers with the support of the Chief Executive. The RTA takes a zero tolerance approach towards bullying and harassment in the workplace. The importance of behaving respectfully and professionally when dealing with other staff, customers or clients continues to be stressed.
- As part of the program to support ethical behaviour and reduce the risk of fraudulent activities, purchasing processes were changed to improve controls on who can approve expenditure and who can certify the receipt of goods and services.

- The RTA has a corruption risk management assurance program (MAP). Under the MAP program, managers discuss one area of corruption risk with their staff each quarter.
- The RTA won the prestigious NSW Corruption Prevention Network Award for encouraging excellence in corruption prevention. The award recognises the RTA's detailed and innovative approach to corruption prevention. Special mention was made of the RTA's willingness to share ideas with other government agencies and thereby contribute to the performance of the broader public sector.
- A new *Statement of Business Ethics* brochure was distributed. The statement must be incorporated in all tender, expressions of interest, or request for proposal invitation documents issued to parties considering doing business with the RTA. It sets out the appropriate standards for doing business with the RTA.
- A comprehensive new training course for engineers with three to six years work experience was launched. It refreshes basic technical skills and provides attendees with the latest information about road construction.
- With a view to enhancing the interest of young people in the field of engineering, the RTA continued to support the Science and Engineering Challenge program in schools. Recent surveys have shown the value of the program with 38 per cent of participants in the challenge going on to study higher level mathematics, physics and chemistry. This year the RTA provided direct support for the challenge and this helped in taking the program to a number of year nine students in regional centres including Dubbo, Cobar, Narrabri and Tamworth.
- The South West Regional Office hosted a 'show and tell' session where students from a local high school were given an overview of the careers on offer at the RTA. This was part of a broader plan to encourage recruitment in regional areas, particularly for apprenticeships, cadetships and traineeships, and to demonstrate that the RTA undertakes many activities. Students learnt about road and bridge designs, how concrete and soils are tested and how the RTA's computer network system operates. The feedback from the visiting students and teachers was extremely positive.
- Job seeking skills courses were provided to assist staff in presenting their skills and experience in the best light when applying for positions in order to increase successful career progression within the RTA.
- The Workplace English Language and Literacy (WELL) Program continued to assist targeted RTA wages staff to improve their workplace literacy and numeracy skills.
- The Young Professionals Network (YPN) was established and actively promoted. The YPN will provide RTA young professionals with an opportunity to be proactive about their professional development. The network will enable staff to develop cross-directorate connections, share knowledge and meet other young professionals.

- The RTA's Graduate mentoring scheme continued and is an integral part of the Graduate Recruitment and Development (GRAD) Program. It assists the development of graduates while making a significant contribution towards building the RTA's workforce capability. All graduates and mentors attended a two-day residential mentoring training program.
- The RTA was officially recognised for its role in developing university undergraduates at a function held by the University of Newcastle.
- 'Planned retirement program' tool kits for staff and managers were made available on the intranet.
- Leadership development programs and processes continue to consider the needs of the RTA's diverse staff.
- Research was conducted on the ageing engineering workforce to assist forecast the availability of and demands for engineering skills.
- The safeguarding of staff and customer privacy continued. The RTA Contact Centre had the first implementation in Australia of a process-based Information Security Management System (ISMS). This recognises the fact that most transactions require professional, ethical handling of confidential customer information.
- Support was given to the City of Sydney Council promotion of the dangers of drink-walking during the Gay and Lesbian Mardi Gras.
- Integrate staff work and development planning and business planning processes to equitably enhance teamwork and communication.
- Conduct a research study into flexible working arrangements and improving workplace practices and processes to support the future RTA workforce and improve business efficiency.
- Implement a streamlined and automated recruitment process to achieve recruitment effectiveness, cycle time and efficiency targets.
- Implement HR enquiry service and launch HR@RTA intranet site to support diverse staff.
- Achieve client satisfaction targets for service delivery and quality.
- Take a lead role in bringing together the young professionals across the NSW public sector through the Spring Charity Ball and contribute the funds raised to assist young Australians in building skills and accessing resources to help them through life's challenges.
- Review probation policy and procedure to ensure processes are fairly implemented and timeframes met.
- Review the Community Language Allowance Scheme (CLAS) to identify the CLAS language mix required during 2008-10 and align CLAS language availability in specific registries to cater to local language assistance needs.
- Target locations with significant Aboriginal populations for recruitment across a range of employment areas which include cadetships, graduates and apprenticeships.
- Provide for a targeted recruitment of an Aboriginal apprentice painter for Sydney Bridge Services at Rockdale and for targeted placement of Aboriginal trainees in the Northern Region.
- Progress RTA's involvement and contribution to 'Two Ways Together', the NSW Aboriginal Affairs Plan, 2003-2012
- Launch an online youth based website to reinforce road safety, licensing and registration issues.

Planned Actions 2007-08

- Include specific mention in the new Corporate Plan 2007-11 of the need to embrace diversity and ensure equity for all RTA staff and include milestones on how this will be achieved.
- Finalise, launch and commence implementation of the revised Diversity and Equity Plan.
- Review the Employee Assistance Program to ensure its continued relevance to the needs of the RTA's diverse staff.
- Create a dedicated role to support Aboriginal employment and career development.
- Implement targeted initiatives to enhance equitable workplace practices for all staff including generation Y, women in management and engineering, Aboriginal and Torres Strait Islander people and those with a disability.
- Expand the RTA mentoring program to cover targeted employment programs.
- Establish a regular internal leadership forum to share knowledge.
- Establish 'RTA knowledge and learning centre online'.
- Align career pathways with future work force needs and develop plans to support this process.
- Implement short and long term recruitment strategies based on RTA needs for 2008 Employment Program.
- Achieve quantifiable reductions in workplace conduct related issues. Achieve targets for reduction in disciplinary process cycle times.

TABLE 17. TRENDS IN THE REPRESENTATION OF EEO GROUPS⁽¹⁾

EEO group	% of Total Staff			
	Benchmark ⁽²⁾	RTA 2005	RTA 2006	RTA 2007
Women	50	31	34	34
Aboriginal people and Torres Strait Islanders	2	3	1.8	1.9
People whose language first spoken as a child was not English	20	17	16	16
People with a disability	12	12	12	11
People with a disability requiring work-related adjustment	7	4	3.5	3.4

EEO group	-Distribution Index ⁽³⁾			
	Benchmark ⁽²⁾	RTA 2005	RTA 2006	RTA 2007
Women	100	95	86	86
Aboriginal people and Torres Strait Islanders	100	62	91	92
People whose language first spoken as a child was not English	100	100	105	107
People with a disability	100	91	91	91
People with a disability requiring work-related adjustment	100	84	92	93

1. Staff numbers as at 30 June. Excludes all casual staff. Includes part time school crossing supervisors from October 2005.

2. The benchmark is set by the Department of Premier & Cabinet.

3. A distribution Index of 100 indicates that the centre of the distribution of EEO groups across salary levels is equivalent to that of other staff. Values less than 100 mean that the EEO group tends to be more concentrated at lower salary levels than is the case for other staff. The more pronounced this tendency is, the lower the index figure. In some cases the index may be more than 100, indicating that the EEO group is less concentrated at lower salary levels. The Distribution Index is automatically calculated by the software from the Department of Premier & Cabinet. The distribution Index is not calculated where either EEO group or non EEO group numbers are fewer than 20.

7. ETHNIC AFFAIRS PRIORITIES STATEMENT AND PLAN (EAPS)

The RTA provides products and services to people and organisations in the most culturally diverse State in Australia. The RTA serves all road users, including ethnic communities, and will continue to ensure easy access and use of services.

Progress in implementing the EAPS in 2006-07

The RTA's Diversity and Equity Plan (DEP) was reviewed and aligned with the NSW State Plan and other diversity and equity focused plans released by the NSW Government in 2006-07. Staff across the RTA provided input to ensure that the DEP had an appropriate focus on cultural diversity. Community feedback continued to be embedded in the planning process where appropriate.

In May 2007 a process was commenced to transition the existing Road Safety Branch into the new NSW Centre for Road Safety to provide leadership on road safety issues including those issues which may impact upon diverse road users.

Communication material

All information that the RTA provides is designed to reach a diverse audience. Ethnic television, radio and press campaigns are also utilised.

- Photography for 'Kindergarten orientation day' road safety resource has been completed, featuring kindergarten students and their parents from a wide range of cultural backgrounds.
- Multilingual documents continue to be provided on the RTA website and at government access centres. Free multilingual road safety education resources were available for download/order from the RTA website. In addition, multilingual documents of host agencies were provided on request by accessing the relevant agency websites.
- Road safety campaigns continued to be developed to include ethnic communities. Road safety surveys continue to use interpreters when required.
- All materials developed for early childhood road safety education included images of children, parents and carers from ethnically diverse backgrounds.
- The video, 'The limitations of children in the traffic environment' was developed and included children and adults from diverse cultural backgrounds. Parent information on school safety issues continues to be available to school communities in 22 community languages.
- Youthsafe in consultation with the RTA developed the 'Helping learner drivers become safer drivers' double-sided brochure in Arabic and Chinese.

- The Road Users' Handbook and Driver Qualification Handbook is available in 10 community languages (Arabic, Croatian, Greek, Japanese, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese). The community language versions were updated on the website.

Services

The RTA continues to facilitate access for rural and remote customers to a range of whole of government services through the management of the Government Access Program. Working with a range of delivery partners the program provides over 60 government access centres reaching customers in over 90 per cent of NSW.

Licensing and registration products and services are promoted to diverse customers through registries, the RTA Contact Centre, internet and government access centres. Information is also included with renewal notices. The delivery of services to rural and remote communities has been enhanced through the conversion of seven offline council agencies to online operation. This brings the total online agency network to 21. Registry staff received special training for the introduction of the new maritime transactions for the diverse customer base.

Following a comprehensive review of the Community Language Allowance Scheme (CLAS), with a 100 per cent response from registry service managers across the RTA, an expression of interest was sought from staff for 21 new languages. Eleven responding registry staff were tested in Cantonese, Filipino, Lao, Mandarin, Portuguese, Punjabi, Sudanese, Thai, or Vietnamese. Nine staff members passed the test and were granted the CLAS allowance.

Interpreting services were provided free to licence applicants for computer-based licence tests.

Helping Learner Drivers workshops continued. The multilingual RTA Road Users' Handbook was promoted through the supervisor workshops. Interpreters were provided to parents when required.

The RTA continued to provide an audio facility in English and nine major community languages (Arabic, Croatian, Greek, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese) for the Driver Knowledge Test (DKT), Hazard Perception Test and Driver Qualification Test. An interactive internet version of the demonstration DKT in nine community languages for all licence classes also continued.

Funding local initiatives

Funding was provided for local government road safety initiatives such as pedestrian safety and child restraints. Auburn targeted the Arabic community and Fairfield the Sudanese community. The RTA implemented bike helmet programs in Bourke and Lachlan Shires; and child restraint checking days in Condobolin, Peak Hill and Lake Cargelligo. The RTA also funded 50 per cent of Griffith City Council's Road Safety program in an ethnically diverse area.

Employees

Recruitment guidelines and induction programs continued to have a section on cultural diversity and the RTA's merit selection processes continued to be culturally sensitive.

The free Employee Assistance Program continued with a 24-hour interpreter service. This program was comprehensively reviewed to assess its relevance to the specific needs of users including children, ethnic people, those with a disability, women, Aboriginal people and older people. These responses assisted the RTA to further customise the program delivery to meet specific needs.

Future challenges

- Create the NSW Centre for Road Safety to undertake research, develop policy options, deliver behavioural change strategies and provide leadership on road safety issues including those issues which may impact upon diverse road users. The new centre will be at the heart of the RTA's coordinated efforts to bring about road safety improvements.
- Continue to use ethnic TV, radio and press campaigns and to develop road safety campaigns targeting ethnic communities.
- Develop multilingual brochures to promote the use of seatbelts and to promote safe pedestrian behaviour on pedestrian crossings.
- Release the 'Kindergarten orientation day' road safety resource to NSW primary schools.
- Continue to publish and maintain the multilingual interactive internet version of the demonstration DKT for all licence classes.
- Continue to assist ethnic communities by providing translation assistance in the delivery of 'Helping learner drivers' workshops.
- Continue to consider ethnic communities in resource development and include images representing ethnically diverse backgrounds in all publications.
- Complete the cycling manual with photo images reflecting the cultural diversity of NSW school communities.
- Continue to support and fund local government road safety initiatives for their local ethnic communities.

8. DISABILITY PLAN

Actions 2006–07

The RTA implements the plans required under the *Disability Services Act 1993* in the conduct of its various activities. Achievements in these areas are set out below:

Road development

The RTA continues to incorporate community feedback from diverse communities in its planning process.

Network standards relating to rest areas are reviewed to ensure improved access to people with a disability. Emergency roadside telephones and rest areas continue to be progressively upgraded with signage symbols and disability access. New assets include these features. All designs for rest areas incorporate access and facilities for people with a disability. In 2006–07, seven new rest areas were built and two were upgraded. All facilities on transitways were designed and constructed to meet accessibility standards.

The RTA continued participation in the 'Accessible Transport Action Plan'. Expenditure on accessible transport infrastructure and programs included providing kerb ramps at pedestrian crossing locations, audio-tactile push buttons at traffic signals, the development and implementation of 'Pedestrian access and mobility plans' in partnership with local councils, the Mobility Parking Scheme and new and upgraded pedestrian facilities.

High visibility road markings are used on 100 per cent of the NSW State Road network. Eighty-three per cent of traffic signal sites are fitted with audio-tactile push buttons compared to 63 per cent in 2002.

The RTA continued to fund upgrades to pedestrian level crossings, the design standards for which were developed in consultation with and under testing by peak disability groups. In 2006–07, six major railway level crossing upgrades were undertaken in NSW as part of the 'Railway level crossing safety upgrade program'. These major improvements included converting sites from passive to active traffic control by using lights, bells and boom gates.

Any public crossing that is being considered for closure will undergo extensive consultation with the community, council and emergency services. All access issues are covered under this process.

A new pedestrian bridge spanning the busy Hume Highway was opened outside Yagoona Primary School in western Sydney. The bridge features lifts and stairs on both sides of the Hume Highway as well as safety screening and handrails along the length of the bridge. The pedestrian bridge is part of a NSW Government initiative to improve pedestrian safety and access around schools. The RTA continued to mandate lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disability access.

Disability access was incorporated into the design of the new southbound Heavy Vehicle Checking Station on the F3 Freeway at Mt White.

A one-day 'Bicycle and pedestrians for managers' course and a two-day 'Designing for bicycle riders and pedestrian' course continued. Local government staff also attended.

Toll exemption passes are provided on Sydney Harbour Bridge for incapacitated ex-service persons and drivers with a disability.

At six sites across NSW, signal lamps were upgraded with Light Emitting Diodes (LED). Also undertaken was removal of non-breakable objects, minor road realignment, and investigation and concept development for future upgrades.

Licensing and registration

A number of initiatives in the area of licensing and registration assist customers with a disability. Registration and licensing service solutions are customised based on individual needs.

- Installation of new touch-screen monitors for computer based licence tests in motor registries commenced. The new monitors provide improved image clarity and increased response time. They are also equipped with a privacy film so that only the person sitting directly in front of the monitor can see it.
- An audio facility is available on the RTA Driver Knowledge Test and Hazard Perception Test. This facility ensures vision and colour-impaired persons are not disadvantaged.
- The NSW Photo Card introduced by the RTA provides a voluntary identification card to help people who are unable or choose not to obtain a driver licence for reasons which include a disability. This provides them access to services that require photo identification.
- The RTA's 129 motor registries are accessible. Hearing loops are provided at all RTA motor registries. Leased premises are progressively being upgraded to full accessibility.
- The RTA continued to provide staff training in disability awareness including a video for motor registry staff.
- Centrelink online validation of pensioner concession cards continued at all motor registries. The online link allows registry staff to validate all Centrelink and Department of Veterans' Affairs NSW pensioner concession cards on-the-spot before granting a licensing or registration concession.

Employees

- The RTA continued to offer employment and traineeship opportunities for people with a disability. The RTA also continued to participate in the 'Corporate partners for change' program for people with a disability. The achievements of staff with a disability continue to be celebrated and showcased through the staff magazine *Momentum*.
- The Employee Assistance Program was comprehensively reviewed to assess its relevance to staff and their family

members including those with a disability. These responses assisted the RTA to further customise the program delivery to meet specific needs.

- A medical providers network continues to operate to provide prompt treatment for staff injured at work. The service aims to provide same-day treatment wherever possible and is available to all staff with a work-related injury or illness. This approach is in line with the RTA's preventative approach to workplace incidents which may cause injury and/or disabilities.
- Work commenced on a series of articles focusing on the risks of young workers in the workplace and mechanisms to assist in managing their disproportionate exposure to workplace injury.
- The RTA continued to implement hearing conservation programs and hearing testing for staff to prevent future hearing impairments.
- Staff input into the design of new premises at Argyle Street Parramatta resulted in a number of improvements including increasing the depth of staff workstations for better functionality.
- Suitable technology continues to be evaluated and adopted to improve participation of staff with a disability in communication processes and meetings.

Communication services

- Teletext captions are used in all RTA television commercials.
- A dedicated tele-typewriter 1800 phone number is provided for hearing-impaired customers contacting the RTA. An SMS messaging service is available through the RTA contact centre to assist people with speech impairment. Auslan interpreters are provided free of cost to speech impaired customers by prior arrangement at motor registries.
- The RTA video 'The limitations of children in the traffic environment' includes children with a disability, children and adults from diverse cultural backgrounds and older adults.
- Complaints made to the RTA concerning disability issues are included within the normal customer feedback process. Feedback and suggestion forms are available in motor registries. Customers can also provide feedback through the internet and contact centre.

Future challenges

- Develop a pedestrian crossing brochure to promote safe pedestrian behaviour.
- Provide disability access in all future checking station designs.
- Conduct and use customer research to determine customer expectations and issues with respect to older drivers, pedestrian and bicycle safety.
- Continue to monitor the Mobility Parking Scheme (MPS) in consultation with peak disability groups.
- Seek community feedback on the Licensing of Older Driver Discussion Paper.

9. OVERSEAS TRAVEL BY RTA OFFICERS

From 1 July 2006 to 30 June 2007, officers of the RTA travelled overseas on 28 occasions to undertake official duties for the RTA and the Government of NSW.

At no cost to the RTA, overseas visits were made by:

- The Manager, Client Liaison to Shanghai, Peoples Republic of China to provide SCATS consulting services to senior management of the Shanghai Traffic Bridge.
- The Manager, Infrastructure Maintenance Policy and Strategy to North America (Vancouver, Toronto, Quebec, Fredericktown, Charlottesville & Washington) as part of an Austroads study tour.
- The Manager, Rigid Pavements Unit to Brussels, Belgium to attend as keynote speaker the 10th PIARC Symposium on Concrete Pavements.
- The Network Operations Team Leader to Singapore to deliver SCATS update/refresher course to the Land Transport Authority.
- The Manager, Network Performance Development to Auckland, New Zealand (on three separate occasions) to provide consulting and project management for the implementation of the SCATS Ramp Metering System.
- The Manager, Client Liaison and the SCATS Principal Systems Analyst to Tauranga, New Zealand to attend the annual New Zealand User Group Meeting.
- The Bitumen Inspector, Road and Fleet Services to Port Moresby, Lae and Mount Hagan, Papua New Guinea to calibrate bitumen sprayers owned by Global Constructions Ltd.
- The Senior Urban Design Adviser to Auckland, Wellington and Christchurch, New Zealand to give the keynote address and participate at urban design workshops by the New Zealand Ministry for the Environment.
- The Project Manager, Motorway Procurement to Auckland, New Zealand to attend as keynote speaker at the inaugural Infrastructure Symposium hosted by the New Zealand Council of Infrastructure Development.
- The Manager, Traffic and Transport Modelling to Auckland, New Zealand to help the Australian Road and Research Board and Austroads present a workshop on traffic modelling.
- The Manager, Rigid Pavements Unit to Kuala Lumpur, Malaysia to attend and present a keynote address to the ASEAN Concrete Roads Conference.
- The Manager, Urban Design and an Urban Designer to Auckland and Hamilton, New Zealand to attend and deliver presentations at urban design training courses run by Transit New Zealand.
- The Manager, Client Liaison to Singapore to provide SCATS consulting to the Land Transport Authority.

- The General Manager, Occupational Health and Safety to Orlando and Washington, USA to attend the 2007 Conference of the American Society of Safety Engineers, as well as to meet with the US Federal Highways Administration and the American Road and Transportation Builders Association.

Visits during 2006–07, for which all or part of the costs were met by the RTA, were as follows:

- The Hunter Network Planning Manager travelled to Los Angeles, USA to inspect concrete pavement diamond drilling technology.
- The Facility Manager, Crashlab travelled to Wellington, New Zealand to attend the Australia/New Zealand Standards Committee meeting for industrial safety belts.
- The Manager, Transport Operations Planning travelled to Stockton-on-Tees, Scotland and Hong Kong to meet with Transport Scotland and the Hong Kong Transport Department to discuss the technical development of the Transport Management Centre's Incident Management System and the possible sharing of costs of subsequent development projects between users.
- The Network Analyst Transport Planning travelled to Montreal, Canada to present a paper to the 20th EMME/2 (transport planning software used by the RTA) Conference and to attend training.
- A Project Manager, Hume Highway Office and a Network Manager travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
- On a separate occasion, the Transport Planning Manager and the Project Director, Public Transport Information and Priority Systems travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
- The Transport Operations Planning Manager travelled to London, England to consult and work with government agencies organising and managing the traffic and transport arrangements for the London Marathon. The officer then travelled to Toronto, Canada and, in his capacity as RTA Project Manager for World Youth Day, met with agencies involved with that event.
- The Manager, Environmental Planning and Assessment travelled to Seoul, South Korea to attend the 2007 conference of the International Association for Impact Assessment.
- The Acting Manager, Policy and Strategy, Infrastructure Maintenance travelled to Canada and the USA as part of the Austroads Young Professionals Asset Management Study Tour.

10. FREEDOM OF INFORMATION (FOI)

During 2006–07 the RTA received 1652 requests for information under the *Freedom of Information Act 1989* (FOI Act), compared with 1552 in 2005–06. In addition, 145 applications were brought forward from the previous period (compared to 273 in 2005–06), making a total of 1797 applications to be processed. Two hundred and seven applications were not completed at the end of the 2006–07 reporting period.

The use of FOI by insurance company and finance company investigators continues to undergo a significant increase. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles they are trying to trace. There has also been a noticeable increase in the number of applications lodged by the media and opposition MPs. The tightening of the availability of registration and licensing data in other jurisdictions and the increasing awareness of the rights of access under FOI and privacy legislation are believed to be a contributing factor in the increase in applications lodged with the RTA. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process.

Of the 1459 requests completed, 1164 were granted in full and 31 in part, 263 were refused and one was deferred. In addition, eight were transferred to other agencies and 123 were withdrawn. Of those refused in full or in part, 22 were refused on the grounds that the information was otherwise available, 141 were refused as the documents were not held by the RTA and 92 were refused as the applicant did not pay the necessary fees. See table on basis of disallowing or restricting access.

Of those requests not granted in full, internal reviews were finalised for 19 decisions and 12 appeals to the Ombudsman were finalised.

There were six appeals completed at the Administrative Decisions Tribunal (ADT) this year. However, one matter was appealed to the Appeals Panel and referred back to the ADT. This matter has not been finalised.

Seven hundred and ninety-four applications required consultation with a total of 1037 third parties external to the organisation.

The estimated operating cost of processing FOI requests is \$79,098 (\$72,830 in 2005–06) and fees received totalled \$114,129 (\$86,989 in 2005–06). The fees received include application fees of \$44,670. This means that the RTA charged \$69,459 of the estimated \$79,098 it cost to process the applications.

There was one request received for amendments to personal records. There were no requests for notations to personal records and no Ministerial certificates have ever been issued.

A total of 315 applications were finalised after the statutory 35-day processing period. One of the factors contributing to this was the continuing high number of applications during the

reporting period. During 2006–07, an additional 100 FOI applications were received, which is an increase of six percent on those received during the previous year. Overall, there was a five percent reduction in the total applications processed in 2006–07 to those processed during 2005–06.

In 2006–07 the RTA continued to review the resources available to the area responsible for FOI, privacy and contract reporting. The RTA will continue to monitor the area over the next 12 months. A number of business solutions have been introduced to improve the efficiency and effectiveness of the FOI process and the area is currently being reviewed with a view to restructuring the business processes.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act. The RTA's Summary of Affairs is published on its website at www.rta.nsw.gov.au.

FOI appeals to the Ombudsman

Twelve appeals to the Ombudsman were completed in the 2006–07 period.

In the first case, on 29 April 2004 an application was made for a copy of the ARRB Transport Research: Fixed, Digital Speed Cameras in NSW: Impacts on Vehicle Speeds and Crashes, 1999–2003 Report. On 27 July 2004 the RTA requested an advance deposit, which was paid by the applicant on 23 August 2004. The applicant lodged an Internal Review application on 11 April 2005 as a deemed refusal. On 24 May 2005, the RTA's Internal Review determination agreed to the release of a report, but deferred the release until it had been presented to the Minister. The applicant lodged an appeal to the Ombudsman on 23 May 2005. The RTA released the document to the applicant on 12 October 2005 and refunded all processing fees to the applicant. The Ombudsman's Office wrote to the RTA on 14 September 2006 and expressed concerns regarding the amount of time it took to finalise the application. On 10 October 2006 the RTA's Chief Executive responded and assured the Ombudsman's Office that the matter was being addressed and senior management would ensure FOI applications would be afforded immediate and greater priority.

In the second case, on 30 June 2006 an application was made for a large number of documents related to the operation of RTA variable message signs. On 26 July 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 August 2006. On 15 August 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 21 August 2006. On 29 September 2006 the Ombudsman's Office requested the RTA consider lowering the advance deposit charge for the time estimated. The RTA reconsidered the fees and requested the revised advance deposit be paid by 3 November 2006. On 13 December 2006 the RTA advised the applicant that it had determined not to continue with the application as the fees had not been paid.

In the third case, on 5 July 2006 an application was made for documents that outlined credit card use in the RTA for the period 1 July 2003 to 30 June 2006 on a yearly basis. On 6 July 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 August 2006. On 16 August 2006, the RTA's Internal Review determination upheld the original determination, but varied the amount of advance deposit requested based on new information regarding the estimated time to locate and copy the documents. The applicant lodged an appeal to the Ombudsman on 13 October 2006. On 30 October 2006 the Ombudsman's Office confirmed the amount of the advance deposit was reasonable and suggested the applicant may wish to vary the terms of the request. On 7 December 2006 the RTA advised the applicant that it had determined not to continue with the application as the fees had not been paid.

In the fourth case, on 28 March 2006 an application was made for all documents regarding an investigation into allegations against the applicant as an RTA employee. On 11 April 2006 the RTA asked the applicant to reconsider the terms of her request as the application, in its current form, would take in excess of 400 hours to process. The applicant refused to vary the terms of the application and, on 12 May 2006 the RTA refused to process the application on the grounds it would be an unreasonable diversion of resources. The applicant lodged an Internal Review application on 19 June 2006. On 30 June 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 30 August 2006. On 14 November 2006 the Ombudsman's Office asked the RTA to reconsider the application on a reduced list of the requested documents. On 25 January 2007 the RTA released some of the documents and advised the applicant the remaining documents did not exist.

In the fifth case, on 6 February 2006 an application was made for a large number of documents regarding the applicant, an RTA employee. On 20 February 2006 the RTA requested an advance deposit. The applicant subsequently lodged a request for the same documents under the *Privacy and Personal Information Protection Act*. As a result, on 11 April 2006 the RTA gave the applicant an opportunity to revise the FOI application to avoid the duplication or it would refuse the application as an unreasonable diversion of resources. The applicant refused to alter the terms of the application and on 12 May 2007 the RTA formally refused the application. The applicant lodged an Internal Review application on 19 June 2006. On 30 June 2006 the RTA upheld the original determination. The third party lodged an appeal to the Ombudsman on 28 August 2006. On 14 November 2006 the Ombudsman upheld the RTA's decision.

In the sixth case, on 7 March 2006 an application was made for documents related to the current painting on the southern approach spans of the Sydney Harbour Bridge. On 13 March 2006 the RTA requested an advance deposit. The applicant lodged an

Internal Review application on 3 April 2006. On 18 April 2005 the RTA upheld the original determination. The applicant varied the terms of his application and a revised advance deposit request was issued on 11 May 2006. The applicant paid the advance deposit and some documents were released with others claimed as exempt on the grounds that they could be expected to facilitate the commission of a terrorist act. As a result, the applicant lodged a further Internal Review request on 17 August 2006. On 28 August 2005 the RTA upheld the determination. The applicant lodged an appeal to the Ombudsman on 2 November 2006. On 8 December 2006 the Ombudsman decided not to take any further action.

In the seventh case, on 19 December 2005 an application was made for a wide range of documents relating to staff, consultants and skill hire people employed by the RTA between 1 July 2002 and 31 December 2005. After an extensive search some information was released on 17 July 2006, but the remainder could not be located. On 26 July 2006 the third party lodged an Internal Review with the RTA. Consultations took place between the applicant and the RTA and the terms of the request were modified. On 13 November 2006 the RTA located and released additional documents. Despite this, the applicant lodged an appeal to the Ombudsman on 24 November 2006. The Ombudsman's Office asked the RTA to provide additional documents which provided only some of the requested data. On 14 December 2006 the RTA released the documents in question and the Ombudsman's Office determined to take no further action.

In the eighth case, on 19 July 2006 an application was made for the current address of the holder of a driver licence. On 22 August 2006 the RTA determined to release the information, but the third party claimed the details were exempt as personal affairs. The third party lodged an Internal Review on 18 September 2006. On 27 October 2006 the RTA advised the third party the Internal Review confirmed the original determination. The applicant lodged an appeal to the Ombudsman on 18 December 2006. On 18 January 2007 the Ombudsman's Office advised the applicant that it had decided to take no further action.

In the ninth case, on 20 October 2006 an application was made for extensive documents relating to speed zone audits since 1 January 2005. On 9 November 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 22 November 2006. On 19 December 2006, the RTA's Internal Review determination upheld the original determination and suggested the applicant redefine the terms of the application to reduce the cost. On 25 January 2007 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 19 January 2007. The Ombudsman's Office asked the RTA to provide alternative documents which provided only some of the requested data. On 5 April 2007 the RTA released the documents in question and the Ombudsman's Office determined to take no further action.

In the tenth case, on 17 March 2006 an application was made for extensive documents relating to traffic management techniques for the M5 East. On 31 March 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 May 2006. On 10 May 2006, the RTA's Internal Review determination upheld the original determination and suggested the applicant redefine the terms of the application to reduce the cost. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 March 2007. On 20 March 2007 the Ombudsman's Office determined to take no further action, but suggested the applicant redefine the terms of the application. The RTA attempted to contact the applicant a number of times, but without success. On 12 April 2007 the RTA advised the applicant that if it had not been contacted by 30 April 2007, it would assume the applicant did not wish to proceed with the application. The applicant failed to contact the RTA and the matter was closed.

In the eleventh case, on 3 November 2005 an application was made for extensive documents relating to traffic light phasing at a number of suburbs from 1 July 2005 until the date of the application. On 9 January 2006 the RTA requested the applicant review the terms of the application as the current request would require an unreasonable diversion of resources. The applicant lodged an Internal Review application on 1 February 2006. On 22 February 2006 the RTA wrote to the applicant seeking to clarify the terms of the application. On 12 April 2006, the RTA's Internal Review determination revised the cost of the original determination as a result of the redefined terms of the application. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 July 2006. The Ombudsman's Office asked the RTA to provide alternative documents which it did. On 20 March 2007 the Ombudsman's Office determined to take no further action.

In the twelfth case, on 5 July 2006 an application was made for documents provided by a motor registry manager that questioned the suitability of the applicant to hold a driver licence. On 2 August 2006 the RTA determined to release the document, but claimed the names of the employees were exempt as their release would pose a threat to their physical safety. The applicant lodged an Internal Review application on 1 September 2006. On 15 September 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 5 December 2006. The Ombudsman's Office asked the RTA to redetermine the application. Following further discussions with RTA staff, the RTA released the document on 24 April 2007. On 14 May 2007 the Ombudsman's Office determined the matter was resolved.

FOI appeals to the Administrative Decisions Tribunal (ADT)

There were five appeals to the ADT completed in 2006–07. A sixth was completed, but the RTA subsequently appealed to the ADT Appeal Panel and the matter has been referred back to the ADT for a further hearing.

In the first case, on 11 October 2004 an application was made to inspect all documents that refer to any telephone conversations, correspondence or files notes regarding any bias related to the applicant's Government and Related Employees Appeal Tribunal (GREAT) appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. The RTA determined on 2 November 2004 the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources. On 23 November 2004 the applicant lodged an Internal Review with the RTA. On 9 December 2004 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 4 January 2005. On 10 February 2005 the Ombudsman's Office advised the applicant that it had decided to take no further action as, under the circumstances, it supported the RTA's view to refuse the applicant stating the grounds seemed entirely reasonable. The applicant appealed to the NSW ADT on 31 March 2005. On 7 August 2006 the ADT found in favour of the RTA and dismissed the appeal.

In the second case, on 12 August 2004 an application was made to inspect documents concerning the allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by RTA of NSW on road maintenance/construction works.

The documents had been requested, and denied as exempt in a previous application by the same applicant. On 16 August 2004 the RTA determined the documents were exempt on the same grounds. The applicant lodged an Internal Review application on 23 August 2004. On 22 September 2004 the RTA advised the applicant the Internal Review upheld the original determination. The applicant lodged an appeal to the Ombudsman and on 29 September 2004 the Ombudsman's Office advised the applicant that it had decided not to take any further action about the complaint. The applicant appealed to the NSW ADT on 26 November 2004. On 7 August 2006 the ADT found in favour of the RTA and dismissed the appeal.

In the third case, on 16 January 2006 an application was made for documents showing the works and cost to repair/rebuild the sewage effluent treatment and disposal system at the Mundoonan rest area. On 23 February 2006 the RTA determined to release some documents and claimed the remainder as exempt as Internal Working documents. The applicant lodged an Internal Review application on 13 March 2006. On 23 March 2006 the RTA advised the applicant the Internal Review upheld the original determination. The applicant lodged an appeal to the

Ombudsman on 11 May 2006 and on 16 May 2006 the Ombudsman's Office advised the applicant that it had decided not to take any further action about the complaint. The applicant appealed to the NSW ADT on 13 July 2006. The RTA sought a Section 65 Direction from the ADT to redetermine the application. As a decision had been made in regard to the matter, the RTA withdrew its exemption claim and released the documents to the applicant on 22 August 2006.

In the fourth case, on 28 February 2006 an application was made for a copy of the letter/agreement detailing the financial settlement for departure from the RTA of former head, Mr Paul Forward. On 19 April 2006 the RTA determined the documents were exempt as they related to the judicial functions of a court or tribunal. The applicant lodged an Internal Review application on 15 May 2006. On 26 May 2006 the RTA advised the applicant the Internal Review upheld the original determination. The applicant appealed to the NSW ADT on 10 August 2006. At the Planning Meeting on 26 September 2006 it was pointed out that the applicant had lodged his application out of time and the ADT did not have jurisdiction to hear the appeal. As a result the applicant withdrew his appeal on 13 October 2006.

In the fifth case, on 20 September 2004 an application was made for reports or assessment of the trials of bus lane cameras placed in Sydney CBD streets. On 14 December 2004 the RTA determined the documents were exempt as they had been prepared for submission to Cabinet. The applicant lodged an Internal Review application on 5 January 2005. On 28 January 2005, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 17 February 2005. It was necessary for the RTA to obtain a Certificate from the Director General, Cabinet Office, under section 22 of the *NSW Ombudsman's Act*. The RTA reconsidered the matter and documents not covered by the certificate were released on 18 August 2005. The applicant appealed to the NSW ADT on 5 September 2005. The applicant claimed the RTA's search for documents was inadequate and disagreed with the exemption claim for Cabinet documents. On 18 May 2006 the ADT ordered the RTA to conduct a further search. As a result, two additional reports were located relating to traffic movement in the vicinity of the trial camera locations. The relevant parts of the reports were provided to the applicant. The applicant claimed that the entire reports should be provided to him. The RTA argued only the relevant parts of the reports were captured by the request. On 3 November 2006 the ADT found in favour of the RTA and only the relevant parts of the reports were provided to the applicant.

TABLE 18. FOI REQUESTS

	Personal		Other		Total	
	2005–06	2006–07	2005–06	2006–07	2005–06	2006–07
New (including transferred in)	29	23	1523	1629	1552	1652
Brought forward (incomplete requests from previous year)	7	2	266	143	273	145
Total to process	36	25	1789	1772	1825	1797
Completed	31	25	1521	1434	1552	1459
Transferred out	0	0	2	8	2	8
Withdrawn	1	0	118	123	119	123
Total processed	32	25	1641	1565	1673	1590
Unfinished (carried forward)	4	0	148	207	152	207

TABLE 19. RESULTS OF FOI REQUESTS

	Personal		Other	
	2005–06	2006–07	2005–06	2006–07
Grant in full	15	16	1096	1148
Grant in part	1	1	53	30
Refused	15	8	369	255
Deferred	0	0	2	1
Completed	31	25	1520	1434

TABLE 20. BASIS OF DISALLOWING OR RESTRICTING ACCESS

	Personal		Other	
	2005–06	2006–07	2005–06	2006–07
Section 19 (application incomplete, wrongly directed)	0	0	0	5
Section 22 (deposit not paid)	2	1	101	91
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	1	0
Section 25 (1) (a) (exempt)	3	3	34	14
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	9	3	26	19
Section 28 (1) (b) (documents not held)	3	2	263	139
Section 24 (2) (deemed refused, over 21 days)	0	1	0	20
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	17	10	425	288

TABLE 21. DAYS TO PROCESS

Elapsed Time	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
0-21 Days	10	10	491	327
22-35 Days	4	11	390	796
Over 35 Days	17	4	640	311
Totals	31	25	1521	1434

TABLE 22. HOURS TO PROCESS

	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
0-10 hours	30	24	1471	1416
11-20 hours	1	1	37	9
21-40 hours	0	0	8	4
Over 40 hours	0	0	5	5
Totals	33	25	1521	1434

TABLE 23. TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
Public interest	0	1	1	26
Financial hardship – Pensioner/Child	11	5	38	29
Financial hardship – Non profit organisation	4	1	253	168
Totals	15	7	292	223
Significant correction of personal records	1	0	0	0

TABLE 24. GROUNDS ON WHICH INTERNAL REVIEW REQUESTED

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2005-06	2006-07	2005-06	2006-07	2005-06	2006-07	2005-06	2006-07
Access refused	0	0	0	0	0	2	1	0
Deferred release	0	0	0	0	0	0	0	1
Exempt matter	0	0	0	0	8	6	4	1
Unreasonable estimate of charges	0	0	0	0	5	2	1	1
Charges unreasonably incurred	1	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	1	0	0	0	13	10	6	3

12. OMBUDSMAN

The RTA consulted with and/or replied to the Ombudsman in respect of seven complaints which were referred for investigation during the 2006-07 financial year. This compares to 11 complaints referred for investigation in the previous financial year.

Complaints were received from the Ombudsman on the following matters:

- In July 2006 the Ombudsman advised that it had considered the RTA's response to a complaint from persons about the effect to their property of the Pacific Highway Kempsey to Eungai Upgrade. The Ombudsman advised the RTA that the matter would be the subject of an investigation, and requested comments/submissions on the complaint, answers to questions and copies of documents relating to this matter. The RTA provided a detailed response including relevant documents as requested. In April 2007 the Ombudsman provided the RTA with an initial draft report for comment. The RTA provided a detailed response on the accuracy of the report as well as providing additional comments. The findings and recommendations of a further draft were accepted by the RTA. The RTA wrote to the Ombudsman advising it would review its existing property and project information procedures with a view to drafting and implementing an improved procedure. The RTA also wrote a letter of apology to the complainants. The final report has been received by the RTA.
- In August 2006 a complaint was received about delays by the RTA in organising an independent review of drilling which allegedly caused contamination of an aquifer that led to the closure of the complainant's nursery business. The drilling was undertaken as part of investigations for the Bonville Upgrade project. This follows a complaint from the Ombudsman in May 2005. The RTA, in consultation with the complainant and with agreement of the Ombudsman, has appointed an independent expert to assess if the water quality issues at the nursery resulted from the RTA's investigations for the Bonville Upgrade project. Comments on the draft report have been made by the complainant and the RTA for consideration of the expert and preparation of a final report.
- A complaint was received in August 2006 from persons regarding a series of incidents affecting their property during the widening of Windsor Road, including the narrowing of the verge. The Ombudsman advised the matter did not warrant formal investigation but asked the RTA to review the matter and consider a number of suggestions made and provide a response advising of the progress in the matter. The RTA provided a detailed response outlining its position in the matter providing options to resolve the matter.

- A complaint was received in November 2006 from a person regarding noise from the Westlink M7 and that the same consultant who predicted the noise levels was engaged to verify the predictions. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in November 2006 from north coast residents about the expansion of the study area for the Pacific Highway Tintenbar to Ewingsdale project. This follows a complaint from the Ombudsman in February 2006. The Ombudsman offered two suggestions on how the RTA can better communicate the possibility of change to preferred or approved routes. The RTA wrote to the Ombudsman advising it believed it had been actively carrying out the intent of the suggestions for some time. The RTA further advised the Ombudsman that it would reinforce this by notifying staff of the suggestions and how to better communicate the planning and design process for road projects, and the fact that circumstances and proposals may change over time.
- A request was received from the Ombudsman in April 2007 for documents relating to a complaint about an RTA request for payment for damages to an overtaking sign, traffic control devices and clean up of debris following a motor vehicle crash at Braidwood. The documents were supplied as requested.
- A request was received from the Ombudsman in June 2007 for documents relating to a complaint about the right to display a special number plate. The documents were supplied as requested.

In addition, in February 2007 the Ombudsman wrote to the RTA seeking advice about the arrangements private toll road operators are required to have in place for users of cashless tollways who do not have an e-tag. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.

13. CONSUMER RESPONSE

TABLE 25. NUMBER OF COMPLAINTS

Issue	2002–03	2003–04	2004–05	2005–06	2006–07
Business systems	5	25	6	9	4
Driver licensing	125	132	338	401	399 ¹
Vehicle registration	69	324	231	195	79
Customer service	164	330	271	214	170
Organisational direction – management	10	19	16	19	20
Olympics	2	1	–	–	–
Road asset provision – environment	178	34	7	3	17
Noise	35	451 ²	513	296 ³	12
Transport efficiency	67	33	181	628 ⁴	584 ⁵
Road safety	1208	1537	1583	476	300

1. Note that 210 of these complaints relate to mobility parking.

2. Complaints relating to Noise Abatement Program for existing roads.

3. Total noise complaints compiled in the Noise Abatement Program Geodatabase.

4. Includes 596 complaints related to clearway towing due to increased instances of special events.

5. Note that 534 of these complaints relate to clearway towing.

RTA policy is for all customer complaints to be entered into the corporate record management system. Complaint numbers shown in the table are compiled from that system.

As detailed throughout this report the RTA takes the role of stakeholder engagement seriously. The RTA reviews all complaints and improves its services appropriately. Details of improved services can be found in the main body of the annual report.

The total number of complaints received this year has decreased by 36.6 per cent with decreases in all but one complaint category.

14. LEGAL CHANGE

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2006–07 and judicial decisions made during 2006–07 that affect the RTA.

LEGISLATION ADMINISTERED BY THE MINISTER FOR ROADS

Campbelltown Presbyterian Cemetery Act 1984 No. 19

Driving Instructors Act 1992 No 3

Driving Instructors Regulation 2003

Motor Vehicles Taxation Act 1988 No 111

Motor Vehicles Taxation Regulation 2003

Photo Card Act 2005 No 20

Photo Card Regulation 2005

Recreation Vehicles Act 1983 No 136 (Parts 4 and 6)

Roads Act 1993 No 33

Roads (General) Regulation 2000

Road Transport (Driver Licensing) Act 1998 No 99

Road Transport (Driver Licensing) Regulation 1999

Road Transport (General) Act 2005 No 11

Road Transport (General) Regulation 2005

Road Transport (Mass, Loading and Access) Regulation 2005

Road Transport (Heavy Vehicles Registration Charges) Act 1995 No 72

Road Transport (Heavy Vehicles Registration Charges) Regulation 2006

Road Transport (Safety and Traffic Management) Act 1999 No 20

Road Transport (Safety and Traffic Management)

(Road Rules) Regulation 1999, and

Road Transport (Safety and Traffic Management)

(Driver Fatigue) Regulation 1999

Road Transport (Vehicle Registration) Act 1997 No 119

Road Transport (Vehicle Registration) Regulation 1998

Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No 49

Tow Truck Industry Act 1988 No 111

Tow Truck Industry Regulation 1999

Transport Administration Act 1988 No 109 (Part)

Transport Administration (General) Regulation 2005 (Part)

Transport Administration (Staff) Regulation 2005 (Part)

New Legislation from 1 July 2006 – 30 June 2007

New acts

Road Transport Legislation Amendment (Evidence) Act 2006

This Act commenced on the date of assent which was 4 December 2006, except for two changes in the Act concerning sections 33B and 33D of the *Road Transport (Safety and Traffic Management) Act 1999* (relating to roadside drug testing offences), which commenced on 15 December 2006.

This Act also deals with evidentiary matters including not only the evidentiary value of certain certificates, photographs, statutory declarations, and the like, that can be tendered as evidence in proceedings for various offences, but also the type of evidence that is capable of being sufficient, for the purposes of certain provisions, to rebut prima facie evidence or a presumption, or to raise doubt about a matter, in connection with speed measuring devices, camera recording devices or information derived from such devices.

Road Transport Legislation Amendment (Drug Testing) Act 2006

This Act was assented to on 27 October 2006 and commenced on 15 December 2006 and introduces roadside drug testing, drug testing persons involved in fatal motor vehicle crashes, and offences relating to driving a motor vehicle with any presence of certain drugs in the driver's oral fluid, blood or urine.

Road Transport (General) Amendment (Intelligent Access Program) Act 2006

This Act was assented to on 2 November 2006 and commenced on 18 December 2006. This Act provides not only for the compliance by vehicle operators and drivers with conditions relating to access to and use of roads to be monitored by intelligent transport systems but also the collection, use and disclosure of information obtained by the use of such intelligent transport systems. Provisions of this Act generally reflect the proposals contained in the National Transport Commission's national model Bill relating to intelligent access programs.

New Regulations

Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2006

This Regulation commenced on 1 July, 2006 and varies the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The Regulation applied a 2.7 per cent increase in accordance with advice provided by the National Transport Commission.

Roads (General) Amendment (Penalty Notice Offences) Regulation 2006

This Regulation commenced on 1 July 2006 and increases the penalties for offences dealt with by way of a penalty notice issued under section 243 of the *Roads Act 1993* in relation to contraventions of certain provisions under the *Roads (General) Regulation 2000*. The penalty amounts were increased in line with movements in the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar).

Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2006

This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of Class 1, 2 or 3 permits, any permit under the Division 6 or 7 of Part 2 of the *Road Transport (Mass, Loading and Access) Regulation 2005*, any permit exempting a person from the operation of any of the provisions of clause 53(1) of the *Road Transport (Mass, Loading and Access) Regulation 2005* (relating to the projection of loading or equipment of vehicles), and any application to be accredited under a Mass Management Accreditation Scheme.

Road Transport (Safety and Traffic Management) Amendment (Fees and Tow-away Charge) Regulation 2006

This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of a logbook, the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers, the issue of a replacement driver certification manual, and the tow-away charge for the removal of unattended motor vehicles or trailers.

Road Transport (General) Amendment (Penalty Levels) Regulation 2006

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the 15 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices.

Road Transport (Driver Licensing) Amendment (Fees) Regulation 2006

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the Schedule 3 fees pertaining to driver licences set out in the *Road Transport (Driver Licensing) Regulation 1999*.

Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2006

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), Schedule 2 fees set out in the *Road Transport (Vehicle Registration) Regulation 1998* that are payable for services provided by the Roads and Traffic Authority under the *Road Transport (Vehicle Registration) Act 1997*.

Driving Instructors Amendment (Fees) Regulation 2006

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the Schedule 1 fees payable set out in the *Driving Instructors Regulation 2003* in connection with the administration of the *Driving Instructors Act 1992*.

Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2006

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the fees for the issue of a new Photo Card and for penalties for certain offences dealt with by way of penalty notice in relation to contraventions of the *Photo Card Act 2005* and the *Photo Card Regulation 2005*.

Road Transport (General) Amendment (Mobility Parking Scheme Penalty Notice Offences) Regulation 2006

This Regulation commenced on 11 August 2006 and increases the penalty for certain offences relating to mobility parking scheme authorities when dealt with by penalty notice.

Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006

This Regulation commenced on 15 September 2006 and makes provision for the Minister for Roads to exempt mobile cranes from the prohibition on towing trailers. The exemption is by way of a permit granted by the Minister which can only be granted subject to certain specified conditions. The *Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006* also specifies the information that is to be included in the permit.

Road Transport (Driver Licensing) Amendment (Interlock Devices) Regulation 2006

This Regulation commenced on 27 October 2006 and authorises the Roads and Traffic Authority to release information on the driver licence register to specified persons for the purpose of enabling the Roads and Traffic Authority to perform functions conferred or imposed on the Roads and Traffic Authority (by or under the *Road Transport (Driver Licensing) Act 1998*) in relation to the alcohol interlock program.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Lane Cove Tunnel) Regulation 2006

This Regulation commenced on 27 October 2006 and specifies the Lane Cove Tunnel as a 'prohibited area' (as defined in clause 59(1) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*). It is an offence, without an appropriate permit, to use, or cause, permit or allow the use of, a 'dangerous goods transporter' (also defined in clause 59(1) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*) in a 'prohibited area'.

Road Transport Amendment (Christmas Holiday Demerits Points) Regulation 2006

This Regulation commenced on 8 December 2006 and provided for the application of double demerit points to offences related to the driving or use of a motor vehicle committed during the entire Christmas holiday period between Christmas and New Year.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006

This Regulation commenced on 15 December 2006 and prescribes not only premises, institutions and establishments where persons may be detained in order to give blood or urine samples, but also the laboratory at which oral fluid, blood and urine samples are to be analysed, as well as the standards that oral fluid analysing instruments and oral fluid testing devices must meet before they may be approved for use. The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006* furthermore, provides for the secure custody of oral fluid, blood and urine samples. These regulatory amendments are complementary to the changes effectuated by the *Road Transport Legislation Amendment (Drug Testing) Act 2006*.

Road Transport (Driver Licensing) Amendment (Drug Testing) Regulation 2006

This Regulation commenced on 15 December 2006 and increases the fee for the issue or renewal of a driver licence by \$2.00 necessitated from certain changes brought about by the enactment of the *Road Transport Legislation Amendment (Drug Testing) Act 2006*.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Bus Lanes) Regulation 2007

This Regulation commenced on 23 February 2007 and achieved several purposes such as enabling bus lanes to be legally created by road markings (as well as by traffic signs), re-instating in legislation the fact that drivers of public buses and 'special purpose vehicles' ('special purpose vehicle' is defined in clause 15(2) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*) to use bus only lanes, clarifying the circumstances in which drivers of public buses may make right or left turns at an intersection from a bus lane, providing that the additional road rules applicable to drivers of public buses set out in Division 2 of Part 17 of the *Australian Road Rules* apply to such drivers only while they are driving in bus lanes, and placing further limitations on the use of bus only lanes by drivers other than drivers of public buses or 'special purpose vehicles'.

Road Transport (Driver Licensing) Amendment (School Zones) Regulation 2007

This Regulation commenced on 21 May 2007 and applies demerit points to certain offences, and increases the demerit points already applying to certain offences, if they are committed in operating school zones.

Road Transport (General) Amendment (School Zones) Regulation 2007

This Regulation commenced on 21 May 2007 and increases the 'on the spot' penalties applying to certain offences if they are committed in operating school zones.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (No Standing Signs) Regulation 2006

This Regulation commenced on 1 December 2006 and continues in force until 1 December 2008. Clause 16(1) of the Regulation preserves the effect of a 'No Standing' sign in NSW.

JUDICIAL DECISIONS AFFECTING THE RTA

Land and Environment Court

Tugun Cobaki Alliance Inc v Minister for Planning and the RTA [2006] NSWLEC 396 (14 July 2006)

In December 2005 The Minister for Planning granted an approval under Part 3A of the *Environmental Planning and Assessment Act 1979* (Planning Act) to the RTA for the Tugun bypass project. The project involves the construction of a seven kilometre dual carriageway freeway between Tweed Heads in NSW and Currumbin in Queensland. The Minister's approval was for the NSW component of the project.

Part 3A of the Planning Act commenced operation in August 2005. Environmental assessment for the project had been prepared and exhibited prior to this, under the Part 5 Ministerial approval process replaced by Part 3A. The Minister for Planning determined and approved the project under Part 3A by way of transitional provisions in the Planning Act.

The applicant commenced proceedings in the Land and Environment Court in March 2006, alleging the Part 3A approval for the NSW component of the project was invalid for a number of reasons. The applicant's major basis for the challenge was that the assessment and approval process for the project carried out by the Department of Planning and the Minister did not comply with the Planning Act. The applicant also argued that the transitional provisions of the *Environmental Planning and Assessment Regulation 2000* used to bring the project under Part 3A were invalid. While the proceedings were on foot, the RTA had provided an undertaking to not commence substantial construction work apart from that required for the non NSW components of the project.

Justice Jagot rejected the applicant's arguments and found for the Minister for Planning and the RTA. Justice Jagot held that the procedural and determination requirements of Part 3A had been met and that the approval had been validly granted. Justice Jagot also found that relevant transitional provisions in the regulation were valid.

Smith v RTA [2006] NSWLEC 670 (27 October 2006)

In 2004 The RTA resumed part of the applicant's land for the construction of a bypass of the Bruxner Highway around Alstonville. The applicant disputed the RTA's valuation offer and commenced proceedings in the Land and Environment Court in June 2004.

During the course of the proceedings, there were significant differences in compensation levels between the parties. The parties' valuers utilised several methods to provide a range of compensation figures, including the comparable sales approach and the discounted cash flow method. The applicant's claim for compensation was established at approximately \$13 million. The RTA's valuation evidence was that compensation was in the order of \$5 to 6 million. The court appointed its own independent valuation expert, who arrived at a compensation figure of approximately \$8 million.

The court ultimately formed its own view as to the correct valuation methodology and determined a compensation amount of approximately \$9.6 million.

Niezabitowski v Roads and Traffic Authority of NSW [2006] NSWLEC 462 (27 July 2006)

The RTA compulsorily acquired a parcel of land at Kellyville from the applicant for the construction of the North-West Transitway under the *Roads Act 1993*.

The Valuer-General (VG) initially assessed the compensation payable by the RTA to be \$5,082,490 and the RTA proceeded with the acquisition on that basis. The Applicants however disputed this figure and commenced proceedings in the Land and Environment Court (LEC), claiming compensation in the sum of \$6,054,400. During the preparation for the hearing, the RTA retained its own valuer who arrived at a compensation amount of \$2,400,000, a sum substantially less than the VG's.

In the week prior to the hearing, the Applicant filed a Notice of Discontinuance with the LEC. The Applicant then purported by letter to accept the original offer made by the RTA on the basis of the VG's valuation.

The RTA sought an order that the Notice of Discontinuance be set aside or alternatively the RTA be awarded costs on an indemnity basis.

The LEC found that although the Notice of Discontinuance was ineffective the proceedings could still be dismissed. The LEC also held that the RTA's statutory offer of compensation, as determined by the VG, remained open for acceptance even after the Applicant had commenced proceedings objecting against that compensation offer. The Applicant was ordered to pay the RTA's costs in the proceedings.

Supreme Court

John Holland Pty Limited v RTA [2006] NSWSC1202 (17 November 2006) (John Holland's challenge to the O'Sullivan's Adjudication Determination)

The RTA entered into a contract with John Holland on or about 8 September 2003 for construction work to create an eight kilometre dual carriageway and associated bridges in an area to the north of Kiama, NSW.

On 1 June 2006, John Holland lodged an adjudication application under the *Building and Construction Industry Security of Payment Act 1999 (NSW)* (the 'Act') seeking determination of amounts claimed in a progress claim dated 4 April 2006, including amounts for cost adjustment on previous adjudication determinations in relation to John Holland's claims for variations for a latent condition and the detonator dump.

Adjudicator O'Sullivan determined that the progress payment due was nil. His view was that \$1,194,583.95 was due to the RTA.

John Holland challenged the adjudication determination on the basis the adjudicator failed to consider one of John Holland's submissions for the claim for cost adjustment. The challenge was heard on 2 November 2006 by Justice Gzell, with judgment on 17 November 2006 dismissing the challenge. Justice Gzell held that Adjudicator O'Sullivan is likely to have considered the submission and any misapprehension as to the submission did not constitute a failure to comply with the obligation to consider an adjudication application.

NSW Court of Criminal Appeal

RTA v David Robert Baldock [2007] NSWCCA 35 (21 February 2007)

The RTA appealed by way of a stated case to the NSW Court of Criminal Appeal on a number of questions of law arising from a decision of the District Court on the operation of terms of the *Road Transport (Safety and Traffic Management) Act 1999* relating to photographic evidence of speeding offences.

Mr Baldock, the defendant in the Local Court, was convicted on 7 March 2006, of speeding based on photographic evidence produced by approved speed camera devices. Mr Baldock testified in the Local Court, asserting that he was not speeding on the occasion alleged.

Mr Baldock appealed from the Local Court to the District Court of NSW and on 22 August 2006 the District Court upheld Mr Baldock's appeal. In reaching its decision, the District Court adopted the reasoning of his Honour Justice Adams on the term 'evidence to the contrary' in his comments in the NSW Supreme Court decision of *RTA v Timothy Michell [2005] NSWSC 194* (22 March 2006). Adopting Justice Adam's interpretation of the operation of that term, the District Court held that Mr Baldock's testimony that he was not speeding constituted 'evidence to the contrary' which was effective in displacing the evidence of speed provided by the photograph relied on by the prosecution and also the statutory presumptions of accuracy and reliability of the subject approved speed measuring device. The District Court accordingly found Mr Baldock **not** guilty of the offence.

In the Court of Criminal Appeal, his Honour Chief Justice Spigelman held, with his Honour's fellow Justices agreeing, that the District Court had erred in finding that testimony of Mr Baldock that he was driving below the applicable speed limit was capable of being evidence to the contrary of a matter shown or recorded on the photograph relied on by the prosecution.

His Honour also held that the District Court erred in holding that the testimony of Mr Baldock that he was driving below the speed limit was not capable of being evidence that the approved speed measuring device relied on by the prosecution was not accurate or not reliable.

In holding that the expression 'evidence to the contrary' is directed to evidence concerning the accuracy of the record, not to the accuracy of the speed measured by the speed measuring device, his Honour Chief Justice Spigelman stated:

"In my opinion, this interpretation better serves the purpose of protecting the safety of the community by facilitating prosecutions for breach of speed limits in the manner envisaged in the two Second Reading Speeches [for the introduction of the relevant provisions] set out above."

The decision of the Court of Criminal Appeal dispelled uncertainty regarding the approach to reliance on photographic evidence of speeding offences which arose from comments of his Honour Justice Adams regarding the expression 'evidence to the contrary' in his Honour's reasons for judgment in *RTA v Michell*.

NSW Court of Appeal

RTA v Australian National Car Parks Pty Ltd [2007] NSWCA 114 (15 May 2007).

In this matter the Plaintiff, Australian National Car Parks Pty Limited (ANCP), a car park operator, sought an order for preliminary discovery pursuant to Rule 5.2 of the Uniform Civil Procedure Rules (UCPR) in the Hornsby Local Court seeking the names and addresses of 294 owners of vehicles. The information sought by ANCP was for the purpose of identifying the drivers of motor vehicles who allegedly parked contrary to the Conditions of Entry displayed in its car parks.

The RTA opposed the making of the preliminary discovery order. It argued that the antecedent 'reasonable inquiries' required by Rule 5.2 of the UCPR had not been met and submitted that an application under the *Freedom of Information Act 1989* (FOI) legislation would be evidence of having made reasonable inquiries. On 7 April 2006 the Local Court ordered preliminary discovery pursuant to Rule 5.2(2)(b) of the UCPR.

The RTA's appeal to the NSW Supreme Court against the decision of the Hornsby Local Court was dismissed by his Honour Justice Malpass on 29 November 2006.

The RTA further appealed the matter to the NSW Court of Appeal which heard the appeal on 16 April 2007. The RTA's appeal to the Court of Appeal was dismissed on 15 May 2007. The Court of Appeal held that the issue of what is reasonable is a question of fact in all the circumstances and the availability of an alternative resort, for example, does not itself make it unreasonable to claim a remedy under the UCPR.

RTA v Peak [2007] NSWCA 66 (27 March 2007)

The RTA appealed against a decision of the Land and Environment Court (LEC) that determined compensation for a compulsory acquisition of part of a parcel of land for Pacific Highway upgrade works at Nabic. The effect of the upgrade and acquisition was to move the highway closer to the existing residence on the residual land retained by the owners.

Among other matters, Justice Pain in the LEC relied on the acoustic evidence put forward by the applicant's expert to effectively determine a 'nil' valuation on the residence in the 'after' situation. This in effect meant that the RTA had to pay compensation for the full value of the house on the basis that the future noise levels as predicted by the expert rendered the house uninhabitable. The RTA appealed against this determination.

Justice Pain also dismissed a claim by the applicant for costs associated with providing services to a new dwelling house to be built on the land to replace the original residence. The applicant cross-appealed against this determination.

By a 2:1 majority, the Court of Appeal dismissed the RTA's appeal and upheld the Applicant's cross-appeal.

The majority found that Justice Pain had not erred in admitting the applicant's acoustic evidence, as it was prognostic in nature, and within the broad jurisdiction of the LEC's jurisdiction to inform itself as it sees fit. The majority found also that the LEC had erred in dismissing the applicant's claim for relocation costs, and remitted this to the LEC for re-determination.

John Holland Pty Limited v RTA [2007] NSWCA 19 (26 February 2007) (John Holland's Appeal in relation to the Sundercombe Determination)

On 28 February 2006, John Holland lodged an Adjudication Application under the *Building and Construction Industry Security of Payment Act 1999* (NSW) seeking determination of an amount due to it as 'delay costs' and 'variation costs' because of alleged instructions given by the Superintendent between November 2003 and March 2004 affecting works on the North Kiama Bypass project because of the presence of a disused detonator dump (Detonator Dump claim).

On 20 March 2006 Adjudicator Sundercombe determined that the RTA was to pay John Holland the amount of \$5,583,794 (the Determination). The Determination comprised \$4,845,760.59 for the Detonator Dump claim and \$738,033.42, being the amount the RTA proposed paying John Holland in its Payment Schedule.

On 28 March 2006 the RTA commenced proceedings in the Supreme Court of New South Wales to have the Determination declared void. The RTA argued that the Adjudicator failed to consider, contrary to law, a submission made by the RTA in its Adjudication Response that the Adjudicator did not have jurisdiction to deal with John Holland's Adjudication Application (the Jurisdiction Submission).

Sections 22(2)(a), (b) and (d) relevantly provide that the adjudicator must consider the following matters:

- (a) The provisions of the Act.
- (b) The provisions of the contract.
- (d) The payment schedule together with all relevant documentation duly made by the respondent in support of the schedule.

John Holland argued that the Jurisdiction Submission should have been made by the RTA in its Payment Schedule and that the Adjudicator was not required to consider the Jurisdiction Submission because of section 20(2B) of the Act (which provides that the respondent cannot include in the adjudication response any reasons for withholding payment unless those reasons were provided in the payment schedule).

At first instance it was held that the Determination was void because the Adjudicator had failed to consider the Jurisdiction Submission.

The Court of Appeal held that the Determination was not void. It was held that the Jurisdiction Submission had not been

included in the payment schedule and thus was not “duly made” within the meaning of section 22(2)(d) of the Act. Further, an adjudicator needs only to consider submissions under section 22(a) and (b) (which are otherwise not ‘duly made’ under section 22(2)(d)) if “the adjudicator believes they [are] of substantial relevance to issues arising under pars (a) and (b) of section 22(2)”. The Jurisdiction Submission was not of substantial relevance and did not invalidate the Determination.

John Holland Pty Ltd v RTA [2007] NSWCA 140 (18 June 2007) (John Holland’s appeal in relation to the return of the security)

John Holland contracted with the RTA to construct a roadway and associated bridgeworks. Pursuant to the terms of the contract, it provided security for its performance and satisfaction of its obligations. In the course of the works determinations were made under the *Building and Construction Industry Security of Payment Act 1999* (NSW) (the ‘Act’) that adjudicated amounts well in excess of the amount of the security be paid by the RTA to John Holland, and the amounts were paid. After the works reached practical completion John Holland asked that the RTA return half the security. The RTA declined.

At first instance, Justice McDougall held that the RTA was entitled to retain both securities. John Holland appealed this decision.

The two issues in the proceedings were:

- Firstly, did the RTA act reasonably in not reducing, pursuant to clause 5.7 of the contract, the security it held? That is, in the context of asserting overpayments made by reason of the making of certain adjudication determinations and seeking restitution of those overpayments, did the RTA retain the security for the “purpose of ensuring the due and proper performance of the Contract and of satisfying the obligations of the Contractor under the Contract”?
- Secondly, to the extent that the contract operated to permit the RTA to retain the security, was clause 5.7 and 5.1 void because of section 34 of the *Building and Construction Security of Payment Act 1999*? That is, would retaining the security ‘undo’ the benefit of adjudication determination given and received under the SOP Act?

The Court held that in relation to the first issue, the RTA’s retention of the security to ensure John Holland’s (future possible) contractual obligation to (re-)pay fulfils either of the purposes for which security was given under the contract – namely, “ensuring the due and proper performance of the Contract” and “of satisfying the obligations of the Contractor under the Contract”. Thus, the RTA acted reasonably and in accordance with the contract in not reducing the security.

In relation to the second issue, the Court held that the retention of the security does not ‘undo’ an adjudicator’s determination. An adjudicator’s determination is interim and necessarily subject to a final determination of rights under the contract. Accordingly, retention of the security pending the outcome

of a final determination does not modify, restrict or exclude the operation of the SOP Act.

John Holland’s appeal was dismissed with costs. The RTA was entitled to retain both securities.

High Court

RTA v Leichhardt Council [2007] – special leave application heard 25 May 2007

The RTA sought special leave to appeal to the High Court from the decision of the NSW Court of Appeal in *Leichhardt Council v RTA* [2006] NSWCA 353.

The RTA had resumed land owned by Leichhardt Council classified as “community land” under the *Local Government Act 1993* (LGA). The land was required to construct the City Westlink.

Under the LGA, the Council was prevented from selling community land without first re-classifying it. The acquired land was also subject to a restrictive open space zoning. The Council commenced proceedings in the Land and Environment Court (LEC), disputing the Valuer General’s assessment of compensation under the *Land Acquisition (Just Terms Compensation) Act 1991*.

The LEC determined compensation payable to the Council by applying an 80 per cent reduction by reason of the ‘community land’ restriction under the LGA. In applying the reduction, the LEC relied on established case law. The Council subsequently appealed from this decision to the Court of Appeal.

The Council won its appeal in the Court of Appeal. The Court held that for the purposes of assessing market value under sections 55 (a) and 56 of the *Acquisition Act*, the statutory prohibition on the sale of community land under the LGA cannot be taken into account. The Court of Appeal held that where a restriction affects only the person whose land has been acquired, the restriction must be disregarded in determining market value.

The RTA commenced a special leave application in the High Court in respect of the Court of Appeal decision. The High Court heard and dismissed the RTA’s application for special leave on 25 May 2007. Consequently, the Court of Appeal’s decision stands and the matter will be remitted to the LEC for a reassessment by that court of the compensation owing to the Council.

RTA v Dederer [2006] NSWCA 101; RTA v Dederer (No 2) [2006] NSWCA 336

This matter involved a negligence claim following a driving crash which occurred in 1998. The plaintiff, then aged 14, suffered limited paraplegia while diving off the Foster-Tuncurry Bridge. He sued the RTA and the Great Lakes Shire Council.

At first instance, Justice Dunford of the NSW Supreme Court found that the RTA and the Council had each owed the plaintiff a duty of care, and had failed to discharge their respective duties as both the bridge railing and warning signs placed on and near the bridge, were insufficient. The plaintiff was assessed to be

25 per cent contributorily negligent, with the remaining 75 per cent of the agreed \$1.4 million in damages, apportioned between the RTA at 80 per cent and the Council at 20 per cent.

The RTA and the Council appealed against the findings on negligence and apportionment made by Justice Dunford, to the NSW Court of Appeal. Judgment was handed down by the Court of Appeal on 5 October 2006. The Court of Appeal upheld the Council’s appeal but dismissed the RTA’s appeal (Ipp JA and Tobias JA in the majority, and Handley JA dissenting), with the plaintiff’s contributory negligence increased to 50 per cent. The plaintiff applied for a Sanderson order against the RTA, which would have required the RTA to pay the costs of the Council that had been awarded against the plaintiff. The RTA opposed this application and it was dismissed, with costs against the plaintiff.

The RTA applied for special leave to appeal to the High Court. Special leave was granted on 2 March 2007. The RTA’s appeal (and the plaintiff’s appeal against the Court of Appeal’s increase of his contributory negligence to 50 per cent and its dismissal of his application for a Sanderson costs order) was heard before the High Court (Gleeson CJ, Callinan J, Gummow J, Kirby J and Heydon J) on 23 May 2007. As at 30 June 2007, the High Court had reserved its judgment. The RTA’s appeal was allowed after the end of the reporting period.

14. LAND DISPOSAL

The RTA owns property for administrative purposes and acquires property for road construction. Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2006–07 contracts were brought to account for the sale of 92 properties for a total value of \$24.5 million (net of GST). Of these, 19 properties were valued at more than \$0.5 million each, with a total value of \$14.3 million.

Properties at Auburn and Lilyfield were sold for \$1.01 million and \$1.551 million respectively. A former motor registry at Kogarah was sold for \$1.76 million.

No properties were sold to purchasers with a family or business connection to the person responsible for approving the disposal.

Proceeds from property sales are used to improve the State’s road network infrastructure.

All documents relating to the disposal of properties are available under the *Freedom of Information Act*.

15. PUBLICATIONS

The RTA produces a wide range of publications to assist customers, to promote road safety and new technology, and to fulfil statutory requirements under annual reporting, environmental and freedom of information legislation. Publications on driver licensing, vehicle registration and road safety are available free from motor registries.

Technical and Austroads publications are available for sale from the RTA Information and Reference Services at Pod D Level 1 Octagon Building, 99 Phillip Street, Parramatta (tel 02 8837 0151). The Library’s collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2006–07 including through the internet.

Bicycles and pedestrians

- Cycling to work: Information for employers and employees.
- NSW Bike Week Style Guide.
- NSW Bike Week Event Toolkit.
- Pedestrian crossing upgrade program: Alexandria community update, December 2006.
- Pedestrian crossing upgrade program: Bayview community update, December 2006.
- Pedestrian crossing upgrade program: Cowan community update, December 2006.
- Pedestrian crossing upgrade program: Randwick community update, December 2006.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Blackheath community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Blacktown community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Matraville community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Mona Vale, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ North Sydney community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Ramsgate community update, March 2007.
- Powered by people, not petrol.
- Safe Riding: A guide to safe cycling.

Corporate

- Annual Report 2006 and summary brochure.
- Apprenticeship Scheme.
- Building the workforce of the future. Undergraduate Scholarship Scheme.
- Celebrating 75 years RTA Hunter Region 1932-2007.
- Drive your career further. Licensing, Registration and Freight Directorate.
- Protecting your privacy.
- RTA Aboriginal Action Plan 2006-2010.
- RTA Pesticide use notification plan.
- RTA Privacy Management Plan 2007.
- Take your career to the top. Graduate Recruitment and Development (GRAD) Program.
- Traineeship Scheme.

Driver and vehicle

- A guide to the Driving Test.
- Any colour as long as it's black. The Black Euro plate.
- BPAY.
- Clean Fleet.
- Clean Fleet Auditor Procedures manual, November 2006.
- Clean Fleet Driving towards cleaner air. What you need to know to join the RTA's Clean Fleet Program. Version 1.1 June 2006.
- Customise your bike plate from just \$30* a year.
- Cut the paperwork, e-Safety check.
- Demerit points: Encouraging safe driving.
- Driver Qualification Handbook.
- Driver Qualification test.
- Driving towards cleaner air.
- Getting your driver licence.
- Getting your heavy vehicle drivers licence.
- Getting your motorcycle rider licence.
- Getting your multi-combination drivers licence.
- Guide for international drivers.
- How to prove who you are to the RTA.
- Katoomba motor registry services moving to Blue Mountains City Council.
- Learner driver log book.

- Make YR CAR as individual as YOU R!
- Multi-message brochure monthly versions.
- NSW Driver and vehicle Statistics 2005.
- NSW Driver and vehicle Statistics 2006.
- NSW photo card: Show who you are.
- Online CTP Suspension/cancellation Project User Guide Version 2, 19 May 2006.
- Signatory information bulletin number 1: Certification of used imported buses.
- Special number plates terms and conditions.
- Sydney Harbour Bridge 75th anniversary special number plates.
- Vehicle Inspectors Bulletin No 18: New inspection fees for authorised inspection stations.
- Working with or around trucks? Free TAFE course.
- You're always first in line at myRTA.com

Environment

- Oral History: Developments in Concrete Pavements (CD-ROM).
- RTA Oral History Program: Building Bridges Lawrence Hargrave Drive Part 2 (CD-ROM and summary report).
- RTA Oral History Program: Remembrance Driveway and the VC Rest Areas (CD-ROM set).
- Road and Fleet Services: Environmental handbook for road and bridge works.

Heavy vehicle

- Applying for Higher Mass Limits in NSW.
- Drugs and heavy vehicle drivers (roadside drug testing).
- Expansion of Higher Mass Limits access in New South Wales.
- Fact sheet – Single steer axle mass limit increase to 6.5 tonnes.
- Higher Mass Limits in NSW, July 2006.
- NSW Quad Axle Semi-Trailer Pilot Scheme.
- Operators Guide to Oversize Vehicle Movements of Agricultural Vehicles.
- RTA Fact Sheet: Mobile cranes (up to 5-axles) towing a trailers.
- Truck Rest Stop Locations: Hume Highway.

Infrastructure

- \$500 cash back to heat your home – RTA Solid fuel heater buy back program.
- Air quality improvement plan: Air filtration in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Discharging air from the M5 East Tunnel fact Sheet 2.
- Air quality improvement plan: Jet fan installation in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Modifications to the M5 East Motorway fact sheet.
- Air quality improvement plan: Overview of Air Quality Improvements for the M5 East Tunnel Fact Sheet 1.
- Alford's Point duplication community update, February 2007.
- Auburn pedestrian bridge replacement project community update, November 2006.
- Bangor Bypass Stage 1, Six Monthly Traffic Study for Menai Road community update.
- Bangor Bypass Stage 2 community update, February 2007.
- Bangor Bypass Stage 2 community update, September 2006.
- Banora Point Upgrade: Preferred concept question and answer sheet, September 2006.
- Bexley to Cup and Saucer Creek cycleway community update, May 2007.
- Bridge over Main Canal at Yenda community update, July 2006.
- Cahill Expressway maintenance work community update, April 2007.
- Camden Valley Way and Raby Road intersection upgrade at Leppington community update, August 2006.
- Celebrate North West Sydney's New T-way.
- Coffs Harbour Highway Planning: Sapphire to Woolgoolga section community update no 7, October 2007.
- Coffs Harbour Highway Planning: Sapphire to Woolgoolga Section Project Application Report, September 2006 (report and CD-ROM).
- Coobang upgrade of the Newell Highway community update, June 2006.
- Cooperook to Herons Creek Pacific Highway upgrade community update, November 2006.
- Economic and Social Impacts One Year Report on the Karuah bypass Pacific Highway.
- Elderslie Bridge maintenance works community update, April 2007.
- F3 Freeway to Branxton link community update, March 2007.
- F3 Freeway to Branxton link reports (CD-ROM).
- F3 Freeway to Branxton link Submissions Report, June 2007.
- F3 Freeway to Branxton link, March 2007.

- F3 Freeway to Branxton link: Design changes to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Independent Design Review Condition of approval 53 and 54, March 2007.
- F3 Freeway to Branxton link: Modification fact sheet, March 2007.
- F3 Freeway to Branxton link: Modification to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Noise assessment, March 2007.
- F3 Freeway to Branxton link: Review of Archaeological constraints and management recommendations for the proposed Braxton interchange, March 2007.
- F3 Freeway to Branxton link: Socio-economic analysis of design change between Tucker Lane and Black Creek, March 2007.
- F3 Freeway to Branxton link: Stage 3 Research Design and Methodology, March 2007.
- F3 Freeway to Branxton link: Threatened species assessment for proposed design changes, March 2007.
- F3 Freeway to Branxton link: Update additional flora and fauna assessment, March 2007.
- Five Islands Road upgrade community celebrations.
- Five Islands Road upgrade community update, October 2006.
- Gerringong to Bomaderry Princes Highway upgrade community update, September 2006.
- Gerringong to Bomaderry Princes Highway upgrade Consultation report 2006.
- Grade-separated interchange at Weakleys Drive Review of Environmental Factors, August 2005.
- Great Western Highway upgrade: Lawson IA community update, June 2007.
- Great Western Highway upgrade: Lawson Section One a community update, November 2006.
- Great Western Highway upgrade: Lawson Section Two: Honour Avenue and Ridge Street, Lawson community update, September 2006.
- Great Western Highway upgrade: Leura to Katoomba, Section 2 community update, December 2006.
- Great Western Highway upgrade: Urban Design Framework: Blue Mountains – Lapstone to Katoomba.
- Great Western Highway upgrade: Woodford to Hazelbrook Oaklands Road rail underpass community update, October 2006.
- Heavy Vehicle bypass Queanbeyan community update.
- Heavy vehicle checking station Mt White southbound.
- Herons Creek to Stills Road Concept Design Submissions Report, May 2007.
- Holbrook bypass community update, June 2007.

- Hume Highway duplication from south of the Olympic Highway to Table Top feedback form, May 2007 community information session.
- Hume Highway duplication from Woomargama to Table Top community update, May 2007.
- Hume Highway duplication package: Sturt Highway to Table Top community update, July 2006.
- Hume Highway Duplication: Concept Plan, Sturt Highway to Tarcutta, Kyeamba Hill and Little Billabong Environmental Assessments Submissions Report and Revised Statement of Commitments, April 2007.
- Hume Highway duplication: Environment Protection and Biodiversity Conservation Act, Assessment Documentation, May 2007.
- Hume Highway Duplication: Kyeamba Hill environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Little Billabong environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Project Application Report and Preliminary Environmental Assessment, September 2006.
- Hume Highway Duplication: Sturt Highway to Mullengandra concept plan environmental assessment, March 2007.
- Hume Highway Duplication: Sturt Highway to Tarcutta environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Woomargama to Mullengandra Environmental Assessment Volumes 1 and 2, May 2007 (CD-ROM).
- Hume Highway Duplication: Woomargama to Mullengandra Volume 1 Environmental Assessment, May 2007.
- Hume Highway Duplication: Woomargama to Mullengandra Volume 2 Environmental Assessment Technical Papers 1-2, 3-5 and 6-9, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook and Woomargama to Mullengandra Environmental Assessments Submissions Report and Revised Statement of Commitments, April 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Volume 1 Environmental Assessment, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Volume 2 Environmental Assessment Technical Papers 1-2, 3-5 and 6-9, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Environmental Assessment Volumes 1 and 2, May 2007 (CD-ROM).
- Karuah Bypass Economic and social impacts. The one-year report, November 2005.
- Karuah Bypass environmental impact audit report, September 2007.
- Kiama Bypass additional access ramps community update, July 2006.
- Kiama Bypass: additional access ramps review of environmental factors, July 2006.
- King Georges Road maintenance works community update, November 2006.
- Kingsway Road maintenance works community update, October 2006.
- Kyeamba Hill duplication of the Hume Highway community update, March 2007.
- Lane Cove Tunnel Pacific Highway and the Gore Hill Freeway intersection fact sheet, February 2007.
- Lane Cove Tunnel surface traffic arrangements community update, December 2006.
- Leichhardt Road maintenance works community update, November 2006.
- Little Billabong duplication of the Hume Highway community update, March 2007.
- Lower Tweed and Pacific Highway Traffic Master Plan community update, October 2006.
- Lower Tweed and Pacific Highway Traffic Master Plan question and answer sheet, September 2006.
- Lower Tweed and Pacific Highway Traffic Master Plan, October 2006 (CD-ROM).
- Lower Tweed and Pacific Highway Traffic Master Plan, October 2006 (report).
- Mamre Road Bridge duplication over the M4 Motorway community update, January 2007.
- Murray River crossing between Euston Robinvale community update, October 2006.
- Narellan Road Extension – Camden Valley Way intersection to The Northern Road, Narellan community update, August 2006.
- New pedestrian bridge over Princes Highway at Dwyer Avenue, Blakehurst community update, November 2006.
- Noise monitoring for the site of the proposed M5 East pilot filtration plant Q&A community update, January 2007.
- Noise Wall Design Guidelines.
- Northern Distributor extension community update, April 2007.
- Northern Distributor Extension: Modifications to approved project community update, November 2006.
- North-West T-way: Proposed traffic management changes in Blacktown and Lalor Park community update, May 2007.
- Oak Flats to Dunmore community update, July 2006.
- Oral History Program: A Vital Link. The Euston to Robinvale Murray River Crossing (booklet with CD-ROM)
- Pacific Highway upgrade: Ballina Bypass community update (internet).
- Pacific Highway upgrade: Brunswick Heads to Yelgun Construction of Brunswick River Bridges (postcard).

- Pacific Highway upgrade: Brunswick Heads to Yelgun History of the Brunswick River Crossing (postcard).
- Pacific Highway upgrade: Brunswick Heads to Yelgun Project Landscaping – Regenerating Native Vegetation (postcard).
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, December 2006.
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 Review of Environmental Factors Volume 1 and 2, December 2006.
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 Review of Environmental Factors (CD-ROM).
- Pacific Highway upgrade: Technical review of alternative inland corridor question and answer sheet, September 2006.
- Pacific Highway: Wyong Options study community update, October 2006.
- Pacific Highway: Wyong Options study summary, October 2006.
- Pambula River Bridge community update, May 2007.
- Princes Highway and Lawrence Hargrave Drive, Bulli Pass proposed intersection reconstruction community update, November 2006.
- Princes Highway safety improvements: Forest Road, South Nowra to Falls Road, Falls Creek community update, May 2007.
- Princes Highway upgrade: Gerringong to Bomaderry community update, January 2007.
- Princes Highway upgrade: Gerringong to Bomaderry community update, April 2007.
- Property access to private property for investigation of road projects (fact sheet).
- Questions and answers about noise monitoring community update, March 2007.
- Rainbow Street maintenance work, Randwick community update, November 2006.
- Road tunnel fire safety design guidelines Part 1: Fire Safety Design, Concept design.
- Road tunnel fire safety design guidelines Part 2: Fire Safety Design, Development of a Scope of Work and Technical Criteria.
- Road tunnel fire safety design guidelines Part 3: Fire Safety Design, Design Development.
- Sheahan bridge duplication community update, May 2007.
- Spit Bridge widening community update, August 2006.
- St Albans Bridge over the MacDonald River community update, November 2006.
- Submissions report: Kiama bypass – additional access ramps.
- Sturt Highway to Tarcutta duplication of the Hume Highway community update, March 2007.
- Swansea Bridge Ballast Stabilisation Works Review of Environmental Factors, RTA Environmental Technology, September 2006.
- Swansea Bridge essential maintenance community update, June, July, August and September 2006.
- Swansea Bridge future options community update.
- Swansea Bridges community update, May 2007.
- The Great Western Highway Upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 1, Main Report May 2007.
- The Great Western Highway Upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 2 Urban Design, Landscape and visual assessment Report, May 2007.
- The Great Western Highway upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 3, Appendices May 2007.
- Third Crossing of the Hunter River at Maitland Main Volume: Review of Environmental Factors, December 2006.
- Third Crossing of the Hunter River at Maitland Appendices Volume 1-2: Review of Environmental Factors, December 2006.
- Third Crossing of the Hunter River at Maitland Review of Environmental Factors, December 2006 (CD-ROM)
- Third Crossing of the Hunter River at Maitland, July 2006.
- Tugun Bypass fact sheet: Fauna.
- Tugun Bypass fact sheet: Flora.
- Tugun Bypass fact sheet: Noise and Vibration.
- Tugun Bypass fact sheet: Tunnel Construction.
- Tugun Bypass fact sheet: Tunnel Construction – Bentonite Plant.
- Upgrading Avoca Drive: Sun Valley Road to Bayside Drive, Green Point community update, December 2006.
- Upgrading of Middle Creek and Pokolbin Creek bridges: Wine Country Drive Pokolbin community update, November 2006.
- Upgrading the Oxley Highway: Oxley Highway to Kempsey Project Application Report, May 2007 (report & CD-ROM).
- Upgrading the Pacific Highway: Ballina Bypass improvements to the concept design report community update, May 2007.
- Upgrading the Pacific Highway: Ballina bypass progress update no 3, November 2006.
- Upgrading the Pacific Highway: Banora Point Tunnel Estimate Review Report (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Preferred Concept, October 2006 (community update).
- Upgrading the Pacific Highway: Banora Point Upgrade Preferred Concept Report, October 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Project Application Report, April 2007 (report and CD-ROM).

- Upgrading the Pacific Highway: Banora Point Upgrade Project Value Management Workshop Report, May 2005 (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Route Options Submissions Report, October 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Bonville upgrade community update, December 2006.
- Upgrading the Pacific Highway: Bonville upgrade flora and fauna management, January 2007.
- Upgrading the Pacific Highway: Coffs Harbour Highway Planning strategy letter to residents, August 2006 (community update).
- Upgrading the Pacific Highway: Coffs Harbour Planning Strategy community update, November 2007.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Aquatic Ecology Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Geotechnical.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Hydrology and Hydraulics and Water Quality Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Non-indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preferred Route Report, August 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preferred Route Report community update, August 2006.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preliminary Aboriginal Archaeology Assessment.
- Upgrading the Pacific Highway: F3 freeway to Raymond Terrace Project Application Report, November 2006.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Social Economic Impact Assessment
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Statutory Planning and Land Use Issues.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Strategic Noise Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Terrestrial Flora and Fauna Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Traffic Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Urban Design, Landscape and Visual Assessment.
- Upgrading the Pacific Highway: Herons Creek to Stills Road.
- Upgrading the Pacific Highway: Herons Creek to Stills Road Review of Environmental Factors, May 2007 (report and CD-ROM).
- Upgrading the Pacific Highway: Kempsey to Eungai community update, January 2007.
- Upgrading the Pacific Highway: Moorland to Herons Creek Submissions Report, June 2006.
- Upgrading the Pacific Highway: Moorland to Herons Creek Submissions Report Addendum No 1-2, October 2006.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Aquatic Ecology.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Geotechnical.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Hydrology and Hydraulics.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Land Use.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Noise Impact.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Non-indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Planning and Zoning.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route Report, August 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route community update, August 2006.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route Report, Bill Hill Road Area, April 2007.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Social Effects.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Traffic Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Urban Design Landscape and Visual Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Water Quality.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey, April 2007.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Terrestrial Ecology.
- Upgrading the Pacific Highway: Technical review of inland corridor (via Summerland Way) Report, September 2006 (hard copy and CD-ROM).
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route display.
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route Report, September 2006 (report and CD-ROM).

- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route community update, September 2006.
 - Upgrading the Pacific Highway: Tintenbar to Ewingsdale Project Application Report, April 2007.
 - Upgrading the Pacific Highway: Tintenbar to Ewingsdale Study Area Review, May 2006.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route display.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route, September 2006.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route and working papers, September 2006 (CD-ROM).
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route community update, September 2006.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route Options Submissions Report, September 2006.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road progress update, May 2007.
 - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Value Management Workshop Report, March 2006.
 - Upgrading the Pacific Highway: Woodburn to Ballina update no 5, October 2006.
 - Upgrading the Pacific Highway: Woodburn to Ballina, October 2006.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Aquatic Flora and Fauna Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Geotechnical.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Hydrology and Hydraulics.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Indigenous Heritage Impact Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Land Use.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Noise Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Non-indigenous Heritage Impact Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Planning and Zoning Issues.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route Report, August 2006 (report and CD-ROM).
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route community update, August 2006.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route Report, Barcoongere Way and Luthers Road Areas, April 2007.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preliminary Traffic Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Social Effects.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Terrestrial Flora and Fauna Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Urban Design Landscape and Visual Assessment.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Water Quality.
 - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing, April 2007.
 - Upgrading the Princes Highway: 1991 Route Evaluation Study.
 - Upgrading the Princes Highway: 1996 Berry Bypass Study.
 - Upgrading the Princes Highway: What is the Quantum study and when will it be released to the public?
 - Victoria Road improving bus and traffic flow, January 2007.
 - Victoria Road upgrade community update, June 2007.
 - Views sought on Baulkham Hills bus priority proposal community update, July 2006.
 - Views sought on proposed traffic changes at intersection of Victoria Road and Lyons Road, Drummoyne community update, August 2006.
 - Wallumburrawang Deviation of the Newell Highway Deviation community update, July 2006.
 - Want \$500 and cleaner air?
 - Weakleys Drive interchange community update, May 2007.
 - Widening of the F3 Freeway Cowan to Mt Cola, Construction arrangements community update, December 2006.
 - Woomargama bypass community update, June 2007.
 - Woomargama to Mullengandra duplication of the Hume Highway community update, May 2007.
 - Yarra Yarra to Holbrook duplication of the Hume Highway community update, May 2007.
- Road safety**
- 2007 Local Government Road Safety Conference.
 - A guide to using motorised wheelchairs.
 - A Practical Guide to Addressing Road Safety Issues Around Schools.
 - Buyer's Guide to Child Restraints, 2006.
 - Choose right buckle right.
 - Donald Street at Swan Street, Hamilton community update, October 2006.
 - 'Drop off and Pick up' initiative.
 - Getting home late from Newcastle CBD, drinking kills driving skills.

- Helping learner drivers become safer drivers: Are you supervising a learner driver? (brochure)
- Helping learner drivers become safer drivers: Are you supervising a learner driver? (planner for driving practice)
- In the driver's seat: the nature of authority Stage 6 (kit including teacher manual and CD/DVD pack).
- Increased penalties for school zones commencing 21 May 2007.
- Licence conditions and restrictions: Learner and provisional holders.
- New South Wales speed limiter enforcement zones.
- Newcastle Road at Albert Street, North Lambton community update, December 2006.
- NSW Alcohol Interlock Program. Preventing drink driving.
- Pacific Highway: Tomago intersection improvements community update, October 2006.
- Primary School catalogue 2006.
- Random roadside drug testing.
- Road safety implications of utility pole placement, April 2007.
- Road safety issues around schools information for parents 2007.
- Road safety: a guide for parents and carers of children 0-5 years.
- Road traffic crashes in NSW, Statistical Statement year ended 31 December 2005.
- Roadside drug testing.
- Secondary: The NSW road safety education program catalogue for principals and teachers.
- Technical specification no 142: School bus warning system, February 2007.
- Truck rest area locations, Newell Highway.
- Vehicle inspectors bulletin 18: New inspection fees for Authorised Inspection Stations, November 2006.
- Vehicle inspectors bulletin 52: Exemption from registration for light vehicle driven for inspection or testing.
- Vehicle inspectors bulletin 65: Safety recall LPG pressure relief valve.
- Vehicle inspectors bulletin 68: Registration of new campervans and motor homes Rev 2, October 2006.
- Vehicle inspectors bulletin 71: Inspection of used imported buses for registration in NSW.
- Vehicle inspectors bulletin 73: Seatbelts missing from Toyota Coaster buses manufactured between July 1992 and June 2004 Rev 1, October 2006.
- Vehicle inspectors bulletin 74: Inspection procedures for brakes controls.
- Vehicle standards information 39: Spray suppression devices for heavy vehicles.
- Vehicle standards information 49: Seatbelt buckle covers, March 2007.

- Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, September 2006.
- Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, November 2006.

Traffic

- A Guide to the Delegation to Council for the regulation of traffic.
- A Guide to the Delegation to Council for the Regulation of Traffic (including the operation of Traffic Committees) Version 1.0.
- A Guide to the Delegation to Council for the Regulation of Traffic (including the operation of Traffic Committees) technical direction.
- Artarmon: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Cammeray and Neutral Bay: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Croudace Street at Howe Street, Lambton intersection improvements community update, May 2007.
- Getting around by bike? You need the RTA cycleways maps.
- Hillsborough Road industrial area intersection improvements community update, December 2006.
- Land use information: Check list private developers.
- Land use information: Notes for private developers.
- Land use information: Private developers project management procedures.
- Lane Cove and Chatswood: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Masons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, July 2006.
- New England Highway, Telarah to Rutherford community update, February 2007.
- New England Highway, Telarah to Rutherford community update, September 2006.
- Proposed two-way bus flow George Street, Parramatta community update, December 2006.
- Public Transport Information and Priority System.
- Ryde and Gladesville: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Seaforth Oval access, Wakehurst Parkway community update, January 2007.
- Seaforth Oval access, Wakehurst Parkway community update, April 2007.

- Sydney Harbour Tunnel cashless tolling effective 8 July 2007.
- Sydney motorways: Your guide to using Sydney's Orbital Motorway network.
- Time to get moving. E-Toll tag.
- Time to get moving. RTA E-Toll tag application.
- Tunnel safety (English version plus Arabic, Chinese and Vietnamese versions on internet).

The RTA also issues a number of newsletters, fact sheets, maps, technical directions and community advisory letters.

Cost of this Annual Report

The total external cost of producing this report will be about \$121,000 which includes \$55,000 for design, \$16,000 for printing and \$50,000 for project management, document development and editing services. Final invoices have not yet been received at time of publication so estimates have been based on revised quotes.

No summary brochure or CD-ROM versions of the report have been produced this year.

The report is available on the internet at www.rta.nsw.gov.au publications, statistics and forms.

16. PAYMENTS TO CONSULTANTS

Details of the amount paid to consultants in 2006–07 are provided below.

The RTA defines consultants in terms of the Department of Premier and Cabinet's 'Guidelines for the Engagement and Use of Consultants' issued in July 2004.

TABLE 26. CONSULTANTS GREATER THAN \$30,000

Project description	Consultant	Amount
Probity audits SCAT PAPL Replacement project	Deloitte Touche Tomatsu	\$199,358
Total		\$199,358

TABLE 27. CONSULTANTS LESS THAN \$30,000

Total number of engagements	12
Total cost	\$70,718

The RTA engages contractors for professional services not classified as consultancies, including valuation, legal services, road and bridge design, investigation, construction supervision, preparation of Environmental Impact Statements, as well as contract agency services and personnel.

17. REPORTING OF RTA CONTRACTS WITH THIRD PARTIES

On 1 January 2007 the *Freedom of Information Amendment (Open Government-Disclosure of Contracts) Act 2006* (FOI) was approved. Following the introduction of the amendment to the Act, the Premier's Memorandum No 2007-01 was also issued. The Act and the memorandum outline the requirements for the disclosure of certain information on Government contracts and tenders (including panels) with the private sector.

As a result the Chief Executive issued Corporate Policy PN 004, *Contract reporting requirements under the Freedom of Information Act 1989*, together with *Guidelines for contract reporting requirements under the NSW Freedom of Information Act 1989*.

Specific information is required for contracts where the value exceeds \$150,000. The Records Access Unit arranges for details of these contracts to be placed on the RTA's internet site under the category 'Doing Business With Us'. All contracts that are required to be disclosed will be published on the Department of Commerce E-Tender web site.

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds \$1.48 billion.

Any inquiries can be directed to the Privacy and Contract Reporting Coordinator on (02) 9218 3667.

18. ACCOUNTS PAYMENT PERFORMANCE

TABLE 28. AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 06	\$35,185,297.50	\$2,356,789.66	\$195,678.65	\$73,656.10	\$68,790.85
Dec 06	\$53,493,429.67	\$3,896,554.32	\$344,998.50	\$110,505.60	\$95,434.25
Mar 07	\$64,814,847.25	\$1,277,135.90	\$450,545.17	\$103,954.44	\$32,331.10
Jun 07	\$50,545,054.85	\$1,850,985.64	\$1,704,395.02	\$49,641.68	\$12,215.76

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Current	Target %	Total accounts paid on time		
			Actual %	\$	Total
Sep 06	99.1	86	99.10	231,719,535.37	269,577,027.65
Dec 06	95.77	86	95.77	224,476,686.00	246,878,486.00
Mar 07	97.27	86	97.27	238,163,291.00	245,549,463.77
Jun 07	89.13	86	89.13	223,328,993.00	356,436,379.59

Overall performance for the financial year is ahead of the performance target.

The Imaging and Intelligent Character Recognition Technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities to further utilise the technology are being explored.

19. FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

TABLE 29.

Project	Description	Recipient organisation	Grant	Program area as per Budget Paper
Drink Drive program 22 May 2006	Program through the CSU bar and uni radio station	2MCE-FM radio station	\$3500	Road Safety, Licensing and Vehicle Management
Heritage Festival	RTA participation	National Trust	\$30,000	Road Network Maintenance
Roadside Environment Committee	Financial support providing for an Executive Officer, committee costs, research and annual award scheme.	Roadside Environment Committee	\$96,500	Road Network Infrastructure Maintenance
Bicycle NSW Portfolio Partners Sydney Spring Cycle	Promoting cycling	Bicycle NSW	\$130,000	Network Management
NSW Big Ride	Promoting safe cycling in regional NSW	Bicycle NSW	\$121,000	Network Management
Walk Safely to School Day	Promoting safe pedestrian behaviour	Pedestrian Council of Australia	\$30,000	Network Management
NSW Bike Week	Promoting cycling and bicycle safety awareness statewide	Various community groups across NSW	\$160,000	Network Management
Bicycle safety guide July/September 2006	Contribution towards production of bicycle safety guide	Parkes Peddlars	\$2320	Road Safety, Licensing and Vehicle Management
'Catch 'ya later Condo' December 06 – April 2007	Contribution towards alternative transport scheme for Condobolin	Condobolin Liquor Accord	\$6900	Road Safety, Licensing and Vehicle Management
Berrigan Races November 2006	Drink Drive resources and advertising and promotion of alternate transport	Berrigan Golf and Bowling Club	\$1000	Road Safety, Licensing and Vehicle Management
Finley Driver Reviver March 2007	Folding table for Driver Reviver volunteers (Finley Community Help Group)	Finley Community Help Group	\$80	Road Safety, Licensing and Vehicle Management
Cootamundra Driver Reviver February 2007	Whitegoods for Driver Reviver Van	SES Cootamundra (Invoice direct to Claude Long's Radio)	\$450	Road Safety, Licensing and Vehicle Management
Wallendbeen Driver Reviver Jan 2007	Van lights & wiring of Driver Reviver trailer	SES Wallendbeen (invoice direct to Brad Loiterton)	\$238.20	Road Safety, Licensing and Vehicle Management
Ardlethan Driver Reviver Jan 2007	Paint repair to Driver Reviver Van	Jeff Cornford Hardware for Ardlethan Driver Reviver	\$60.71	Road Safety, Licensing and Vehicle Management
Youth injury prevention	Research and resource development	Youthsafe	\$400,000	Road Safety Branch
Youth driver awareness	Driving skills for year 11 students	Rotary Youth Driver Awareness	\$65,000	Road Safety Branch

In kind support

The RTA also provided in kind support as part of the RTA's SpeedBlitz Blues sponsorship. More than 200 tickets to the sold-out mobile Ashes Test Series were given to charity organisations including Make-A-Wish, Starlight Children's Foundation and CanTeen.

Banners were provided on the Sydney Harbour Bridge for the following charitable events:

- International Day of Disability.
- Jeans for Genes Day.
- Pink Ribbon Day.
- SIDS and Kids NSW.
- Salvation Army.

20. PRIVACY MANAGEMENT PLAN

The RTA reports on requests, allegations and complaints submitted under the *Privacy and Personal Information Protection Act, 1998* (Privacy Act) and the *Health Records and Information Privacy Act 2001* (HRIPA).

Following is the analysis of information regarding the Records Access Unit's involvement in Privacy Act issues during the financial year 2006–07. The information has been collated as required under Section 33 (3) of the Privacy Act.

Statement of action taken by the RTA and results of reviews.

Section 33(3) (a) (b) the Privacy Act requires the RTA to provide a statement of the action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by it or on its behalf under Part 5 of the Act.

In order to comply with the Act, the RTA has reviewed its first Privacy Management Plan and the second edition is on its website to ensure it is available to clients. The RTA also continues to:

- Identify and consider the requirements of the Act such as principles, codes, public register provisions and internal reviews.
- Identify collections of personal information for which the RTA is responsible.
- Ensure measures are in place to provide an appropriate level of protection for personal information.
- Establish mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a communications strategy, which will incorporate privacy responsibilities and be rolled out to all RTA staff. A series of internal memos have been distributed to staff to highlight the needs of the Privacy Act.

Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act. The Privacy and Contract Reporting Coordinator is responsible for processing any allegations that improper use has been made of personal information. Under the Act, such allegations are termed, Reviews of Conduct.

The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

Reviews carried over from 2005–06

Nil.

Reviews for 2006–07

Sixteen Reviews of Conduct were instigated between 1 July 2006 and 30 June 2007. The details are:

Privacy review 06–07/01

On 13 July 2006 a customer sought a review, believing the RTA breached his privacy when a local council with access to RTA records released his personal details to a third party for the purpose of a parking fine.

Following the RTA investigation of access gained to the records involved, it was determined there had been a legitimate access by council under their law enforcement legislation.

On 18 August 2006 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

Privacy review 06–07/02

On 20 July 2006 a customer sought a review, believing the RTA breached his privacy by disclosing a copy of his driving record to a third party without his authority. A copy of his record was given to him by his solicitor.

A review was conducted and the RTA determined the record was produced in answer to a subpoena issued by the Family Court.

On 25 July 2006 the customer was informed of the RTA's determination. The customer was satisfied with RTA determination and did not lodge an appeal.

Privacy review 06–07/03

On 19 June 2006 a customer sought a review believing the RTA had disclosed his personal details to an insurance company that had mailed him marketing material in addition to supplying a green slip.

A review was conducted and the RTA determined there had been no unauthorised disclosure. However, the insurance company was warned about the inappropriate use of personal information supplied for green slip purposes.

On 5 September 2006 the results of the investigation were relayed to the customer and he decided he would withdraw the complaint.

Privacy review 06–07/04

On 14 August 2006 a customer sought a review alleging the RTA Contact Centre had disclosed his personal details to a third party without his authority. The RTA's policy is to either confirm or deny the name and address details of a registered operator when supplied by a prospective purchaser. The RTA advises customers it will do this as part of its Privacy Notice on registration forms. Privacy NSW is aware of this practice and agrees with the need for prospective purchasers to be able to confirm who is the registered operator of a motor vehicle.

An investigation and interviews were conducted with the employee concerned. No breach of the Privacy Act occurred.

On 12 October 2006 the customer was informed of the RTA's determination. The customer did not lodge an appeal.

Privacy review 06–07/05

On 20 August 2006 a customer sought a review believing the RTA had disclosed her personal details to a third party.

A review was conducted and it was established the NSW Police Force had accessed the customer's details. An investigation was carried by the Police Integrity Commission. The access was found to be legitimate.

On 17 October 2006 the customer was informed of the RTA's determination. The customer did not lodge an appeal.

Privacy review 06–07/06

On 23 August 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his authority.

A preliminary investigation was carried out to determine if any unauthorised access had occurred. No unauthorised access was detected.

On 28 August 2006 the customer was informed of the result of the investigation and decided not to further the complaint. A letter was sent to the customer detailing the results and confirming his request not to further the matter.

Privacy review 06–07/07

On 14 November 2006 an RTA employee sought a review alleging the RTA had disclosed her personal information to an external third party without her authority.

A review of conduct found no breach of privacy. A determination that the RTA had not breached the Privacy Act was forwarded to the complainant.

On 1 February 2007 the employee was informed of the RTA's determination. The employee appealed to the Administrative Decisions Tribunal (ADT). A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant, on medical grounds.

Privacy review 06–07/08

On 21 November 2006 an RTA employee sought a review alleging the RTA breached her privacy when the convenor of a selection committee contacted referees supplied by the employee.

A review was conducted and determined the information did not constitute "personal information" within the terms of the Privacy Act. The RTA relied on section 4 (3) (j) of the Privacy Act which concerns 'suitability for employment' in the public sector.

On 10 April 2007 the RTA's determination was forwarded to the complainant. The employee appealed to the ADT. A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant on medical grounds.

Privacy review 06–07/09

On 24 November 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his consent.

A review was conducted and there was found to be no unauthorised disclosures. There was no breach of the Privacy Act.

On 14 November 2006 the RTA informed the complainant, who was satisfied with the RTA's determination and did not appeal.

Privacy review 06–07/10

On 4 December 2006 an RTA employee sought a review alleging the RTA breached her privacy when an appeal document she had faxed to the RTA stayed on the fax machine over night.

A review was conducted and the circumstances investigated. This matter had previously been investigated as an internal grievance and a determination conveyed to the employee.

On 5 April 2007 the RTA informed the employee of the determination reached under the Privacy Act. Some RTA procedures were amended as a result of this matter. The employee appealed to the ADT. A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant, on medical grounds.

Privacy review 06–07/11

On 13 March 2007 a customer sought a review alleging the RTA had disclosed his personal information to a third party without his authority.

A review was conducted and it was revealed the information referred to by the complainant was not personal information, and therefore, was not covered under the Privacy Act.

On 3 April 2007 the complainant was informed of the RTA's determination. The complainant was satisfied with the result and did not appeal.

Privacy review 06–07/12

On 13 March 2007 a customer sought a review believing his personal information had been accessed improperly and without his consent.

An investigation was conducted and no improper access was detected.

On 19 April 2007 the complainant was informed of the results of the investigation and decided not to continue with the matter. A letter was forwarded confirming his decision.

Privacy review 06–07/13

On 31 May 2007 a customer sought a review alleging his privacy had been breached when his employer had accessed his licence demerit points via the RTA's internet site. This access was conducted without his consent.

A review is currently underway.

Privacy review 06–07/14

On 6 June 2007 a customer sought a review believing his employer had accessed his RTA demerit points records via the internet without his consent.

A review is currently underway.

Privacy review 06–07/15

On 18 June 2007 an employee sought a review alleging the RTA had disclosed personal and health information to an unauthorised RTA employee.

A review is current underway.

Privacy review 06–07/16

On 25 June 2007 an employee sought a review alleging the RTA had disclosed her personal and health information to an external third party without her consent. The complainant also claimed the RTA had also referred her to HealthQuest without her consent.

A review is currently underway.

21. RESEARCH AND DEVELOPMENT

The Research and Development (R&D) program identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements.

In 2006–07 more than \$2.2 million was devoted to the R&D program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA's Technology and Innovation Committee oversees the R&D program and provides advice to the Executive on the direction and level of investment in R&D and on the strategic direction and management of technology and innovation in the RTA. The committee acts as a central point of reference to review the use of current technology, emerging technology and innovation along with any implications for the RTA.

Projects under the program were focused around the technical areas of pavements, geotechnology and road and bridge technology. Research was also conducted into road safety.

The RTA also contributes to R&D work by Austroads, see the Value for Money chapter.

Projects undertaken in 2006–07 in each technology area are detailed below:

Pavements

- Improving the RTA's capability to more accurately forecast the future structural condition of pavements.
- Pavement Service Life – Application of Plastic Theory and Limit Analysis.
- Study on the effect of Heavy Vehicles on RTA Asphalt Pavements (using modelling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Development of a computer model to simulate reduced moisture damage in asphalt.
- Trialling of crumbed rubber asphalt in the Hunter Region.
- Specification development for Thin Noise Absorbing Asphalt Surfacing.
- Australian Research Council (ARC) Linkage Project with UNSW to provide 'An integrated approach to modelling granular materials in a pavement system'.
- Study towards the implementation and assessment of high texture durable asphalt.
- Research and laboratory testing on the use of power station ash in road pavements.
- Development of Durable Sprayed Seals for High Stress locations.
- Determination of allowable CaO content in blended recycled concrete for use as roadbase.
- Dual binder stabilisation of flexible pavements.

- Review of sand sources for concrete and asphalt (four year project).
- Reduced moisture damage in asphalt.

Rigid pavements

- OECD Long-Life Cementitious Surfacing Project.
- Development of Porous Concrete Surface (also known as No Fines Concrete).
- Continued research on the use and specification of manufactured sands as an alternative material in asphalt and Portland concrete.
- Laboratory testing on the use of recycled glass in concrete pavements, gutters and kerbs.
- Refine ride quality models for concrete pavements.

Bridges

- Robotic Grit Blaster for Steel Bridges – Proof of Concept successfully completed with University of Technology, Sydney. (In 2007–08 progressing with Prototype development).
- Study on the effects of salt water on submerged Bridge Piles.
- Networked Sensing Systems and their applicable to Bridges.
- Investigation of Fibre Optic Sensing Technology for Bridges and Geotechnical applications.
- Finalise previous research work on RTA bridge deck expansion joints survey, associated BIS database module, assessment of joint types and joint selection guidelines.
- Development of accelerated test for rating Sulfate and Acid Sulfate resistance of concrete
- Investigation of the properties of AAR affected pre-stressed bridge deck beams.
- Identify the effects of chlorides on AAR reactivity and complete rapid chloride test.

Geotechnical

- Engineering and Geotechnical review on the use of shale in Engineering Structures.
- Behaviour of Tunnels in Sedimentary Rocks in the Sydney Basin.
- Strategic sourcing of road construction materials for the RTA, especially in western NSW.

Environment

- Acoustic attributes of profile line marking.
- Continuation of the project on the impacts of bridges on estuarine environments. The first stage of the project, an assessment of the site immediately after construction has been completed. Stage two, an assessment of the site two years post construction is currently underway.
- Continuation of the Koala Monitoring project continued at Bonville. This involves long-term investigation of the interaction of koalas and roads.

Other

- Crash test wire rope safety barrier in combination with a kerb.
- Design work in preparation for live crash testing of sign structures.

In order to process research on a number of longer term enhancements to SCATS capabilities, the RTA also entered into a collaborative research and development agreement with National ICT Australia Limited (NICTA). As NICTA is in part funded by the federal and State governments (Department of State and Regional Development) this collaborative approach with NICTA comes at no financial cost to the RTA other than the resource costs for RTA Traffic Systems staff working with the NICTA researchers. The three areas of research that NICTA is pursuing in collaboration with RTA Traffic Systems include:

- Research into new vehicle detection systems including the potential for measuring traffic demand and queue length by analysing images captured using video cameras.
- Research of new approaches to improve traffic signal control efficiency that take advantage of modern computing technology and new information processing techniques which includes investigating the potential for enhancing the flexibility and efficiency of control algorithms for individual and groups of intersections.
- Research into the potential of longer-term use of wireless mesh networks to replace conventional cable based SCATS communication systems.

22. DRIVER AND VEHICLE STATISTICS

TABLE 30. OFFENCE TOTALS BY REGION 2005–06

Item	Sydney	Northern	Hunter	Western	Southern	South west	Total
Defect notices	23,829	5827	9917	6472	17,354	5652	69,051
Penalty infringement notices	2127	1866	2609	593	7948	1766	16,909
Breaches (weight and other)	1260	1524	3684	79	4537	185	11,269
							97,229

TABLE 31. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	8795
60-64	8691
65-69	17,568
70-74	57,233
75-79	113,694
80-84	200,639
85-89	471,444
90-94	723,461
95-99	1,157,882
2000-04	1,518,289
2005	348,182
2006	329,194
2007	123,524
Unknown	37
Total	5,078,633

TABLE 32. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,939,118
Off-road passenger vehicles	441,986
Small buses	32,056
Buses	11,974
Mobile homes	8883
Motorcycles	131,906
Light trucks	647,116
Heavy trucks	79,222
Prime movers	15,939
Light plant	5256
Heavy plant	9605
Small trailers	500,809
Trailers	254,312
Other vehicles	451
Total	5,078,633

TABLE 33. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,489,597
Pensioner concession	613,334
Primary producer concession	95,803
Business general	735,555
Taxi	6306
Public bus and coach	9808
FIRS	3896
Other vehicle usages	124,334
Total	5,078,633

TABLE 34. NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2007

By sex	No. of licence holders	% of total
Female	2,201,701	48.1
Male	2,371,351	51.9
Total*	4,576,588	100.0

* Including cases where licence holders' sex was not recorded.

By age group	No. of licence holders	% of total
16	60,309	1.3
17	72,403	1.6
18-25	596,628	13.0
26-29	318,762	7.0
30-39	908,445	19.8
40-49	917,967	20.1
50-59	782,808	17.1
60-69	529,151	11.6
70-79	298,423	6.5
80+	91,689	2.0
Unknown	3	0.0
Total	4,576,588	100.0

By licence class	No. of licences	% of total
C	4,032,264	80.4
LR	78,325	1.6
MR	114,785	2.3
HR	211,444	4.2
HC	120,631	2.4
MC	16,125	0.3
R	438,846	8.8
Total	5,012,420	100.0

Note: The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.

23. INSURANCE

Principal arranged insurance

The RTA continues to provide principal arranged insurances, via its broker, AON. The program covers the RTA, its contractors and sub contractors, for all construction and maintenance related contracts for contract works and third party liability.

Treasury managed fund

The Treasury Managed Fund (TMF) is a NSW Government arranged pool (operated by the NSW Treasury), which provides insurance cover for the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel.

The RTA Injury Management and Claims Services won the TMF award for best practice injury management within the TMF.

Workers compensation

The RTA's frequency of claims has decreased from 7.1 per 100 employees in 2005–06 to 6.4 per 100 employees in 2006–07. The deposit premium for 2006–07 is \$7.4 million which is a reduction of \$4.4 million from 2005–06. In February 2007 the RTA received a hindsight rebate of \$4.2 million based on the three year and five year hindsight premium and claims. This saving of \$8.6 million is due to strategic targeting and a systematic approach to claims management, return to work initiatives and preventative measures. The hindsight adjustment is not included in the graph.

Motor vehicle

Marginal increases have occurred in the 2006–07 year number of claims per 100 vehicles rising to 12.6. Premium has increased by 2.2 per cent in 2006–07 when compared to 2005–06.

Property

The 2006–07 premium decreased by 13.4 per cent compared to 2005–06. This decrease is due to a reduction in the volume of reported claims.

Liability

The 2006–07 premium decrease by 26.4 per cent compared to 2005–06. This reduction is due to changes in the large claim threshold and the actuarial model used by the Treasury Managed Fund.

FIGURE 18. WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY

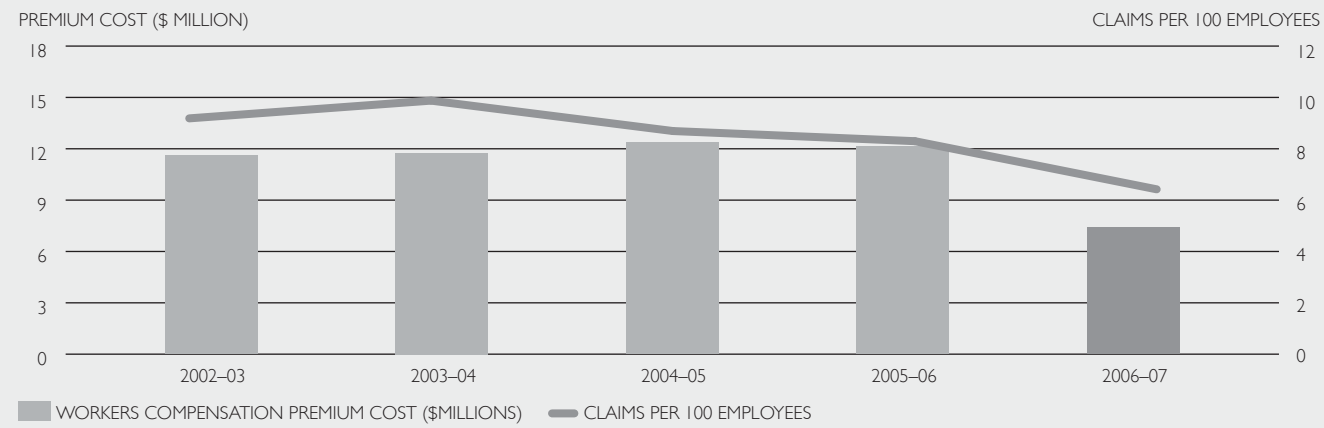


FIGURE 19. MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY

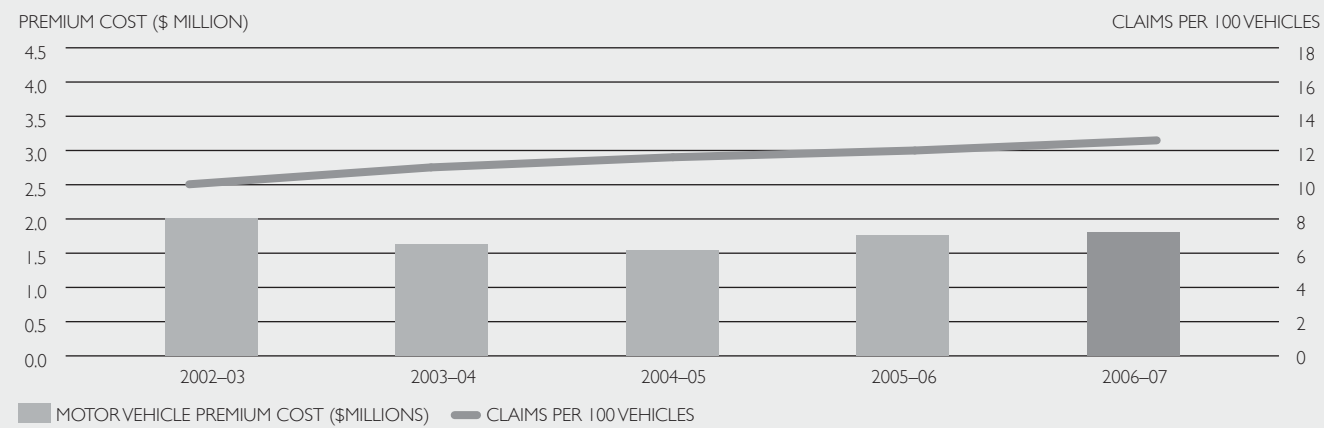


FIGURE 20. PROPERTY PREMIUM IN CURRENT DOLLAR (2006-07)

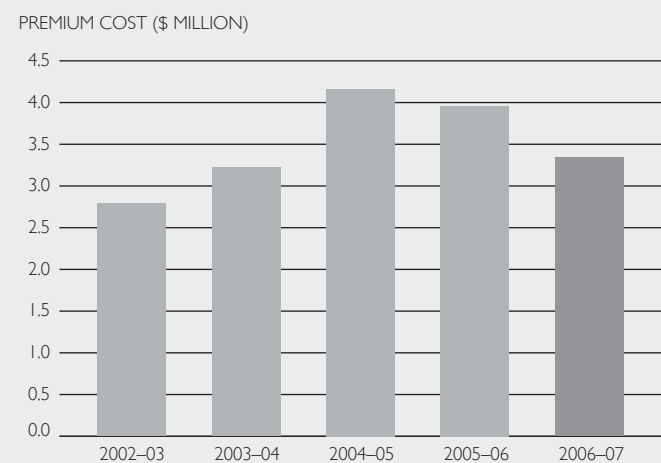
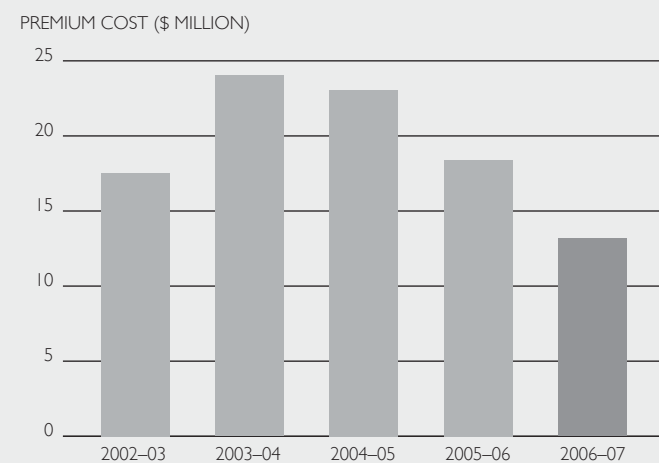


FIGURE 21. LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR (2006-07)



24. COMPLIANCE INDEX

The following lists the compliance of this report with the relevant legislative requirements set out in the NSW Treasury checklist at www.treasury.nsw.gov.au/annfaq/checklist.pdf.

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