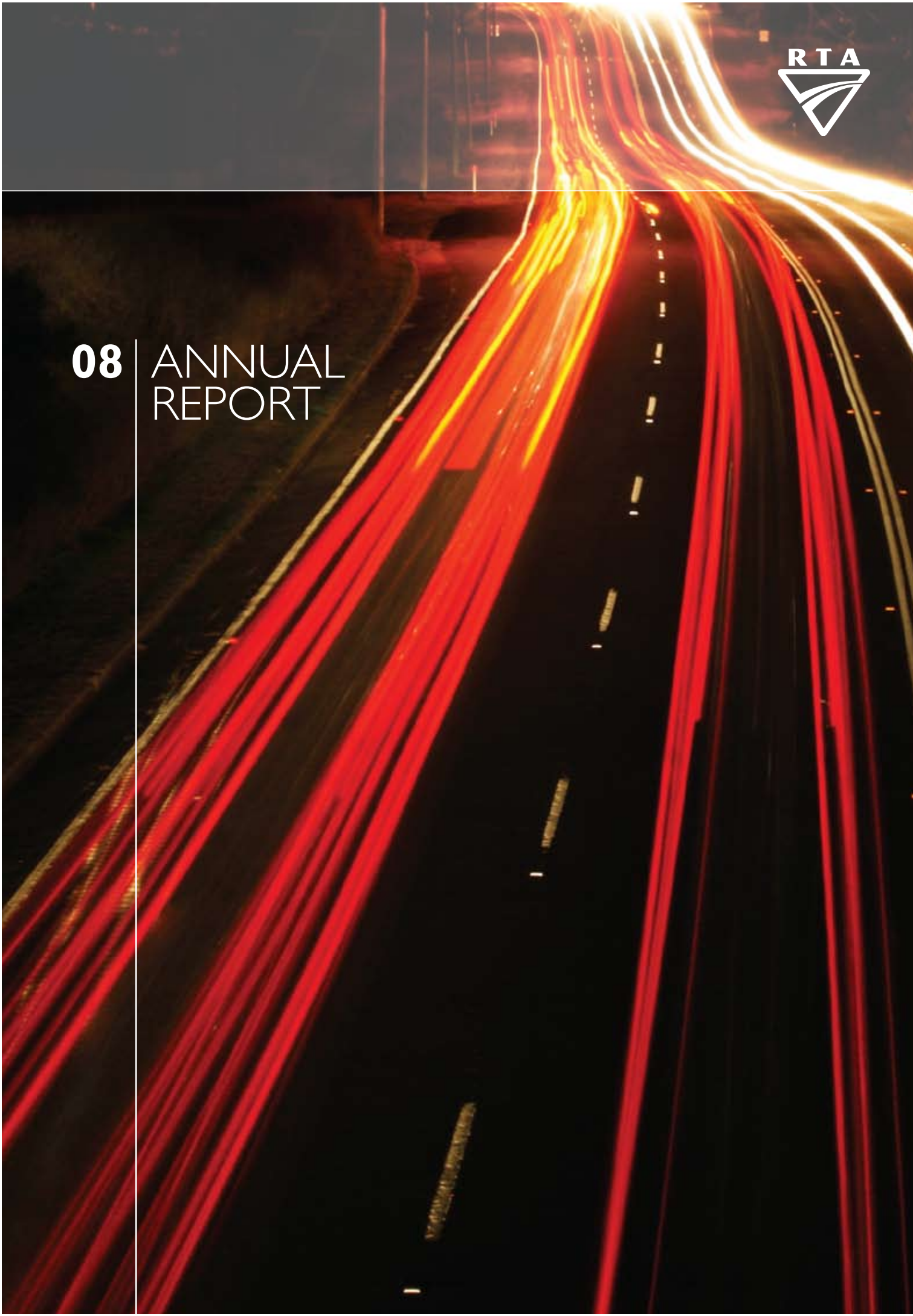




**08** | ANNUAL  
REPORT



## LETTER TO THE MINISTER

The Hon. Michael Daley, MP  
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 2008. 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

Front cover image: Photo taken by RTA staff member Mark Hanson of the Great Western Highway, Kingswood.

This image: Taken by RTA photographer Geoff Ward of refurbish work on the Sydney Harbour Bridge in the early hours of the morning on October 2007.

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# Chief Executive's overview

## Highlights in 2007-08

This year has been a crucial year in the history of the RTA, not just because of our concrete achievements but because of the work we have done to prepare for the challenges ahead.

We've developed a new corporate plan for the next four years – our *Blueprint* – which sets out a clear agenda to meet these challenges. It defines our agenda, but it also sets out our attitude and approach. Of course, we must meet community expectations of safe and efficient roads and professional licensing and vehicle services. But to do so we must develop – we must be willing to change and redefine our goals to make sure we have a clear focus and a plan for achieving these outcomes.

What are these outcomes? You can track them through this report, which has been structured to report on the new corporate framework's key result areas of transport, asset (the road network), safety, environment, services and governance. While annual reports are necessarily focused on the achievements of a year's span, the RTA has a clear direction for its long-term planning which includes reducing the road toll, addressing congestion, improving customer services, delivering freight productivity solutions, maintaining roads to appropriate standards, generating investment for the road network and more.

The RTA is identified in the State Plan as the lead agency for road safety. This year was an historic one, with the number of road fatalities per 100,000 people being the lowest figure since records began in 1908. There is never any room for complacency, and the RTA will continue to work to reduce the road toll, with a particular focus on combating speeding – the greatest factor in fatal road crashes.

Beyond this achievement, the RTA also made progress to equip itself for the future challenges in road safety, with the NSW Centre for Road Safety becoming fully operational. The centre, a new focus for policy development, research and strategy within the RTA, is symbolic of the 'mainstreaming' of road safety efforts throughout the authority.

We also made strides towards our goal of making speeding a socially unacceptable behaviour, with our campaign – 'Speeding. No-one thinks big of you.' – gaining industry recognition but also, more importantly, continuing to hit the mark with young male drivers. We continued to show leadership in developing cutting edge technologies to combat speeding and to ensure heavy vehicles can do their important job within safe parameters.

Developing and maintaining the transport system is another crucial RTA role. This year we progressed a series of significant major projects, including delivering more projects on the upgrades of the Pacific Highway, Hume Highway, Princes Highway and Great Western Highway. Stage 2 of the Lane Cove Tunnel was completed and we began construction of a filtration plant for the M5 East tunnel.

Maintaining the flow of traffic is a high priority which only gets more challenging as the population of NSW – particularly in urban areas – continues to grow at a significant pace. We use a combination of the latest technology, the know-how of experienced staff and careful planning to make sure that travel speeds are maintained during peak times. I'm pleased that we've achieved our targets this year, even increasing travel speed during the PM peak. We also faced and met the challenge of huge special events in Sydney, managing traffic for APEC and preparing for the enormity of the Pope's visit for World Youth Day.

Encouraging alternative transport is an important element in reducing congestion on the roads. This year we increased the length of bus and transit lanes to nearly 200km and increased the total length of off-road cycleways to almost 1500km.

Managing the environmental impacts of the RTA's activities continues to be a high priority. This year the RTA developed a 'Green Plan' with a strong focus on managing the important challenges of climate change and environmental sustainability for our activities. The RTA is working to reduce its own environmental footprint by minimising the energy and resources it uses.

To meet our statutory requirements on major infrastructure projects, the RTA has continued its work to protect plants and animals potentially affected by the projects. For example, on the Hume Highway duplication, project ecologists have been monitoring and managing the response of local threatened species populations, such as squirrel gliders, to the construction of the highway. See page 83 for more information on the Green Plan.

The RTA is also the custodian of significant heritage items, from historic timber bridges to the Sydney Harbour Bridge. Our staff have developed considerable expertise in protecting these items, which were evident again in 2007-08 in such projects as the restoration of the 1892 Junction Bridge which spans the Tumut River.

The RTA made big steps to ensure we develop and retain the skills needed in our workforce to carry out our role for the NSW community. For example, engineering skills are so important to us, we've developed a range of measures to both attract the brightest minds to the RTA and to foster engineering as a crucial profession for our State's future. Occupational Health and Safety is very important in our work, and we have performed well above most of the NSW Government's 'Working Together' injury prevention and management targets.

Finally, I'd like to acknowledge the hard work and diligence of RTA staff across NSW who have all contributed to the achievements outlined in this report. We have much to do, but their work over the past year has put us in an excellent position to deliver many more positive outcomes for the community in the years ahead.

“

We've developed a new corporate plan for the next four years – our *Blueprint* – which sets out a clear agenda to meet these challenges. It defines our agenda, but it also sets out our attitude and approach.”

## About this report

The annual report records the full range of achievements of the RTA in the past financial year. Importantly, the annual report is also a tool of accountability, through which the community can track our performance throughout the year and examine details of projects that concern them. The report also provides a window on the internal management of the RTA, with details of our financial arrangements, workforce management, community consultation programs and many other details.

A performance summary at the beginning of the report is backed by detailed reporting on every area of the RTA's operations. It has been colour coded to make it easy to navigate. A compliance index on page 278 demonstrates how statutory reporting requirements have been met.

This report includes many projects and other initiatives which have subsequently been completed and delivered. These post 30 June 2008 events (such as road openings) will be included in next year's report.



Les Wielinga | Chief Executive



# RTA at a glance

## Responsibilities

The RTA is a NSW statutory authority established in 1989 under the *Transport Administration Act 1988*. It is an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority.

The RTA's primary responsibilities are to:

- Manage the road network to maintain 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's activities are diverse and extensive. Engineering expertise is used to design and construct new roads and bridges and to maintain and enhance existing infrastructure. Scientific expertise is used to test and develop superior road surfaces. Traffic management is a complex task, with significance for road design and construction, signaling and signage, and requires technological expertise to manage the Sydney Coordinated Adaptive Traffic System (SCATS) – the RTA-designed, 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 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 which recognises human error is inevitable and requires roads and roadside environments that are forgiving of driver error; is seeing traditional areas of engineering and network management geared towards safer outcomes. Behaviour management remains 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 NSW Police. Licensing and registration are a key part of the RTA's regulatory and enforcement role, and can be invaluable tools in molding driver practice and road user behaviour.

## Key dimensions

### Assets and funding

The RTA manages a road network that includes:

- 17,932km of State roads (including 4269km of AusLink network and 161km of privately-funded toll roads).
- 2946km of Regional and local roads in the unincorporated area of NSW.
- 5051 bridges, major culverts and tunnels, and nine vehicular ferries.
- 3690 traffic signal sites, as well as other traffic facilities, systems and corridor assets.

The RTA's non-road assets include:

- 180 offices including 129 motor registries.
- Purpose-built facilities including RTA Crashlab, the Transport Management Centre, Document Management Centre 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 \$80 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 Roads Program was worth \$3.8 billion (\$3,834 million) this year including contributions from State and Federal governments, and revenue raised directly by the RTA from road user charges and other generated revenue such as number plate sales, contributions to works from third parties, and sales of surplus properties.

The RTA provides financial assistance to local councils to manage 18,490km of Regional Roads. The RTA also provides funding and support to the 144,750km of council-managed local access roads which are funded by local ratepayers and federal road assistance grants.

For more information on asset and funding please see the Asset and Transport chapters.

## Licensing and registration

At 30 June 2008, there were 4.64 million NSW licensed drivers and 5.2 million NSW registered vehicles. In 2007-08 the RTA managed just over 19 million of registration and licensing transactions.

For more information on licensing and registration please see the Services chapter.

## Employees

The RTA has 6929 equivalent full time employees located across NSW. About 48 per cent are employed in country locations.

Given the diversity of the RTA's activities, these employees work in a vast array of disciplines across many trades and professions. Staff including engineers, vehicle regulations inspectors, surveyors, environmental managers, traffic technicians, bridge workers, laboratory assistants, policy specialists, administration staff, emergency breakdown officers, motor registry officers and construction and maintenance staff of all varieties are performing functions that keep our road and transport system safe, sustainable and efficient.

For more information on 'Our staff' please see the Governance chapter.

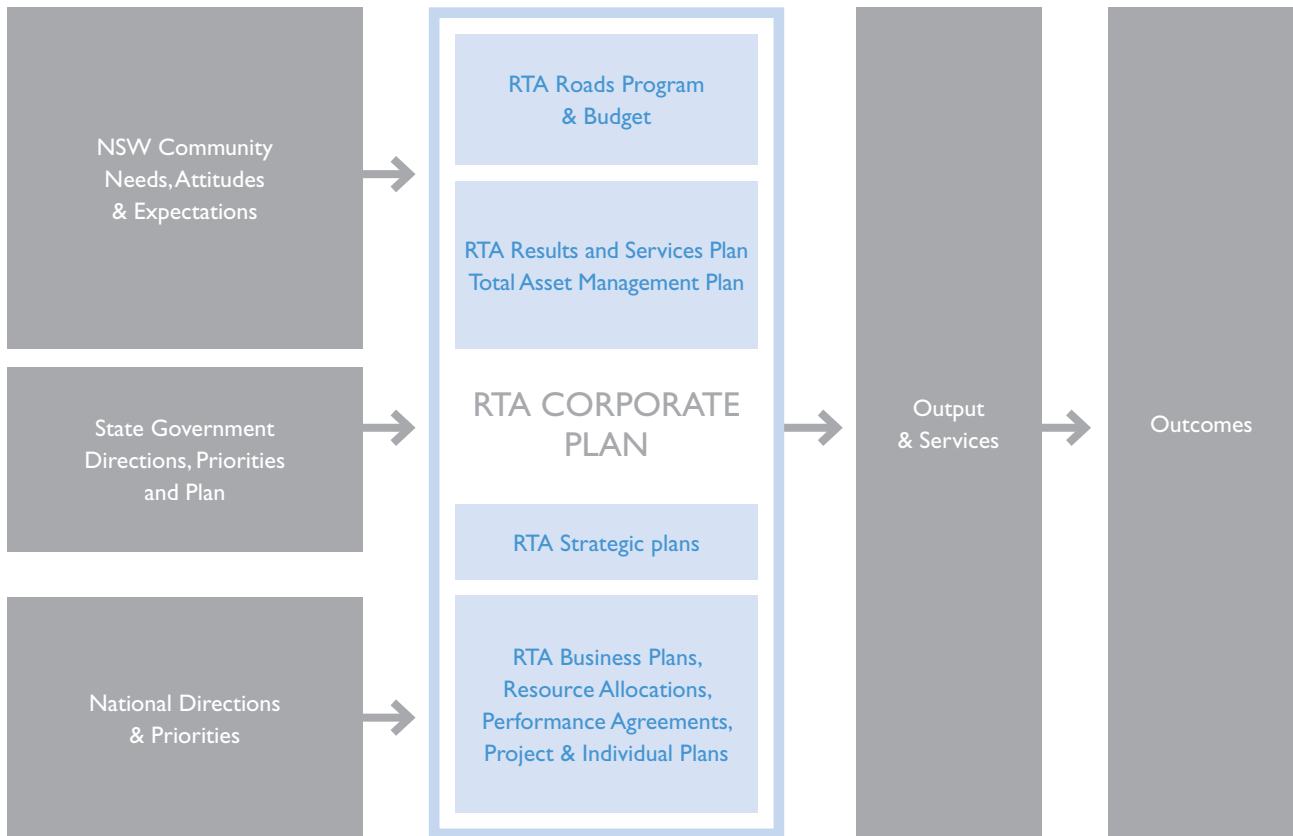
## Stakeholders and the community

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 Federal government agencies.

In 2007-08, local communities were involved in more than 200 different construction and maintenance projects. This involvement included community focus or liaison groups, community meetings, community display and information sessions, distribution of community updates and household letters, community events and regular meetings between RTA staff and individuals.

The NSW State Plan has provided priorities to guide RTA actions as the lead NSW agency for roads. The strategic management framework (Figure 1) within which the RTA works to meet stakeholder priorities and expectations is set out on the following page.

**FIGURE I.** RTA STRATEGIC MANAGEMENT FRAMEWORK



The RTA participates in a wide range of significant advisory groups and committees, as 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 input into these documents 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 the Asset chapter.

The RTA liaises with government departments and local communities in relation to environmental assessments, the development of noise abatement solutions, licensing and registration policy changes, infrastructure development proposals and road safety. Further information about this is in the Environment chapter.



# Organisational chart

The RTA is made up of nine directorates which work closely together to achieve results in all key areas. These business areas and their key tasks are outlined below.

## CHIEF EXECUTIVE

Delivery of corporate vision and results in support of NSW Government priorities.

- 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

- Corporate planning 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 communication.

## DIRECTOR LICENSING, REGISTRATION & FREIGHT

- Legislation and regulation development and compliance.
- Individual and industry compliance and enforcement, including heavy vehicles, tow trucks and auto trade sectors.
- Assessment, licensing and education of drivers and riders.
- Assessment and registration of vehicles.
- Customer services and products.
- Identity management processes.
- Freight policy.
- Reduction of vehicle emissions.
- Sanctions and prosecutions management.
- National transport reform.
- Tolling operations.

## DIRECTOR NETWORK MANAGEMENT

- Network planning.
- Road Network Investment Strategy.
- Maintenance and enhancement.
- Motorway management.
- Traffic and policy systems.
- Incident and event management.
- Tolling facilities and processes.
- Bus priority initiatives on strategic corridors.
- Pedestrian and cyclist facilities.
- Railway level crossing enhancements.
- Road use information.
- Road environment safety program.
- Operational performance of the road network.

## DIRECTOR MAJOR INFRASTRUCTURE

- 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.

## DIRECTOR REGIONAL OPERATIONS & ENGINEERING SERVICES

- Regional construction and maintenance program.
- Regional asset and network management.
- Integrated delivery of network enhancement, network maintenance, road safety and traffic management programs.
- Specialist technology and technical advice.
- Road and fleet services.

## DIRECTOR FINANCE & COMMERCIAL DEVELOPMENT

- 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 CORPORATE SERVICES & REFORM

- 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.

## GENERAL MANAGER ENVIRONMENT

- Environment policies, procedures and advice.
- Management of environmental risks.
- Environment and heritage asset management.
- Review environmental outcomes for project planning and delivery.
- Contribute to government environmental objectives.

## GENERAL COUNSEL LEGAL BRANCH

- Legal representation.
- Legal strategies, policy and advice.
- Management of legal risk.
- Specialist legal services.

# 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.



**Jack Whelan | Director Business Coordination, Road Safety and Policy**

BEC (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 him to bring an integrated approach to his current role including setting up the NSW Centre for Road Safety and successfully implementing communication and corporate planning projects.



**David Stuart-Watt | Director Licensing, Registration and Freight**

BE, MEngSc, MBus.Admin in Australia and France

David has over 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. He has a wide range of responsibilities including licensing and educating drivers and riders, managing compliance and enforcement programs, reducing vehicle emissions and regulating the heavy vehicle and tow truck industries.



**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 road construction, 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.



**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.



**Peter Collins, Director Regional Operations and Engineering Services**

BE (Civil)

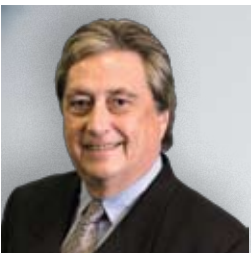
Peter has more than 37 years of experience with the RTA. He has progressed through the engineering ranks since commencing as an RTA cadet and has held positions all over the State including Regional Manager, Northern Region. Peter has worked on a range of major road projects including the upgrade of 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. Brett finished his position with the RTA at the end of March 2008.



**Rod Tout | Director Corporate Services and Reform**

Dip.Pub.Admin, BBus, MAdminLaw & 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.



**Erica Adamson, General Manager Environment**

BSc, MSc (Hons), LLB

Erica has extensive environmental management experience in the private and government sectors. This has included planning and assessment delivery of some of NSW's largest transport infrastructure projects – the Airport Railway Line, Chatswood to Epping Railway and the Lane Cove Tunnel. Erica has responsibility for environmental direction, improving procedures and environmental outcomes.



**Anne Terry, General Counsel**

Bachelor of Business (Accounting), Bachelor of Laws, Master of Laws (International Business and Construction) (Hons), MBA (MGSM)

Anne worked with Bankers Trust, PWC, Blake Dawson, Waldron and Anderson before joining the public service. She has 10 years of legal experience in commercial law, property and infrastructure (including airports, mining, rail, water and ports).

# Corporate framework

## Community results

NSW STATE PLAN	<b>Growing prosperity across NSW</b>				
RTA VISION	<b>A safe, sustainable and efficient road transport system</b>				
RTA RESULTS	<b>Transport</b> <span style="float: right;">PAGE 19</span> The road transport system supports reliable and efficient movement of people and goods			<b>Asset</b> <span style="float: right;">PAGE 41</span> The condition and value of the road network meets acceptable standards	
INTERMEDIATE RESULTS	<b>Development</b> Network development meets future growth, populations and freight needs	<b>Alternatives</b> Alternative forms of transport are supported	<b>Traffic</b> People and freight movement and incident management are optimised	<b>Access</b> Heavy vehicle access to the road network is sustainable	<b>Maintenance</b> The road network has been maintained to the required condition and value

## Business results

NSW STATE PLAN	<b>Delivering better services</b>	
RTA VALUES	<b>Values</b> Learning – Expertise – Accountability – Dynamic – Equity – Responsiveness – Safety	
RTA RESULTS	<b>Services</b> <span style="float: right;">PAGE 87</span> Meeting community needs	
INTERMEDIATE RESULTS	<b>Customers</b> High quality: <ul style="list-style-type: none"> <li>• Service delivery</li> <li>• Data integrity</li> <li>• Identity management</li> <li>• Accessibility</li> </ul>	<b>Stakeholders</b> Effective: <ul style="list-style-type: none"> <li>• Consultation</li> <li>• Communication</li> <li>• Partnerships</li> <li>• Leadership in policy</li> </ul>

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.

Delivering better services			Environment for living		
<b>Safety</b> <span style="float: right;">PAGE 53</span> The safety of the road environment, vehicles and road user behavior is maximised			<b>Environment</b> <span style="float: right;">PAGE 71</span> Impacts on the natural, cultural and built environments are minimised		
<b>Roads</b> The safety of the road environment is maximised	<b>Vehicles</b> The safety of vehicles is maximised	<b>Users</b> The safety of road user behavior is maximised	<b>Infrastructure</b> The impact of roadworks on the environment is minimised and positive urban design outcomes produced	<b>Organisational</b> Use less resources, reduce waste and reduce our footprint	<b>Emissions</b> Contribute to a reduction in vehicle emissions
Fairness and opportunity					
<b>Governance</b> <span style="float: right;">PAGE 97</span> Aligning our investment and people to our vision					
<b>Financial</b> Advanced: <ul style="list-style-type: none"> <li>• Business opportunities</li> <li>• Accountability</li> <li>• Financial performance</li> </ul>		<b>Organisational</b> High quality: <ul style="list-style-type: none"> <li>• Planning and risk management</li> <li>• Performance management</li> <li>• Operational and information systems</li> <li>• Reporting framework</li> </ul>		<b>Our people</b> Delivering: <ul style="list-style-type: none"> <li>• High performance</li> <li>• Workforce capability</li> <li>• Diversity and equity</li> <li>• Occupational Health and Safety (OHS)</li> </ul>	

# Strategic & business planning

## 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 2007-08 the framework was updated 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 government agencies, 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 10 and 11.

## Blueprint


*Blueprint*, drafted by the RTA Executive, clearly describes the RTA's key focus areas for the next four years:

- Managing Sydney roads.
- Managing rural and regional roads.
- Transporting freight.
- Improving maintenance.
- Advancing business opportunities.
- Improving road safety.
- Improving services.
- Developing careers.
- The Green Plan.

*Blueprint* is aligned with the NSW State Plan, which identifies the RTA as the lead agency for safer roads. As speeding is the biggest single factor involved in fatalities, a key strategy for reducing the NSW road toll includes a renewed focus on reducing speeding. The NSW State Plan challenges the RTA to improve the efficiency of the road network and reduce vehicle emissions, as well as maintaining and investing in infrastructure, and supporting public transport usage.

*Blueprint* can be viewed in full on the RTA website at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au).

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 *Blueprint* is aligned with the NSW State Plan, which identifies the RTA as the lead agency for safer roads.

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## 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.



# Performance overview

Ongoing monitoring and reporting of performance indicators is a key component of the RTA's performance management framework. A range of performance indicators are used to track progress and drive improvements in service delivery. The RTA is committed to reporting a range of performance data in a variety of forms, such as the NSW State Plan and Austroads' National Performance Indicators.

The following tables report RTA performance indicators against the key result areas of the corporate framework. The RTA continually reviews its performance information 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 1. TRANSPORT** (SEE PAGES 19-40)

Indicator	2004-05	2005-06	2006-07	2007-08	Target 08-09
Change in urban traffic volume (% increase on previous year)	0.2	1.0	-0.2	0.8	0.5
Travel speed: seven major routes AM peak (km/h, urban)	31	32	30	30	30
Travel speed: seven major routes PM peak (km/h, urban)	41	42	41	43	41
Bus lane length (km) <sup>(i)</sup>	78	89	98	112	117
Transit lane length (km) <sup>(i) (ii)</sup>	86	86	81	87	87
Cycleway length (km)					
Off-road cycleways	1210	1310	1395	1466	1509
On-road cycleways	2235	2380	2645	2742	2846

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

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

**TABLE 2. ASSET** (SEE PAGES 41-52)

Indicator	2004-05	2005-06	2006-07	2007-08	Target 08-09
Ride quality: smoothness of State Roads (% good/% poor) <sup>(iii)</sup>	87.4/4.5	87.5/4.6	87.9/4.4	88.6/4.2	89.0/4.1
Pavement durability: cracking all State Roads (% good/% poor) <sup>(iii)</sup>	79.4/8.8	78.1/9.5	76.5/9.5	78.0/8.5	78.0/8.5
Benefit of development program (\$ million)	2218	2257	3041	4742	5100
Major works completed within planned duration or within 10% over planned duration	83.6	82	75.3	95	90
Number of bridges on State Roads at 30 June limiting legal usage due to structural condition	5	0	0	1	0
Maintenance and reconstruction expenditure on State Roads per km of roadway (\$000) <sup>(iv)</sup>	38	36	40	45	45

(iii) An increase in maintenance funding in 2007-08 has resulted in improved ride quality and pavement durability results.

(iv) Reflects injection of funds into maintenance works in 2007-08 and 2008-09.



**TABLE 3. SAFETY (SEE PAGES 53-70)**

Indicator	2004-05	2005-06	2006-07	2007-08	Target 08-09
Fatalities/100,000 population <sup>(v)</sup>	7.5	7.9	6.4	5.7	N/A
Fatalities/100 million vehicle km travelled <sup>(vi)</sup>	0.82	0.86	0.71	0.62	N/A
% of fatalities where speed was a factor	39	38	37	34	N/A
% of fatalities where illegal levels of alcohol was a factor <sup>(vii)</sup>	17	19	21	19	N/A
% of vehicle occupant fatalities who were not wearing an available restraint	19	16	16	15	N/A
% of fatalities where driver fatigue was a factor	16	19	19	18	N/A
Motor vehicle controllers aged 25 years or under involved in fatal crashes per 10,000 licence holders <sup>(viii)</sup>	2.5	2.3	1.9	1.7	N/A
Fatal crashes involving heavy trucks per 10,000 heavy trucks on register <sup>(viii)</sup>	8.5	7.6	7.4	7.1	N/A
Heavy Vehicle Inspection Scheme: number of inspections	80,427	86,992	94,847	96,482	96,000
Heavy Vehicle Inspection Scheme: percentage of defect free vehicles	56.20	50.76	51.00	56.00	52.00

(v) Fatality and population figures for 2007-08 are provisional and subject to change.

(vi) ABS travel estimates not yet published for 2008. Fatality rates for 2007-08 have been calculated using projected estimated travel growth since 2007.

(vii) 2007-08 alcohol data is incomplete at this stage due to the lag in processing alcohol blood samples.

(viii) Licence holder and registration statistics are based on RTA data.

**TABLE 4. ENVIRONMENT (SEE PAGES 71-86)**

Indicator	2004-05	2005-06	2006-07	2007-08
Number of environmental penalty infringement notices issued to the RTA	0	0	2	2
Number of major environmental incidents arising from RTA's direct operations <sup>(ix)</sup>	7	4	9	11
Number of non-compliances with environmental protection licences held by the RTA <sup>(x)</sup>	2	0	0	14
Condition of heritage assets (% good) <sup>(xi)</sup>	45	47	42.5	48
RTA's total greenhouse gas emissions from direct energy consumption (tonnes CO <sub>2</sub> – e) <sup>(xii) (xiii)</sup>	115,150	116,618	118,231	–
RTA's total office energy consumption (GJ) (target of 75,989 GJ) <sup>(xiii)</sup>	77,344	73,203	80,032	–
RTA fleet environment score (target of 10 in 2005-06, 11 in 2006-07, 12 in 2007-08) <sup>(xiv)</sup>	8.1	8.1	8.7	8.8

– Not yet available

(ix) Figure for this year includes three incidents that occurred in 2006-07 but were not included in the numbers reported in 2006-07.

(x) This indicator measures the number of non-compliances recorded with environment protection licenses held by the RTA. In 2007, a detailed compliance audit was undertaken which identified a number of non-compliances. These are being rectified and the forecast is expected to trend towards zero.

(xi) The 2006-07 condition of heritage assets was lower because condition was unable to be assessed for a number of heritage assets due to flooding at that time.

(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) 12.07 was the environmental performance score (EPS) of all passenger vehicles in the RTA as at June 2008. The EPS of all light motor vehicles in the RTA was 8.8. This lower figure is explained by the large number of light commercial vehicles, which are required for operational reasons, but which offer less scope for improved environmental performance.

**TABLE 5. SERVICES (SEE PAGES 87-96)**

Indicator	2004-05	2005-06	2006-07	2007-08
Use of RTA website (million visits)	8.9	11.35	13.97	16.45

**TABLE 6. GOVERNANCE (SEE PAGES 97-116)**

Indicator	2004-05	2005-06	2006-07	2007-08	Target 08-09
Workplace injuries/100 employees (EFT)	7.5	7.0	6.4	6.1	5.6
OHS liability workplace claims costs (\$ million) <sup>(xv)</sup>	2.4	2.4	2.2	2.2	N/A
Separation rate of staff (%) <sup>(xvi)</sup>	5.99	6.29	8.46	8.4	N/A
Customers rating service as 'good or very good' (%)	94	95	93	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 pro rata 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%. School Crossing Supervisors (accounted for 3.63% of the separations) were excluded from the annual separation figures resulting in an annual separation rate of 6.29%.

# Financial overview

## Underpinning RTA business delivery

In 2007-08, a key focus for the RTA's Finance and Commercial Development Directorate was working in partnership with other business areas to ensure that program delivery and investment decisions are underpinned by solid financial principles.

This focus has been supported by the RTA Finance Strategy Committee which, in its governance role, has provided strong direction for the alignment and allocation of funding to strategic priorities and review and evaluation of budget performance across all RTA programs.

A number of initiatives also supported this approach, including:

- The start of a major upgrade of the Financial Information Management System, which will be implemented in the first half of 2008-09. The upgrade will streamline the collection of financial data and deliver improvements in reporting at all levels of the RTA.
- The enhancement of specialist financial support to the RTA through the establishment of the Corporate Finance Strategy and Commercial Strategy Development teams, both of which directly contribute to the delivery of the RTA corporate plan.
- Partnerships between the Corporate Finance Strategy team and directorates to provide high level fiscal and economic leadership. This allows the RTA to optimise the benefits of public/private partnership road infrastructure projects and deliver sustainable revenue streams to contribute to the RTA roads program.

- Work of the specialist Commercial Strategy and Development team across the RTA to drive a commercial approach to management of businesses and identify and develop commercial opportunities to contribute to the funding of core RTA programs.
- Development of a dedicated management system to track the financial aspects of all public/private partnerships arrangements over the full span of each contract.

## Financial performance

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

- Management of its \$3.9 billion funding and expenditure program.
- Generation of \$58.1 million gross revenue from the sale of surplus property and leasing of residual property.
- A 21 per cent increase in revenue from advertising to \$10.4 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 \$2.9 billion of property assets.
- The strategic procurement program achieving \$41 million in savings in the four years of the program to 30 June 2008.

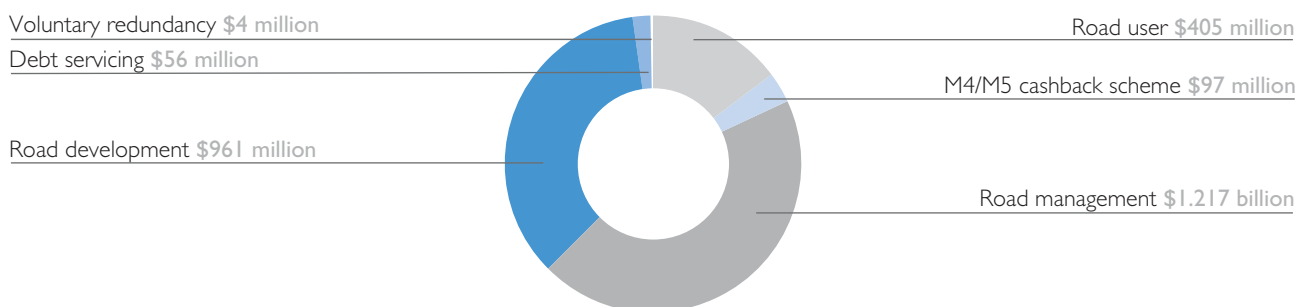
**TABLE 7. FINANCIAL PERFORMANCE**

Financial performance indicators	2004-05	2005-06	2006-07	2007-08 target	2007-08 actual	2008-09 target
Debt servicing cost as a % of roads program	2.3	2.0	2.0	1.6	1.5	1.5
Asset sales	53.2	41.2	24.5	15.0	60.8	28.3

## Roads program

Operating expenditure for the year was \$2.740 billion (up from \$2.263 billion in 2006-07). Expenditure on capital works was \$1.914 billion (up from \$1.528 billion in 2006-07). In achieving this result the RTA met government commitments to specific initiatives including continuation of the Pacific Highway upgrade, the Hume Highway upgrade, railway level crossing upgrades and pavement surfacing and replacement issues identified by the Auditor-General in his report Condition of State Roads.

**FIGURE 2. OPERATING EXPENDITURE 2007-08 \$2.740 BILLION**



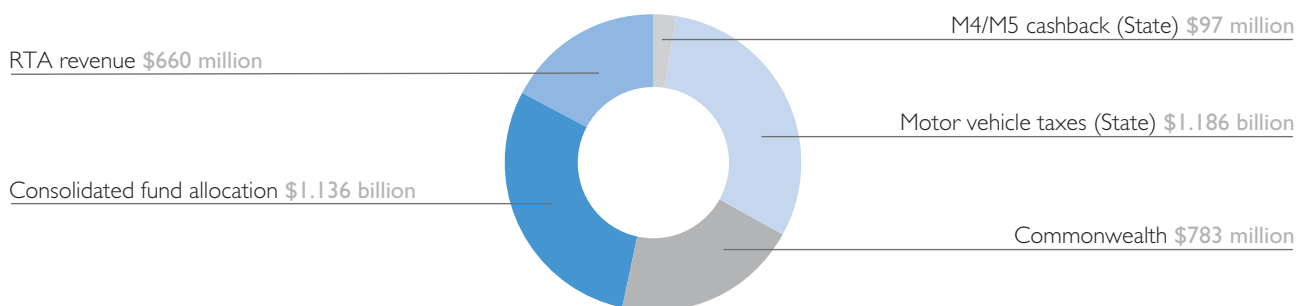
## Revenue sources

In 2007-08 the State Government provided \$2.419 billion or 63 per cent of the revenue received. This compared to \$2.255 billion in 2006-07.

The Federal Government contributed \$783 million of revenue, or 20 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 Interstate Vehicle Registration Scheme. This compared to \$706 million in 2006-07.

Additional funding for the RTA roads program was achieved through RTA sourced revenue of \$660 million. RTA sourced revenue in 2006-07 was \$654 million.

**FIGURE 3. REVENUE 2007-08**



## 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 250,000 customers lodged 718,000 claims in 2007-08. The total cost of the scheme, including administration, was \$97 million. The scheme is funded from consolidated revenue.



REVIEW OF OPERATIONS

# Transport

## REVIEW OF OPERATIONS

# Transport

The RTA manages the transport system to provide reliable and efficient movement of people and goods.

### **The NSW road transport system**

The transport system is crucial to the prosperity and well-being of the NSW community. The RTA's role is to develop the road network to meet the needs of a growing population, including day-to-day transport requirements of individuals, and the growing freight task. In this role, the RTA manages a major program of new road and bridge works, from the inner suburbs of Sydney to the far corners of the State.

The RTA also promotes alternatives to motor vehicle travel – such as public transport, cycling and walking – through the provision of infrastructure and a range of innovative programs to encourage sustainable methods of transport.

Another key RTA role is the management of traffic on the road system. The RTA leads the world in technology to promote efficient traffic movement. The Authority also takes the lead in managing traffic during major events – both planned and unplanned.

# Development

## Project delivery

During the year, the RTA managed the development and construction of 88 major projects with a total expenditure of almost \$1.4 billion (excluding private expenditure), and opened 11 of those projects to traffic. Appendix I contains details of progress on all major projects.

## 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 is the final link in the Sydney Orbital Motorway network, connecting the north-west sector of Sydney with the city. 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.

Stage 2 of the project, which included the reconfiguration of Epping Road and the introduction of bus lanes and a shared pedestrian/cycle path, was substantially completed on 10 March 2008. Transit lanes were also introduced on the widened Gore Hill Freeway from the Pacific Highway to the Warringah Freeway. Final landscaping will be completed in September 2008. Local access has been improved by introducing right turns into Parklands Avenue and Centennial Avenue, Lane Cove.

At 30 June 2008 the tunnel was being used by around 55,000 vehicles every weekday. Tolling is fully electronic and interoperable with other Sydney toll roads.

Connector Motorways Pty Ltd will operate and maintain the tunnel for 30 years.

Following community consultation for the Falcon Street access ramps, the RTA agreed to provide a new pedestrian/cycle bridge across the Warringah Freeway between Falcon Street at North Sydney and Merlin Street in Neutral Bay, providing direct access to Military Road.

Tenders were invited for the construction of the new bridge and other facilities in June 2008 and construction work will begin in September 2008. The \$15 million project will provide a continuous, uninterrupted crossing for pedestrians and cyclists travelling along this busy route.

### M4 Motorway extension

The M4 Motorway services a significant economic corridor, from Penrith through Sydney Olympic Park to the city, which is expected to grow considerably 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, Sydney Airport and Western Sydney.

With both of these factors in mind, the RTA continued investigations into an eastern extension of the M4 from Strathfield to improve the road connection between these economic gateways. This planning is in line with the Government's Metropolitan Strategy for Sydney, the State Infrastructure Strategy and the Urban Transport Statement. These documents are available online at [www.nsw.gov.au](http://www.nsw.gov.au).

### F3 Freeway to M2 Hills Motorway link

A proposed new section of motorway would connect the F3 Freeway at Wahroonga with the M2 at Carlingford.

In May 2004, the Federal Government announced the preferred corridor option for the link. Following the announcement, a number of representations were received from the community. A subsequent independent review of the corridor selection process, published in August 2007, concluded that the original 2004 study recommendations should be upheld: that is, the preferred Pennant Hills Road or 'Purple Route' corridor option should be progressed and an additional western corridor should be separately planned.

The RTA is reviewing and updating traffic demand forecasts, capital cost estimates and forecast revenue of the 'Purple Route' for consideration by the Federal Government.

## M5 East filtration plant



Artist impression of footbridge over M5 East Filtration Plant.

Construction of a \$65 million filtration plant began in April 2008 to remove particulate matter and nitrogen dioxide from air extracted from the western end of the M5 East westbound tunnel.

The plant was part of an Air Quality Improvement Plan for the tunnel, announced in June 2006. In July 2007, the Minister for Planning announced a modified approval for the M5 East Motorway to enable the construction and operation of the filtration plant. The plant is due to be operational by the end of 2009.

When completed, the plant will be capable of continuously drawing 200m<sup>3</sup> of air per second from the westbound tunnel, removing particulate matter from this air, removing nitrogen dioxide from 50m<sup>3</sup> of the same air and then returning the treated air to the westbound tunnel.

Following 18 months of operation, a report will assess the efficiency of the filtration systems and the effectiveness of the plant in reducing visible haze in the westbound tunnel.

## M2 upgrade

A proposal has been received from Transurban, owner of the Hills M2 Motorway, to enhance and widen the motorway. The proposal includes widening sections of the motorway from two to three lanes, construction of new west facing ramps at Windsor Road and east facing ramps at Herring Road, Macquarie Park.

The M2 Motorway is one of Sydney's busiest roads, providing an important link between the M7 and Lane Cove Tunnel and carries around 110,000 vehicles and 45,000 bus passengers a day.

Upgrading the M2 would relieve congestion and prepare it for additional growth, with 140,000 new homes and 100,000 new jobs planned for Sydney's north-west over the next 25 years.

## M5 transport corridor study

The Australian and NSW governments have committed \$15 million for a feasibility study of potential improvements to the M5 transport corridor from Port Botany/Sydney Airport to south-west Sydney.

The study will develop a preferred transport strategy, including an outline of improvements to public transport services and possible capacity enhancement options for the M5 East Motorway.

The study is being overseen by a task force convened by the NSW Coordinator General, and includes the Chief Executive of the RTA and senior representatives from the Ministry of Transport, Department of Planning and NSW Treasury.

## 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 rates of population growth. This growth has increased pressure on the road transport system. In response, the RTA has overseen improvements in road infrastructure to allow safe and efficient transport along the route. The jointly-funded upgrading program began in 1996 following an initial 10-year agreement between the NSW and Federal governments. By the end of 2009, the NSW Government will have spent \$2.45 billion and the Federal Government \$1.45 billion on the upgrade.

By June 2008, 267km of the highway's 679km length were double-lane divided road with travel time savings of about 70 minutes for both heavy and light vehicles. A further 87km are under construction and all other sections are either approved for construction or have had a preferred route identified.

The number of fatal crashes has fallen from around 31 per year to 24 per year, despite a 50 per cent increase in travel on much of the highway.

## Tomago Road and Old Punt Road junctions

Construction began in February 2007 on an \$8 million project to install traffic signals at the junctions of the Pacific Highway with Tomago Road and Old Punt Road at Tomago. The project is designed to improve safety and traffic flow. The traffic signals were completed by December 2007 and associated work is expected to be finalised by October 2008.



## Karuah to Bulahdelah sections 2 and 3

Construction began in March 2007 on this \$262 million project to provide 23km 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. The upgrade is expected to be completed by late 2009.



Site inspection: Staff from the Hunter Region Office took a tour of the Pacific Highway upgrade at Burdekins Gap.

## Bulahdelah Bypass

Early work and detailed design have begun following planning approval in October 2007. The first stage of early earthwork construction has started south of the Myall River.

## Cooperook to Herons Creek

The Cooperook to Herons Creek project incorporates the Cooperook to Moorland and Moorland to Herons Creek upgrades. Construction of these projects, which have been combined to achieve economies of scale, began in October 2007 and is expected to be completed in late 2009. The projects will provide 32.2km of dual carriageway.

## Bonville Bypass

The upgrade of this section of the highway between Perrys Road and Lyons Road south of Coffs Harbour is due to open in September 2008. The \$245 million Bonville Bypass will complete 17.5km of dual carriageway between Coffs Harbour and Urunga.

## Ballina Bypass

An alliance for the main construction of the bypass was formed in June 2008, with substantial construction also beginning that month. The preconstruction earthworks on this project began in September 2006 and were completed in September 2007.

The Ballina Bypass project will provide 11.6km of dual carriageway road, extending from south of Ballina at the intersection of the Bruxner and Pacific highways to north of Ballina at the intersection with Ross Lane at Tintenbar.

## Tugun Bypass

The Tugun Bypass connects the Pacific Motorway Stewart Road interchange at Currumbin in Queensland with the Tweed Heads Bypass north of Kennedy Drive. The project was funded by the Australian and Queensland governments with technical assistance provided by the RTA. The Tugun Bypass was completed and opened to traffic in June 2008.

## Other highlights

The Pacific Highway upgrade also reached the following milestones in 2007-08:

- Display of the environmental assessments for Kempsey to Eungai, Sapphire to Woolgoolga and Banora Point.
- Release of the outcomes of the Warrell Creek review and Macksville to Urunga concept design (these two projects are now combined and referred to as the Warrell Creek to Urunga upgrade).
- Submission of the planning application under Part 3A of the *Environmental Planning and Assessment Act* for the Warrell Creek to Urunga upgrade.
- Release of the Oxley Highway to Kempsey and Tintenbar to Ewingsdale highway access strategies.
- Approval of the Review of Environmental Factors for Herons Creek to Stills Road and start of detailed design.
- Display of the Woolgoolga to Wells Crossing and Woodburn to Ballina concept designs.
- Display of the Review of Environmental Factors for Failford Road to Tritton Road.

## Sydney projects

### F3 Freeway, Cowan to Mount Colah

Construction began in January 2007 to widen a 11.5km 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 in mid 2009. 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 43km.

### Victoria Road upgrade

The Victoria Road upgrade, including the Iron Cove Bridge duplication, seeks to improve the efficiency and reliability of bus services between Gladesville Bridge and The Crescent at Rozelle, by providing 'citybound' bus lanes during the morning and evening peak periods.

The project is estimated to cost \$156 million. Following extensive community consultation the proposal was revised to minimise local impacts while still providing the required improvements to public transport. A preferred option will be announced in July 2008. Environmental assessment and more detailed project planning will now be undertaken.

### Windsor Road upgrade

The \$127 million Windsor flood evacuation route across South Creek was opened to traffic in September 2007, providing Windsor residents additional time to evacuate to safety in the event of a major flood, alleviating traffic congestion between McGraths Hill and Windsor, and providing a more direct route for motorists travelling between Richmond and Windsor Road.



Thousands of people participated in the historic Windsor Flood Evacuation Route bridge walk.

### Alfords Point Bridge

Construction of the \$42 million duplication of Alfords Point Bridge over the Georges River began in early 2007. This project will eliminate the tidal traffic flow arrangements on the existing bridge and will be opened to traffic in August 2008. Planning for widening of the northern approach to the Alfords Point Bridge is also underway with the Review of Environmental Factors displayed for public comment in December 2007 and planning approval achieved in May 2008. The RTA plans to invite tenders for the work in late 2008.



Deck completion at Alfords Point. Left to right – Premier Morris Iemma, Member for East Hills Alan Ashford, Minister for Roads Eric Roozendaal, Member for Menai Alison Megarrity and RTA Project Manager Peter Ross inspect the progress, April 2008.

### Hoxton Park Road upgrade

Hoxton Park Road is being progressively upgraded to provide a divided road of at least four lanes and an off-road cycleway. It carries the Liverpool to Parramatta transitway on two separate, central lanes between Banks Road and Brickmakers Creek. Tenders for the \$71 million final section between Cowpasture Road and Banks Road were invited in April 2008 and work is planned to begin in late 2008.

## Cowpasture Road upgrade



Left to right – Minister for Roads Eric Roozendaal, Liverpool MP Paul Lynch and Macquarie Fields MP Andrew McDonald inspecting work at Cowpasture Road, June 2008.

Cowpasture Road was a 12.8km, 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 last two remaining lengths to be upgraded are from Main Street to Camden Valley Way and from North Liverpool Road to the M7.

Construction of the \$21 million upgrade from Main Street to Camden Valley Way began in June 2008 and is scheduled to be opened to traffic in mid 2009. Tenders were invited for the \$78 million upgrade from North Liverpool Road to the M7 in June 2008 and work is planned to start in late 2008.

## Narellan Road extension

This \$33 million project was completed and opened to traffic in October 2007. The project extends Narellan Road by 1.1km to intersect with The Northern Road.



RTA staff Geoff Fogarty and Vasee Vaseeharan inspecting work on the Narellan Road extension.

## Camden Valley Way upgrade

A Review of Environmental Factors was displayed in December 2007 for the \$65 million upgrade of Camden Valley Way from Bernera Road to Cowpasture Road. The RTA plans to invite tenders for this work in early 2009. 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.

## Great Western Highway

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 Federal Government contributing \$100 million and committing a further \$100 million.



Great Western Highway: Leura Mall facing west (looking towards Katoomba).

## Leura to Katoomba

Section 1 of the Leura to Katoomba upgrade between Willow Park Avenue and East View Avenue was opened to traffic in 2006 and the \$25 million Section 2 between East View Avenue and Bowling Green Avenue is scheduled to be opened in late 2008. The major feature of this project is a grade separated interchange at Leura Mall to provide access for local road users and preserve local heritage

### Woodford to Hazelbrook

Work continued on the \$160 million upgrade from Woodford to Hazelbrook with the Oaklands Road local traffic railway underpass and Hazelbrook Parade completed. Work started on the highway widening between Winbourne Road and Ferguson Avenue. Tenders are scheduled to be invited for the section from Station Street to Winbourne Road in late 2008.

### Lawson

Planning and preconstruction for the \$220 million Lawson upgrade between Honour Avenue and Ridge Street continued. A request for proposals for an alliance contract with the RTA was issued in June 2008. An agreement is expected to be signed in late 2008 and construction planned to begin in 2009.

### Wentworth Falls East

Concept design and environmental assessment has been completed and the detailed design is being prepared through an alliance contract and will be completed in August 2008. A contract for preliminary drainage work is expected to be awarded in late 2008.

### Mt Victoria to Lithgow

Investigations and planning have begun to develop options for the upgrade of the highway between Mt Victoria and Lithgow. Community consultation for selection of a new route began in 2008.

### Other projects on the Great Western Highway

Planning, investigations and environmental assessments continued on the remaining sections of the highway to be upgraded through Bullaburra and Wentworth Falls. The preferred option for Bullaburra to Wentworth Falls was announced in September 2007 and the preferred option for Bullaburra Village is to be announced later in 2008.

## Improving access between cities and regions

### Hume Highway

#### Southern Hume Highway duplication

The Federal Government aims to have full dual carriageways on the Hume Highway by 2012. There are 87km to upgrade between the Sturt Highway and Table Top near Albury. In June 2006 the NSW and Federal governments signed a Memorandum of Understanding to accelerate 67km of duplication and the Federal Government provided \$800 million to complete the work by December 2009. The interest earned on this funding will also be applied to the project. This will leave 20km of highway as single carriageway at Tarcutta, Holbrook and Woomargama.

Two alliance partners for the duplication were engaged in December 2006: the Northern Hume Alliance for 35km and the Hume Highway Southern Alliance for 32km. Substantial work began in October 2007 and the project is on track for completion by December 2009.



Work underway on the Southern Hume Highway Duplication

#### Bypasses of Tarcutta, Holbrook and Woomargama

A contract was awarded in October 2007 to assist in the route selection and planning of the three bypasses. Preferred routes are expected to be confirmed in the second half of 2008 and project planning approvals are expected in mid 2009. The bypasses of Tarcutta, Holbrook and Woomargama will make up the final 20km of dual carriageway highway to be completed by 2012.

### **Sheahan Bridge duplication, Gundagai**

A contract to design and construct the Sheahan Bridge duplication was awarded in September 2007. The \$78 million project is fully funded by the Federal Government. On completion of this bridge duplication and the Coolac Bypass, the Hume Highway will be dual carriageway between Sydney and the Sturt Highway. Completion of the project is expected in late 2009.

### **Coolac Bypass**

A contract was awarded on 28 February 2007 for the \$179 million Coolac Bypass project and construction began in May 2007. The project comprises a 12km four-lane bypass and a 4km 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 Federal Government.

### **Towrang Road and Carrick Road junction improvement**

The \$6 million project to improve the two junctions at Towrang, north of Goulburn, was opened to traffic in August 2007, with the final layer of asphalt pavement completed in November 2007.

### **Northbound upgrade, Brooks Road to Camden Valley Way, Ingleburn**

The \$30 million northbound widening of the Hume Highway (F5 Freeway) between Brooks Road and Camden Valley Way will be opened to traffic in August 2008. The project was jointly funded by the Federal Government (80 per cent) and the NSW Government (20 per cent).

## **Newell Highway**

### **Moree Town Centre Bypass**

The project will remove heavy vehicles from the town centre and improve safety and access. A contract was awarded in August 2007 for Stage 1 construction comprising a new Mehi River Bridge and northern roadwork. Detailed design of Stage 2 comprising roadwork through Moree is complete, however tenders for construction have been delayed while land contamination is rectified by a third party. The \$56 million project is fully funded by the Federal Government.

## **Princes Highway**

### **Lawrence Hargrave Drive intersection upgrade**

Planning continued 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. Concept design and environmental assessment were completed, preparatory work began and construction tenders are scheduled to be invited in late 2008.

### **Wollongong Northern Distributor**

The major construction contract for the \$101 million Northern Distributor extension in Wollongong was awarded in December 2006 and work began in April 2007. The Northern Distributor will be extended by 3km 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 intersections at Campbell Street and Park Road). The proposal also includes an off-road shared pedestrian cycle bridge at Farrell Road and 2.5m wide sealed shoulders on both sides for cyclists. The project is expected to be opened to traffic in mid 2009.

### **Oak Flats to Dunmore**

Construction of the \$130 million Oak Flats to Dunmore deviation continued. This 5.5km four-lane divided carriageway deviation of the Princes Highway will link the Oak Flats Interchange with the North Kiama Bypass, providing four lanes to south of Kiama. A contract for the work was awarded in February 2007 and site work began in June 2007. Work to upgrade Shellharbour Road to four lanes to provide improved connectivity with the Princes Highway has been carried out by RTA and is due for completion in late 2008. When completed in late 2009 the whole project will significantly improve road safety, reduce congestion and improve traffic flow.



Aerial view of Oaks Flats to Dunmore.

### Kiama Ramps

Construction began in September 2007 to provide two additional ramps on the Kiama Bypass. The work is being undertaken by the RTA and the \$14 million project is expected to be completed in late 2008.

### Gerringong to Bomaderry

Work has continued on selecting a route for the future upgrade of the Princes Highway between Gerringong and Bomaderry. A number of options were displayed in November 2007 and in May 2008 an independent workshop called a Value Management Workshop was held with a variety of internal and external stakeholder representatives to assist in assessment of route options for the project. The preferred route is expected to be selected by late 2008.

### South Nowra road safety improvements

Work began in June 2007 to widen part of the Princes Highway between South Nowra and Jervis Bay Road to four-lanes, including duplication of the two-lane bridge over Currumbene Creek. The \$23.5 million project is jointly funded with the Federal Government contributing \$15 million and the NSW Government \$8.5 million. The project is expected to open to traffic by the end of 2008.

### Conjola Mountain realignment

Funding for this project includes a \$10 million contribution from the Federal Government arranged by the Southern Region of Councils. A contract for Stage 1 (bridge over Conjola Creek) was awarded in August 2007 and completion is due in December 2008. Tenders for the remaining work were invited in May 2008.

### Pambula Bridge and approaches

A \$17 million project to construct a new bridge and approaches was opened in March 2008. The project was jointly funded with the Federal Government contributing \$5 million and the NSW Government \$12 million.

## New England Highway

### F3 Freeway to Branxton

Planning continued for the 39.5km link between the F3 Freeway at Seahampton and the New England Highway west of Branxton. The four-lane link would relieve congestion on the New England Highway in Maitland and provide a high standard east-west connection between the Newcastle regional centre and urban centres in the lower Hunter.

Planning approval for the modified design was received from both the NSW Department of Planning and the Australian Department of the Environment, Water, Heritage and the Arts. However, planning for the project has been suspended by the Federal Government pending the completion of a comprehensive transport study of the Lower Hunter that will identify potential solutions to the transport needs of the community. The results of the study will be submitted to Infrastructure Australia by the end of 2008 for consideration in its National Infrastructure Audit that will determine future infrastructure priorities.

### Weakleys Drive Interchange

Construction continued on the interchange at Weakleys Drive, Beresfield. A significant milestone was achieved with the erection of bridge girders in June 2008. The girders form part of the New England Highway bridge over Weakleys Drive and will have a clear span of 60m. 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 Federal Government and is expected to be completed by the end of 2008.



Night works: Erection of the bridge girders, June 2008.



Night works: Erection of the bridge girders over Weakleys Drive Interchange, June 2008.

### Halcombe Hill

The \$15.4 million realignment of the New England Highway and a new rail overbridge at Halcombe Hill just north of Aberdeen was opened to traffic in August 2007. The project was fully funded by the Federal Government.

## Other Newcastle and Hunter projects

### Newcastle Inner City Bypass

Planning continued 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 September 2007 the environmental assessment report for the 1.8km Shortland to Sandgate section was approved. Concept design is now progressing.

Preliminary planning for the Rankin Park to Jesmond section that would pass to the west of John Hunter Hospital has been finalised and a preferred route adopted for inclusion in Newcastle City Council's Local Environmental Plan. Although the Rankin Park to Jesmond section is not expected to be needed for many years, identification of the preferred route will provide certainty for residents and businesses about the upgrade's location.

### Tourle Street bridge replacement, Mayfield West

Construction began in October 2007 to provide a new two-lane crossing of the Hunter River replacing the existing Tourle Street Bridge. The \$47 million project is expected to be completed in mid 2009.

### Nelson Bay Road, Bobs Farm to Anna Bay

The \$12 million second stage of the project to upgrade Nelson Bay Road at Bobs Farm was opened to traffic in August 2007. The project involved the widening from two to four-lanes of 1.6km of Nelson Bay Road from south of Marsh Road to north of Cromarty Lane, Bobs Farm. 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. Planning is progressing for the remainder of the project.

### Third Hunter River Crossing at East Maitland

Preliminary work began in March 2007 for a new two-lane road and bridge crossing of the Hunter River between East Maitland and Bolwarra. Stage 1 of the project, comprising an upgrade of 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, was completed in October 2007. Stage 2 work, consisting of bridge work over the Hunter River and roadwork between Paterson Road, Bolwarra and Melbourne Street, East Maitland is expected to begin in 2009.

## Central Coast projects

### Central Coast Highway (The Entrance Road) Terrigal Drive to Carlton Road, Erina

The \$15 million project to upgrade a 600m length of the Central Coast Highway was opened to traffic in August 2007. 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.



Aerial view of Central Coast Highway (Terrigal Drive to Carlton Road).



Central Coast Highway, upgrade work.

### **Carlton Road to Ocean View Drive, Wamberal**

Planning continued for the staged upgrade of this 4.4km length. The project is the final stage of a four-lane divided carriageway between the F3 at Kariong and Tumbi Road at Wamberal. A preferred option was announced in January 2008.

### **Ocean View Drive to Tumbi Road, Wamberal**

This project provides two lanes in each direction, a continuous off-road cycleway, bus bays and pedestrian facilities for the full 1.5km length. Work on the Ocean View Drive to Pitt Road section began in March 2007 and will open to traffic in July 2008. Work started on the Pitt Road to Tumbi Road section in June 2006 and was opened to traffic in December 2007. The project is estimated to cost \$42 million.

## **Avoca Drive**

### **Central Coast Highway to Sun Valley Road, Green Point**

This \$9 million project was opened to traffic in December 2007. The project provides an additional lane in each direction between the Central Coast Highway and Sun Valley Road, and includes an off-road cycleway for its complete length of 700m.

### **Sun Valley Road to Bayside Drive, Green Point**

Planning continued to extend the dual carriageways south of Sun Valley Road for a further 1.2km to complete a continuous four-lanes from the Central Coast Highway to Davistown Road. The environmental assessment was displayed for community comment in December 2007 and tenders for construction are planned to be called in early 2009.

## **Pacific Highway**

### **Dog Trap Road Intersection, Ourimbah**

This \$15 million project was opened in July 2007. It provides two lanes in each direction along the Pacific Highway over a length of 300m and traffic control signals at the Dog Trap Road intersection. It also includes safe access for the neighbouring school and other land users via Dog Trap Road and an upgraded service road.

### **Glen Road to Burns Road, Ourimbah**

A contract was awarded in March 2008 for next stage of the Pacific Highway widening between Glen Road and Burns Road, Ourimbah. Construction began in June 2008 and the project is expected to be open for traffic in mid 2010. The project is estimated to cost \$47 million.

### **Tuggerah to Wyong**

This \$42 million upgrade involves widening the road from one lane to two lanes in each direction between Anzac Road and Johnson Road, with improved intersections, pedestrian facilities and a dedicated off-road cycleway. Stage one of the project, between Anzac Road and Mildon Road, was open to traffic in February 2008. A contract was awarded for construction of Stage two between Mildon Road and Johnson Road in February 2008. The full length is expected to be completed by late 2009.

## **Other rural projects**

### **Lanyon Drive, Queanbeyan**

Design work to extend the four-lane section of Lanyon Drive from Tompsitt Drive (NSW) to the Monaro Highway (ACT) is being managed by ACT Roads. The design is being finalised and a Review of Environmental Factors for the proposed work in NSW was determined in June 2008. Work will proceed in conjunction with construction in the ACT and is expected to start in 2009.

### **Nowra to Nerriga**

Stage 1 of the reconstruction of Main Road No. 92 over a length of 24km was completed in June 2007. A contract for Stage 2 was awarded in July 2007 involving the reconstruction of a 9km section through Bulee Gap including a new bridge. This work is due for completion in 2009. Design work for Stage 3 has been completed and tenders will be invited in July 2008.



# Alternative transport

## Bus priority

### Strategic bus corridors

The release of the NSW 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. 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 over four years from 2008-09 under the Government's Urban Transport Statement initiatives to accelerate the delivery of the bus priority program.

Bus priority 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.

By June 2008, 72 bus priority infrastructure projects had been completed across the Sydney strategic bus corridor network. Construction was continuing on a further 24 projects.

The Public Transport Information and Priority System (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. When this new GPS-based bus priority system is fully 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 to improve bus travel time reliability.

Broad scale deployment began in early 2008, with the initial focus on Sydney's northern beaches bus corridor.



Buses get a green light: Left to right – Team Leader Ken Collins, Work Supervisor Geoff Carn, RTA contractor; with Member for Parramatta Tanya Gadiel and Minister for Roads Eric Roozendaal at Parramatta.



Sydney Harbour Bridge bus lane.

## Bus lane cameras

There are 28 bus lane cameras and 36 transitway cameras operating across Sydney.

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 bus lane rules. These include colouring 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 began. A further nine bus lane enforcement camera sites were successfully commissioned in October 2006 within the Sydney central business district and the systems ISO 9001 certification was renewed.

In addition there are bus camera sites on the North West Transitway and the Liverpool to Parramatta Transitway.

## North West Transitway Network

The North West Transitway Network comprises two new bus transitway links – Parramatta to Rouse Hill Regional Centre (17km with 20 stations) and Blacktown to Parklea (7km with 10 stations). The Parramatta to Rouse Hill Regional Centre link was completed and buses began services in March 2007. Construction of the Blacktown to Parklea link was completed in November 2007. The North West Transitway Network delivers an effective transport alternative for north-west Sydney with greater provision, frequency and reliability of bus services.

## Bicycle riders

The RTA recognises that bicycle riding is an affordable, flexible, healthy and environmentally friendly form of transport. Promoting bicycle riding is an important part of the NSW Government's planning and transport strategy, particularly as it relates to reducing traffic congestion and improving the environment.

The RTA is committed to making comprehensive provision for bicycles in new major road infrastructure and maintenance work. During 2007-08 bicycle facilities were constructed at the following major road upgrades:

- Pacific Highway: On and off-road cycleways from Kennedy Drive to the Tweed Bypass interchange, Tweed Heads.
- Pacific Highway: Road shoulders along both sides of the Pacific Highway in association with the intersection upgrades at both Tomago Road and Old Punt Road, Tomago.
- North West Transitway: Shared use path along sections of Sunnholt Road, Blacktown to Old Windsor Road, Parklea.
- Lane Cove Tunnel: Separated paths along the southern side of Epping Road from Mowbray Road to Pacific Highway, Lane Cove.
- Bexley North to Cup and Saucer Creek: On-road cycleway along various roads from the M5 East cycleway at Lundy Street, Kingsgrove, to the Cup and Saucer Creek cycleway, Earlwood.
- Hume Highway: Road shoulders along both sides of the highway as part of the Towrang Road and Carrick Road intersection upgrades.
- Princes Highway: Road shoulders along both sides of the Princes Highway as part of the Pambula Bridge and approaches upgrade, Pambula.

The RTA bicycle program also funded the development and construction of other major cycleway projects during the 2007-08 financial year, including:

- Chatswood to North Sydney: Design development of a section of Chatswood to North Sydney route between Merrenburn Avenue, Naremburn and the Ridge Street Bridge, North Sydney.
- Princes Highway, Lake Tabourie: Construction of a shared use bridge over Tabourie Creek, along the eastern side of the existing bridge.
- Upgrade to bicycle-friendly drainage grates along Shellharbour Road, Windang Road, Primbee Deviation and King Street, from Shellharbour to Port Kembla.

In recognition that most cycling takes place on local roads, the RTA offered joint funding to NSW councils for the development and implementation of their local bicycle networks. During 2007-08, more than \$5.4 million was allocated on a matching basis to fund local cycleway work within 83 council areas. The program provided \$10.9 million for 119 local bicycle projects.

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**\*** The RTA's total funding of \$23.2 million towards the bicycle program helped to build more than 174km of cycleway, 103km of which were on-road and 71km off-road.

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RTA support: Sydney Spring Cycle, October 2007.

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The RTA continued to support community events that encouraged greater use of cycling. These included the City of Sydney Spring Cycle in October 2007, the MS Sydney to the Gong in November 2007 and the 2008 Great Escapade from Lithgow to Stockton, Newcastle, in March 2008. The City of Sydney Spring Cycle attracted more than 8100 participants.

For the annual NSW Bike Week in September 2007, the RTA provided seed funding to almost 50 bicycle events organised by local communities throughout the State. The list of these events was published on the RTA website. A marketing campaign to support NSW Bike Week was undertaken and included banners on overhead bridges in Sydney.

The RTA provided support to the National Ride to Work Day. RTA staff were encouraged to ride to work to aid a national effort by bicycle riders to reduce greenhouse emissions. Various initiatives such as 'ride to work day breakfasts' encouraged staff participation.

The RTA produced a number of publications to encourage cycling as an alternative mode of transport. These included *Safe Riding – A guide to safe cycling* and *Cycling to Work – Information for employers and employees*, a 'Powered by People Not Petrol' poster, and an update of the Sydney to Parramatta cycleways map.

## Pedestrians

The RTA implemented a number of initiatives to improve pedestrian access and safety.

Facilities for pedestrians constructed in 2007-08 included:

- Pedestrian bridges: Detailed design development was undertaken for bridges at Parramatta Road, Haberfield, at Anzac Parade, Moore Park, and at Silverwater Road, Ermington. Concept design development is underway at Epping Road, Marsfield.
- Pedestrian crossings: A \$17 million program continued to upgrade pedestrian crossings on multi-lane State Government-controlled roads. Fifty-nine crossings will be upgraded as part of the program. By 30 June 2008, 31 of the 59 sites had been upgraded, with traffic signals installed at 25 sites. A further seven sites were under construction, with 13 sites in the design and community consultation stages.

- Pedestrian crossings and refuges.
- Additional audio-tactile push buttons to assist vision impaired pedestrians.
- Kerb ramps.
- Pedestrian fencing.

The RTA helped local councils to prepare Pedestrian Access and Mobility Plans (PAMPs) for integrated pedestrian networks. Eighty-six councils now have a PAMP, including nine completed during 2007-08.

The RTA continued to support councils to implement these plans which enhance safety, convenience and mobility in key areas of pedestrian movement, such as between public transport and other public places. During 2007-08 more than \$1.9 million was allocated to fund, on a matching basis, local pedestrian work in 69 council areas across NSW. The program funded 104 pedestrian projects at a combined cost of more than \$3.9 million.

The RTA continued to reinforce safe pedestrian behaviour amongst parents, teachers and children through ongoing support of Walk Safely to School Day, an initiative of the Pedestrian Council of Australia Limited. The RTA provided \$30,000 for this year's event in May 2008.



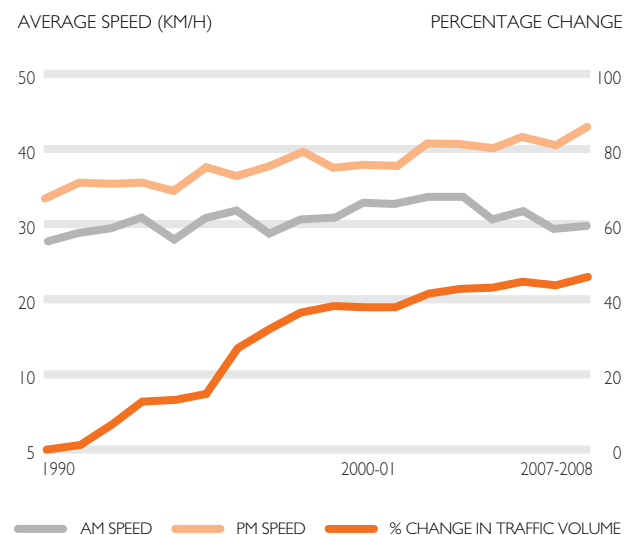
Pacific Highway near Cowan in Northern Sydney: The Pedestrian improvements narrowed the road into a single lane to force drivers to proceed with greater caution. It also improved the pedestrian footpath around the crossing.

## Traffic

### Speed and traffic volume trends

The trends in AM and PM peak speeds on the seven major routes to and from Sydney have remained broadly consistent despite the growth in traffic on these routes of more than 45 per cent since 1990.

**FIGURE 4. SPEED AND TRAFFIC VOLUME TREND FOR SEVEN MAJOR ROUTES TO AND FROM SYDNEY**



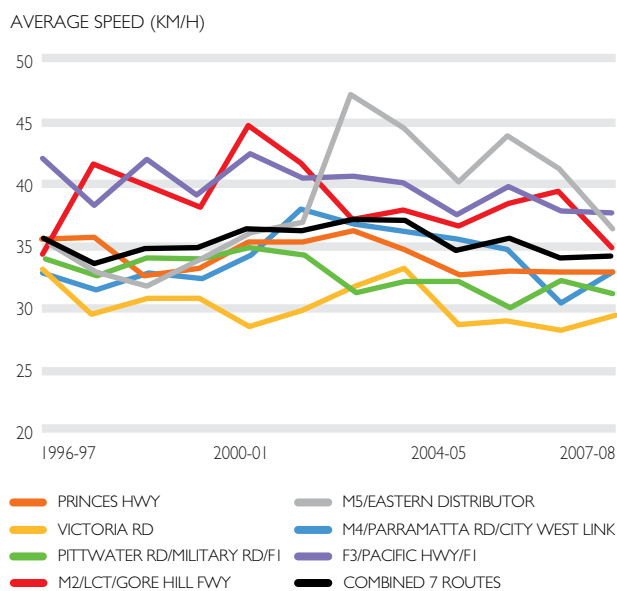
Between 2006-07 and 2007-08, travel speeds remained unchanged for the AM peak period and increased slightly for the PM peak period.

For the AM peak, the result was unchanged between 2006-07 and 2007-08 at 30km/h. The routes with a marked decrease in speed were the M5 corridor which changed from 40km/h to 34km/h and the M2/Lane Cove Tunnel/ Gore Hill Freeway corridor which changed from 38km/h to 31 km/h. Although the introduction of the Lane Cove Tunnel was positive, the overall result for the M2 corridor was influenced by slower speeds west of Pennant Hills Road. The two lowest speed corridors in 2006-07 both improved, with the M4/City West Link up from 25km/h to 28km/h and Victoria Road slightly improved from 22km/h to 23km/h. Minor changes were recorded on the other corridors.

The patterns in overall speeds on the seven routes in the AM peak over the past 10 years is shown in Figure 5 on the following page.

For the PM peak, the rise between 2006-07 and 2007-08 was from 41 km/h to 43 km/h. The route with the highest change in speed was the M2/Lane Cove Tunnel/ Gore Hill Freeway corridor which increased from 47 km/h to 61 km/h due to the Lane Cove Tunnel and widening of the Gore Hill Freeway and westbound sections of the M2. The F3/Pacific Highway corridor also improved markedly from 45 km/h to 52 km/h. Small positive changes were recorded on most other corridors. The only exception was the M5 corridor which decreased slightly from 50 km/h to 48 km/h but remained among the top three fastest corridors for the PM peak.

**FIGURE 5. AM PEAK SPEEDS**



\* From 2007-08, the Lane Cove Tunnel is part of the M2 corridor (formerly parallel sections including Epping Road)

## Keeping the traffic flowing

The focus for 2007-08 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.

## 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 website and recorded telephone information.

The TMC is undertaking a program to enhance its capability and replace aging equipment, including updating the layout of the transport operations room.

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 incidents and assist when they occur.
- Operation of Variable Speed Limit Signs on all motorways so that speed limits may be adjusted in response to traffic conditions.
- Expansion and operation of 582 Variable Message Signs (VMS) across Sydney's metropolitan area and selected major routes across the State. There are 173 static VMS that are directly controlled by the TMC.
- Expansion and operation of the network of 1200 closed circuit television 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 city of Sydney in the event of a disaster.

## Incident management and traffic monitoring improvements

The RTA expanded the coverage of the incident management and traffic monitoring system, which improved the ability to monitor the network and respond to traffic incidents.

Improvements this year included:

- Installation of a new moveable median on the Cahill Expressway at the Sydney Harbour Tunnel northbound off-ramp.
- Installation of median crossovers on the F3 Freeway between Wahroonga and Ourimbah as part of the \$30 million program of work from 2007-08 to 2009-10.
- Installation of detour signposting for the Murray River bridges.
- Installation of two new variable message signs and closed circuit television cameras on the Hume Highway at Coolac.
- Installation and upgrade of closed circuit television cameras at various traffic control signal sites, including on the Pacific Highway, north of Grafton.
- Installation of detour signposting for the Pacific Highway between Twelve Mile Creek and Nabic.
- Installation of detour signposting for the Sydney-Newcastle Freeway between Morisset and Warnervale.
- Upgrading communications to traffic control signals at key locations on the Pacific Highway.

## 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.

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 SCATS continued to be a success, with an expanding international market. At 30 June 2008, SCATS was licensed to 28,291 intersections across 128 cities worldwide.

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

To research longer-term enhancements to SCATS capabilities, the RTA is continuing its collaborative research and development agreement with National ICT Australia Limited (NICTA). As NICTA is part funded by the Australian and State governments (Department of State and Regional Development), this collaboration with NICTA comes at no financial cost to the RTA, other than the resource costs for traffic systems staff working with NICTA researchers. The collaboration will pursue three areas of research:

- New vehicle detection systems including the potential for measuring traffic demand and queue length by analysing images captured using video cameras.
- New approaches to improve traffic signal control efficiency that take advantage of modern computing technology and new information processing techniques which include investigating the potential for enhancing the flexibility and efficiency of control algorithms for individual and groups of intersections.
- The potential of longer-term use of wireless mesh networks to replace conventional cable-based SCATS communication systems.

In addition, NICTA has been engaged to assist the TMC in investigating the development of a Design Support System that could aid decisions in real time traffic operations.

## Intersection and corridor improvements

Locations in need of attention have been identified by monitoring congestion and travel times on key routes. Improvements made at these locations include construction of traffic signals, roundabouts and general intersection upgrades.

The Network Management (or Pinch Point) strategy is a NSW Government initiative aimed at improving traffic flows at key congestion points on Sydney's major arterial road corridors. This five year strategy was announced by the Premier in November 2006 in the Government's Urban Transport Statement, in which \$100 million was committed to improvements on the road network, starting in July 2007.

The Pinch Point strategy is targeting peak hour traffic 'hot spots' in 23 corridors in Sydney and will develop measures to provide reliable travel times.

Draft corridor strategies are being prepared for more than half of these routes, with planning for the remainder to be undertaken during 2008-09.



Pinch Point Strategy funding for Campbelltown aimed at improving traffic flow.

Projects already completed as part of the Pinch Point program include:

- Intersection reconstruction at Narellan Road and Blaxland Road/Gillchrist Drive, Campbelltown.
- Extension and duplication of right turn bay at Campbelltown Road and Blaxland Road, Campbelltown.

Other locations where intersection improvements have been completed include:

- Heathcote Road and Macarthur Drive, Holsworthy.
- Traffic control signals at Bank Street and Sydney Fish Markets, Pyrmont.
- Sturt Highway, East Wagga Wagga.
- Jingellic to Gilmore Road, and Greenhills Road, near Tumut, and Pound Creek Road, near Tumbarumba.
- Sydney-Wollongong Freeway and Old Mount Ousley Road, Mount Ousley.
- Illawarra Highway and Calderwood Road, Albion Park.
- Princes Highway and Illawarra Highway, Albion Park.
- The Entrance Road between Wyong and The Entrance.
- Hillsborough Road, Warners Bay.
- Mitchell Highway, Dunkeld Road and Evans Plains Road, near Bathurst.
- Castlereagh Highway and Spring Flat Road, Mudgee.
- Newell Highway, Burcher Road and Wamboyne Road, South Forbes, Croppa Creek Road, Moree, Killarney Street, Narrabri, and Gwydirville Road, Moree.
- Oxley Highway and Hastings River Drive, Port Macquarie.
- Wommin Bay Road and Phillip Street, Chinderah.

## Traffic and transport modelling

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\* 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 the benefit of detection and management of roadside incidents, management of E-Toll tags and lane changing on the Sydney Harbour Bridge. Simulation models have also been developed for:

- The Sydney CBD.
- Spit and Military Roads corridor.
- Victoria Road upgrade.
- Sydney Airport and Port Botany.
- The Barangaroo development for Sydney Harbour Foreshore Authority.



Screen grab of Victoria Road simulation model.

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## Electronic toll collection

The RTA is responsible for the collection of cash and electronic tolls on the Sydney Harbour Bridge and the collection of electronic tolls for the Sydney Harbour Tunnel. The RTA also undertakes electronic tag distribution and customer account management, and assists with toll enforcement services for all NSW toll roads.

Electronic toll collection allows easier passage through tollbooths, easing congestion and improving traffic flow. It also has environmental benefits, because air and noise pollution are reduced when vehicles do not have to stop to pay a toll. These positive effects have increased with the introduction of E-only lanes.

The RTA played the leading role in introducing electronic tolling to NSW toll roads and continues to be a leader in supporting and maintaining interoperability between all toll roads in eastern Australia.

\* The result has been a rapid expansion in tag use, with the RTA issuing around 200,000 tags in 2007-08, bringing the total number of RTA tags in circulation to 676,000.

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The popularity of electronic tolling increased during the year. RTA E-Toll tags were used more frequently, with about 19.6 million additional transactions on all toll roads compared with the previous 12 months.



## Toll systems and products

The RTA uses a number of toll systems designed to improve processing efficiency. An outsourced Toll Compliance Management System also processes toll violations for private operators.

An internet-based capability was introduced to allow RTA tag customers to check their accounts and make changes, as well as enabling new customers to apply for a tag account online.

In July 2007, the E-Pass was introduced which will ultimately be interoperable with all toll roads in Sydney. E-Passes are suitable for customers who travel infrequently on toll roads.

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\* In May 2008, the Short Term Tag was launched as a pilot scheme in six motor registries.

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The Short Term Tag can be used to travel on all eastern Australian toll roads for periods of one week or more. The advantage of the Short Term Tag is that there is no deposit to pay, just a weekly fee of \$5. At June 2008 approximately 35 Short Term tags were sold per week.

## Sydney Harbour Bridge and Tunnel

As owner and operator of the Sydney Harbour Bridge, the RTA has collected bridge tolls since 1932. The RTA has collected tolls for the Sydney Harbour Tunnel since 1992. Interoperable electronic tolling was installed on the bridge and tunnel in 2001. The Sydney Harbour Tunnel tolling collection went fully electronic in July 2007. In keeping with the NSW Government's objective to make the entire Sydney motorway network cash-free, adjustments were made to toll booths on the Sydney Harbour Bridge in May 2008. Further work is planned to promote fully electronic tolling on the bridge.

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\* At June 2008, approximately 89 per cent of road users were using electronic tolling on harbour crossings during the morning peak with up to 22,000 transactions during this period each day.

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Sydney Harbour Tunnel goes cashless.

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## Improved signposting

Signposting plays an important role in traffic management by ensuring motorists have clear guidance to help them navigate. The RTA undertook the following work in 2007-08 to improve:

- Signposting on the Warringah Freeway approach to Sydney Harbour Bridge.
- Tourist signposting in the Penrith area.
- Rural road signposting on the Olympic Highway between Albury and Young.
- Signposting on the Hume Highway between Narallan and Goulburn.
- Signposting on the Princes Highway, Wollongong, at Fowlers Road and Kanahooka Road.
- Signposting at Narromine, Gilgandra, Cowra and Warren.

# Future challenges

## Road development

- Participate 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.
- Work with the NSW Treasury to improve the Total Asset Management data requirements including project justification and prioritisation for inclusion in the State Infrastructure Strategy and the tightened 'gateway process' for project planning and procurement.
- Contribute to the Government's Metropolitan Strategy, emphasising the significance of urban centres across Sydney so that jobs are close to residences, reducing the need for trips to the CBD.
- Continue development of the Sydney Motorway network by investigating the M4 extension and the F3 Freeway to M2 Motorway link.
- Plan for support of 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 begin the construction of the Riverstone rail overpass.
- Progress the Great Western Highway upgrade in the Blue Mountains.
- Complete the 67km Southern Hume duplication work 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 begin project development.
- Progress the development of further Princes Highway upgrades, including four lanes through South Nowra to Jervis Bay Road and realignment at Victoria Creek and Dignams Creek.

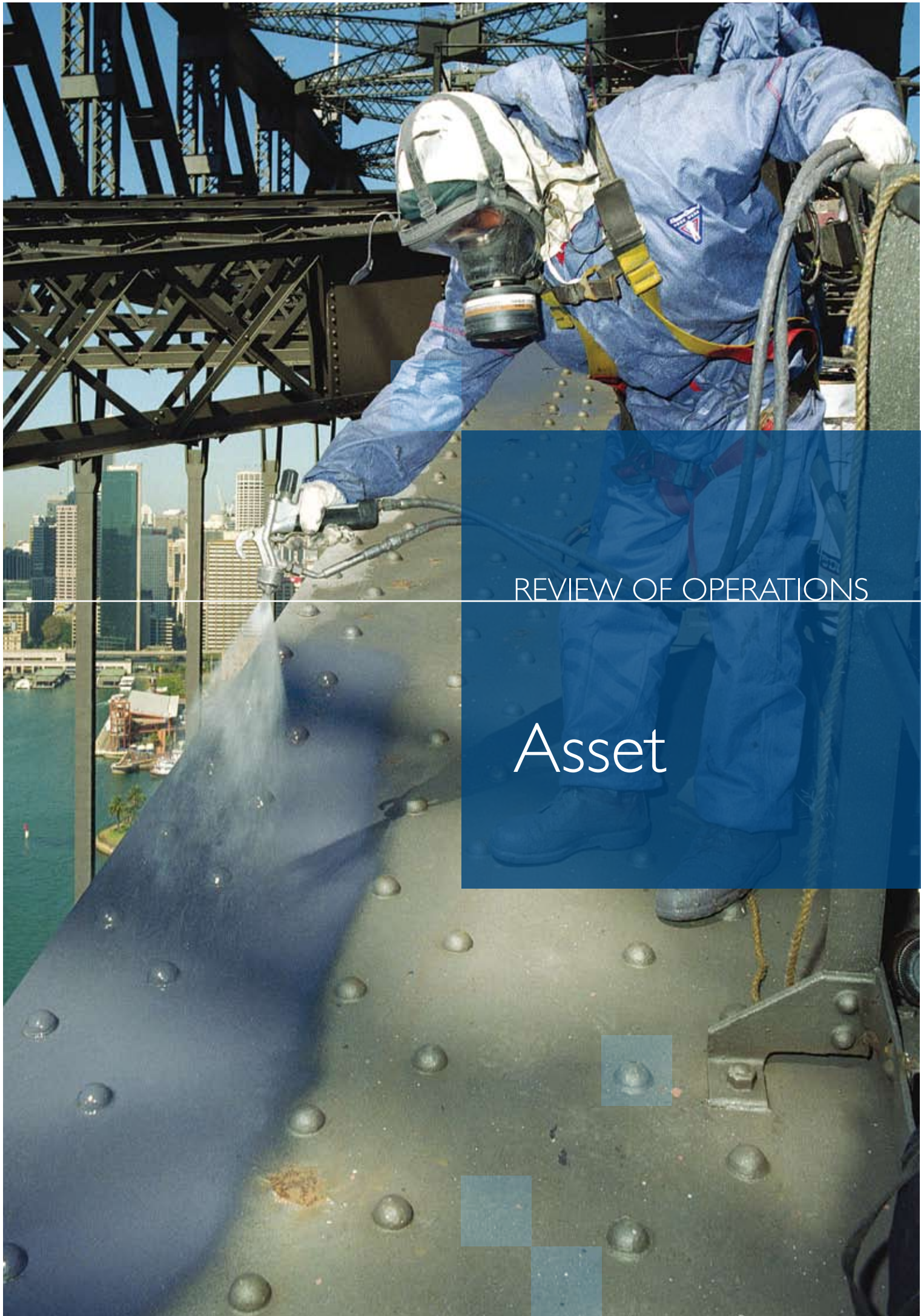
- Plan and deliver accelerated upgrades on the Central Coast including the Central Coast Highway, the Pacific Highway and Avoca Drive.
- Continue to implement urban design corridor strategies to ensure a whole of government approach to land use and transport planning.

## Alternative transport

- Deliver the next four-year \$100 million bus priority program.
- Continue broad scale deployment of PTIPS across the strategic bus corridors network.
- Continue the rollout of the bus priority enforcement systems.
- Develop a network of facilities to make cycling and walking more attractive.
- Ensure that multi-modal transport operations are improved as a result of major road projects, transport and integration.

## Traffic management

- Continue implementing the Pinch Point program in Sydney.
- Implement traffic efficiency improvements in Penrith.
- Improve incident management and traveller information on Sydney-Newcastle Freeway.
- Continue to implement strategies to maximise use of electronic tolling.
- Move to cashless electronic tolling on the Sydney Harbour Bridge.
- Implement system to give customers control of their own accounts.
- Investigate and implement solutions for rental car companies and the fleet industry.



REVIEW OF OPERATIONS

Asset

## REVIEW OF OPERATIONS

# Asset

The RTA works to maintain the road network and provide sustainable access for freight.

### **The road asset**

The RTA manages about 18,000km of State roads, as well as nearly 3000km of Regional and local roads, in NSW. The RTA is also responsible for more than 5000 bridges and a range of other assets such as traffic signals and tunnels.

The task for the RTA is to maintain this enormous network at acceptable standards, in light of an increasing population and rise in the number of commuter and freight vehicles using roads. The network is crucial to communities across NSW – in many ways it is the social and economic lifeblood of the State. This chapter details the work the RTA is doing to maintain the system, and shows the performance levels reached in the past year.

NSW is also a major gateway to Australia for goods coming in and leaving our shores. For this reason, the road network's role in assisting freight transport is essential. This chapter details how freight access is being managed across the road network in the face of continuing strong growth in the freight task.

# Access

## Intelligent Access Program

**\*** The world-leading Intelligent Access Program (IAP) became operational and available on 10 April 2008.

In a first for Australia, the program uses satellite-based tracking technology to help manage heavy vehicles on the road network. It was developed through Austroads in partnership with all Australian road agencies. The technology allows road agencies to remotely check whether heavy vehicles are complying with conditions such as mass limits.

The IAP is an outstanding example of how State and Territory governments, along with the Federal Government, have adopted a strategic vision and worked collaboratively on a truly national road transport reform. It is now being praised internationally as a leading intelligent transport system development. The launch represents 10 years of research, law reform and business development led through Austroads and Transport Certification Australia in conjunction with Australian road agencies.

The RTA was the first agency in Australia to make immediate use of the IAP, to support the expansion of Higher Mass Limits access. This satisfies a key part of the NSW Government's AusLink funding commitments with the Federal Government.



IAP helping manage heavy vehicles on the road network.

The significance of the IAP is that it is a national system, but can be customised for each State. Each vehicle needs only one 'black box' installed to operate anywhere, but each State can customise what the system delivers on their roads. The information generated by the IAP can be used to ensure compliance with approved routes.

Strict technical and regulatory safeguards have been introduced to limit tampering and other misconduct. The IAP will improve road safety, asset management and traffic efficiency – giving the RTA confidence to allow extended access to higher productivity vehicles in NSW.

Before the IAP became operational, registered operators could pre-enrol in the IAP as a transitional arrangement. At the end of June 2008, 3601 vehicles were pre-enrolled.

## Trials of incremental pricing

Incremental pricing is a first step towards a potential reform in the method of financing the road network. Road costs are currently recovered through fuel tax, registration, licensing and permit charges.

Incremental pricing aims to promote improved productivity and more equitable charging for road use by direct recovery from heavy vehicle operators who are involved. Through incremental pricing, operators could potentially be allowed conditional permits to carry extra mass above the applicable load limit or travel on assessed and approved routes outside the standard restricted network. In exchange, operators would meet the cost of these concessions on the road network, giving them the choice of paying more to gain flexibility in mass limits and route.

In 2007-08 the RTA took a leadership role in implementing incremental pricing. Key actions included:

- Making the necessary legislative changes on 17 December 2007.
- Drafting regulations for the implementation of incremental pricing.
- Preparing for trials of incremental pricing with heavy vehicle operators.

## Management of the Austroads Freight Program

In 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.

## Austroads digital tachograph feasibility pilot

The RTA has been appointed lead agency in a national pilot study to assess the feasibility of using electronic systems to manage driving hour requirements. The study is a partnership between Austroads and the National Transport Commission, under the direction of Australian Transport Ministers.

The pilot will study a combination of digital tachographs and global positioning systems. It will provide an insight into the institutional and business arrangements required to support a potential future move to electronic fatigue systems in heavy vehicles in Australia.

During 2007-08 the initial design and scoping stages were completed. Key stakeholders from the Australian transport industry and technology providers have been engaged. The pilot is proposed to start in 2008-09.

## Higher productivity vehicles

### Higher Mass Limits

Higher Mass Limit (HML) vehicles can transport an increased payload capacity of between 10 and 13 per cent, providing a significant productivity gain to road transport operators. Accordingly, HML has the potential to reduce the total number of individual truck trips, reduce the cost of transporting goods and produce, and improve road safety and environmental outcomes. This initiative meets the NSW Government's obligations under the AusLink funding agreement with the Federal Government.

HML vehicles are only able to travel on approved roads within the HML zone. By June 2008, approximately 90 per cent (14,000km) of the State road network within the NSW HML access zone was approved for HML. More than 1100km of Regional and local roads which connect to the State road network have also been approved for HML.

To obtain HML access in NSW, registered operators must be enrolled under the IAP and obtain a permit to operate at HML on approved routes.

### Quad axle pilot scheme

The RTA's pilot scheme for the operation of semi-trailers with quad axle groups has been introduced in accordance with the Council of Federal Governments (COAG) agreement on the general use of quad axle groups.

The pilot will assess the engineering and economic issues associated with the operation of quad axle groups at higher load limits than currently allowed within articulated freight vehicle configurations.

This pilot scheme will achieve productivity and road safety benefits. Allowing the operation of more productive quad axle vehicles is an important initiative that will boost the economy of NSW and reduce the number of trucks on our roads. Operating combinations with quad axle groups provides a payload increase of up to 28 per cent for a semi-trailer and has significant commercial benefits, for example, enabling the movement of fully laden shipping containers.

At the end of June 2008, seven permits had been issued to quad axle semi-trailers to operate under the pilot scheme.

## Performance Based Standards

Performance Based Standards (PBS) focus on how well a heavy vehicle 'behaves' on the road, rather than how big and heavy (length and mass) it is, through a set of safety and infrastructure protection standards. This is a new approach to heavy vehicle regulation. The PBS approach gives the heavy vehicle industry additional opportunities for innovation, resulting in improved productivity, safer performance and the least possible impact on the road.

In December 2007, the NSW Government used the PBS to implement an initial business process for granting access to heavy vehicles to the NSW road network. Four PBS vehicles have been approved to operate on the network using these processes. The network is continually being assessed to classify it for use with various PBS vehicles.

## Road Train Modernisation Program

B-Triple and AB-Triple heavy vehicle combinations up to 36.5m in length can operate in the western region of NSW under the NSW Government's Road Train Modernisation Program. B-Triples and AB-Triples provide a modern, safer, more productive option for freight transport. These vehicle combinations provide a number of benefits, including:

- Increased payload capacities in comparison to existing road train combinations.
- Significantly greater deck space for livestock carriers and general freight carriers (B-Triples).
- The ability to transport increased payloads of higher density loads such as minerals and grains (AB-Triples).

At the end of June 2008, 11 B-Triple and three AB-Triple permits had been issued to vehicles operating under this program.

# Maintenance

## Road management

The 184,118km NSW road network is a significant public asset, providing access across the State for commuters, travellers, business and freight.

The road system can be divided into four categories:

- 17,932km of RTA managed State roads including 4269km of AusLink Network, for which the Federal Government provides a funding contribution, and 161km of privately funded toll roads.
- 2946km of RTA managed Regional and local roads in the unincorporated area of NSW.
- 18,490km of council managed Regional Roads, which receive significant RTA grant funds.
- 144,750km of council managed local access roads, funded by local ratepayers and federal road assistance grants.

The RTA is also responsible for maintaining and operating:

- 5051 structures including bridges, major culverts and 22 tunnels.
- 3690 traffic signal sites.
- Nine vehicular ferries.

Other RTA assets associated with the road corridor include road shoulders, drains, rest areas, slopes, retaining walls, noise walls, traffic barriers and signs.



NSW road network.

The RTA faces considerable challenges in managing the maintenance and renewal of the NSW road and bridge network to ensure it is safe and reliable both now and into the future. This requires strong risk management, practical planning and robust analysis of the future usage and performance of the road network.

A major challenge for the RTA is the sustainable rebuilding of assets to ensure they continue to be serviceable. A key challenge is to use leading research and the latest technology to improve the RTA's capability to more accurately forecast the structural condition of road pavements and to get the longest life out of maintenance treatments.

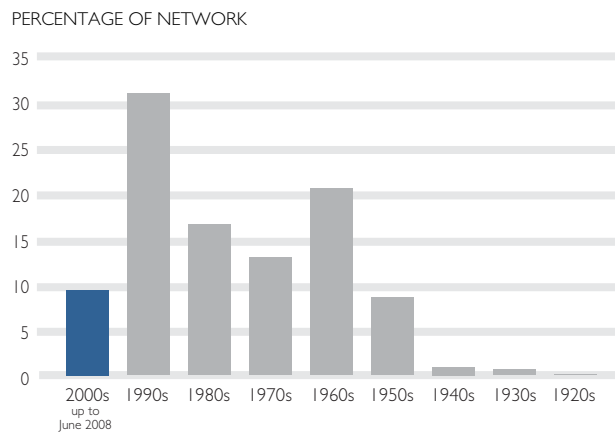
The Auditor-General's 2006 performance audit – *Condition of State Roads* – recognised that "the RTA has done well to recognise the importance of measuring structural condition and progressively improve its methods to do so". The report put forward 14 recommendations identifying areas of improvement for the RTA. In response the RTA has initiated 12 projects to address the recommendations. One of the recommendations was to report the progress of rebuilding efforts which has been included in this report as Figure 13. The Auditor-General's report can be found on The Audit Office of NSW website at [www.audit.nsw.gov.au](http://www.audit.nsw.gov.au).

The RTA has made significant progress on the development of a pavement condition model to predict structural performance of its road and assets. Network wide strength testing has begun and will continue into next financial year, with continuing model refinement and calibration leading to the development of a final methodology.

The outcomes of the projects emanating from the Auditor-General's report will improve RTA's capability to:

- Assess overall future funding needs.
- Distribute available funds more effectively across the road network.
- Ensure consistent strategies are used across the State.
- Set appropriate condition targets and strategies for achieving the targets.

**FIGURE 6.** DISTRIBUTION OF CONSTRUCTION PERIOD FOR ALL STATE ROADS (INCLUDING AUSLINK) AS AT 30 JUNE 2008



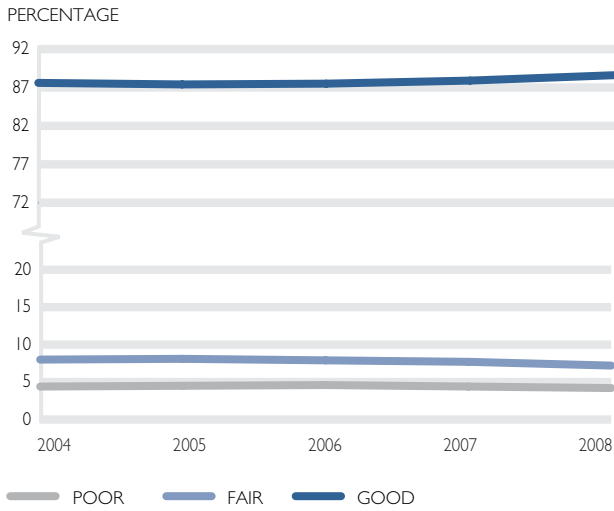
## Infrastructure condition

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

- Ride quality or road surface roughness.  
Using vehicle mounted laser technology the ride quality or road surface is measured by the longitudinal profile of the road surface. This surface profile is then converted, through a computer modelling process, to the undulations that a standard vehicle would exhibit. The resulting road roughness measurements for each road section are then rated as 'poor', 'fair' or 'good'.
- Pavement durability.  
This is a measure of the amount of surface cracking on the road. The road surface plays an important role in providing both a safe running surface for traffic and a waterproofing layer to protect the underlying pavement from moisture that can seriously reduce the strength and durability of the road. Cracking is measured at highway speed by automated technology using the RTA's Roadcrack vehicle.

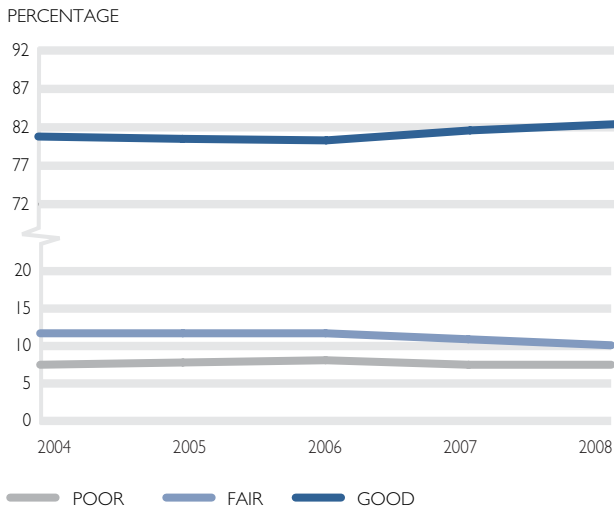


**FIGURE 7: RIDE QUALITY ON STATE ROADS**



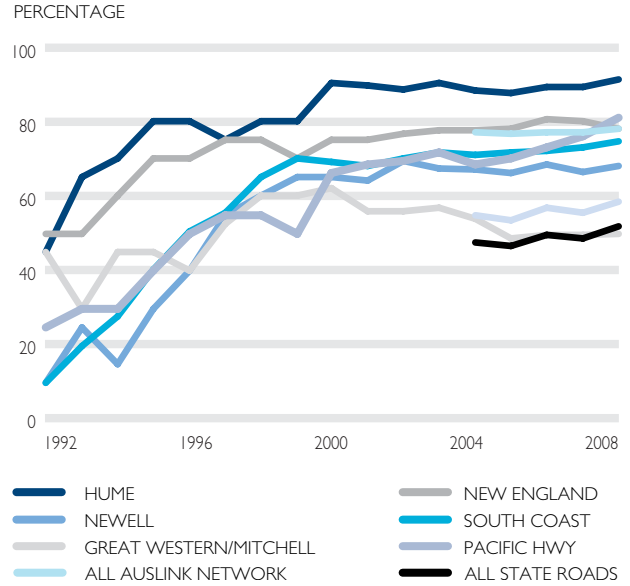
The percentage of road surface roughness rated as 'good' on State roads and the AusLink National Network continues to improve, with major routes such as the Hume, Pacific, Newell, Great Western and Mitchell highways all indicating improved performance. In particular, the improvement of the Pacific Highway reflects the significant level of investment in that route over recent years.

**FIGURE 8. RIDE QUALITY ON SYDNEY STATE ROADS**

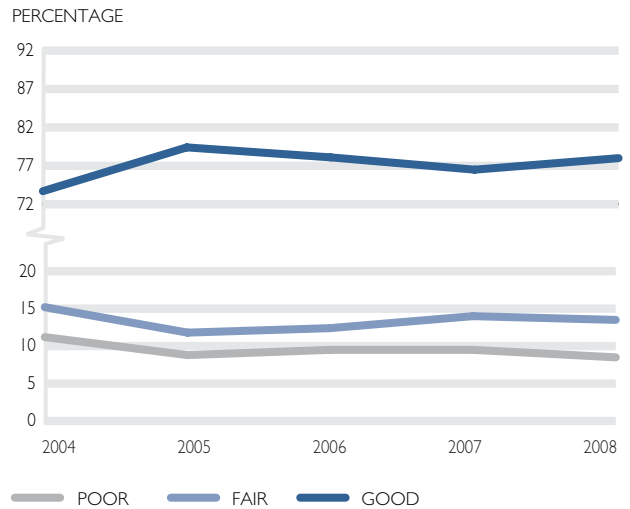


The 2006 NSW Auditor-General's report *Condition of State Roads* highlighted the ride quality on Sydney's roads as being below that of other capital cities and country roads. Over the past 12 months, the RTA has significantly increased the focus on the Sydney network and a substantial improvement in its condition is now evident, particularly in relation to pavement durability. This focus will continue in future years and further improvements are expected.

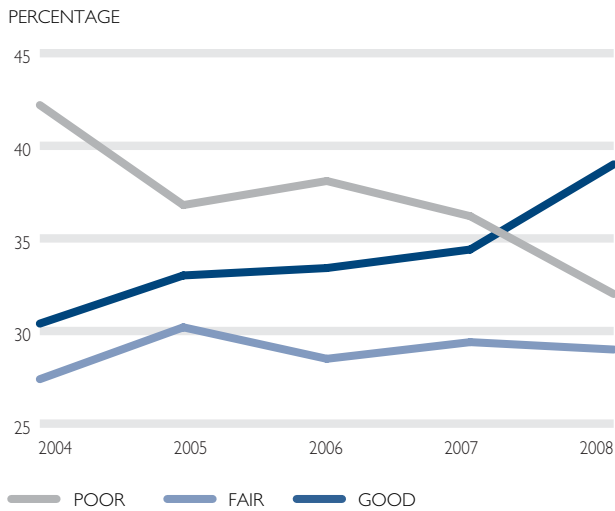
**FIGURE 9. ROAD SURFACE ROUGHNESS % GOOD ON SELECTED STATE ROADS**



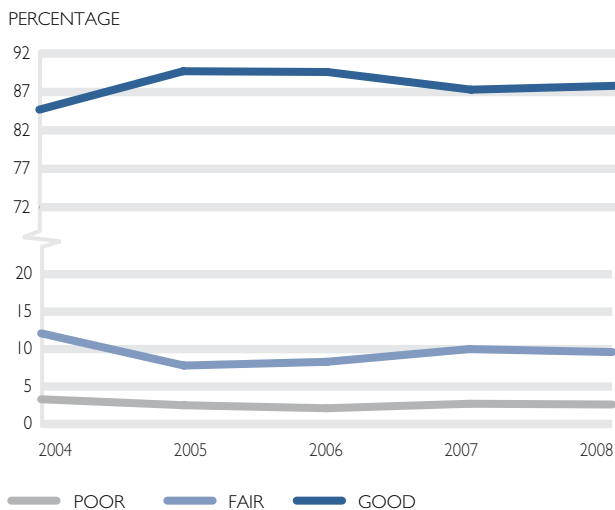
**FIGURE 10. PAVEMENT DURABILITY – ALL STATE ROADS**



**FIGURE 11. PAVEMENT DURABILITY – URBAN STATE ROADS**

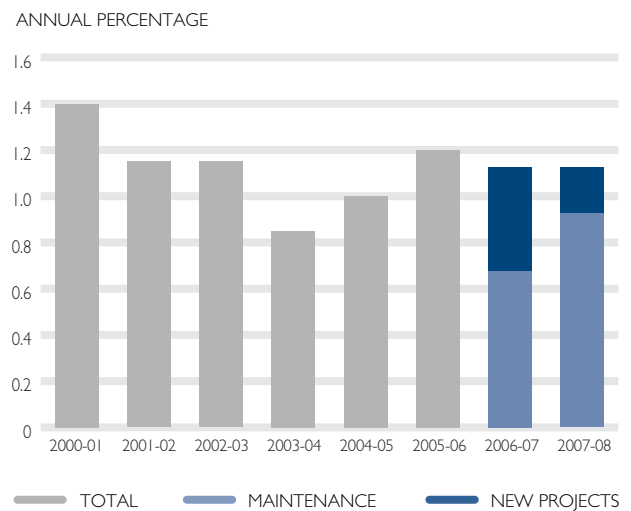


**FIGURE 12. PAVEMENT DURABILITY – RURAL STATE ROADS**



Pavement durability on the rural road network has been relatively stable over the past five years, and shows significantly less poor-rated pavement than urban roads. The RTA has previously given priority to the weaker and more water sensitive rural granular pavements ahead of the urban asphalt roads made from manufactured materials. These are more resilient to prolonged rainfall than natural gravel roads. Urban roads are also typically lower speed, and therefore represent less of a road safety risk than rural high speed roads. Following the recommendations of the Auditor-General, additional attention is being given to the urban network without diminishing the maintenance effort on the rural network.

**FIGURE 13. REBUILDING OF ROAD PAVEMENTS**



The contribution of rebuilding activity from new projects is dependent on the nature of projects undertaken in any year, and whether they involve rebuilding of existing pavement, or provision of new infrastructure. Increased funding was applied to pavement rehabilitation and reconstruction activities under maintenance in 2007-08. The breakdown of rebuilding into maintenance and new projects is only shown in latter years where more reliable data is available.

## Maintenance program

The Infrastructure Maintenance Program establishes priorities for maintenance work and replacement activities on a risk basis to support ongoing safe and reliable travel on State roads. Roads are one of the largest public assets managed by government. Carefully planned maintenance programs are required to protect the original investment in these assets to ensure their service into the future. Affordable service levels are prioritised across the various components of the road infrastructure and programs developed in line with corporate maintenance program guidelines. Routine maintenance work is delivered through a mixture of external council contracts and in-house providers. Maintenance specifications set consistent minimum levels of services, and specify requirements for identifying and rectifying defects, procedures and management systems for worker safety, traffic control and safety, environmental protection and work quality.

Achievements during 2007-08 included delivery of the \$986 million Infrastructure Maintenance Program which represented an increase of \$116 million compared to 2006-07. Significant program outcomes included:

- Construction of 11 replacement bridges.
- 2.44 million square metres of asphalt resurfacing (5.8 per cent of the asphalt surfaced network).
- 13.5 million square metres of sprayed bitumen resurfacing (10.8 per cent of the sealed network).
- 1.52 million square metres of reconstructed pavements (0.8 per cent of the total network).



Recently repainted historic iron arch bridge over Bungambrawatha Creek (built in 1886) on Riverina Highway.

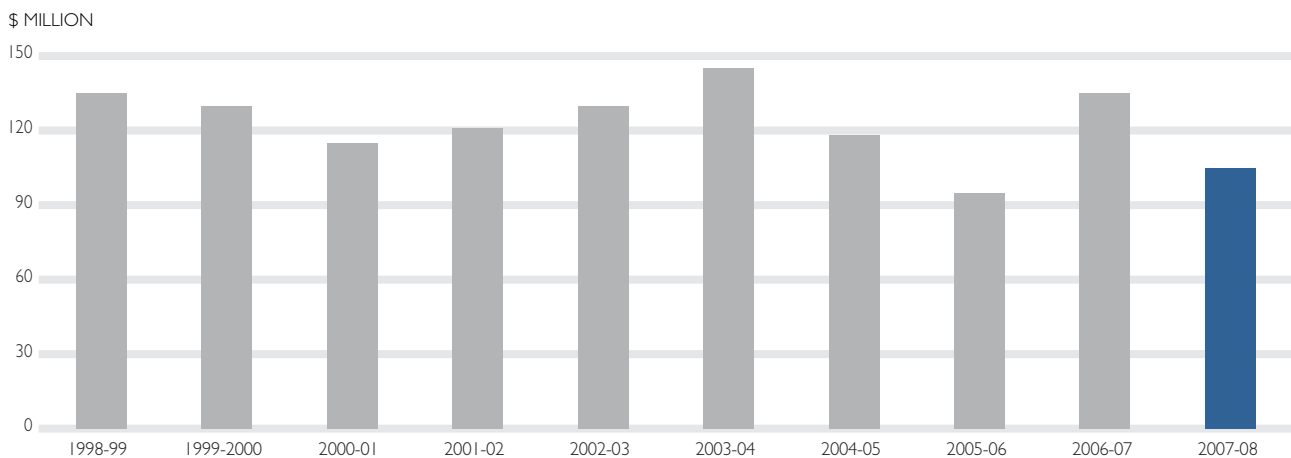
The RTA realigned Douglas Park Twin Bridges following misalignment caused by longwall mining in the late 1990s. The management of technical solutions and implementation of the realignment within a restricted time frame and to estimated costs was a significant achievement.

**\*** The Douglas Park Twin Bridges project is one of two finalists in the project management category of the Institute of Engineers excellence awards, to be announced in September 2008. This project was principally funded by the Mine Subsidence Board.

## 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 for 10 years on renewing roads and bridges to the latest standards. Over the past nine years, the RTA has spent an average of \$122.9 million per annum on this program. Expenditure for 2007-08 was \$107.2 million.

**FIGURE 14.** REBUILDING COUNTRY ROADS PROGRAM EXPENDITURE



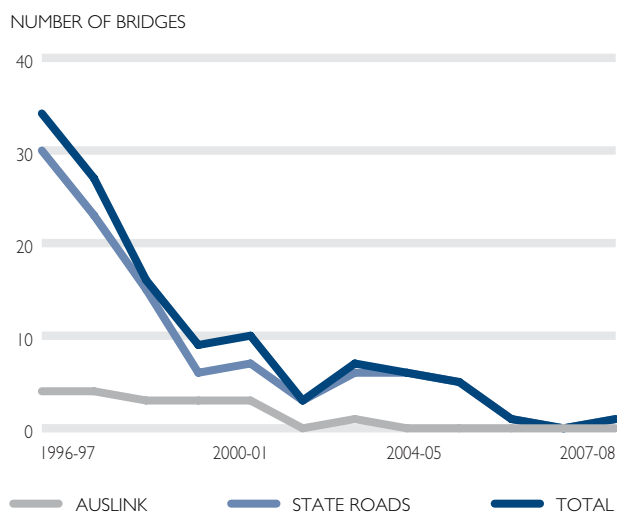
## Asset Renewal Program

Since 2001, all of the funds from a series of increased RTA charges have been directed into maintenance of the RTA's arterial roads and bridges. The majority has been spent on rural and regional arterial roads and, in 2007-08, this expenditure was \$77.8 million.

Major work recently completed under the Asset Renewal Program includes:

- Reconstruction between Neath and Abermain, near Cessnock.
- Reconstruction near Ando and a new bridge over Native Dog Creek north of Bombala on the Monaro Highway.
- Reconstruction of Elizabeth Drive from Badgery's Creek Road to Luddenham Road.
- Reconstruction of Francis Street/Railway Street, Rooty Hill.
- Replacement of the 80-year-old ferry at Wiseman's Ferry.
- New bridge over Croobyar Creek, Princes Highway, near Milton.
- Widening of bridges over Pokolbin Creek and Middle Creek in the Hunter Valley.
- Reconstruction and widening at various locations, north of Lithgow on the Castlereagh Highway.
- New bridge over Grubbenbun Creek, south west of Bathurst on the Mid Western Highway.
- New bridge over Swan Brook Creek, Gwydir Highway west of Glen Innes.
- Replacement of old pedestrian overbridge, Parramatta Road, near Auburn Primary School.

**FIGURE 15.** NUMBER OF BRIDGES ON STATE ROADS AND AUSLINK ROADS WITH CONSTRAINTS ON USERS



These constraints may include:

- Bridges with load or speed limits.
- Bridges closed or washed away.
- Bridges with a temporary support system in place.

## Natural disaster repairs



Hunter floods.

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

In 2007-08, the RTA managed \$40.5 million of NSW Government funds to repair damage from declared storms, flooding and bushfires. Two major events dominated this program for 2007-08: in June 2007 major flooding occurred in the Central Coast and Hunter areas, while December 2007 saw major storms and flooding in the west and south-west of the State.

## Slope stability

In 2007-08 the RTA continued to manage road slopes under a risk management approach. More than 40 slopes were remediated or repaired, including the start of work on Mulligans Bluff on the Gwydir Highway where the highway has been closed to one lane for many years. The project will reinstate two-lane traffic when completed in 2009.

Other highlights included:

- Remediation of six slopes at Brogo on the Princes Highway.
- Horizontal drainage work in Kosciusko National Park.
- Installation of real time monitoring on Mount Ousley to monitor slope movements and water table level.

- Reconstruction of a retaining wall on Bulli Pass on the Princes Highway.
- Innovative soil nailing was utilised on Cambewarra Mountain (Cambewarra Road) to repair a stone packed wall without having to demolish it.
- Ongoing drainage works were also carried out at Thredbo.

Slope work was completed at the following locations:

- Near Windermere Dam on Castlereagh Highway.
- Three slopes on the Pacific Highway, two near Sydney and one at Cooperabung.



Maintenance engineer from Southern region repairing road damage at Bulli Pass.

## Culverts

During the year, the RTA improved management processes for these significant drainage assets. A new culvert rating and spatial location process was developed, together with a training package for raters. A risk assessment process to support the prioritisation of repair work is under development. The rating process for this vast inventory is expected to take several years to complete.

## Improved information for local government

The management of the road network is shared between the NSW Government (through the RTA) for State roads and local councils for Regional and local roads. Details of the working arrangements are set out in a manual – *RTA arrangements with councils for road management* – known as the ‘Yellow Book’. The manual was published in 1993 and outlines the administrative, financial and legal frameworks relating to a range of programs, such as Regional Road block grants and natural disasters.

In 2007-08 the RTA began to update the manual with the objective of publishing the updated manual online. The aim is to ensure that the RTA and local government can access clear and up-to-date guidelines for use in the shared management of the road network.

## 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.

Under the program, 157 of a total of 285 Regional Road timber bridges have been approved for funding to date. At 30 June 2008, 20 bridges had been completed under the partnership, including:

- Five bridges over Lignum Creek on the Barham to Maude Road.
- Peel River Bridge at Nundle.
- Gloucester River Bridge.
- Genaren Creek on the Peak Hill to Tullamore Road.
- Black Gully Creek, near Garah.

## Regional Roads funding

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

# Future challenges

## Heavy vehicle access

- Continue to implement the Intelligent Access Program to facilitate better use of the network by matching the right truck to the right road.
- Support the Council of Federal Government's reforms to enhance the efficiency, productivity and sustainability of road and rail freight infrastructure through the reform of heavy vehicle road user charges, and contribute to the national debate on user access.
- Continue to promote the use of innovative, higher productivity vehicles to improve freight movement.

## Maintenance

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 divert funds where possible to critical maintenance activities.
- Continue to strengthen older RTA bridges and to facilitate wider use of higher productivity vehicles across the network.
- Improve capability to model the impacts of increasing freight movements on the road 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 and pavement rebuilding.
- Implement the State Infrastructure Strategy.
- Finalise and implement the RTA's 10 year Infrastructure Maintenance Plan.
- Revise and implement consistent service and technical standards.
- Enhance the planning of maintenance through the development of a comprehensive pavement management system.
- Enhance the project delivery of maintenance and minor work through the 'Alliance model' with internal providers and road maintenance contracts with local councils.
- Maintain and improve the performance of the road network within available funding.



REVIEW OF OPERATIONS

# Safety

## REVIEW OF OPERATIONS

# Safety

**The RTA works to maximise the safety of the road environment, vehicles and road user behaviour.**

### **The RTA and road safety**

NSW has again broken records with further reductions in the road toll. In 2007 the total number of deaths (435) was the lowest since 1945. The recent downward trend in the NSW road toll is not explained by broad factors such as safer vehicles or increased fuel prices. These factors apply to all States of Australia, yet while the toll in NSW has been going down the toll in the rest of Australia has increased.

The RTA has introduced the 'Safe System Partnership' 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.

Road safety is a key priority for the RTA and it is being 'mainstreamed' throughout the organisation. Under the new approach all managers are accountable for road safety outcomes, relevant to their area of responsibility. Road safety performance indicators and road safety impact statements guide investment decisions. Road safety impact statements are being completed to ensure programs and projects meet desired road safety outcomes. The Executive Road Safety Management Committee was established to oversee this coordinated approach to road safety. Formation of the NSW Centre for Road Safety symbolises this refocusing of road safety.

This chapter summarises the measures the RTA has taken in the past year to improve the safety of roads, vehicles and users. It also provides data about road fatalities in the past year; trends in road fatalities and the key factors behind the figures.



# Fatalities

There were 435 fatalities on NSW roads in 2007 – a 12 per cent reduction from 2006 when 496 people died on our roads.

**\*** This result is the lowest annual NSW road toll since 1945, when the population was less than half that of 2007 and the number of vehicles was less than a tenth of current numbers.

The NSW fatality rate per 100,000 population in 2007 was 6.3, the lowest figure since records began in 1908. This also compares favourably with the rate for the whole of Australia, which was 7.7 fatalities per 100,000 population in 2007. International comparisons show NSW ahead of other Organisation for Economic Co-operation and Development countries such as France (7.7 fatalities per 100,000 population), Italy (9.3), New Zealand (9.4) and the United States (14.2), but still behind the leaders Netherlands (4.5), Sweden (4.9) and the United Kingdom (5.4).

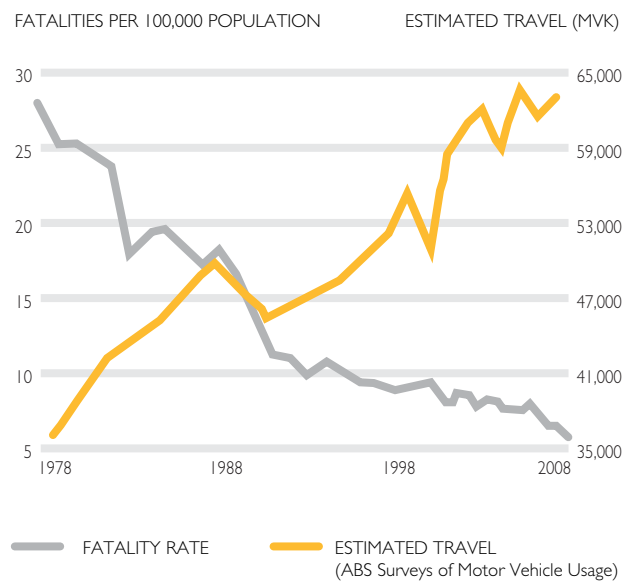
The NSW State Plan states “we will reduce road fatalities to 0.7 per 100 million vehicle kilometres travelled by 2016”. Australian Bureau of Statistics travel estimates for 2007 indicate that the fatality rate per 100 million vehicle kilometres in NSW in 2007 was 0.69.

## Factors in crashes

Analysis of crashes for the calendar year ending 31 December 2007 revealed that:

- Speeding was a factor in around 32 per cent of fatalities.
- At least 21 per cent of fatalities were the result of a crash 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 20 per cent of fatalities.
- At least five per cent of motorcyclists killed were not wearing helmets. Motorcyclists accounted for 14 per cent of fatalities.

**FIGURE 16.** TRENDS FOR FATALITIES PER 100,000 POPULATION AND MOTOR VEHICLE TRAVEL SINCE 1978



# NSW Centre for Road Safety

The NSW Centre for Road Safety became fully operational on 1 January 2008. It is working to become a world-class road safety centre for policy development, high-level research, advice and delivery of behavioural change strategies. The centre is overseeing the 'mainstreaming' of road safety into all RTA programs and developing plans to continue to address the road toll.



John Wall, A/Principal Policy Analyst Road Safety Technology, with Intelligent Speed Adaptation trial car.

The centre consists of four specialist areas – safer vehicles, safer people, safer roads and road safety technology. These 'four pillars' of road safety each represents a key component of the RTA Safe System Partnership approach to road safety. This approach is based on the premise that the road, vehicles and the road environment must be designed and maintained with the recognition that motorists do make mistakes. It challenges road designers, vehicle manufacturers, network development, management decision makers and vehicle regulation managers to achieve a balance in the key factors on the road network.

This requires the following;

- Designing, constructing and improving roads and roadsides to reduce the risk of crashes.
- Designing, constructing, maintaining and regulating a road system so that the impact and forces on the human body generated by crashes are less than those resulting in fatality.
- Regulating or encouraging development and adoption of high quality active and passive safety systems in vehicles.
- Speed management, in view of the risks in any part of the system.
- Educating road users and encouraging road users to obey the road rules.
- Targeting enforcement and penalties to deter road users from breaking the rules.
- Ensuring a program of targeted research to strengthen our knowledge and understanding of the interactions between different components of the safe system and the most cost-effective interventions for identified target situations.
- Promoting shifts in community attitudes and behaviours towards a number of factors including speeding and impaired driving.

The NSW Centre for Road Safety continued to implement recommendations from the *RTA Road Safety Challenge*, which was released by the Chief Executive in January 2007. The *RTA Road Safety Challenge* outlined the organisational arrangements needed to change the delivery of road safety engineering programs in the RTA, and initiatives to enable the authority to respond to its role as lead agency for the NSW Government's priority on road safety. These recommendations included:

- Development of road safety key performance indicators across all areas of the organisation.
- Preparation of road safety impact statements.
- Region-wide crash analysis studies.
- Road safety reviews of the Great Western, Mitchell and Mid Western highways.
- Ensuring systems are in place to 'mainstream' road safety across the RTA.
- Providing road safety learning and education packages to online services.

# Road users

## New drivers

### Young driver initiatives

Despite improvements, young drivers continue to be over-represented in fatal crashes. Young drivers aged 17 to 25 years represent 13 per cent of all licensed drivers. In 2006-07 they were involved in 29 per cent of all fatal crashes. A number of initiatives were introduced on 1 July 2007 to improve the safety of young drivers, including:

- Licence suspension for any speeding offence for P1 drivers and provisional riders.
- A ban on all mobile phone use for learner and P1 drivers, and provisional riders.
- Peer passenger restrictions for P1 drivers between 11pm and 5am.
- Changes to the display of L and P plates on vehicles.
- Increased licence terms and supervised driving hours for learner drivers.

A comprehensive communication strategy was implemented to notify young drivers of these changes, with information available on the RTA website, through the RTA Contact Centre, motor registries and advertisements in metropolitan media. The RTA also promoted the laws through a range of education programs with schools and TAFE, as well as through its sponsorship of the Speed Blitz Blues, Rotary Youth Driver Awareness presentations and the Youthsafe Injury Prevention Program.



Young driver initiatives were introduced in July 2007.

- 
- \* Preliminary crash data shows a 44 per cent decline in fatalities from crashes involving speeding P1 drivers in 2007-08 compared to 2006-07.
- 

### New driving test

Young drivers are over-represented in crashes, particularly in the first six months of solo driving. This is due to inexperience and an inability to recognise and respond to potential traffic hazards. A new Class C (car) test was introduced in 2007 with a greater focus on assessing the applicant's hazard perception skills and making use of more demanding traffic situations.

The new driving test consists of five key assessments: speed management, road positioning, decision-making, hazard response and vehicle control. Speed, position and decision components continuously assess the applicant's ability to drive to the conditions while using low risk driving techniques such as keeping a safe space, speed and gap selection. Hazard response components measure the applicant's ability to identify and take action in response to random events that could result in a crash (such as a pedestrian who may run across the road after standing between parked cars).

The hazard response assessment criteria has been designed to be directly linked to novice driver crash types, including same direction, off-path, adjacent and opposite direction crashes. These crash types account for almost 90 per cent of provisional P1 crashes.

To incorporate these assessments into the test, the driving time has been increased by 15 minutes to a total of 45 minutes. The new driving test was piloted for one month on the NSW Central Coast in mid 2007. Following the success of the pilot, the test was introduced in the rest of the State by December 2007.

A significant communication strategy ensured customers and the driving instruction industry were aware of the new test standards and requirements. This included a mail-out to eligible learner drivers in the pilot area, a mail-out to all driving instructors, posters in all motor registries, information on the RTA website and development of a new publication for learner drivers.

## Novice driver pilot program

The RTA is a partner in a \$10 million pilot program for novice driver education. Designed to reduce the high number of young deaths on NSW roads, the trial is a joint effort between the RTA, the Federal Government, the Victorian Government, 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. It will provide provisional drivers with an understanding of their limitations and how they can reduce the risks they face on the road. The direction of the program was set at a forum attended by leading Australian and overseas experts.

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

The trial will involve at least 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 period to assess the effects of the program. A similar trial will take place in Victoria.

If proven effective, consideration will be given to the program becoming a national scheme. The trial is expected to be completed and evaluated by 2010.

## Child road safety

In 2007-08, the RTA implemented a NSW Government plan to improve child road safety. The plan, announced in 2006, included flashing school zone speed alert signs, fixed speed cameras in school zones, a drop-off and pick-up initiative and increased fines and demerit points for offences in school zones.

The 2007 evaluation of the 40km/h flashing light trial confirmed that the technology:

- Achieves a major road safety benefit by lowering traffic speed in school zones.
- Significantly improves compliance, increasing the proportion of drivers entering the school zones at or below 40km/h to 60 per cent, compared to 40 per cent before the installation of the lights.
- Is reliable, with the electronic warning systems achieving a 98.2 per cent reliability rating (the flashing lights are equipped with back-to-base monitoring).

In September 2007 the Minister for Roads announced that another 400 flashing lights would be installed over four years, with 100 flashing school zone signs installed per year. The first 50 of these signs were installed in 2007-08.

## School zone speed cameras

In May 2006, the commitment was made to install 50 fixed speed cameras as part of the Safety Around Schools initiative. To date, 39 have been installed in 25 school zone locations. The remaining 11 will be progressively installed and operational by early 2009. This brings the number of cameras in school zones to 53 cameras operating in 38 school zone locations.



School zone speed camera installed at Holy Cross College, Victoria Road, Ryde.

## Early childhood road safety education

The NSW Centre for Road Safety has an Early Childhood Road Safety Education Program aimed at children under the age of five, early childhood educators and families.



The program developed a CD and song book called *Road Safety Songs and Rhymes for Young Children*, designed to teach young children about road safety using well-known songs and nursery rhymes with a road safety twist. The

CD contains 16 imaginative and entertaining songs for early childhood staff and families to sing with young children. It is being distributed to more than 2800 licensed children's services in NSW. A professional development program has begun to educate childcare staff about how to use the CD to make road safety an integral part of daily dialogue with young children.

## Road safety education in schools

The NSW Centre for Road Safety's School Road Safety Education Program (kindergarten to year 12) supports the delivery of road safety education through mandatory components of the school curriculum in government, Catholic and independent schools. The RTA funds road safety educational support to schools, professional development activities, and policy advice to assist teachers to deliver road safety education.

The RTA funded the English Teachers Association to conduct a State-wide professional development program for English teachers on the RTA Stage 6 English resource *In the Driver's Seat*.

To encourage the active involvement of parents in road safety the RTA developed the *Move Ahead with Street Sense Kindergarten Orientation Day* road safety presentation kit. The kit can be used by school communities to facilitate road safety discussions with parents.

## Drink and drug driving

### Drug driving

Roadside drug testing has been in operation in NSW since 31 May 2007. The legislation allows roadside drug testing using oral fluid samples to test for the presence of three illicit drugs – cannabis, ecstasy and speed. Since drug testing began, the NSW Police Force has conducted 83 operations resulting in 13,195 roadside drug tests. Of these, 319 drivers tested positive to one or more of the illicit drugs. Overall, one in 43 drivers tested positive to drugs. Two additional vehicles have been purchased to provide a greater capacity for the Police to undertake the tests.

### Sober driver program

This nine-week program helps participants understand the effects of drink driving on themselves and the community and aims to reduce reoffending. Participation is by referral from a Magistrate or a probation and/or parole officer. The program is funded by the RTA and delivered by the Probation and Parole Service of the Department of Corrective Services. A total of 4963 participants have completed the program.

### 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 driver's 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. More than 1190 interlock licences have been issued and 419 participants have successfully completed the program.

## Older drivers

The number of NSW drivers over the age of 85 will more than double over the next 15 years. There are around 23,000 drivers over the age of 85 in NSW but that figure is expected to increase to more than 52,000 by 2023, according to Australian Bureau of Statistics.

In April 2008, reforms to the licensing system for older drivers were announced. These included:

- An annual medical check-up from the age of 75 to aid the early identification of issues such as deteriorating eyesight and dementia.
- Redesigning the over-85 driving test, making it more practical, with testing every two years.
- Introduction of a voluntary driver assessment scheme through accredited driver training organisations like the NRMA and the Australian Driver Trainers Association.
- Maintaining modified licence options for over-85 drivers.

The Minister for Roads also announced the establishment of an Older Drivers Implementation Panel to introduce the reforms. The panel included representatives from the RTA, NSW Police Force, Council on the Ageing, NRMA, Australian Driver Trainers Association and the Australian Medical Association. The panel has made recommendations to the Minister on a new RTA-delivered driving test, standards for accreditation of external assessors and criteria for a 'modified' licence.

Biennial testing will be introduced from July 2008 and the other reforms are expected to be implemented in early 2009.

## Road safety marketing campaigns

### Campaigns

Public education campaigns are a key tool to raise community awareness of important road safety issues and encourage behavioural change.

#### 'Speeding. No one thinks big of you.'



The 'Speeding. No one thinks big of you' campaign continued to be a key advertising campaign aimed at young drivers throughout 2007-08. The campaign centres on changing behaviours and shifting attitudes about speeding, particularly among males aged 17 to 25 years.

Campaign research undertaken by an independent research company (Taylor Nelson Sofres) has revealed it as the most successful road safety campaign ever undertaken by the RTA, achieving a 97 per cent awareness among young male drivers and a 95 per cent awareness among the wider community. The research also found that it is encouraging 78 per cent of male drivers to obey the speed limit. This highlights the campaign's commitment to making speeding socially unacceptable and 'uncool' amongst the target audience, all while empowering the community to play a role in addressing the issue.

### Motorcycle safety

A new motorcycle cornering campaign was launched in October 2007 that outlined two possible paths a rider could take when approaching a corner and illustrated how the wrong set up on approach could potentially lead to the rider crashing. This campaign prompts riders to think about the technical issues associated with riding corners safely. Media elements included direct mail, print, outdoor and convenience advertising.



## Drink driving



The 'Paranoia' mobile random breath test (RBT) campaign challenges the belief that drink drive enforcement is predictable by raising awareness of the unpredictability of mobile RBT. The campaign brings to life the sense of paranoia felt by drink drivers, encapsulated in the campaign line – 'You won't know where. You won't know when.'

Television uses an emotive 'hook' to capture the target audience, while the other elements of the campaign provide rational information about the police presence on the roads.

## Driver 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 road safety at Driver Reviver sites and promotion through advertising, variable message signs and comprehensive information on the RTA website.

A radio campaign that adopts a 'passenger empowerment' strategy is used to encourage drivers to 'Stop. Revive. Survive'. The campaign involves three 30-second radio spots, 'Nagging', 'Son' and 'Matt', that cover a variety of demographics. Each tells an emotional story from a passenger's point of view – how they should have encouraged the driver to take a break which would have saved their life.

Driver fatigue advertising is mainly targeted at holiday periods where there is a high traffic volume and when people are known to drive long distances or outside normal driving hours.

## School safety

A campaign using live-read radio spots was used to remind drivers to keep within the 40km/h speed limit in school zones. The live-read announcements were scheduled for morning and afternoon periods when the 40km/h speed limit applies.

## Holiday campaigns

The double demerits campaign is scheduled for every holiday period when double demerits are gazetted. The most effective short-term road safety public education strategies combine high levels of police enforcement with high levels of advertising. The TV concept uses the idea that an unbuckled seatbelt can 'chew' your licence in half. Voice overs and sound effects build on this idea to communicate that during the double demerits period some offences could cost you your licence.

## Rail level crossing motorist awareness campaign

Investigations of crashes at rail level crossings have reported that the failure of motorists to abide by the traffic control measures at the crossing was the primary factor – given the operational limitations of trains, the onus to avoid the collision is primarily on motorists. Every year since 2002, the 'Stop or get stopped in your tracks' motorist awareness campaign has been implemented to raise awareness of rail level crossings.

This campaign is managed by the RTA on behalf of the Level Crossing Strategy Council whose membership includes RailCorp, Rail Infrastructure Corporation and Australian Rail Track Corporation.

## SpeedBlitz Blues sponsorship

For the sixth year, the RTA was the major sponsor of the NSW men's cricket team, the SpeedBlitz Blues. The sponsorship is one component of the RTA's marketing campaign to change the attitudes of 17-26 year olds to speeding by making it socially unacceptable.

On-ground marketing at international and domestic cricket matches and the major prize of a training session with the SpeedBlitz Blues team were used to promote the anti-speeding message.

A number of SpeedBlitz Blues players travelled with the 'On the Road' school roadshows, visiting more than 35 secondary schools across NSW and reaching around 6000 students.



SpeedBlitz Blues roadshow at St Peters Catholic College, Wyang.

## Publications

The RTA provides a toll free road safety information number (1800 060 607) and an online ordering catalogue available from myResources at myRTA.com.

From July 2007 to June 2008:

- About 1.94 million road safety community education publications and other resources were sent to customers.
- RTA customers ordered 103,280 road safety publications by email via the online road safety resource catalogue.

## Young driver website



Designed and written for youth, GEARED effectively engages readers in articles about road safety and licensing, without conveying any sense that they are being 'preached at' or 'spoken down to'.

In April 2008, GEARED was launched as a young driver website and is no longer produced as a magazine.

GEARED.com.au is an online resource for young drivers, containing articles

about cars, driving and licensing, as well as polls, competitions and reader involvement. The three core sections of the site are sponsored by the NRMA, Toyota and Carsguide.com. The site was launched with a competition that asked young people to create a 15 second video illustrating just how bored they would be without their licence.

## Local Government Road Safety Program

The Local Government Road Safety Program is a partnership between the RTA, NSW local councils, the Motor Accidents Authority and the Institute of Public Works Engineering Association (NSW Division).

The RTA and councils fund the positions of 80 road safety officers employed across 99 NSW councils to develop and implement road safety programs within their local communities. In 2007-08, working in consultation with local police, community groups, liquor accords and local businesses, road safety officers delivered a range of effective local projects including:

- Alternative transport schemes servicing licensed venues.
- Speed reduction on local roads.
- A web-based resource on safe partying.
- A road safety calendar and workshops for senior road users.
- Safe driving on icy roads.

In addition, the 'Helping Learner Drivers Become Safer Drivers' workshop was updated to include the principles of low risk driving, with 180 workshops provided across NSW.

## Regulation and enforcement

### Enhanced Enforcement Program

The RTA and the NSW Police Force work in close partnership to reduce road trauma. The Enhanced Enforcement Program (EEP) is a major component of road safety activity in NSW designed to extend the effectiveness of police enforcement by providing funding to enhance visible police enforcement. Enforcement activity is supported by public education campaigns developed by the RTA.

The success of State-wide operations, particularly around holiday periods, has led to an important evolution of the EEP with a diversification from State-wide operations to regional and local operations supported by localised public education strategies.

### Heavy vehicle initiatives

#### National Heavy Vehicle Driver Fatigue Reform

The Heavy Vehicle Driver Fatigue Reform will be implemented in NSW, Queensland, South Australia and Victoria in September 2008. The reform will apply to heavy trucks with a gross vehicle mass of more than 12 tonnes and or truck and trailer combinations if the combined gross vehicle mass is also over 12 tonnes, and buses and coaches with more than 12 adult seats, including the driver.

The key element of the reform includes a general duty in road transport law, consistent with Occupational Health and Safety laws, to manage fatigue. This changes the focus from regulating hours to managing fatigue. It includes 'chain of responsibility' provisions which extend duties to all parties in the supply chain, namely drivers, operators, employers, loaders, unloaders, schedulers, consignors, consignees and prime contractors. There is a duty on all of these parties to take reasonable steps to ensure a driver does not drive while impaired by fatigue.

There are three fatigue management schemes in the reform: Standard Hours, Basic Fatigue Management and Advanced Fatigue Management. These provide alternative work and rest requirements with varying levels of flexibility, in return for controls to manage fatigue, and compliance responsibilities on operators and drivers.



As this is a major change for the industry, a comprehensive communication plan has been developed to reach all those affected, including pages on the RTA and National Transport Commission websites and attendance at industry events and meetings. In addition, a series of information sessions were held across NSW in April, May and June 2008 to promote awareness and provide information on the national model legislation. A total of 1065 people attended the 35 information sessions.

### Heavy Vehicle Inspection Scheme

The RTA operates the Heavy Vehicle Inspection Scheme, an annual road worthiness inspection scheme in NSW. All heavy vehicles are required to undergo at least one inspection a year; public passenger vehicles (including school buses) are required to undergo two inspections as a condition for annual registration.

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**\*** In 2007-08, around 96,500 heavy vehicle inspections were conducted on vehicles at a variety of fleet, leased and RTA owned sites across NSW.

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### Heavy Vehicle Checking Stations

The RTA's seven Heavy Vehicle Checking Stations are a key part of its heavy vehicle enforcement program. Any heavy vehicle with a Gross Vehicle Mass greater than eight tonnes is required to enter a heavy vehicle checking station. Vehicles that fail to enter will be followed up for appropriate action by the RTA.



RTA staff carrying out roadside inspection duties.

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Checking stations can use a number of automated screening checks to check heavy vehicle compliance with road transport legislation including:

- Safe-T-Cam.
- Weigh-in-motion.
- Dimensions sensors.
- TruckScan technology that enables heavy vehicles to be automatically selected for inspection based on an operators' compliance and road worthiness history and registration status.

A range of screening checks and inspections may be carried out at a checking station including log books, licence, registration, permit compliance, outstanding defects, load restraint, mass and dimension as well as brake and suspension testing.

### Heavy vehicle speed enforcement (Safe-T-Cam)

The RTA has 24 Safe-T-Cam locations with a network of 27 cameras across NSW which are strategically positioned on major freight routes. Combined with 11 Safe-T-Cam sites operated by the South Australian Department of Transport, Energy and Infrastructure, the Safe-T-Cam network continues to target heavy vehicles which have travelled at excessive average speed, travelled beyond prescribed driving hours, attempted to avoid detection by Safe-T-Cam or which are unregistered. This resulted in 371,315 potential incidents being identified between July 2007 and June 2008. These are forwarded to the RTA for verification and further investigation when required.

## Tow truck industry compliance and enforcement

During 2007-08, the RTA assumed regulatory responsibilities of the former Tow Truck Authority. The RTA established the Tow Truck Licensing and Compliance Branch to ensure that the focus on regulation of the towing industry was maintained and that the transfer of responsibilities was seamless.

Achievements within the past 12 months included:

- Introduction of a new towing authorisation which provides motorists with information on their rights and responsibilities when having their vehicle towed following a crash.
- Inclusion in the driver handbook of information for motorists about engaging towing services.
- National accreditation of a tow truck industry specific training program.
- Expansion of some tow truck licensing services so they are available through all motor registries.
- Expansion of compliance and enforcement operations within the Sydney, Wollongong and Newcastle areas, with the assistance of Vehicle Regulation Inspectors.

### Road transport legislation

The RTA continues to consolidate and simplify road transport legislation in line with the NSW Government's Better Regulation Principles and the State Plan priority P3 – cutting red tape. This has resulted in increased accessibility for key stakeholders including the public, road users, the judiciary and the legal profession.

During 2007-08, the Road Rules 2008 was created – a new body of law that consolidates all applicable NSW road rules into one body of law. Previously, road rules applying in NSW resided in a combination of the Australian Road Rules and the former NSW Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999. The new Road Rules will begin on 1 July 2008.

## 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*. As a result, 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 being served, tens of thousands of records being 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 Act 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.

## Combating speed

### Speed cameras

At 30 June 2008, 160 fixed speed cameras operated in 135 locations. Fifty-five of the cameras were operating in country NSW and 105 in metropolitan areas.

### Speed limits

Speed limits have been reviewed on numerous roads across NSW with adjustments made to better reflect road safety and driving conditions. Examples include Bringelly Road at Bringelly, Richmond Road between Richmond and Blacktown, Old Northern Road between Baulkham Hills and Wisemans Ferry, Bangalow Road, Clunes, and the Princes Highway at Gerrigong and Dapto.

## Intelligent Speed Adaptation

On 24 June, Minister for Roads Eric Roozendaal and Police Minister David Campbell launched Australia's biggest Intelligent Speed Adaptation (ISA) road safety trial. The cutting-edge technology will be installed in 100 cars in the Illawarra as part of the \$1 million project.

- \* ISA is an in-car speed warning device that advises drivers of the speed limit from inside their vehicle and can also physically limit the vehicle's travelling speed.



In-car speed warning device advises driver of the speed limit.

In preparation for the project, RTA Road Safety Officers used GPS to plot the location of more than 4500 speed limit signs associated with 950 speed zones in Wollongong, Shellharbour and Kiama. Results from the trial will be released at an International ISA Conference to be hosted by the NSW Centre for Road Safety in November 2009.

## Vehicles

### Crashlab

RTA Crashlab, part of the NSW Centre for Road Safety, provides specialist testing services to government and industry clients. The facility enables all testing operations to be conducted on site. 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.

- \* The Crashlab specialist testing operations contribute to long-term improvements in vehicle safety.

In 2007-08, Crashlab conducted 60 vehicle crash tests, and 400 dynamic sled tests on child restraints, seat belts, bus seats, aircraft seats, wheelchair restraints and miscellaneous devices. More than 24,000 impact tests were conducted on bicycles and motorcycle helmets. In addition, more than 160 tests were conducted on fall arrest devices covering industrial safety, sporting and recreational harnesses for product development and certification to the Australian Standard.

Infrastructure testing included a series of evaluations of the effectiveness of wire rope safety barriers installed on the edge of a vertical drop. The tests were designed to expand the suite of installation conditions that can be treated by these life-saving barriers.



Testing contributes to long-term improvements in vehicle safety.

## Australasian New Car Assessment Program

The RTA is a major sponsor of the Australasian New Car Assessment Program (ANCAP), which has been crash testing and reporting on popular new model passenger cars since 1993. Since ANCAP began, safety levels in cars have increased significantly. It is expected that a combination of the testing regime and public demand for safer cars will increase the availability of vehicles with higher safety ratings. However, the risk of cheaper, poor safety rated imports is significant.

In 2007-08, ANCAP carried out tests on 25 vehicle models (18 of these tests were performed at Crashlab) and assessed others that were tested under the equivalent European regime. Of the Australian manufactured cars that were tested, none achieved the maximum five-star rating. However, it is anticipated that the new model Ford Falcon will achieve this rating.

ANCAP has continued to endorse Electronic Stability Control (ESC). ESC is a device that uses automatic computer-controlled braking of individual wheels to help drivers maintain control in critical driving situations in which the vehicle is beginning to lose directional stability at the rear wheels (oversteer) or directional control at the front wheels (understeer). In order to encourage the incorporation of ESC as a standard item in more models, ANCAP has made it a condition that a vehicle must have ESC fitted to be eligible to obtain a five-star rating. The RTA supports this initiative, in line with its policy to encourage 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 through motor registries and NRMA branches. There is also a link to the ANCAP site on the RTA website.

## Used Car Safety Rating

The RTA is a major sponsor of the Used Car Safety Rating (UCSR) scheme, which provides consumers with a comparative assessment of the level of protection provided in the event of a car crashing, based on actual crash data.

In 2008, UCSR data covered vehicles manufactured between 1982 and 2006 that were involved in more than three million crashes between 1987 and 2006 (based on reports to police in Australia and New Zealand).

The *Used Car Safety Ratings Buyer's Guide 2008* covers the majority of popular vehicles up to about four years old. The UCSR brochures are distributed through motor registries and NRMA branches. This year's brochure combined the two safety items used in previous years – the 'crash rating', which measures protection offered to the vehicles, and the 'aggressivity rating', which measures the likely affect the vehicle has on other road users, such as occupants of other cars and pedestrians, in the event of a crash – into a single 'crash safety rating'. It has crashworthiness ratings for 349 vehicle models with corresponding 'aggressivity' ratings for 278 of these vehicles.

## Child Restraint Evaluation Program

The RTA is principal sponsor of Child Restraint Evaluation Program (CREP) (other sponsors are the NRMA and the RACV), which evaluates child restraints to determine the comparative protection provided to their occupants and their ease of use.

The results are presented in a brochure that also provides advice about using child restraints. The brochure is distributed at RTA registries, and NRMA and RACV branches.



New model of child restraint.

This is an ongoing program that annually assesses new models of child restraints, and the brochure is updated accordingly. In 2007, an additional 13 child restraints were evaluated and the revised brochure, which comprised 32 models with 44 configurations, was launched in December 2007.

To date, seven new models have been tested for the 2008 revision and the information is being prepared for the brochure launch later in the year. Additional information about CREP will soon be available on the safer vehicles section of the NSW Centre for Road Safety website.

### Speed Zone Management System

A Speed Zone Management System has been developed to record the locations of all speed limit signs and zones in NSW. The system is both an asset register and a tool to facilitate speed reviews.

Staff are being trained to use the GIS map-based database.


It is also planned that the database will be a working platform for the future integration of technology such as Intelligent Speed Adaptation (ISA). In its simplest form ISA is an in-car speed warning device that advises drivers of the speed limit. For more information go to page 65.

## Roads

### Road condition

The RTA adopted the 'safe systems partnership' approach as a guide for best road safety practice. The approach emphasises the way different elements of the road transport system interact with each other to impact on road trauma.

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 The road network is strategically planned, designed, built, maintained and operated to warn, inform, guide and control the road user in relation to their required actions on the road.

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The system is also designed to minimise the consequences when a road user makes an error.

### Pedestrian areas

In 2007-08, 40km/h schemes were installed or upgraded in 12 pedestrian areas and a further 20 pedestrian areas were identified for future upgrade. The program includes the installation of traffic calming measures that create a self-enforcing low speed road environment, safe and convenient pedestrian crossings and 40km/h speed limits.



Road signs at 40km/h pedestrian area.

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## 'Brownfields' Road Design Guide

A revised version of the Brownfields Road Design Guide was released in November 2007. The guide integrates road safety into the road maintenance program, providing maintenance engineers with standards that can be retrofitted to existing roads.

## Specialist safety advice

Since the release of the NSW State Plan in November 2006, and the identification of road safety as one of the plan's key priorities, road safety has been 'mainstreamed' across all RTA business areas.

This means that all RTA business areas have an identified responsibility for contributing to the RTA's road safety effort and outcomes as well as specific accountabilities and renewed commitment to achieve increased road safety.

The NSW Centre for Road Safety regularly provides road safety engineering advice on a range of projects through formal and informal meetings such as the Major Projects Review Committee. The Infrastructure area of the RTA, for example, with the involvement of the NSW Centre for Road Safety at key stages, has embraced road safety and mainstreamed initiatives into its business to ensure that each major project, from planning through to delivery, incorporates best practice road safety engineering principles. This is supported by a number of key management tools which have clear road safety objectives and outcomes, such as road safety audits, road safety impact statements, development program guidelines, project OHS development plans, ProjectPack and major project review committees.

The RTA also works in partnership with road management agencies such as councils, other State-based transport agencies, national bodies, and research bodies including the University of NSW's Injury Risk Management Research Centre and Monash University's Accident Research Centre to ensure best practice.

## Crashcam

The RTA's Crashcam program continued. Sites are distributed across the State in locations where traditional crash investigation and analysis has not had a significant impact. Crashcam provides invaluable footage of crashes, 'near miss' incidents and driver behaviour to assist in determining the causes of crashes and appropriate remedial treatments.

## Safety upgrade programs

### Crash related treatments

A total of \$31.4 million in State funds was spent in 2007-08 on treatments to 196 high crash risk locations. Work by the RTA included intersection improvements, road realignments, clear zone enhancements and safety barrier installation. The Federal Government's AusLink Blackspot Program, administered by the RTA, implemented a further 123 crash reduction projects with total federal funding of more than \$15.9 million.

### Newell Highway

A review of road safety was conducted on the Newell Highway. Similar to reviews conducted on the Pacific and Princes highways, the review team comprised corporate and regional road safety staff, police, and community representatives. A final draft report has been prepared.

### Dog Trap Road Ourimbah, Central Coast Highway

The RTA is delivering the project in stages, with the upgrade of the Dog Trap Road intersection identified as a priority to assist traffic flow during peak periods and to help ease congestion outside Ourimbah Public School. Traffic signals were installed at the intersection of the Pacific Highway and Dog Trap Road, Ourimbah. The Pacific Highway has also been widened to two lanes in each direction between the existing Chittaway Road roundabout and the Ourimbah RSL bowling greens.

The upgrade will improve safety and ease congestion along this section of the Pacific Highway near Ourimbah Public School. A new pedestrian entry to the school has been constructed and a safety fence installed to restrict children from crossing the Pacific Highway. A new roundabout was built in Dog Trap Road to provide safe access to the Ourimbah Public School car park and the RSL car park, as well as providing a U-turn facility for school buses and other vehicles.

A shared pedestrian/cycle path was constructed on the western side of the highway to improve safety for pedestrians and cyclists. This project was constructed under high pedestrian and vehicular traffic, with challenges of assisting school children to access the school and enabling elderly residents to access the local RSL club.

Completed in July 2007, the work at this intersection and the road widening form part of a \$15 million project to improve safety for motorists, local residents and pedestrians and improve traffic flow.

### **Approaches to Pambula Bridge**

The new bridge was opened to traffic in March 2008. A new horizontal alignment of the road improves safety by easing the southern curves and the improved route has made the road less prone to flooding.

### **Railway level crossing upgrades**

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

In 2007-08, seven 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

### **Safer road users**

- Continue to implement initiatives to increase child road safety across NSW including the further installation of the school zone fixed speed cameras which will become operational throughout 2008-09.
- Reinforce the changes to L and P plate licence conditions including increased driving hours and tougher driving tests.
- Continue to meet the challenge of making speeding a socially unacceptable behaviour.
- Increase awareness of the new drug driving legislation which will help increase the effectiveness of the drug testing program.
- Continue public education campaigns on the effects of speeding, fatigue and drink driving, with the challenge being to ensure their ongoing relevance and effectiveness.
- Continue to use regulation and enforcement in managing road user behaviour.
- Continue to work in partnership with NSW Police to implement the new safety regulations for school zones, for novice drivers and for drug testing.
- High visibility RTA/NSW Police operations to target speeding, drink driving, fatigue, heavy vehicle safety, seatbelt use and helmet use.
- Amend the Australian Road Rules to enhance road safety where required.
- Further improvements to the Mobility Parking Scheme.

## Safer vehicles

The RTA will continue to advocate and advise on 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 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

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

Other challenges will be to:

- Facilitate and undertake collaborative research, analysis and investigation of road safety engineering strategies targeted at promoting best practice and road safety engineering innovation.
- Exchange of road safety knowledge, information and research to build safer road partnerships with road safety practitioners both in NSW and beyond.
- Represent the RTA on peak committees and forums to provide leadership and constructive influence in the development of NSW, local and national road safety outcomes.
- Develop, implement and monitor performance in improving safety of NSW roads and roadsides.
- Integrate road safety engineering into policies, planning, strategies, business processes, programs and operations across the RTA.





REVIEW OF OPERATIONS

Environment

# Environment

The RTA is working to minimise impacts on the natural, cultural and built environments.

### **The RTA and the environment**

This chapter outlines the RTA's measures to protect the environment. The RTA has a strong 'green' agenda which means that it promotes positive environmental outcomes in road use and development, while working to reduce its own impact on the environment. Environmental leadership is also a key ambition for the RTA in areas such as encouraging the adoption of clean vehicle technologies.

This chapter shows how the RTA is achieving or working towards this agenda. It's divided into three main sections:

- The infrastructure section contains information about environmental initiatives related to RTA road work and bridge building, including how the organisation protects threatened species and biodiversity.
- The organisational section focuses on the internal measures the RTA takes to reduce its footprint, from reducing water use in office buildings to improving the efficiency of its light vehicle fleet.
- The emissions section discusses the important work the RTA does to reduce emissions from vehicles.

# Infrastructure

## Infrastructure planning and road works

### Environmental assessment

In all of its activities, the RTA works to minimise its impact on the natural, cultural and built environments. The RTA also has statutory responsibilities to assess the environmental impact of its infrastructure projects as part of the planning process. The *Environmental Planning and Assessment Act, 1979* (EP&A Act) provides the framework for these assessments, during which the RTA identifies measures to avoid, minimise, mitigate, manage, monitor and, in some cases, offset the environmental impact of its activities.

During 2007-08 the Minister for Planning approved six projects and one concept plan under Part 3A of the EP&A Act. These approvals were for:

- The Sturt Highway to Mullengandra concept plan.
- The five sections of the Hume Highway duplication project:
  - Sturt Highway to Tarcutta.
  - Kyeamba Hill.
  - Little Billabong.
  - Yarra Yarra to Holbrook.
  - Woomargama to Mullengandra.
- The Pacific Highway Bulahdelah upgrade project.

In addition, the Minister for Planning approved a number of modifications to projects that were assessed under Part 3A of the EP&A Act. The Part 3A modifications were for the:

- Hume Highway duplication project.
- Table Top to Mullengandra project.
- M5 East project.
- F3 to Branxton link project.
- Windsor flood evacuation route project.
- Karuah to Bulahdelah project, part of the Pacific Highway upgrade.

The environmental assessment for the Pacific Highway, Kempsey to Eungai upgrade, was submitted for approval to the Minister for Planning at the end of 2007-08.

Part 3A environmental assessments for the Pacific Highway upgrades between Sapphire to Woolgoolga, Kempsey to Eungai and Banora Point were exhibited for public comment during 2007-08.

During the year the RTA determined 235 Reviews of Environmental Factors (REFs). These assessments examine potential environmental impacts of projects under Part 5 of the EP&A Act. The REFs were prepared in accordance with the RTA Environmental Impact Assessment Policy, Guidelines and Procedures.

The RTA referred five projects to the Australian Department of Environment, Water, Heritage and the Arts (DEWHA) for a decision on whether assessment and approval would be required under the Commonwealth *Environmental Protection and Biodiversity Conservation Act, 1999* (EPBC Act). Where projects have, or are likely to have, a significant impact on a matter of national environmental significance (known as a 'controlled action' under the EPBC Act), approval is required from the federal Minister for the Environment, Heritage and the Arts.

Three of the RTA's projects were found to be a controlled action for threatened species and communities listed under the EPBC Act and were approved. These were the Pacific Highway Bulahdelah upgrade, the Hume Highway Sturt Highway to Mullengandra upgrade and the F3 to Branxton link.

The Pacific Highway Bulahdelah upgrade was found to be a controlled action for potential impact on rare and threatened orchids. A range of measures have been undertaken to reduce impacts on these species including reducing the footprint of the design. The controlled action was approved on 10 September 2007.

The Hume Highway Sturt Highway to Mullengandra upgrade was found to be a controlled action, due to the potential impact on a critically endangered ecological community that included woodlands, grasslands and habitat for several threatened fauna species. Measures to reduce the impact of the project included avoiding areas of high quality habitat and the development of a biodiversity offset strategy. The controlled action was approved on 2 August 2007 and a variation was approved on 18 March 2008 following detailed design.

The F3 to Branxton link was found to be a controlled action for potential impact on Earps Gum (*Eucalyptus parramattensis* ssp *decadens*), Small-flower Grevillea (*Grevillea parviflora* ssp *parviflora*) and Black-eyed Susan (*Tetratheca juncea*). Measures to reduce the impact on these species included realigning part of the route and development of a remnant vegetation offset plan. The controlled action was approved on 2 August 2007.

Two of the referred projects – the Pacific Highway Banora Point upgrade and the Pacific Highway Sapphire to Woolgoolga upgrade – were not a controlled action and did not require approval from the Minister for the Environment, Heritage and the Arts.

Visit the RTA website for more information on the environmental impact assessment of RTA projects, including the projects mentioned here.

## CASE STUDY

### Hume Highway duplication – biodiversity offset strategy

The \$800 million Hume Highway duplication project involves the upgrade of five sections (67km) of single carriageway to a four-lane dual carriageway.

The project route design was selected to avoid or minimise impacts on biodiversity values where possible. However, some impacts could not be adequately mitigated through management measures alone. These included unavoidable impacts on the Box-Gum woodland endangered ecological community and impacts on habitat for threatened fauna species including gliders, woodland birds and reptiles.

A biodiversity offset strategy was developed to mitigate these residual impacts, in consultation with the NSW Department of Environment and Climate Change (DECC) and the Australian Department of Environment, Water, Heritage and the Arts.

The offset strategy includes an innovative collaboration with the Nature Conservation Trust of NSW to identify available land with conservation potential that is suitable for protection and rehabilitation via an in-perpetuity conservation agreement registered on the property's title. This arrangement aims to achieve excellent conservation outcomes in a highly cleared rural landscape.

## Environmental performance

The RTA holds nine Environment Protection Licences (EPLs) under the Protection of the *Environment Operations Act 1997*. The EPLs were issued for various activities, such as waste storage, freeway/tollway construction for the F3 and F5 widening projects and a gravel extraction quarry at Mewburn.

In the past year, the RTA's Environment Branch carried out an intensive, voluntary licence compliance audit as part of its environmental performance improvement program. The audit revealed 26 non-compliances, which was a significant increase compared to previous years. The increase is a result of the audit, rather than any significant change to the management of the licensed activities. Most non-compliances were administrative and, fortunately, did not have the potential to cause environmental harm or community impact. These non-compliances have been, or are in the process of being, rectified and the RTA will use the audit's results to improve compliance and procedures.

During 2007-08, two Penalty Infringement Notices (PINs) were received from DECC. Both PINs related to erosion and sediment control incidents on project sites. One of the incidents occurred during 2006-07, but the PIN was not issued until November 2007.

## Noise management

### Engine compression brake noise

In November 2007 the Australian Transport Council unanimously approved a proposal from the National Transport Commission to introduce an in-service standard for engine brake noise. The standard is designed to prevent the sharp 'barking' sound that is made by some engine brakes. Treatment to remove this characteristic of noise is often accompanied by an overall reduction in noise level due to the fitting of a more effective muffler.

A noise camera system is proposed to enforce the new standard. The RTA opened a permanent engine brake noise camera site at Mt Ousley in November 2007. The site is trialling the new camera system set at the new standard. The RTA also began an education program using data from the Mt Ousley camera. Heavy vehicles that exceed the new standard are identified and the RTA sends a letter to the owners/operators advising them to take action before new regulations to implement the standard are introduced. Suggested action includes ensuring the vehicle's exhaust system is in good condition or fitting a specially designed muffler to reduce engine brake noise.

## RTA Noise Abatement Program

In 2007-08, the RTA treated about 100 dwellings that were exposed to high levels of road traffic noise. Architectural noise treatments can include sealing around doors and windows, installing mechanical ventilation and replacing doors and windows with acoustically rated units. The majority of building treatments were provided in the Sydney region (around 80 homes) with the remaining treatments focused in the north and Hunter areas of the State. The RTA spent \$2.5 million on the Noise Abatement Program in 2007-08.

## Internal noise limits for new dwellings

The RTA contributed to the development of new internal noise limits for dwellings built beside busy roads. These requirements were introduced in December 2007 in the State Environmental Planning Policy (Infrastructure) 2007. As an example, at night and in sleeping areas a noise limit of 35dB(A) applies. The requirements apply to dwellings built beside freeways, tollways, transitways or roads which carry a daily average of more than 40,000 vehicles. Maps showing these locations will be available on the RTA website to help home builders identify when they must account for internal levels of traffic noise in the construction of a new dwelling.

## Road traffic noise policy

The RTA supported a review by DECC of the NSW Environmental Criteria for Traffic Noise policy (ECRTN). The RTA is part of an inter-agency working group that is revising the ECRTN policy, which was published in 1999. The group met on four occasions in 2007-08 and the review is ongoing.

## 'Quiet' road pavements

The RTA is examining new technologies to produce 'quieter' road pavements. The technology aims to reduce the level of noise emitted from vehicle tyres. Historically, open-graded asphalt has been used for this purpose but a new process of 'diamond grinding' concrete pavement has the potential to reduce tyre/pavement noise by a comparable amount. A rotating drum fitted with a large number of diamond saw blades is driven over the concrete pavement to smooth the surface. The process produces a set of closely spaced and shallow longitudinal grooves that contribute to lower noise. Preparations for trialling the 'diamond grinding' process are well advanced for a portion of the F3 Freeway near Sydney and is expected to occur in early 2009 after the first diamond grinding machine has arrived in Australia from the US.

## Land and water

### Finalisation of Blue Book 2

DECC finalised Volume 2 of *Managing Urban Stormwater – Soils and Construction* (Blue Book 2). The RTA worked closely with DECC to develop the Main Road Construction chapter of the book. Blue Book 2 provides industry-specific guidance for soil and water management for various industry types. The book is expected to be available on the DECC website in late 2008.

### Designing construction sedimentation basins

A key issue in developing Blue Book 2 was whether the existing design criteria for sizing sedimentation basins for road construction were appropriate. Construction sedimentation basins are used on road construction projects to capture sediment-laden water in small to medium storms and to reduce the discharge of medium-coarse sediment in large storms. To assist the review the RTA funded a joint modelling research program with DECC to determine the environmental effectiveness of different basin sizes. The model examined the number of overtopping (or uncontrolled spill) events per year and the percentage capture of sediment.

Based on this research DECC has revised design criteria for sizing sedimentation basins for projects of between six months and three years duration. These guidelines specify that in standard environments the basins capture all water in an eightieth percentile rainfall event, with the standard increasing to the eighty fifth percentile for sensitive environments.

The modelling provides reasoned assumptions on the number of overtopping events that can be expected during the construction of specific projects and the potential sediment capture that can be expected during major storms. This information will be used to inform the public and other stakeholders about the expected environmental performance of RTA construction projects.



Sediment basin, Cooperook to Herons Creek upgrade.

### Erosion and sedimentation control training

The RTA contracted the Soil Conservation Service from the NSW Department of Lands to provide annual review and licensed use of training materials for erosion and sedimentation control for construction sites for five years. The arrangement allows the RTA to continually improve training material.

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**\*** During the last year, the RTA provided training in erosion and sedimentation control to more than 500 project managers, environment and design staff and contractor staff.

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### Collection and reuse of rainwater at RTA depots

The installation of rainwater tanks at RTA depots continued. Rainwater is now being reused at vehicle wash bays, for on-site irrigation and in amenities blocks at Granville, Wyong, Ballina, Murrundi and Tamworth depots. More funds have been allocated for the 2008-09 financial year to install rainwater tanks and replace fittings with water efficient ones.

### RTA Depot Environmental Improvement Program

About \$2 million was spent on environmental improvement work at RTA depots. Work included remediation of contaminated sites, removal of underground storage tanks and remediation of associated contamination, and improvements to infrastructure such as wastewater and stormwater treatment devices.

## CASE STUDY

### Cooreei Bridge

Environmental protection measures for the upgrade of the Cooreei Bridge over the Williams River in Dungog were tested when flood waters triggered an emergency evacuation of the site.

A unique approach to the upgrade of the 102-year-old Cooreei Bridge ensured the river environment was protected while work was underway. The upgrade involves replacing the two main span bridge piers to increase its capacity. The slope and width of the riverbank were too steep and narrow to allow work to be undertaken from the bank and machinery was not allowed to enter the waterway. To overcome this problem, rock working platforms and box culverts bolted together were installed in the river to create a temporary river crossing and work platform. This allowed work to take place from the platform, while still maintaining water flow and fish passage and minimising disturbance to the riverbanks. Other environmental protection measures included sediment curtains, a hydrocarbon boom and bunding around the perimeter of the work platform. (Bunding is an environmental control measure which aims to prevent or capture contamination.)

These measures were put to the test when sustained rain caused the river to flood by more than seven metres and prompted the evacuation of the work site. Starting at 4pm on Thursday 24 April 2008, staff worked into the night moving heavy machinery, site sheds and containers to higher ground. Their efforts were a success, with no equipment lost or damaged and environmental impacts minimised.

## Protecting biodiversity

The RTA uses many mechanisms to protect biodiversity including internal environmental impact assessment policies, guidelines and procedures, stringent environmental specifications, regular environmental audits and inspections of construction sites, and environmental awareness training for RTA staff and council workers. An outline of the RTA's projects to protect and enhance biodiversity in 2007-08 are included in Table 8 on page 78.

An example of the RTA's commitment to biodiversity is its contribution to the NSW Wildlife Council. The council coordinates wildlife carer groups and advises carers on wildlife management policy. Wildlife carers support the RTA by accepting and caring for wildlife injured on roads. In recognition of the valuable voluntary services provided by carers, RTA will support the council for the next three years.



Planting on the Bonville upgrade.

### Threatened species

The RTA contributed to a number of Threatened Species Recovery Plans prepared by 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 is continuing to manage the Green and Golden Bell Frog population in ponds constructed as a compensatory measure for the M5 East. The RTA has made a preliminary assessment of the actions needed for the long-term operation of the ponds. Preliminary discussions with DECC have also occurred on the long-term management of the site. The RTA was in discussions with the Department of Planning, the local council and others on the establishment of a management committee to take over management of the ponds from 2009.

#### Woolooware Shorebird Lagoon

This compensatory habitat was handed over to DECC in March 2008, along with a \$50,000 contribution from the RTA. The funding will establish an ongoing management program.

#### Purple Copper Butterfly, Lidsdale

The RTA continued monitoring and maintenance work for the translocation of a population of the Purple Copper Butterfly. Butterfly larvae were translocated from a worksite area of the Castlereagh Highway near Lithgow in 2005-06. Monitoring at the site has indicated that the translocation was successful and the State and Commonwealth-listed threatened species butterfly population is now increasing at this site as a result of ongoing maintenance and habitat enhancement.



Purple Copper Butterfly, Lidsdale.

#### Vegetation management at Beverly Grove

The RTA completed its contract with the National Trust to regenerate a remnant of Cooks River Castlereagh Ironbark Forest at Beverly Grove as part of the compensatory measures for the M5 East. The five-year contract removed weeds and planted native flora species. A five-year maintenance plan has been developed with reference to the DECC Cooks River Castlereagh Ironbark Forest recovery plan. The preservation of this remnant forest is to be discussed with Department of Planning, DECC and the local council.

**TABLE 8: BIODIVERSITY PROJECTS**

Activity	Purpose	Progress in 2007-08
Developing measures to minimise road impacts on biodiversity	Management of wildlife on roads	The RTA has been part of a community working party to investigate measures to minimise road kill in Pittwater and Warringah LGAs. The RTA contributed funds to install fauna exclusion fencing along a section of the Wakehurst Parkway, Sydney, to reduce wildlife road kill.
Contribution to the NSW Wildlife Council	Management of wildlife on roads	The RTA provided \$20,000 to the NSW Wildlife Council. The council coordinates wildlife carer groups and advises carers on wildlife management policy.
Trialling the effectiveness of odour repellents	Management of wildlife on roads	The RTA continued to fund a postgraduate university project on the use of odour repellents for managing wildlife collisions. The study is building on promising results from previous RTA-funded research.
Research into measures to mitigate bird strike with transparent noise walls	Minimise impacts to biodiversity	The RTA funded a project that identified measures that could be incorporated into the design of transparent or semi-transparent noise walls to minimise bird deaths from striking the walls.
Hume Highway Threatened Species Monitoring Program	Minimise impacts on biodiversity	The RTA funded a threatened species monitoring program as part of the Hume Highway duplication.
Research into post construction and operational impacts of bridges on estuarine environments	Determine the effect of bridges on estuarine environments	The RTA funded a university research project in 2006-07. The researchers are finalising monitoring in 2007-08.
Fund research into effects of road construction and operation on koala populations adjacent to the Pacific Highway at Bonville	Koala population research	Research continued with funding of \$125,000 in 2007-08.
Threatened orchid translocation project at Bulahdelah	Minimise impacts to biodiversity	The RTA funded the CSIRO to develop a translocation plan for threatened orchids as part of the Pacific Highway upgrade at Bulahdelah.
Research into effectiveness of measures to allow threatened fauna to move across roads	Minimise impacts on biodiversity	The RTA contributed \$50,000 to a joint research project with Vic Roads and the University of Melbourne to determine the effectiveness of fauna crossing structures for roads.

### 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 included:

- An extensive strategic and operational review to update membership and determine the REC's future direction.
- Completion of the third and final year of the 'Saving our Corridors' program funded by the Environmental Trust. As part of this program the REC trained 11 local

government authorities or regional groupings during 2007-08. All councils and rural lands protection boards were surveyed to determine their funding and technical requirements for the next five years.

- Presentations on linear reserve management for Catchment Management Authorities, State and Commonwealth environmental bodies, research bodies and peak natural resources groups.
- Distribution of hundreds of 'significant environmental area' signs and handbooks for roadworks operators, and operation of a full-time information and referral service for both the public and agencies.



**CASE STUDY**

### Monitoring threatened species on the Hume Highway duplication



This Squirrel Glider was fitted with a radio transmitter monitor as part of the Hume Highway duplication project. Details of the animal are recorded before it is released.

The Hume Highway duplication involves the construction of 44km of new carriageway between the Sturt Highway and Mullengandra in southern NSW. Before construction began in December 2007, a thorough environmental assessment was undertaken. The assessment identified a range of threatened species in the local area, and the project's design was refined to minimise impacts on these species and their habitat. Features included drainage culverts designed to allow the passage of threatened fish, strategic planting of roadside vegetation to provide habitat, construction of fauna underpasses to enable animals to cross safely beneath the road, and rope bridges for animals to traverse from tree to tree over the road.

A threatened species monitoring program has begun, to shed light on the long-term impact of the road and its design on the lifecycle of threatened species. The monitoring program is targeting populations of threatened woodland birds, reptiles, fish and squirrel gliders that were identified in the environmental assessment stage. Before construction began, ecologists undertook field surveys to gain a detailed understanding of the local population dynamics. Squirrel Gliders were part of a radio tracking study over a number of seasons that recorded their movement. The monitoring results will provide valuable information for managing the impact of future road projects on threatened species. More broadly, the results will aid conservation management in the region.

## Heritage

### Aboriginal culture and heritage

A new procedure for undertaking Aboriginal cultural heritage investigations and Aboriginal community consultation was launched by the RTA Chief Executive. The Procedure for Aboriginal Cultural Heritage Consultation and Investigation (The Procedure) is consistent with cultural heritage legislation and policies, and meets the RTA's commitment under its Aboriginal Action Plan 2006-2010. A training program for the implementation of The Procedure will be delivered to internal and external stakeholders in 2008-09.

### 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 will be submitted to the Heritage Council of NSW in 2008-09.

### Heritage and Conservation Register

The RTA has a responsibility under section 170 of the *Heritage Act 1977* (NSW) 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 Register (S170 Register) is regularly updated. There are 422 RTA owned or controlled items on the S170 Register including 35 State Heritage-listed items, and their condition is summarised in Table 9.

**TABLE 9. CONDITION OF RTA HERITAGE ITEMS**

Total number of RTA items		422
State Heritage Register listings		35
Condition	Good	202
	Fair	130
	Poor	80
	*Not known or applicable	10

During the year the RTA advised the Department of Planning, NSW Heritage Branch, that a number of items would be removed from the S170 Register due to being re-assessed, demolished or transfer of ownership. These included:

- Robinvale Bridge over the Murray River and approaches 1 and 2 (item numbers 4301008, 4301674 and 4301635).
- Old Marulan Town, Lots 1, 7 and 14 (item number 4300302).
- 379 Wilson Street, East Albury (item number 4305612).
- Square and Compass Inn, Lidsdale (item number 4305613).
- Sandstone Kerbing, Five Dock (item number 4310581).
- Queen Anne House, London Terrace, Enmore (item number 4301041).
- Swanbrook Creek Bridge (item number 4309524).
- Murray River Approach Bridges, Corowa, 1, 2 and 3 (item numbers 4301631, 43016324 and 4301633).

### State Heritage Register

The RTA has 35 heritage items listed on the State Heritage Register. The NSW Heritage Council has approved applications under Section 60 of the *Heritage Act 1977* (NSW) for the following work on State Heritage items:

- Coorei Bridge, Dungog: replacement of piers 2 and 3 with double trestle piers mounted on a concrete sill.

- Coonamit Bridge, Wakool (pictured below): capacity upgrade of approach spans and replacement of the three timber trestle piers supporting the truss spans with steel piers of similar design.
- Morpeth Bridge, Morpeth: capacity upgrade of truss deck and approach spans. Replacement of seven southern approach spans with an earth embankment faced with a vertical retaining wall.



Coonamit Bridge, Wakool.

Information about the status of previously approved work on items on the State Heritage Register and work on the RTA's S170 Register items is provided in Table 10.

**TABLE 10. PROGRESS UPDATE FOR HERITAGE ITEMS**

Heritage item	2007-08 progress
Wallaby Rocks Bridge, Sofala (Item 4300155)	Major upgrading continues to improve structural capacity while reducing the amount of timber needed for maintenance.
Dunmore Bridge (Item 4301091)	Major upgrading continues to improve structural capacity while reducing the amount of timber needed for maintenance.
Tabulam Bridge, Tabulam (Item 4306089)	A Statement of Heritage Impact was prepared for the proposed replacement of timber cross girders with steel cross girders.
Sydney Harbour Bridge (Item 4301067)	A Statement of Heritage Impact was prepared for the 2007 New Year's Eve projections.
Cable ferry, Wisemans Ferry (Item 4300311)	Ferry no. 8 built in 1928 initially serviced the Harwood Crossing before being moved to Wisemans in 1966. It was replaced with a vessel of similar design that better meets modern OH&S requirements.
Great North Road (retaining walls, culverts, road cutting) (Item 4309678)	Courthouse Cave, Old Northern Road, south of Wisemans Ferry. Two steel columns were installed to support the rock overhang as part of the RTA's slope stabilisation project. The cave forms an archaeological precinct significant for the construction of the Great North Road between 1826 and 1834. Limited archaeological investigation was undertaken with approval from DECC prior to installation of columns.

## Conservation Management Plans

The RTA is implementing a Conservation Management Plan for the causeway at Victoria Pass on the Great Western Highway, west of Mount Victoria. The plan comprehensively addresses the heritage aspects of the retaining wall and gives broad consideration to future work on and near Victoria Pass. Victoria Pass celebrated its 175th anniversary in October 2007, and as part of the celebration the RTA nominated the pass for addition to the State Heritage Register.

### Oral history

Oral history provides an important record of our changing society. It records in the spoken word the first-hand experiences of individuals and complements formal written history.

The following oral history projects were undertaken during 2007-08:

- Interviews were completed for an oral history of the Karuah Bypass. These interviews will be compiled with similar interview material previously collected at Goulburn and Armidale, and a compilation CD prepared. This CD will discuss the planning and development of the three bypasses and highlight the ways that these towns have changed since being bypassed.
- Sydney Harbour Bridge 75th anniversary. Interviews recorded during the community celebration on 18 March 2007 were compiled onto a CD which examines both the planning of the event (transport, crowd management, artistic elements and more) and the feelings of the community about 'their bridge'. The CD is available for purchase through the RTA Library, and an mp3 version is available for free download from the RTA website.

## CASE STUDY

### Junction Bridge Restoration



Restoration works on Junction Bridge, Tumut.

The Junction Bridge restoration project was an exceptional achievement in 2007-08. Due to their best practice efforts in this complex bridge restoration, the bridge rehabilitation team received the 2007 Staff Award for Sustainability.

Junction Bridge spans the Tumut River and was built in 1892. It is listed on the State Heritage Register due to its significance as a McDonald-type timber-truss bridge. The timber trusses had severe damage from an overloaded vehicle as well as general wear and tear. To keep the crossing in service, the bridge was fully rebuilt. This was done in consultation with the Department of Planning.

Detailed project planning and a high level of sensitivity to the heritage requirements were needed to ensure this project was successful.

**\*** The outstanding success of the restoration has strengthened the RTA's links with the local community, and has generated training and toolbox materials for heritage bridge work.

## Urban design

Transport infrastructure is an integral part of cities, towns and villages and influences their form, function and character. The RTA has developed an urban design approach to all of its work which 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 road corridor design.
- The quality and safety of the public domain and the experience of travel.

These goals are developed in the RTA's urban design policy, *Beyond the Pavement*. Design guidelines are produced as part of the policy and the latest, published in April 2008, was the RTA's *Landscape Guideline*. This covers the approach, principles and standards needed to produce quality, safe and cost-effective landscaping of the road corridor.

## Achievements

The RTA measures its urban design performance by the endorsement of stakeholders, communities and approval bodies, including awards and the quality of the built environment left as a legacy of completed projects.

Urban design achievements this year included:

- Key projects of the Pacific Highway Upgrade Program which were designed to fit sensitively within the unique coastal landscape and connect communities along the Pacific Highway corridor. Urban design assistance has also been provided to the Tugun Bypass project, funded by the Australian and Queensland governments.
- Construction of Leura to Katoomba Section 2 on the Great Western Highway, continuing the very successful and integrated outcome completed in Section 1. Planning and design work was undertaken for upgrades through Lawson and Wentworth Falls East.

- Design of the Iron Cove Bridge duplication and upgrade of Victoria Road at Rozelle and Drummoyne, taking into account the sensitive relationship with the Iron Cove Bridge, the context of Iron Cove and links with the popular Bay Run.
- Duplication of Alfords Point Bridge over the Georges River, the design of which followed the Bridge Aesthetics Design Guideline.
- Bangor Bypass (Stage 2) is being developed in a way which is consistent with the quality outcomes of the Stage 1 work.
- The Southern Hume Highway duplication projects are under construction following design principles to assist a sensitive fit with the undulating landscape of southern NSW and provide a safe and enjoyable road user experience.

## Network and 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 Pacific Highway upgrades. Similar frameworks have been initiated this year for Bringelly Road and the Northern Road in the Sydney's south-west growth centre. These fit into a broader road planning and urban design framework for the Sydney Growth Centres.

RTA urban design guidelines and documents are available on the RTA website.



Urban design on the Brunswick Heads to Yelgun upgrade.

# Organisational

## Natural resources and waste

### The Green Plan

The RTA Corporate Plan 2008, *Blueprint*, incorporates 'The Green Plan' setting out strategies to address the important challenges of climate change and environmental sustainability. The Green Plan focuses on three key program areas:

- Demonstrating leadership in environmental research, policy and communication.
- Developing 'green' partnerships.
- Reducing the RTA's environmental footprint.

To help deliver the Green Plan, the RTA has established a Sustainability Working Party, with representatives from across the organisation, to review and recommend environmental sustainability projects.

Key projects to be implemented under the plan include:

- Promoting and improving education on the benefits of using recycled materials in construction and maintenance.
- Reducing the environmental impact of the RTA's properties and fleet.
- Examining opportunities to procure more sustainable goods and services.

### Resource management and waste reduction

The RTA continued to work to reduce waste and increase recycling in accordance with the NSW Government's Waste Reduction and Purchasing Policy (WRAPP). Key initiatives in 2007-08 included the following:

#### Office supplies

Environmental considerations were included in tenders for the supply of office goods and services. The RTA's green supply chain principles and programs will be developed further as part of the RTA's participation in DECC's Sustainability Advantage program.

### CASE STUDY

#### Consolidation of printing devices

Before 2007, the RTA had more than 2100 printers, fax machines and photocopiers. As a result of a new contract to supply multifunction printers, the number of these devices has been reduced to 715. This change has reduced the RTA's greenhouse emissions by approximately 13 tonnes of carbon emissions per month. The new contract also involves the supply of recycled paper, resulting in the proportion of A4 copy paper containing recycled content used by the RTA increasing from 46 per cent in 2006-07 to 95 per cent in 2007-08.

#### Construction and maintenance procurement and waste

The RTA recycles and reuses a range of materials in construction and maintenance projects.

The RTA is working with DECC and industry to trial the use of alternative recycled construction materials, including scrap rubber and crushed glass in road pavements, and to develop appropriate standards for their use. Following a detailed risk assessment of the reuse of chemically treated bridge timbers a reuse trial began in June 2008.

## Greenhouse and energy

### Energy use

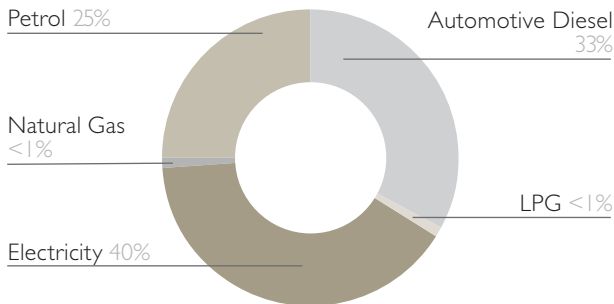
The RTA reports annually on its direct energy consumption, in accordance with the NSW Government Energy Management Policy (GEMP).

The RTA's major direct energy uses include electricity to operate traffic signals, street lights and buildings, and diesel and petrol for road machinery and RTA vehicles. The RTA uses minor amounts of LPG and natural gas for heating buildings, in light vehicles and in plant and asphalt manufacture.

The RTA's direct energy usage profile for 2006-07, in terms of proportion of energy consumed (gigajoules) by energy source, is shown in Figure 17.

**FIGURE 17. ENERGY USE PROFILE**

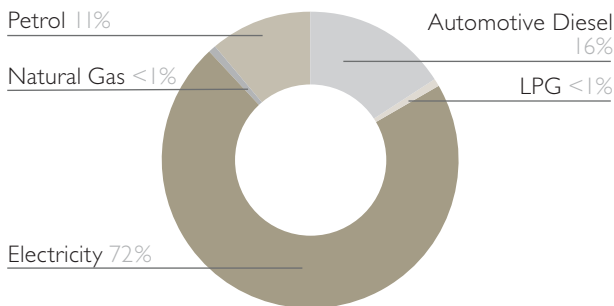
(% of direct energy consumption as measured in gigajoules)



All of the energy sources consumed by the RTA generate greenhouse gas emissions. The proportion of the RTA's direct greenhouse gas emissions by energy source for 2006-07 is shown in Figure 18 below.

**FIGURE 18. DIRECT GREENHOUSE GAS EMISSIONS PROFILE**

(% of direct greenhouse gas emissions as measured in tonnes of carbon dioxide equivalent)

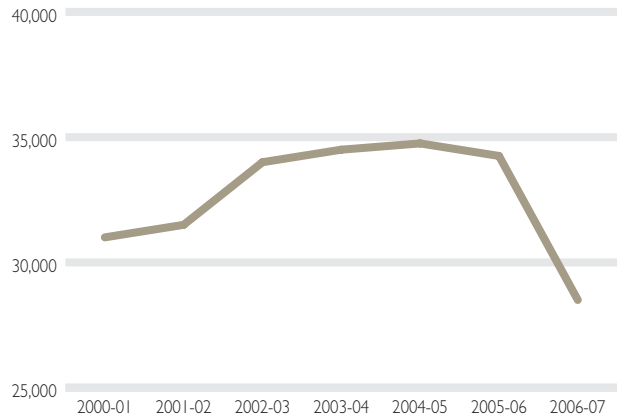


The RTA's work to improve energy efficiency included:

- Completion of the program to replace incandescent traffic lights with more efficient light emitting diode (LED) technology. The replacement program has led to a significant reduction in electricity consumed in traffic lights as shown in Figure 19.
- The RTA continued a downward trend in greenhouse gas emissions from its light vehicle fleet. This was achieved through the selection of vehicles with good environmental performance, the use of ethanol-blended fuel and a higher proportion of LPG vehicles in the fleet.
- The ongoing purchase of accredited Green Power electricity. For example, six per cent Green Power is purchased for the RTA's street lights, traffic signals and major buildings.

**FIGURE 19. ELECTRICITY USAGE – TRAFFIC SIGNALS**

ELECTRICITY CONSUMPTION (MWh)



Despite these improvements, greenhouse gas emissions associated with the RTA's total direct energy consumption increased by approximately one per cent in 2006-07 compared to the previous year. This result was mainly due to improved energy data collection.

## Energy management

The RTA developed an Energy Management Plan to provide a strategy to reduce energy use from office buildings, motor registries, depots, work centres, traffic signals, street lights and the RTA's light and heavy vehicle fleet.

Identified actions include:

- Establishing improved data management, reporting and feedback systems.
- Developing targets and key performance indicators.
- Strengthening accountability for energy performance.
- Pursuing specific energy reduction opportunities in building management, traffic signals, street lights and heavy vehicle operations.

The plan will be integrated with other sustainability initiatives and will help the RTA to meet the demands of the forthcoming NSW Sustainability Policy for State Government agencies, including the requirement to become carbon neutral by 2020.

## Industry programs

### 'Every drop counts'

The RTA joined Sydney Water's 'Every drop counts' program to reduce the RTA's water use.

Program activities include:

- Water management review workshops to determine water management priorities and establish benchmark information.
- Collection and review of water usage data for all RTA metered properties within Sydney Water's area of operations.
- Water audits and inspections of sites that have high water consumption rates and potential for water savings.
- Review of water use during road construction and maintenance.

The program is only available to Sydney Water customers and therefore only applies to RTA activities in Sydney, the Blue Mountains and the Illawarra. However, the program's findings will be used in the preparation of an overall RTA Water Savings Action Plan, due to be completed in early 2009.

### 'Sustainability advantage'

The RTA joined DECC's 'Sustainability advantage' program, which is designed to:

- Accelerate environmental priority actions and the sustainability agenda.
- Integrate environmental sustainability as a core business value.
- Help organisations to understand their environmental responsibilities and business risk issues.
- Build capacity and effective management systems to drive continuous improvement and sustainable change.

The RTA will work with DECC to:

- Determine critical sustainability projects based on the RTA's business priorities, including the Green Plan.
- Identify sustainability projects and develop sustainability programs in areas such as resource efficiency, supply chain management and staff awareness.

## Emissions

### LPG emissions tests

The RTA continues to conduct emissions tests on a variety of vehicles to ensure that LPG-fitted vehicles continue to meet emissions standards. Eighty-four LPG kits were tested in 2007-08.

### Diesel Retrofit Program

The RTA's Diesel Retrofit Program aims to improve the emissions performance of heavy diesel vehicles operating in the Sydney Greater Metropolitan area by fitting emissions-reducing devices to vehicle exhaust systems.

At 30 June 2008, 71 fleets were participating in the program and 365 vehicles had been fitted with these devices.

Funding was provided by DECC to implement a Diesel Retrofit Demonstration Program. Following the success of the program, the Federal Government provided additional funding to expand the program. The continuing success of the program led to further funding being provided by DECC. A co-contribution style retrofit program – where both the NSW Government and the vehicle operator contribute to the cost of the device – will now be implemented with additional funds from DECC.

### Clean Fleet

The RTA's Clean Fleet Program is an audited vehicle maintenance program designed to improve air quality by reducing diesel emissions. Participants must meet standards for using clean fuel, correct engine settings, 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 fuel tax credit.

The Ministry of Transport requires Metropolitan Bus Systems Contract Operators to join the Clean Fleet Program. The DECC Model Waste and Recycling Collection Contract also requires waste management contractors to join Clean Fleet.

At 30 June 2008, there were more than 5500 vehicles in the program with new applications continuing to increase.

## Diesel emissions awareness course

The RTA sponsors a free TAFE course for truck and bus owners, drivers and operators, diesel mechanics and fleet and workshop managers on 'how to reduce heavy vehicle emissions'. The course is run in Sydney, Shellharbour, Kurri-Kurri, Tamworth and Wagga Wagga. One module of the course is about how to join Clean Fleet. In 2007-08, 28 courses were run, attended by 171 participants.

## Emissions training

Training sessions were run for University of Western Sydney environmental students and TAFE apprenticed motor mechanics to demonstrate the RTA's light vehicle emissions testing facilities. During 2007-08, 110 students attended these sessions.

## Light vehicle emissions testing

In 2007-08, the RTA conducted 1449 emissions tests for light vehicles at Botany and Penrith motor registries. There have been 15,760 tests undertaken since voluntary light vehicle testing was introduced in 1998. Vehicles are referred for testing by DECC and modified vehicles are referred by engineering certification signatories.

## National In-Service Emissions 2 (NISE2) study

The Federal Government funded the RTA to project manage emissions testing of a representative sample of the Australian light vehicle fleet built between 1994 and 2007. Testing began in November 2007, with 254 in-service vehicles being tested for the appropriate emissions, under the Australian Design Rules, for the age of the vehicle. The project will provide valuable up-to-date emissions data for modelling and future policy development.

## Smoky vehicle enforcement

During 2007-08 RTA Vehicle Regulation Inspectors reported 15 vehicles that were considered to be emitting excessive visible smoke. Nine Penalty Infringement Notices were subsequently issued by DECC.

## Emissions standards

New emission standards (Euro 4) for vehicles operating on diesel, LPG and natural gas were introduced for all vehicles manufactured from 1 January 2008. The standards are aimed at improving air quality.

## Future challenges

- Provide training and tools to assist in the promotion of purchasing recycled content and/or materials with lower environmental impacts for stationery and other supplies across all RTA operations.
- Develop improved data collection and reporting systems to allow centralised reporting of procurement and waste data for construction and maintenance projects.
- Continue to work with DECC, other government agencies and private industry to trial the use of alternative recycled materials for use in road construction.
- Implement the Energy Management Plan and carbon management principles to achieve the requirements of the forthcoming Sustainability Policy for NSW Government agencies, including the requirement to become carbon neutral by 2020.
- Further reduce greenhouse emissions from RTA activities such as road construction works.
- Develop improved reporting systems to track energy use in RTA buildings.





REVIEW OF OPERATIONS

Services



## REVIEW OF OPERATIONS

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# Services

### The RTA strives to meet the community's needs

#### **The RTA's services**

The RTA works to meet the needs and expectations of its broad range of customers, such as those who use its licensing and registration services and those who are affected by the RTA's road work and management of the road system in NSW.

The RTA provides its services in many ways, including through an extensive network of motor registries which are the central point for licensing and registration transactions. This network also provides important information to the community about issues such as the comparative safety of new and used cars and the safety performance and ease of use of child restraints.

This chapter outlines some of the very broad range of activities that the RTA has undertaken in the past year to serve the people of NSW.

# Customer service

In 2007-08, the RTA provided registration and licensing services to 4.64 million drivers and riders and 5.2 million registered vehicles in NSW.

These services were delivered through motor registries, agencies, the RTA Contact Centre and online.

## Motor registries

The RTA has a network of 129 motor registries, a Contact Centre in Newcastle, five Government Access Centres (GACs) and 33 agencies, which 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 such as knowledge and driver tests. This network of locations minimises travel and provides more convenient access for customers in regional locations. See page 283 for contact details.

**\*** A survey of customers conducted in May 2008 found that 93 per cent rated motor registry services 'good' or 'very good'.

Motor registries are also a useful source of vehicle safety information. The registries distribute consumer advice including the Australasian New Car Assessment Program (ANCAP) Annual Safety Review that provides crash-test safety ratings for new vehicles, Used Car Safety Ratings of old vehicles and a guide to buying safer child restraints.



Blacktown motor registry, June 2008.



Blacktown Motor Registry new premises – The registry was relocated from 85 Flushcombe Road to the Blacktown Mega Centre, corner of Blacktown Road and St Martin's Crescent in October 2007.

## RTA Contact Centre

The Contact Centre provides support to customers by offering accurate and timely information on licence, registration and tolling services over the telephone. Customers can obtain information or choose to complete business while on the telephone rather than visit a motor registry.

## Government Access Centres

The Government Access Centre (GAC) program continued in 2007-08, delivering services to customers in remote and rural NSW, and enhancing partnerships with Government service providers. Transactions ranging from receipting payments to providing information and referrals for agency services are completed on behalf of nine key State Government agencies. These services were provided in addition to the GAC's host agency core business.

## Identity management

The Proof of Identity Unit assists motor registries with high-risk or difficult identity management issues. The purpose of the unit is to help strengthen the RTA's processes for 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 an Austroads-sponsored trial of facial recognition software as part of joint investigations into new technology to enhance identity security.

## Management of the Austroads Registration and Licensing program

The RTA continued to manage the Austroads Registration and Licensing Task Force in 2007-08. The task force was established to assist road and transport agencies in improving the security and integrity of vehicle registration and driver licensing systems. The strategic priorities are:

- Data integrity – national consistency and accuracy.
- Using technology to improve data security.
- Data exchange.
- Managing access to information.

The task force has escalated efforts to promote the national harmonisation of driver licensing and vehicle registration policy and procedures. As a consequence, the harmonisation of licensing and registration schemes has also become a strategic priority.

During 2007-08 the task force completed the following projects:

- Finalised the Memorandum of Understanding and associated schedules for the Smartcard Licence Interoperability Protocol (SLIP). The purpose of SLIP is to ensure interoperability of smartcard driver licences for Australian jurisdictions which may adopt this technology.
- Investigated and reported on options for greater harmonisation of registration and licensing practices as requested by the Council for the Australian Federation.
- Developed national performance indicators for the delivery of registration and licensing services.
- Investigated and reported on the possibility of removing engine numbers as a vehicle identifier.
- Investigated and reported on the use and application of motor vehicle labels.
- Participated in the progression of the National Identity Security Strategy.

## National Exchange of Vehicle and Driver Information System

The National Exchange of Vehicle and Driver Information System (NEVDIS) is a database that provides road agencies with access to all registered vehicles and licensed drivers in Australia. It was implemented in an effort to reduce licence fraud, vehicle theft and vehicle fraud. The RTA supports the NEVDIS Administration Unit under the Memorandum of Understanding between Austroads and the RTA.

In 2007-08, the RTA achieved the following:

- Upgraded the pilot document verification service system with improved name matching capability.
- Implemented the regular execution of data cleansing to enhance the ability of NEVDIS to support the 'one vehicle – one Vehicle Identification Number' principle.
- Developed enhanced name searching software to improve the ability of NEVDIS to support the 'one person – one licence' principle.
- Established a contract with an information broker to supply vehicle data to insurers. A major objective of this initiative is to reduce motor vehicle fraud.
- Progressed negotiations with Centrelink on the vehicle checking system project to support the AusIndustry LPG conversion grants scheme.
- Supported the SLIP project.
- Supported the Federal Government to complete a scoping study for the automated number plate recognition project that aims to enhance the ability of police to detect criminal activity that involves the use of motor vehicles.
- Progressed the Federal Government Personal Security Register to ensure written off and stolen vehicle information is provided as part of future vehicle financial encumbrance checks.

## Vehicle Identification and Inspection Unit

The Vehicle Identification and Inspection Unit (VIU) was established to control and combat fraudulent use of the RTA's registration system to launder re-birthed and stolen vehicles. It conducts inspections on high-risk vehicles in the Sydney, Newcastle and Wollongong areas. Outside these regions, VIU has a monitoring program to detect vehicle re-birthing. Each year the VIU unit issues around 10,500 Vehicle Identification Numbers (VINs).

VIU manages the Written-off Vehicle Register (WOVR), allocation of VINs and the inspection process to identify re-birthed vehicles before registration. The WOVR ensures the compliance of insurers, dealers, dismantlers and other individuals in relation to written-off vehicles, and provides notifications where necessary. The VINs allocation and audit unit within VIU is responsible for the issue of VINs, chassis and engine numbers for trailers, low-volume, imported and rally vehicle types, which are primarily identified by manufacturers and Authorised Unregistered Vehicle Inspection Stations.

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**\*** The Vehicle Identification and Inspection Unit inspects approximately 23,000 vehicles annually.

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The number of written-off vehicles reported to the register has increased by 40 per cent as a result of recent floods in NSW and Queensland and hail storms in Sydney and northern NSW.

## Innovations in registries

### NSW Maritime Authority transactions

All motor registries now provide a selected range of recreational boat licence and registration services. The following NSW Maritime Authority transactions can be completed at any motor registry:

- Boat and personal water craft licence knowledge testing.
- Payments for renewal of boat registrations, boat licences and mooring licences.
- Changes to vessel details.
- Changes to customer details.

The RTA and the Maritime Authority are co-located at Wagga Wagga and Batemans Bay motor registries and plans are underway for further co-locations. These initiatives improve customer access by providing services in a convenient single location and allowing agencies to share accommodation and utility costs.

### Registration reform program

A package of reforms to the RTA's vehicle registration processes was approved in August 2007.

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**\*** The registration reform process changes enhance customer service, remove unnecessary fees and transactions, and provide more efficient online services.

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The registration reforms include:

- A single registered operator (person or corporation) for all vehicles. This ensures effective enforcement of traffic, road transport and other laws, including toll collection.
- Extension of the vehicle inspection exemption – most new vehicles do not need an inspection until they are five years old (extended from three years).
- Longer term registration, allowing major fleet customers to register vehicles for two or three years.
- Redesign of the registration certificate.
- Streamlining registration codes.
- On-line dealers being able to print full registration labels.



Easier online services for registration.

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## Online services

### Expansion of online services

The expansion of online services continued in 2007-08 and included the following:

- Further expansion of the online council agency network.
- Further enhancements of the dealer use online system.
- Pre-enrolment for the Intelligent Access Program with more than 78 per cent of transactions performed online at June 2008.

The RTA increased the number of transactions which can be completed online in 2007-08. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.

Customers can go to myRTA.com at any time 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 more than 16 million visits, a 17 per cent increase on 2006-07. The site continues to maintain its unrivalled position as the most visited NSW Government website, the most visited State and territory government website and the sixth most visited Federal Government site.



The RTA website continues to expand its online services and continued to be the most visited NSW Government website.

## Motorways website

The motorways website at [www.sydney-motorways.com.au](http://www.sydney-motorways.com.au) provides the public with information about Sydney's motorways, including entry and exit points and toll costs. In 2007-08 there were more than 190,000 visits to the website and more than 67,000 toll calculations. The majority of visitors to the site arrived there directly by typing the URL, indicating that there is strong awareness of the site.

### myRTA.com

The myRTA.com page recorded more than two million visits, a 43 per cent increase on 2006-07. A new design for the myRTA.com homepage was launched in March 2008 to provide more visual links to the services provided. A range of marketing activities were undertaken including a radio campaign that promoted online registration renewal and a print and online advertising campaign that promoted online address change. The address change campaign delivered a 12 per cent increase in transactions.

### Expanded e-Safety Check

All light vehicles, unless exempt, require a pink slip inspection to report on vehicle safety. Pink slips are issued by Authorised Inspection Stations and prove that a vehicle has passed the required safety standards.

In 2007-08, the RTA implemented a number of measures to increase the number of pink slips sent to the RTA electronically by Authorised Inspection Stations.

As of June 2008, 100 per cent of eligible pink slips were sent to the RTA electronically.

### e-Permits

In 2007, an online facility was launched for transport operators who require special permits to move oversize or overmass loads. These loads can range from houses through to major pieces of industrial plant and mining machinery. The RTA continues to process around 30 per cent of special permit applications online.

## New plate styles – online auction

The RTA followed up its successful 2006 number plate auction with another popular numeral-only number plate auction that included, for the first time, the chance to bid on numeral-only motorcycle plates. The auction raised \$2.1 million for road safety funding.

The RTA continued to offer new styles of number plates to the general public with the release of NRL coloured number plates in March 2008. Limited edition Centenary of League NRL number plates were also released to commemorate the 100th anniversary of Rugby League in Australia. These limited edition plates were sold in an online auction, raising more than \$350,000 for road safety funding.

The total income from the sale of number plates was more than \$73 million, all of which is to be directed to road safety initiatives.



Launch of the NRL number plates at Parramatta Stadium. Parramatta Captain Nathan Cayless and Coach Michael Hagan, March 2008.

# Stakeholders

## National Transport Policy

At the February 2008 Australian Transport Council meeting, NSW was given the task of managing, coordinating and developing an 'Economic Framework for an Efficient Transportation Marketplace' (Transportation Marketplace) as part of the multi-jurisdictional development of the National Transport Policy Framework.

The economic framework is the first step towards delivering the goal of a seamless national transport marketplace that will allow better signals for the efficient, productive, safe, sustainable and timely provision and use of transport infrastructure and services.

These national reforms aim for a more consistent approach to the regulation of different transport modes.

This goal will be achieved when:

- Freight and services logistics systems are integrated across modes and operate efficiently and competitively with only necessary and nationally consistent regulation.
- People can access employment and the services and community resources they need safely, reliably and routinely without undue delay because of urban congestion or lack of public transport.
- Transport systems are planned, built, operated and regulated to minimise their impact on the environment and energy consumption.

A new National Transport Policy (NTP) Secretariat was subsequently established within the RTA to provide support for the Transportation Marketplace Working Group. It will also lead developments in national transportation policy initiatives, including heavy vehicle issues.

The NTP Secretariat will:

- Engage a small taskforce of independent experts to provide strategic guidance to the development of the economic framework.
- Review the functional arrangements and approaches applied in the provision and regulation of road, rail and intermodal transportation infrastructure and services.
- Develop the business functionality requirements needed to support the operation of incremental pricing schemes across Australia and, if required, undertake a tender to engage an organisation to provide such business support.

## Mock court for Intelligent Access Program

A mock court was held in March 2008 at the Glen Innes Local Court to road test new legislation and evidence kits for the Intelligent Access Program (IAP). The IAP represents a new approach to the management of heavy vehicle access and compliance, using satellite technology to remotely track vehicles. This event resulted in useful feedback for the IAP and strengthened the RTA's relationship with key stakeholders.

## Community consultation on infrastructure projects



Pambula River Bridge opening.

A major function of the RTA is construction and maintenance of roads and bridges throughout NSW. The range of stakeholders involved in RTA work includes individuals, private organisations, special interest groups, local communities, road transport groups, local councils and State and Federal government agencies.

The RTA's 2008 *Community Involvement and Communication Resource Manual for Staff* notes the RTA's goals are to:

- Enhance transparency and public accountability.
- Ensure decision making is inclusive of diverse community ideas and opinions.
- Ensure strategic planning, project development and service delivery meet 'the balance of community' needs and expectations.
- Generate organisational efficiencies based on collaborative decision making and enhancement of public trust.

Consultation is tailored to each project and what the local community wants to do. Tools can include:

- Provision of information, such as community updates, advertisements, displays, notices, website information.
- Discussions, such as community information evenings, workshops, shopfronts, household and business meetings.
- Submissions, such as faxes, emails, correspondence and telephone contact lines.

In 2007-08, local communities were involved in more than 200 different construction and maintenance projects. This involvement included:

- About 12 different community focus or liaison groups that meet several times to resolve issues.
- More than 230 community meetings, workshops and briefings to stakeholders.
- About 95 displays, of which there were 62 staffed community information sessions.
- About 520 community updates and household letters were prepared and distributed.
- Other community events hosted, such as celebrations of completed work, or road or bridge naming events etc.

These figures do not include the regular meetings between RTA staff and individuals, such as property owners, to discuss projects.



Community information session at Birkenhead Point Shopping Centre, December 2007.



## 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 relationship 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.

## APEC



A team of staff, including Chief Executive Les Wielinga, meet at the start of APEC to oversee the operation.

The Australia Pacific Economic Cooperation (APEC) Forum, held in Sydney during September 2007, represented the RTA's largest traffic management task since the Sydney 2000 Olympics. To ensure security arrangements for 21 world leaders were accommodated, the RTA managed a significant number of traffic changes across Sydney between 1 and 11 September including road closures, special access arrangements and special event clearways.

The huge variety of work needed to plan and prepare for APEC meant that staff from across the RTA were involved, spending more than 9500 hours on planning for the event. From managing traffic signals to traffic emergency response, advertising of road closures and clearways, to producing maps for use by all State government agencies – RTA staff were busy making sure things ran smoothly.



RTA staff maintain the APEC barricades outside the NSW library.

The RTA:

- Installed more than 12,000 special event clearway signs in the lead-up to APEC.
- Displayed messages on 129 permanent and 70 portable variable message signs throughout APEC.
- Distributed 10,000 postcards and 230,000 letters to residents, businesses and motorists explaining special event clearways.
- Ran advertisements in 11 suburban and 11 ethnic newspapers where key traffic arrangements were in place.
- Answered more than 700 calls each day (on average) on the Transport Information Line.
- Distributed almost 20,000 transport guides through motor registries.
- Received more than 289,000 visits to APEC traffic information pages on the RTA website.

# Future challenges

- Implement further reforms to vehicle registration (including online heavy vehicle registration renewal and online vehicle transfer).
- Expand the electronic business model of the Authorised Inspection Station scheme to complete the transition to a fully electronic scheme which will include electronic blue and brown slips and defect notice clearance.
- Enhance the Mobility Parking Scheme and associated enforcement.
- Develop best practice security for business applications including:
  - The trial of facial recognition technology.
  - Participating at a national level in the development of registration and licensing reforms.



REVIEW OF OPERATIONS

Governance

## REVIEW OF OPERATIONS

# Governance

The RTA ensures that its investment and its people are aligned to its vision.

### **Governance of the RTA**

The RTA is one of Australia's largest asset managers and service providers, with a multi-billion-dollar budget serving millions of customers and stakeholders. For this reason, the RTA seeks to uphold the highest standards of corporate governance, coupled with sound strategic planning across its business.

This chapter details activities by the RTA in the past year to strengthen corporate governance in relation to:

- Finances, including business opportunities, accountability and performance.
- Organisational factors, including planning and risk management, performance management, operational and information systems and the reporting framework.
- RTA staff, including developing a high performance culture, workforce capability, diversity and equity and Occupational Health and Safety (OHS).

For more information about corporate governance, including the organisational structure, see page 7.

# Organisational governance

## Corporate governance

### 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 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 management of these issues.

**TABLE 11. EXECUTIVE COMMITTEES**

<b>Legislation</b>	<p>To oversee the RTA's legislative program including:</p> <ul style="list-style-type: none"> <li>• Developing and reviewing organisational priorities for legislation.</li> <li>• Coordinating cross directorate legislative proposals.</li> <li>• Monitoring and reviewing legislative proposals.</li> <li>• Providing advice to the Chief Executive on legislative matters.</li> </ul>
<b>Road safety</b>	<p>To review the RTA's development and implementation of road safety strategy, policy and initiatives, including:</p> <ul style="list-style-type: none"> <li>• Leading the development and integration of road safety culture and ensure effective coordination of road safety initiatives across Directorates.</li> <li>• Developing and implementing a Communication Plan that will convey road safety priorities to the whole of the RTA.</li> <li>• Reviewing the RTA's road safety performance and assessing the extent to which RTA delivered and sponsored projects and programs are contributing to road safety outcomes.</li> <li>• Reviewing the Road Safety Impact Statement for the RTA's annual Road Maintenance Plan and Traffic Management Plan.</li> <li>• Overseeing the development and implementation of specific road safety initiatives.</li> <li>• Determining the road safety priorities across the State.</li> <li>• Reviewing road safety objectives and targets set out in regional business plans.</li> <li>• Reviewing the contribution that major projects make to achieving road safety benefits.</li> <li>• Reviewing the NSW road toll including crash factors and trends.</li> <li>• Overseeing research activities.</li> </ul>
<b>Environment</b>	<p>To review the RTA's environmental performance and provide strategic direction on programs and policies, including:</p> <ul style="list-style-type: none"> <li>• Leading continuous improvement of the environmental culture across the RTA.</li> <li>• Reviewing environmental performance and advising on priorities for allocation of environmental resources.</li> <li>• Leading the review of policy and contractual implications of serious environmental incidents.</li> <li>• Ensuring effective coordination of performance improvement strategies, environmental policy and incident management across the RTA.</li> <li>• Monitoring the implementation of the RTA Environment Strategic Plan.</li> </ul>

<b>Commercial business and technology</b>	<p>To provide leadership and agree on strategies to identify and focus effort on the commercial activities and technologies which are critical to the success of the RTA, including:</p> <ul style="list-style-type: none"> <li>• Overseeing the development of commercial opportunities.</li> <li>• Ensuring that RTA research and development activities and technology strategies take account of national and State policy directions and the work programs of other agencies and jurisdictions.</li> <li>• Reviewing and recommending strategies and priorities for technology development and investment including the IM&amp;T Strategic Plan and the ITS Strategic Plan.</li> <li>• Monitoring and reviewing the implementation of technology strategies, plans and the realisation of benefits from technology investments.</li> </ul>
<b>Audit and risk</b>	<p>To oversee the development and implementation of financial and other risk management controls and strategies, including:</p> <ul style="list-style-type: none"> <li>• Risk management strategies and programs including the Corporate Risk Register and Risk Profiles.</li> <li>• Internal and external audit activities and programs.</li> <li>• Corruption prevention and investigation activities.</li> <li>• Internal and external financial reporting; including annual financial statements and reporting against the Results and Services Plan.</li> </ul>
<b>Finance strategy</b>	<p>To set the direction of the RTA's financial strategy, including:</p> <ul style="list-style-type: none"> <li>• Assessing the allocation and/or reallocation of funding for priority programs.</li> <li>• Formulating the organisation's finance strategy including setting of bottom line targets, approving operating and capital projects and allocating internal budget funds in accordance with the RTA's priorities.</li> <li>• Developing financial governance arrangements.</li> <li>• Monitoring the expenditure of funding against approved budgets.</li> <li>• Monitoring the realisation of benefits from organisational reform initiatives.</li> <li>• Managing processes including financial planning, budgeting, project estimating and performance reporting.</li> <li>• Reviewing forward programs for both State and Federal funds.</li> </ul>
<b>Workforce and reform</b>	<p>To coordinate and facilitate a strategic approach to organisational efficiency, workforce development and renewal, including:</p> <ul style="list-style-type: none"> <li>• Overseeing the Business Reform Program including setting priorities and reviewing project progress and outcomes.</li> <li>• Recommending priorities for the development and implementation of strategic workforce initiatives.</li> <li>• Monitoring the implementation of the Workforce Capability Plan.</li> <li>• Providing advice to the Chief Executive and Executive on options for addressing significant workforce related matters.</li> <li>• Establishing and reviewing organisational priorities for Learning and Development including consideration of applications for financial assistance for identified tertiary courses.</li> <li>• Evaluating the effectiveness of relevant strategic workforce initiatives and policies.</li> </ul>
<b>Occupational health and safety</b>	<p>To review the RTA's occupational health and safety (OHS) performance and provide strategic direction on OHS programs and policies, including:</p> <ul style="list-style-type: none"> <li>• Review of OHS performance and advice on priorities for allocation of OHS resources.</li> <li>• Review of serious incidents.</li> <li>• Ensuring effective coordination of risk management, OHS policy, claims and management across the RTA.</li> <li>• Monitoring of the effectiveness of the implementation of the RTA OHS Strategic Plan.</li> </ul>
<b>Major projects</b>	<p>To consider and endorse the scope of major development projects. All development projects with an estimated cost of \$10m or more and major traffic management projects or other sensitive projects as determined by the Chief Executive are reviewed by this committee.</p>
<b>Network</b>	<p>To advise and support the development of road management plans for key links across the network.</p>

## 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.

## Business improvements

### Business reform

The Business Reform Program was established in 2004 to drive improvements to organisational performance and ensure the RTA delivers integrated, efficient and customer-focused services. The program has been progressively reviewing the RTA's business to identify key areas for improvement.

The program is designed to progressively build organisational capability in critical areas and ensure best alignment of organisational resources and processes to strategic community outcomes. Initiatives during 2007-08 included:

- Completion of new organisational arrangements in the Engineering Technology Branch in support of a new operating model established in 2006-07. The arrangements will ensure that the RTA has long-term access to core skills in the key technical areas of road design, bridge engineering, survey, pavement design and geotechnical engineering.
- Establishment of the NSW Centre for Road Safety to undertake research, develop policy options, deliver behavioural change strategies and provide leadership on road safety issues. The RTA's Business Reform Branch managed the centre's establishment and ensured that it had the capabilities to fulfill its role. The centre began operation on 1 January 2008.
- New organisational structure and management arrangements were introduced for the Strategic Network Planning Branch within Network Management Directorate. The purpose of the Strategic Network Planning Branch is to lead network and corridor planning across the RTA, coordinate the setting of road standards, contribute to integrated land use and transport planning and advise on forward funding allocation to infrastructure programs.

- Infrastructure Maintenance Branch was realigned to better enable it to lead road infrastructure asset management for the RTA, develop strategies, policies and standards for maintenance of RTA road-related infrastructure assets and to manage the delivery of the RTA's Infrastructure Maintenance Program.

### Integrated Management System

The Integrated Management System (IMS) is the RTA's overarching information system, incorporating financial, project, environmental and human resources systems. In 2007-08, the IMS continued to support key corporate initiatives and projects such as the extension of Employee Self Service and a time-sheeting/internal billing system which was rolled out to more than 3000 employees. Other key initiatives completed within the year included:

- An OHS and Environment Incident Reporting System to replace the earlier legacy solution, which enables staff to report incidents via the intranet.
- Upgrade of the RTA's vendor online banking solution in line with a new whole-of-government contract.

The key focus for the IMS over the year was planning for the upgrade of SAP software which was completed in February. The upgrade work began in June 2008 and is expected to be completed by December 2008.

### Voice Over Internet Protocol

The RTA largely completed an upgrade of its voice equipment, which had been up to 15 years old and beyond its economic life. The upgrade was completed apart from a small number of sites, which are to be upgraded by September 2008. The new technology is a firm foundation for future improvements to the communications systems.

### Information Technology benchmarking

Benchmarking of the RTA's Information Technology (IT) services has resulted in considerable cost savings and improvements in 2007-08. The total engagement cost of Desktop and Support Services was reduced by \$4 million over the past 12 months. The RTA and contractor Fujitsu, which has provided infrastructure services to the RTA data centre since winning a public tender in 2004, have implemented improvements to reduce data centre costs by up to \$1 million per year. The recent benchmarking study also showed continuing increases in cost savings, customer satisfaction and staff morale.

## DRIVES realignment project

DRIVES is the core IT system used to manage driver licensing and vehicle registration across NSW. DRIVES is one of the largest systems of its kind in the world and is now more than 16 years old. Faced with a replacement cost of more than \$100 million, the RTA has embarked on an extensive annual enhancement program to restructure parts of the DRIVES system. This is expected to extend the life of DRIVES by more than 10 years and will make it easier to maintain and support service delivery.

Approximately 40 per cent of targeted areas of DRIVES have been restructured with the assistance of a number of vendors. This initiative also includes improvements to development tools and processes to further reduce maintenance and development costs.

## IT security accreditation

In continuing to enhance the security of customer information, the RTA successfully audited three areas – the Transport Management Centre, the RTA Contact Centre, and Information Management and Information Technology. The audits were to ensure compliance with the international information security standard ISO 27001. The standard requires that risks to information be managed to reduce the likelihood of breaches of confidentiality, compromises in integrity or system failures which prevent access to information. The RTA also continues to improve its compliance with the Payment Card Industry Data Security Standard.

## Corporate data warehouse

A new corporate data warehouse will improve access to information by enhancing the ability to query and analyse data. The data warehouse will contain data from the databases of corporate systems, and other sources where appropriate, to deliver better integration, access and consistency.

Initial adopters of the warehouse include management information for the RTA Compliance and Freight Strategy Branch, for example, in looking at traffic volumes. More applications are expected to take advantage of the new corporate data warehouse functionalities during the next 12 months.

## Office relocation

After 12 months of planning, more than 600 RTA staff based in Blacktown were moved to the RTA's new Argyle Street office in Parramatta. The Argyle Street office has a contemporary open plan design to provide a flexible and efficient work environment. More importantly, the building is a 'green' office, with environmentally-friendly features and energy-saving design.

## Risk management

The RTA has a well-established, enterprise-wide corporate risk framework and system. This approach allows the systematic and consistent identification and assessment of the major risks for each area of the RTA's business operations and for the organisation as a whole. Risks are managed and regularly reviewed at all levels as part of business management and performance reporting systems and processes.

## Internal audit

The Governance Branch provides a high quality, cost-effective auditing service for the RTA. This auditing function is focused primarily on the four areas of high risk to the RTA – licensing and vehicle registration management, information technology, engineering, and financial and operational aspects.

## Licensing and registration

Regular audits were conducted this year on motor registry operations, other service delivery outlets, back offices supporting licensing and registration, and external organisations' access to information. The risk management framework for dealing with the exposures in these operations is continually reviewed to ensure controls remain effective and appropriate. Outcomes of investigations and other reviews are incorporated into the auditing programs, where appropriate, to ensure any additional risks highlighted are adequately addressed.

## IT

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



IT audit staff maintained membership of a range of steering committees and working parties to enhance their focused on critical IT processes and systems, IT security and e-commerce, IT infrastructure and the provision of risk/control advice. In addition audit and risk staff worked closely with business units on risk assessments of new IT initiatives and system purchases and developments.

### Engineering

The review of major engineering programs and systems continued to be the main focus.

Major reviews undertaken included:

- Hume Highway Northern Alliance.
- Road safety audit systems.
- Cost estimating of infrastructure development projects.
- Product quality audit of the Northern Hume Highway Alliance contract.
- Alliance agreements in maintenance and minor works.

Audits were prioritised based on the identification and analysis of major risks and an assessment of the control environment addressing these risks. In conjunction with line management, audits resulted in the identification of a range of opportunities for improvement to practices.

### Finance and operations

The scope of the financial and operational audit program includes the RTA's support functions and certain aspects of the road safety, traffic and other businesses. A range of functions and activities identified as medium to high risk were targeted during the year.

Audit reviews included the accounts payable function at the Sydney Business Service Centre, bank reconciliations, contract reporting compliance, control over unused cheque forms, electronic payment controls, purchasing and invoice policy compliance, salaries payroll, Yennora inventory management, as well as the financial and administrative support functions at selected administration centres. These audits independently assessed both the adequacy with which the risks of selected functions and systems were being managed, and the extent of compliance with the associated key controls.



Risk management: Safety harnesses in the workplace.

### 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 for consideration of disciplinary action. Recommendations are made to line management to address any weaknesses or areas of concern relating to risks, policies, procedures or controls.

Fraud committed by community members which impacts on the RTA's licensing and vehicle management business is also investigated. Outcomes of these matters are primarily referred to NSW Police 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 to minimise the risk of corrupt activity by staff and business partners. Highlights during the year included:

- Development of a 'Probity Plan' template which must be used by staff involved in the procurement of goods and services worth more than \$150,000.
- The delivery of Ethics Seminars to 160 senior officers by leading business ethics academics and consultants.
- Conducting probity seminars with new and existing staff 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.

# Financial governance

## Financial strategy

The RTA continues to review and improve its 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 its governance role, including the direction of funding allocations and review of program and resource budget performance. The work was supported by four programs, outlined below.

### Policy and procedure review

An ongoing review and update of financial policies and procedures is conducted to ensure that the RTA has a robust financial management framework to mitigate risk and to support RTA statutory and business requirements. The rollout of 39 policies, procedures or guidelines was supported by communications and training strategies that addressed areas such as procurement, accounting, budgeting and forecasting, and data security regarding RTA's Information Management System.

### Dashboard

The 'dashboard' was introduced in the 2006-07 financial year to provide senior managers with key RTA financial performance data in a user-friendly format. The program was reviewed to ensure that it continues to provide business critical advice to directors and senior management to aid key decision-making. Following the review, the dashboard was refined and enhanced to ensure it continues to provide a single reference, consistent reporting and monitoring of data. This refinement will continue to ensure the dashboard remains a relevant and useful tool.

### Integrated Management System

The Integrated Management System (IMS) is the RTA's key financial and corporate system. The system supports RTA programs and services as well as employee and HR related services. Planning was undertaken to upgrade the IMS to a new version to improve the efficiency of business processes. The technical upgrade began in June 2008 and is expected to be completed by December 2008.

## State Plan framework

The NSW State Plan guides RTA's activities. The RTA developed a financial framework to monitor expenditure against State Plan priorities for which the RTA is a lead or partner agency. The RTA tracks initial budget allocations to these priorities as well as movements in the budgets, together with the reasons for any changes. Actual expenditure is closely monitored.

## 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 required 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 the capacity of the RTA Executive to review and manage the budget program.

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

## 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.

## Financial performance

For an overview of the RTA's financial performance in 2007-08, see page 17.

## RTA Road and Fleet Services

The RTA's commercial arm – Road and Fleet Services – achieved its best-ever financial results in 2007-08. Road and Fleet Services achieved a record income of \$742 million with a surplus of \$71.2 million due to a strong business environment, increased workloads from higher levels of Auslink funding and alliance works, and improved staff productivity. Marketing of the commercial skills of Road and Fleet Services helped it to secure its highest-ever external business of \$52.4 million.

## Other key achievements

Other achievements in the financial governance of the RTA this year included:

- Consolidation of the alliance contracting approach to deliver maintenance and other minor work. The earlier allocation of work and greater involvement in the scoping and development of work resulted in improved resource allocation, efficiency, productivity and delivery. The alliancing approach was also extended to projects won through external tender and to councils.
- The amalgamation of Western and South West Road Services into the new Country West Road Services was completed to streamline business operations and management structure. The benefits included lower overheads and increased productivity.
- Development of a new performance-specified maintenance contract to replace the existing long-term contract in the north area of Sydney region. The new contract has revised boundaries, revised scope and a new management approach. The contract has new maintenance and intervention standards which can also be applied across the State-wide road network. Tenders for the contract have closed and the contract is expected to be operational in October 2008.
- Revised the organisational structure of the three 'Principal Engineer' groups in the RTA's Engineering Technology Branch. The realignment was aimed at creating a centre of engineering excellence in bridge engineering, road design, pavements and geotechnical engineering.
- Reduction in maintenance costs of steel truss bridges through an innovative cross girder/stringer fatigue solution on Kempsey Bridge. The solution also significantly reduced the time to implement the work.
- Economic pavement design for low-use roads by reducing sub-base thickness while retaining pavement life leading to reduced construction costs and less impact on traffic.
- Reuse of material including a reduction in revegetation cost by reuse of stripped topsoil, salvage of stabilised layer as select fill and construction of batters from excavated drains and subgrade spoil material.
- Use of coarse rock drainage layer as a foundation to roadwork at the Norton's Road project, eliminating soft soil risks and accelerating construction of earth work.
- Trial of a new sacrificial cathodic protection system on Boyds Bay Bridge, resulting in cost savings for installation and minimisation of maintenance costs.
- Alternative traffic management designs resulted in reduced traffic management costs, less impact on the environment and reduced traffic disruptions.
- Savings due to use of alternate materials, such as use of Fric Seal as an alternative to the more expensive graded solutions, and use of foam stabilisation as an alternate to a granular overlay.
- A number of productivity gains were realised through improvements to designs, including:
  - Replacement of the raised median design on the Avoca Drive upgrade with wire rope, which eliminated the use of median pits and resulted in project savings.
  - Construction of a third lane using the existing formation width on the Boolooroo Pavement rehabilitation project.
  - Use of a wire rope safety barrier instead of extending culverts on the Boulder Road widening project.
  - Modification of the drainage design on the Walang East rehabilitation.

# Our people

## A safe and healthy workplace

### Occupational Health and Safety 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 in road and traffic operations are always given precedence over production demands.

The Executive and senior management provide leadership that supports and enables the vision of a safe workplace. This leadership facilitates a positive engagement with the workforce that encourages a strong safety culture, enhancing the safety and well-being of RTA staff.



Workplace safety.

### Policy and commitment statement

An annual review of the RTA Occupational Health and Safety (OHS) Policy statement has confirmed the RTA's commitment to providing leadership, direction, resources and support, to ensure workplaces are safe and without risk to health. In particular, the policy 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 to achieve OHS objectives.

### Risk management

A risk management approach to OHS continued to be applied to all of the RTA's activities. Executive oversight has been applied where necessary to focus resources on higher

risk activities. Significant OHS risks were addressed in the areas of construction, road maintenance, traffic control, working at heights, 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:

- Project 'whole-of-life' risk control documents – a risk assessment at the concept and design stage aimed at improving OHS through better design.
- Environment and safety risk assessment undertaken by stakeholders for minor projects in the range of \$250,000 to \$5 million, with an OHS development plan for major projects worth more than \$5 million.
- Situational awareness risk assessment to provide traffic signals and maintenance crews with tools to identify and deal with risks encountered during routine maintenance on a site-by-site basis.
- Risk profiles developed by each RTA business area so that hazards can be controlled, reviewed and improved on an ongoing basis.

### Road maintenance

The 2008 Safety Summit for Road and Fleet Services managers identified key focus areas, including identifying warning signs of high consequence incidents, improving sub-contractor management, greater use of positive performance indicators and effective management engagement strategies, improved incident management processes and whole of project OHS performance. The summit also committed to improving safety performance through supporting a strong safety culture.

The RTA Road and Fleet Services Branch was the first public sector organisation to achieve certification to AS 4801 and accreditation with the Office of the Federal Safety Commission.

### Traffic control at worksites

Improving traffic control at worksites was progressed in 2007-08. Key actions included information sharing by regional working groups of traffic control practitioners, re-evaluation of traffic control training, the development of a tip sheet on working near traffic and working with NSW Police to identify roadwork sites for speed zone enforcement.

## Utilities

Utility 'strikes', such as unplanned contacts with underground and overhead electricity, gas, water and telecommunication services, continued to be a major cause of potentially serious incidents. A continued focus on preventing these incidents included the formation of a Utilities Coalition. This approach has resulted in a downward trend for these serious incidents, with only 48 in 2007-08 compared to 57 strikes in 2006-07 and 67 in 2005-06.

## Contractor safety

The RTA continues to achieve a high safety performance for its projects and set benchmark standards in OHS management of contractors. The annual contractor safety forum explored organisational mindfulness and its practical effect to drive stronger safety cultures and performance.

The NSW Civil Industry Coalition, which includes key RTA contractors, was established to address the issue of serious incidents in construction projects. The coalition successfully negotiated a number of initiatives including the WorkCover Noise Memorandum of Understanding amongst industry partners, the incorporation of site safety rules into OHS contract specifications, a Safe Work Method Statement review system and revisions to the strategy of managing contact with utilities.

Improvements were made to the traffic control registration scheme to reduce the risks to road workers from traffic. The scheme is now a mandatory condition of contract, alliance business models and single invitation maintenance contracts with local government. Work continues between the RTA and local government to improve OHS performance in road construction and maintenance through desktop audits and monitoring of local councils' maintenance contracts.



RTA staff carrying out an OHS inspection on site.



Dubbo workshop: Ron Bourne, Workshop Area Manager, Kelly Schweida, second year apprentice, and Brendon Foran, fourth year apprentice, talk about their safety experience with the RTA.

## OHS program delivery

The RTA delivers its OHS through a central OHS Branch working with regional OHS facilitators, line managers and their staff. This ensures there is ownership of OHS activities within the local workplace. Audits and inspections ensure that each area of the RTA is implementing the OHS management system. Each area is required to complete an annual self-assessment of compliance, with each area of the business recording a near 100 per cent response rate in 2007-08.

An intervention hot spots program works with under-performing units through a program of training, induction and coaching in effectively implementing safe systems of work.

A large number of young workers began work at the RTA this year. To support young worker safety, a program was initiated to raise the awareness of young workers and their managers about the hazards they face and systems for managing these.

## Working Together targets

The RTA has performed well above most of the NSW Government's Working Together injury prevention and management targets and complied with all five action areas.

The Working Together reduction targets are the improvements in performance from previous reference years required by the Working Together Strategy.

**TABLE 12. WORKING TOGETHER PERFORMANCE**  
– WORKCOVER AS AT DECEMBER 2006

Working Together target	Actual reduction	
	RTA	NSW public sector result
1. Injury prevention – 20%	25%	12%
2. Injury management – 10%		
8 wks	25%	9%
12 wks	24%	8%
26 wks	25%	19%
3. Average claims cost – 15%	52%	19%
4. Suitable duties – 10%	-405%	-15%

\* 2006 data is the latest information provided by WorkCover.

The RTA performed above the standard required in targets one to three and its performance was better than the public sector as a whole. Target four has not been achieved by the RTA, nor by the NSW public sector as a whole. This result is caused by an increase in employees unable to be placed in suitable duties increasing from one person in 2005-2006 to six people in 2007-2008 coupled with a reduction in overall claims for weekly benefits of 16.5 per cent which creates a poorer statistical result.

The 2007-08 workplace injury rate was 6.1 per hundred equivalent full-time employees, a 35 per cent reduction from the 2001-02 base year. On current trends this would mean achieving the target of a 40 per cent for 2012 as early as 2009.

The average claims cost for 2007-08 was \$9933, better than the WorkCover target of \$16,012.

 In 2007, the RTA won a special Treasury Managed Fund Public Sector Risk Management award which acknowledged the RTA's ongoing commitment to improve OHS and injury management within the public sector.

## OHS performance reporting

The RTA continued to use forward (lead) and delayed (lag) performance indicators with the introduction of lead indicators for contractors.

EnSafeOnline, the RTA's new online incident reporting and investigation system, was implemented in 2007-08. The system provides staff and managers with desktop access to incident and hazard reporting and new management systems.

## Staff health fitness and well-being

The AlphaOne Integrated Workplace Health and Fitness Management Program is a behavioural and organisational change program designed to improve the health, fitness, safety and quality of life of RTA employees. Stage three of the five year program was completed, with 1260 staff at 59 worksites having attended education sessions on specific health issues. Of these, 960 staff underwent voluntary health and fitness assessments.

Analysis of data has enabled improved matching of employee fitness to the task, with a positive manager survey indicating that more than 83 per cent of participants met expectations.

## Details of injuries and prosecutions under OHS ACT

### OHS incidents

The most significant risks of serious injury to RTA employees and contractors include working in the vicinity of traffic and moving plant, working at heights and utilities. One contractor fatality occurred at a RTA work site. The most common cause of workplace injuries across the RTA in 2007-08 was 'body stressing'.

### Prosecutions

There were no prosecutions for breaches of the *Occupational Health and Safety Act 2000* (OHS Act) in 2007-08.

### OHS indicators

All OHS indicators have shown an improvement over the past year.

**TABLE 13. OHS STATISTICAL INDICATORS**

Performance indicator	2006-07	2007-08	Change
Incidents reported	2145	2204	3% increase
Number of compensable injuries (all claims)	473	427	10% reduction
Total claims costs	\$2.6 m	\$2.6 m	no change
Lost time injuries	209	190	9% reduction
Number of workplace injuries	430	412	4% reduction

**TABLE 14. FIVE YEAR WORKPLACE INJURY TREND**

	2003-04	2004-05	2005-06	2006-07	2007-08
Average number of work related claims per 100 employees	7.7	7.5	7.4	6.4	6.1
Average cost of work related claims per employee	\$480	\$365	\$358	\$332	\$329


**TABLE 15. WORKERS COMPENSATION CLAIMS**

2003-04	2004-05	2005-06	2006-07	2007-08
608	577	548	473	427

## Workforce strategy

The RTA, like many infrastructure organisations, is facing increased competition for professional and technical skills and resources. Compounding this issue is an ageing workforce. The average age of the RTA workforce is approximately 45.7 years with 34 per cent of the workforce over the age of 45. This is significantly higher than the NSW population norm of 22 per cent for the NSW Labour Force, according to Ernst and Young findings in the RTA Workforce Analysis, 2007. The RTA's workforce strategy is therefore focusing on attracting and retaining people and skills, enhancing the employment experience for both staff and contractors, developing the technical and people leadership skills of our staff, offering flexible work options pre- and post-retirement and targeting diversity to boost talent supply and knowledge continuity.

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 The RTA workforce is as diverse as the operations and services it undertakes. Staff are performing functions that keep our road transport system safe, sustainable and efficient.

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## Workforce capability

The RTA workforce is as diverse as the operations and services it undertakes. Staff – including engineers, vehicle regulation inspectors, surveyors, environmental managers, traffic technicians, bridge workers, laboratory assistants, policy specialists, administration staff, emergency breakdown officers, motor registry officers and construction and maintenance staff of all varieties – are performing functions that keep our road transport system safe, sustainable and efficient.

The RTA has strengthened its resources in critical areas such as workforce planning, professional, technical and leadership development, succession management and knowledge management. These moves are in response to increased global competition for scarce roads-based technical skills such as engineers, road designers and surveyors. The RTA has established a Professional and Technical Skills Advisory Board made up of some of the organisation's most talented and senior professionals to oversee and inform the skills development program and advise the RTA Executive Workforce and Reform Committee. A number of initiatives are underway, including:

- The implementation of an enhanced RTA Alumni Program.
- A Knowledge Continuity Program capturing knowledge and relationship information from those retiring and with critical skills.
- An RTA and Engineers Australia Development Program for engineers called e+.
- RTA graduate, apprenticeship and traineeship programs.
- Leadership development.
- Development of RTA Learning Centre.
- Recruitment process transformation.
- RTA careers development strategy.
- Developing workforce strategies for skill priorities in areas such as civil engineering, road designers, traffic and transport management and policy professionals.
- Improving employment branding.

The RTA is proud of the ability and dedication that all staff bring to their work. To ensure the capability of the organisation remains high, the RTA invests significantly in the development of its workforce. As well as investing in targeted employment programs to bring graduates, apprentices and trainees into the organisation and supporting the study of undergraduate students in specific disciplines, the RTA provides generous support for the further studies and development of its permanent workforce. The RTA also invests significantly in Aboriginal Employment Programs, including taking steps to establish a full-time permanent position of Aboriginal Employment Coordinator, reporting to Principal Advisor Diversity and Equity.

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 Appendices 5 and 6.

## Leadership development

The RTA has implemented a Leadership Initiative and Framework as part of its workforce strategy. Developed in response to an ageing workforce and skills shortages, the initiative has provided skills training and support for the top 60 leaders and managers throughout the RTA. Over the next two years, the initiative will extend its work to support future and developing leaders and managers.

As part of the leadership strategy, 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 and benchmark senior executives and managers. This assessment is being used to improve leadership development, assist with recruitment and ultimately provide a mechanism for succession planning.



Leadership forum at the Powerhouse Museum, guest speaker John Prescott, June 2008.

## Workplace innovation

As well as concentrating on building the workforce of the future, the RTA has implemented initiatives to improve the work environment. The RTA supported innovation in workplace practices and processes through management and staff development, internal communication, employee health awareness and development, diversity and equity initiatives, and improved workplace conduct support.

## Teleworking

The RTA encourages teleworking to facilitate flexible work practices that enable staff to balance their work and personal commitments.

Teleworking reduces vehicle kilometres travelled and car dependency, and improves air quality.

The RTA facilitates workshops on the implementation of sustainable travel initiatives including teleworking. It also continues to promote the benefits of teleworking to government agencies and business via manuals, meetings, forums and the internet.

The RTA provides opportunities for staff to telework on a regular or needs basis. Staff have access to telecentres in Penrith and the Central Coast, and hot desks across the organisation, as well as teleworking from home.



## 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 help address the RTA's future workforce capability needs.

### Apprentices

The trade apprenticeship program rotates apprentices between workshops and worksites across NSW to ensure they gain exposure to a broad range of skills and experiences. In June 2008 the RTA employed 65 trade apprentices. In 2007-08 the RTA recruited 19 apprentices across a range of trade classifications including electricians, painters, bridge and wharf carpenters and plant mechanics.

### Traineeships

At 30 June 2008, the RTA employed 104 trainees. 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.

### Graduate Recruitment and Development Program

At 30 June 2008 the RTA had 128 graduates participating in the Graduate Recruitment and Development (GRAD) Program. The graduates represent a range of disciplines such as chemistry/material science, urban design/town planning, transport planning, policy, traffic and transport engineering, computer systems engineering, land economics, environment and community liaison. Over recent years, the GRAD program has consistently averaged a retention rate on program of 97 per cent.



Graduate conference, July 2007.

## Undergraduate scholarship, rural cadetship and para-professional programs

The RTA's Undergraduate Scholarship Program encourages university undergraduates to consider careers in the roads industry. At 30 June 2008, the RTA had 112 undergraduates in the program studying disciplines such as civil engineering and surveying. Sixteen of the 112 undergraduates were employed in the RTA's Rural Cadetship Scheme. This scheme targets undergraduates from rural NSW. In addition to the Rural Cadetship Scheme, more than 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.

✳ At 30 June 2008, the RTA had 112 undergraduates in the undergraduate scholarship, rural cadetship and para-professional programs studying disciplines such as civil engineering and surveying.

The RTA's para-professional program is proving very successful in generating a renewable pool of talent for critical technical skill areas. There were 24 participants in the program that combines on-the-job experience and a course of study through the University of Southern Queensland at an Associate Diploma level.

## Capability in trades and non-trades grades

Competency-based assessment continues to underpin an enterprise classification structure for trades and non-trades wages staff in the RTA Road and Fleet Services business. The Wages Classification Structure Assessment Project is a key mechanism in maintaining a responsive and capable operational workforce. This project 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. This project is an example of how the RTA encourages staff to develop multi-disciplinary skills and cross-train in the wages staff grades, allowing for flexible deployment and greater productivity gains at the grass-roots level.

A new plant operator safety certification system of competency-based training and assessment was developed and implemented. This system ensures compliance based certification of staff working with mobile plant and construction/maintenance machinery.

## Staff training and education

The RTA is a leading provider of technology, professional and technical skills in many areas including road safety, traffic management, road and bridge building and maintenance. To maintain and grow its capability, the RTA supports on the job and formal training delivered by RTA technical experts or external specialists. During 2007-08, 5199 staff attended a total of 3322 approved training courses at a cost of \$2.25 million (excluding GST). Technical, OHS and environment training accounted for 66 per cent of the training delivered. Continued arrangements outsourcing training vendor management achieved a saving for the RTA of \$182,074 for external programs.

Procurement plan training was provided to 455 staff who have a role in tendering work for the RTA. The training aims to ensure probity in the awarding of tenders. The environment was another key focus area for 2007-08. Training in environmental responsibilities for erosion and sediment control was delivered to 441 staff and noise management training was provided to 136 staff.

A suite of suggested staff development options, including on-the-job experience, internal training and external training, has been identified for a range of critical technical capabilities.

The RTA is embracing opportunities for e-Learning to provide flexible options for staff development. This complements formal training initiatives and in 2007-08 e-Learning programs were developed in the technical and OHS areas.

## Sponsored programs

The RTA sponsors many of its staff to undertake postgraduate qualifications across a range of disciplines to ensure continued capability across all functions. Sponsorships were approved in the following postgraduate qualifications:

- Master of Technology in Pavements (CPEE).
- Master of Engineering in Pavements (CPEE).
- Advanced Certificate in Transport and Traffic Management (ITLS).
- Master of Transport Management.

## Staff orientation

The RTA continued to deliver its formal orientation program. The program includes an increased focus on the role, responsibilities and achievements of the RTA, and was delivered to 141 new staff during the year.

## Internal communication

Internal communication is a priority at the RTA. However, with 6929 staff spread across NSW – including in 180 offices and 129 motor registries, and a diverse workforce both in age and professions – it doesn't come without its challenges.

There are three main communication tools the RTA uses to engage staff, including:

- A monthly brief from the Chief Executive which provides managers with a framework to discuss business priorities with their teams.
- A monthly staff magazine called *Momentum* which highlights key achievements and activities with the organisation.
- Regular news items on the organisation's intranet site that promotes dialogue with staff.

The organisation also adopts road shows for key organisational announcements such as for the launch of its new Corporate Plan, *Blueprint*, where the Chief Executive visited staff in all regions across NSW to ensure they understood the vision and key priorities of the business. Video clips are also placed on the intranet at times for key projects.

The challenge for the organisation going forward will be adopting communication tools and channels that meet the needs of the changing workforce over the coming years.

## External panels

The RTA participates in a number of external panels to influence workforce capability agendas in the industry and public sector.

### NSW Premier's Capability Taskforce

The RTA is a significant public sector employer and plays a major role in many of the NSW Public Sector Workforce Strategies. The RTA has participated in strategies to address accounting and engineering skill shortages and to improve the attractiveness, as an employer, of the public sector in general. The RTA will continue to play a major role in the development and implementation of public sector workforce strategies as part of the NSW Premier's Capability Taskforce, particularly as they apply to key infrastructure areas.

### Austrroads Capability Taskforce

The RTA contributes to work to ease the workforce capability pressures shared by road infrastructure organisations across Australia and New Zealand through its membership of this peak industry body. This forum is particularly utilised for achieving outcomes that involve raising the profile of the industry rather than the individual profile of just one agency.

## Code of Conduct and Ethics

The RTA required all staff to attend a presentation on its Code of Conduct and Ethics, in accordance with the principles of good governance. Fifty-five RTA staff were trained as presenters to deliver the one-hour interactive presentation, which will be attended by all staff including permanent, temporary and contract staff.

The presentation was developed by staff from the HR Workplace Practices Unit which also develops and presents information sessions on a number of conduct-related matters. In addition to the 2008 Code of Conduct and Ethics presentation, 2951 staff attended 204 information sessions on:

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

In 2007-08, the RTA also rolled out a Mental Health Awareness session for all managers. The 26 interactive sessions were attended by 510 managers and supervisors.

The HR Workplace Practices Unit is also responsible for a range of measures including conflict coaching, to encourage resolution of disputes as close as possible to the point of origin. Where this is not possible, staff also have access to a panel of expert mediators. In 2007-08 there were 28 facilitated discussions or mediations. The vast majority of disputes were resolved to the satisfaction of the parties concerned.

## Staff awards

The RTA Staff Awards have been running for more than 10 years. The awards recognise excellent performance in areas of critical importance to the RTA and provide an opportunity to acknowledge and reward staff who have made an outstanding contribution.

An awards presentation ceremony was held on 16 November 2007. The event was attended by the Minister for Roads who presented the 23 awards to a record number of 208 winners. Winners included staff from nine regional and eight metropolitan work locations.

## 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.

- Patricia Bryant, Manager, Road User Safety, won a Practitioners Award at the Australian Road Safety Research, Policing and Education Conference for her paper on the Sober Driver Program.

The Sober Driver Program is an education and relapse prevention program for repeat drink drive offenders convicted of two or more offences in five years.

The evidence-based program has been demonstrated to reduce the risk of re-offending by 45 per cent, making it around six times more effective than comparable programs elsewhere in the world.



Patricia Bryant receives an award for her paper on the Sober Driver Program.

- The Hunter Region Bridge team won a highly commended award in the Newcastle Division Engineering Excellence Awards 2007 and received the Colin Crisp Award for Engineering Heritage for the upgrade of Hinton Bridge.

The Engineering Excellence award, presented by Engineers Australia, recognise organisations who demonstrate innovation, expertise and commitment to engineering excellence. The Colin Crisp award is Australia's most recognised award for excellence in engineering heritage.

Hinton Bridge, which goes over the Paterson River, was originally constructed in 1901. The upgrade resulted in a valuable heritage bridge of State significance being made viable into the future by using more sustainable materials, increasing durability by design and reducing maintenance costs.



The Hunter Region Bridge team collect an award for the upgrade of Hinton Bridge. Lto R: Hunter Project Manager Natasha Anderson, Hunter Regional Bridge Engineer Mark Tilley, Project Engineer, Bridge Engineering Srimathi Ediriweera, Hunter Project Services Manager Bob Handley with Julie Hammer, National Deputy President of Engineers Australia.

- NSW Centre for Road Safety and Regional Operations and Engineering Services received a silver award at this year's NSW Premier's Public Sector Awards for 'Delivering Better Services'. The award was for road safety programs for the Pacific and Princes highways.



Premier Morris Iemma with A/Director of the NSW Centre for Road Safety Soames Job and Director Regional Operations and Engineering Services Peter Collins.

- The Hunter Project Management team and Thies won the 2007 NSW Civil Contractors Federation Earth Awards (Category 4 – Projects between \$20-75 million) for excellence in civil construction for the Five Islands Roads Upgrade.

The team was recognised for best practices employed during construction.

The work has resulted in an attractive wetlands park and a road upgrade which has significantly improved travel times and safety.



Hunter Project Management team collect the award for excellence in civil construction for the Five Island Roads Upgrade.

- The RTA advertising campaign aimed at curbing young driver deaths 'Pimp our ads' won three prestigious awards at the Caples International Awards in New York.
- The Road Safety campaign 'Speeding. No one thinks big of you' won Campaign of the Year at the national AdNews awards.
- Chris Chant, Albury Registry Services Coordinator, was one of 92 volunteers honored by the NSW Governor for their outstanding life-sustaining service to the community. The Service Medal of the Order was presented by Her Excellency Professor Marie Bashir, Governor of NSW, for 12 years of service with NSW St John Ambulances.



Chris Chant receives The Service Medal of the Order from Her Excellency Professor Marie Bashir, Governor of NSW.

- Dave Young, Manager Land Use Development in Hunter Region, and James Li, an RTA Urban Design/Town Graduate, were recognised by the Planning Institute of Australia for Planning Excellence.

Dave was elected as Fellow of the Planning Institute of Australia while James was named the 2007 NSW Young Planner of the Year.



Urban Design/Town Planner James Li recognised for Planning Excellence.

- Sean Webber, Recruitment Services Support Officer, was a finalist in the 2007 National Disability Awards for Young Community Contribution. He was nominated for being Vice President of the Cerebral Palsy Sporting and Recreation Association of NSW and facilitator of the Rotary Youth Leadership Award.



Recruitment Support Office Sean Webber (centre) was a finalist in the 2007 National Disability Awards for Young Community Contribution.

# Future challenges

## OHS

- Working near high speed, high volume traffic continues to pose the greatest risk to RTA staff and contractors. A significant work program continues 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.
- Working at heights is another area being addressed with the development of a standardised system aimed at better risk control, surveillance, pre-start checking and training.
- Preventing high consequence incidents is being pursued through site-specific risk control mechanisms.
- Developing the RTA's organisational safety mindfulness culture is an important initiative that is supported by the Executive and driven at a local level through leader engagement, awareness initiatives and training programs.

## Staff management

- Manage workforce skills shortages due to retirements and skill gaps in several technical fields.
- 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.
- Build capacity and capability in the area of organisational leadership.
- Implement a robust structure for responding to critical incidents.
- Respond to the challenge of an ageing workforce with a continued focus on apprenticeships, traineeships and graduate recruitment.



# Financial Statements

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Section cover image: Photo taken by Brett Boardman of Westlink M7.



# Independent Audit Report (Page 1)



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), which comprises the balance sheet as at 30 June 2008, the operating 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 for both the Authority and the consolidated entity. The consolidated entity comprises the Authority and any entities 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 2008, 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 41B of the *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2005.

My opinion should be read in conjunction with the rest of this report.

#### Chief Executive's Responsibility for the Financial Report

The Chief Executive 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 controls 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 controls relevant to the Authority'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 Authority's internal controls. 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.

## Independent Audit Report (Page 2)

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, or
- about the effectiveness of their internal controls.

### Independence

In conducting this audit, the Audit Office of New South Wales 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 of New South Wales are not compromised in their role by the possibility of losing clients or income.



Peter Achterstraat  
Auditor-General

21 October 2008  
SYDNEY

## Statement by the Chief Executive and the Director, Finance and Commercial Development

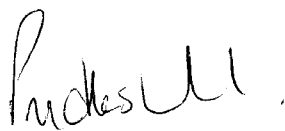
### ROADS AND TRAFFIC AUTHORITY

YEAR ENDED 30 JUNE 2008

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 Authority's financial position as at 30 June 2008 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.



**Paul Hesford**  
Director, Finance and Commercial Development  
20 October 2008



**Les Wielinga**  
Chief Executive  
20 October 2008

## Operating Statement For the Year Ended 30 June 2008

	Notes	Consolidated			Parent	
		Budget 2008 \$000	Actual 2008 \$000	Actual 2007 \$000	Actual 2008 \$000	Actual 2007 \$000
<b>Expenses excluding losses</b>						
Operating Expenses						
– Employee Related	2(a)	501,856	607,286	326,482	607,286	326,482
– Other Operating Expenses	2(b)	175,891	453,283	403,869	453,283	403,869
Maintenance	2(b)	774,408	755,365	687,844	755,365	687,844
Depreciation and Amortisation	2(c)	785,639	811,566	774,070	811,566	774,070
Grants and Subsidies	2(d)	40,906	53,573	10,119	53,573	10,119
Finance costs	2(e)	51,352	58,567	60,191	58,567	60,191
<b>Total Expenses excluding losses</b>		<b>2,330,052</b>	<b>2,739,640</b>	<b>2,262,575</b>	<b>2,739,640</b>	<b>2,262,575</b>
<b>Revenue</b>						
Sales of Goods and Services	3(a)	281,821	350,133	296,292	350,133	296,292
Investment Revenue	3(b)	6,385	15,352	7,900	15,352	7,900
Grants and Contributions	3(c)	28,183	190,334	244,599	190,334	244,599
Other Revenue	3(d)	86,691	104,275	104,820	104,275	104,820
<b>Total Revenue</b>		<b>403,080</b>	<b>660,094</b>	<b>653,611</b>	<b>660,094</b>	<b>653,611</b>
Gain on disposal	4(a)	222	15,692	3,337	15,692	3,337
Other losses	4(b)	(1,000)	(41,649)	(89,054)	(41,649)	(89,054)
<b>Net Cost of Services</b>	26	<b>1,927,750</b>	<b>2,105,503</b>	<b>1,694,681</b>	<b>2,105,503</b>	<b>1,694,681</b>
<b>Government Contributions</b>						
Recurrent Appropriation	5	1,429,710	1,421,222	1,449,120	1,421,222	1,449,120
Capital Appropriation	5	1,828,911	1,780,807	1,512,310	1,780,807	1,512,310
<b>Total Government Contributions</b>		<b>3,258,621</b>	<b>3,202,029</b>	<b>2,961,430</b>	<b>3,202,029</b>	<b>2,961,430</b>
<b>SURPLUS FOR THE YEAR</b>	18	<b>1,330,871</b>	<b>1,096,526</b>	<b>1,266,749</b>	<b>1,096,526</b>	<b>1,266,749</b>

The accompanying notes form part of these financial statements.

## Statement of Recognised Income and Expense For the Year Ended 30 June 2008

	Notes	Budget 2008 \$000	Consolidated		Parent	
			Actual 2008 \$000	Actual 2007 \$000	Actual 2008 \$000	Actual 2007 \$000
Net increase/(decrease) in asset revaluation reserve	18	–	7,403,578	2,671,298	7,403,578	2,671,298
<b>Total income and expense recognised directly in equity</b>		<b>–</b>	<b>7,403,578</b>	<b>2,671,298</b>	<b>7,403,578</b>	<b>2,671,298</b>
Surplus for the Year	18	1,330,871	1,096,526	1,266,749	1,096,526	1,266,749
<b>Total income and expense recognised for the year</b>		<b>1,330,871</b>	<b>8,500,104</b>	<b>3,938,047</b>	<b>8,500,104</b>	<b>3,938,047</b>

The accompanying notes form part of these financial statements.

## Balance Sheet as at 30 June 2008

	Notes	Consolidated			Parent	
		Budget 2008 \$000	Actual 2008 \$000	Actual 2007 \$000	Actual 2008 \$000	Actual 2007 \$000
<b>ASSETS</b>						
<b>Current Assets</b>						
Cash and cash equivalents	8	193,142	179,958	193,142	179,958	193,142
Receivables	9(a)	100,289	129,655	105,693	129,655	105,693
Inventories		8,034	10,245	8,034	10,245	8,034
Other	11(a)	54,799	–	49,395	–	–
		356,264	319,858	356,264	319,858	306,869
Non-current assets held for sale	12	60,958	71,122	60,958	71,122	60,958
<b>Total Current Assets</b>		<b>417,222</b>	<b>390,980</b>	<b>417,222</b>	<b>390,980</b>	<b>367,827</b>
<b>Non-Current Assets</b>						
Other financial assets	9(b)	98,250	98,402	90,763	98,402	90,763
Property, Plant and Equipment						
– Land and Buildings	10(a)	2,788,192	2,890,778	2,785,692	2,890,778	2,785,692
– Plant and Equipment	10(b)	99,807	140,279	97,361	140,279	97,361
– Infrastructure Systems	10(c)	72,331,148	79,784,043	71,422,844	79,784,043	71,422,844
Total property, plant and equipment		75,219,147	82,815,100	74,305,897	82,815,100	74,305,897
Intangible assets	11(c)	22,788	19,599	23,788	19,599	23,788
Other	11(b)	1,209,694	1,119,205	1,022,802	1,119,205	1,022,802
<b>Total Non-Current Assets</b>		<b>76,549,879</b>	<b>84,052,306</b>	<b>75,443,250</b>	<b>84,052,306</b>	<b>75,443,250</b>
<b>Total Assets</b>		<b>76,967,101</b>	<b>84,443,286</b>	<b>75,860,472</b>	<b>84,443,286</b>	<b>75,811,077</b>
<b>LIABILITIES</b>						
<b>Current Liabilities</b>						
Payables	13	436,333	551,601	434,365	955,840	730,875
Borrowings	14	146,946	120,622	146,855	120,622	146,855
Provisions	16	213,315	213,493	216,844	–	–
Other	17	128,172	150,584	132,234	147,544	127,110
<b>Total Current Liabilities</b>		<b>924,766</b>	<b>1,036,300</b>	<b>930,298</b>	<b>1,224,006</b>	<b>1,004,840</b>
<b>Non-Current Liabilities</b>						
Borrowings	14	610,017	632,778	692,080	632,778	692,080
Provisions	16	89,314	187,706	123,937	–	–
Other	17	663,875	667,303	695,551	667,303	695,551
<b>Total Non-Current Liabilities</b>		<b>1,363,206</b>	<b>1,487,787</b>	<b>1,511,568</b>	<b>1,300,081</b>	<b>1,387,631</b>
<b>Total Liabilities</b>		<b>2,287,972</b>	<b>2,524,087</b>	<b>2,441,866</b>	<b>2,524,087</b>	<b>2,392,471</b>
<b>Net Assets</b>		<b>74,679,129</b>	<b>81,919,199</b>	<b>73,418,606</b>	<b>81,919,199</b>	<b>73,418,606</b>
<b>EQUITY</b>						
Reserves	18	30,569,964	37,749,734	30,478,874	37,749,734	30,478,874
Accumulated Funds	18	44,109,165	44,169,465	42,939,732	44,169,465	42,939,732
<b>Total Equity</b>		<b>74,679,129</b>	<b>81,919,199</b>	<b>73,418,606</b>	<b>81,919,199</b>	<b>73,418,606</b>

The accompanying notes form part of these financial statements.

## Cash Flow Statement For the Year Ended 30 June 2008

	Notes	Consolidated			Parent	
		Budget 2008 \$000	Actual 2008 \$000	Actual 2007 \$000	Actual 2008 \$000	Actual 2007 \$000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>						
<b>Payments</b>						
Employee Related		(540,008)	(497,946)	(480,613)	(497,946)	(480,613)
Grants and Subsidies		(41,716)	(112,264)	(67,229)	(112,264)	(67,229)
Finance costs		(49,617)	(62,304)	(60,979)	(62,304)	(60,979)
Other		(1,204,878)	(1,279,682)	(1,477,556)	(1,279,682)	(1,477,556)
<b>Total Payments</b>		<b>(1,836,219)</b>	<b>(1,952,196)</b>	<b>(2,086,377)</b>	<b>(1,952,196)</b>	<b>(2,086,377)</b>
<b>Receipts</b>						
Sale of Goods and Services		280,821	288,553	495,418	288,553	495,418
Interest Received		6,385	15,416	8,148	15,416	8,148
Other		261,377	277,748	266,110	277,748	266,110
<b>Total Receipts</b>		<b>548,583</b>	<b>581,717</b>	<b>769,676</b>	<b>581,717</b>	<b>769,676</b>
<b>Cash Flows from Government</b>						
Recurrent Appropriation		1,429,710	1,421,222	1,421,070	1,421,222	1,421,070
Capital Appropriation		1,828,911	1,780,807	1,512,310	1,780,807	1,512,310
<b>Net Cash Flows from Government</b>		<b>3,258,621</b>	<b>3,202,029</b>	<b>2,933,380</b>	<b>3,202,029</b>	<b>2,933,380</b>
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>	<b>26</b>	<b>1,970,985</b>	<b>1,831,550</b>	<b>1,616,679</b>	<b>1,831,550</b>	<b>1,616,679</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>						
Proceeds from Sale of Land and Buildings, Plant and Equipment and Infrastructure Systems		23,247	52,476	29,400	52,476	29,400
Purchases of Land and Buildings, Plant and Equipment and Infrastructure Systems		(1,906,525)	(1,804,037)	(1,595,677)	(1,804,037)	(1,595,677)
Other		(4,000)	–	–	–	–
<b>NET CASH FLOWS FROM INVESTING ACTIVITIES</b>		<b>(1,887,278)</b>	<b>(1,751,561)</b>	<b>(1,566,277)</b>	<b>(1,751,561)</b>	<b>(1,566,277)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>						
Proceeds from borrowings and advances		–	–	7,152	–	7,152
Repayment of borrowings and advances		(83,707)	(93,173)	(6,961)	(93,173)	(6,961)
<b>NET CASH FLOWS FROM FINANCING ACTIVITIES</b>		<b>(83,707)</b>	<b>(93,173)</b>	<b>191</b>	<b>(93,173)</b>	<b>191</b>
<b>NET INCREASE /(DECREASE) IN CASH</b>		<b>–</b>	<b>(13,184)</b>	<b>50,593</b>	<b>(13,184)</b>	<b>50,593</b>
Opening Cash and Cash Equivalents		193,142	193,142	142,549	193,142	142,549
<b>CLOSING CASH AND CASH EQUIVALENTS</b>	<b>9</b>	<b>193,142</b>	<b>179,958</b>	<b>193,142</b>	<b>179,958</b>	<b>193,142</b>

The accompanying notes form part of these financial statements.

## Program Statement Expenses and Revenues For the Year Ended 30 June 2008

	Road development*		Road management*		Road user*		M4/M5 Cashback Scheme*		Not attributable		Total	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Expenses excluding losses</b>												
Operating Expenses												
– Employee Related	1,855	3,424	368,661	245,917	236,770	77,141	–	–	–	–	607,286	326,482
– Other Operating Expenses	162,592	170,092	90,120	59,976	104,911	86,777	95,660	87,024	–	–	453,283	403,869
Maintenance	–	–	755,365	687,844	–	–	–	–	–	–	755,365	687,844
Depreciation and Amortisation	794,309	757,716	7,593	7,196	9,664	9,158	–	–	–	–	811,566	774,070
Grants and Subsidies	–	–	–	–	53,573	10,119	–	–	–	–	53,573	10,119
Finance costs	58,567	60,191	–	–	–	–	–	–	–	–	58,567	60,191
<b>Total Expenses excluding losses</b>	<b>1,017,323</b>	<b>991,423</b>	<b>1,221,739</b>	<b>1,000,933</b>	<b>404,918</b>	<b>183,195</b>	<b>95,660</b>	<b>87,024</b>	<b>–</b>	<b>–</b>	<b>2,739,640</b>	<b>2,262,575</b>
<b>Revenue</b>												
Sales of Goods and Services	52,557	53,539	182,830	103,557	114,746	139,196	–	–	–	–	350,133	296,292
Investment Revenue	3,068	1,580	4,607	2,369	7,677	3,951	–	–	–	–	15,352	7,900
Grants and Contributions	175,837	232,006	9,789	9,744	4,708	2,849	–	–	–	–	190,334	244,599
Other Revenue	104,275	104,820	–	–	–	–	–	–	–	–	104,275	104,820
<b>Total Revenue</b>	<b>335,737</b>	<b>391,945</b>	<b>197,226</b>	<b>115,670</b>	<b>127,131</b>	<b>145,996</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>660,094</b>	<b>653,611</b>
Gain/(Loss) on disposal	15,692	3,337	–	–	–	–	–	–	–	–	15,692	3,337
Other gains/(losses)	(41,708)	(88,900)	–	–	59	(154)	–	–	–	–	(41,649)	(89,054)
<b>Net Cost of Services</b>	<b>707,602</b>	<b>685,041</b>	<b>1,024,513</b>	<b>885,263</b>	<b>277,728</b>	<b>37,353</b>	<b>95,660</b>	<b>87,024</b>	<b>–</b>	<b>–</b>	<b>2,105,503</b>	<b>1,694,681</b>
Government Contributions**									3,202,029	2,961,430	3,202,029	2,961,430
<b>NET EXPENDITURE/ (REVENUE) FOR THE YEAR</b>	<b>707,602</b>	<b>685,041</b>	<b>1,024,513</b>	<b>885,263</b>	<b>277,728</b>	<b>37,353</b>	<b>95,660</b>	<b>87,024</b>	<b>(3,202,029)</b>	<b>(2,961,430)</b>	<b>(1,096,526)</b>	<b>(1,266,749)</b>

ADMINISTERED REVENUE	Road development*		Road management*		Road user*		M4/M5 Cashback Scheme*		Not attributable		Total	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Administered revenues												
Transfer receipts												
Consolidated Fund												
– Taxes, Fees and Fines									403,547	396,498	403,547	396,498
– Other									631,167	579,150	631,167	579,150
<b>Total Administered Revenues</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>1,034,714</b>	<b>975,648</b>	<b>1,034,714</b>	<b>975,648</b>

\* The description and objectives of each program are summarised in Note 7.

\*\* 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 2008

	2008				2007			
	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
<b>Original Budget Appropriation/ Expenditure</b>								
Appropriation Act	1,429,711	1,406,402	1,828,911	1,775,307	1,412,889	1,407,693	1,524,912	1,512,310
Additional Appropriations								
s21A PF&AA – special appropriation								
s24 PF&AA – transfers of functions between departments								
s26 PF&AA – Commonwealth specific purpose payments			(51,399)					
<b>Other Appropriation/ Expenditure</b>								
Treasurer's advance	9,820	9,820	5,500	5,500	31,529	31,529		
Section 22 – expenditure for certain works and services								
Section 22A(2) – Motor Vehicle Taxation Act (hypothecation of motor vehicle tax)	5,000	5,000			9,000	9,000		
Section 225 – Roads Act (hypothecation of heavy vehicle overloading fines)					898	898		
Transfers to/from another agency (s32 of the Appropriations Act)	(129)				(965)			
* Other adjustments								
<b>Total Appropriations/ Expenditure/Net Claim on Consolidated Fund (includes transfer payments)</b>	<b>1,444,402</b>	<b>1,421,222</b>	<b>1,783,012</b>	<b>1,780,807</b>	<b>1,453,351</b>	<b>1,449,120</b>	<b>1,524,912</b>	<b>1,512,310</b>
<b>Amount drawn down against Appropriation</b>		1,421,222		1,780,807		1,449,120		1,512,310
<b>Liability to Consolidated Fund</b>		–		–		–		–

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 2008

## I. Summary of significant accounting policies

### (a) Reporting Entity

The Roads and Traffic Authority (the RTA) was established in 1989 under the *Transport Administration Act 1988*. The Authority comprises of all the entities under its control and it reports on the following transactions:

#### Roads and Traffic Authority

- 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; and
- Administration of the M4/M5 Cashback Scheme.

#### Roads and Traffic Authority Division (The Division)

The Division was established on 17 March 2006 pursuant to Part 2 of Schedule 1 of the *Public Sector Employment and Management Act 2002*. The Division's objective is to provide the personnel services to the RTA.

The accounts of the RTA are consolidated as part of the NSW Total State Sector Accounts, except in regard to the reporting of Land Under Roads (AASB 1045 Land Under Roads).

The RTA is a not-for-profit reporting entity for accounting purposes and it has no cash generating units.

This consolidated financial report for the year ended 30 June 2008 has been authorised for issue by the Audit and Risk Committee on 8 October 2008.

### (b) Basis of Preparation

The RTA's consolidated financial report is a general purpose financial report which has been prepared in compliance with:

- Applicable Australian Accounting Standards (which include Australian Accounting Interpretations),
- The requirements of the *Public Finance and Audit Act 1983* and Regulation; and
- 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 *Public Finance and Audit Act 1983*.

In the event of any inconsistency between accounting standards and legislative requirements, the latter prevails.

Property, plant and equipment, assets (or disposal groups) held for sale and financial assets at 'fair value through profit or loss' and available for sale are measured at fair value. Other financial report items are prepared in accordance with historical cost convention.

Cost is based on the fair value of the consideration given in exchange for assets.

Judgements, estimates and associated assumptions made by management about carrying values of assets and liabilities are disclosed in the relevant notes to the financial statements.

Unless otherwise stated, all amounts are rounded to the nearest one thousand dollars (\$'000) and are expressed in Australian currency.

### (c) New Australian Accounting Standards and Interpretations

The RTA did not early adopt any new accounting standards that are not yet effective.

The following new Accounting Standards and Interpretations have not yet been adopted and are not effective as at 30 June 2008:

AASB & Interpretations	AASB Standards & Interpretations
AASB 8	AASB 8 <i>Operating Segments</i> and 2007–3 Amendments to Australian Accounting Standards arising from AASB 8 (1 January 2009)
AASB 123	AASB 123 <i>Borrowing Costs</i> and 2007–6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
AASB 101	AASB 101 <i>Presentation of Financial Statements</i> and 2007–8 Amendments to Australian Accounting Standards arising from AASB 101 (1 January 2009)
AASB 1004	AASB 1004 <i>Contributions</i> (1 July 2008)
AASB 127	AASB 127 <i>Consolidated and Separate Financial Statements</i> and 2008–3 Amendments to Australian Accounting Standards arising from AASB 3 and AASB 127 (1 July 2009)
AASB 1049	AASB 1049 <i>Whole of Government and General Government Sector Financial Reporting</i> and 2007–9 Amendments to Australian Accounting Standards arising from the review of AASs 27, 29 and 31 (1 July 2008)
AASB 1050	AASB 1050 <i>Administered Items</i> (1 July 2008)
AASB 1051	AASB 1051 <i>Land Under Roads</i> (1 July 2008)
Interpretation 4	Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
Interpretation 12	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 14	Interpretation 14 Limit on a defined benefit asset (1 January 2008)
Interpretation 129	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, except in AASB 1051 where depending on Treasury mandated policy, the impact may be significant. At this time it is not possible to reasonably estimate the impact.

### (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.

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.

In the process of preparing the consolidated financial report for the economic entity consisting of the controlling and controlled entities, all inter–entity transactions and balances 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.

Transactions and balances relating to the administered activities are not recognised as the authority's revenue, expenses, assets and liabilities, but are disclosed in the accompanying schedules as "Administered Revenue and Administered Liabilities".

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 Authority has control of the good or right to receive, it is probable that the economic benefits will flow to the Authority and the amount of the income can be measured reliably. 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 Authority obtains control over the assets comprising the appropriations and contributions. Control over appropriations and contributions is normally obtained upon the receipt of cash.

Unspent appropriations at year end are accounted for as a liability to the Consolidated Fund.

### (ii) Sale of Goods and Rendering of Services

Revenue from the sale of goods is recognised 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 accrual basis, in accordance with AASB 117 *Leases* on a straight – line basis over the lease term.

### (iv) Investment Revenue

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.

### (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 TCorp 10-year government bond at the commencement of the concession period.

In relation to the right to receive infrastructure assets, the recognition is on a progressive basis relative to the contract 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 that fall due wholly within 12 month of the reporting date 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.

Long term annual leave that is not expected to be taken within twelve months is measured at present value in accordance with AASB 119 *Employee Benefits*. Market yields on government bonds are used to discount long-term annual leave.

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 raise on salaries and wages.

## (ii) Long Service Leave and Superannuation

RTA is responsible for the long service leave liability for employees with 5 or more years of service and all superannuation liabilities. These liabilities are recognised in the Balance Sheet.

The long service leave is measured at present value in accordance with AASB 119 *Employee Benefits*. This is based on the application of the valuation ratio at the 10 year Commonwealth government bond rate at the reporting date to employees with five or more years of service, using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

In accordance with AASB 101, all annual leave and unconditional long service leave are classified as current liabilities, even where the authority does not expect to settle the liability within 12 months. This does not necessarily align with the distinction between short-term and long-term employee benefits under AASB 119.

### Defined contribution plans

Contributions to defined contribution superannuation plans are expensed when incurred.

### Defined benefit plans

For defined benefit plans, the actuarial valuations are carried out at each reporting date by Pillar Administration and the actuarial gains and losses are recognised immediately through profit and loss in the period in which they occur as per NSW Treasury's mandate.

The defined benefit position recognised in the balance sheet represents the present value of the defined benefit obligation, adjusted for unrecognised past service costs, net of the fair value of the plan assets.

## (iii) Other Provisions

Other provisions exist when, the RTA 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.

Any provisions for restructuring are recognised only when an agency has a detailed formal plan and the agency has raised a valid expectation in those affected by the restructuring that it will carry out the restructuring by starting to implement the plan or announcing its main features to those affected.

If the effect of the time value of money is material, provisions are discounted at 6.50%, which is a pre-tax rate that reflects the current market assessments of the time value of money and the risks specific to the liability.

## (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. Financing costs relating to specific assets are capitalised.

## (i) Insurance

The RTA's insurance activities are conducted through the NSW Treasury Managed Fund Scheme. 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 and the premium is amortised over the term of the contract.

## (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.
- Cash flows are included in the cash flow statement on a gross basis. However, the GST components of cash flows arising from investing and financing activities which is recoverable from, or payable to, the Australian Taxation Office are classified as operating cash flows.

## (k) Asset Management Policy

### Acquisition

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.

The cost of assets constructed for own use includes the cost of materials, direct labour, attributable interest, other financing costs relating to specific assets 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.

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.

### Capitalisation

Property, plant and equipment and intangible assets costing above \$10,000 individually or forming part of a network costing more than \$10,000 are capitalised. Some computer equipment and intangible assets costing above \$1,000 are capitalised.

### Valuation and depreciation

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.

The RTA re-values 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 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 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.

## Impairment of property, plant and equipment

As a not-for-profit entity with no cash generating units, the Authority is effectively exempted from AASB 136 *Impairment of assets and impairment testing*. This is because AASB 136 modified 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.

### (i) Plant and Equipment

Asset	Valuation Policy	Depreciation Policy
Plant, Equipment and Vehicles	Depreciated historical cost	Depreciated on the straight line method over the estimated useful life of between 5 and 20 years
Computer Hardware	Depreciated historical cost	Depreciated on the straight line method over the estimated useful life of between 3 and 5 years
Electronic Office Equipment	Depreciated historical cost	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.

### (ii) 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	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 3 year cycle. The current revaluation cycle commenced 2005/2006.	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks.
Vacant land	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.	No depreciation charged on vacant land.
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 \$14.911 million (2006/2007; \$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 3 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.

Commencement date of the current progressive revaluation: 1 July 2005

Completion date of the current progressive revaluation: 30 June 2008

For details refer to Note 10(a)

### (iii) Infrastructure Systems

Asset	Valuation Policy	Depreciation Policy
<b>Roads:</b>		Depreciated over estimated useful life of 100 years
Earthworks	Written down replacement cost	
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)
<b>Bridges:</b>	Written down replacement cost	Depreciated over estimated useful life dependant on bridge type
Timber structure		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
<b>Traffic Signals</b>	Written down replacement cost	Depreciated over estimated useful life of 20 years
<b>Traffic Control Network:</b>	Written down replacement cost	Depreciated over estimated useful life of
Traffic Systems		5–20 years
Transport Management Centre		5–20 years
Variable Message Signs		30 years
<b>Land under roads and within road reserves</b>	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.	No depreciation applied as land does not have a limited useful life



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.

These 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 Road Cost Index as applicable.

In respect of land under roads and within road reserves, for 2007/2008 valuations were calculated using the average Rateable Value Per Hectare of urban and rural areas within each 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 2007/2008 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.

#### **(iv) 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 Intangible 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:

- i. the technical feasibility of completing the intangible asset so that it will be available for use or sale;
- ii. the intention to complete the intangible asset and use or sell it;
- iii. the ability to use or sell the intangible asset;
- iv. how the intangible asset will generate probable future economic benefits;
- v. the availability of adequate technical, financial and other resources to complete the development and to use or sell the intangible asset; and
- vi. 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 finite and are carried at cost less any accumulated amortisation.

<b>Asset</b>	<b>Valuation Policy</b>	<b>Amortisation Policy</b>
Intangible Assets	Depreciated Historical cost	Amortised on the straight line method over the estimated useful life of between 3 and 10 years

Intangible assets are tested for impairment where an indicator of impairment exists. If the recoverable amount is less than its carrying amount the carrying amount is reduced to recoverable amount and the reduction is recognised as an impairment loss.

#### **(v) Private Sector Provided Infrastructure (PSPI)**

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 11 (b)).

In respect of the M2, M4, M5 Motorways, the Eastern Distributor, the Cross City Tunnel, the Westlink M7 Motorway 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. The increase in RCI for the financial year ended 30 June 2005/06 of 3.8% was used as the annual index applied to calculate the estimated value of the PSPI projects at the end of their concession periods.

#### **(vi) Cultural Collection Assets**

The RTA has minor Cultural Collection items such as prints, drawings and artefacts that cannot be reliably valued and are considered immaterial.

#### **(vii) 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 charged to the operating statement in the periods in which they are incurred.

#### **(l) 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.

#### **(m) 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.

#### **(n) Maintenance and Repairs**

The costs of day-to-day servicing costs 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.

#### **(o) Inventories**

Inventories held for distribution are stated at cost. 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.

Inventories (other than those held for distribution) are stated at the lower of cost and net realisable value. Cost is calculated using the weighed average cost or "first in first out" method.

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.

## (p) Capitalisation of Expenditure

Expenditure (including employee costs and depreciation) in respect of road development and construction, bridge and tunnel replacement and some road safety and traffic management are capitalised as infrastructure systems (refer to Note 2(a)).

## (q) 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.

## (r) Other Assets

Other assets including prepayments are recognised on a cost basis.

## (s) 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: ie per the audited financial statements (rather than carried forward estimates)

## (t) Financial Instruments

The following accounting policies were applied to accounting for financial instruments. Additional disclosures regarding carrying amount and risk management disclosures are presented at Notes 15.

### (a) Financial Assets

#### (i) Cash and Cash Equivalents

Cash and cash equivalents in the balance sheet comprise cash at bank and on hand, short term deposits with an original maturity of three months or less, deposits in the NSW Treasury Corporation's (TCorp) Hour-Glass managed Fund Cash Facility, and at Call deposits with Financial Institutions. These financial assets are not quoted in an active market and are considered to have an insignificant risk of changes in value. Bank overdrafts are included within liabilities.

In accordance with AASBI 39, cash and cash equivalents as disclosed in the Balance Sheet are measured at fair value with interest revenue accrued as earned such that fair value is reflected at no less than the amount payable on demand.

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) Loans and Receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. These financial assets 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 valued using the effective interest rate method (refer Note 9(b)).

### (iv) Financial Guarantees

A financial guarantee contract is a contract that requires the issuer to make specified payments to reimburse the holder for a loss it incurs because a specified debtor fails to make payment when due in accordance with the original or modified terms of a debt instrument.

Financial guarantee contracts are recognised as a liability at the time the guarantee is issued and initially measured at fair value, where material.

After initial recognition, the liability is measured at the higher of the amount determined in accordance with AASB 137 *Provisions, Contingent Liabilities and Contingent Assets* and the amount initially recognised, less accumulated amortisation, where appropriate.

The RTA carries out minor works contracts for entities outside of the NSW public sector. In order to tender for the contracts and remain on an equal footing the RTA is required to lodge a security deposit in the form of bank guarantee. Under the *Public Authorities and (Financial Arrangements) Act 1987*, the RTA has an approved limit of \$3M till 30 June 2010 from TCorp.

The RTA has reviewed its financial guarantees and determined that there is no material liability to be recognised for financial guarantee contracts at 30 June 2008 and at 30 June 2007. However, refer Note 22 regarding disclosures on contingent liabilities.

### (v) Impairment of Financial Assets

All financial assets, except those measured at fair value through profit and loss, are subject to an annual review for impairment. An allowance for impairment is established when there is objective evidence that the entity will not be able to collect all amounts due.

For financial assets carried at amortised cost, 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. The amount of the impairment loss is recognised in the operating statement.

Any reversals of impairment losses are reversed through the operating statement, where there is objective evidence, except reversals of impairment losses on an investment in an equity instrument classified as "available for sale" must be made through the reserve. Reversals of impairment losses of financial assets carried at amortised cost cannot result in a carrying amount that exceeds what the carrying amount would have been had there not been an impairment loss.

### (vi) Derecognition of Financial Assets

A financial asset is derecognised when the contractual rights to the cash flows from the financial assets expire or if the RTA transfers the financial asset:

- where substantially all the risks and rewards have been transferred; or
- where the RTA has not transferred substantially all the risks and rewards, if the entity has not retained control.

Where the RTA has neither transferred nor retained substantially all the risks and rewards or transferred control, the asset is recognised to the extent of the agency's continuing involvement in the asset.

## **(b) Financial Liabilities**

### **(i) 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.

### **(ii) 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.

### **(iii) Derecognition of Financial Liabilities**

A financial liability is derecognised when the obligation specified in the contract is discharged or cancelled or expires.

When a lender replaces an existing financial liability with one on significantly different or modified terms, the Authority derecognises the original liability and recognises the new liability. It then recognises the difference in their carrying amounts in the Operating Statement.

## **(u) Equity transfers**

The transfer of net assets between agencies as a result of an administrative restructure, transfer of programs / functions and parts thereof between NSW public sector agencies is designated as a contribution by owners and is recognised as an adjustment to "Accumulated Funds". This treatment is consistent with Australian *Interpretation 1038 Contributions by Owners Made to Wholly Owned Public Sector Entities*.

Transfers arising from an administrative restructure between government departments are recognised at the amount at which the asset was recognised by the transferor government department immediately prior to the restructure. In most instances this will approximate fair value. All other equity transfers are recognised at fair value.

## **(v) Comparative information**

Except when an Australian Accounting Standard permits or requires otherwise, comparative information is disclosed in respect of the previous period for all amounts reported in the financial statements.

## 2. Expenses excluding losses

### (a) Employee Related Expenses

Employee related expenses comprise the following specific items:

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Salaries and Wages (including recreation leave)	342,640	325,563	–	–
Skill Hire Contractors	51,710	44,924	51,710	44,924
Long Service Leave	16,307	(4,797)	–	–
Superannuation – defined benefit plan	138,962	(109,256)	–	–
Superannuation – defined contribution	17,403	15,771	–	–
Workers Compensation Insurance	5,133	4,113	–	–
Payroll Tax and Fringe Benefits Tax	26,246	25,041	–	–
Personnel services	–	–	555,576	281,558
Redundancy	3,711	6,848	–	–
Other	5,174	18,275	–	–
	<b>607,286</b>	<b>326,482</b>	<b>607,286</b>	<b>326,482</b>
Allocations of Employee Related Expenses to Programs				
– Capitalised to infrastructure	214,875	201,247	214,875	201,247
– Operating Programs (including maintenance)	607,286	326,482	607,286	326,482
	<b>822,161</b>	<b>527,729</b>	<b>822,161</b>	<b>527,729</b>

Included in the above are employee related expenses of \$280.190million (2007: \$218.507) related to maintenance. In addition to \$607.286 million, employee related expenses of \$214.875 million (2007: \$201.247million) was capitalised to infrastructure assets.

### (b) Other Operating Expenses

Auditor's remuneration– audit of financial reports	589	578	589	578
Consultants and other Contractors	54,384	47,387	54,384	47,387
Fleet hire and lease charges	47,405	52,139	47,405	52,139
M4/M5 Cashback refund	95,660	87,024	95,660	87,024
Data processing	43,295	50,810	43,295	50,810
Advertising	21,644	21,466	21,644	21,466
Payments to Councils and ext. bodies	98,073	83,316	98,073	83,316
Lease and property expenses	56,546	67,962	56,546	67,962
Travel and legal expenses	36,152	36,743	36,152	36,743
Office expenses	42,326	14,627	42,326	14,627
Other	84,843	30,994	84,543	30,994
Contract Payments	207,998	235,667	207,998	235,667
Capitilisation	(335,331)	(324,844)	(335,331)	(324,844)
	<b>453,283</b>	<b>403,869</b>	<b>453,283</b>	<b>403,869</b>

### (i) Infrastructure Maintenance

Major reconstruction of road segments are capitalised and as such not charged against maintenance expenditure. The RTA capitalised \$138.561 million of such works (2006/2007 \$105.190 million).

The RTA expended \$40.560 million in 2007/2008 (2006/2007; \$13.459 million) on natural disaster restoration works from State funds. The total cost of natural disaster restoration work in 2007/2008 was \$40.560 million (2006/2007 \$13.459 million), which was included as part of maintenance expenditure.

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Maintenance expenses in operating statement	755,365	687,844	755,365	687,844
Maintenance related employee expenses	280,190	218,507	280,190	218,507
<b>Total maintenance expenses including employee related</b>	<b>1,035,555</b>	<b>906,351</b>	<b>1,035,555</b>	<b>906,351</b>

### (c) Depreciation and Amortisation

Depreciation Raised against Operational and Property Assets	17,258	16,353	17,258	16,353
Depreciation raised against Infrastructure	789,710	753,094	789,710	753,094
Amortisation of Intangible Assets	4,598	4,623	4,598	4,623
	<b>811,566</b>	<b>774,070</b>	<b>811,566</b>	<b>774,070</b>

### (d) Grants and Subsidies

Grants Under Road Safety Program	10,069	10,119	10,069	10,119
Roads transferred to Council	43,504	–	43,504	–
	<b>53,573</b>	<b>10,119</b>	<b>53,573</b>	<b>10,119</b>

### (e) Finance Costs

Interest expense from financial liabilities not at fair value through profit or loss	52,371	52,626	52,371	52,626
Debt Guarantee	3,000	3,000	3,000	3,000
Other	3,196	4,565	3,196	4,565
	<b>58,567</b>	<b>60,191</b>	<b>58,567</b>	<b>60,191</b>

### 3. Revenue

#### (a) Sale of Goods and Services

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Sale of Goods</b>				
Number Plates	72,749	66,842	72,749	66,842
<b>Rendering of Services</b>				
Third Party Insurance Data Access Charges	13,838	13,210	13,838	13,210
Toll Revenue (Sydney Harbour Bridge)	89,930	79,059	89,930	79,059
E-tag Revenue	8,429	4,773	8,429	4,773
Heavy Vehicle Permit Fees	1,290	1,078	1,290	1,078
Sanction Fees Payable under the Fines Act	8,745	7,115	8,745	7,115
Rental Income	23,320	20,073	23,320	20,073
Works and services	58,391	50,514	58,391	50,514
Advertising	10,403	8,589	10,403	8,589
Fees for services	41,689	30,534	41,689	30,534
Publications	6,223	6,524	6,223	6,524
Miscellaneous services	15,126	7,981	15,126	7,981
	<b>350,133</b>	<b>296,292</b>	<b>350,133</b>	<b>296,292</b>

#### (b) Investment revenue

Interest	<b>15,352</b>	<b>7,900</b>	<b>15,352</b>	<b>7,900</b>
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#### (c) Grants and Contributions

NSW Government Agencies				
– Ministry of Transport	4,110	28,628	4,110	28,628
– Other	17,495	4,154	17,495	4,154
Local Government	5,645	6,747	5,645	6,747
Queensland Government – Tugun Bypass	143,949	189,611	143,949	189,611
Other Government Agencies	11,406	9,194	11,406	9,194
Private Firms and Individuals	7,729	6,265	7,729	6,265
	<b>190,334</b>	<b>244,599</b>	<b>190,334</b>	<b>244,599</b>

Contributions received during 2007/2008 were recognised as revenue during the financial year and were expended in that period with no balance of those funds available at 30 June 2008 (2007: Nil).



## (d) Other Revenue

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Amortisation of Deferred Revenue on PSPI projects	11,575	9,576	11,575	9,576
Value of Emerging Interest of Private Sector Provided Infrastructure				
– M2 (Refer Note 11(b))	4,291	3,985	4,291	3,985
– M4 (Refer Note 11(b))	21,425	19,610	21,425	19,610
– M5 (Refer Note 11(b))	11,917	10,981	11,917	10,981
– Eastern Distributor (Refer Note 11(b))	3,498	3,259	3,498	3,259
– Cross City Tunnel (Refer Note 11(b))	9,036	8,580	9,036	8,580
– Western Sydney Orbital M7 (Refer Note 11(b))	21,778	29,167	21,778	29,167
– Lane Cove Tunnel (refer Note 11(b))	12,722	12,008	12,723	12,008
– Loan to Sydney Harbour Tunnel Company				
Other Revenue	5,469	5,107	5,469	5,107
M2 and Eastern Distributor Promissory Notes				
Other Revenue	2,169	1,854	2,169	1,854
Fuel Tax Credits	137	983	137	983
Other	258	(290)	257	(290)
	<b>104,275</b>	<b>104,820</b>	<b>104,275</b>	<b>104,820</b>

## 4. Gains/(losses) on disposal

### (a) Gain/(Loss) on Disposal

#### Gain on Sale of Property, Plant and Equipment

– Proceeds from Sale	60,828	27,004	60,828	27,004
– Written Down Value of Assets Sold	(45,136)	(23,667)	(45,136)	(23,667)
<b>Net Gain on Sale of Non-Current Assets</b>	<b>15,692</b>	<b>3,337</b>	<b>15,692</b>	<b>3,337</b>

### (b) Other Gains/(Losses)

Bad / Doubtful debt expense	(160)	(348)	(160)	(348)
Bad debts written off	101	194	101	194
Written Down Value of Infrastructure Assets Written Off	(41,590)	(88,900)	(41,590)	(88,900)
<b>Total Other Gains/(Losses)</b>	<b>(41,649)</b>	<b>(89,054)</b>	<b>(41,649)</b>	<b>(89,054)</b>

## 5. Appropriations

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Recurrent Appropriation</b>				
Total recurrent drawdowns from Treasury (per Summary of Compliance)	1,421,222	1,449,120	1,421,222	1,449,120
	<b>1,421,222</b>	<b>1,449,120</b>	<b>1,421,222</b>	<b>1,449,120</b>
<b>Capital Appropriation</b>				
Total capital drawdowns from Treasury (per Summary of Compliance)	1,780,807	1,512,310	1,780,807	1,512,310
	<b>1,780,807</b>	<b>1,512,310</b>	<b>1,780,807</b>	<b>1,512,310</b>

## 6. Individually significant items

### (a) Superannuation Expense

(Decrease)/Increase in Superannuation Expense due to Tax, Actuarial and Interest Adjustments	138,962	(109,256)	–	–
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### (b) Write-Down of Infrastructure Assets

Infrastructure Assets Written Down	41,590	88,900	41,590	88,900
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The following infrastructure assets were written off during 2007/2008.

	Replacement costs \$000	Accumulated depreciation \$000	WDRC \$000
Roads	62,200	(34,483)	27,717
Bridges	19,380	(7,696)	11,684
Traffic Signals Network	280	(78)	202
Traffic Control Network	2,383	(396)	1,987
	<b>84,243</b>	<b>(42,653)</b>	<b>41,590</b>

### (c) Capital grants from other State government

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Infrastructure Assets – Tugun Bypass	143,949	189,611	143,949	189,611

## 7. 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 their 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 their 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 Toll Tags on the M4 and M5 Motorways when driving NSW privately registered cars and motorcycles.
Objective:	To reimburse tolls to motorists driving NSW privately registered vehicles on the M4 and M5 Motorways.

## 8. Current assets – cash and cash equivalents

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
RTA Operating Account	7,081	13,373	7,081	13,373
Security Deposits	38,962	28,940	38,962	28,940
Remitting Account, Cash in Transit and Cash on Hand	54,498	38,603	54,498	38,603
TCorp – Hour Glass Cash Facility	75,740	108,933	75,740	108,933
On Call Deposits	3,425	3,023	3,425	3,023
Other	252	270	252	270
	<b>179,958</b>	<b>193,142</b>	<b>179,958</b>	<b>193,142</b>

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:

Cash and cash equivalents (per Balance Sheet)	179,958	193,142	179,958	193,142
Closing cash and cash equivalents (per Cash Flow Statement)	<b>179,958</b>	<b>193,142</b>	<b>179,958</b>	<b>193,142</b>

Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the borrowings are disclosed in Note 15.

## 9. Current assets / non-current assets – receivables and other financial assets

### (a) Current Receivables

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Sale of Goods and Services	25,860	23,122	25,860	23,122
Goods and Services Tax – Claimable from the Commonwealth	30,723	21,179	30,723	21,179
Other (including cost recoveries relating to motor vehicle accident damage to RTA property and road clearing)	2,595	3,491	2,595	3,491
	<b>59,178</b>	<b>47,792</b>	<b>59,178</b>	<b>47,792</b>
Less: Allowance for impairment *	(1,342)	(2,055)	(1,342)	(2,055)
	<b>57,836</b>	<b>45,737</b>	<b>57,836</b>	<b>45,737</b>
Prepayments	3,345	5,404	3,345	5,404
Unissued debtors	42,055	36,291	42,055	36,291
Dishonoured credit cards	469	378	469	378
	<b>103,705</b>	<b>87,810</b>	<b>103,705</b>	<b>87,810</b>
Accrued Income				
– Interest	386	450	386	450
– Property Sales	23,374	15,022	23,374	15,022
– Other	2,190	2,411	2,190	2,411
<b>Total Current</b>	<b>129,655</b>	<b>105,693</b>	<b>129,655</b>	<b>105,693</b>

\* The allowance for impairment primarily relate to amounts owing as a result of commercial transactions (eg debts raised for performance of services or goods) and tenants who vacate premises without notice whilst in arrears.

Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the borrowings are disclosed in Note 15.

#### Movement in the allowance for impairment

Balance as at 1 July	2,055	2,439	2,055	2,439
Amounts written off during the year	(911)	(743)	(911)	(743)
Amounts recovered during the year	–	–	–	–
Increase in allowance recognised in profit or loss	198	359	198	359
<b>Balance as at 30 June</b>	<b>1,342</b>	<b>2,055</b>	<b>1,342</b>	<b>2,055</b>

### (b) Non-Current Other Financial Assets

#### Non-Current Financial Assets (at amortised cost)

Loan to Sydney Harbour Tunnel Company (refer to Note 11(b))	85,738	80,268	85,738	80,268
Promissory Notes (refer to Note 11(b))	12,664	10,495	12,664	10,495
	<b>98,402</b>	<b>90,763</b>	<b>98,402</b>	<b>90,763</b>

## 10. Non-current assets – property, plant and equipment

	Land and buildings \$000	Plant and equipment \$000	Infrastructure systems \$000	Total \$000
<b>Consolidated and Parent</b>				
<b>As at 1 July 2007</b>				
Gross Carrying Amount	2,801,068	192,474	86,159,158	89,152,700
Accumulated Depreciation	(15,376)	(95,113)	(14,736,314)	(14,846,803)
Net Carrying Amount at Fair Value	2,785,692	97,361	71,422,844	74,305,897
<b>As at 30 June 2008</b>				
Gross Carrying Amount	2,907,716	234,017	95,311,639	98,453,372
Accumulated Depreciation	(16,938)	(93,738)	(15,527,596)	(15,638,272)
Net Carrying Amount at Fair Value	2,890,778	140,279	79,784,043	82,815,100

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.

<b>Consolidated and Parent</b>				
<b>Year ended 30 June 2008</b>				
Net carrying amount at start of year	2,785,692	97,361	71,422,844	74,305,897
Additions	118,850	56,787	2,973,446	3,149,083
Disposals	(42,881)	(2,219)	(85,093)	(130,193)
Net revaluation increment less revaluation decrements	110,616	–	6,306,034	6,416,650
Depreciation expense	(7,254)	(10,004)	(789,710)	(806,968)
Transfer to assets held for sale	(8,490)	(1,674)	–	(10,164)
RCI and other Adjustments/WIP	(4)	–	974,671	974,667
Transfer out	(65,751)	–	(1,083,900)	(1,149,651)
Transfers in	–	28	65,751	65,779
Net carrying amount at end of year	2,890,778	140,279	79,784,043	82,815,100

	Land and buildings \$000	Plant and equipment \$000	Infrastructure systems \$000	Total \$000
<b>As at 1 July 2006</b>				
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
<b>As at 30 June 2007</b>				
Gross Carrying Amount	2,801,068	192,474	86,159,158	89,152,700
Accumulated Depreciation	(15,376)	(95,113)	(14,736,314)	(14,846,803)
Net Carrying Amount at Fair Value	2,785,692	97,361	71,422,844	74,305,897

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.

#### Consolidated and Parent

#### Year ended 30 June 2007

Net carrying amount at start of year	2,845,071	100,761	67,835,492	70,781,324
Additions	157,799	17,252	2,592,156	2,767,207
Disposals	(21,894)	(1,182)	(88,900)	(111,976)
Net revaluation increment less revaluation decrements	(63,321)	–	1,672,192	1,608,871
Depreciation expense	(8,106)	(8,247)	(753,093)	(769,446)
Transfer to assets held for sale	(22,312)	–	–	(22,312)
RCl and other Adjustments/WIP	(64)	–	1,030,429	1,030,365
Transfer out	(101,481)	(11,223)	(975,740)	(1,088,444)
Transfers in	–	–	110,308	110,308
Net carrying amount at end of year	2,785,692	97,361	71,422,844	74,305,897

## (a) Land and Buildings – Consolidated and Parent

### Works Administration Properties and Officers Residences Land and Buildings Acquired for Future Roadworks

	Works administration properties and officers' residences		Land and buildings acquired for future roadworks	Leasehold improvements	Total
	Land \$000	Buildings \$000	\$000	\$000	\$000
<b>Year ended 30 June 2008</b>					
Net carrying amount at start of year	139,412	121,588	2,518,685	6,007	2,785,692
Additions	–	3,189	108,777	6,884	118,850
Disposals	–	3	(42,884)	–	(42,881)
Net revaluation increment less revaluation decrements	–	–	110,616	–	110,616
Depreciation expense	–	(4,720)	–	(2,534)	(7,254)
Transfer to assets held for sale	–	–	(8,490)	–	(8,490)
Reclassifications	769	(9,369)	(699)	9,299	–
Adjustments/WIP	(42)	(4)	42	–	(4)
Transfer to infrastructure	–	–	(65,751)	–	(65,751)
<b>Net carrying amount at end of year</b>	<b>140,139</b>	<b>110,687</b>	<b>2,620,296</b>	<b>19,656</b>	<b>2,890,778</b>
<b>Year ended 30 June 2007</b>					
Net carrying amount at start of year	73,325	113,492	2,649,772	8,482	2,845,071
Additions	–	9,473	147,792	534	157,799
Disposals	–	41	(21,935)	–	(21,894)
Net revaluation increment less revaluation decrements	28,854	4,745	(96,920)	–	(63,321)
Depreciation expense	–	(4,351)	–	(37,555)	(8,106)
Transfer to assets held for sale	37,786	–	(60,098)	–	(22,312)
Reclassifications	(553)	(1,748)	1,555	746	–
Adjustments/WIP	–	(64)	–	–	(64)
Transfer to infrastructure	–	–	(101,481)	–	(101,481)
<b>Net carrying amount at end of year</b>	<b>139,412</b>	<b>121,588</b>	<b>2,518,685</b>	<b>6,007</b>	<b>2,785,692</b>

Land and buildings for future road works comprise untenanted land for road works (average rateable value \$1,723 million), surplus properties (market value – \$458.549 million) and rentable properties (market value – \$439.082 million).



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 2008 less, where applicable, any subsequent accumulated depreciation.	897,631
Revalued as part of the current progressive revaluation and carried at an amount other than fair value as at 30 June 2007 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.	1,722,665
<b>Total Land and Buildings Acquired for Future Roadworks at 30 June 2008.</b>	<b>2,620,296</b>

## (b) Plant and Equipment – Consolidated and Parent

	Plant equipment and motor vehicles \$000	Computer hardware and software \$000	Electronic office equipment \$000	Total \$000
<b>Year ended 30 June 2008</b>				
Net carrying amount at start of year	84,388	12,306	667	97,361
Additions	48,182	8,561	44	56,787
Disposals	(2,055)	(84)	(80)	(2,219)
Depreciation expense	(7,701)	(2,186)	(117)	(10,004)
Transfer to Assets held for sale	(1,674)	–	–	(1,674)
Reclassifications	(1,364)	1,452	(88)	–
Transfers in	2	26	–	28
<b>Net carrying amount at end of year</b>	<b>119,778</b>	<b>20,075</b>	<b>426</b>	<b>140,279</b>
<b>Year ended 30 June 2007</b>				
Net carrying amount at start of year	91,657	8,279	825	100,761
Additions	12,967	4,232	53	17,252
Disposals	(1,059)	(69)	(54)	(1,182)
Depreciation expense	(7,956)	(136)	(155)	(8,247)
Transfer to traffic control network	(8,795)	–	–	(8,795)
Reclassifications	–	–	–	–
Transfer to Infrastructure / Recordable items	(2,426)	–	(2)	(2,428)
<b>Net carrying amount at end of year</b>	<b>84,388</b>	<b>12,306</b>	<b>667</b>	<b>97,361</b>

### (c) Infrastructure Systems – Consolidated and Parent

Infrastructure systems are valued as follows:

	Roads \$'000	Land under Roads \$'000	Bridges \$'000	Traffic Signals Network \$'000	Traffic Control Network \$'000	Major Works in Progress \$'000	TOTAL \$'000
<b>Year ended 30 June 2008</b>							
Net carrying amount at start of year	26,916,861	35,192,088	7,097,723	211,769	39,807	1,964,596	71,422,844
Additions	1,170,787	–	405,230	19,932	19,046	1,358,451	2,973,446
Disposals	(71,220)	–	(11,684)	(202)	(1,987)	–	(85,093)
Net revaluation less revaluation decrements	–	2,700,907	3,471,871	131,827	1,429	–	6,306,034
Depreciation expense	(662,357)	–	(87,696)	(34,708)	(4,949)	–	(789,710)
Transfers in	–	65,751	–	–	–	–	65,751
Transfers out	–	–	–	–	–	(1,083,900)	(1,083,900)
RCI and other adjustments / WIP	966,594	5,729	(517)	–	2,865	–	974,671
<b>Net carrying amount at end of year</b>	<b>28,320,665</b>	<b>37,964,475</b>	<b>10,874,927</b>	<b>328,618</b>	<b>56,211</b>	<b>2,239,147</b>	<b>79,784,043</b>
<b>Year ended 30 June 2007</b>							
Net carrying amount at start of year	25,842,952	33,418,415	6,576,500	212,556	35,095	1,749,974	67,835,492
Additions	1,117,364	–	282,799	370	1,261	1,190,362	2,592,156
Disposals	(71,736)	–	(16,546)	(193)	(425)	–	(88,900)
Net revaluation less revaluation decrements	–	1,672,192	–	–	–	–	1,672,192
Depreciation expense	(649,615)	–	(85,497)	(14,662)	(3,320)	–	(753,093)
Transfers in	–	101,481	–	–	8,827	–	110,308
Transfers out	–	–	–	–	–	(975,740)	(975,740)
RCI and other adjustments/WIP	677,896	–	340,467	13,697	(1,631)	–	1,030,429
<b>Net carrying amount at end of year</b>	<b>26,916,861</b>	<b>35,192,088</b>	<b>7,097,723</b>	<b>211,769</b>	<b>39,807</b>	<b>1,964,596</b>	<b>71,422,844</b>

Traffic signals, traffic control network and all bridges were subject to a full revaluation in 2007/2008.

## II. Current/non-current assets – intangible assets and other

### (a) Current

These comprise:

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Prepaid Superannuation (Note 16)	–	49,395	–	–
	<b>–</b>	<b>49,395</b>	<b>–</b>	<b>–</b>

### (b) Non-current

#### Private Sector Provided Infrastructure

##### Sydney Harbour Tunnel (SHT)

Carrying amount at start of year	659,050	627,188	659,050	627,188
Revaluation increment	11,736	31,862	11,736	31,862
Carrying amount at end of year	<b>670,786</b>	<b>659,050</b>	<b>670,786</b>	<b>659,050</b>

##### M2 Motorway

Carrying amount at start of year	29,211	25,226	29,211	25,226
Annual Increment – Emerging Right to Receive	4,291	3,985	4,291	3,985
Carrying amount at end of year	<b>33,502</b>	<b>29,211</b>	<b>33,502</b>	<b>29,211</b>

##### M4 Motorway

Carrying amount at start of year	162,211	142,601	162,211	142,601
Annual Increment – Emerging Right to Receive	21,425	19,610	21,425	19,610
Carrying amount at end of year	<b>183,636</b>	<b>162,211</b>	<b>183,636</b>	<b>162,211</b>

##### M5 Motorway

Carrying amount at start of year	82,739	71,758	82,739	71,758
Annual Increment – Emerging Right to Receive	11,917	10,981	11,917	10,981
Carrying amount at end of year	<b>94,656</b>	<b>82,739</b>	<b>94,656</b>	<b>82,739</b>

##### Eastern Distributor

Carrying amount at start of year	20,630	17,371	20,630	17,371
Annual Increment – Emerging Right to Receive	3,498	3,259	3,498	3,259
Carrying amount at end of year	<b>24,128</b>	<b>20,630</b>	<b>24,128</b>	<b>20,630</b>

##### Cross City Tunnel (CCT)

Carrying amount at start of year	16,726	8,146	16,726	8,146
Annual Increment – Emerging Right to Receive	9,036	8,580	9,036	8,580
Carrying amount at end of year	<b>25,762</b>	<b>16,726</b>	<b>25,762</b>	<b>16,726</b>

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Western Sydney Orbital (M7)</b>				
Carrying amount at start of year	40,227	11,060	40,227	11,060
Annual Increment – Emerging Right to Receive	21,778	29,167	21,778	29,167
Carrying amount at end of year	<b>62,005</b>	<b>40,227</b>	<b>62,005</b>	<b>40,227</b>
<b>Lane Cove Tunnel</b>				
Carrying amount at start of year	12,008	–	12,008	–
Annual Increment – Emerging Right to Receive	12,722	12,008	12,722	12,008
Carrying amount at end of year	<b>24,730</b>	<b>12,008</b>	<b>24,730</b>	<b>12,008</b>
Total carrying amount at end of year	<b>1,119,205</b>	<b>1,022,802</b>	<b>1,119,205</b>	<b>1,022,802</b>
<b>Totals</b>				
Carrying amount at start of year	1,022,802	903,350	1,022,802	903,350
Revaluation increments	11,736	31,862	11,736	31,862
Annual increment – Emerging Rights to Receive	84,667	87,590	84,667	87,590
Carrying amount at end of year	<b>1,119,205</b>	<b>1,022,802</b>	<b>1,119,205</b>	<b>1,022,802</b>

## 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 original cost of constructing the Tunnel was \$683.3 million.

The construction of the Tunnel was financed by 30 year inflation linked bonds issued by the Concession Holder to the private sector in the amount of \$486.7 million. The Concession Holder 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 Concession Holder 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 2008, tolls collected from the Tunnel amounted to \$39.473 million (2006/2007; \$43.708 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$98.424 million to \$58.951 million (2006/2007; \$95.740 million to \$52.032 million).

From 1993 the RTA listed a possible tax liability as a contingent liability in the annual accounts until the liability crystallised during the 2002/2003 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 Concession Holder and an associated entity. The past and future tax liabilities are disclosed at net present value in Note 17.

The RTA however now revalues the Tunnel each year. Based on movements in the Road Cost Index during the 2007/2008 reporting period, the RTA's interest in the Tunnel was \$670.787 million as at 30 June 2008, which equated to an increase in the value of the Tunnel during 2007/2008 of \$11.737 million (2006/2007; \$31.862 million).

## M2 Motorway

To facilitate the financing, 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 percent 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 the end of the term of Agreement or the achievement of the required rate of return.

Payments for the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2008 have been made by promissory notes in the value of \$7.55 million and \$1.888 million respectively. The RTA, as at 30 June 2008, has received promissory notes for rent on the above leases totalling \$96.563 million. The term of the Agreement ends on the forty fifth anniversary of the M2 commencement date, (ie 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 2008, is \$5.181 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. Based on the historical rental returns, 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 the Concession Holder 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 (ITA) and the Commonwealth Bank of Australia (CBA). 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 the Concession Holder 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 the Concession Holder the right to levy and retain tolls on the Eastern Distributor, the Concession Holder is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, the Concession Holder has paid \$165 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 2008, the promissory notes have a net present value of \$7.483 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 Concession Holder 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.

The Concession Holder was placed into receivership in 2006/07. The Receivers subsequently sold the CCT asset to a private operator in June 2007.

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 2 months from the opening of the Tunnel to traffic, 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 was 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 Motorway**

An agreement was signed with the Concession Holder in February 2003 to design, construct, operate and maintain the Westlink M7 Motorway. 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 Concession Holder will operate the motorway for a total of 31 years to Feb 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 Concession Holder in December 2003 to finance, design, construct, operate and maintain the Lane Cove Tunnel Project. Major construction started on 24 June, 2004 and 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, the Concession Holder designed and constructed the motorway and is now operating the motorway for the remainder of the term of 29 years and 9 months. The term commenced on the date the agreement with the Concession Holder 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	
	2008 \$000	2007 \$000
Balance at start of the year 1 July	88,841	88,781
Additions	516	90
Disposals	(914)	(30)
<b>Balance at close of the year 30 June</b>	<b>88,443</b>	<b>88,841</b>
<b>Accumulated Amortisation</b>		
Balance at start of the year 1 July	65,053	60,452
Amortisation expense	4,598	4,623
Write Back on Disposal	(807)	(22)
<b>Balance at close of the year 30 June</b>	<b>68,844</b>	<b>65,023</b>
<b>Written Down Value</b>		
As at close of the year 30 June	19,599	23,788
As at start of the year July 2007	23,788	28,329

## 12. Non-current assets held for sale

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Assets held for sale</b>				
Balance 1 July				
Land and buildings <sup>(i)</sup>	60,099	37,743	60,099	37,743
Plant and equipment	859	539	859	539
Transfer from Land & Buildings	8,490	22,356	8,490	22,356
Transfer from Plant and Equipment	1,674	320	1,674	320
	<b>71,122</b>	<b>60,958</b>	<b>71,122</b>	<b>60,958</b>
Balance 30 June				
Land and buildings	68,589	60,099	68,589	60,099
Plant and equipment	2,533	859	2,533	859
	<b>71,122</b>	<b>60,958</b>	<b>71,122</b>	<b>60,958</b>

(i) The RTA has an annual sales program for the sale of surplus properties that are placed on the market throughout the year. No impairment loss was recognised on reclassification of the land as held for sale as at the reporting date.

### 13. Current liabilities – payables

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Trade creditors <sup>(i)</sup>	101,091	84,666	101,091	84,666
Creditors arising from compulsory acquisitions	8,856	11,118	8,856	11,118
Personnel Services	–	–	410,254	300,914
Accrued expenses				
– Salaries, wages and oncost	6,015	4,403	–	–
– Works contract expenditure	235,722	163,870	235,722	163,870
– Work carried out by councils	57,803	57,597	57,803	57,597
– Interest	7,927	11,664	7,927	11,663
– Other (including non works contracts)	134,006	99,297	134,006	99,297
Other	181	1,750	181	1,750
	<b>551,601</b>	<b>434,365</b>	<b>955,840</b>	<b>730,875</b>

(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.

(ii) Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the borrowings are disclosed in Note 15.

### 14. Current/non-current liabilities – borrowings

#### At Amortised Cost

#### Current

T-Corp Borrowings	119,024	145,348	119,024	145,348
Treasury advances repayable	1,598	1,507	1,598	1,507
	<b>120,622</b>	<b>146,855</b>	<b>120,622</b>	<b>146,855</b>

#### Non-Current

T-Corp Borrowings	617,543	674,555	617,543	674,555
Treasury advances repayable	13,732	16,057	13,732	16,057
Other	1,503	1,468	1,503	1,468
	<b>632,778</b>	<b>692,080</b>	<b>632,778</b>	<b>692,080</b>

Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the borrowings are disclosed in Note 15.



## 15. Financial instruments

The RTA's principal financial instruments are outlined below. These financial instruments arise directly from the RTA's operations or are required to finance the RTA's operations. The RTA does not enter into or trade financial instruments, including derivative financial instruments, for speculative purposes. The RTA's main risks arising from financial instruments are outlined below, together with the RTA's objectives, policies and processes for measuring and managing risk. Further quantitative and qualitative disclosures are included throughout this financial report.

The Chief Executive has overall responsibility for the establishment and oversight of risk management and reviews and agrees policies for managing each of these risks. Risk management policies are established to identify and analyse the risks faced by the RTA to set risk limits and controls and to monitor risks. Compliance with policies is reviewed by the Audit and Risk Committee on a continuous basis.

### (a) Market Risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. The RTA's exposures to market risk are primarily through interest rate risk on borrowings and other price risks associated with the movement in the unit price of the Hour Glass Investment facilities. The RTA has no exposure to foreign currency risk and does not enter into commodity contracts.

The effect on profit and equity due to a reasonably possible change in risk variable is outlined in the table below, for interest rate risk and other price risk. A reasonably possible change in risk variable has been determined after taking into account the economic environment in which the RTA operates and the time frame for the assessment (ie until the end of the next annual reporting period). The sensitivity analysis is based on risk exposures in existence at the balance sheet date. The analysis is performed on the same basis for 2007 and assumes that all other variables remain constant.

#### (i) Interest Rate Risk

Exposure to interest rate risk arises primarily through the RTA's interest bearing liabilities. This risk is minimised by undertaking mainly fixed rate borrowings, primarily with NSW Treasury Corporation (NSW TCorp).

NSW TCorp manages interest rate risk exposures applicable to specific borrowings of the RTA in accordance with the debt management policies determined by the NSW Debt Management Committee (DMC), to a benchmark and other criteria similar to those applying to the Crown debt portfolio and receives a fee for this service.

TCorp uses derivatives, primarily interest rate futures, to establish short-term (tactical) and longer term (strategic) positions within agreed tolerance limits to manage portfolio duration and maturity profiles. At reporting date the carrying value of borrowings and derivatives (net of funds held at call) managed by TCorp stood at \$736.567million (2007: \$819.903million).

The RTA does not account for any fixed rate financial instruments at fair value through profit or loss or as available for sale.

Therefore for these financial instruments a change in interest rates would not affect profit or loss or equity. The RTA's exposure to interest rate risk is set out in the table on the following page.

	Carrying amount	\$'000 -1%		\$'000 1%	
		Profit	Equity	Profit	Equity
<b>2008</b>					
<b>Financial assets</b>					
Cash and cash equivalents	179,958	(1,799)	(1,799)	1,799	1,799
<b>Financial liabilities</b>					
Borrowings	753,400	(15,971)	(15,971)	15,971	15,971
<b>2007</b>					
<b>Financial assets</b>					
Cash and cash equivalents	193,142	(1,931)	(1,931)	1,931	1,931
<b>Financial liabilities</b>					
Borrowings	838,935	(19,485)	(19,485)	19,485	19,485

## (ii) Other price risk – TCorp Hour Glass facilities

Exposure to 'other price risk' primarily arises through the investment in the TCorp Hour Glass Investment facilities, which are held for strategic rather than trading purposes. The RTA has no direct equity investments and holds units in the following Hour-Glass investment trusts:

Facility	Investment Sectors	Investment horizon	2008 \$'000	2007 \$'000
Cash facility	Cash, money market instruments	Daily	75,740	108,933

The unit price of each facility is equal to the total fair value of net assets held by the facility divided by the total number of units on issue for that facility. Unit prices are calculated and published daily.

NSW TCorp as trustee for each of the above facilities is required to act in the best interest of the unit-holders and to administer the trusts in accordance with the trust deeds. As trustee, TCorp has appointed external managers to manage the performance and risks of each facility in accordance with a mandate agreed by the parties. However, TCorp, acts as manager for part of the Cash Facility. A significant portion of the administration of the facilities is outsourced to an external custodian.

Investment in the Hour Glass facilities limits the RTA's exposure to risk, as it allows diversification across a pool of funds, with different investment horizons and a mix of investments.

NSW TCorp provides sensitivity analysis information for each of the facilities, using historically based volatility information. The TCorp Hour Glass Investment facilities are designated at fair value through profit or loss and therefore any change in unit price impacts directly on profit (rather than equity).

		Impact on profit/loss	
		2008 \$'000	2007 \$'000
Hour Glass Investment – Cash facility	+/- 1%	1,087	1,087
Approximate increase (decrease) in fair value of financial liabilities assuming one percentage point decrease (increase) in interest rates			

## (b) Credit Risk

Credit risk arises when there is the possibility of the RTA's debtors defaulting on their contractual obligations, resulting in a financial loss to the RTA. The maximum exposure to credit risk is generally represented by the carrying amount of the financial assets (net of any allowance for impairment).

Credit risk arises from the financial assets of the RTA, including cash, receivables and authority deposits. The RTA does not hold any collateral and has not granted any financial guarantees.

Credit risk associated with the RTA's financial assets, other than receivables, is managed through the selection of counterparties and establishment of minimum credit rating standards. Authority deposits held with NSW TCorp are guaranteed by the State.

	Banks		Governments		Other		Total	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Financial Assets</b>								
Cash	104,218	84,209	75,740	108,933	–	–	179,958	193,142
Receivables	–	–	–	–	95,587	73,706	95,587	73,706
Other	–	–	–	–	98,402	90,763	98,402	90,763
<b>Total Financial Assets</b>	<b>104,218</b>	<b>84,209</b>	<b>75,740</b>	<b>108,933</b>	<b>193,989</b>	<b>164,469</b>	<b>373,947</b>	<b>357,611</b>

### (i) Cash

Cash comprises cash on hand and bank balances within the NSW Treasury Banking System. Interest is earned on daily bank balances at the monthly average NSW Treasury Corporation (TCorp) 11am unofficial cash rate, adjusted for a management fee to NSW Treasury.

### (ii) Receivables – Trade Debtors

All trade debtors are recognised as amounts receivable at balance date. Collectibility of trade debtors is reviewed on an ongoing basis. Procedures as established in the Treasurer's Directions are followed to recover outstanding amounts, including letters of demand. An allowance for impairment is raised when there is objective evidence that the entity will not be able to collect all amounts due. This evidence includes past experience, and current and expected changes in economic conditions and debtor credit ratings. Debts which are known to be uncollectible are written off. No interest is earned on trade debtors. Sales are made on 35 day terms.

The RTA is not materially exposed to concentrations of credit risk to a single trade debtor or group of debtors. Based on past experience, debtors that are not past due (2008: \$9.672million; 2007: \$15.838million) and not less than 6months past due (2008: \$0.852million; 2007: \$1,401million) are not considered impaired and together these represent 40% of the total trade debtors. There are no debtors which are currently not past due or impaired whose terms have been renegotiated. The only financial assets that are past due or impaired are 'sales of goods and services' in the 'receivables' category of the balance sheet.

	\$'000		
	Total	Past due but not impaired	Considered impaired
<b>2008</b>			
< 3 months overdue	5,248	5,141	107
3 months – 6 months overdue	10,349	10,101	248
> 6 months overdue	3,403	2,773	630
<b>2007</b>			
< 3 months overdue	3,891	3,824	67
3 months – 6 months overdue	5	5	–
> 6 months overdue	3,389	1,401	1,988

The ageing analysis excludes statutory receivables, as these are not within the scope of AASB 7.

### (iii) Other Financial Assets

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.

### (iv) Authority Deposits

The RTA has placed funds on deposit with TCorp, (which has been rated "AAA" by Standard and Poor's) and other financial institutions. These deposits are similar to money market or bank deposits and can be placed "at call" or for a fixed term. For fixed term deposits, the interest rate payable by TCorp is negotiated initially and is fixed for the term of the deposit, while the interest rate payable on at call deposits vary. The deposits at balance date were earning an average interest rate of 6.818% (2007: 6.135%), while over the year the weighted average interest rate was 6.807% (2007: 6.125%) on a weighted average balance during the year of \$11.451 million (2007: \$16.962 million). None of these assets are past due or impaired.

### (c) Fair Value

Financial instruments are generally recognised at cost, with the exception of the TCorp Hour Glass facilities, which are measured at fair value. As discussed, the value of the Hour Glass Investments is based on the Authority's share of the value of the underlying assets of the facility, based on the market value. All of the Hour Glass facilities are valued using 'redemption' pricing.

The amortised cost of financial instruments recognised in the balance sheet approximates the fair value, because of the short term nature of many of the financial instruments. 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

The RTA manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities by continuously monitoring forecast and actual cash flows.

Liquidity risk is the risk that the RTA will be unable to meet its payment obligations when they fall due. The RTA continuously manages risk through monitoring future cash flows and maturities planning to ensure adequate holding of high quality liquid assets. The objective is to maintain a balance between continuity of funding and flexibility through the use of overdrafts, loans and other advances.

The RTA has a Come and Go Facility with TCorp valued at \$100 million that has current approval to 30 June 2008 for cash management purposes. This year the facility was used occasionally to fund shortfalls incurring a total interest charge of \$Nil (2006/2007; \$0.150 million).

Financing arrangements	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Unrestricted access was available at the balance sheet date to the <i>Come and Go</i> 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

During the current and prior years, there were no defaults or breaches on any loans payable. No assets have been pledged as collateral. The RTA's exposure to liquidity risk is deemed insignificant based on prior periods' data and current assessment of risk.

The liabilities are recognised for amounts due to be paid in the future for goods or services received, whether or not invoiced. Amounts owing to suppliers (which are unsecured) are settled in accordance with the policy set out in Treasurer's Direction 219.01. If trade terms are not specified, payment is made no later than the end of the month following the month in which an invoice or a statement is received.

The table summarises the maturity profile of the RTA's financial liabilities, together with the interest rate exposure.

Maturity Analysis and interest rate exposure of financial liabilities

	\$'000					\$'000		
	Weighted Average Effective Int. Rate	Nominal Amount	Interest Rate Exposure			Maturity Dates		
Fixed Interest Rate			Variable Interest Rate	Non- interest bearing	< 1 yr	1-5 yrs	> 5 yrs	
<b>2008</b>								
<b>Payables:</b>								
Accrued salaries, wages and on-costs	–	6,015	–	–	6,015	6,015	–	–
Trade payables	–	101,091	–	–	101,091	101,091	–	–
Other current payables	–	8,856	–	–	8,856	8,856	–	–
Accrued expenses	–	397,886	–	–	397,886	397,886	–	–
Other payables	–	30,512	–	–	30,512	30,512	–	–
Statutory creditors		14,891	–	–	14,891	14,891	–	–
Principal outstanding on bonds issued to private sector	–	313,149	–	–	313,149	15,933	75,076	222,140
Sydney Harbour Tunnel tax liability	–	25,450	–	–	25,450	1,754	9,046	14,650
Holding Accounts	–	87,084	–	–	87,084	87,084	–	–
<b>Borrowings:</b>								
Bank overdraft	–	–	–	–	–	–	–	–
Advances repayable	–	15,330	–	15,330	–	1,598	7,395	6,337
TCorp borrowings	6.41%	736,567	736,567	–	–	119,024	486,626	130,917
Other loans and deposits	5.92%	1,503	–	1,503	–	–	1,174	329
<b>2007</b>								
<b>Payables:</b>								
Accrued salaries, wages and on-costs	–	4,403	–	–	4,403	4,403	–	–
Trade payables	–	84,666	–	–	84,666	84,666	–	–
Other current payables	–	11,118	–	–	11,118	11,118	–	–
Accrued expenses	–	334,177	–	–	334,177	334,177	–	–
Other payables	–	31,041	–	–	31,041	31,041	–	–
Statutory creditors		14,657	–	–	14,657	14,657	–	–
Principal outstanding on bonds issued to private sector	–	329,735	–	–	329,735	15,933	79,052	234,750
Sydney Harbour Tunnel tax liability	–	25,751	–	–	25,751	1,716	8,633	15,402
Holding Accounts	–	71,584	–	–	71,584	71,584	–	–
<b>Borrowings:</b>								
Bank overdraft	–	–	–	–	–	–	–	–
Advances repayable	–	17,564	–	17,564	–	1,507	10,769	52,88
TCorp borrowings	6.69%	819,903	819,903	–	–	145,348	351,892	322,663
Other loans and deposits	6.68%	1,468	–	1,468	–	–	1,269	199

## 16. Current/non-current liabilities – provisions

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Employee Benefits and related On-costs</b>				
<b>Current</b>				
Annual Leave <sup>(i)</sup>	38,686	38,728	–	–
Long Service Leave <sup>(ii)</sup>	167,168	171,959	–	–
Employee related on costs	7,639	6,157	–	–
	<b>213,493</b>	<b>216,844</b>	–	–
<b>Non-Current</b>				
Superannuation	155,495	109,764	–	–
Long Service Leave	7,962	13,631	–	–
Other	24,249	542	–	–
	<b>187,706</b>	<b>123,937</b>	–	–
<b>Total Provisions</b>	<b>401,199</b>	<b>340,781</b>	–	–
<b>Aggregate Employee Benefits and related On-costs</b>				
Provisions – current	213,493	216,844	–	–
Provisions – non-current	187,706	123,937	–	–
Accrued salaries, wages and on-costs (Note 13)	6,015	4,404	–	–
	<b>407,214</b>	<b>345,185</b>	–	–

(i) The value of annual leave, including on costs, expected to be taken within twelve months is \$32.832 million (2006-07: \$27.110 million) and \$17.936 million (2006-07: 11.618 million) after twelve months.

(ii) The value of long service leave expected to be taken within twelve months is \$24.059 million (2006-07: \$7.172 million) and \$171.339 million (2006/07: \$158.180 million) after twelve 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.

The following information has been prepared by the scheme actuary.

### Superannuation position for AASB 119 purposes

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Accrued liability	472,399	70,460	740,966	1,283,825
Estimated reserve account balance	(457,610)	(69,275)	(601,445)	(1,128,330)
	14,789	1,185	139,521	155,495
Future Service Liability	(53,716)	(24,883)	(26,379)	(104,978)
<b>Net (asset)/liability to be recognised in balance sheet</b>	<b>14,789</b>	<b>1,185</b>	<b>139,521</b>	<b>155,495</b>

	SASS 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 liability	489,099	69,623	734,718	1,293,440
Estimated reserve account balance	(411,205)	(37,753)	(784,113)	(1,233,071)
	77,894	31,870	(49,395)	60,369
Future Service Liability	(58,953)	(26,480)	(25,547)	(114,980)
Prepayment	–	–	49,395	49,395
<b>Net (asset)/liability to be recognised in balance sheet</b>	<b>77,894</b>	<b>31,870</b>	<b>–</b>	<b>109,764</b>

All Fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

### Reconciliation of the present value of the defined benefit obligation

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of partly funded defined benefit obligation at the beginning of the year	489,099	69,623	734,718	1,293,440
Current service cost	11,152	3,746	5,056	19,954
Interest cost	30,055	4,226	45,987	80,268
Contributions by Fund participants	6,903	–	6,632	13,535
Actuarial (gains)/losses	(23,538)	138	(11,564)	(34,964)
Benefits paid	(41,272)	(7,273)	(39,863)	(88,408)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>472,399</b>	<b>70,460</b>	<b>740,966</b>	<b>1,283,825</b>

	SASS 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 partly funded defined benefit obligation at the beginning of the year	471,698	70,058	750,582	1,292,338
Current service cost	11,762	3,995	5,301	21,058
Interest cost	26,951	3,930	43,592	74,473
Contributions by Fund participants	6,770	–	6,724	13,494
Actuarial (gains)/losses	7,547	(1,540)	(54,318)	(48,311)
Benefits paid	(35,629)	(6,820)	(17,163)	(59,612)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>489,099</b>	<b>69,623</b>	<b>734,718</b>	<b>1,293,440</b>

#### Reconciliation of the present value of fund assets

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of Fund assets at the beginning of the year	411,205	37,754	784,113	1,233,072
Expected return on Fund assets	30,654	2,913	61,199	94,766
Actuarial gains/(losses)	(57,145)	(6,081)	(106,961)	(170,187)
Employer contributions	107,266	41,962	(103,675)	45,553
Contributions by Fund participants	6,902	–	6,632	13,534
Benefits paid	(41,272)	(7,273)	(39,863)	(88,408)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>457,610</b>	<b>69,275</b>	<b>601,445</b>	<b>1,128,330</b>

	SASS 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 Fund assets at the beginning of the year	370,708	34,720	669,479	1,074,907
Expected return on Fund assets	27,748	2,570	50,979	81,297
Actuarial gains/(losses)	21,801	2,159	46,741	70,701
Employer contributions	19,807	5,125	27,353	52,285
Contributions by Fund participants	6,770	–	6,724	13,494
Benefits paid	(35,629)	(6,820)	(17,163)	(59,612)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>411,205</b>	<b>37,754</b>	<b>784,113</b>	<b>1,233,072</b>



## Reconciliation of the assets and liability recognised in the balance sheet

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of partly funded defined benefits at the beginning of the year	472,399	70,460	740,966	1,283,825
Fair value of Fund assets at end of year	(457,610)	(69,275)	(601,445)	(1,128,330)
<b>Net Liability/(Asset) recognised in balance sheet at end of the year</b>	<b>14,789</b>	<b>1,185</b>	<b>139,521</b>	<b>155,495</b>

	SASS 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 partly funded defined benefits at the beginning of the year	489,099	69,623	734,718	1,293,440
Fair value of Fund assets at end of year	(411,205)	(37,754)	(784,113)	(1,233,072)
<b>Net Liability/(Asset) recognised in balance sheet at end of the year</b>	<b>77,894</b>	<b>31,869</b>	<b>(49,395)</b>	<b>60,368</b>

## Expense recognised in income statement

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Current service cost	11,152	3,746	5,056	19,954
Interest on obligation	30,055	4,225	45,987	80,267
Expected return on Fund assets (net of expenses)	(30,654)	(2,913)	(61,199)	(94,766)
Actuarial losses (gains) recognised in year	33,607	6,219	95,396	135,222
<b>Expense/(income) recognised</b>	<b>44,160</b>	<b>11,277</b>	<b>85,240</b>	<b>140,677</b>

	SASS 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	3,995	5,301	21,059
Interest on obligation	26,951	3,930	43,592	74,473
Expected return on Fund assets (net of expenses)	(27,748)	(2,570)	(50,978)	(81,296)
Actuarial losses (gains) recognised in year	(14,254)	(3,699)	(101,060)	(119,013)
<b>Expense/(income) recognised</b>	<b>(3,288)</b>	<b>1,656</b>	<b>(103,145)</b>	<b>(104,777)</b>

## Actual Return on Fund Assets

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Actual return on plan assets	(28,132)	(3,168)	(48,131)	(79,431)

	SASS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Actual return on plan assets	53,188	4,729	96,106	154,023

## Valuation method and principal actuarial assumptions at the reporting date

### a) Valuation Method

The Projected Unit Credit (PUC) 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 2008	30 June 2007
Salary increase rate (excluding promotional increases)	3.5%pa	4.0% pa to June 2008; 3.5%pa thereafter
Rate of CPI Increase	2.5%pa	2.5%
Expected rate of return on assets backing current pension liabilities	8.3%	7.6%
Expected rate of return on assets backing other liabilities	7.3%	7.6%
Discount rate	6.55%pa	6.4%pa

## Historical information

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of defined benefit obligation	472,399	70,460	740,966	1,283,825
Fair value of Fund assets	(457,610)	(69,275)	(601,445)	(1,128,330)
(Surplus)/Deficit in Fund	14,789	1,185	139,521	155,495
Experience adjustments – Fund liabilities	(23,538)	138	(11,564)	(34,964)
Experience adjustments – Fund assets	57,145	6,080	106,691	169,916

	SASS 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 obligation	489,099	69,623	734,718	1,293,440
Fair value of Fund assets	(411,205)	(37,754)	(784,113)	(1,233,072)
(Surplus)/Deficit in Fund	77,894	31,870	(49,395)	60,369
Experience adjustments – Fund liabilities	7,547	(1,540)	(54,318)	(48,311)
Experience adjustments – Fund assets	(21,801)	(2,159)	(46,741)	(70,701)

## Expected contributions

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Expected employer contributions	19,312	5,077	25,775	50,164

	SASS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Expected employer contributions	18,940	5,196	26,348	50,484

## Funding arrangements for employer contributions

The following is a summary of the 30 June 2008 financial position of the Fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Accrued benefits	468,896	70,757	682,075	1,221,728
Net market value of Fund assets	(457,610)	(69,275)	(601,445)	(1,128,330)
<b>Net (surplus)/deficit</b>	<b>11,286</b>	<b>1,482</b>	<b>80,630</b>	<b>93,398</b>

	SASS 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)
<b>Net (surplus)/deficit</b>	<b>70,222</b>	<b>31,167</b>	<b>(119,773)</b>	<b>(18,384)</b>

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

## Funded method

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.

## Economic assumptions

The economic assumptions adopted for the current actuarial review of the Fund were:

Weighted-average assumptions	2008	2007
Expected rate of return on Fund assets backing current pension liabilities	7.7% pa	7.7% pa
Expected rate of return on Fund assets backing other liabilities	7.0%pa	7.0%pa
Expected salary increase rate	4.0% pa	4.0% pa
Expected rate of CPI increase	2.5%	2.5%

## 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.

## Provision for Long Service Leave (LSL)

Long service leave is measured at present value in accordance with AASB 119 Employee Benefits. This is based on the application of the valuation ratio at the Commonwealth government bond rate at the reporting date to employees with five or more years of service, using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

The actuarial assessment is based on the accrued long service leave liabilities and employee data of the RTA as at 31 December 2007. Long Service leave accrued at the rate of 4.4 days per annum for the first ten years of service and then at the rate of 11 days per annum.

Employees who exit with less than five years service get no benefits. Those who leave with between five and seven years service have been assumed to only receive benefits if exiting due to death, disability or age retirement. Benefits are paid in service or on exit after seven years service on a pro rata basis.

### Assumptions:

An allowance has been determined for each relevant on-cost separately to the LSL liability, as their accounting treatment and the adoption of liability is different to the LSL liability. The on-costs to LSL present value liabilities are:

Payroll Tax	6.0 %
Superannuation	9.0 %
Superannuation accruing while on LSL	3.6 %
LSL accruing while on LSL	1.6 %
Annual Leave accruing while on LSL	3.0 %

As workers compensation is determined without direct reference to salary, and does not accrue while an employee is on long service leave there is no future workers compensation expense that will be incurred when currently accrued LSL is taken during future service, and hence there is no attaching on-cost.

Assumptions about rates of taking leave in service are based on historical details of payments of LSL for calendar years 2005–2007 and projected future payments are broadly consistent with this data. It has been assumed that 6 days of LSL will be taken per year by employees who are eligible.

General salary increases of 3.5% per annum have been assumed for all future years, consistent with NSW Treasury expectations for the NSW public sector in the medium term.

Promotional salary increases have been assumed at rates based on NSW public sector superannuation scheme rates expected to reasonable reflect employees' promotional salary experience.

The rates of resignation, death, age retirement and ill-health retirement assumed have been adopted from superannuation valuations of NSW public servants. Withdrawal rates for those with less than 10 years of service are based on experience from NSW and other superannuation schemes.

The discount rate is based on the 10 year bond rate at 30 June, but adjusted from a semi-annual rate to an annual rate.

## 17. Current/non-current liabilities – other

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Current</b>				
Statutory Creditors	14,891	14,657	14,891	14,657
Principal Outstanding on Bonds Issued to Private Sector	15,933	15,933	15,933	15,933
Unearned Rent on M4 and M5 Motorways	3,106	3,201	3,106	3,201
Sydney Harbour Tunnel Tax Liabilities	1,754	1,716	1,754	1,716
Income Received in Advance	16,241	13,568	16,241	13,568
Holding Accounts	87,084	71,584	84,044	66,460
Deferred Revenue – Reimbursement on Private Sector Provided Infrastructure	11,575	11,575	11,575	11,575
	<b>150,584</b>	<b>132,234</b>	<b>147,544</b>	<b>127,110</b>
<b>Non-current</b>				
Principal Outstanding on Bonds Issued to Private Sector	297,216	313,802	297,216	313,802
Unearned Rent on M4 and M5 Motorways	11,165	14,271	11,165	14,271
Sydney Harbour Tunnel Tax Liabilities	23,696	24,035	23,696	24,035
Make Good Provisions	3,358	–	3,358	–
Deferred Revenue – Reimbursement on Private Sector Provided Infrastructure	331,868	343,443	331,868	343,443
	<b>667,303</b>	<b>695,551</b>	<b>667,303</b>	<b>695,551</b>
<b>Current</b>				
Sydney Harbour Tunnel Past Tax Liability	1,416	1,378	1,416	1,378
Sydney Harbour Tunnel Future Tax Liability	338	338	338	338
	<b>1,754</b>	<b>1,716</b>	<b>1,754</b>	<b>1,716</b>
<b>Non-current</b>				
Sydney Harbour Tunnel Past Tax Liability	14,884	15,410	14,884	15,410
Sydney Harbour Tunnel Future Tax Liability	8,812	8,625	8,812	8,625
	<b>23,696</b>	<b>24,035</b>	<b>23,696</b>	<b>24,035</b>

Under the M4 lease agreement, \$46.615 million was received from the Concession Holder 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	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Rent earned in prior years	40,370	37,995	40,370	37,995
Rent earned in current year	2,375	2,375	2,375	2,375
Unearned rent as at 30 June 2008	3,870	6,245	3,870	6,245
	<b>46,615</b>	<b>46,615</b>	<b>46,615</b>	<b>46,615</b>

The land acquisition loan of \$22.000 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 by the Concession Holder. 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 the Concession Holder 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.

The treatment is summarised as follows:

Rent earned in prior years	10,870	10,139	10,870	10,139
Rent earned in current year	731	731	731	731
Unearned rent as at 30 June 2008	10,399	11,130	10,399	11,130
	<b>22,000</b>	<b>22,000</b>	<b>22,000</b>	<b>22,000</b>

Under the various Private Sector Provided Infrastructure \$369.915 million was received following the letting of the Lane Cove Tunnel, Cross City Tunnel and Western 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.

Amortisation of deferred revenue in prior years	14,897	5,321	14,897	5,321
Amortisation of deferred revenue in current year	11,575	9,576	11,575	9,576
Unearned reimbursement as at 30 June 2008	343,443	355,018	343,443	355,018
	<b>369,915</b>	<b>369,915</b>	<b>369,915</b>	<b>369,915</b>

## 18. Changes in equity

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
<b>Reserves</b>				
Accumulated Funds	44,169,465	42,939,732	44,169,465	42,939,732
Asset Revaluation Reserve	37,749,734	30,478,874	37,749,734	30,478,874
	<b>81,919,199</b>	<b>73,418,606</b>	<b>81,919,199</b>	<b>73,418,606</b>

	Accumulated funds				Asset revaluation				Total equity			
	Consolidated		Parent		Consolidated		Parent		Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Balance at beginning of the financial year	42,939,732	41,650,892	42,939,732	41,650,892	30,478,874	27,829,667	30,478,874	27,829,667	73,418,606	69,480,559	73,418,606	69,480,559
<b>Changes in equity – other than transactions with owners as owners</b>												
Surplus/(deficit) for Year	1,096,526	1,266,749	1,096,526	1,266,749	–	–	–	–	1,096,526	1,266,749	1,096,526	1,266,749
Increment/(Decrement) on revaluation of												
– Land and Buildings	–	–	–	–	110,616	(63,278)	110,616	(63,278)	110,616	(63,278)	110,616	(63,278)
– Authority Infrastructure	–	–	–	–	7,292,962	2,734,576	7,292,962	2,734,576	7,292,962	2,734,576	7,292,962	2,734,576
<b>Total</b>	<b>1,096,526</b>	<b>1,266,749</b>	<b>1,096,526</b>	<b>1,266,749</b>	<b>7,403,578</b>	<b>2,671,298</b>	<b>7,403,578</b>	<b>2,671,298</b>	<b>8,500,104</b>	<b>3,938,047</b>	<b>8,500,104</b>	<b>3,938,047</b>
<b>Transfers within equity</b>												
Asset Revaluation Reserve balance transferred to accumulated funds on disposal of asset	132,718	22,091	132,718	22,091	(132,718)	(22,091)	(132,718)	(22,091)	–	–	–	–
<b>Total</b>	<b>132,718</b>	<b>22,091</b>	<b>132,718</b>	<b>22,091</b>	<b>(132,718)</b>	<b>(22,091)</b>	<b>(132,718)</b>	<b>(22,091)</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Changes in equity – transaction with owners as owners</b>												
Increase/(decrease) in net assets from equity transfers	489	–	489	–	–	–	–	–	489	–	489	–
<b>Total</b>	<b>489</b>	<b>–</b>	<b>489</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>489</b>	<b>–</b>	<b>489</b>	<b>–</b>
Balance at the end of the financial year	<b>44,169,465</b>	<b>42,939,732</b>	<b>44,169,465</b>	<b>42,939,732</b>	<b>37,749,734</b>	<b>30,478,874</b>	<b>37,749,734</b>	<b>30,478,874</b>	<b>81,919,199</b>	<b>73,418,606</b>	<b>81,919,199</b>	<b>73,418,606</b>

## 19. Increase/decrease in net assets from equity transfer

On 30 November 2007, the Tow Truck Industry Amendment Act 2007 abolished the Tow Truck Authority and replaced it with RTA. From 1 December 2007, the assets, rights and liabilities of the Tow Truck Authority have been merged with the assets, rights and liabilities of the Authority.

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Total assets	823	–	823	–
Total liabilities	(334)	–	(334)	–
<b>Net increase/(decrease)</b>	<b>489</b>	<b>–</b>	<b>489</b>	<b>–</b>

## 20. Commitments for expenditure

### (a) Capital Commitments

Aggregate capital expenditure for the road works contracted for at balance date and not provided for:

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Payable no later than 1 year				
– Value of work to be completed	254,957	390,680	254,957	390,680
Payable later than 1, but not later than 5 years				
– Value of work to be completed	1,455,616	355,790	1,455,616	355,790
Payable later than 5 years	111,513	176,184	111,513	176,184
<b>Total (including GST)</b>	<b>1,822,086</b>	<b>922,654</b>	<b>1,822,086</b>	<b>922,654</b>

### (b) Other Expenditure Commitments

Aggregate other expenditure for the acquisition of goods and services contracted for at balance date and not provided for:

Payable no later than 1 year				
– Value of work to be completed	287,695	180,540	287,695	180,540
Payable later than 1, but not later than 5 years	204,234	29,916	204,234	29,916
Payable later than 5 years	43,192	11,321	43,192	11,321
<b>Total (including GST)</b>	<b>535,121</b>	<b>221,777</b>	<b>535,121</b>	<b>221,777</b>

### (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:

Not later than 1 year	52,026	53,791	52,026	53,791
Later than 1 year and not later than 5 years	44,071	57,736	44,071	57,736
Later than 5 years	25,218	27,764	25,218	27,764
<b>Total (including GST)</b>	<b>121,315</b>	<b>139,291</b>	<b>121,315</b>	<b>139,291</b>

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:

Not later than 1 year	19,385	23,850	19,385	23,850
Later than 1 year and not later than 5 years	20,125	30,149	20,125	30,149
Later than 5 years	25,218	27,764	25,218	27,764
	<b>64,728</b>	<b>81,763</b>	<b>64,728</b>	<b>81,763</b>



IT equipment operating leases are existing leases negotiated with Dell Computer Pty Ltd., Fujitsu Australia Ltd. and Macquarie IT Pty Ltd. The RTA has changed its policy effective 2007/08, to purchasing rather than leasing IT assets.

The IT operating lease commitments are as follows:

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Not later than 1 year	645	2,328	645	2,328
Later than 1 year and not later than 5 years	140	1,145	140	1,145
Later than 5 years	–	–	–	–
	<b>785</b>	<b>3,473</b>	<b>785</b>	<b>3,473</b>

The Light Motor Vehicle Lease is with State Fleet Services and is financed by Macquarie Bank.

The light motor vehicle operating lease commitments are as follows:

Not later than 1 year	26,781	22,317	26,781	22,317
Later than 1 year and not later than 5 years	16,383	16,199	16,383	16,199
Later than 5 years	–	–	–	–
	<b>43,164</b>	<b>38,516</b>	<b>43,164</b>	<b>38,516</b>

The heavy motor vehicle lease is held and financed with Orix.

The heavy motor vehicle operating lease commitments are as follows:

Not later than 1 year	5,215	5,296	5,215	5,296
Later than 1 year and not later than 5 years	7,423	10,243	7,423	10,243
Later than 5 years	–	–	–	–
	<b>12,638</b>	<b>15,539</b>	<b>12,638</b>	<b>15,539</b>

The total commitments detailed above include GST input tax credits of \$225.320 million (2006/2007; \$116.702 million) that are expected to be recoverable from the ATO.

#### (d) Sydney Harbour Tunnel – Ensured Revenue Stream Agreement (ERS)

Under the ERS, the Government has agreed to make ERS payments (net of tolls collected from the tunnel) to enable the concession holder 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. The RTA has recognised the estimated gross ERS payments to the end of the concession period in August 2022 as a commitment as follows:

Not later than 1 year	63,818	57,067	63,818	57,067
Later than 1 year and not later than 5 years	292,469	277,362	292,469	2,747,362
Later than 5 years	772,532	851,458	772,532	851,458
	<b>1,128,819</b>	<b>1,185,887</b>	<b>1,128,819</b>	<b>1,185,887</b>

## 21. After balance sheet date event

Premiers Memorandum No. 2008–06 instructed that all General Government Sector and Public Trading Enterprise (excluding State Owned Corporations) agency-owned office buildings will vest in the State Property Authority (the Authority) from 1 July 2008.

NSW Treasury Policy & Guidelines Paper TPP 06–7 “Contributions by Owners made to Wholly-Owned Public Sector Entities”, sets out the accounting implications for property transfers to statutory bodies. This Policy requires that agencies revalue the properties to fair value immediately prior to transfer and that the fair value is to be based upon the transferee’s perspective.

The Written down value of the properties to be transferred as at 30 June 2008 was \$21.327 million.

## 22. Contingent assets and liabilities

There is one significant contractual dispute (2006/2007: 3 disputes) with an estimated total contingent liability of \$25.000 million (2006/2007:\$56.000 million). Compulsory property acquisition matters under litigation have an estimated contingent liability of \$75.260 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.

## 23. Native title

The Commonwealth’s legislation (Native Title Act) and the New South Wales statute (Native Title (New South Wales) 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 2008, there were no Native Title claims which had been initiated against the RTA.

## 24. Administered liabilities

The amount of multiple licence fees is approximately \$90 million. The maximum period of licence is 5 years. First year licences are not deemed to be a liability. The remaining 4 years licence fee is approx \$151 million

## 25. Budget review

### (a) Net Cost of Services

The actual net cost of services of \$2,105.5 million was \$177.8 million more than budget. The variance was primarily due to defined benefit superannuation expenses of \$139.0m, an increase in depreciation of \$25.9, grants in the form of roads to local councils of \$43.5 million partially offset by the receipt of the NSW portion of the Tugun bypass as revenue of \$143.9 million.

### (b) Assets and Liabilities

Non-current assets have increased by \$7,502.4 million when compared to budget. This is principally due to the periodic revaluation of bridges that occurred at the end of the financial year resulting in an increase in bridge value of \$3,471.9 million combined with an increase of Land under Roads of \$2,700.9 million due general increases.

The value of land and buildings held for sale increased by \$10.26 million when compared to budget. Current assets decreased by \$26.2 million due primarily to decrease in cash and cash equivalents of \$13.2 million.

Current liabilities were \$111.5 million over the budgeted amount primarily due to general increases in accrued expenses. Non-current liabilities decreased by \$124.6m largely as a result of decreases in employee related provisions of \$98.4m.

### (c) Cash Flows

Net cash flow from operating activities is \$139.4 million more than budget. This was mainly due to a decrease in payments of \$115.9 million and lower than budgeted capital appropriation in the amount of \$48.1m

Net cash outflow in relation to investing activities is \$135.7 million less than the budget due primarily to purchases of land and buildings, plant and equipment and infrastructure systems being \$102.5 million less than the budget.

## 26. Reconciliation of cash flows from net cost of services to operating activities

	Consolidated		Parent	
	2008 \$000	2007 \$000	2008 \$000	2007 \$000
Net Cash used on Operating Activities	<b>1,831,550</b>	<b>1,616,679</b>	<b>1,831,550</b>	<b>1,616,679</b>
Cash Flows from Government/Appropriations	(3,202,029)	(2,961,430)	(3,202,029)	(2,961,430)
Adjustments for revenues & expenses not involving cash				
Non-cash/Revenue/expenses				
Tugun Bypass	143,949	189,611	143,949	189,611
Net (loss)/gain on sale of plant and equipment	15,692	3,337	15,692	3,337
Right to receive on PSPI	84,668	87,589	84,668	87,589
Infrastructure assets written down (Note 6 (b))	(41,590)	(88,900)	(41,590)	(88,900)
Depreciation/amortisation	(811,566)	(774,070)	(811,566)	(774,070)
	<b>(608,847)</b>	<b>(582,433)</b>	<b>(608,847)</b>	<b>(582,433)</b>
Adjustments for cash movement in operating assets and liabilities				
Increase/(Decrease) in receivables	75,555	(107,788)	75,555	(107,788)
Increase/(Decrease) in inventories	2,211	389	2,211	389
(Increase)/Decrease in creditors	(145,610)	230,077	(145,610)	230,077
(Increase)/Decrease in provisions	(58,333)	109,825	(58,333)	109,825
	<b>(126,177)</b>	<b>232,503</b>	<b>(126,177)</b>	<b>232,503</b>
Net Cost of Services (as per operating statement)	<b>(2,105,503)</b>	<b>(1,694,681)</b>	<b>(2,105,503)</b>	<b>(1,694,681)</b>

Reconciliation of cash flows from the net cost of services as reported in the operating statement to the net cash used on operating activities.

## 27. Non cash financing and investing activities

Non-cash/Revenue/expenses				
Tugun Bypass	143,949	189,611	143,949	189,611
Right to receive on PSPI	84,668	87,589	84,668	87,589
	<b>228,617</b>	<b>277,200</b>	<b>228,617</b>	<b>277,200</b>

In investing and financing transactions which did not result in cash flow are the grant given by the Queensland Department of Motor Transport (Tugun Bypass) and the emerging interest of the private sector provided infrastructure (PSPI).

## 28. Prior period errors

### (a) Tugun Bypass Project

The Queensland Government contracted the design and construction of the Tugun Bypass Tunnel which connects the Stewart Road interchange at Currumbin with the Tweed Heads Bypass in NSW. The Tunnel was opened to traffic on 2 June 2008. Approximately 67.25% of the cost of the project is attributable to that portion of the bypass constructed in NSW. This NSW portion has now been handed over to the NSW Government and is included in the RTA's roads database as at 30 June 2008. The value of the NSW portion has been assessed at \$333.56 million transferred to the RTA over 2 financial years (2006/07: \$189.611 million and 2007/08: \$143.949 million). A corresponding revenue amount has been included in the financial statements as a grant received (note 3(c)). The amount transferred for 2006/07 was recognised as a grant by Queensland government in the prior year and prior period adjustment for \$189.611 million has been recognised by the RTA for 2007/08.

### (b) Private Sector Provided Infrastructure (PSPI)

A proportion of the valuation movements of PSPI were incorrectly recognised in the 2006-07 financial statements through the asset revaluation reserve. These valuations have now been restated at their 30 June 2006 amount with the 2007 revaluation adjustments reversed. The 2006-07 comparatives have been restated in the 2008 financial statements.

Under AASB 108 requirements, an entity shall correct material prior period errors retrospectively by restating the comparative amounts for the prior period in which the error occurred as per below.

	Restated 2006/07 Consolidated & Parent \$'000	Original 2006/07 Consolidated & Parent \$'000
Financial Impact of prior period adjustments		
<b>Revenue</b>		
Grants and contributions (a)	244,599	54,988
Other revenue (b)	104,820	132,993
Total revenue	653,611	492,173
Net cost of services	1,694,681	1,856,119
<b>Surplus for the year</b>		
Surplus for the year stated in the Operating Statement for the year ending 30 June 2007	1,266,749	1,105,311
<b>Recognised income and expense</b>		
Net increase/(decrease) in asset revaluation reserve	2,671,298	2,762,388
Total income and expense recognised directly in equity	2,671,298	2,762,388
Surplus for the year	1,266,749	1,105,311
Total income and expense recognised for the year	3,938,047	3,867,699
<b>Non-current assets</b>		
<i>Property Plant and Equipment</i>		
Infrastructure	71,422,844	71,233,233
Total property, plant and equipment	74,305,897	74,116,286
Other	1,022,802	1,142,065
Total non-current assets	75,443,250	75,372,902
<b>Total Assets</b>		
Total assets stated in the Balance sheet as at 30 June 2007	75,860,472	75,790,124
<b>Net Assets</b>		
Net assets stated in the Balance sheet as at 30 June 2007	73,418,606	73,348,258
<b>Accumulated Funds</b>		
Accumulated funds stated in the Balance sheet as at 30 June 2007	42,939,732	42,778,294
<b>Total Equity</b>		
Total equity stated in the Balance sheet as at 30 June 2007	73,418,606	73,348,258
<b>Program Statement – Road Development</b>		
<i>Revenue</i>		
Grants and contributions	232,006	42,395
Other revenue	104,820	132,993
Total revenue	391,945	230,507
Net cost of services	685,041	846,479
Net expenditure/(revenue) for the year	685,041	846,479

## End of Audited Financial Statements

# Independent Auditor's Report (page 1)



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 2008, 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 at 30 June 2008, and its financial performance and 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.

My opinion should be read in conjunction with the rest of this report.

### 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 controls 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 controls relevant to the Division'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 Division's internal controls. 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.

## Independent Auditor's Report (page 2)

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 of New South Wales 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 of New South Wales are not compromised in their role by the possibility of losing clients or income.



Peter Achterstraat  
Auditor-General

21 October 2008  
SYDNEY

## Statement by the Chief Executive and the Director, Finance and Commercial Development

### ROADS AND TRAFFIC AUTHORITY DIVISION

YEAR ENDED 30 JUNE 2008

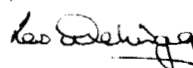
Pursuant to Section 41C (1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Division's financial position as at 30 June 2008 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.



Paul Hesford  
Director, Finance and Commercial Development  
20 October 2008



Les Wielinga  
Chief Executive  
20 October 2008



## Income Statement For the year ended 30 June 2008

	2008 \$000	2007 \$000
<b>Income</b>		
Personnel Services	555,576	281,558
<b>Total Income</b>	<b>555,576</b>	<b>281,558</b>
<b>Expenses</b>		
Salaries and Wages (including recreation leave)	342,640	325,563
Long Service Leave	16,307	(4,797)
Superannuation – defined benefit plan	138,962	(109,256)
Superannuation – defined contribution plan	17,403	15,771
Workers Compensation Insurance	5,133	4,113
Payroll Tax and Fringe Benefits Tax	26,246	25,041
Redundancy	3,711	6,848
Other	5,174	18,275
<b>Total expenses</b>	<b>555,576</b>	<b>281,558</b>
<b>Operating Result</b>	<b>–</b>	<b>–</b>

The accompanying notes form part of these financial statements.

## Statement of Recognised Income and Expense For the year ended 30 June 2008

	June 2008 \$000	June 2007 \$000
Total Income and Expenses recognised directly in equity	–	–
Operating Result	–	–
Total Income and expense recognised for the year	–	–

The accompanying notes form part of these financial statements.

## Balance Sheet as at 30 June 2008

	Notes	30 June 2008 \$000	30 June 2007 \$000
<b>Assets</b>			
Receivables	2(a)	451,279	335,945
Prepayment	2(b)		49,395
<b>Total Assets</b>		<b>451,279</b>	<b>385,340</b>
<b>Liabilities</b>			
Current Liabilities			
Payables	3(a)	50,080	44,559
Provisions	3(b)	213,493	216,844
<b>Total Current Liabilities</b>		<b>263,573</b>	<b>261,403</b>
Non-current Liabilities			
Provisions	3(c)	187,706	123,937
<b>Total Non-current Liabilities</b>		<b>187,706</b>	<b>123,937</b>
<b>Total Liabilities</b>		<b>451,279</b>	<b>385,340</b>
<b>Net Assets</b>		<b>–</b>	<b>–</b>
<b>Equity</b>			
Accumulated Funds		–	–
<b>Total Equity</b>		<b>–</b>	<b>–</b>

The accompanying notes form part of these financial statements.

## Cash Flow Statement For the year ended 30 June 2008

	Notes	2008 \$000	2007 \$000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
<b>Payments</b>			
Employee Related		–	–
<b>Total Payments</b>		<b>–</b>	<b>–</b>
<b>Receipts</b>			
Sale of Services		–	–
<b>Total Receipts</b>		<b>–</b>	<b>–</b>
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>		<b>–</b>	<b>–</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		<b>–</b>	<b>–</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>		<b>–</b>	<b>–</b>
<b>NET INCREASE / (DECREASE) IN CASH</b>		<b>–</b>	<b>–</b>
Opening Cash and Cash Equivalents		–	–
<b>CLOSING CASH AND CASH EQUIVALENTS</b>		<b>–</b>	<b>–</b>

The accompanying notes form part of these financial statements

# Notes to and forming part of the Financial Statements of the Roads and Traffic Authority division for the year ended 30 June 2008

## I. Summary of significant accounting policies

### (a) Reporting Entity

The Roads and Traffic Authority Division (The Division) is a division of the Government Service of NSW, established pursuant to Part 2 of Schedule 1 to the *Public Sector Employment and Management Act 2002* as amended. 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 Roads and Traffic Authority of NSW (RTA).

These financial statements have been authorised for issue by the Audit Committee on 8 October 2008.

### (b) Basis of Preparation

The Division's financial statements are a general purpose financial report which has been prepared in accordance with:

- applicable Australian Accounting Standards and interpretations (which include Australian equivalents to International Financial Reporting Standards (AIFRS)); and
- the requirements of the *Public Finance and Audit Act 1983 and Regulations*.

In the event of any inconsistency between accounting standards and legislative requirements, the latter are given precedence.

Generally, the historical cost basis of accounting has been adopted and the financial report does not take into account changing money values or current valuations. However, certain provisions are measured at fair value. See note 1 (g).

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.

The following new Accounting Standards and Interpretations have not yet been adopted and are not effective as at 30 June 2008:

AASB & Interpretations	AASB Standards & Interpretations
AASB 8	AASB 8 <i>Operating Segments</i> and 2007-3 Amendments to Australian Accounting Standards arising from AASB 8 (1 January 2009)
AASB 123	AASB 123 <i>Borrowing Costs</i> and 2007-6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
AASB 101	AASB 101 <i>Presentation of Financial Statements</i> and 2007-8 Amendments to Australian Accounting Standards arising from AASB 101 (1 January 2009)
AASB 1004	AASB 1004 <i>Contributions</i> (1 July 2008)
AASB 127	AASB 127 <i>Consolidated and Separate Financial Statements</i> and 2008-3 Amendments to Australian Accounting Standards arising from AASB 3 and AASB 127 (1 July 2009)
AASB 1049	AASB 1049 <i>Whole of Government and General Government Sector Financial Reporting</i> and 2007-9 Amendments to Australian Accounting Standards arising from the review of AASs 27, 29 and 31 (1 July 2008)
AASB 1050	AASB 1050 <i>Administered Items</i> (1 July 2008)
AASB 1051	AASB 1051 <i>Land Under Roads</i> (1 July 2008)
Interpretation 4	Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
Interpretation 12	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 14	Interpretation 14 Limit on a defined benefit asset (1 January 2008)
Interpretation 129	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) Income Recognition

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.

### (e) 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.

### (f) 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.

## (g) 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 (ie that is not expected to be taken within twelve 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 at each reporting date and are measured at the present value of the estimated future payments.

All other employee benefit liabilities (ie for benefits falling due wholly within twelve 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 provision 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 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.

In accordance with AASB 101, all annual leave and unconditional long service leave are classified as current liabilities, even where the Division does not expect to settle the liability within 12 months. As this does not necessarily align with the distinction between short-term and long-term employee benefits under AASB 119, the Division has disclosed the amount expected to be settled after more than 12 months for each liability line item that combines amounts expected to be settled no more than 12 months after the reporting date and more than 12 months after the reporting date.

## (h) Comparative information

Except when an Australian Accounting Standard permits or requires otherwise, comparative information is disclosed in respect of the previous period for all amounts reported in the financial statements.

## 2. Current assets

### (a) Receivables

	30 June 2008 \$000	30 June 2007 \$000
Inter entity receivable – RTA	<b>451,279</b>	<b>335,945</b>

### (b) Prepayments

Superannuation	–	49,395
	<b>–</b>	<b>49,395</b>

## 3. Current liabilities/non-current liabilities

### (a) Payables

Accrued expenses	6,015	4,404
Payroll Tax	3,040	5,124
GST Payable	41,025	35,031
	<b>50,080</b>	<b>44,559</b>

### (b) Provisions – current

Annual Leave <sup>(i)</sup>	38,686	38,728
Long service leave <sup>(ii)</sup>	167,168	171,959
Employee Related on costs	7,639	6,157
	<b>213,493</b>	<b>216,844</b>

### (c) Provisions – non-current

Superannuation	155,495	109,764
Long Service Leave	7,962	13,631
Employee related on costs	24,249	542
	<b>187,706</b>	<b>123,937</b>

### (d) Aggregate Employee Benefits and related On-costs

Provisions – current	213,493	216,844
Provisions – non-current	187,706	123,937
Accrued salaries, wages and on-costs	6,015	4,404
	<b>407,214</b>	<b>345,185</b>

(i) The value of annual leave, including on costs, expected to be taken within twelve months is \$32.832 million (2006-07: \$27.110 million) and \$17.936 million (2006-07: \$11.618 million) after twelve months.

(ii) The value of long service leave expected to be taken within twelve months is \$24.059 million (2006-07: \$7.172 million) and \$171.339 million (2006/07: \$158.180 million) after twelve 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.

### Superannuation position for AASB 119 purposes

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Accrued liability	472,399	70,460	740,966	1,283,825
Estimated reserve account balance	(457,610)	(69,275)	(601,445)	(1,128,330)
	14,789	1,185	139,521	155,495
Future Service Liability	(53,716)	(24,883)	(26,379)	(104,978)
<b>Net (asset)/liability to be recognised in balance sheet</b>	<b>14,789</b>	<b>1,185</b>	<b>139,521</b>	<b>155,495</b>

	SASS 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 liability	489,099	69,623	734,718	1,293,440
Estimated reserve account balance	(411,205)	(37,753)	(784,113)	(1,233,071)
	77,894	31,870	(49,395)	60,369
Future Service Liability	(58,953)	(26,480)	(25,547)	(114,980)
Prepayment	–	–	49,395	49,395
<b>Net (asset)/liability to be recognised in balance sheet</b>	<b>77,894</b>	<b>31,870</b>	<b>–</b>	<b>109,764</b>

All Fund assets are invested by Superannuation Trustee Corporation at arm's length through independent fund managers.

## Reconciliation of the present value of the defined benefit obligation

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of partly funded defined benefit obligation at the beginning of the year	489,099	69,623	734,718	1,293,440
Current service cost	11,152	3,746	5,056	19,954
Interest cost	30,055	4,226	45,987	80,268
Contributions by Fund participants	6,903	–	6,632	13,535
Actuarial (gains)/losses	(23,538)	138	(11,564)	(34,964)
Benefits paid	(41,272)	(7,273)	(39,863)	(88,408)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>472,399</b>	<b>70,460</b>	<b>740,966</b>	<b>1,283,825</b>

	SASS 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 partly funded defined benefit obligation at the beginning of the year	471,698	70,058	750,582	1,292,338
Current service cost	11,762	3,995	5,301	21,058
Interest cost	26,951	3,930	43,592	74,473
Contributions by Fund participants	6,770	–	6,724	13,494
Actuarial (gains)/losses	7,547	(1,540)	(54,318)	(48,311)
Benefits paid	(35,629)	(6,820)	(17,163)	(59,612)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>489,099</b>	<b>69,623</b>	<b>734,718</b>	<b>1,293,440</b>



## Reconciliation of the present value of fund assets

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of Fund assets at the beginning of the year	411,205	37,754	784,113	1,233,072
Expected return on Fund assets	30,654	2,913	61,199	94,766
Actuarial gains/(losses)	(57,145)	(6,081)	(106,961)	(170,187)
Employer contributions	107,266	41,962	(103,675)	45,553
Contributions by Fund participants	6,902	–	6,632	13,534
Benefits paid	(41,272)	(7,273)	(39,863)	(88,408)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>457,610</b>	<b>69,275</b>	<b>601,445</b>	<b>1,128,330</b>

	SASS 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 Fund assets at the beginning of the year	370,708	34,720	669,479	1,074,907
Expected return on Fund assets	27,748	2,570	50,979	81,297
Actuarial gains/(losses)	21,801	2,159	46,741	70,701
Employer contributions	19,807	5,125	27,353	52,285
Contributions by Fund participants	6,770	–	6,724	13,494
Benefits paid	(35,629)	(6,820)	(17,163)	(59,612)
<b>Present value of partly funded defined benefit obligation at the end of the year</b>	<b>411,205</b>	<b>37,754</b>	<b>784,113</b>	<b>1,233,072</b>

## Reconciliation of the assets and liability recognised in the balance sheet

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of partly funded defined benefits at the beginning of the year	472,399	70,460	740,966	1,283,825
Fair value of Fund assets at end of year	(457,610)	(69,275)	(601,445)	(1,128,330)
<b>Net Liability/(Asset) recognised in balance sheet at end of the year</b>	<b>14,789</b>	<b>1,185</b>	<b>139,521</b>	<b>155,495</b>

	SASS 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 partly funded defined benefits at the beginning of the year	489,099	69,623	734,718	1,293,440
Fair value of Fund assets at end of year	(411,205)	(37,754)	(784,113)	(1,233,072)
<b>Net Liability/(Asset) recognised in balance sheet at end of the year</b>	<b>77,894</b>	<b>31,869</b>	<b>(49,395)</b>	<b>60,368</b>

## Expense recognised in income statement

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Current service cost	11,152	3,746	5,056	19,954
Interest on obligation	30,055	4,225	45,987	80,267
Expected return on Fund assets (net of expenses)	(30,654)	(2,913)	(61,199)	(94,766)
Actuarial losses (gains) recognised in year	33,607	6,219	95,396	135,222
<b>Expense/(income) recognised</b>	<b>44,160</b>	<b>11,277</b>	<b>85,240</b>	<b>140,677</b>

	SASS 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	3,995	5,301	21,059
Interest on obligation	26,951	3,930	43,592	74,473
Expected return on Fund assets (net of expenses)	(27,748)	(2,570)	(50,978)	(81,296)
Actuarial losses (gains) recognised in year	(14,254)	(3,699)	(101,060)	(119,013)
<b>Expense/(income) recognised</b>	<b>(3,288)</b>	<b>1,656</b>	<b>(103,145)</b>	<b>(104,777)</b>

## Actual Return on Fund Assets

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Actual return on plan assets	(28,132)	(3,168)	(48,131)	(79,431)

	SASS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Actual return on plan assets	53,188	4,729	96,106	154,023

## Valuation method and principal actuarial assumptions at the reporting date

### a) Valuation Method

The Projected Unit Credit (PUC) 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 2008	30 June 2007
Salary increase rate (excluding promotional increases)	3.5%pa	4.0% pa to June 2008; 3.5%pa thereafter
Rate of CPI Increase	2.5%pa	2.5%
Expected rate of return on assets backing current pension liabilities	8.3%	7.6%
Expected rate of return on assets backing other liabilities	7.3%	7.6%
Discount rate	6.55%pa	6.4%pa

## Historical information

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Present value of defined benefit obligation	472,399	70,460	740,966	1,283,825
Fair value of Fund assets	(457,610)	(69,275)	(601,445)	(1,128,330)
(Surplus)/Deficit in Fund	14,789	1,185	139,521	155,495
Experience adjustments – Fund liabilities	(23,538)	138	(11,564)	(34,964)
Experience adjustments – Fund assets	57,145	6,080	106,691	169,916

	SASS 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 obligation	489,099	69,623	734,718	1,293,440
Fair value of Fund assets	(411,205)	(37,754)	(784,113)	(1,233,072)
(Surplus)/Deficit in Fund	77,894	31,870	(49,395)	60,369
Experience adjustments – Fund liabilities	7,547	(1,540)	(54,318)	(48,311)
Experience adjustments – Fund assets	(21,801)	(2,159)	(46,741)	(70,701)

## Expected contributions

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Expected employer contributions	19,312	5,077	25,775	50,164

	SASS Financial year to 30 June 2007 \$000	SANCS Financial year to 30 June 2007 \$000	SSS Financial year to 30 June 2007 \$000	Total
Expected employer contributions	18,940	5,196	26,348	50,484

## Funding arrangements for employer contributions

The following is a summary of the 30 June 2008 financial position of the Fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

	SASS Financial year to 30 June 2008 \$000	SANCS Financial year to 30 June 2008 \$000	SSS Financial year to 30 June 2008 \$000	Total
Accrued benefits	468,896	70,757	682,075	1,221,728
Net market value of Fund assets	(457,610)	(69,275)	(601,445)	(1,128,330)
<b>Net (surplus)/deficit</b>	<b>11,286</b>	<b>1,482</b>	<b>80,630</b>	<b>93,398</b>

	SASS 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)
<b>Net (surplus)/deficit</b>	<b>70,222</b>	<b>31,167</b>	<b>(119,773)</b>	<b>(18,384)</b>

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

## Funded method

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.

## Economic assumptions

The economic assumptions adopted for the current actuarial review of the Fund were:

Weighted-average assumptions	2008	2007
Expected rate of return on Fund assets backing current pension liabilities	7.7% pa	7.7% pa
Expected rate of return on Fund assets backing other liabilities	7.0%pa	7.0%pa
Expected salary increase rate	4.0% pa	4.0% pa
Expected rate of CPI increase	2.5%	2.5%

## 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

## Provision for Long Service Leave (LSL)

Long service leave is measured at present value in accordance with AASB 119 *Employee Benefits*. This is based on the application of the valuation ratio at the Commonwealth government bond rate at the reporting date to employees with five or more years of service, using current rates of pay. This ratio is determined based on an actuarial review to approximate present value.

The actuarial assessment is based on the accrued long service leave liabilities and employee data of the RTA as at 31 December 2007. Long Service leave accrued at the rate of 4.4 days per annum for the first ten years of service and then at the rate of 11 days per annum.

Employees who exit with less than five years service get no benefits. Those who leave with between five and seven years service have been assumed to only receive benefits if exiting due to death, disability or age retirement. Benefits are paid in service or on exit after seven years service on a pro rata basis.

### Assumptions:

An allowance has been determined for each relevant on-cost separately to the LSL liability, as their accounting treatment and the adoption of liability is different to the LSL liability. The on-costs to LSL present value liabilities are:

Payroll Tax	6.0 %
Superannuation	9.0 %
Superannuation accruing while on LSL	3.6 %
LSL accruing while on LSL	1.6 %
Annual Leave accruing while on LSL	3.0 %

As workers compensation is determined without direct reference to salary, and does not accrue while an employee is on long service leave there is no future workers compensation expense that will be incurred when currently accrued LSL is taken during future service, and hence there is no attaching on-cost.

Assumptions about rates of taking leave in service are based on historical details of payments of LSL for calendar years 2005-2007 and projected future payments are broadly consistent with this data. It has been assumed that 6 days of LSL will be taken per year by employees who are eligible.

General salary increases of 3.5% per annum have been assumed for all future years, consistent with NSW Treasury expectations for the NSW public sector in the medium term.

Promotional salary increases have been assumed at rates based on NSW public sector superannuation scheme rates expected to reasonable reflect employees' promotional salary experience.

The rates of resignation, death, age retirement and ill-health retirement assumed have been adopted from superannuation valuations of NSW public servants. Withdrawal rates for those with less than 10 years of service are based on experience from NSW and other superannuation schemes.

The discount rate is based on the 10 year bond rate at 30 June, but adjusted from a semi-annual rate to an annual rate.

## 4. Audit fee

During 2007-08 an expense of \$7,000 (2006-07 - \$6,540) excluding GST was incurred by the Division for the audit of the financial statements by The Audit Office of NSW which was fully paid for by the Roads and Traffic Authority of NSW.

## 5. Related party transaction

### (a) Relationship between RTA and the Division

As a result of the Public Sector Employment Legislation Amendment Act 2006 (PSELAA), from 17th 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	\$555.576 million
(ii) Receivable due from the RTA	\$451.279 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



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Section cover image: Photo taken by RTA photographer Geoff Ward of Malcolm Silva testing a crash test dummy at the RTA Crashlab.



# Appendix I. Major works

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2007-08 exp \$'000	Previous years exp \$'000
<b>Western Sydney Transitways</b>						
Network Management (Pinch Point) Strategy	Various		2012	100,000	7,200	0
Victoria Road Upgrade, including Iron Cove Bridge Duplication (Planning and Pre-construction)	Drummoyne, Rozelle		2010	156,000	15,258	1,262
Bus Priority on Strategic Corridors	Various		2012	295,000	50,000	40,000
North West Transitway Network	Parramatta – Rouse Hill, Blacktown – Parklea	Completed	2007	500,000	47,372	447,861
<b>Sydney Motorway Network</b>						
F3 Freeway to M2 Motorway Link (Planning, Federal funded)	Wahroonga – Carlingford		NA	NA	187	5,958
Falcon Street Pedestrian Bridge and Underpass and Ramp	Cammeray		2009	15,000	961	473
Lane Cove Tunnel and Associated Road Improvements (State and Private Sector funded) *	Lane Cove	Associated roadwork completed	2008	1,100,000	5,372	77,005
M4 Eastern Extension (Planning)	Strathfield – Haberfield		NA	NA	4,311	1,036
M5 East Tunnel Filtration	Bexley North		2009	65,000	7,221	0
<b>Sydney West and North West</b>						
Castle Hill Ring Road (State contribution)	Castle Hill		2008	9,000	3,084	16
Mamre Road, M4 Overpass Duplication	St Clair		2009	15,000	3,620	782
Riverstone Railway Overpass (Planning)	Riverstone		NA	NA	1,002	118
Windsor Flood Evacuation Route over South Creek	Mulgrave	Completed	2007	127,000	11,889	108,183
<b>Sydney South West and South</b>						
Alfords Point Bridge Duplication	Alfords Point		2008	42,000	27,271	7,966
Alfords Point Bridge Northern Approach (Planning)	Padstow Heights		2011	53,000	1,924	2,318
Bangor Bypass Stage 2, Marsden Road to New Illawarra Road (Planning)	Barden Ridge		2010	41,000	900	1,063

\* Expenditure does not include any Private Sector Expenditure.

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2007-08 exp \$'000	Previous years exp \$'000
Camden Valley Way, Cowpasture Road to Bernera Road, Widen to four lanes (Planning and Pre-construction)	Edmondson Park		2011	65,000	908	4,191
Cowpasture Road, M7 Motorway to North Liverpool Road, Widen to four lanes (Planning and Pre-construction)	Hinchinbrook		2011	78,000	3,533	2,374
Cowpasture Road, Camden Valley Way, to Main Street, Widen to four lanes	Horningsea Park		2009	21,000	1,346	1,283
Hoxton Park Road, Banks Road to Cowpasture Road, Widen to four lanes (Planning and Pre-construction)	Hoxton Park		2011	71,000	3,753	4,775
Narellan Road Extension, Camden Valley Way to the Northern Road	Harrington Park	Completed	2007	33,000	5,993	27,764
<b>Sydney North</b>						
F3 Sydney to Newcastle Freeway, Widening to 6 Lanes Between Mt Colah and Cowan (State and Federal funded)	Mount Colah Berowra Cowan		2009	119,000	24,682	24,884
<b>Great Western Highway</b>						
Woodford to Hazelbrook, Station Street to Ferguson Avenue, Widen to four lanes	Woodford Hazelbrook		2011	160,000	7,851	33,447
Lawson, Ferguson Avenue to Ridge Street, Widen to four lanes	Lawson		2012	220,000	9,313	20,968
Wentworth Falls East, Tableland Road to Station Street, Widen to four lanes (Planning)	Wentworth Falls		NA	NA	7,228	1,559
Leura to Katoomba Stage 2, East View Avenue to Bowling Green Avenue, Widen to four lanes	Leura Katoomba		2008	25,000	12,830	8,724
<b>Hume Highway</b>						
F5 Hume Highway, Brooks Road to Camden Valley Way, Widen Northbound Carriageway to four lanes (Federal and State funded)	Ingleburn	Completed	2008	30,000	19,629	6,316
Hume Highway, Safety Improvements at Towrang Road and Carrick Road (Federal funded)	Towrang	Completed	2007	6,000	2,770	3,165
Hume Highway, Coolac Bypass (Federal funded)	Coolac		2009	179,000	63,590	34,513
Hume Highway, Sheahan Bridge Duplication (Federal funded)	Gundagai		2009	78,000	18,378	2,248
Southern Hume Duplication Works (Federal funded)	Various		2009	940,720	299,631	35,095
Tarcutta Bypass (Planning, Federal funded)	Tarcutta		NA	NA	787	374

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2007-08 exp \$'000	Previous years exp \$'000
Holbrook Bypass (Planning, Federal funded)	Holbrook		NA	NA	651	69
Woomargama Bypass (Planning, Federal funded)	Woomargama		NA	NA	849	346
<b>Pacific Highway</b>						
F3 to Raymond Terrace (Planning)	Hexham		NA	NA	646	4,674
Tomago Road Intersection Upgrade	Hexham		2008	8,000	3,561	1,356
Karuah to Bulahdelah Sections 2 and 3, Dual Carriageway (State and Federal funded)	Bulahdelah		2009	262,000	78,315	57,235
Bulahdelah Bypass, Dual Carriageway (Planning, State and Federal funded)	Bulahdelah		NA	300,000	19,152	11,107
Failford Road to Tritton Road (Planning)	Failford		NA	NA	539	1,522
Coopemook to Moorland, Dual Carriageways (Planning, State and Federal funded)	Moorland		2009	185,000	21,412	12,433
Moorland to Herons Creek, Dual Carriageways (Planning, State and Federal funded)	Kew		2009	315,960	90,834	23,886
Oxley Highway to Kempsey (Planning)	Port Macquarie		NA	NA	2,664	9,350
Kempsey to Eungai (Planning, State and Federal funded)	Kempsey		NA	NA	2,136	16,133
Warrell Creek to Urunga (Planning, State and Federal funded)	Nambucca Heads		NA	NA	11,011	6,348
Bonville Bypass, Dual Carriageways (State and Federal funded)	Bonville		2008	245,000	108,320	96,017
Coffs Harbour Bypass (Planning, State and Federal funded)	Coffs Harbour		NA	NA	9,903	14,797
Coffs Harbour (Sapphire) to Woolgoolga Duplication (Planning, State and Federal funded)	Coffs Harbour Woolgoolga		NA	NA	3,723	18,319
Woolgoolga to Wells Crossing (Planning)	Woolgoolga		NA	NA	1,458	5,651
Wells Crossing to Iluka (Planning)	Harwood		NA	NA	6,411	7,820
Iluka Road to Woodburn (Planning)	Woodburn		NA	NA	1,302	3,340
Woodburn to Ballina (Planning)	Ballina		NA	NA	2,729	17,674
Ballina Bypass, Dual Carriageways (Planning and Pre-construction, State and Federal funded)	Ballina		2012	640,000	57,322	51,743
Tintenbar to Ewingsdale (Planning, State and Federal funded)	Bangalow		NA	NA	8,831	17,642

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2007-08 exp \$'000	Previous years exp \$'000
Brunswick Heads to Yelgun, Dual Carriageways (State and Federal funded)	Billinudgel	Completed	2007	256,000	6,499	239,972
Banora Point Upgrade including Sexton Hill (Planning, State and Federal funded)	Banora Point		NA	NA	2,018	7,229
Accelerated Pacific Highway Safety	Various		2008	20,000	8,400	8,100
<b>Princes Highway</b>						
New Intersection With Lawrence Hargrave Drive (Planning)	Bulli		2011	31,000	2,256	3,952
Wollongong Northern Distributor Extension	Bellambi		2009	101,000	29,568	32,672
Oak Flats to Dunmore, Dual Carriageways	Dunmore		2009	130,000	38,311	15,545
Kiama Ramps	Kiama		2008	14,000	6,170	2,778
Gerringong to Bomaderry (Route Selection and Planning)	Gerringong, Berry, Bomaderry		NA	NA	3,741	2,373
Forest Road to Jervis Bay Road, Widen to four lanes (State and Federal funded)	South Nowra		2008	23,500	10,458	3,325
Conjola Mountain Realignment (State and Federal funded)	Conjola		2009	45,000	6,507	1,534
Pambula Bridge and Approaches (State and Federal funded)	Pambula	Completed	2008	17,000	8,203	5,566
<b>Illawarra and South Coast</b>						
Nowra to Nerriga Upgrade (State, Federal and Local Government funded)	Nowra		2010	80,000	10,671	30,946
Lanyon Drive, Tompsitt Drive to ACT border	Jerrabomberra		NA	NA	252	18
<b>Central Coast</b>						
Avoca Drive, the Entrance Road to Sun Valley Road	Green Point	Completed	2007	9,000	4,183	4,449
Avoca Drive, Sun Valley Road to Bayside Drive (Planning)	Green Point		2011	40,000	3,428	1,533
Central Coast Highway, Woy Woy Road Intersection Upgrade (Planning)	Kariong		NA	NA	519	204
Central Coast Highway, Brisbane Water Drive, Manns Road Intersection Upgrade (Planning)	West Gosford		NA	NA	4,141	11,046
Central Coast Highway, Carlton Road to Matcham Road (Planning)	Erina Heights		NA	NA	3,369	1,737
Central Coast Highway, Matcham Road to Ocean View Drive (Planning)	Wamberal		NA	NA	1,862	0
Central Coast Highway, Ocean View Drive to Tumby Road, Widen to four lanes	Wamberal		2008	42,000	21,739	18,834
Pacific Highway, Lisarow to F3, Stage 1, Dog Trap Road Intersection Upgrade	Ourimbah	Completed	2007	15,000	2,056	12,355

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2007-08 exp \$'000	Previous years exp \$'000
Pacific Highway Lisarow to F3, Stage 2, Glen Road to Burns Road (Planning)	Ourimbah		2010	47,000	11,030	6,426
Pacific Highway, Tuggerah to Wyong, Anzac Road to Johnson Road, Dual Carriageways	Wyong		2009	42,000	11,889	11,792
Terrigal Drive Upgrade	Erina – Terrigal		NA	NA	355	116
<b>Hunter</b>						
Nelson Bay Road, Replacement of Tourle Street Bridge over the Hunter River	Mayfield		2009	47,000	19,843	3,153
Nelson Bay Road, Dual Carriageways from Bobs Farm to Anna Bay – Stage 2	Salt Ash	Completed	2007	12,000	1,380	10,927
Newcastle Inner Bypass, Shortland to Sandgate (Planning)	Sandgate		NA	NA	557	1513
New England Highway, Muswellbrook Bypass (Planning, Federal funded)	Muswellbrook		NA	NA	736	698
New England Highway, Realignment at Halcombe Hill (Federal funded)	Aberdeen	Completed	2007	15,400	3,966	11,371
New England Highway, Weakleys Drive Interchange (Federal funded)	Beresfield		2008	51,800	22,100	12,362
New National Network Link, F3 Freeway to New England Highway West of Branxton (Planning and Pre-construction, State and Federal funded)	Seahampton-Branxton		NA	NA	7,362	40,248
Third Hunter River Crossing	Maitland		2011	65,000	4,652	4,022
<b>North Coast and Northern NSW</b>						
New England Highway, Sunnyside Realignment (Planning, Federal funded)	Armidale		2009	13,500	577	362
Oxley Highway, Upgrade from Wrights Road to the Pacific Highway	Port Macquarie		2011	158,000	2,688	9,987
<b>South Western NSW</b>						
Barton Highway, ACT to Murrumbateman Bypass (Planning, Federal funded)	Murrumbateman		NA	NA	752	1,141
<b>Western NSW</b>						
Newell Highway, Moree Bypass (Federal funded)			2010	56,000	8,576	14,445

## Appendix 2. Threatened species recovery plan

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans.

Measures	Action taken to implement measures	Estimated annual cost	Status
<b><i>Acacia pubescens</i> (Downy Wattle) Recovery Plan</b>			
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. These plans are being compiled for release 2008-09.
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 Representative.  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 assess the effectiveness of the threat and habitat management programs	Environmental Services Representative to conduct at least an annual inspection of the population.  Following each inspection compare inspection records and initiate corrective action if required.	\$620	Inspection completed for 2006. Requires inspection in 2008-09.
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 before the 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 area 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 has added references to the <i>A. pubescens</i> recovery plan in the Maintenance Environmental Management Plan (EMP) for the M5, with advice from Environmental Services representative.	N/A	Management plans implemented.
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.  RTA project manager to forward the information to NPWS.	NA	No projects required information to be forwarded to NPWS in 2007-08.

Measures	Action taken to implement measures	Estimated annual cost	Status
<b><i>Grevillea caleyi</i> Threatened Species Recovery Plan</b>			
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 on the roadside corridor management plans. There was an incident with contractor Transfield where a number of plants were inadvertently mown as part of roadside maintenance. This has been reported to DECC and the management plan for these plants is under review.
<b><i>Darwinia biflora</i> Threatened Species Recovery Plan</b>			
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to NPWS.	N/A	Recovery plan approved in 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	Ongoing.
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 projects required information to be forwarded to NPWS in 2007-08.

Measures	Action taken to implement measures	Estimated annual cost	Status
<b><i>Microtis angusii</i> (Angus Onion Orchid) Threatened Species Recovery Plan</b>			
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 habitat.	Environmental Services representative to advise project manager of this requirement during the development of projects if aware of the proposed activity prior to EIA process.	N/A	Ongoing.
	Environmental assessor to take this requirement into account when preparing decision reports.		
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 recovery team members and update records accordingly.	In kind support.	Ongoing RTA involvement in recovery team.
Ensure that roadworks/maintenance will not cause destruction of degradation to 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.	N/A	Ongoing.
	Environmental assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.		
Ensure that all environmental personnel are familiar with the location of <i>M. angusii</i> .	RTA Environmental Services to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> locations.	N/A	Locations of sensitive sites to be included on the Roadside Corridor Management Plans.
	RTA recovery team to brief Environmental Services Branch on location of <i>M. angusii</i> populations and potential habitat.		Environmental Services Branch staff to be 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 Environmental Impact Assessment 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.	N/A	Ongoing.
	Project manager to advise EIA consultant of this requirement.		
Notify NPWS of any new <i>M. angusii</i> populations discovered.	RTA recovery team member to notify NPWS when new populations of this species discovered.	N/A	No new populations have been identified by the RTA.



Measures	Action taken to implement measures	Estimated annual cost	Status
<b>Duffys Forest Endangered Ecological Community Draft Recovery Plan</b>			
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 recovery 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.	Identification of threats to populations on RTA-controlled lands.  Manage threats appropriately.	N/A	Areas of Duffys Forest within RTA controlled lands underway have been identified.  Sites to be included on the Roadside Corridor Management Plans.
<b><i>Isoodon obesulus</i> (Southern Brown Bandicoot) Threatened Species Recovery Plan</b>			
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, Warringah, Pittwater and Ku-ring-gai councils to manage areas with known Southern Brown Bandicoot populations.	RTA recovery team member to share information with other recovery team members to develop action plans.	In-kind support.	Ongoing RTA involvement in recovery team.
Ensure that Environmental Impact Assessment 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	Ongoing.
<b><i>Litoria aurea</i> (Green and Golden Bell Frog) Draft Management Plan</b>			
Review of the <i>L. aurea</i> management plan.	Formal notification to NPWS, Sydney Catchment Management Authority (CMA).	N/A	Reviewed draft plan.
Liaise with NPWS, Parramatta, Holroyd City and Auburn councils, and Sydney CMA to manage Green and Golden Bell Frog populations.	RTA recovery team member to share information with other recovery team members to develop action plans.	In-kind support.	Ongoing RTA involvement in recovery team.
Ensure that Environmental Impact Assessment surveys accommodate significance of original habitat as set out in DECC guidelines.	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	Ongoing.

# Appendix 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 Services chapter details information on Austroads and the Australian Transport Council.

## Roads and Traffic Advisory Council

Established under the *Transport Administration Act 1988*, Roads and Traffic Advisory Council (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 30 June 2008, the council comprised:

- Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
- Mr Brett Gale representing NRMA Limited (resigned from NRMA March 2008).
- Mr Mark Crosdale representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the

medical profession (retired April 2008).

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.

## 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 2007-08 the Committee discussed a broad range of issues including the Regional Road Timber Bridge Partnership, council contracts for road maintenance, administrative arrangements between Council and the RTA for road management, council audits, road safety issues and freight transport issues.

Membership is:

- 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, A/Director, NSW Centre for Road Safety, RTA.
- Councillor Genia McCaffery President of the Local Government Association of NSW.
- Councillor Bruce Miller, President of the Shires Association of NSW.
- Councillor Barry Johnston OAM, Vice President Shires Association of NSW and representing the Associations' Economic 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 established to manage the national technical and business administration of the Intelligent Access Program (IAP) on behalf of Australian road agencies.

TCA's membership comprises all Australian state and territory road transport and traffic authorities, and the federal 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 & 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

Government Agencies Road Safety Council 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

The Bicycle Advisory Council (BAC) 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 ex-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 Branch, National Trust, Royal Australian Historical Society, Engineers Australia and community representatives who specialise in bridges. The RTA also provides several representatives.

## Road Freight Advisory Council

The Road Freight Advisory Council (RFAC) assists 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 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 benefit of the community, local government and the road transport and logistics industries.

The RFAC is comprised of executives and leaders from a range of business and community backgrounds across NSW and interstate. In 2007-08 the council achieved/agreed on the following.

- Developing a work program of priority issues to 30 June 2012.
- That the RTA should develop an updated heavy vehicle rest area map.
- That the RTA needed to better understand the supply and demand for heavy vehicle rest areas, especially on key freight routes and in major urban centres.
- Advising the Minister for Roads that it supported the establishment of a Transport Industry Safety Group in NSW.

As at 30 June 2008, the Council comprised:

- Les Wielinga, Chief Executive, RTA (Chair).
- Alan Evans, President, NRMA.
- Peter Fox, Chairman, Linfox.
- Philip Lovel, Chief Executive Officer, Victorian Transport Association.
- Jim Savage, President, Livestock and Bulk Carriers Association.
- Stephen Thacker, Director, Supply Chain, Ingram Micro Pty Ltd.
- Terry Pennington, Chief Technical Officer, Truck Industry Council.
- Mark Crosdale, Secretary, Newcastle and Northern Sub-Branch, Transport Workers Union.
- Ron Fimemore, Executive Chairman, Ron Fimemore Transport.
- Geoff Thomas, National Transport Manager, Woolworths Limited.
- Vicky Leeds, National Industrial Relations Manager, Leighton Holdings Pty Ltd.
- Tony Davidson, Chair, Sea Freight Council of NSW.
- Ingilby Dickson, Vice President, Logistics and Procurement, BlueScope Steel.

## 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.

## Appendix 4. Senior executive performance statements

SES Level	2003-04	2004-05	2005-06	2006-07	2007-08
CEO under S.11A#	1	1	1	1	1
Level 6	2	5	6	5	5
Level 5	4	2	2	2	2
Level 4	8	10	10	10	11
Level 3	15	14	14	19	24
Level 2	14	12	12	7	3
Level 1	0	0	0	0	0
Other	0	0	0	1	0
Total	44	44	45	45	46

Note: The number of SES positions occupied by women in the current year was five.

# CEO position is listed under S.11A of the *Statutory and Other Officers Remuneration Act 1975*.

### Individual statements

<b>Name:</b>	<b>Les Wielinga</b>
Position:	Chief Executive
Level:	8
Period in position:	2007-08
Total remuneration package:	\$412,820

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 the NSW Government priorities and led improvements to the management of the RTA's internal business operations.

### Significant achievements in 2007-08

#### Organisational management

- 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.
- Led the development and delivery of *Blueprint* – the new RTA corporate plan for 2008-2012 which was released on 14 March 2008. Mr Wielinga visited and presented *Blueprint* to each of the RTA's six regions before 30 June 2008. *Blueprint* is aligned to the NSW State Plan, and sets out the RTA's key 'agenda' of priorities over the next few years.

#### 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), including the delivery of a summary S7 PDP and road safety performance data. Mr Wielinga also oversaw the RTA's input as a 'partner agency' to several State Plan priorities. The RTA has also been identified by other agencies to contribute to their achievement of particular milestones and actions for other State Plan priorities.
- In order to assist the delivery of the S7: Safer Roads priority, Mr Wielinga oversaw the establishment and start of operations of the NSW Centre for Road Safety in January 2008. The work of the centre is based on the four pillars of road safety – Safer People, Safer Roads, Safer Vehicles and Safety Technology – representing the key components of the RTA Safe System Partnership approach to road safety.
- In addition to the 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, and the Office of the Coordinator General to ensure a whole of Government focus was applied to the provision of road infrastructure as part of a sustainable and integrated transport and land use system.

- Represented the RTA on a range of high level committees including the 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

- Led and managed the delivery of the RTA's \$1.4 billion Road Development program.
- Oversaw the continuation of the strategic partnership with the Federal Government through the AusLink land transport investment program for road development and maintenance on the National Network and other key strategic routes in NSW. This includes the duplication of the southern Hume Highway and the upgrading of the Pacific Highway.

### Road management

- Oversaw the management of the seamless transition of the Sydney Harbour Tunnel to full electronic tolling in July 2007 and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Oversaw a significant increase in the tolling market share. The number of RTA tags increased by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Oversaw tolling product interoperability with the Eastern Distributor (M1), the Hills Motorway (M2), State Wide Roads (M4) and Interlink (M5).
- Continued to lead the provision of efficient and safe management of traffic flow on the road network through the RTA's Transport Management Centre and the planning and operation of effective responses to incidents.
- Achievement of successful coordination of traffic management for significant events in Sydney including the Asia-Pacific Economic Cooperation (APEC) meeting hosted in September 2007, New Year's Eve celebrations and other planned events. Led the RTA's road and traffic management planning in the lead up to World Youth Day.
- Continued to work with the Ministry of Transport to ensure the delivery of bus priority infrastructure across the Sydney Strategic Bus Corridor network, including completion of 72 projects.
- Oversaw the awarding of the contract for the M5 East Tunnel air filtration.
- Delivery of the \$1 billion Infrastructure Maintenance program with significant outcomes including 11 new bridges.

- Start of improvement works for the \$100 million Pinch Points program.
- Oversaw the implementation of projects to address 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 use

- 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 provisional financial year road toll of 396 people killed in 2007-08 (compared to 446 for 2006-07) and a fatality crash rate reduced to 5.7 per 100,000 population (compared to 6.5 for 2006-07).
- The 2007 provisional road toll was 445, the lowest since World War II with 10 per cent reduction on 2006 figures.
- Improved heavy vehicle compliance through:
  - The development and implementation of the first stage of the Intelligent Access Program (first service provider certified in April 2008).
  - The expansion of the Higher Mass Limits Network (HML), with 90 per cent (14,000km) of the eligible NSW road network within the expanded HML access zone approved for HML.
- Oversaw an increase in the number of transactions which can be completed online. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
- During 2007-08, the RTA provided registration and licensing services in relation to 4.64 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent with 93 per cent of customers rating motor registry services as very good or good.
- Oversaw the development of a single set of NSW road rules, by incorporating the Australian Road Rules and existing local road rules (NSW Road Rules implemented on 1 July 2008).
- Oversaw a range of road transport legislation and regulations.

<b>Name:</b>	<b>Jack Whelan</b>
Position:	Director, Business Coordination, Road Safety and Policy
Level:	6
Period in position:	2007-08
Total remuneration package:	\$284,950

## Significant achievements in 2008-09

### Road safety

- As the RTA Director responsible for the delivery of the State Plan priority S7: Safer Roads, Mr Whelan oversaw and managed the RTA's further development of the S7 Priority Development Plan (PDP) and reporting of road safety performance data.
  - To assist the delivery of the S7: Safer Roads priority, Mr Whelan oversaw the start of operations of the NSW Centre for Road Safety in January 2008. The centre is based on the four pillars of Safer People, Safer Roads, Safer Vehicles and Safety Technology – which represent the key components of the RTA Safe System Partnership approach to road safety. Recruitment of positions has begun, with three of five key management positions filled. Other positions within the centre will be advertised and filled, as required, during 2008-09.
  - Oversaw the achievement of further reductions in the NSW road toll. The 2007 preliminary road toll was 445, the lowest since World War II, with a 10 per cent reduction on the previous year.
  - Achieved a 45 per cent reduction in the number of deaths from crashes involving a P1 driver, which fell from 49 in 2006 to 27 in 2007.
  - The 'Speeding. No one thinks big of you' campaign won Campaign of the Year at the national AdNews awards. It was also short listed for the prestigious Titanium and Integrated Competition in Cannes, France, from a total of 432 entries.
- Drove the delivery of a range of road safety initiatives, programs and campaigns, including:
    - New research into the use of Intelligent Speed Adaptation by the NSW Centre for Road Safety which has fitted two research vehicles with these devices with plans to expand this to 100 fleet vehicles.
    - A 4.5 per cent increase in the number of kilometres of the network covered by fixed speed cameras.
    - Acknowledgment received for the success of key highway reviews, with staff from the NSW Centre for Road Safety winning the Premiers Award (silver) for 'Delivering Better Services'.
    - The RTA Crashlab delivered \$3.2 million in revenue – an increase of \$350,000 from the previous financial year.
    - The highly successful motorcycle cornering campaign, developed in March 2007 and continued until March 2008, using a series of motorcycle magazine advertisements, billboard and convenience advertising.
    - The continued implementation of 40km/h high pedestrian zones, with an additional 12 areas implemented or upgraded during 2007-08.
    - The development and implementation of Road Safety Impact Statements (RSIS) including phase one – infrastructure maintenance programs and infrastructure development projects – and phase two – developing a new methodology for RSIS to incorporate consideration of additional factors such as crash severity, speed zoning and climate zoning.
    - More than 60 vehicle crash tests conducted by Crashlab with 40 per cent of these in support of vehicle safety development initiatives during the 2007-08 period.
    - The development and implementation of education campaigns targeting heavy vehicle drivers including seat belts, fatigue, drug driving and speeding.



## Public communication

- Led the management of Sydney's Big Weekend campaign to advise motorists of changes to traffic conditions from 23-25 February 2008 due to several major events in Sydney. Events included the visit of the Queen Victoria and the QEII cruise ships, major sporting events and festivals. Along with special event clearways and road closures, the campaign aimed to advise the public not to drive and to use public transport. The campaign consisted of press advertising, Australian Traffic Network traffic reports and online advertising.
- The RTA ran an extensive public communications campaign for the 2007 Asia-Pacific Economic Cooperation (APEC) meeting hosted in Sydney in September 2007. More than 230,000 letters and 10,000 postcards outlining special event clearways and other traffic arrangements were distributed to affected residents, businesses, properties and vehicles along clearway routes. The campaign also included extensive media coverage, both newspapers and radio.
- Oversaw the development of the Sydney Orbital television commercial, aired to promote the orbital network and the Sydney Motorways website.
- Drove the development and implementation of Summer anti-speeding campaign, launched by the Minister in December 2007, which included 'road shows' in December 2007 and January 2008.
- Led planning for RTA's community relations campaign for World Youth Day.
- Launched a recruitment campaign, in conjunction with Human Resources Branch, to attract engineers to the RTA. The campaign included Careers Fair, features in newspapers, and booklets targeting school students in Years 9-12.

- Coordinated the development and implementation of a number of campaigns to promote and sell special number plates, including:
  - Point-of-sale displays and merchandise produced for the Sydney International Motor Show, including an auction of a limited range of numeral only number plates.
  - A campaign to promote 16 National Rugby League (NRL) team plates and an online auction of 216 limited release Centenary of Rugby League plates. The campaign reached NRL fans through targeted media, direct marketing, and through Leagues clubs and football clubs. A microsite – [www.NRLplates.com.au](http://www.NRLplates.com.au) – was developed to promote the plates throughout the campaign.
- Led the development and distribution of more than 615 community updates, household notifications and displays, as well as more than 230 community meetings, workshops and stakeholder briefings relating to road infrastructure projects.
- Coordinated the development and publication of a plain English public information brochure on the RTA and Property Acquisition and a brochure on Privacy and RTA Projects.
- Oversaw an internal audit of procurement processes in Infrastructure Communication and Corporate Communication branches.

## Planning and coordination

- Led the development, delivery and communication of *Blueprint* – the new RTA corporate plan for 2008-2012. *Blueprint* was released in March 2008. An internal communication strategy was developed, including the Chief Executive visiting and presenting *Blueprint* to all RTA regions by 30 June 2008.
- Led RTA activities in relation to internal staff communication, ministerial correspondence and media enquiries.
- As Chairperson of the inaugural Public Sector Charity Ball on 2 November 2007, led the development, promotion and management of the ball which raised over \$50,000 for the APEX Australia Destiny Youth Trust.

<b>Name:</b>	<b>David Stuart-Watt</b>
Position:	Director, Licensing, Registration & Freight
Level:	6
Period in Position:	2007-08
Total Remuneration Package:	\$311,950

## Significant achievements in 2007-08

- Seamlessly transitioned the Sydney Harbour Tunnel to full electronic tolling and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Significantly increased the tolling market share, by increasing the number of RTA tags by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Established tolling product interoperability with the Eastern Distributor (M1), the Hills Motorway (M2), State Wide Roads (M4) and Interlink (M5).
- Improved heavy vehicle compliance through:
  - The development and implementation of the first stage of the Intelligent Access Program (first service provider certified in April 2008).
  - The expansion of the Higher Mass Limits Network (HML), with now 90 per cent (14,000km) of the eligible NSW road network within the expanded HML access zone approved for HML.
- Re-established the Road Freight Advisory Council to identify and develop freight solutions that will meet the needs of the NSW and Australian community and the economy.
- Implemented registration reform, including:
  - Improving the efficiency of the registration system by enhancing the transfer process and increasing the availability of e-business.
  - Extending the eSafety Check Scheme to 100 per cent of Authorised Inspection Stations to streamline the registration process for customers and enable greater uptake of online registration.
  - Introducing an expanded suite of registration options to better cater for customer needs.
- Increased the number of transactions which can be completed online. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
- Improved customer and business-to-business services by:
  - Improving the Customer Authentication System to support online customer service.
  - Starting the registration transfer processes, increasing the potential for electronic transactions.
  - Implementing the E-Toll casual user pass product, to increase e-business usage.
  - Implementing Heavy Vehicle Inspection Scheme online bookings.
- In 2007-08, the RTA provided registration and licensing services in relation to 4.6 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent, with 93 per cent of customers rating motor registry services as very good or good.
- Implemented the new test for Class 'C' drivers.
- Implemented young driver and older driver initiatives.
- Established the National Transport Policy Secretariat to provide support to the Transportation Marketplace Working Group and lead developments in national transportation policy initiatives, including heavy vehicle issues.
- Participated in national road transport reform through:
  - Leading the Austroads Registration and Licensing and Freight Programs.
  - Supporting the CE in the Standing Committee on Transport.
  - Undertaking the role of Director Transport Certification Australia, ARRB Group and Australian Road Forum.
- Successfully facilitated the transfer of the Tow Truck Authority to the RTA, establishing the RTA as the tow truck regulator; requiring legislative amendments, the integration of budgets and the implementation of RTA systems and processes.

- Managed more than 800,000 camera-detected penalty notices (speeding, bus lane, Safe-T-Cam and emissions).
- Managed court briefs and documentation for almost 7000 mentions and almost 2000 hearings.
- Consistently maintained a high level of speed camera operational uptime, with a 2007-08 average of 94 per cent.
- Undertook more than 3600 certifications and calibrations on speed cameras.
- Supported the use of alternative transport through bus lane enforcement, with more than 85,000 bus and transit lane incidents being verified.
- Supported the Safety Around Schools initiative through the installation of 23 additional cameras in 15 school zone locations, bringing the number of cameras in school zones to 53 cameras operating in 38 school zone locations.
- Coordinated the Licensing, Registration and Freight (LRF) Bill program prior to the Spring and Budget sessions of Parliament and coordinated the progress of the following legislation.
  - *Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007.*
  - *Road Transport (General) Amendment (Written-Off Vehicles) Act 2007.*
  - *Road Transport (Safety and Traffic Management) Amendment (Novice Drivers) Act 2007.*
  - *Road Transport Legislation Amendment (Car Hoons) Act 2008.*
  - *Road Transport Legislation Amendment Act 2008.*
  - *Tow Truck Industry Amendment Act 2007.*
  - *Tow Truck Industry Amendment Bill 2008.*
- Managed the remaking of the *Road Transport (Vehicle Registration) Regulation 1998* (now 2007) and the *Motor Vehicles Taxation Regulation 2003* (now 2008).
- Managed the making of the following regulations.
  - *Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007.*
  - *Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007.*
  - *Road Transport (General) Amendment (Mobility Parking) Regulation 2007* and *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007.*
  - *Road Transport (Vehicle Registration) Amendment Regulation 2007* (with consequent amendments to other regulations).
  - *Tow Truck Industry Amendment Regulation 2007.*
  - *Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008.*
  - *Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008.*
  - *Motor Vehicles Taxation Amendment (Refunds) Regulation 2008.*
- Prepared the Regulatory Impact Statement for, and managed the process towards, the making of the *Tow Truck Industry Regulation 2008.*
- Implemented a single set of NSW Road Rules on 1 July 2008, by incorporating the Australian Road Rules and existing local road rules.
- Completed a suite of compliance-related business improvement initiatives, including:
  - Undertaking the first RTA mock trial to test new legislation.
  - Completing a round of education and awareness sessions for regional solicitors.
  - Establishing a number of inter-agency committees for the implementation of case management and systems integration.
  - Scoping the requirements for a Court Case Management System.

<b>Name:</b>	<b>Michael Bushby</b>
Position:	Director, Network Management
Level:	6
Period in Position:	2007-08
Total Remuneration Package:	\$284,950

### Significant achievements in 2007-08

- Successful coordination of traffic management for the Asia-Pacific Economic Cooperation (APEC) meeting, New Year's Eve celebrations and other planned events. Coordinated the RTA's road and traffic management planning in the lead up to World Youth Day in 2008.
- Implementation of full electronic (cashless) tolling in the Sydney Harbour Tunnel to allow for reduced travel times through the tunnel and to improve the efficiency of the road network (State Plan Priority E7).
- Development of Management Systems for the Sydney Harbour Bridge to enable the rapid closure of the bridge for an emergency, a long-term closure, and the RTA Response Plan for a train incident on the bridge.
- Delivery of the \$1 billion Infrastructure Maintenance Program with significant outcomes including 11 new bridges.
- Achievement of an additional \$50 million to address pavement surfacing and replacement issues identified in the Auditor-General's *Condition of State Roads* report and initiation of 12 projects to implement other recommendations and completion of one project.
- Completion of the first stage of the \$90 million enhanced funding program to successfully deliver bus priority infrastructure across the Sydney Strategic Bus Corridor network including completion of 72 projects and start of a further 24.
- Start of installation of Public Transport Information and Priority System (PTIPS) with the STA northern beaches bus fleet now on track for completion by October 2008 (it is anticipated that completion of the entire STA fleet will be achieved by the end of 2009).
- Successful implementation of a range of key measures as part of the Sydney CBD Bus Strategy.
- Contribution to the Ministry of Transport's Priority Development Plan to address key priorities (S6: Increasing share of peak hour journeys on a safe and reliable public transport system and E7: Improve the efficiency of the road network) in the State Plan.
- Completion of 31 pedestrian crossing upgrades on multi-lane State Roads including installation of traffic signals at 25 sites.
- Completion of seven major railway level crossings upgrades and many minor improvements together with a Motorist Awareness Campaign.
- Increase of the bicycle network length by 174km and successful sponsorship of the Portfolio Partners Sydney Spring Cycle in October 2007 in which 8500 cyclists participated.
- Start of improvement works for the \$100 million Pinch Points program including work on the Narellan Road/Blaxland Road/Gilchrist Drive intersection, the Campbelltown Road/Blaxland Road intersection and the Richmond Road/St Mary's Road project with the first two of these to be completed in 2008.
- Completion and deployment of an enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS), with SCATS rollout now into 128 cities across 24 countries worldwide (controlling more than 28,000 intersections worldwide).
- Replacement of all high voltage incandescent lanterns at traffic signal sites in NSW completed with conversion in 848 sites to more environmentally sustainable LED lanterns and a further 192 sites fully converted to quartz halogen lamps.
- Completion of the M5 East Options Study with recommended options submitted for consideration.
- Start of video identification of smoke emitting heavy vehicles in the M5 East with infringements issued to offending vehicles.
- Preparation of a draft strategy document identifying and addressing network planning issues for Sydney over the next 10 years.
- Provision of input into the F3 to Sydney Orbital Study Inquiry by Justice Pearlman.

- Revision of the Incident Management Plan for the F3 and development of procedures for contra flow. A suite of improvements to assist in incident management was also developed and construction began on upgrading crossover points, the erection of signposting, the strategic location of resources and the purchase of VMS and CCTV cameras.
- Development of a strategy and start of implementation to facilitate the smooth transition of the M4 into public ownership in 2010.
- Assistance with the Victoria Road upgrade project in partnership with stakeholders and the alliance.
- Completion of the review of the Hunter and Sydney Region road reservations and provision to the Minister, together with progression of regional reviews in rural areas.
- Development of a Network Management Programming Policy Framework providing the foundation for draft Programming Policy and Guidelines for consultation.
- Development of Network and Corridor Planning Practice Notes.
- Audit and re-certification of the Transport Management Centre (TMC) Business Management System and the BPEC to ISO 27001 (TMC) and ISO 9001 (BPEC) respectively.
- Rollout of the TMC Development Program.
- Amendment of the RTA Privacy Policy to allow motorway operators access to driver details for multiple non-payment of tolls (subject to Attorney-General's approval).
- Implementation of significant business reform programs within the Directorate.
- Completion of a draft plan (Maintenance of Service Effort) meeting Treasury requirements.
- Completion of the Brownfields Guide, a road design guide for the rebuilding of existing roads.
- Remaking of the Roads (General ) regulation (2002) into the Roads Regulation 2008.

<b>Name:</b>	<b>Peter Collins</b>
Position:	Director, Regional Operations and Engineering Services
Level:	5
Period in Position:	2007-08
Total Remuneration Package:	\$253,500

### Significant achievements in 2007-08

- Core programs of road development, road management and road use amounting to \$1.6 billion delivered to meet community needs across the State. Highlights included:
  - Completion of construction works and opening to traffic of the Brunswick Heads to Yelgun Upgrade on the Pacific Highway.
  - Completion of works on Central Coast Highway Erina – Terrigal Drive to Carlton Road with four-lanes opened to traffic.
  - Completion and opening to traffic of four-lanes on Avoca Drive Green Point – Central Coast Highway to Sun Valley Road.
  - Completion of construction works and opening to traffic of HW2 – Hume Highway – Towrang to Carrick Creek.
  - Road realignment and replacement of three bridges on the Sturt Highway at Gillenbah.
  - Bonville Bypass – switching of highway traffic onto new sections ahead of time.
  - Achieving key milestones of concept development, final design and proceeding to contract achieved to tight timeframes on the Princes Highway at Conjola Mountain project.
  - Start of construction on the Ballina Bypass, Pacific Highway.
  - Completion of works and opening to traffic of Pambula Bridge, Princes Highway.
  - Replacement of bridge at Swan Brook with a new three span superstructure bridge.
  - Completion of road realignment works on Narellan Road.

- Start of reconstruction works at Hazelbrook to ensure duplication to four lanes on Great Western Highway.
- ‘Protect the peak’ approach to road works to ensure minimal disruption to peak traffic in Sydney.
- Incident management plans for key routes on the State Road Network developed including incident response plans for several segments of the Pacific Highway, New England Highway, Great Western, Mid Western and Newell highways.
- Excellent results achieved in the Road and Fleet Services business – a record income (\$742 million) and surplus (\$57 million), with a total of \$52.4 million won from external clients, up \$5.2 million from 2006-07.
- Second phase of the Government’s Safety around Schools initiative (School Zone Alert System) delivered within announced time frames with signage installed on 50 identified sites.
- 40km/h High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
- Heavy vehicle driver fatigue reform strategy supported through construction of enforcement bays on the Pacific Highway.
- Excellent results in OHS with a reduction of more than 20 per cent in lost time injuries in Road and Fleet Services, which became the first government organisation to secure accreditation under the Australian Government Building and Construction OHS Accreditation Scheme.
- Endorsement of regional processes and commendations on overall project planning by the legal team involved in the coronial inquiry into crashes on the Princes Highway.
- Ongoing progress made in creating a centre of excellence in engineering through strengthening the RTA’s technical resources in the new Engineering Technology Branch.
- Provided leadership on Aboriginal affairs and results for the RTA through managing the implementation of the Aboriginal Action Plan 2006-10.
- Created a strong performance culture through a rigorous regimen of reporting and tracking of key performance indicators resulting in sharper accountability for results across the Directorate.

<b>Name:</b>	<b>Brian Watters</b>
Position:	Director, Major Infrastructure
Level:	6
Period in Position	2007-08
Total remuneration package:	\$277,088

During 2007-08 Brian 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 in 2007-08

- Led and managed the delivery of the RTA’s \$1.4 billion Road Development program.
- Maintained strategic partnerships with the Federal Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Hume and the Princes highways.
- Oversaw the planning and the development of the Pacific Highway Upgrade and the Southern Hume Highway Duplication.
- Major projects completed under Mr Watter’s leadership and opened to traffic in 2007-08 included:
  - Windsor flood evacuation route over South Creek.
  - Narellan Road extension to The Northern Road.
  - North West Transitway (Blacktown to Parklea)
  - Great Western Highway, Hazelbrook railway underpass.
  - Hume Highway, Towrang/Carrick intersection upgrade.
  - Pacific Highway, Brunswick Heads-Yelgun dual carriageway.
  - Pacific Highway, Tomago Road intersection upgrade.
  - Princes Highway, Pambula Bridge and approaches.
  - Central Coast Highway, Ocean View-Tumbi Road, stage 1.
  - Avoca Drive, The Entrance Road-Sun Valley Road.
  - Pacific Highway, Dog Trap Road intersection, Ourimbah.
  - Pacific Highway, Tuggerah-Wyong, stage 1.
  - Nelson Bay Road, Bobs Farm-Anna Bay, stage 2.
  - New England Highway, Halcombe Hill realignment.

- Oversaw and facilitated the introduction of alliance partnership contracts on two major Pacific Highway projects (Cooperbrook to Herons Creek and Ballina Bypass) and on the Victoria Road Upgrade.
- Oversaw and facilitated the awarding of construction contracts for:
  - Warringah Freeway pedestrian bridge at Falcon Street.
  - M5 East Tunnel air filtration.
  - M4 Freeway overpass duplication at Mamre Road.
  - Cowpasture Road, Camden Valley Way-Main Street.
  - Great Western Highway, Woodford-Hazelbrook, stage 2.
  - Hume Highway, Sheahan Bridge duplication at Gundagai.
  - Princes Highway, Conjola Mountain realignment, stage 1.
  - Main Road 92, Nowra-Nerriga, stage 2.
  - Pacific Highway, Lisarow-F3, stage 2.
  - Pacific Highway, Tuggerah-Wyong, stage 2.
  - Nelson Bay Road, Tourle Street Bridge replacement.
  - Moree Bypass, stage 1.
- Continued to lead and develop improvements to project management within the RTA.
- Continued to lead and manage the RTA's urban design policy.

Name:	Rod Tout
Position:	Director, Corporate Services and Reform
Level:	5
Period in position:	2007-08
Total Remuneration Package:	\$253,500

## Significant achievements in 2007-08

### Procurement

- Strategic procurement savings of \$3 million per annum, including \$2.4 million saved by renegotiating motor vehicle leases.

### Occupational Health and Safety (OHS)

- Treasury Managed Fund special award recognising the RTA's long-term contribution to OHS and injury management within the public sector.
- Achieved better results than WorkCover's 'Working Together' targets with an overall 25 per cent reduction achieved since December 2006 in injury prevention and injury management against the baseline target of 20 per cent, doubling that achieved by the NSW public sector. There has been an overall reduction since December 2006 in average claims cost of 52 per cent, which is 37 per cent better than target and 33 per cent better than the NSW public sector.
- Successfully reduced workplace injuries to 6.1 per 100 employees against a target of 6.4 and lost time injuries to 2.8 against a target of 3.3.
- Young Worker Safety Initiative targeting seven intake groups of young workers and their supervisors.

### Efficient services

- Developed and began implementation of the RTA Fleet Improvement Plan to select vehicles by the criteria of fit-for-purpose, safety, environmental performance and cost.
- Employee Self Service extended to include on-line flexi-sheets across the RTA.
- Cashback processed approximately 718,000 claims totalling some \$95 million.

- 24,000 boxes of abandoned records were processed as part of the Abandoned Records Program. Around 9226 boxes of abandoned records destroyed.
- Document Management Centre relocated to a purpose-built facility that doubled its capacity without any increase in floor space.
- Reduction in renewal premiums for workers compensation of \$700,000 from \$7.4 million to \$6.7 million, with the rebate for both the three and five year hindsight premium adjustments of \$6.8 million.
- Upgraded CARMS, the corporate record keeping system, to add new functionality.

### Information and Communications Technology (ICT)

- Finalising Voice Over IP (VOIP) roll-out across the RTA, achieving better voice services, integrated data and voice communications and reduced costs.
- Successfully completed a \$15 million program of work for Licensing, Registration and Freight Directorate with a strong focus on expanding the e-business service delivery channel. This program enables key Government initiatives in road safety, such as changes to laws to better protect young drivers, as well as key infrastructure upgrades to ensure business continuity at the motor registries.
- Traffic Volume web site application was launched on 16 October 2007, which provides online access to traffic volume data across the NSW road network.
- The myE-Toll pass system was launched on 4 July 2007 and other system changes enabled the Sydney Harbour Tunnel to move to cashless tolling on Sunday 8 July 2007.
- Introduced a new software package for FOI reporting and recording.
- Oversaw rationalisation of fax, copy and printing devices from 2100 to approximately 715 Multi Function Devices, resulting in a 25 per cent decrease in energy consumption. This equates to a reduction of approximately 156 tonnes of carbon emissions annually, in addition to significant cost savings from the technology itself.

- The use of default screen savers and the replacement of desktop monitors with LCDs across the organisation continues to reduce electricity consumption and associated greenhouse gas emissions for the community at large. It is estimated that electricity usage for monitors across the RTA has declined by 50-60 per cent and cost has declined by about \$30,000 per year.
- Information Management & Information Technology Branch (IM&IT) assisted Department of Primary Industries during the Equine Flu outbreak.
- Achieved continued accreditation to ISO 27001 Information Security Management.
- 99.8 per cent uptime for DRIVES (Driver Licensing and Vehicle Registration) system.
- 87.2 per cent of desktop calls resolved within 10 hours, an improvement of 7.2 per cent on 2006-07.
- Achieved on time completion of 93.9 per cent of DRIVES and other projects worth more than \$100,000 and 95.4 per cent completion within budget (an improvement of 6.9 per cent and 8.4 per cent respectively on 2006-07).
- The total engagement cost of the Desktop and Support Services reduced by \$4 million compared to the previous year.
- Automation project completed for eight e-business applications, saving up to \$200,000 per annum.

### Green vehicles

- Achieved an environmental score of 8.82 against a target of 12 for the vehicle fleet. This result was distorted because the commercial vehicles available both on Government contract and in the Australian market required for the RTA to meet its business delivery needs fall short of the target. Passenger vehicles outperformed the target, scoring 12.32.



## Workforce capability

- The new e+ professional development program was launched, which provides participating engineers with a fast-track to achieving Chartered Status. The program is offered by the RTA in partnership with Engineers Australia and rewards successful participants with an internationally recognised qualification as well as Chartered Membership with Engineers Australia.
- A comprehensive change management tool kit developed for managers and staff.
- Delivered the organisational changes required to establish and resource the NSW Centre for Road Safety.
- The Chief Executive launched the RTA Leaders' Framework, with the inaugural Senior Leadership Initiative Program beginning in April 2008.
- Leadership Forums for Top 60 Managers were established to support further development of leadership capability.
- A total of 39 graduates, nine trainees, 18 apprentices, 46 scholars and 10 cadets joined the RTA, including four graduates who began under the new NSW wide 'fast track' graduate program, to support ageing workforce renewal strategies.
- Implementation of Director's Human Capital Metrics Dashboard across the RTA.
- Oversaw the rollout of the revised Work and Development Plan template.
- HR@RTA and Enquiry Services implemented.
- Establishment of Mental Health Awareness Program.
- Rollout of Learning@RTA – the RTA's new e-learning program.
- Revised and re-launched the RTA 'Code of Conduct' policy. At 30 June, 5500 staff across the RTA had attended the 'Code of Conduct' training workshop.
- Professional and Technical Advisory Committee established.

<b>Name:</b>	<b>Brett Skinner</b>
Position:	Director, Finance and Commercial Development
Level:	6
Period:	1 July 2007- 28 March 2008 *
Total Remuneration Package:	\$311,950

\* Note: Rod Tout (Director, Corporate Services and Reform) acted as Director, Finance and Commercial Development from 31 March to 22 June 2008.

## Significant achievements in 2007-08

### Commercialisation

- Established Commercial Business and Strategy Branch and appointed General Manager early 2008 to drive commercial program to increase revenue generated from existing and potential commercial activities.
- Commercial Business and Technology Committee (CBTC) established and began operating from October 2007. The CBTC provides strategic direction and support for the identification and development of commercial opportunities across the RTA.
- Assumed management of Special Number Plates (SNP) business from the Licensing, Registration and Freight Directorate to consolidate the focus on development of commercial opportunities within this business.
- Partnered with Road and Fleet Services to improve financial reporting which now places this business at the forefront of commercial management across the RTA.
- Delivered outdoor advertising revenues of \$10.4 million in 2007-08, an increase of 21 per cent from the previous year.

### Financial management

- Unqualified accounts for 30 June 2007 were signed by the Auditor-General.
- Led ongoing improvements to RTA Financial Dashboard to ensure integrity of financial information across the RTA.
- Sponsored significant program of review of financial policies and communication across the RTA.
- Directed the review/implementation of key financial system modules to support the upgrade of the corporate IMS system.

### Corporate financial advice

- Managed program of financial advice on private sector infrastructure proposals including refinancing proposals.
- Advice provided on a range of issues relating to the Cross City Tunnel and Lane Cove Tunnel.
- Annual program of reviews for motorways implemented. The reviews provide a mechanism to gauge the performance of Public Private Partnership (PPP) contracts at any time.
- Sponsored implementation of the Contracts Management System for management of financial transactions in PPP contracts. This system provides an ongoing platform for managing financial aspects of current and future PPP contracts. Ninety-five per cent of all contract financial requirements are now incorporated into the system and will be finalised before the end of 2008.
- Annual indexation at December and June implemented for RTA products and services.

### Corporate governance

- Annual Audit plan implemented and overseen by the Audit and Risk Committee.
- Sponsored the RTA's initial Corporate Risk Profile which was adopted by the Executive in September 2007.
- To enhance understanding and consistency of probity integration in major procurement, a probity guide and training across the RTA was finalised by end January 2008.

### Corporate and commercial real estate

- Delivered the successful establishment and relocation of staff to new Western Sydney premises at Argyle Street, Parramatta.
- Initiated lease option reviews for RTA Head Office premises at Surry Hills.
- Oversaw the property sales and rental program where revenues exceeded budget by more than \$30 million to a total of \$79 million.
- Promoted partnering arrangements with LRF Directorate to improve planning for leasing and design of Motor Registries and Heavy Vehicle Inspection Stations.

### Significant achievements of Rod Tout (Acting Director, Finance and Commercial Development from 31 March to 22 June 2008)

- Led the Directorate during recruitment for the Director, Finance and Commercial Development.
- Directed the 2008-09 Budget negotiations with Treasury and funding allocations across RTA programs.
- Led negotiations to finalise lease review of RTA Head Office. Directed negotiations to secure alternate premises and begin relocation project.
- Sponsored the targeted Special Number Plate (SNP) dealer strategy which realised an increase in SNP sales of more than 70 per cent.
- Sponsored the delivery of the online auction of National Rugby League number plates which resulted in \$355,000 of revenue for limited edition Centenary of League plates.

# Appendix 5.

## Industrial relations

### Awards/enterprise agreements

The awards and agreements setting the wages and conditions of employment for all staff expired on 30 June 2008. The Government's wages policy required the RTA to fund any proposed increases above 2.5 per cent per annum for future awards and agreements through employee-related cost savings. The RTA identified sufficient cost savings to enable it to make an offer of 4 per cent per annum over three years. This offer was made to all unions covering RTA staff on 15 April 2008. The offer was not accepted and agreement could not be reached for new awards before 30 June 2008.

### Communication and consultation

The Peak Consultative Committee continues to be the primary point of consultation with salaried staff associations about business improvements impacting on staff.

The agreed consultative processes to discuss crucial industrial issues with all unions/associations continue. 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 4 per cent increase in salaries from the first full pay period after 1 July 2007 in line with award provisions.

### Industrial Relations Commission

The RTA was involved in 17 disputes lodged with the Industrial Relations Commission. Seven were settled by conciliation and four were discontinued. Two disputes were referred for arbitration, however one was settled prior to going to hearing. Four disputes remained unresolved at 30 June 2008.

Three victimisation applications and related appeals, as well as the three disputes that were unresolved as of 30 June 2007, have all been finalised.

Seven unfair dismissal applications were lodged. Four were settled by conciliation. One was referred for arbitration and two remained unresolved at 30 June 2008. The two unfair dismissal applications that were unresolved at 30 June 2007 were referred for arbitration.

### Lost time due to industrial action

73.7 equivalent full-time days were lost due to industrial action.

### GREAT appeals – Promotional

Eight promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were disallowed and, at 30 June 2008, the remaining five were yet to be heard.

### GREAT appeals – Disciplinary

Six disciplinary appeals were lodged with GREAT. Five were settled through conciliation and, at 30 June 2008, the other was yet to be heard.

### TOTAL EFFECTIVE FULL TIME EMPLOYEES BY CATEGORY

Year	Salaried Staff	Wages Staff	Casual Staff	Total Staff
2004-05	5228	1615	26	6869
2005-06	5150	1750	22	6922
2006-07	5173	1718	33	6924
2007-08	5395	1496	38	6929

# Appendix 6. Equal Employment Opportunity (EEO)

## Diversity & Equity in the RTA

Human Resource Strategy branch is actively working to ensure RTA staff are representative of the communities we serve. The more diversity we build into our teams, the more creative, innovative and responsive our workforce will be to the challenges ahead.

Human Resource Strategy has established the new role of HR Principal Advisor, Diversity & Equity, to champion cultural change and influence business thinking in the building of a diverse, capable and flexible future workforce.

We aim to increase participation and develop a wide range of age, cultural and skill groups to enhance our business and customer service delivery.

Our key philosophy for equity is to ensure that identified target groups are encouraged in their input to RTA's key result areas. We use strategy review, policy and project support to increase their recruitment, integration, work outcomes and personal development.

Historically, the RTA has been an active contributor to the Government objective of a diverse workforce. These outcomes will be expanded by this dedicated HR role.

The additional new role of HR Principal Advisor, Communications, will assist in the documentation and promotion of equitable development opportunities and diversity in the RTA.

## 2007-08 actions towards gender equity for women

During 2007-08, the participation by women in the RTA workforce increased to 37 per cent.

Within RTA management, several women have taken up senior executive appointments. However with only 2 per cent of total staff appointed to USS 10 or above being women, we still have need to improve the development and support of women in management.

Recruitment of women in our 2007-08 intakes has been enabled via Employment Program pathways including Traineeships (5), Paraprofessionals (3), Rural Scholarships (10), our first female Engineering Cadet (1) and the acclaimed Graduate Program (15).

Skill development of our staff has been facilitated by the RTA template for Work and Development Planning (WDP) to provide evidence of on-job training and record project accomplishments. Staff WDP champions were identified and video cameos recorded to promote the WDP template; 40 per cent of the videos feature female staff.

Skill development also occurs via formal, fully sponsored training programs, including:

- e+ Chartered status accreditation for Engineers, introduced this year (in partnership with Engineers Australia).
- Top Steps to establish career pathways and development for women in middle management.
- Seminars, training and networking events by the Institute of Public Administration Australia – formal certified training in project management.
- Financial assistance and study leave provisions to support female staff studying post graduate studies in Transport & Traffic (3) and Masters Degrees in: Pavement Technology (1), Transport Management (2) and Engineering (1).

Our Spokeswomen's Program in 2007 with the theme 'Blow your own trumpet' was fully subscribed at all venues across the state, with participation from more than 550 women and excellent evaluation results.

In late 2007, we established the RTA Professional Women's Network, a regular luncheon meeting with high profile speakers for senior female staff across the organisation.

RTA has maintained an active membership of NSW Equal Employment Opportunity Practitioner's Association (NEEOPA).

## 2007-08 actions to increase the number of women in engineering

About 8 per cent of the RTA's engineer-qualified roles are filled by women. Our goal is to vigorously increase this figure.

During 2008, a strategy and budget was approved for the RTA to work in partnership with each of the five NSW universities offering tertiary Civil Engineering studies, to encourage greater numbers of female secondary students to consider a career in engineering. The RTA has been identified as the employer partner at established university events, and the RTA has initiated events at new locations. RTA funding and active support via guest speakers, worksite visits, internship placements and interactive activities has increased 'brand' awareness within the target audience. This initiative has been expanded to include numerous events and interactions in conjunction with Engineers Australia.

The inaugural RTA Equity Scholarships for Engineering studies attracted candidates from diverse and disadvantaged circumstances in 2008. We recruited four additional scholars including one rural woman in her second year, one rural Aboriginal student, and two metropolitan-based second year scholars from multicultural backgrounds.

## 2007-08 actions to increase employment and participation of Aboriginal people

The NSW State Plan and 'Two Ways Together' economic development plan require the identification of senior executive performance targets and increases in Aboriginal employment. The 'Making It Our Business' (MIOB) strategic framework tracks the organisation's performance against key result areas. In 2007-08 RTA has identified and filled Aboriginal positions including traineeships, apprenticeships, cultural and heritage advisors, driver licensing and road safety strategy advisors.

RTA has established a secondary scholarship for Aboriginal students, to assist Year 11 and 12 students in completion of maths and science subjects (both engineering prerequisites) in their NSW Higher School Certificate. The scholarship funds can be approved for practical support including purchase of a laptop or internet access, furnishings for a home study area, curriculum texts, resources or tutoring. Initially offered within the north western region of NSW, the scholarship is now available across regional NSW.

The 2008 Elsa Dixon grant submissions funded the establishment of:

- An Aboriginal Employment Coordinator, full-time permanent role, reporting to Principal Advisor Diversity & Equity (Department of Education & Training budget approval pending).
- An Aboriginal Cultural Heritage Advisor, south west region.

The RTA Aboriginal Action Plan 2006 – 2010 is under review in conjunction with 'Making It Our Business' reporting to RTA executive and NSW Premiers department.

As one of the initiatives implemented under the Aboriginal Action Plan, identified Aboriginal positions were established in entry level training programs including Motor Registry traineeships (Cert III Business), Apprenticeships (various trades), Civil Construction traineeships and administration traineeships (Cert III Government) based in various regional and city offices.

## 2007-08 actions to increase employment and participation of people with a disability

People who have disclosed a disability represent 4 per cent of the RTA workforce. The RTA has joined The Australian Employers Network on Disability (AEND), to facilitate any required adjustments at work, ensure we are supporting our staff with disabilities equitably and to build our 'disability confidence' as an employer. Membership of AEND was established at Bronze level for 2007-8 and promoted to Gold level for 2008-09. This increased support will assist a range of projects focussed on increasing our recruitment and support of staff identifying with a disability.

The RTA planned and promoted a forum on 'Disability in the Workplace', for staff who have a disability or those who have a work or personal interest in disabilities and employment. The forum is expected to result in the development of a steering committee of up to 10 staff members to provide advice and support to the Principal Advisor, Diversity and Equity, on the Diversity and Equity Plan, relevant policies, customer service or development programs and disability issues.

During March 2008, the RTA participated in the Department of Premier and Cabinet's review of agency procedures for customers with writing difficulties to explore alternative communication methods for customers with literacy problems.

## 2007-08 actions to increase the integration and retention of young people aged under 35 years ('Generation Y', born post 1980)

The RTA's Employment Programs Unit is being restructured to provide increased management and student support, tertiary institution liaison and proactive participant placement for the range of targeted pathways.

There was an exponential increase in the 2008 undergraduate intake for all entry categories, particularly rural engineering scholarships and cadetships. As the RTA is a regionally focused organisation, selection panels, comprising local managers, the tertiary education provider and human resource personnel, met in seven regional locations.

The 2008 paraprofessional program expanded to build career pathways from electrical trades into traffic network modelling and to develop RTA skills on-the-job in property acquisition/asset management and road design specialities.

A new committee was formed for the RTA Young Professionals Network (YPN) to raise the profile of young staff members via 'The Young Ones' regular feature in *Momentum*, a YPN intranet page and coordination of social networking events in key locations.

Austroroads Young Professional Study tour (Europe) nomination panels are working in partnership with other Australian agencies to provide a research team towards road safety improvements.

## 2007-08 actions to increase the participation of staff members with a multicultural background

The RTA will maintain membership of and participation in the Community Relations Commission (CRC) and undertake an ongoing agency review against the EAPS framework. The RTA staffing profile displays a wide cross-section of cultural and ethnic heritage. The principles of inclusion and equity apply across the RTA.

## Key initiatives in support of all of our employees

- EEO Data collection and review of reporting.
- Access to and uptake of flexible work practices.
- Work and development planning; professional and technical development.

- Employee engagement, through participation, development opportunities and mentoring.
- Leave provisions.
- RTA alumni – keeping past employees and those on longer term leave in touch.

## Key initiatives for diversity & equity in 2008-09

- Develop an RTA Diversity & Equity plan for 2008-12 in consultation with internal and external stakeholder groups. Review the Aboriginal Action Plan and confirm culturally appropriate projects and programs to support the community licensing, road safety and employment targets.
- Establish the Steering Committee for Disabilities at Work.
- Recruit and induct the role of Aboriginal Employment Coordinator in conjunction with Aboriginal Programs branch.
- Maintain input to RTA branding and communications for employee attraction and engagement.
- Determine and agree with key stakeholders a range of HR metrics and benchmarking targets for measurement and reporting on workplace culture.
- Quarterly (reporting) of Aboriginal identified positions and Aboriginal persons employed including numbers and trends, development strategies, mentoring and regular one-to-one visits by Aboriginal Programs staff.
- Review and update relevant RTA policies such as flexible work including job swap/job share; employment of persons with a disability; special leave provisions, including community work; review workplace practices including use of first aid rooms for new mothers returning to work.
- Sponsored Programs to review women's participation in development opportunities, tertiary studies, research projects and completion rates.
- Scholarships targeting female candidates, single parents and mature age tertiary study.
- Review of recruitment to encourage female apprentices.
- Audit of recruitment process, resources and selection panel advice to ensure equitable access for disadvantaged groups including Aboriginal persons and persons with a Disability.
- Establish a 'Stepping into Engineering' internship program for trial of final year engineering (various disciplines) students identifying with a disability.

**TABLE 16.** TRENDS IN THE REPRESENTATION OF EEO GROUPS

EEO Group	Benchmark	% of total Staff			
		RTA 2005	RTA 2006	RTA 2007	RTA 2008
Women	50	31	34	34	35
Aboriginal people and Torres Strait Islanders	2	3	1.8	1.9	1.8
People whose language first spoken as a child was not English	20	17	16	16	16
People with a disability	12	12	12	11	11
People with a disability requiring work related adjustment	7	4	3.5	3.4	3.4

EEO Group	Benchmark	Distribution Index			
		RTA 2005	RTA 2006	RTA 2007	RTA 2008
Women	100	95	86	86	87
Aboriginal people and Torres Strait Islanders	100	62	91	92	94
People whose language first spoken as a child was not English	100	100	105	107	111
People with a disability	100	91	91	91	92
People with a disability requiring work related adjustment	100	84	92	93	93

# Appendix 7. Ethnic Affairs Priorities Statement and Plan

The RTA meets all requirements of the Ethnic Affairs Priorities Statement and Plan (EAPS) regulations and has reported on progress made during 2007-08 and forward strategies, as documented in the Community Relations Report, Youth Diversity and Harmony, Shaping our Future 2007. Key activity areas include:

## Planning and evaluation

Drawing from the State Plan, the *Blueprint*: RTA's Corporate Plan for 2008 – 2012 sets out short and long-term priorities, key result areas and values for the conduct of all RTA interactions, internal and within the community. These corporate goals are evolved into Directorate and branch business plans which are reviewed on a quarterly basis. Research, consultation and evaluation of ethnic affairs initiatives and our key values are measured through formal performance agreements and annual leadership feedback surveys.

## Program and service delivery

Our external programs, delivery and outcomes are based on detailed research from local and international academic organisations, plus incident reporting and focus group feedback from our key customer groups. Internal program development, delivery and evaluations are devised through project teams, drawing on a diversity of skills, resources and expertise for team contribution. Special needs are resourced and monitored for positive outcomes as required.

## Staffing

Our recruitment strategies encourage applicants from diverse backgrounds, with both short and long-term development opportunities offered across the organisation. Promotion of RTA employment opportunities occurs through intranet, internet, public sector notices, news sheet and selected recruitment agency avenues. All staff training from Induction to formal qualification oriented development is linked to our leadership framework, encouraged by individual work and development planning and accessible to all staff. Community Language Allowance Scheme (CLAS) accredited staff contribute to our customer service, particularly within our Motor Registry venues.

## Communication

The RTA authenticates and distributes critical identity and licence documentation on behalf of the Government. The RTA translates key documents and assessment tools into a range of community languages. CLAS officers do form part of this information and communication network.

Communication channels for road safety messages include written (formal and informal), spoken, and an increasingly wide range of audio-visual mediums (from billboards to nursery songs) to proactively convey and reinforce safety messages to all road users within the diverse community.

## Funded services

The RTA contracts service providers through approved Government panels or via public tender process. Evaluation and appointment of providers is based on the published criteria, including the core knowledge, skills and experience required by the contractor. The RTA requests specific cultural diversity outcomes in areas including Aboriginal participation in construction.

Our Diversity and Equity Plan for 2008 – 2012 will be compiled after consultation with key stakeholder groups by our Principal Advisor Diversity & Equity. Our focus will be on the development and support of our staff in the performance of their duties.



## Appendix 8. Disability Plan

The RTA Diversity & Equity Plan was under review during 2007. Proposed initiatives for the 2008-09 period are listed at page 227.

It is a legal requirement to have Disability included in Diversity & Equity plan. For the year 2007-08, there weren't any significant new development towards Disability. However, with Principal Advisor Diversity & Equity appointed, significant initiatives have been planned and being worked on for the year 2008-09.

# Appendix 9.

## Overseas travel by RTA officers

From 1 July 2007 to 30 June 2008, officers of the RTA travelled overseas on 27 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; Network Performance Development, and the Manager; Client Liaison, to Auckland, New Zealand, to provide consulting services and project management for the implementation of the SCATS Ramp Metering System.
- The SCATS Training and Documentation Manager and a SCATS Principal Systems Analyst to Auckland, New Zealand, to provide SCATS training to staff of Transit New Zealand's Auckland Transport Management Unit.
- The Manager; Client Liaison, and a SCATS Principal Systems Analyst to Auckland, New Zealand, to attend the annual meeting of the SCATS New Zealand User Group.
- The Manager; Network Performance Development, to Auckland, New Zealand, to provide consulting services and project management for the implementation of a SCATS Metering System.
- The General Manager; Safer Roads, to Brussels, Belgium, to visit the International Road Federation and European Transport Safety Council and present a paper on NSW Highway Safety Reviews at the Safe Highways for the Future Conference and to The Netherlands to visit the Institute for Road Safety Research.

Visits during 2007-08, for which all or part of the costs were met by the RTA, were as follows:

- The Manager; Traffic Facilities Asset Management, travelled to Auckland and Bay of Islands, New Zealand, to attend a conference on road marking.
- A Project Engineer; Engineering and Technology Branch, travelled to Weimar, Germany, to present a paper on RTA research and findings on modular bridge expansion joints at the International Association of Bridge and Structural Engineers Conference.
- The General Manager; Compliance and Freight Strategy, travelled to Stuttgart, Villingen and Berlin, Germany, to attend the Siemens/Mercedes Benz briefings organised by Linfox and meet with the German Government and Satellic Traffic Management, and with European Regulatory Authorities in Brussels, Belgium. The visit offered the opportunity to better understand state-of-the-art truck safety, fatigue management and digital tacograph technologies.

- The Manager; Client Liaison, a SCATS Principal Systems Analyst and the TMIS and PTIPS Principal Systems Analyst travelled to Beijing, China, to exhibit SCATS and related Intelligent Transport System products at the Australian stand at the 14th World Congress on Intelligent Transport Systems.
- The Quality and Statistical Control Officer travelled to Christchurch, New Zealand, to present a technical paper at the 9th South-East Asian Survey Congress.
- The Bitumen Sprayer Inspector travelled to Port Moresby, Lae, Mount Hagan and Lihir, Papua New Guinea, to test and calibrate bitumen sprayers.
- The Manager; Corporate Planning and Performance, and the Manager; Workforce Capability, travelled to Wellington, New Zealand, to attend the Austroads Capability Taskforce Workshop.
- The Project Director; Traffic Systems Branch, travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
- On a separate occasion, the Transport Planning Manager travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
- The Manager; Recalls and Regulations, travelled to Wellington, New Zealand, to attend the Australasian New Car Assessment Program and Used Car Safety Rating meetings.
- The Director; Licensing, Registration and Freight, and the General Manager; Compliance and Freight Strategy, travelled to Wellington, Palmerston North and Auckland, New Zealand, to attend the 44th Austroads Council meeting and visit New Zealand Transport Agencies.
- The Manager; Corporate Planning and Performance, travelled to Paris, France, to attend the World Road Organisation (PIARC) technical committee on Good Governance of Road Administration meeting.
- The Manager; Trends Analysis and Reporting, travelled to Ljubjana, Slovenia, to attend the International Road Federation Awards at which the NSW Centre for Road Safety received an International Road Safety Award.
- The General Manager; Infrastructure Maintenance, travelled to Wellington, New Zealand, to attend the Austroads Assets Taskforce meeting.
- The Pavement Strategy Manager travelled to Kananaskis and Calgary, Canada, to attend the 2008 Deighton Users Conference and the 7th International Conference on Managing Pavement Assets.

# Appendix 10.

## Freedom of Information

During 2007-08 the RTA received 1973 requests for information under the *Freedom of Information Act 1989* (FOI Act), compared with 1652 in 2006-07. In addition, 197 applications were brought forward from the previous period (compared to 145 in 2006-07), making a total of 2170 applications to be processed. At the end of the 2007-08 reporting period 193 applications were not completed.

The use of FOI by insurance and finance companies continues to increase significantly. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles whom they are trying to trace. There has also been a marked increase in the number of applications lodged by the media, opposition MPs, community groups and solicitors.

Of the 1874 requests completed 193 applications applied for documents that were not held by the RTA, 1446 were granted in full, 63 in part, 172 were refused and none were deferred. Three were transferred to other agencies and 100 were withdrawn. Of those refused in full or part, 22 were refused on the grounds that the information is otherwise available and 119 were refused as the applicant did not pay the necessary fees (see table detailing for disallowing or restricting access).

Of those requests not granted in full, internal reviews were finalised for 24 decisions and two appeals to the Ombudsman were finalised. There were no appeals completed at the Administrative Decisions Tribunal this year. 1088 applications required consultation with 1537 third parties external to the organisation. The estimated operating cost of processing FOI requests was \$98,137 (\$79,098 in 2006-07) and fees received totalled \$91,424 (\$114,129 in 2006-07). There was one request received for amendments to personal records. No requests were received for notations to personal records and no ministerial certificates were issued. A total of 302 applications were finalised after the statutory processing period.

One of the factors contributing to this was the continuing high number of applications – an increase of 15.51 per cent on those received the previous year. Overall, there was a 20 per cent increase in the total applications processed in 2007-08 compared to 2006-07.

In 2007-08 the RTA continued to review the resources available to the area responsible for FOI, privacy and contract reporting. A number of business solutions have been introduced to improve the efficiency and effectiveness of the FOI process and the area is restructuring a number of 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 Statement and Summary of Affairs are published on its website at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au).

### FOI appeals to the Ombudsman

Nine appeals to the Ombudsman were commenced, continued or concluded during 2007-08.

**In the first case, on 7 February 2007** the RTA received an application for documents relating to the payment of \$25 million to Connector Motorways to allow for a delay of road changes around the Lane Cove Tunnel. On 16 February 2007 the RTA requested an advance deposit which was received on 26 February 2007. On 11 April 2007, the RTA advised the applicant that third party consultations for business affairs would be required. On 4 May 2007 the applicant lodged an application for an internal review on the grounds of a deemed refusal. The RTA made a determination of the internal review to refuse access to all documents on the grounds that the documents were exempt under clauses one, six, seven, nine, 10 and 15 of Schedule 1 of the FOI Act. The applicant made a complaint to the Ombudsman on 22 June 2007 which initiated an investigation under section 13 of the *Ombudsman Act 1974* into the actions of the RTA in dealing with the application. The Ombudsman issued a notice to the RTA under section 18 of the Act requiring the production, by 27 August 2007, of documents captured by the scope of the application, reasons for the delay in responding to original application and a conclusive certificate from the Director-General of the Department of Premier and Cabinet pursuant to section 22 of the Act for documents claimed to be Cabinet documents. The Ombudsman extended the due date for a response to 3 August 2008. On 3 August 2007, Ms Robyn Kruk, Director-General of the Department of Premier and Cabinet issued

a certificate under section 22 of the Act in respect of 39 documents. The RTA also responded to the Ombudsman's notice under section 18 of the Act on 3 August 2007 with the certificate and relevant documents. On 10 September 2007, the Ombudsman provided the RTA with a statement of preliminary findings and recommendations. The Ombudsman had formed the view that the documents not covered by the section 22 certificate from Ms Kruk should be disclosed to the applicant and that a finding of unreasonable conduct under section 26 of the Act be made against the RTA's response to the application. The RTA undertook further consultations with a third party about the status of documents on 31 October 2007. The RTA reviewed the determination of the internal review and in light of the statement decided to revise the determination and released the majority of the documents covered by the application and remove the claim of Cabinet confidentiality to all but four of the documents not covered by the section 22 certificate. The RTA claimed a further ground to exempt documents under Clause 13 of Schedule 1 of the FOI Act. The RTA's response to the statement also provided reasons why a finding of unreasonable conduct by the RTA should not be made. On 28 March 2008 the Deputy Ombudsman issued a report under section 26 of the Act in which he recommended that all documents be disclosed to the applicant except for those documents covered by the section 22 certificate and also a document which was considered by the Deputy Ombudsman to be exempt for legal professional privilege. On 27 June 2008 the applicant commenced proceedings against the RTA in the NSW Administrative Decisions Tribunal. A planning meeting is scheduled for 26 August 2008.

**In the second case, on 28 May 2007** an application was made for documents, including written advice to the NSW Minister for Roads, relating to RTA-administered pensioner concessions and created after 1 January 2006. On 30 May 2007 the applicant narrowed the terms of the application because the request was too broad. The RTA determined to grant access in part to the documents that were located on 3 August 2007. The RTA considered the documents exempt under Schedule 1 Clause 9(1). An application for internal review was determined not to vary the original decision on 17 September 2007. The applicant applied to the office of the NSW Ombudsman for an external review of the RTA's FOI determinations on 7 November 2007. Pursuant to section 52A (1)(a) of the FOI Act, the office of the NSW Ombudsman suggested that the RTA review the original

determination. On 23 April 2008 the RTA determined to vary the original determination made on 3 August 2007 to provide access in full to documents previously not granted. Exempt material was excised from some documents because the information did not directly relate to any consideration by the RTA of pensioner concessions on motor vehicle registration charges.

**In the third case, on 29 October 2007** an application was made for documents regarding a matrix and all notes or information regarding the applicant being unsuccessful in obtaining an interview for various job applications. On 10 December 2007 the applicant was forwarded a copy of a matrix relating to the job applications. On the 6 January 2008 the applicant sought further additional information such as a copy of the electronic application, the name of the panel members, any documentation advising other applicants as to whether they were culled and the reason and any additional documentation. On 24 January 2008 documents were released to the applicant. On 1 February 2008 the applicant's father contacted the RTA and stated that 'other' documentation was requested, including all applicant resumes for those applicants who were called for interview and a matrix of all applicants who were called for an interview. On 12 March 2008 a request for the advanced deposit was sent to the applicant. On 4 April 2008 the applicant requested an internal review of the advanced deposit. On 29 April 2008 the internal review determination endorsed the request for advance deposit. On 14 May 2008 the Ombudsman's office wrote to the RTA notifying of an external review request by the applicant.

**In the fourth case, on 9 February 2008** an application was made for documents relating to the average AM and PM peak travel times for seven selected routes to the Sydney CBD. The RTA determined on 17 March 2008 that documents were otherwise available on the NSW Premier and Cabinet website. An application for internal review on the basis that relevant documents were not otherwise available in the level of detail as documents held by the RTA was received on 26 March 2008. The applicant declared a deemed refusal upon the expiration of the statutory deadline for an internal review determination to be made. The applicant applied to the Ombudsman's office for an external review of the RTA's FOI determinations on 8 April 2008. The matter is currently being investigated by the Ombudsman.

**In the fifth case, on 10 March 2008** an application was made for documents relating to the Ride Quality and Pavement Durability figures as published in this Auditor-General's Report for the year to 2007. The application further sought approximate timeframes for when significant upgrade projects are scheduled to improve their standard under present funding priorities. On 7 May 2008 the RTA determined that the agency did not hold the documents requested pursuant to Schedule 1 Section 28 (1)(b) of the FOI Act. The applicant sought an internal review on 12 May 2008. The applicant declared a deemed refusal upon the expiration of the statutory deadline for an internal review determination to be made. The NSW Ombudsman notified the RTA on 17 June 2008 that the applicant had sought an external review. The matter is currently being investigated by the NSW Ombudsman.

**In the sixth case, on 22 December 2007** an application was made for documents that involved allegations made against a former employee of the RTA. An additional request was sent via facsimile on 24 December 2007, requesting complaints, interviews, reports and subsequent investigations in relation to the matter. On 27 February 2008 the RTA determined to grant access in part to some documents held by the agency. Documents were considered exempt under Schedule 1 Clause 9(1) of the FOI Act. On 6 March 2008 the status of the applicant's employment changed and as such the RTA determined to grant access in full to most of the documents and in part to some documents. Documents were considered exempt under Schedule 1 Clause 6(1), Clause 9(1), Clause 13(b) and Clause 16 of the FOI Act. On 8 April 2008 the applicant requested an internal review of the determination stating that he/she did not have access to documents as requested. On 29 April 2008 the internal review determination endorsed the original decision. On 29 May 2008 the Ombudsman's office wrote to the RTA notifying of an external review request by the applicant.

**In the seventh case, on 29 May 2008** an application was made for documents that contain the name and address of the current registered operator of a motor vehicle. The applicant was advised that the documents requested contained matters concerning the personal affairs of an individual and his/her comments must be sought before the RTA could determine if access would be granted. The third party objected to the release of information without providing any grounds. The third party was advised that the information would be released. The Ombudsman's office was contacted on 27 June 2008. The office explained to the

third party the need to give grounds for not releasing. The RTA agreed to defer release until 7 July 2008. On the 9 July 2008 the RTA released the information to the applicant as no objection was received by the third party.

**In the eighth case, on 29 August 2007** an application was made for documents relating to details of when a damaged 70km/h speed limit sign was removed from pole NW35 on the Western Distributor coming out of the Cross City Tunnel before the Anzac Bridge around the Easter long weekend (April 2007). The RTA determined that no documents were held, however, information regarding the request from the General Superintendent, Traffic Facilities, was disclosed to the applicant on 26 September 2007. An application for internal review on the basis that the information received was incorrect and contained a fraudulent claim was received on 10 October 2007 and the original determination was upheld on 20 November 2007. The applicant applied to the Ombudsman's office for an external review of the RTA's FOI determinations on 10 January 2008. The RTA's FOI determinations were upheld by the Ombudsman on 12 February 2008.

**In the ninth case, on 17 October 2007** an application was made for documents addressed to the FOI Officer, PO Box 973, Parramatta CBD 2124. The Records Access Unit did not receive a copy of this application nor the \$30 application fee. The Records Access Unit was informed of the application, correspondence between the applicant and the Minister's Office, and referral of the matter to the NSW Ombudsman on 8 March 2008.

## FOI appeals to the Administrative Decisions Tribunal

There were two appeals to the Administrative Decisions Tribunal (ADT) that were either continuing or commenced in 2007-08.

**The first case is an ongoing matter. On 30 September 2004** an application was made for documents relating to the construction and maintenance of rest areas at Mundoonan. On 14 January 2005 a further application was made for documents relating to the cost of the rest area when constructed. Both of these applications followed previous applications that were dealt with separately. The initial determination in respect of the September 2004 application was that the RTA did not hold any documents other than those that had been located in relation to earlier requests. In relation to the January 2005 application, the RTA failed to make a determination. Internal reviews were requested in respect of both applications. The internal review for the September 2004 application upheld the original determination. The internal review for the January 2005 application resulted in the applicant being granted certain documents. However, the applicant was not fully satisfied with either internal review, and made an application to the ADT to review the RTA's determinations. On 4 October 2006 the ADT affirmed some of the RTA's determinations in respect of documents held; for others the matter was remitted to the RTA for reconsideration in accordance with certain directions about how the search was to be conducted. The RTA appealed the decision in respect of the orders against it. On 14 June 2007, the Appeal Panel set aside the orders of the ADT that were subject to appeal and remitted the matter to the tribunal. The ADT then remitted the matter to the RTA for reconsideration in light of the Appeal Panel's decision. The parties have since been negotiating about the scope of the request and the RTA has located further documents that have been released to the applicant. The matter will return to the ADT in 2008-09.

**In the second case, on 19 October 2007** an application was made for documents relating to Safe-T-Cam. The matter involved an objection by a third party to a determination on 7 December 2007 to release documents applied for under the FOI Act. The third party objected on the grounds that the release of the document would affect their business affairs. The applicant sought an internal review on 30 January 2008. The internal review upheld the original determination. The third party brought the matter before the ADT and a planning meeting was attended by Legal Branch and Records Access Unit on April 8 2008. Submissions were to be made and the matter was to be heard by the ADT on 13 June 2008. The third party applied to have the matter discontinued in order to have the Ombudsman investigate. The third party wanted to retain their right of having the matter reinstated with the ADT. The ADT sought submissions from both parties. The respective submissions were received by the ADT on 27 June 2008. The decision has been reserved and is expected to be handed down within three months of 27 June 2008.

### Note on statistics

The Records Access Unit has implemented a new software package to capture the new statutory reporting statistics. This program is experiencing some problems and further enhancements will be implemented in the near future. The reported statistics will vary from previous reporting periods.

**SECTION A: NUMBER OF NEW FOI APPLICATIONS**

	Number of FOI applications received, discontinued or completed					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
<b>FOI requests</b>						
A1 New	24	6	1626	1967	1650	1973
A2 Brought forward		1		196		197
A3 Total to be processed	24	7	1626	2163	1650	2170
A4 Completed	23	5	1311	1869	1334	1874
A5 Discontinued		1	119	102	119	103
A6 Total processed	23	6	1430	1971	1453	1977
A7 Unfinished (carried forward)	1	1	196	192	197	193

**SECTION B: DISCONTINUED APPLICATIONS**

	Number of discontinued applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
<b>Why were FOI applications discontinued?</b>						
B1 Request transferred out to another agency (s.20)			8	3	8	3
B2 Applicant withdrew request		1	111	99	111	100
B3 Applicant failed to pay advance deposit (s.22)	1	1	107	118	108	119
B4 Applicant failed to amend a request that would have been an unreasonable diversion of resources to complete (s.25(1)(1a))						
B5 Total discontinued	1	2	226	220	227	222

**SECTION C: COMPLETED APPLICATIONS**

	Number of completed applications					
	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
<b>What happened to completed FOI applications?</b>						
C1 Granted or otherwise available in full	15	3	1058	1443	1073	1446
C2 Granted or otherwise available in part	1		15	63	16	63
C3 Refused	5	2	116	170	121	172
C4 Documents not held	2		122	193	124	193
C5 Completed	23	5	1311	1869	1334	1874

**SECTION D: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN FULL**

	Number of FOI applications (granted or otherwise available in full)						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
<b>How were the documents made available to the applicant?</b>							
All document requested were:							
D1	Provided to the applicant	15	3	1058	1443	1073	1446
D2	Provided to the applicant's medical practitioner						
D3	Available for inspection						
D4	Available for purchase						
D5	Library material						
D6	Subject to deferred access						
D7	Available by a combination of any of the reasons listed in D1-D6 above						
D8	<b>Total granted or otherwise available in full</b>	<b>15</b>	<b>3</b>	<b>1058</b>	<b>1443</b>	<b>1073</b>	<b>1446</b>

**SECTION E: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN PART**

	Number of FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
<b>How were the documents made available to the applicant?</b>							
All document requested were:							
E1	Provided to the applicant	1	0	15	63	16	63
E2	Provided to the applicant's medical practitioner						
E3	Available for inspection						
E4	Available for purchase						
E5	Library material						
E6	Subject to deferred access						
E7	Available by a combination of any of the reasons listed in E1-E6 above						
E8	<b>Total granted or otherwise available in full</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>16</b>	<b>63</b>

**SECTION F: REFUSED FOI APPLICATIONS**

	Number of refused FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
<b>Why was access to the documents refused?</b>							
F1	Exempt	2	1	10	23	12	24
F2	Deemed refused			1		1	
F3	<b>Total refused</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>23</b>	<b>13</b>	<b>24</b>



**SECTION G: EXEMPT DOCUMENTS**

Number of FOI applications (refused or access granted or otherwise available in part only)

	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
<b>How were the documents made available to the applicant?</b>						
<b>Restricted documents</b>						
G1	Cabinet documents (Clause 1)			3		3
G2	Executive Council documents (Clause 2)					
G3	Documents affecting law enforcement and public safety (Clause 4)			8		8
G4	Documents affecting counter terrorism measures (Clause 4A)					
<b>Documents requiring consultation:</b>						
G5	Documents affecting inter-governmental relations (Clause 5)					
G6	Documents affecting personal affairs (Clause 6)			17		17
G7	Documents affecting business affairs (Clause 7)			10		10
G8	Documents affecting the conduct of research (Clause 8)					
<b>Documents otherwise exempt:</b>						
G9	Schedule 2 exempt agency					
G10	Documents containing information confidential to Olympic Committees (Clause 22)					
G11	Documents relating to threatened species, Aboriginal objects or aboriginal places (Clause 23)					
G12	Documents relating to threatened species conservation (Clause 24)					
G13	Plans of management containing information of Aboriginal significance (Clause 25)					
G14	Private documents in public library collections (Clause 19)					
G15	Documents relating to judicial functions (Clause 11)					
G16	Documents subject to contempt (Clause 17)					
G17	Documents arising out of companies and securities legislation (Clause 18)					
G18	Exempt documents under interstate FOI Legislation (Clause 21)					

	Personal		Other		Total	
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
G19 Documents subject to legal professional privilege (Clause 10)						
G20 Documents containing confidential material (Clause 13)		1		1		2
G21 Documents the subject of secrecy provisions (Clause 12)						
G22 Documents affecting the economy of the State (Clause 14)						
G23 Documents affecting financial or property interests of the state or an agency (Clause 15)						
G24 Documents concerning operations of agencies (Clause 16)						
G25 Internal working documents (Clause 9)				1		1
G26 Other exemptions (eg Clauses 20, 22A, and 26)				22		22
G27 Total applications including exempt documents		1		62		63

#### SECTION H: MINISTERIAL CERTIFICATES (S.59)

Number of Ministerial Certificates  
(2006-07) (2007-08)

<b>How many Ministerial Certificates were issued?</b>		
H1	Ministerial Certificates issued	0 0

#### SECTION I: FORMAL CONSULTATIONS

Number  
(2006-07) (2007-08)

<b>How many formal consultations were conducted?</b>		
I1	Number of applications requiring formal consultation(s)	674 1088
I2	Number of persons formally consulted	871 1537

#### SECTION J: APPLICATIONS FOR AMENDMENT OF PERSONAL RECORDS

Number of applications for amendment of personal records  
(2006-07) (2007-08)

<b>How many applications for amendment of personal records were agreed or refused?</b>		
J1	Agreed in full	1 0
J2	Agreed in part	0 0
J3	Refused	0 1
J4	Total	1 1

**SECTION K: NOTATION OF PERSONAL RECORDS**

		Number of applications for notation	
		(2006-07)	(2007-08)
<b>How many applications for notation of personal records were made (s.46)?</b>			
K1	Number of requests for notation	0	0

**SECTION L: FEES AND COSTS**

		Assessed costs		Fees received	
		(2006-07)	(2007-08)	(2006-07)	(2007-08)
What fees were assessed and received for FOI applications processed (excluding applications transferred out)?					
L1	All completed requests	\$79,098	\$98,137	\$ 114,129	\$91,424

**SECTION M: FEE DISCOUNTS**

		Number of FOI discounts (where fees were waived or discounted)					
		Personal		Other		Total	
		(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)
<b>How many fee waivers or discounts were allowed and why?</b>							
M1	Processing fees waived in full				20		20
M2	Public interest discounts			1	3	1	3
M3	Financial hardship discounts Pensioner/Child	5	1	24	45	29	46
M4	Financial hardship discounts Non profit organisation	1		124	141	125	141
M5	Total	6	1	149	209	155	210

**SECTION N: FEES REFUNDED**

		Number of refunds	
		(2006-07)	(2007-08)
<b>How many refunds were granted as a results of significant correction of personal records?</b>			
N1	Number of fee refunds granted as a result of significant correction of personal records	3	0

**SECTION O: DAYS TAKEN TO COMPLETE REQUEST**

	Number of completed FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
<b>How long did it take to process completed applications?</b> (Note: calendar days)							
O1	0-21 days – statutory determination period	9	1	299	514	308	515
O2	22-35 days – extended statutory determination period for consultation or retrieval of archived records (S.59B)	5	1	283	1056	288	1057
O3	Over 21 days – deemed refusal where no extended determination period applies	6	2	456	146	462	148
O4	Over 35 days – deemed refusal where extended determination period applies	3	1	273	153	276	154
O5	<b>Total</b>	<b>23</b>	<b>5</b>	<b>1311</b>	<b>1869</b>	<b>1334</b>	<b>1874</b>

**SECTION P: PROCESSING TIME (HOURS)**

	Number of completed FOI applications						
	Personal		Other		Total		
	(2006-07)	(2007-08)	(2006-07)	(2007-08)	(2006-07)	(2007-08)	
<b>How long did it take to process completed applications?</b>							
P1	0-10 hours	22	5	1301	1842	1323	1847
P2	11- 20 hrs	1		3	10	4	10
P3	21- 40 hrs			3	8	3	8
P4	Over 40 hrs			4	9	4	9
P5	<b>Totals</b>	<b>23</b>	<b>5</b>	<b>1311</b>	<b>1869</b>	<b>1334</b>	<b>1874</b>

**SECTION Q: NUMBER OF REVIEWS**

	Number of completed reviews		
	(2006-07)	(2007-08)	
<b>How many reviews were finalised?</b>			
Q1	Internal reviews	10	24
Q2	Ombudsman reviews	5	2
Q3	ADT reviews	2	0

**SECTION R: RESULTS OF INTERNAL REVIEW**

		Number of internal reviews					
		Personal		Other		Total	
		Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision	Original Agency Decision
		UPHELD	VARIED	UPHELD	VARIED	UPHELD	VARIED
<b>What were the results of internal reviews finalised?</b>							
Grounds on which internal review requested							
R1	Access refused			3		3	
R2	Access Deferred						
R3	Exempt matter deleted from documents			14		14	
R4	Unreasonable charges			4		4	
R5	failure to consult with third parties						
R6	Third parties views disregarded			1	1	1	1
R7	Amendment of personal records refused				1		1
R8	<b>Total</b>	0	0	22	2	22	2

# Appendix II.

## Ombudsman

During 2007-08 the Ombudsman referred nine complaints to the RTA for investigation. This compares to seven complaints referred for investigation in the previous financial year. Complaints were received from the Ombudsman on the following matters.

- In September 2007 a complaint was received concerning KHS Commuter e-bikes. The complaint relates to the fining of riders of the e-bikes by the NSW Police Force for various offences such as using an unregistered and uninsured vehicle, in accordance with the view of the Police that e-bikes are motor vehicles. The complainant indicates the RTA has a contrary view insofar as e-bikes are categorised as power-assisted pedal cycles under Australian Design standards. The complainant raised concerns about the interpretation of the *Road Transport (Vehicle Registration) Act* and associated legislation and road rules by the two Government authorities. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to the Ombudsman's questions outlining its position in relation to e-bikes in accordance with the *Road Transport (Vehicle Registration) Act*, the Australian Design Rules and the Australian Road Rules. The RTA advised the Ombudsman that it had met with the NSW Police Force and Office of Fair Trading to explore better ways of dealing with e-bikes, and that a discussion paper had been prepared. The RTA also advised that further discussion would take place between the agencies to analyse the need for regulatory change, based on the feedback from the discussion paper.
- A further complaint was received in September 2007 about the removal of trees as part of safety improvements to Moss Vale Road, Kangaroo Valley. Concerns were raised about the RTA's decision to remove 96 trees, the community consultation process involved and the release of project documents to the local action group. The Ombudsman asked 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 of the Ombudsman's questions. The RTA also provided an outline of the history of the Moss Vale Road safety improvements. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.
- In November 2007 a complaint was received about notices issued for breaches of the Safe-T-Cam driving hours. The complaint also related to the issue of a fine for driving a vehicle that had been issued with a defect notice. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether further action would be taken. The Ombudsman also requested copies of correspondence between the complainant and the RTA, and other documentation relating to the issue. The RTA provided detailed answers to all the Ombudsman's questions and copies of relevant documents. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.
- In November 2007 a complaint was received pursuant to the *Protected Disclosures Act 1994* concerning, amongst other matters, the management of the RTA Engineering Certification Scheme. The Ombudsman requested advice on any action taken by the RTA in relation to the concerns raised and invited further comment before deciding whether any further action would be taken against the RTA. The RTA advised the Ombudsman that the matter had been investigated and it was revealed that improvements needed to be made to the policies and procedures used to manage the scheme. As a result, the RTA Chief Executive established an independent inquiry into the Engineering Certification Scheme and directed that the office of the Ombudsman be fully briefed on its progress and outcomes.
- An additional complaint was received in November 2007 regarding the transfer of a motor vehicle registration from its new owner back to the motor dealership from which the car was purchased without the new owner's knowledge. The complainant advised that there had been a dispute with the motor dealership over the purchase price of the vehicle. The complainant discovered the vehicle was not registered in their name when he/she attempted to renew the registration the following year. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether any further action should be taken. The RTA provided detailed answers to all of the Ombudsman's questions. The RTA also advised that the dealership had claimed the registration had been transferred in error and had produced the Certificate of Registration, signed by the new owner, supporting the request to correct the registration record.

- A further complaint was received in November 2007 about the availability of documents to the public concerning Spit Bridge opening times. The complainant had previously contacted the RTA and been advised that there had been extensive consultation with stakeholders. The Ombudsman asked for any documents or website links giving information on the reasons for the agreed opening times. The RTA provided details of website links and copies of relevant reports and brochures. The RTA also provided details of the display of the Review of Environmental Factors report and the number of submissions received.
- In March 2008, the Ombudsman advised the RTA that it had decided to conduct an investigation into various matters relating to the certifying of Wheelchair Accessible Taxis (WATs) by private engineering signatories to comply with the Commonwealth Disability Standards for Accessible Public Transport (DSAPT). This was initiated by a complaint that alleged that WATs converted by two companies did not meet one of the clauses of the DSAPT. Subsequent enquiries raised concerns about differing understandings and expectations of the requirements of the DSAPT between the Ministry of Transport, the RTA, private engineering signatories, WAT converters and WAT users. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to all of the Ombudsman's questions.
- Also, in March 2008 a complaint was received which alleged a number of councils were failing to comply with the RTA Pay Parking Manual and, in turn, the RTA was failing to ensure compliance. The Ombudsman asked the RTA to provide answers to a number of questions and the RTA provided answers to all of these. The RTA advised that under current road transport legislation it was not required to monitor the operation of council pay parking schemes. The RTA pointed out that it had a role in reviewing proposed pay parking schemes and the authorisation process of associated signposting. However, once a pay parking scheme had been implemented the RTA was limited to action in the Supreme Court.
- In May 2008 a complaint was received about the inspection and registration of a motor vehicle that was defected by the RTA three weeks after its purchase. Civil action taken by the new owner against the seller was successful. The new owner also raised concern about whether the inspections and reports carried out by the RTA and AUVIS inspector met standards and obligations. The new owner had previously been advised by the RTA that there were no grounds for compensation. The Ombudsman asked the RTA to provide answers to a number of questions and copies of relevant documents. The Ombudsman also invited any suggestions to help resolve the matter. The RTA provided detailed answers to all of the Ombudsman's questions. The RTA also emphasised it did not conduct a roadworthiness inspection on the vehicle but passed it as being not stolen or rebirthed. Further, the RTA advised that it does not conduct roadworthiness inspections on light vehicles entering the fleet – this is the role of AUVIS. Following a further complaint, the RTA conducted an audit and subsequently cancelled the accreditation of the AUVIS that conducted the inspection. The RTA offered to meet with the Ombudsman to further discuss the matter.

## Appendix 12. Consumer response

**TABLE 17. NUMBER OF COMPLAINTS**

Issue	2003-04	2004-05	2005-06	2006-07	2007-08
Business systems	25	6	9	4	7
Driver licensing	132	338	401	399	348
Vehicle registration	324	231	195	79	152
Customer service	330	271	214	170	199
Organisational direction – management	19	16	19	20	26
Road asset provision – environment	34	7	3	17	20
Noise	451 <sup>1</sup>	513	296 <sup>2</sup>	12	19
Transport efficiency	33	181	628 <sup>3</sup>	584 <sup>4</sup>	510 <sup>5</sup>
Road safety	1537	1583	476	300	417

1. Complaints relating to Noise Abatement Program for existing roads.

2. Total noise complaints compiled in the Noise Abatement Program Geodatabase.

3. Includes 596 complaints related to clearway towing.

4. Includes 534 complaints related to clearway towing.

5. Includes 479 complaints related 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.



# Appendix 13.

## Legal change

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2007-08 and judicial decisions made during 2007-08 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)***

***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 (which incorporates the Australian Road Rules)

Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999

***Road Transport (Vehicle Registration) Act 1997 No. 119***

Road Transport (Vehicle Registration) Regulation 2007

***Roads Act 1993 No. 33*** (except parts administered by the Minister for Climate Change and the Environment, Minister for Local Government and Minister for Lands).

Roads Regulation 2008

***Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No. 49***

***Tow Truck Industry Act 1998 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 2007 – 30 June 2008

#### New acts

***Tow Truck Industry Amendment Act 2007***

This Act was assented to on 15 November 2007 and commenced on 30 November 2007 and abolished the Tow Truck Authority, transferred tow truck industry regulatory functions to the RTA, abolished the job allocation scheme and required towing authorisations to be obtained for the carrying out of accident towing work.

***Road Transport (General) Amendment (Written-off Vehicles) Act 2007***

This Act was assented to on 15 November 2007 and has not commenced. The Act will amend the *Road Transport (General) Act 2005* so as to accord, generally, with a national system of notifying, registering and managing written-off vehicles.

***Road Transport (Safety and Traffic Management) Amendment (Novice Drivers) Act 2007***

This Act was assented to on 23 November 2007 and commenced on 21 December 2007. The Act extended the requirement for a zero prescribed concentration of alcohol for drivers holding an Australian learner licence or a NSW provisional licence to visiting drivers holding an overseas learner licence or an interstate or overseas provisional licence (or equivalent). It also extended certain offences relating to alcohol and other drug use that are currently directed at NSW full driver licence holders who are supervising drivers holding an Australian learner licence, to visiting drivers holding an interstate or overseas full driver licence and to the supervision of visiting drivers holding an overseas learner licence (or equivalent).

#### ***Road Transport Legislation (Breath Testing and Analysis) Act 2007***

This Act was assented to on 13 December 2007 and commenced in part on 13 December 2007 and in full on 25 January 2008. It enabled the concentration of alcohol revealed by a breath sample to be expressed in terms of the amount of alcohol in grammes in 210 litres of breath in line with the National Measurement Institute's new standard for evidential breath analysers (as well as by reference to alcohol in 100 millilitres of blood for older breath measuring devices).

#### ***Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007***

The Act commenced on the date of assent which was 13 December 2007 and enabled the implementation of decisions by the Council of Australian Governments in its 2007 Road Reform Plan with respect to trials for incremental pricing schemes for higher mass and other innovative vehicles.

#### ***Road Transport Legislation Amendment (Car Hoons) Act 2008***

This Act was assented to on 19 March 2008 and commenced in part on 6 June 2008. The Act amended the *Road Transport (Safety and Traffic Management) Act 1999* and the *Road Transport (General) Act 2005* regarding the sanctions relating to the confiscation, impounding and forfeiture of motor vehicles used in connection with street racing and burnout offences.

### **New Regulations**

#### **Road Transport (Driver Licensing) Amendment (Novice Drivers) Regulation 2007**

This regulation commenced on 1 July 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to ensure that the "L" and "P" plates were displayed on vehicles in a manner that was clearly visible and did not obscure the letters on the plates; to make it a condition of a provisional PI licence held by a person under 25 years of age that the holder does not drive a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age; to provide for exemptions from that condition, to increase the number of demerit points for the holder of a provisional PI licence who drives a vehicle not more than 30 kilometres per hour in excess of the applicable limits so as to enable the Roads and Traffic Authority to suspend or cancel the licence; to make consequential amendments to the demerit points schedule in that Regulation, and to include a breach of clause 47F of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 in the demerit points schedule (learner or PI driver using mobile phone while driving).

#### **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Novice Drivers) Regulation 2007**

This Regulation commenced on 1 July 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 to prevent the holders of learner licences and provisional PI licences from using mobile phones, whether or not held in the hand, while driving.

#### **Road Transport (General) Amendment (Novice Drivers) Regulation 2007**

This Regulation commenced on 1 July 2007 and amended the Road Transport (General) Regulation 2005 to enable a penalty notice to be issued for a breach of a licence condition imposed by clause 15CA of the Road Transport (Driver Licensing) Regulation 1999. That condition prevents the holder of a provisional PI licence who is under 25 years of age from driving a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age. This Regulation also enables a penalty notice to be issued for a breach of clause 47F of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 which prevents the holder of a learner licence or provisional PI licence from using a mobile phone while driving.

#### **Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007**

The regulation commenced on 14 September 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to make provision for a police officer and a person appointed by the RTA to personally serve a written notice on a person indicating that the records of the RTA show that the person's driver licence is suspended or cancelled.

#### **Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007**

The regulation commenced on 14 September 2007 and amended the definitions of Class 9 officer and Class 10 officer (being enforcement officers) in the Road Transport (General) Regulation 2005 to remove a redundant requirement that a Government department for whom a Class 9 officer works or a corporation for whom a Class 10 officer works be authorised in writing by the Commissioner of Police. Such authority is now given by the Director of the SDRO by way of service level agreement with the Government department or corporation concerned.

#### **Roads (General) Amendment (TIDC) Regulation 2007**

The regulation commenced on 12 October 2007 and amended the Roads (General) Regulation 2000 to prescribe the Transport Infrastructure Development Corporation as a public authority for the purposes of the *Roads Act 1993*.

#### **Road Transport (Vehicle Registration) Regulation 2007**

The regulation commenced on 1 November 2007 and repealed and remade, with certain changes, the Road Transport (Vehicle Registration) Regulation 1998 (the old Regulation). This regulation continues a system for the registration of both light and heavy vehicles that is consistent with the uniform national road legislation envisaged by the *National Transport Commission Act 2003* of the Commonwealth, provide for vehicle standards that are applicable to registrable vehicles and for the inspection of such vehicles by authorised persons.

#### **Road Transport (Driver Licensing) Amendment (Vehicle Registration) Regulation 2007**

The regulation commenced on 1 November 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

#### **Road Transport (General) Amendment (Vehicle Registration) Regulation 2007**

The regulation commenced on 1 November 2007 and amended the Road Transport (General) Regulation 2005 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007. This regulation also includes certain offences under the Road Transport (Vehicle Registration) Regulation 2007 as offences for which a penalty notice may be issued.

#### **Road Transport (Mass, Loading and Access) Amendment (Vehicle Registration) Regulation 2007**

The regulation commenced on 1 November 2007 and amended the Road Transport (Mass, Loading and Access) Regulation 2005 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that Regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

#### **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Vehicle Registration) Regulation 2007**

The regulation commenced on 1 November 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

#### **Road Transport (General) Amendment (Mobility Parking) Regulation 2007**

The regulation commenced on 2 November 2007 and amended the Road Transport (General) Regulation 2005 to permit a person who is aggrieved by a decision of the RTA to revoke a mobility parking scheme authority to appeal the decision to a Local Court.

#### **Road Transport (Safety and Traffic Management)(Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007**

The regulation commenced on 2 November 2007 and amended the Road Transport (Safety and Traffic Management)(Road Rules) Regulation 1999 to make further provision with respect to the issue and use of mobility parking scheme authorities by persons with disabilities.

#### **Tow Truck Industry Amendment Regulation 2007**

The regulation commenced on 30 November 2007 and amended the Tow Truck Industry Regulation 1999 as a consequence of the enactment of the *Tow Truck Industry Amendment Act 2007*. That Act abolished the Tow Truck Authority and repealed provisions relation to the job allocation scheme.

#### **Motor Vehicles Taxation Amendment (Refunds) Regulation 2008**

The regulation commenced on 4 April 2008 and amended the Motor Vehicles Taxation Regulation 2003 to recognise that the amount of taxes paid under the *Motor Vehicles Taxation Act 1988* that may be refunded on surrender of registration may be calculated on the basis of the number of whole days of registration that are unexpired when a vehicle was stolen or involved in an incident that caused it to be damaged.

### **Road Transport (Vehicle Registration) Amendment Regulation 2008**

The regulation commenced on 19 May 2008 and amended the Road Transport (Vehicle Registration) Regulation 2007 to provide that registrable vehicles that are first registered, or have their registration transferred, after the commencement of the regulation may generally only have one registered operator; that a light vehicle (other than a seasonal vehicle) may be registered for a period of three months or six months or one year; that a registered operator of a registrable vehicle is required to pay the scheduled fee for an inspection carried out for the purposes of considering whether the defects described in a vehicle defect notice have been rectified; that the RTA may suspend or cancel the registration of a vehicle that ceases to be the subject of a third party insurance policy under the *Motor Accidents Compensation Act 1999*; and that the RTA may issue a replacement certificate of registration or registration label, or both, if satisfied that the expiry date included in a certificate of registration or a registration label is different from the expiry date recorded in the Register.

### **Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008**

The regulation commenced on 18 April 2008 and amended the Road Transport (Driver Licensing) Regulation 1999 to provide that temporary overseas visitors (non-citizens who are not permanent Australian residents) not be eligible to obtain a driver licence until they have been in Australia for a continuous period of at least six months; that the maximum period for which a temporary overseas visitor may have a driver licence issued or renewed is 12 months and to authorise the RTA to include a driver licence issued to a temporary overseas visitor a code or symbol and a statement indicating that the licensee has not provided the RTA with evidence of permanent resident status.

### **Roads Regulation 2008**

The regulation commenced on 3 June 2008 and replaced, with only minor changes in substance, the Roads (General) Regulation 2000. The new Regulation makes provision with respect to roads, tollways, bridges, ferries, public gates other formal and machinery matters.

### **Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2007**

The regulation commenced on 1 July 2007 and varied the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The regulation applied a 3.5 per cent increase in accordance with advice provided by the National Transport Commission.

### **Roads (General) Amendment (Penalty Notice Offences) Regulation 2007**

The regulation commenced on 1 July 2007 and increased 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 3.34 per cent and rounded to the nearest dollar).

### **Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2007**

The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 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 the fee for any application to be accredited under a Mass Management Accreditation Scheme.

### **Road Transport (Safety and Traffic Management) Amendment (Fee and Tow-away Charge) Regulation 2007**

The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar). The fees involved relate to the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers and the tow-away charge for the removal of unattended motor vehicles or trailers.

### **Road Transport (General) Amendment (Penalty Levels and Fees) Regulation 2007**

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the 17 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices and the Schedule 1 fees, in the Road Transport (General) Regulation 2005.

#### **Road Transport (Driver Licensing) Amendment (Fees) Regulation 2007**

The regulation commenced on 1 July 2007 and increased in line with the annual average (Sydney) Consumer Price Index (at 3.34 per cent) and rounded to the nearest dollar), the Schedule 3 fees pertaining to driver licences in the Road Transport (Driver Licensing) Regulation 1999.

#### **Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2007**

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) Schedule 2 fees in the Road Transport (Vehicle Registration) Regulation 1998 that are payable for services provided by the RTA under the *Road Transport (Vehicle Registration) Act 1997*.

#### **Driving Instructors Amendment (Fees) Regulation 2007**

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the Schedule 1 fees payable in the Driving Instructors Regulation 2003 in connection with the administration of the *Driving Instructors Act 1992*.

#### **Photo Card Amendment (Fees and Penalty Notice Offences) Regulation 2007**

The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 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.

**The following regulations did not commence until 1 July 2008 although they were made by the Governor and were, on 13 June 2008, published in the NSW Government Gazette:**

- Road Rules 2008
- Road Transport (General) Amendment (Rules Consolidation) Regulation 2008
- Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Rules Consolidation) Regulation 2008
- Road Transport (Safety and Traffic Management) Amendment (Law Revision) Regulation 2008
- Road Transport (Driver Licensing) Amendment (Rules Consolidation) Regulation 2008.

**The following regulation commences on 1 September 2008 although it was made by the Governor and was, on 6 June 2008, published in the NSW Government Gazette:**

- Motor Vehicles Taxation Regulation 2008.

**The following eight regulations were published in the NSW Government Gazette on 27 June 2008 and commenced on 1 July 2008 and, except the eighth, adjust fees and fixed penalties payable pursuant to a penalty notice generally in line with movements in the (Sydney) Consumer Price Index (averaged at 1.94 per cent and rounded to the nearest dollar):**

1. Driving Instructors Amendment (Fees) Regulation 2008.
2. Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2008.
3. Roads Amendment (Penalty Notice Offences) Regulation 2008.
4. Road Transport (Driver Licensing) Amendment (Fees) Regulation 2008.
5. Road Transport Legislation Amendment (Penalty Levels and Fees) Regulation 2008.
6. Road Transport (Safety and Traffic Management) Legislation Amendment (Fee and Tow-away Charge) Regulation 2008.
7. Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2008.
8. Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008 commenced on 1 July, 2008 and varies the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The Regulation applies new charges in accordance with advice provided by the National Transport Commission.

## Judicial decisions affecting the RTA

### District Court

#### **Refrigerated Roadways Pty Ltd v Roads and Traffic Authority of NSW [2008] NSWDC 91**

Refrigerated Roadways Pty Ltd sued the RTA to recover the benefits it had paid to the widow and children of a truck driver, Mark Evans, who was killed on 23 August 1997 when four men dropped some pieces of concrete from an overbridge over a freeway on to his truck. The four men were charged and convicted of offences relating to the incident. Refrigerated Roadways Pty Ltd alleged that the RTA had been negligent in failing to fence the bridge so as to prevent the crime. The RTA built the bridge in 1977 without screens in accordance with the usual practice. The bridge did not have any pedestrian path as it was designed for vehicle traffic and was in a relatively isolated rural area.

On 2 June 2008, Acting Justice Hungerford found against the RTA and placed significance on the RTA having in its library from about 1970 onwards a 1968 USA publication which referred to the screening of bridges in the Chicago area. The judge considered that this should have been taken into account by the RTA and that bridges should have been screened much earlier than they were. It was held that as the RTA had created the risk by building a bridge from which objects could be dropped, it had a duty to take measures to prevent such crimes by erecting screens. By failing to screen the bridge it was held to be liable. Acting Justice Hungerford held in favour of the Plaintiff and awarded the Plaintiff the amount of \$575,972.61 inclusive of interest in the amount \$250,660.03.

The RTA has lodged a holding appeal with the NSW Court of Appeal. The matter is listed for hearing on 11 & 12 March, 2009.

### Supreme Court

#### **Hughes v Van Eyk and Anor [2008] NSWSC525**

On 19 January 2002 the plaintiff was riding a motorcycle north along the Putty Road near Oakey Creek when he lost control of his motorcycle near a bend resulting in him being thrown off and striking the Armco railing. The plaintiff sustained severe brain damage and now requires care 24 hours a day, seven days a week. The plaintiff was 22 years of age at the date of the crash. He was riding contrary to the conditions of his green P licence in that he was riding a 600cc motorcycle (not 260cc) at up to 110km/h (limited to 90km/h).

The plaintiff brought proceedings against both the driver of a vehicle he was overtaking and the RTA. It was alleged against the driver that prior to the accident he sped up and prevented the plaintiff from returning to the correct side of the road. The plaintiff alleged the RTA had incorrectly managed the section of road in that an overtaking zone should never have been created, that the overtaking zone for vehicles travelling in the opposite direction had an unbroken centre line of incorrect length which misled the plaintiff as to the sight distance, in breach of the Australian standards. It was pleaded that the RTA had also taken too long to complete a work order after reports indicated that vehicles had lost control on the corner. The plaintiff further alleged the RTA failed to take reasonable care to adequately warn of the bend and provided an overtaking zone when it was unsafe to do so.

On 5 June 2008, Mr Justice Hislop found that the RTA owed a duty to take reasonable care to provide an adequate overtaking distance for motorists using reasonable care for their own safety to reduce speed and proceed through the bend. The standard of care did not however, require the RTA to guard against the risk of a motorcyclist starting to overtake at speed at or near the end of the overtaking zone. The court found that it was unlikely that a person would attempt to proceed through the corner at 100km/h at the end of the overtaking zone which had been the precise action of the plaintiff. The Supreme Court accepted that it was improbable that a person of the first defendant's mature years accompanied by his wife would deliberately speed up to 100km/h approaching a corner signposted at 55km/h in order to prevent a motorcyclist returning to the correct side of the road. The facts showed the plaintiff began to overtake when he should have been reducing speed in response to the signs and features of the road ahead. He should not have attempted to overtake in that location when there was a clear view of the approaching bend. His injuries were caused solely by his actions and his failure to deal with the dangerous situation he had created or were due to some other deficiency in his riding.

The court found that there was no evidence of breach of duty by the action of the RTA and that such action did not materially cause or contribute to the plaintiff's crash. The court found that at no time did the first defendant's action cause or contribute to the plaintiff's injuries.

Mr Justice Hislop entered judgement in favour of both defendants and ordered the plaintiff to pay the defendants' costs.

## High Court

### **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's contributory negligence was assessed at 25 per cent, 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. Judgement 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 plaintiff cross appealed against the Court of Appeal's increase of his contributory negligence to 50 per cent and also cross appealed in relation to a costs order that it had unsuccessfully sought in the Court of Appeal.

A High Court hearing was heard by Gleeson CJ, Callinan J, Gummow J, Kirby J and Heydon J on 23 May 2007. The High Court delivered its judgement on 30 August 2007. The majority of the High Court (Callinan J, Gummow J and Heydon J) allowed the appeal. The RTA was held not to have a liability to Dederer. Justice Gummow provided the leading judgement of the majority concerning the scope of the

RTA's duty of care and an analysis of why the plaintiff had failed to establish a breach. The reasoning of Gummow J was followed by Heydon and Callinan JJ. The majority of the High Court held that the Court of Appeal had mischaracterised the risk of injury. Because the Supreme Court and the Court of Appeal had failed to identify the actual risk of injury properly, they made errors in assessing the reasonable response to the risk. The High Court majority held that the reasonable response to the actual risk of injury occurring was to erect pictogram diving prohibition signs. No further action was required by the RTA. The High Court majority held that the Courts below were fixed on a failure of the signs to prevent diving and climbing. The RTA is not required to prevent the risk-taking behaviour. The question to ask is whether the RTA exercised reasonable care considering the risk of injury. The RTA was not negligent by reason of its signs having failed. The frequency of the past jumping and diving according to the majority of the High Court actually showed that the probability of injury was low and not as high as suggested by the trial judge and the majority of the Court of Appeal. The Court of Appeal incorrectly focused on the frequency of the earlier behaviour, that is jumping and diving, but not on the probability of the risk occurring as a result of that conduct. Because the courts below erred in assessing the actual risk, they were distracted from the proper evaluation of the risk occurring and they attributed to the RTA greater control over the risk than it possessed. The RTA did not create the risk of shallow water of variable depth, nor did it encourage young people to dive from the bridge. A reasonable response to the risk was erecting the diving prohibition signs. The High Court held that the RTA was not negligent by reason of a prohibition signs having failed to prevent Dederer's behaviour.

Justices Gleeson CJ and Kirby J disagreed and were reluctant to disturb the findings of the court below. They held that the findings on negligence and causation were contestable but open on the evidence. Neither Gleeson CJ nor Kirby J were inclined to alter the decisions of the courts below.

The High Court would have upheld the finding of a 50 per cent contributory negligence and therefore Dederer's cross appeal on contributory negligence failed.

## RTA v Royal [2008] HCA 19

The plaintiff, Mr Smurthwaite, was injured on 12 March 2001 driving his motor vehicle on Bago Road, Herons Creek, when he collided with a vehicle being driven by Mr Royal. The plaintiff brought proceedings in the District Court, which were heard between April and May 2005. The plaintiff who was driving from Wauchope to Port Macquarie (west to east along Bago Road), across three lanes of the Pacific Highway was struck by the defendant's vehicle travelling north. The collision occurred, which is material to the case, in the right turn lane for vehicles travelling north intending to turn east towards Port Macquarie. On 7 February 2006 the Judge in those proceedings found that the RTA was not negligent and that the plaintiff was guilty of contributory negligence in the amount of one-third.

The First Defendant lodged an appeal against the judgement in the NSW Court of Appeal. The RTA was represented by John Maconachie QC, who was instructed by McCabe Terrill, Lawyers. The matter was heard on 6 and 7 February 2007. Judgement was handed down on 4 April 2007. As a result the RTA was ordered to pay one third of the judgement (some \$290,000 of the \$871,019.50 plus one third of Smurthwaite's trial and appeal costs and Royal's trial costs on the cross claim). The RTA filed a Special Leave Application with the High Court which was heard on 5 October 2007. The High Court granted the RTA Special Leave and the matter was heard on 31 January 2008. Judgement was handed down by the High Court on 14 May 2008.

The majority of the High Court found that the Court of Appeal did not make a determination in relation to causation. Evidence at trial that there was a sight distance of more than 200 metres from vehicles travelling behind the defendant and the plaintiff was uncontested. An alleged problem that vehicles turning left (west) into Bago Road obscured vehicles travelling behind did not raise a consideration as the accident occurred two lanes over to the east and was not on any assessment causative of the accident. The arguments of the defendant which were accepted by the Court of Appeal, when reconsidered by the High Court went in favour of the RTA, being that they were not causative of the accident. The majority found that the actual cause of the collision was the failure of both the plaintiff and defendant to take action to avoid the accident where there were clear site distances which would have allowed either party to stop, swerve or brake to avoid the accident.

The issue as to breach of duty was taken away from the RTA by the High Court limiting the grounds of appeal to 'causation' issues only. The court formally ordered that the appeal be allowed, the orders of the Court of Appeal be set aside and in their place that the appeal to the Court of Appeal be dismissed with costs, reinstating the original orders of Phelan DCJ.



## Appendix 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 2007-08 contracts were brought to account for the sale of 96 properties for a total value of \$58.1 million (net of GST). Of these, 42 properties were valued at more than \$0.5 million each, with a total value of \$51 million.

Eight properties totalling \$10.2 million were transferred to Department of Planning. Other major sales included properties in Newcastle (\$12 million), Goulburn (\$2.7 million) Darlinghurst, (\$2.4 million), Seaforth (\$2 million), Hoxton Park (\$1.6 million), Warringah (\$1.8 million) and St Ives (\$1.6 million).

No properties were sold to people with a family or business connection between the purchaser and 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*.

# Appendix 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 Library Services at Level 3, 27 Argyle Street, Parramatta NSW 2150 (tel 8849 2913). 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 2007-08.

### Bicycles and pedestrians

- Cycling in Sydney: Bicycle ownership and use
- Share and be aware: Travelling together safely
- Sydney and Parramatta cycleways map
- Your guide to cycling in Sydney's south and south-west: Sutherland and Campbelltown

### Corporate

- Accessing information from the RTA under NSW Freedom of Information or Privacy legislation
- Annual Report 2007
- Apprenticeship scheme
- Blacktown Motor Registry is moving
- Blueprint – 2008 to 2012 RTA Corporate Plan
- Graduate Recruitment and Development Program
- Looking for a career with drive? (CD-ROM)
- Parramatta Motor Registry is moving
- Traineeship scheme
- Undergraduate programs: Building the workforce of the future
- Want to fast track your career as a professional engineer?

### Driver and vehicle

- BPAY for trailers, vehicles less than three years old and vehicles more than three years old
- CRE8 YR OWN NUMB3R PL8S
- Guide for international drivers
- Hazard perception test
- Heavy vehicle driver handbook
- Make YR CAR as individual as YOU R!
- Mobility Parking Scheme
- Motorcycle riders' handbook
- MY PLATES product and pricing guide
- New driving test
- New South Wales Driver and Vehicle Statistics 2007 (preliminary)
- NRL number plates
- Numeral only plate auction for cars and motorcycles
- Registration rebate for small business engaging new apprentices
- Rego is now easy
- Road Users' handbook
- We just renewed our registration on line ... It was easy!
- We've made registration easy (and very convenient) Bpay
- You're always first in line at myRTA.com

### Environment

- Maintaining the links: Maintenance of historic timber bridges in NSW (DVD)
- RTA Oral History Program: Sydney Harbour Bridge Celebrating 75 years (CD-ROM)

### Heavy vehicle

- Apply for your over size and over mass permits online today!
- Applying for High Mass Limits in NSW
- Enrolling in the Intelligent Access Program (IAP); Industry Fact Sheet
- Hazard perception handbook
- Intelligent Access Program driver obligations
- Intelligent Access Program registered operator obligations
- Operating conditions specific permits for oversize and overmass vehicles and loads
- Reduce your heavy vehicle emissions; Free TAFE course

## Infrastructure

- Alfords Point Road widening between Clancy Street to Alfords Point Bridge community update, November 2007
- Alfords Point Road northern approach from Clancy Street to Alfords Point Bridge, Review of Environmental Factors, December 2007 (report and CD-ROM)
- Barton Highway future duplication community update, May 2008
- Barton Highway future duplication questions & answers, May 2008
- Bexley to Cup and Saucer Creek cycleway community update, April 2008
- Bonville upgrade community update, January 2008
- Bridge replacement project Corowa community update, February 2008
- Bridge replacement project at Corowa revised concept design community update, April 2008
- Cahill Expressway maintenance works community update, March 2008
- Camden Valley Way Bernera Road, Prestons to Cowpasture Road, Horningsea Park community update
- Camden Valley Way Bernera Road Prestons to Cowpasture Road Horningsea Park Review of Environmental Factors (report and CD-ROM)
- Camden Valley Way Upgrade: Bernera Road, Prestons to Cowpasture Road, Horningsea Park Species Impact Statement, December 2007
- Central Coast Highway Upgrade: Carlton Road to Ocean View Drive community update, January 2008
- Central Coast Highway and Brisbane Water Drive/ Manns Road intersection upgrade options, West Gosford community update, February 2008
- Coffs Harbour bypass concept design report, July 2008 (report and CD-ROM)
- Coffs Harbour bypass concept design community update, July 2008
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Volume 1 including Appendix A-E, Volume 2 Appendix F working papers 1-5 and Volume 3 Appendix F working papers 6-8 and Appendix G, November 2007
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Volume 1, 2 and 3, November 2007 (CD-ROM)
- Coffs Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Submissions Report, June 2008 (report and CD-ROM)
- Coffs Harbour Highway Planning Strategy Economic Analysis Update, November 2007
- Concrete for road pavements (video)
- Cowpasture Road upgrade community update, April 2008
- Croudace Street at Mitchell Avenue, Pride Avenue and Chilcott Street, Lambton community update, January 2008
- Epping Road and Longueville Road changed traffic conditions December 2007 to January 2008
- Glebe Road at Kenrick and Watkins Streets, The Junction pedestrian crossing upgrade community update, September 2007
- Great Western Highway Upgrade: Bullaburra East, Ridge Street, Lawson to Genevieve Road, Bullaburra community update, March 2008
- Great Western Highway Upgrade: Bullaburra West, Genevieve Road to Tableland Road, Wentworth Falls community update, August 2007
- Great Western Highway Upgrade: Bullaburra West community update, May 2008
- Great Western Highway Upgrade: Bullaburra West Genevieve Road, Bullaburra to Tableland Road, Wentworth Falls Review of Environmental Factors Volume 1 Main Report, Volume 2 Urban Design, Landscape and Visual Assessment Report and Volume 3 Appendices, May 2008
- Great Western Highway Upgrade: Bullaburra West Genevieve Road, Bullaburra to Tableland Road, Wentworth Falls Review of Environmental Factors Volume 1-3, May 2008 (CD-ROM)
- Great Western Highway Upgrade: Lawson Section 1A: Ferguson Avenue to Bass Street community update, January 2008
- Great Western Highway Upgrade: Lawson Section 1B and Section 2 community update, March 2008

- Great Western Highway Upgrade: Lawson Section 2 Containment basin Review of Environmental Factors Supplement, June 2008
- Great Western Highway Upgrade: Lawson Upgrade Stormwater drainage works for Cleveland and Wilson Streets, Lawson community update, June 2008
- Great Western Highway Upgrade: Leura to Katoomba (Section 2) Kings Road. East View Avenue, Leura to Bowling Green Avenue, Katoomba community update, August 2007
- Great Western Highway Upgrade: Leura to Katoomba (section 2 of upgrade) community update, January 2008
- Great Western Highway Upgrade: Mt Victoria to Lithgow community update, May 2008
- Great Western Highway Upgrade: Mt Victoria to Lithgow Background and Proposed Project Development Report, June 2008
- Great Western Highway Upgrade: Wentworth Falls East Tableland Road to Station Street community update, February 2008
- Great Western Highway Upgrade: Woodford to Hazelbrook community update, January 2008
- Holbrook Bypass community, January 2008
- Hume Highway duplication from the Sturt Highway to Holbrook community update, September 2007
- Hume Highway duplication Mullengandra to Olympic Highway feedback form community information session, July 2007
- Hume Highway duplication Woomargama to Table Top community update, July 2007
- Hunter Region Road Occupancy Guidelines
- Jumping off bridges ... anti-bridge jumping campaign
- Landscape guideline
- Lawrence Hargrave Drive and Princes Highway upgrade community update
- Lawrence Hargrave Drive and Princes Highway upgrade submissions report
- M5 East tunnel air filtration plant construction fact sheet, October 2007
- M5 East tunnel filtration plant fact sheet
- Making and Delivering Concrete for Road Pavements (DVD)
- Mamre Road Bridge duplication over the M4 Motorway community update, July 2007 and February 2008
- Masons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, November 2007
- Molong overpass project community update, February 2008
- Moree town centre bypass community update, July 2007
- Morpeth Bridge capacity improvements to bridge approaches community update, June 2008
- Narellan Road extension: Camden Valley Way to The Northern Road, Narellan community update, September 2007
- Newcastle Inner City Bypass: Rankin Park to Jesmond Submissions Report, January 2008
- Newcastle Road between Croudace Street and Albert Street, Lambton community update, January 2008
- Northern Distributor extension community update (July 2007, October 2007, January 2008 and April 2008)
- Oak Flats to Dunmore community update, November 2007
- Oxley Highway Upgrade Stage one: Wrights Road to Phillip Charley Drive community update, January 2008
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, August 2007
- Pedestrian Crossing Upgrade Program: Alison Road community update, March 2008
- Pedestrian Crossing Upgrade Program: Anzac Parade community update, March 2008
- Pedestrian Crossing Upgrade Program: Darling Street community update, October 2007
- Pedestrian Crossing Upgrade Program: Euston Road community update, March 2008
- Pedestrian Crossing Upgrade Program: Frenchs Forest Road community update, December 2007
- Pedestrian Crossing Upgrade Program: Great Western Highway Leichhardt Street, Blackheath community update, December 2007
- Pedestrian Crossing Upgrade Program: Minogue Crescent community update, October 2007
- Pedestrian Crossing Upgrade Program: Old Canterbury Road community update, October 2007

- Planning safety improvements at the Pacific Highway and Violet Town Road at Belmont North and Floraville Road at Floraville community update, May 2008
- Princes Highway Upgrade: Gerringong to Bomaderry community update, July, 2007
- Princes Highway Upgrade: Gerringong to Bomaderry nomination form options comparison workshop, August 2007
- Princes Highway Upgrade: Gerringong to Bomaderry options display community update, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry options display feedback form, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix A Route Options Workshop Findings, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix B Preliminary Geotechnical Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix C Preliminary Urban and Regional Design Strategy, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix D Preliminary Traffic Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix E Preliminary Public Utilities and Services Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix F Preliminary Social Economic Impacts Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix G Preliminary Biological Report – Terrestrial Flora and Fauna, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix H Preliminary Biological Report – Aquatic Ecology and Water Quality Management, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix I Preliminary Indigenous and Non-Indigenous Heritage Assessment, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix J Preliminary Air Quality Management Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Preliminary Hydrology/Hydraulics Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix L Preliminary Planning and Zoning Issues Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix M Preliminary Land Use Issues Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix N Preliminary Traffic Noise and Vibration Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix O Preliminary Property Impacts Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Preliminary Climatic Assessment Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Q Preliminary Cumulative Effects Report, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix R Road Safety Audit Stage I, Route Options Preliminary Concept Design, November 2007
- Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report and Appendices, November 2007 (CD-ROM)
- Realignment of the Princes Highway, Conjola Mountain community update, September 2007
- Repainting of Darling Harbour viaducts community update, June 2008
- Replacement bridge over the Yass River near Gundaroo community update, April 2008
- Richmond Road upgrade: Traffic signals at St Marys Road and Richmond Road, Berkshire Park community update, May 2008
- Richmond Road upgrade: St Marys Road intersection improvements community update, July 2007

- RTA Community Involvement Resource Manual
- RTA procedures for Aboriginal cultural heritage consultation and investigation, May 2008
- Sheahan Bridge duplication community update, May 2008
- Swansea Bridge maintenance program community update, August 2007
- Swansea Bridge community update, September 2007, October 2007 and April 2008
- Tarcutta bypass community update, February 2008
- Tom Ugly's bridge repainting community update, September 2007 and December 2007
- Upgrade of Lanyon Drive between Monaro Highway and Tomsitt Drive, Queanbeyan community update, June 2008
- Upgrade of the railway level crossing on Garfield Road at Riverstone level community update, December 2007
- Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point community update, December 2007
- Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point Review of Environmental Factors, December 2007
- Upgrading the Pacific Highway: Ballina Bypass upgrade community update, May 2008
- Upgrading the Pacific Highway: Banora Point upgrade Environmental Assessment and Refined Design, February 2008
- Upgrading the Pacific Highway: Banora Point Environmental Assessment Volume 1 Environmental Assessment, Volume 2 Working Papers 1-5, and Volume 3 Working Papers 6-10, February 2008
- Upgrading the Pacific Highway: Banora Point Environmental Assessment Volume 1, 2 and 3, February 2008 (CD-ROM)
- Upgrading the Pacific Highway: Brunswick Heads to Yelgun project opening, July 2007
- Upgrading the Pacific Highway: Bulahdelah upgrade community update, November 2007
- Upgrading the Pacific Highway: Coffs Harbour Highway Planning Environmental Assessment and Refined Design, November 2007
- Upgrading the Pacific Highway: Coffs Harbour Highway Planning Sapphire to Woolgoolga upgrade
- Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Moorland and Moorland to Herons Creek projects) Design Refinement Summary report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Moorland and Moorland to Herons Creek projects) Refined Design community update, September 2007
- Upgrading the Pacific Highway: Coopernook to Moorland upgrade design refinement consistency review, September 2007
- Upgrading the Pacific Highway: Coopernook to Moorland upgrade Environmental Assessment, September 2007
- Upgrading the Pacific Highway: Failford Road to Tritton Road Review of Environmental Factors, May 2008 (report and CD-ROM)
- Upgrading the Pacific Highway: Herons Creek to Stills Road Submissions Report, February 2008
- Upgrading the Pacific Highway: Karuah to Bulahdelah sections 2 and 3 upgrade community update, August 2007
- Upgrading the Pacific Highway: Kempsey to Eungai Environmental Assessment community update, July 2007
- Upgrading the Pacific Highway: Kempsey to Eungai Environmental Assessment Vol 1 and 2, July 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Kempsey to Eungai Submission Report, March 2008
- Upgrading the Pacific Highway: Moorland to Herons Creek upgrade Design Refinement consistency review, September 2007
- Upgrading the Pacific Highway: Moorland to Herons Creek upgrade Environmental Assessment, September 2007
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Highway Access Strategy, September 2007
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Proposed Highway Access Strategy, January 2008
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Strategic Access Report, January 2008

- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects) community update, September 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (Incorporating Warrell Creek and Macksville to Urunga upgrade projects) community update, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrade projects) Q & A, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, July 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga (incorporating Warrell Creek and Macksville to Urunga upgrading projects), September 2007
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Macksville to Urunga Preferred route Submissions Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Draft Warrell Creek Review Report, September 2007 (report and CD-ROM)
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Warrell Creek Review Report, June 2008
- Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Warrell Creek Review Report, June 2008 (CD-ROM)
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design, March 2008 (community update)
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design Report, March 2008
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Preferred Route Submissions Report, March 2008
- Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design Report and Preferred Route Submissions Report, March 2008 (CD-ROM)
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design community update, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Aquatic ecology survey working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Highway access strategy working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Terrestrial flora and fauna assessment report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Upgraded hydrology/ hydraulics report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, Urban design and landscaping report working paper, April 2008
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Concept Design Report, April 2008 (CD-ROM)
- Victoria Road upgrade community update, November 2007, February 2008 and April 2008
- Victoria Road upgrade: Iron Cove geotechnical and sediment contamination investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: Preliminary Environmental Investigation, July 2007
- Victoria Road upgrade: Proposal project application report and preliminary environmental assessment, December 2007
- Victoria Road upgrade: proposal New Iron Cove Bridge geotechnical and sediment contaminations investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: Proposal showing bus lane upgrades for Victoria Road and options for new bridge crossing, December 2007

- Victoria Road upgrade: Proposal on-land geotechnical and contamination investigations Review of Environmental Factors, February 2008
- Victoria Road upgrade: proposal utility investigations Review of Environmental Factors, January 2008
- Wallaby Rocks Bridge rehabilitation community update, July 2007
- Weakleys Drive interchange community update, August 2007 and June 2008
- Wentworth Falls East Tableland Road to Station Street drainage work community update, June 2008
- William Bailey Street and Adelaide Street, Raymond Terrace community update, April 2008
- Windsor flood evacuation route pedestrian and cyclist information, September 2007
- Windsor flood evacuation route (Hawkesbury Valley Way) Information for motorists, September 2007
- Woomargama bypass community update, January 2008
- Your privacy and RTA projects
- Your property and RTA projects, questions and answers, November 2007

## Road safety

- Are you supervising a learner driver?
- Choose right buckle right
- Choose right buckle right infant restraint kit
- Get a licence. Get a life. Visit Geared.com.au
- Helping learner drivers become safer drivers, presenter's resource kit
- Helping learner drivers become safer drivers. Are you supervising a learner driver?
- Mobile phones and driving
- Move Ahead with Street Sense, Kindergarten orientation day road safety parent presentation, presenter's book
- Move Ahead with Street Sense, Kindergarten orientation day road safety parent presentation kit
- Pedestrian crossings
- Road safety education resources for TAFE NSW, catalogue
- Road safety songs and rhymes for young children (CD-ROM and song book)
- Safer child restraints
- School bus safety: how parents can help
- Signatory information bulletin no 1: Certification of used imported buses
- Technical specification No 142 Rev 7: School bus warning system
- Vehicle inspectors bulletin no 5: Protrusions on the front of vehicles
- Vehicle inspectors bulletin no 6: Requirements for large trailers fitted with electrically operated brakes
- Vehicle inspectors bulletin No 13: Over snow vehicles, April 2008
- Vehicle Inspectors bulletin No 18 Rev 8: New inspection fees for Authorised Inspection Stations
- Vehicle inspectors bulletin no 21: Test procedure for Mercedes-Benz air-over-hydraulic brake system
- Vehicle inspectors bulletin no 36: Taxis designed to transport passengers in wheelchairs
- Vehicle inspectors bulletin no 52: Exemption from registration for light vehicles driven for inspection or testing
- Vehicle inspectors bulletin no 58: Vehicle Compliance Certification Scheme
- Vehicle inspectors bulletin no 63: Dual foot controls for driving instructors' vehicles
- Vehicle inspectors bulletin no 71: Inspection of used imported buses for registration in NSW
- Vehicle inspectors bulletin no 75: Centralisation of Authorised Inspection Station administration
- Vehicle inspectors bulletin no 76: Safety Recall Bendix SR-7 brake modulating valve fitted to Freightliner Argosy, Century S/T and Columbia vehicles
- Vehicle standards information no 2 Rev 4: Restricted engineering signatories
- Vehicle standards information no 5: Vehicle dimension limits
- Vehicle standards information no 6: Guidelines for light vehicle modifications
- Vehicle standards information no 7: Australian Design Rules
- Vehicle standards information no 8: Flashing lights and sirens



- Vehicle standards information no 10V5: Carrying bicycles on motor vehicles
- Vehicle standards information no 11: Requirements for the movement of buildings
- Vehicle standards information no 12: Guidelines for lights and light signalling devices on heavy vehicles
- Vehicle standards information no 15: Engineering signatories
- Vehicle standards information no 19: Motor vehicle compliance plates
- Vehicle standards information no 20: Registration of engineering and market evaluation vehicles
- Vehicle standards information no 21: Vehicles modified for people with disabilities
- Vehicle standards information no 27: Mopeds and motor assisted pedal cycles
- Vehicle standards information no 35: Mobile advertising units
- Vehicle standards information no 37: Reporting of vehicle defects, information for fleet owners
- Vehicle standards information no 39 Rev 2: Spray suppression devices for heavy vehicles
- Vehicle standards information no 41: Guidelines for A-frame towing
- Vehicle standards information no 42 Rev 1: Stretched limousines exemption from aspects of ADR58/00
- Vehicle standards information no 46: Registration of non-conforming special purpose vehicles
- Vehicle standards information no 49: Seat belt buckle covers
- Vehicle standards information no 56: Agricultural harvesters – exemption from brake light requirements
- Zero blood alcohol limit for novice drivers

## Traffic

- Australian Road Rules
- Code of conduct and ethics
- Delineation guidelines
- Driving to Sydney just got easier
- Guide signposting
- More E-Only lanes from 6 July 2008; Sydney Harbour Bridge lane changes
- Proposed changes to Victoria Road at Drummoyne and Rozelle
- Roundabouts: a step by step guide
- Sydney Harbour Tunnel cashless tolling
- Sydney Harbour Tunnel cashless tolling effective 8 July 2007
- Technical direction: Guide signposting
- Traffic signal design Section 1 Investigation guidelines

## Cost of this annual report

The total external cost of producing this report will be about \$70,000 which includes \$30,000 for design, \$19,000 for printing and \$21,000 for 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](http://www.rta.nsw.gov.au), publications, statistics and forms.

## Appendix 16. Payments to consultants

Details of the amount paid to consultants in 2007-08 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 18.** CONSULTANTS GREATER THAN \$30,000

Project description	Consultant	Amount
Chatswood town centre microsimulation study	GHD	\$60,000
Ryde area integrated land use and traffic studies	ARRB	\$100,000
Bus corridors projects	JW Prince	\$100,000
Developer projects	Qualchek	\$100,000
SHB structural upgrade – heritage advice	GML Godden Mackay Logan Heritage Consultants	\$90,000
HW9 Willow Tree culvert replacement design	PB	\$48,810
Culvert inventory data capture	OPUS international consultants	\$524,760
Russell Avenue slip	GHD	\$47,344
<b>Total</b>		<b>\$1,070,914</b>

**TABLE 19.** CONSULTANTS LESS THAN \$30,000

Total number of engagements	10
Total cost	\$110,944

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.

# Appendix 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 Act)* was approved. Following the introduction of the amendment to the Act, the Premier's Memorandum No 2007- 01 was also issued. The FOI 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 website under the category 'Doing Business With Us'. All contracts that are required to be disclosed are published on the Department of Commerce E-Tender website.

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds \$1.51 billion.

Any inquiries can be directed to the Manager, Records Access Unit or the Team Leader Privacy & Contract Reporting on (02) 9218 3667.

## Appendix 18. Accounts payment performance

**TABLE 20.** AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 07	\$27,948,128.45	\$435,774.17	\$70,924.53	\$68,172.99	\$156,929.40
Dec 07	\$31,129,961.62	\$6,290,254.63	\$502,672.65	\$252,399.07	\$464,461.03
Mar 08	\$29,006,037.10	\$4,758,522.77	\$273,176.55	\$138,660.21	\$677,684.73
Jun 08	\$42,437,513.87	\$4,941,604.34	\$208,149.91	\$89,225.84	\$385,314.89

**TABLE 21.** ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Target %	Total accounts paid on time		Total
		Actual %	\$	
Sep 07	86%	90.74%	230,433,779.22	249,118,360.63
Dec 07	86%	87.23%	193,322,441.63	231,365,598.53
Mar 08	86%	86.52%	163,609,930.85	201,843,924.21
Jun 08	86%	90.28%	276,150,302.08	290,096,405.83

Overall performance for the financial year is ahead of the performance target.

Performance for the December & March quarters, while still above target, dropped slightly as a result of some process reengineering aimed at provided ongoing long-term efficiencies.

## Appendix 19.

### Funds granted to non government community organisations

Directorate	Name of recipient organisation	Amount of grant	Program area as per Budget Paper	Nature & purpose of the project including aims and target audience
Environment	NSW Wildlife Council	\$20,000	Road Use	Contribution to assist wildlife care groups manage roadkill
Business Coord, Road Safety & Policy	Griffith University	\$30,000	Road Management	ARC linkage proposed project on corporate governance. Cash contribution for the three year project
Licensing Registration & Freight	National Motor Vehicle Theft Reduction Council Inc	\$172,125 (excl GST)	Road Use	NSW Government funding has been on a 50/50 shared basis by the Police Minister and the RTA since the establishment of the NIMVTRC in 1999. This shared funding arrangement was endorsed in 1998 by the then Premier and Treasurer. The NIMVTRC is an incorporated not-for-profit association who works with police, insurers, the motor trades, vehicle manufacturers, registration authorities and justice agencies in implementing theft reduction strategies
Network Management	Bicycle NSW	\$195,000	Road Development	Bicycle NSW – Sydney Spring Cycle
Network Management	Bicycle NSW	\$121,000	Road Development	The NSW Great Escapade
Network Management	Pedestrian Council of NSW	\$30,000	Road Development	Walk Safely to School Day
Network Management	Various Community Groups across NSW	\$100,000	Road Development	NSW Bike Week
DOES – Western Region	Gilgandra Liquor Accord	\$5,000	Road Use	Contribution towards alternative transport scheme for Gilgandra
DOES – Western Region	Moree Liquor Accord	\$7,898	Road Use	Contribution towards alternative transport scheme for Moree
DOES – Western Region	Parkes Liquor Accord & Condobolin Liquor Accord	\$5,555	Road Use	Contribution towards alternative transport scheme for Parkes and Condobolin
DOES – South West Region	Berrigan Golf & Bowling Club	\$1,500	Road Use	Support alternative transport

Directorate	Name of recipient organisation	Amount of grant	Program area as per Budget Paper	Nature & purpose of the project including aims and target audience
Business Coordination, Road Safety and Policy	Youthsafe	\$400,000	Road Use	Research and resource development
Business Coordination, Road Safety and Policy	Rotary Youth Driver Awareness	\$65,000	Road Use	Driving Skills for Year 11 students
Business Coordination, Road Safety and Policy	Rotary Youth Driver Awareness	\$20,000	Road Use	Bus transport for Year 11 students to attend workshop

## In kind support

The RTA supported nine not-for-profit charity groups by hanging banners on the southern pylon of the Sydney Harbour Bridge as in-kind sponsorship. These groups included:

- Red Nose Day
- Jeans for Genes Day
- Red Cross Blood Service
- World Aids Day
- International Day of Disability
- Pink Ribbon Day
- St Johns Ambulance
- Red Cross Calling
- Salvation Army

# Appendix 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* (HRIP Act). Following is the analysis of information regarding the Records Access Unit's involvement in privacy matters during 2007-08.

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) of 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 developing a communications strategy, which will incorporate privacy responsibilities and be rolled out to all RTA staff.

The Manager of the Records Access Unit has conducted, and is continuing to conduct, face-to-face training sessions for all RTA staff to highlight the principles contained in the Privacy and HRIP Acts. Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act.

The Manager, Records Access Unit, and the Team Leader, Privacy & Contract Reporting, are responsible for processing any allegations of improper use or disclosure of personal information. Under the Privacy and HRIP Acts, such allegations are termed Reviews of Conduct. The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

Thirteen internal Reviews of Conduct were investigated between 1 July 2007 and 30 June 2008. The details are as follows:

#### Privacy review R07-08/01

On 4 July 2007 a customer sought a review, believing the RTA breached his privacy when an insurance company accessed his demerit points via RTA internet without his authority. The customer sought explanation from QBE but was not satisfied with their response. Investigation confirmed that an access had occurred and the RTA IT section confirmed the location of the access. The RTA officially apologised to the customer on 19 September 2007. The customer did not appeal the determination.

#### Privacy review R07-08/02

On 10 August 2007 a customer sought a review believing the RTA breached her privacy when her address was changed without her authority and her sister accessed her records with little ID. The RTA was unable to make contact with the complainant to seek further information. The customer made no further contact and the matter was considered closed on 22 October 2007.

#### Privacy review R07-08/03

On 10 September 2007 a customer sought a review believing the RTA breached his privacy when his personal details may have been accessed by a third party without his authorisation. The details related to number plates, which were allocated to him at the time. A review was conducted and the RTA determined there was no evidence of inappropriate access or disclosure. On 30 November 2007 the RTA informed the customer of the determination. The customer did not appeal.

#### **Privacy review R07-08/04**

On 8 October 2007 a customer sought a review believing the RTA breached her privacy when she was issued with a parking infringement notice for parking in Kosciuszko National Park without a valid permit. A review was conducted and the RTA determined that her records had been accessed by NSW National Parks and Wildlife. An error occurred when the registration number was transposed and an infringement notice was sent to the wrong operator by the NSW National Parks and Wildlife. The customer was informed of the result and the NSW National Parks and Wildlife and the RTA officially apologised on 21 November 2007. The customer did not appeal.

#### **Privacy review R07-08/05**

On 26 October 2007 a customer sought a review believing the RTA breached his privacy when his personal information held by the RTA road user database may have been improperly disclosed to an insurance company. A review was conducted and the RTA determined that his registration details had been disclosed to an insurance company in relation to an accident claim. On 24 January 2008 the RTA informed the customer of the result and officially apologised. The RTA amended a procedure as a result of this incident. The customer did not appeal.

#### **Privacy review R07-08/06**

On 20 November 2007 a customer sought a review believing the RTA had breached his privacy. The customer believed that personal information held by the RTA was released to a tolling company without his consent. This resulted in him receiving a toll notice for failing to pay the toll. A review was conducted and the RTA determined that an error occurred on a response received by the RTA from the last registered operator of the vehicle detailed in the toll notice. The toll notice issued to the customer was withdrawn and on 26 February 2007 the RTA officially apologised to the customer. The customer did not appeal.

#### **Privacy review R07-08/07**

On 20 December 2007 a customer sought a review believing the RTA had breached his privacy by releasing his personal information without his consent. The customer believed that his new address had been accessed by either the NSW or Federal Police and disclosed to a third party. A review of conduct was initiated by the RTA and investigated by NSW Police. NSW Police determined the access was for lawful reasons and confirmed no improper use. The customer was informed of the RTA's determination on 6 April 2008. The customer did not appeal.

#### **Privacy review R07-08/08**

On 4 April 2008 and 2 July 2008 an RTA employee sought a review believing the RTA had breached his privacy when the RTA faxed a medical certificate to a Military Base Commander where the employee was to undertake military reserve training. The employee was on restricted duties with the RTA at the time. A review was conducted and the RTA determined that a breach of privacy had occurred. The employee was informed of the RTA's determination and an official apology was given. The applicant had not appealed the determination at the time of writing.

#### **Privacy review R07-08/09**

On 14 April 2008 an RTA employee sought a review believing the RTA breached his privacy when his name, address and telephone were emailed via an attachment to other staff members within his unit. A review was conducted and it was established the information was inadvertently attached to the email. The RTA determined that there had been an unintentional breach of privacy and formally apologised to the employee on 16 June 2008. The employee has not appealed the decision.

#### **Privacy review R07-08/10**

On 6 May 2008 a customer sought a review believing the RTA breached his privacy when a relative stated they could find out about vehicles he had purchased via an RTA employee in Sydney. In a telephone conversation with the customer, the RTA explained that the RTA DRIVES log showed no accesses to the customer's personal information. The complaint was not furthered with the customer's agreement.



### Privacy review R07-08/11

On 7 May 2008 a customer sought a review believing the RTA had breached her privacy when her details were accessed and her address changed without her authorisation. A review was conducted and it was established that the customer's address had been changed at an RTA call centre. A keystroke error by the RTA operator resulted in an incorrect licence number being entered into DRIVES which, in turn, resulted in the complainant's address being changed. On 24 June 2008 the customer was informed of the outcome of the review and that the RTA determined that a breach had occurred. The RTA formally apologised to the customer. The customer has not appealed the determination.

### Privacy review R07-08/12

On 16 May 2008 a former RTA employee sought a review believing the RTA had breached her privacy when she received a letter from HealthQuest informing her she was required to attend a fitness assessment requested by the RTA. This occurred after the former employee had resigned her employment with the RTA. A review was still in progress.

### Privacy review R07-08/12A

On 16 May 2008 a former RTA employee submitted a second application for a review of contact. The former employee believed the RTA had breached her privacy when a photo of her was issued to RTA contracted security staff. This action was taken by the RTA to prevent the former employee from gaining unlawful access to RTA property. The former employee is engaged in an ongoing dispute with the RTA. The review is in progress.

### Privacy review R07-08/13

On 23 June 2008 a customer sought a review believing the RTA had released his personal details to a third party without his consent or authority. The customer stated he was contacted by a person of the same name who said the RTA E-Toll section had disclosed the applicant's personal information. The review is in progress.

## Privacy appeals to the Administrative Decisions Tribunal (ADT)

One appeal to the ADT was continuing in 2007-08.

On 8 May 2007 and 17 September 2007 a former RTA employee commenced two separate sets of proceedings against the RTA in the ADT under the *Privacy and Personal Information Protection Act* and the *Health Records Information Privacy Act*. The two sets of proceedings are being heard together. The ADT proceedings relate to appeals against seven separate 'internal review' decisions made by the RTA. Broadly, the allegations which are the subject of the proceedings, are:

- That the RTA disclosed the employee's personal and/or health information to unauthorised third parties without consent.
- That the RTA denied the employee access to documents she was entitled to access under the *Privacy and Personal Information Protection Act*.
- That unauthorised RTA employees handled medical documentation relating to the employee in the process of forwarding that information to the Records Access Unit so it could be provided to the employee in response to a request by her.
- That the RTA breached the employee's privacy when the convenor of a selection committee contacted referees supplied by the employee.
- That the RTA breached the employee's privacy when an appeal document the employee had sent to the RTA was left on a fax machine overnight.
- That the RTA failed to follow its internal file management policies when handling information concerning the employee.
- That the RTA used medical documentation provided by the employee for purposes other than those for which they were provided.
- That the RTA wrongfully disclosed the employee's medical information when requesting HealthQuest to conduct a medical assessment of the employee's fitness for duties.

The ADT proceedings were adjourned in 2007 at the request of the employee, and reactivated in early 2008. A hearing in the matter is set down for 15 to 17 July 2008 for the determination of jurisdictional and interlocutory matters. It is likely that a further hearing date will then be set for the determination of outstanding substantive issues, if any.

# Appendix 21. Research and development

The RTA has a Research and Development (R&D) Program which identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements. In 2007-08 more than \$1.9 million was devoted to the program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA's Commercial Business and Technology Committee oversees the program and provides advice to the Executive on the direction and level of investment in R&D. The committee also advises on the strategic direction and management of technology and innovation in the RTA. It 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.

Projects undertaken in 2007-08 in each technology area are detailed following:

## Pavements

- Development of durable sprayed seals for high stress locations.
- Development of an RTA test method for workability of manufactured sands for use in concrete and asphalt.
- Refinement of ride quality models for concrete pavements.
- Pavement service life – application of plastic theory and limit analysis.
- Review of foamed bitumen stabilisation as a road maintenance and rehabilitation tool.
- Investigation of alternative aggregate sources for improved skid resistance of pavement surfacings (asphalt).
- Development of porous concrete surfacing in preparation for trial in 08/09.
- Increased use of marginal aggregate sources (for sprayed seal).
- Determination of available calcium ion content in blended recycled concrete for use as road base.
- Australian Research Council (ARC) Linkage Project with UNSW to provide an integrated approach to modelling granular materials in a pavement system (second year of three-year project).
- Managing horizontal shear force damage to pavements.
- Study on effect of heavy vehicles on RTA asphalt pavements (using modelling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Investigation of the use of cold mix technology to produce durable asphalt.
- Study on the skid resistance performance of high surface texture asphalt.
- Reduced moisture damage in asphalt.
- Contribution to OECD project to develop long life rigid pavements.
- Development of a methodology for determining a more accurate estimate of the remaining life of flexible pavements.

## Bridges

- Review performance of sacrificial cathodic protection systems (CP): discrete anodes, jacket anodes and sprayed zinc system as alternatives to impressed current CP.
- Development of robotic grit blasting device for steel bridges (3rd year of five-year project).
- Investigation of the useability of self-compacting concrete for bridge piles.
- Networked sensing systems research as a means of protecting bridges from over-height vehicles.
- Finalising design procedures for through deck and embedded expansion joint anchors.
- Investigation of the remaining load bearing capacity of alkali aggregate reaction affected pre-stressed deck beams from Mirrool Creek Bridge.

## Geotechnical

- Guidelines on use of shale in RTA road construction projects.
- Strategic sourcing of construction materials including development of a regional database of existing and potential sources of road aggregates.
- Identifying causes of inter-laboratory variability using RTA Test Method T363 – Accelerated Mortar Bar Test.
- Development of a low temperature test for all bituminous binders.
- Embankment construction using vacuum consolidation (first year of a three-year Australian Research Council (ARC) supported project).
- Investigation of fibre optic sensing technology to monitor pavement strains.
- Investigation into a method to determine the in-field performance of a prime or primer-seal.
- Behaviour of tunnels in sedimentary rocks in the Sydney Basin (final year of a three-year project). Outputs incorporated in new tunnel projects.

## Road design engineering

- Safety barrier crash testing.
- Acceptance of safety barrier products.

## Traffic

- Traffic Congestion Management at the University of Wollongong site.

## Safer roads

Developed ongoing research and evidence-based policy development including:

- Rigorous crash reduction model.
- Crash testing of safety barriers.
- Researched new design standards for curve radii.
- Researched incremental clear zones.

## Safer vehicles

SaferVehicles through its Crashlab test facility participated in a collaborative international research project to investigate occupant-to-occupant interaction and impact injury risk in side impact crashes. The tests conducted at Crashlab brought together experts from US academia, Transport Canada, the Australian Federal Government, NSW Centre for Road Safety and a leading occupant restraint system manufacturer and a global vehicle manufacture. The crash tests conducted by Crashlab utilised two advanced design WorldSID side impact research dummies provided by Transport Canada.

## Appendix 22. Driver and vehicle statistics

**TABLE 22.** NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	10,248
60-64	7,079
65-69	16,931
70-74	53,768
75-79	105,055
80-84	178,584
85-89	416,122
90-94	661,845
95-99	1 111,4317
2000-04	1,483,427
2005	344,325
2006	332,666
2007	351,719
Unknown	128,230
<b>Total</b>	<b>5,204,316</b>

**TABLE 23.** NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,928,322
Off-road passenger vehicles	514,714
Small buses	19,984
Buses	14,084
Mobile homes	4,785
Motorcycles	146,583
Light trucks	691,980
Heavy trucks	78,373
Prime movers	20,660
Light plant	4,377
Heavy plant	7,620
Small trailers	503,203
Trailers	269,508
Other vehicles	123
<b>Total</b>	<b>5,204,316</b>

**TABLE 24.** NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,582,294
Pensioner concession	638,766
Primary producer concession	95,823
Business general	741,654
Taxi	6,371
Public bus and coach	9,985
FIRS	4,276
Other vehicle usages	125,147
<b>Total</b>	<b>5,204,316</b>

**TABLE 25.** NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2008

By sex	No. of licence holders	% of total
Female	2,238,485	48.2
Male	2,400,239	51.7
<b>Total *</b>	<b>4,642,256</b>	<b>100.0</b>

By age group	No. of licence holders	% of total
16	55,178	1.2
17	71,953	1.6
18-25	600,226	12.9
26-29	324,898	7.0
30-39	909,826	19.6
40-49	917,914	19.8
50-59	796,373	17.2
60-69	558,657	12.0
70-79	308,636	6.7
80+	98,595	2.1
<b>Total</b>	<b>4,642,256</b>	<b>100.0</b>

\* Including cases where licence holders' sex was not recorded.

**TABLE 26.** NSW DRIVER AND RIDER LICENCES ON ISSUE AS AT 30 JUNE 2008

By licence class	No. of licences	% of total
C	4,093,886	80.3
LR	78,758	1.5
MR	117,195	2.3
HR	212,020	4.2
HC	119,738	2.3
MC	17,137	0.3
R	460,997	9.0
<b>Total</b>	<b>5,099,731</b>	<b>100.0</b>

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.

# Appendix 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 roads and bridges for contracts works and third party liability.

## Treasury Managed Fund

The Treasury Managed fund (TMF) is a NSW Government arranged indemnity scheme (operated by the NSW Treasury) which provides insurance cover to the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel. RTA Injury Management & Claims Services and OHS were awarded a special joint award for their long-term contribution to TMF risk management.

## 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 2007-08 is \$6.7 million which is a reduction of \$700,000 from 2006-07. In June 2008 the RTA received a hindsight rebate of \$6.8 million based on the claims performance for the three year and five year hindsight premium. This saving of \$6.8 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

The 2007-08 premium decreased by 16.6 per cent compared to 2006-07. This is due to the franchise increase of \$2000 and a reduction in the tariff for trucks over two tonnes.

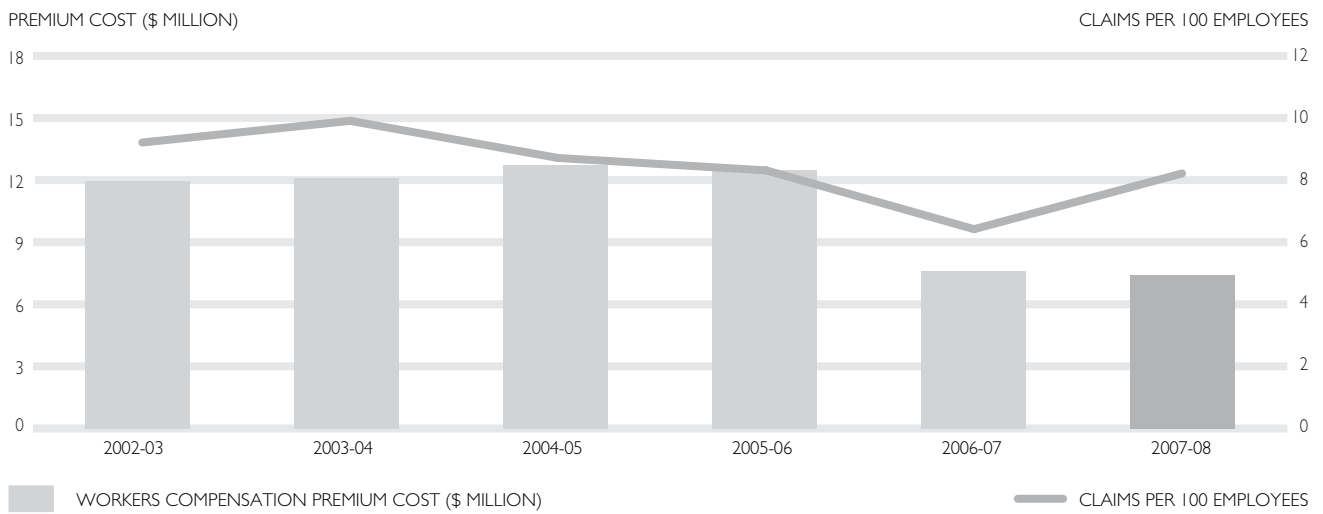
## Property

The 2007-08 premium increased by 50 per cent compared to 2006-07. This is due to an increase in the RTA's total asset values, an increase in incurred claims costs and increased reinsurance expenses which are mainly from new sideway and terrorism covers.

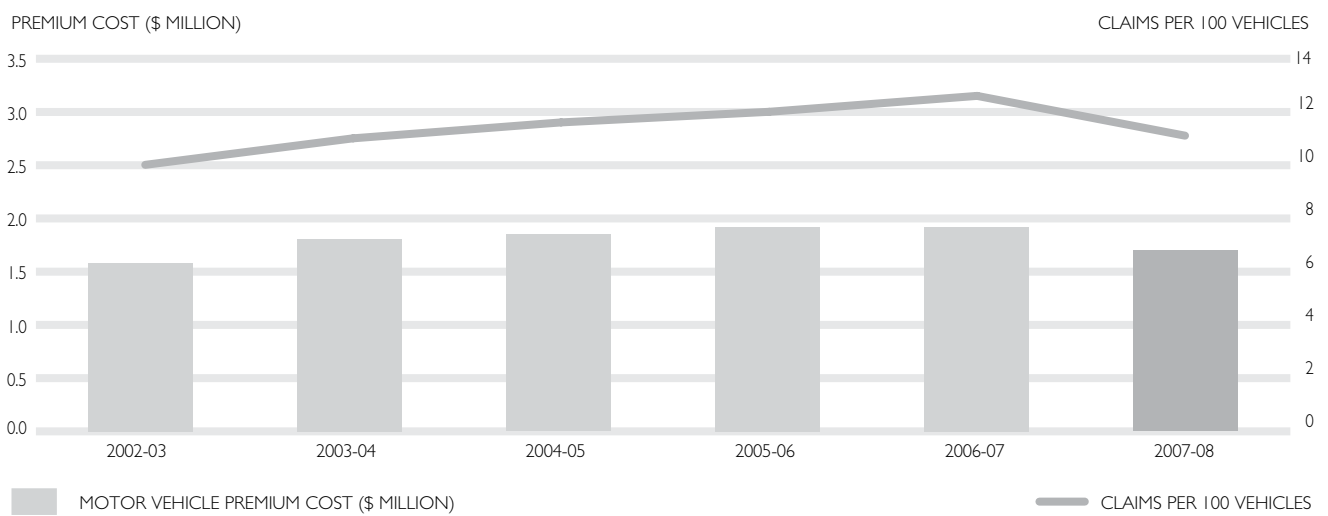
## Liability

The 2007-08 premium decreased by 4.2 per cent compared to 2006-07. The franchise for small claims was increased to \$1000 thereby reducing the claims incurred against previous years. Large claims volumes have remained static overall, which has contributed to an overall reduction in the deposit premium.

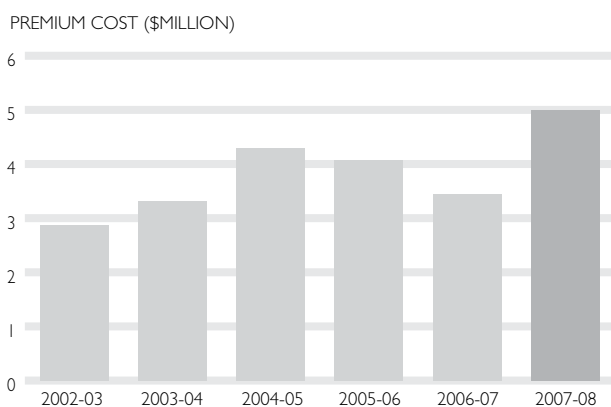
**FIGURE 20. WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY**



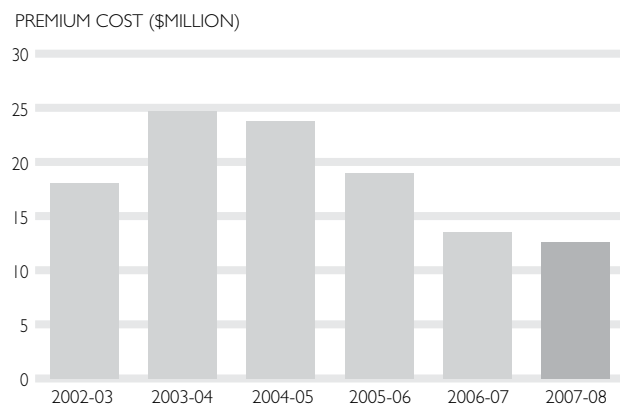
**FIGURE 21. MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY**



**FIGURE 22. PROPERTY PREMIUM IN CURRENT DOLLARS (2007-08)**



**FIGURE 23. LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR (2007-08)**



# Appendix 24. Compliance Index

This index lists the legislative requirements set out in the NSW Treasury checklist for public sector annual reporting, and the pages on which the relevant information can found. The checklist, including a detailed description of each requirement, is available at [www.treasury.nsw.gov.au](http://www.treasury.nsw.gov.au) (click on 'Information for agencies', then 'Annual reporting').

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**TRAFFIC  
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Section cover image: Photo taken by RTA photographer Geoff Ward of RTA traffic commanders working in the NSW snow fields, Smiggin Holes.

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Photo taken by RTA staff member Gabriel Denoury of the western distributor footpath at Darling Harbour.



